

# The Transporter

The official newsletter of the Late Model Bus Organization, international- LiMBO



The new Brazilian Van looks very similar to its Mexican counterpart



INSIDE: Westy cabinet mods... Lots of news from VW... the final installment of Cornelius Meads Alaska trip

You have a copy of volume 19, issue #1 of *The Transporter*, which is published 6 times per year by the Late Model Bus Organization, International inc. Deadline for next issue:

*March 1st 2006*

The Late Model Bus Organization, international is dedicated to the maintenance, restoration, and improvement of post-'67 VW Type II's including Vanagons & Eurovans! The only prerequisite to joining is enthusiasm for these great vehicles.

Membership in LiMBO (which includes a subscription to *The Transporter*) is \$25 per year (\$30 US funds from US bank for non-US members), 2 years is only \$48 (\$58). Make checks payable to LiMBO. *PLEASE* direct correspondence to the appropriate address listed below:

**Editorial/ Submissions**

The Transporter  
C/O Jim DiGennaro  
34 Summer Street  
Adams, MA 01220  
413-743-1814  
editor@limbobus.org

**Associate Editor: Events/Classifieds**

Bill & Amy Monk  
3 Oak Street  
Mystic, CT 06355  
(860) 572-2006  
events@limbobus.org

**Membership, Address Change**

Steve Paine  
13 Cobblestone Rd.  
Barnstable, MA 02630  
nuvi@capecod.net

**Website/ Internet**

Philip Dlugolecki: [LimBO@limbobus.org](mailto:LimBO@limbobus.org)  
**Contributing editor**  
Bill Dummitt: [bill@campinginthe parks.com](mailto:bill@campinginthe parks.com)  
Nevin Lescher: [nesu@cox.net](mailto:nesu@cox.net)

**New Members**

**Back Issues:**  
Dale Ward (LiMBO)  
9 Golden Hill Ave.  
Shrewsbury, MA 01545  
[limbobus2002@aol.com](mailto:limbobus2002@aol.com)

**Local Rep. Coordinator**

Kevin Kruger: [kebonyan@aol.com](mailto:kebonyan@aol.com)  
**LiMBO-Mart Coordinator**  
Nevin Lescher: [nesu@cox.net](mailto:nesu@cox.net)

**Officers**

**President**

Stan Wolhfarth  
29 Woodland Rd.  
Wayland, MA 01778  
[stan.wolhfarth@bentleypublishers.com](mailto:stan.wolhfarth@bentleypublishers.com)

**Treasurer**

Glen Smith  
30089 Hickory Drive  
Mechanicville, MD 20659  
[cmoney@ameritel.com](mailto:cmoney@ameritel.com)

**Secretary**

Mike Guilfoil  
10 Meadow Parkway  
Franklin, MA 01545-0166  
[mjg21@excite.com](mailto:mjg21@excite.com)

Back issues of *The Transporter*  
are \$4.00 per copy.  
Some issues are available as  
photocopies only.

Although every possible care has been taken to make the information contained herein as complete and accurate as possible, NO LiMBO CLUB MEMBER, PAST OR PRESENT, SHALL BE LIABLE FOR ANY DAMAGES RESULTING FROM THE USE OR MISUSE OF INFORMATION CONTAINED HEREIN.

Observe proper safety precautions when working around a vehicle, especially an older vehicle. Pay strict attention to manufacturer's directions, wear safety goggles, gloves, respirators, and proper clothing. With proper care the automotive hobby can be accident free and fun.

LiMBO is not affiliated with Volkswagen of America, Volkswagen AG, or Westfalia. 'Vanagon' 'EuroVan' and the VW logo are trademarks of Volkswagen.

Visit Us On-Line at: <http://www.LiMBObus.org>  
(413)743-1814

General Email: [LiMBO@limbobus.org](mailto:LiMBO@limbobus.org)  
Copyright 2006 by LiMBO, Inc.

## INSIDE:

### Features:

VW and Chrysler to make Mini van	3
From the Journal of Cornelius Mead: Road trip to Alaska	4
Westy cabinet modification	7
Rolling to a stop/ last VW engine	9
News for Bay window lovers	13

### Departments

Views though the windshield	2
Letters	3
LiMBO-Mart	8
Coming Events	10
Swap Area	12
Area Rep directory	14
Welcome new members	15
Parting shots	16

### Views through the Windshield

Happy New Year

Welcome to another issue of *The Transporter*. The first for 2006. Wow, another year has come and gone, where does the time go. Well, we have 2006 to look forward to.

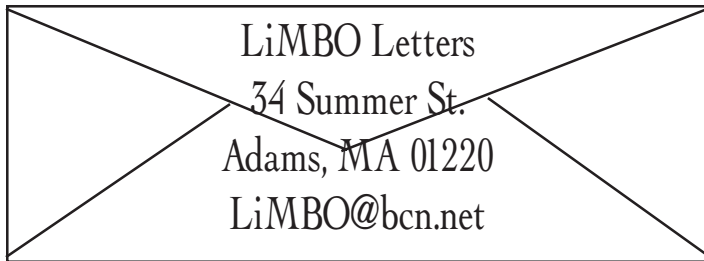
The LiMBO annual meeting took place on January 15th. We'll have a copy of the minutes printed here next issue. Safe to say, LiMBO will be around for another year, and may even be able to help out more with some events. It snowed the morning of the meeting, so attendance was down.

We have decided it's time for a new *Transporter Traveler and Tourist* directory (TTT). So if you didn't already notice it in the envelope, check inside and make sure the form is there. If you want to be listed in the TTT, now is the time to fill it out and send it to Steve Paine in Barnstable, MA. Even if you filled out a form in the past, please fill it out and send it in. This will be a whole new printing.

VW has been making some news lately. It announced its working with Chrysler to make a new mini-van. VW also ended production of the air-cooled engine in Brazil, the last place they were being made. VW of Brazil announced the new updated version of the venerable old bay window Kombi. Check out all that stuff inside this issue.

As a car guy, I'm not much for winter. The only thing I look forward to is spring. Actually, I do like to run my snow blower. During a good snow storm, I'll run my snow blower up and down the street clearing the walks and driveways of my neighbors. Other than that, I'm not much on outdoor activities in the winter. Although, I have been thinking of doing some winter camping. (Getting Barb to go, that will take some real doing)

continued page 15...



## Volkswagen, DaimlerChrysler to Produce U.S. Minivan Together

Jan. 5 (Bloomberg) -- Volkswagen AG, which hasn't turned a profit in the U.S. since 2002 as sales have fallen, reached an agreement with DaimlerChrysler AG to produce a minivan for the U.S. as Volkswagen searches for new models to entice customers.

DaimlerChrysler and Volkswagen will develop the minivan, which will begin production in 2008, based on the next generation of the Dodge and Chrysler minivan, Wolfsburg, Germany-based Volkswagen said in a statement distributed to reporters in Los Angeles.

"The product palette of Volkswagen hasn't had a family friendly van which speaks to the specific desires of our American customers," Wolfgang Bernhard, head of the Volkswagen brand, said in the statement. "With this new vehicle, we will quickly tap into another large market segment with our own product."

Volkswagen, Europe's largest carmaker, rolled out new models of the Jetta and Passat sedans last year, and will introduce a new Eos convertible this year to boost U.S. sales. The carmaker's U.S. sales fell 37 percent in the last five years to 224,195 vehicles last year from 355,648 in 2001.

Volkswagen lost 907 million euros (\$1.08 billion) in 2004 in the U.S., the world's largest auto market, and was heading at the end of the third quarter of last year to lose even more in 2005.

The minivan, which will be sold under the Volkswagen brand, will be produced at one of two plants where the Chrysler division produces minivans, either in Windsor, Canada, or near St. Louis, Missouri, Bernhard told journalists late yesterday at a cocktail reception in Los Angeles.

DaimlerChrysler, the world's fifth-largest carmaker, said Dec. 12 it will spend as much as \$1 billion to upgrade the Missouri minivan plant and a Missouri plant that build trucks, so that the factories can produce additional models.

### Chrysler Minivans

DaimlerChrysler's Dodge Caravan and Chrysler Town & Country are the best-selling U.S. minivans.

Volkswagen will make money on the minivan, which will have a Volkswagen-designed exterior and interior, Bernhard said at the reception. He expects to sell "at least 10,000" of the vehicles annually.

Volkswagen announced yesterday it is also considering selling a three-wheeled car to lure back U.S. buyers. The carmaker intends to introduce the two-seat vehicle as early as the first part of 2007 in the U.S., with a focus on sales in California, Bernhard said. The car, known as GX3, has two wheels in the front, weighs 1,300 pounds and goes 46 miles on a gallon of gasoline.

The GX3 is the first major product of a program the carmaker began early last year called Project Moonraker, which sends young Volkswagen engineers, designers and sales and marketing employees from Germany to live in the U.S. to get a better idea of what American customers want, Bernhard said.

U.S. sales growth of 5 percent in 2006 is a "reasonable target," Volkswagen's U.S. sales chief Adrian Hallmark said yesterday.

To contact the reporters on this story:  
Chad Thomas in Berlin at [cthomas16@bloomberg.net](mailto:cthomas16@bloomberg.net).

Happy New Year Volks Folks!

Join the always interesting Buses by the Beach ([www.busesbythebeach.com](http://www.busesbythebeach.com)) gang at Pokagon State Park in Angola, Indiana for our 2nd Annual Bus Brrr! Winter Camp on Saturday and Sunday February 10-11th, 2006.

[http://www.indianatraveler.com/state\\_parks/pokagon.htm](http://www.indianatraveler.com/state_parks/pokagon.htm)

As always, we combine our love of the venerable VW Bus with fellowship and fundraising for our favorite charity, The Phoenix Society for Burn Survivors.

<http://www.phoenix-society.org>

Last year's inaugural event was a blast! We rode the crazy refrigerated dual toboggan run (45 mph-faster than a Split Window Bus!) after setting up camp, then returned to 3 kinds of famous Buses By the Beach Chili and a roaring campfire. LIMBO newsletter did a feature of us having a good time and getting an early start to the Bus Season.

Dress in layers! There will be electric hookups available for all and small 1000-watt heater will keep the interior of the bus nice and toasty. All campsites are located near pit toilets. Alcohol is permitted in February, but not obnoxious drunks.

So fire up the bus and point it towards Northeastern Indiana and join us for a great time and help out a worthy cause!

Pokagon is a State Park and bringing in firewood is prohibited due to the Emerald Ash Borer Beetle. There will be firewood available. We will have specially designed hoodie sweatshirts for sale commemorating the event.

Any questions, Pmail: Pete at [pnocean@earthlink.net](mailto:pnocean@earthlink.net)  
Wishing you many miles of smiles in your Bus!

## From the Journal of Cornelius Mead Road trip to Alaska Part 2

South towards Denali the sun beckons, I lean towards it. It's Saturday when I arrive, so all the tourists are out in full force. I secure a seat on one of the Denali bus tours, (the only way in, no private cars allowed). This is very photogenic country, so our driver stops frequently to permit us opportunities to record all of it. The prevalence of grizzly bears along the road doesn't hurt either. At one stop the driver locates a triplet of Caribou and we all spill out to capture the image. I feel consoled. In the distance, Denali itself gleams in the sun, a treat, when our driver informs us it is frequently in clouds.

I drive south to Anchorage in the early dawn. It rained all night and while driving this morning I feel that sickening shudder that I have come to dread. A providential gas station provides shelter from the pouring rain, which allows me to transfer all my gear without getting anything wet. The engine idles smoothly, but falters at speed; after testing all the sparkplug wires with my timing light, I conclude its the fuel filter and replace it,

South of Anchorage, on the Seward Highway, a Mountain goat with a kid clammers all over the vertical rock wall, above four lanes of heavy traffic. I pull over in the only space available and setup my 500 mm lens with the beanbag as support on the half raised window to grab a few shots of their nonchalant scampering, indifferent to gravity.

By Seward the rain has diminished to a persistent drizzle and the clouds have dropped to tree top level. Driving on the road to Exit Glacier, I notice the mobile mansions parked/camped on all the roadside viewpoints. I decide to hike just to see the cravasses. The beginning of this trail is paved for wheelchair passage, but becomes a steep rock-strewn muddy track for the next mile. On the way in a Willow ptarmigan hen with six chicks appears trailside and eyeing me carefully allows me to approach within three feet. No need for telephoto lens this time.

When the rains return, I decide to tour the village of Seward. They are sponsoring a salmon fishing contest from the pier and there are flurries of excitement whenever one is hooked. I find an old fisherman and ask him about things to do in this weather. He advises me to "do what I want and don't wait on the weather, or you'll never do anything." A number of boat tours are available, but they would begin next day. I find a roadside camping spot and settle in for the night.

Ocean fog and drizzle greet me at dawn, the mists combed by the spruces. At this point I decide to leave Alaska; the smoke, fog, mist and rain have worn through what patience I had. I drive east hoping for clearer weather, which appears just east of Anchorage. Encouraged I stop at all the viewpoints along Route One, the Glenn Highway.

At the Matanuska glacier state park a well cut trail with interpretive signs provide basic data about this terrain. In this part of the world coastal mountain ranges frequently block weather from circulating inland, with the result that interiors are frequently clear and dry, while coasts are wet and foggy. I feel well out of it in any case.

Another day, another hike, this time in Slana's section of the Wrangell - St. Elias National Park, on the road to Nabesna. It's clear and hot, quite a contrast to the coast, but I'm not complaining. The exercise does me a world of good. Nothing like getting my circulation pumping to improve my mood.

After lunch in my van, I head for that place on the Kluane lakeshore where the Yellow-billed Loon made its appearance. It's early evening when I arrive, but this time the southwind has whipped the lake to a froth, with combers pounding the beach. I scan for my Yellow-billed friend in vain while resting on the shore. I'm greeted by a brilliantly clear sunrise with the persistent wind rocking the van all night.

I complete some housekeeping chores, like cleaning sparkplugs, air filters, and an oil change to take advantage of the cool weather and lack of biting insects.

Exploring some ponds in the vicinity I discover a family of Spotted Sandpipers huddled in the lee of vegetation and quickly setup the long lens. They seem willing to be imaged so I do my thing.

As the day warms up I plan to revisit Sheep Mtn. in Kluane Provincial Park, so off I go. My hike includes investigating every available side trail, negotiating stream crossings and bushwhacking, which drains my camera of film and my legs of ambition, but what a perfect day. The spice for this hike is provided by a plaque commemorating the death of a young woman hiker by a male grizzly bear. In the center of the trail the scat of soap berries and hardened mud imprints of grizzly paw marks, stirs my adrenaline as nothing else could.

The weather holds sunny and warm for the week. In hopes of locating herds of caribou, I head north on route 77, the Liard Highway, into the Northwest Territory, towards Yellowknife, the capital.

Camping by the Petitot River permits a swim and easy cleanup after dinner. While soaking my feet and reflecting on this trip, an immature Spotted sandpiper chick, all downy feathers, bobbles up to within ten feet of me. It seems as curious about me as I am about it.

Awakened by the glare from the river on the ceiling of the van, I examine the failing air-conditioner after breakfast and locate two problems; one a broken wire to the compressor, and the other, a loose belt. So far so good, easy repairs, no anxiety. I'm barely underway when a herd of forest bison ambles onto the road and just as quickly amble back into the shrubbery, when I pull over to snap a picture.

The early AM hours are cool, but dusty. While I'm first on the road it's no problem, but later, after being passed a few times, I'm forced to close all vents and use the now excellent AC.

After lunch, northern lightening flashes warn of a weather front. The rain, when we meet, is cooling and lays the dust, a genuine blessing. I gas up in Checkpoint, for \$3.08/gal, and glad to have it.

After the ferry crossing of the Mackenzie River, I'm in the Wood Bison sanctuary off Route three. Surprise appearances of pairs of Northern Sandhill cranes and slow moving herds of bison, provide me with all the photographic opportunities I could ask for. I'm able to buy supplies in Yellowknife and wash in the Great Slave Lake. No roads north of here, so south it is, back to Jasper in Alberta.

In bright sun and dry, warm weather, I explore every side road in this provincial park, but the gem is the Athabaska Falls. Having captured a male Mountain Sheep on film, I zoom along the Icefields Parkway to the Columbia Icefield Center, just in time to catch the last tour of the day at six PM. A tundra bus, with six huge tires (2'x 5') @\$3000 grinds up and down a 32% grade to place us on a tongue of the main glacier. Warned about meltholes in the ice, we are shepherded within a cordoned off



**Marty's VW Service**

Sales and Service  
New and Used Parts

VW Wrecks Bought and Sold

203 Center Street  
New Milford, NJ

Fax: (201) 261-7474  
(201) 261-4244



section that has been plowed and inspected daily, for safety's sake.

I awake next day at the Glacier Lake trailhead and pack my gear for the day hike. The monotony of the Black Spruce forest is finally broken by the appearance of a ptarmigan chick from a few feet away. After clicking it the hen appears just as magically and seems to pose for me, while waiting for the remainder of her brood to cross the trail. Elated I return to the van; again a surprise, in the dust of the trail I make out the paw prints of a bear overlaying my own, heading in the same direction. The same adrenaline rush, with the added impulse of being camera ready this time.

The remains of the day are spent on short walks, first; Mistaya canyon, an extremely narrow, convoluted slit carved in solid rock over one hundred feet deep. Second, Peyto Lake and Bow glacier, with the glacier clinging tenuously to the summit of Bow Mountain and the unreal brilliance of aquamarine color of Peyto Lake, make for a photogenic afternoon. Third, and last for the day is Lake Louise, a jewel in the crown of Jasper Provincial Park. This lake is dramatically set beneath Victoria Glacier, which is in turn framed by vertical rock walls on either side. The sunset colors the ice and crests of mountains.

Next morning is cool and very pleasant as I drive south through every provincial park along my route to Waterton-Glacier Provincial Park. I secure the last remaining campsite in the campground and settle in early, cleanup a bit, clean and regap my plugs and change the oil, so I feel safe for a while.

In the cool morning I hike up to Crandell Lake early enough to avoid tourists, who clutter the scenery and in time to photograph a Spotted Sandpiper, with spots! Then a rare bird MacGilluray's warbler appears, a new bird for me.

Returning to the USA for lunch I stop at Many Glaciers campground in Glacier National Park and for the remains of the day visit Fishercap Lake. A fortuitous decision, in the lake munching on green salad are two moose. They appear indifferent to the dozen tourists ahead of me, so I setup my telephoto lens and wait for the photogenic moments. I'm overjoyed with all the opportunities my huge friends provide. We all go home when the star of our show decides to quit the stage.

July, 31st, I admit to fatigue and rest on a boat tour of St. Mary's lake, 3.5 hours long, with a short hike between two waterfalls and a cute young guide.

Lunch at Logan Pass Visitor Center parking lot, then a short hike on the Garden Wall precipice trail, where fixed steel cables provide handholds during high winds. Thrilling to manage, but the real excitement is in the parking lot, when a family of Mountain Goats saunters between cars before ascending to the cliffs above.

Descending to Avalanche campground, I follow the boardwalk trail named the Cedars nature trail. It's a preview of the trail to Avalanche lake. Old growth forest, a remnant of what this country once looked like.

Exhausted I flop at the picnic table to swig a beer and review maps for trails I plan to hike tomorrow. While writing my daily journal two young couples from New York state approach and we swap bear stories and compare experiences of places visited and recommended. The stories and the beer flow on into the night with much laughter and reluctantly we part, for tomorrow we take different paths.

Dawn finds Kelly and Tara stuffing their car in preparation for departure, so I ask them for their E-mail addresses before I begin my hike to Avalanche Lake.

In deep shade, the exit stream for the lake has cut a slot canyon into the solid rock, so I make mental notes to return to selected points when the sun shines. My first view of the lake is of a Great Blue heron backlit by the shine of sunlight on the water. (click). The few human fishermen seem fixed in place

and well situated for this scene. Alas it doesn't last long before the first of hordes of babbling tourists with complaining kids, candy wrappers in hand, arrive to frighten the heron and myself away. I retrace my path to find, ironically, that the best lighting of a pothole, with its tempest of boiling water, is from the boardwalk I started from this morning.

All my friends have gone, I eat, clean the commode (ugh!), then west on Route 2 towards Spokane. A westcoast spot described last night meets my fantasy of a place I should investigate, Olympic National Park. Bored with all the heavy traffic I scan the map for some tertiary roads and select one heading south (590, I think). Braided fire roads confuse, but I don't care I'm enjoying driving so much, even the thought of getting lost, or running out of gas back here doesn't inhibit me. Up one mountain down another, the brush whisking the undercarriage clean and the sun setting ever so slowly in the west.

My campsite, thanks to the Plum Creek Timber Co., is situated adjacent to a stream. A cold water wash revitalizes me and a chili dinner knocks me out, (along with the beer needed to wash it all down, of course). I'll never locate that site again, alas, but it remains in longterm memory, along with the Yellow-billed Loon.

Driving south on this lovely gravel road is one of the most delightful events of the entire day, all one hundred miles of it, so when I must turn west onto Interstate 90, it's a shock. The morning was slow and cool, with blacktail deer and chipmunks watching me as I tooted past, but the rapacious rush of the highway is repugnant and I grow to resent it as the monotonous miles rapidly pass.

Spokane, ho hum! I stop early at an RV park to do laundry and shower. I pass Seattle as inconspicuously as possible in drizzle and fog. The only pleasant point is the ferry crossing of the bay, but the fog follows me all the way to Dungeness Wildlife Refuge, which is an elongated spit of sand projecting into Juan de Fuca Strait. There is barely room for wildlife for all the people! I retreat to the Hurricane Ridge road in Olympic NP in high hopes of more photogenic weather, but I find heavy fog (which is beautiful in itself, so I photograph that) and at the crest, 5280' from sealevel, horizontal rain. On the return I encounter a pair of Blacktail does roadside, it is my only reward for this day.

Having slept in a gravel pit last night, after refusing to pay \$35 for a flat spot to park, I felt free to change oil, clean sparkplugs and air filters, check belts and finally sweep out the filthy van. Refreshed, the long twisty road to Neah Bay, the major fishing village on this coast, is a pure joy to drive. State parks along this road are selected for their viewpoint, but with a single roll of film remaining, I'm inhibited from "overexposing". Just as well for when I arrive at Cape Flattery, the northwestern most point of land in the USA, the rough hewn boardwalks, balcony perches overlooking hundred foot high sheer rock walls, sea stacks, sea caves and precariously balanced timbers defying gravity in the fog, have me gasping. All the elements come together here, sun, fog, scenery and my last roll of Ektachrome, of course!

This corner of Washington State is the Macah Indian reservation, to stay here I pay them a \$7 fee. For lunch a hunk of smoked salmon, I literally drool as I gulp the pound of fish down. Energized, I scan the nearest Pacific viewpoints before returning to Port Angeles (50 miles) for Ektachrome. Five rolls later on the Shi shi beach trail, I meet returning hikers who warn of deep mud. Ha! Ha! think I, I have boots!

The trail begins with neat borders, gravel and boardwalks, then degenerates into ankle deep mud that practically sucks my boots off. When I finally reach the beach, having climbed over dozens of fallen trees on the way, it seems like a heaven sent flat expanse of firm sidewalk hard sand. The views

continued page 6..

...Continued from page 5

are excellent with the sun warming the coolness of the rainforest from my tired bones.

I drive south to Ozette campground after a marvelous day in the sun. I retreat to a streamside spot for the night. I plan an extensive day hike for tomorrow, eat, drink and drop off a cliff of fatigue into a dreamless sleep.

At dawn I head to the Ozette reservation on the Alava trail. A boardwalk so rough hewn that I become hypnotized watching my feet so as not to plunge into the thick black ooze trailsides. The forests here are old growth, they evolved in the dependable rain that sweeps in from the sea, often with fogs so thick as to cause precipitation as they blow through.

Once more, the beach, when it appears, is a welcome relief from the gloom of deep green foliage, which forms a tunnel. The surprise here is the sea stacks, some so huge they support forests on their crests, others leaning precariously, creating a tension just by looking at them. I click away then carelessly walk out to one stack with a clear bridge from the beach.

The sign warns me it is a nature preserve and it is forbidden to remove anything from this area. It doesn't warn me to watch the tide! While extracting a vertebrae from a whale skeleton the tide turns. Carelessly sauntering down the hard packed beach littered with cannonball sized boulders, I clamber around the headlands house sized rocks without a second thought. Pity I didn't notice the signs and the knotted rope hanging from the tree. It was taxing enough at low tide, but I never considered being trapped at high tide! The hike along the beach is free of headlands so I'm unaware of the task ahead, but after three miles it's time to face reality, Pacific style. The rocks ahead are sharp, huge and slippery.

The signs I missed are now directly before me, the tide having forced me further up the beach and since I no longer have a choice, rope climbing it is. The weight of the photovest and pounds of equipment never seemed so heavy. If there had only been one headland, it would have been sufficient, but there are three more to negotiate, so I'm totally wiped out by the time I stagger back to my van.

Returning to Port Angeles again to restock my supplies and talk to rangers regarding the scenery ahead, I'm persuaded to investigate the Hoh Rainforest (like I want more rain). With trail maps underarm off I go, but first a sidetrip up the Hurricane Ridge Road for one more chance to see the view. In one wink of the fog the entire length of Juan de Fuca Strait is revealed, even the Dungeness Wildlife refuge, click. Then I move south to the Hoh.

There are two loop trails at the visitor center; one is the Giant Spruces, the other is Mosses. True to it's name the rain here is constant which is the ecological reason for the variety of mosses and the giant sizes for trees, including Spruces, in this dripping environment. Donning my rainsuit and securing the photographic gear beneath, I hike into a forest I'm convinced must be haunted. In the dawn light I appear to be the only animate creature until I spot a mammal I've never seen before. At first it appears to be a squirrel, but no tail and the size of a rabbit. Gray fur, large claws on forefeet, with short mouse sized ears. I have yet to identify it. All the trees have festoons of mosses hanging and dripping from their branches, I'm looking at some when a Blacktail doe rises from a few feet away and walks calmly down the trail. It puzzles me each time it happens, that deer here seem so tame, but of course in a national park they are never hunted. The darkness deepens, the rain increases in intensity, the Mosses trail becomes a stream, I wade back to the van just as the day's tourists emerge from the visitor center.

South on Route 101; I finally escape from the rain, but the coast fog is looming just offshore, nevertheless I visit all the beaches along the road. A dead whale carcass on one and a sea otter body on another round out my day. Late afternoon finds me driving east towards Mount Rainier National Park.

At first light I'm hiking up to 7 thousand feet in glorious sunshine, the contrast with the Hoh Rainforest could not be more pronounced. Mountain meadows filled with flowers and butterflies keep me focused, totally preoccupied all morning.

After lunch, I compare the view from the opposite side of the mountain just for the lighting effects. This place always delivers for me and I treasure it in film and memory.

The engine falters on the long steep upgrade to the Sunrise parking lot and oil is leaking from the left side; I am becoming concerned. In an other gravel pit that evening, I locate the leaking oil. Pushrod tubes on three and four cylinder have gravel lodged between them and the engine block, also rust is visible, so it's a job to do after I'm home.

After gassing up in Yakima, it's on to Spokane. I meet my wife's friend Eleanor, whose son we witnessed getting married and we have lunch together. I spend the night with her and her new daughter-in-law, giving each of us ample time to fill each other in on the past few weeks events. After a very sound nights sleep and a late start in the morning, I continue east towards Billings, Montana.

After dinner with the Roes, I recount my vagabond adventures in the northcountry over a few glasses of South African red wine. We have coffee in the morning, then part once more. My plan is to camp in the Theodore Roosevelt National Park this evening and where I'm certain to see herds of bison.

On entering the park I have difficulty shifting. At the campsite I can no longer move the gears, I pass my site and in first, drive slowly back to Medora, the adjacent village. They suggest I "powershift" my way to Dickinson, North Dakota, forty miles away, as there are no facilities here.

Eventually I reach Schmidt transmissions where they offer to effect repairs, if they don't have to disconnect the engine. I sweat that out until they inform me they can and will do it, but I must leave the van with them. Fine with me, but I sleep in the van, fine with them.

Next day the clutch kit arrives by noon, from Billings, Mt. The trans is dismounted and the old clutch removed in about an hour. Then fate strikes just as I was anticipating being back on the road by lunch. It seems the pilot bearing is the wrong size, they need to fly one in from Seattle. I blanche, but I'm offered a truck on loan for the extra day. So it all works out, I get to visit and photograph bison in Theodore Roosevelt National Park, they get the bearing and after a test drive and minor adjustments, I'm on Interstate 94 by lunch. The clutch was never so smooth before; I'm sleeping in Minnesota, exit 67 that evening.

I plan to visit my daughter in Waukegan, Illinois, but have neglected to include her telephone number with all my data, so when I arrive at six that evening they are out. I return next day and we catch-up on the past few years.

After lunch I decide my adventures are over, it's time to return home. The next days pass in a blur of miles, gas stations and roadside picnic tables in Indiana, Ohio, Pennsylvania and finally New Jersey. I survive NYC traffic to arrive home in the dark, but glad to be home at last.

DATA: Total time from 6/24 to 8/16 57 days

Total miles 16,191 miles

Total gallons of gas 688

Average \$/gallon for gas 2.22/gal

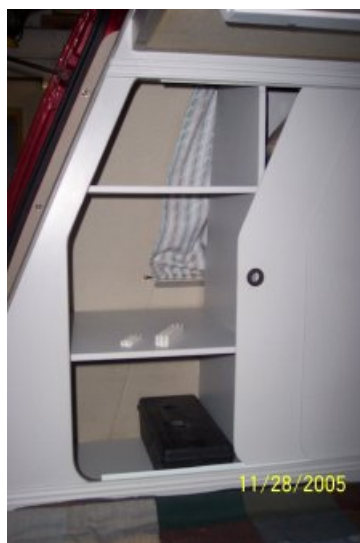
Total cost everything (food,gas/oil, fees, repairs) \$2386

## Vanagon Westfalia Rear Cabinet Modification

By Frank Condelli

The pictures document the modifications I've recently made to the rear closet on my 1987 Vanagon Westfalia. This modification makes better use of the space that was previously accessed by the small door behind the rear table. Now with two shelves, sliding doors and cut original door the space is more useful and easily accessible. Especially when the rear space behind the rear bench seat is full of luggage. The project took two days to complete and cost approximately \$50 in materials including paint which was mixed to match the original grey colour.

The sliding doors were made from 1/8" fiberboard. The track is white plastic sliding door channel available from Home Depot. It is made specifically for this application. You can see small pieces of it on the shelf in one of the pics below. The top channel is deeper than the bottom to allow the door to be cut shorter so that it can be raised in the upper channel to allow insertion and removal. The track was mounted with small nails to the edge of the closet fascia board. The opening was cut along the original lines of the existing rear opening, leaving the same space between the front edge and corner as the rear had, 2-1/2" if I remember correctly. The side edges were trimmed with the edge trim removed from the rear closet opening, starting & stopping with the ends of the door channels. The top and bottom channels were trim covered with a strip of wood trim molding. The two doors must be equal in width or 1/2 the width of the opening plus 1" ~ 2" overlap.





www.limbobus.org

## LIMBO STICKERS

New LiMBO Stickers are available. Its black and White and uses the original LiMBO artwork with club web address below. Its two inch in diameter and is static stick for years of use. It can be transferred to a new vehicle. Comes to us from membership coordinator Steve Paine's Business, Cape Cod Impressions. So it has to be good. While supplies last! Price: 3.00 shipping included.

### Book Deals

#### Dometic Vanagon Refrigerator Repair manual

LiMBO has acquired the complete repair and part number manual for the Dometic Westfalia Refrigerator, 26 photo copied pages and spiral bound. This 'unofficial' VW dealer version covers lighting propane, operation, service and troubleshooting with fully detailed pictures. Complete resource to complete all repairs. Also includes VW tech bulletins updates. Price: \$13.00 (includes shipping)

#### Eurovan Winnebago Repair Manual

LiMBO has also acquired the complete repair manual for the Eurovan Winnebago. 132 pages. Lots of good information to fix the Winnebago camper equipment. Including, fridge, furnace, electrical and plumbing. Only 20.00 (includes shipping)



#### SPECIAL: Volkswagen EuroVan Official Factory Repair Manual: 1992-1999

This manual is the same "professional format" supplied to authorized dealers in the U.S. and Canada. It's heavily illustrated and covers every aspect of routine maintenance and service work, including Gasoline, Diesel, TDI, 5-cylinder and VR6, including Multi-Van and CV Camper. By VW of America. Two Volume set, \$155.00 (A 34.95 savings) plus \$10 shipping. **One left don't wait.**



#### LIMBO Beer Tankards

Heavy Duty 16oz Glass (Beer) Tankards with black & white LiMBO logo, dish washer proof. You've probably had your favorite microbrew at your local pub in these same glasses and tried to stagger home with one under your coat. But now you can have one of your own! Only 15.50 per pair (includes shipping)

## LiMBO-Mart



### LiMBOcloc

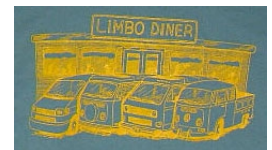
Ready for immediate shipping. Order yours now. \$15.50 includes shipping

### LiMBO Tee shirts.

All new LiMBO logo Tee Shirts. Gray or Oceana green with black or yellow LiMBO logo on left front with 'LiMBO Diner' artwork by Chris Brown on back. (as Pictured)

Sizes Large through Double Xtra Large. Price: 16.50 (12.00 plus 4.50 shipping) Specify size and color when ordering.

#### FRONT



#### BACK

Send Check or Money Order to:  
**LiMBO-mart**  
C/O Nevin Lescher  
295 Reed Ave  
Windor Locks, CT 06096

Can also be purchased through our Website  
[www.LiMBObus.org](http://www.LiMBObus.org)

### Submissions wanted!!

We're looking for newsletter material!! No matter how trivial you think it is, its worth considering for newsletter submission. Travel story? Technical concern. Found a new place to camp? We want to know! No article too small, no submissions rejected. Submission is as easy as an email or Type it up on your 1945 Underwood, no material rejected. **If you take the time to write it, I'll print it.** This your club, get involved. Send material to: LiMBO 34 Summer St., Adams, MA 01220 or Email: [Editor@LiMBObus.org](mailto:Editor@LiMBObus.org)



## Rolling To A Stop VW Making Last Vans Powered By Historic Engine

December 28, 2005

By ALAN CLENDENNING, Associated Press

SAO PAULO, Brazil -- With their unique air-cooled engines sputtering to life, brand-new classic Volkswagen minivans chug off the assembly line after a manufacturing ritual barely changed since hippies turned the boxy vehicle into a counterculture icon.

Instead of heading on long, strange trips across Latin America's largest country, these minivans go straight to work on the streets of Brazil's largest cities for deliveries of all kinds - as ambulances, mobile convenience stores, and even troop transports for soldiers.

But this month, a long chapter in the history of Volkswagen AG ends as the last air-cooled motor is hoisted into a vehicle seen as a museum piece almost everywhere else across the planet.

VW is being forced to change the minivan's historic rear-mounted engine because of a new Brazilian emissions law to reduce pollution that goes into effect in 2006. Production will continue next year, but the van known in Brazil as the "Kombi" will get a new water-cooled motor and a radiator for the first time.

The switch marks the last hurrah for the simple engine developed in the 1930s by famed German engineer Ferdinand Porsche, his key element of a "Volkswagen," or "People's Car" that anyone could afford.

"It's the end of a very long era," said Ivan McCutcheon, editor of Britain's *VolksWorld* magazine for fans of the vans and now-out-of-production VW traditional beetles. "The VW air-cooled engine has been perhaps the greatest produced engine in numbers the world has seen."

The move comes three years after Volkswagen's Mexican division stopped production of the minivan and churned out its last two-door bug sedan with an air-cooled motor. All told, about 6 million of the minivans were built with the air-cooled engine worldwide, adding to the more than 20 million beetles manufactured.

Volkswagen Brasil says Kombi production is actually expected to increase next year from about 10,000 minivans annually to 12,000 because the new engine can run on either gasoline or pure alcohol - widely used as fuel in Brazil, where it costs about half the price of gas.

The body of the minivan won't change, however, and Volkswagen's Sao Paulo factory will churn out Kombis in keeping with tradition, minus the high-tech robots that do most of the work in modern car factories. The Kombi, by contrast, is made by workers who shove the windows into place by hand, use mallets to tap out imperfections in the vehicle's body and do a final quality check on the doors by

slamming them shut while listening to make sure they sound right.

Volkswagen is not concerned about losing market share with the new engine because executives believe the vehicle has advantages that the competition can't match: a list price of about \$15,400 and the capacity to carry a metric ton of goods.

Although the liquid-cooled motor could technically handle air conditioning, there are no plans to list it as an option. Brazilian Kombi buyers, market research shows, wouldn't pay the extra cost. It will have a little more power, with a top speed of 81 mph, as opposed to the 75 mph maximum with the air-cooled engine. "There's just no cheaper way to transport a ton of cargo," said Hans-Cristian Maergner, president of VW's Brazilian division.

To mark the engine changeover, VW is churning out about 200 Kombi "Silver Edition" models for collectors. They are outfitted with the old engine, but painted silver, instead of the classic Brazilian white - so owners can then paint them with colored logos advertising businesses. "I never thought about getting one before because I thought they'd be around forever," said Lucio Calixto, a photo services store owner who already has a 1994 Brazilian-made VW bug.

With his wife snapping pictures of him picking up the Silver Edition minivan at a VW dealership and receiving the keys from a manager, Calixto explained that he loves the engine because it's easy to work on, can be rebuilt cheaply and lasts for decades if cared for properly.

"Ever since I was a kid, I was fascinated with it," Calixto said.

Unlike most Brazilian Kombi owners, Calixto will use the minivan for weekend outings - easily fitting his family of five into a vehicle that can take seven passengers.

Although VW produces the minivan for sale only in Brazil, about 30 of the special editions are expected to make their way across the Atlantic Ocean via British importers, said McCutcheon, the editor of *VolksWorld*.

After being shipped and modified to meet British vehicle standards, the minivans end up costing \$23,300 for a basic model to \$30,400 for a version decked with special extras for camping trips.



# Coming Events

**Coming Events** is the place to get your bus or VW related event listed! Please send the vital stats: date, time, location, activities, costs, and contact person/phone number or address. Plan ahead and list your event **early** for maximum participation.

Send to: **Coming Events,**  
**c/o Amy & Bill Monk**  
**3 Oak Street**  
**Mystic, CT 06355**

**NOTE: New eMail Address: [events@limbobus.org](mailto:events@limbobus.org)**

**or**  
**[Editor@limbobus.org](mailto:Editor@limbobus.org)**

Remember, participation in any LiMBO event or activity is strictly voluntary and at one's own risk.

---

## FEBRUARY

### **February 10-11th Angola, Indiana - 2nd Annual Bus**

**Brrr!** Join the always interesting Buses by the Beach ([www.busesbythebeach.com](http://www.busesbythebeach.com)) gang at Pokagon State Park in Angola, Indiana. Check out the website:

<[http://www.indianatraveler.com/state\\_parks/pokagon.htm](http://www.indianatraveler.com/state_parks/pokagon.htm)>

As always, we combine our love of the venerable VW Bus with fellowship and fundraising for our favorite charity, The Phoenix Society for Burn Survivors. <http://www.phoenix-society.org>. Any questions, eMail: Pete [pnocean@earthlink.net](mailto:pnocean@earthlink.net)

### **Feb 18-19 Cambridge, Ontario -3rd Annual True**

**Canadian Winter Bus Campout** Spring is too far away. Winter camping at Valens Conservation Area near Cambridge, Ontario. Serviced sites and flush toilets. Email me for latest updates at [Greg@pottsfamily.ca](mailto:Greg@pottsfamily.ca)

### **Feb 26 Huntington Beach, CA O.C.T.O. Winter Meet**

**2006** Orange County Transporter Organization presents OCTO Winter Meet. This is a swap and display meet, for 1967 and earlier buses, held at Huntington High School. Buses 1967 and older get preferred swap and display space which will be on a "first come-first serve basis". Raffles, Refreshments. Mapquest address 1905 Main St. Huntington Beach, CA. Enter of Utica and Main. Be sure not to miss the toy and literature show the day before. Call (714) 374-7506 more details.

## APRIL

### **April 01, 2006 Effingham, Illinois- Mid America**

**Motorworks Spring Swapfest** Get your parts before summer starts "Swapfest" Only private sellers and car clubs allowed, no commercial vendors permitted. All items for sale are VW/Porsche and Corvette parts, accessories and Memorabilia. No charge for lookers/buyers to attend swapfest. 17082 US Highway 45, Effingham, Illinois. Phone: 800-500-1500 or online [www.mamotorworks.com](http://www.mamotorworks.com)

### **April 20-23, 2006 Pleasant Garden, NC -Everybus 2006**

This will be the Ninth year for Everybus located at Hagen-Stone park located about 10 miles south of Greensboro, NC. Mapquest address 5920 Hagan-Stone Park Road, Pleasant Garden NC. Web: [www.everybus.com](http://www.everybus.com) or email: [everybus@mindspring.com](mailto:everybus@mindspring.com)

### **April 23 Jacksonville Beach, FL - 8th Annual**

**Volkswagens at the Beaches.** All VW swap and show. At the South Beach Regional Plaza presented by the SEVWC. Email Arvid Nelson: [r66bug@bellsouth.net](mailto:r66bug@bellsouth.net)

**\*\*April 23 Westerly, RI- Rites of Spring** -New location at Misquamicut State Beach, Atlantic Avenue, Westerly, RI. We'll be gathering from 10 until 3. Spring is here so blow the cobwebs out of the old bus. It's basically a highway drive all the way to the beach. Bring a picnic basket, and get together with old and new friends for the first event of the season. We'll have more details about other upcoming events The surfing is great but there's no lifeguard on duty and wetsuits are a necessity! Please try to attend! Non-member are also welcome. For directions, go to <http://www.misquamicutbeach.info/directions.htm> Contact Tom & Linda at [volkswagenri@aol.com](mailto:volkswagenri@aol.com) or 401-762-2448 before 9PM.

## MAY

### **May 05-07 Beavertown, PA- Granny Grose's Buses II**

Camping with Granny Grose (campground owner). Full facilities at campground. Campsite \$18.00/night, door prizes, raffle, caravan to dinner, and vw show. Nestled in the Bald Eagle Forest. Email: [Jqb1974vwwest@cs.com](mailto:Jqb1974vwwest@cs.com)

**May 19-21 Grand Rapids, MI-Fourth Annual Burns Survivor Benefit Car Show and Campout** A great campout and carshow with all the proceeds going to the Phoenix Society of Burn Survivors. Web [www.busesbythebeach.com](http://www.busesbythebeach.com) Email Todd at [todd.olson@charter.net](mailto:todd.olson@charter.net)

**May 19-21 Morrow, Ohio- 6th Buses n Boats Campout.** Ohio Valley Tribe of the Full Moon Bus Club host this great spring campout. With live music, technical demonstrations, and world famous Full Moon Bus Club burrito breakfast. Web [www.geocities.com/buses\\_n\\_boats/](http://www.geocities.com/buses_n_boats/) or email: [john@buszen.com](mailto:john@buszen.com)

**\*\*May 26-29 Branchville, NJ- Westies in The Woods** Stokes State Forest Group campsite A. Cost is only \$1.00 per night. See you in the Woods. Ron/Becky eMail: [beckybus12@hotmail.com](mailto:beckybus12@hotmail.com)

## JUNE

**June 02-03 Effingham, Illinois -Mid America Motorworks Funfest for Air-Cooled VW's** Funfest for aircooled vw's is Mid-Americas way of saying "thank you" to all of our VW enthusiasts. The two-day funfest is the best Air-cooled enthusiasts party anywhere. 17082 US Highway 45 Effingham, Illinois Phone: 800-500-1500 [www.mamotorworks.com](http://www.mamotorworks.com)

**\*\*June 08-11 Almonte, Canada -Busfusion 2006** Promising to be the premier Canadian VW camping event. Located in Mississippi Mills, Almonte, ON. See [www.busfusion.com](http://www.busfusion.com) for more details call: 613-256-6763 or email: [busfusion@aol.com](mailto:busfusion@aol.com)

## JULY

**\*\*July 14-16 Townshend, VT -West River Westies** Bald Mountain Campground, same place with a new feature--- "The LiMBO Regatta"---A Tube Race down the West River. So bring your old inner tubes, decorate them and costume yourself as the "Skipper". More details later this year. See the Events page on [www.limbobus.org](http://www.limbobus.org)'s forum For reservations call the campground direct. Bald Mountain Campground (802) 365-7510

## AUGUST

**Aug 10-13 MT.Vernon, Ohio -Dixie Bus Gathering** Camping at Rustic Knolls campground with other vw bus enthusiasts. Web site to be updated soon. Email: [fbiffath@ohiomailing.com](mailto:fbiffath@ohiomailing.com)

**Aug 11-13 Brooklin, Ontario- Buses Of The Corn 2006** BOTC is a family event for VW bus owners. Bring your vw bus. If you don't you'll have an "in-tents" experience. On the web: [www.busesofthecorn.com](http://www.busesofthecorn.com) or email [busesofthecorn@pottsfamily.ca](mailto:busesofthecorn@pottsfamily.ca)

## SEPTEMBER

**Sept 15-17 Grand Rapids, MI -Buses By The Beach Fourth Annual Bus Boo!** A halloween party and campout to benefit the burn survivors. In the Grand Rapids area. Last year was a blast. Web [www.busesbythebeach.com](http://www.busesbythebeach.com) Email Todd at [todd.olson@charter.net](mailto:todd.olson@charter.net)

## OCTOBER

**\*\*October 1st Brookline, MA -The 21st annual Transporterfest/VW Day**, sponsored by LiMBO, NEATO and BSVWOC will take place on Sunday October 1 from 9:30 am to 3:30 pm. Join us for a fun-filled day of Volkswagens, old and new, shiny and rusty, clean and oily, straight and dented (we like 'em all:). Last year we had 91 Volkswagens gather on the beautiful lawn at the Larz Anderson Auto Museum for a day of relaxed bus-ness. \$10 show vehicle admission fee includes two Museum admissions and dash plaques to the first 100 participants. New parts vendor fee: \$25, used VW parts vendors: \$10. We have a huge raffle at the end of the day with lots of prizes for children and adults. We are planning to have an informal campout on Saturday night at Canoe River campground in Mansfield, MA ([www.canoeiver.com](http://www.canoeiver.com)). Please e-mail or call Stan if you want to camp. Show pre-registration is not necessary, just show up on the day of the show, rain or shine. For directions to the museum visit [www.mot.org](http://www.mot.org) or call 617-522-6547. For more show info, e-mail [stan.wohlfarth@bentleypublishers.com](mailto:stan.wohlfarth@bentleypublishers.com) or call 508-651-3502, evenings 7 -10 pm

### **\*\*LiMBO sponsored event.**

Contact us [<limbo@limbobus.org>](mailto:limbo@limbobus.org) to find out about LiMBO sponsoring your event

### **Folding Party Dates and Locations:**

March 19th, South Dartmouth, MA

May 21st, Webster MA

July 23rd, Woonsocket, RI

Sept 24th, Barnstable, MA

Nov 19th, Adams, MA

Schedule subject to change

**For more info call 413-743-1814 or eMail: [LiMBO@limbobus.org](mailto:LiMBO@limbobus.org)**

# The Swap Area

Club members may submit as many Available or Wanted ads as they would like for no charge. All entries must be written out as you would like them to appear in the newsletter and re-submitted for each issue they will appear in. **Repeat ads** are subject to editorial considerations and are not recommended. Include a name, state, address or telephone number. Remember, there's probably someone out there who has what you want or wants what you have! Please limit ads to less than 100 words.

Submit ads TO:  
LiMBO Classifieds  
c/o: Bill & Amy Monk  
3 Oak Street  
Mystic, CT 06355  
wmonk@snet.net

Submit ads Via the Internet:

<http://www.limbobus.org/mail.htm>



**AVAILABLE: 1989 Vanagon Wolfsburg Carat.** \$4495.00 or best reasonable offer. For all the details and pictures, go to [www.manhattanexpress.com](http://www.manhattanexpress.com)  
CONTACT: Noah Zidel

[noah.zidel@manhattanexpress.com](mailto:noah.zidel@manhattanexpress.com) 617-908-4211 (MA)

**AVAILABLE: Complete interior from 1990 Vanagon non Wolfsburg/Carat** 2 captains chairs, 2 removable reverse facing jump seats, folding rear bench and cushion. Includes all hardware and belts for installing jump seats correctly. All is in very good condition and the color is grey tweed. \$200 Must be picked up in SE Massachusetts  
CONTACT: Stephen Rose [essjayarr@comcast.net](mailto:essjayarr@comcast.net) 339-987-7033 (MA)

**AVAILABLE: Bunk Covers** I have two sets of covers for top bunk and one rear cushion (over engine hatch) cover from a 78 and 79 sage green westfalia. This fabric is green yellow plaid. I also have a couple scraps from a few other projects. Both upper bunk sets are in great shape with no fading. The rear bottom cushion cover has the typical fading on one side. \$150.00 b/o for all five covers and the scraps. Located in Mystic, CT Will ship you pay postage  
CONTACT: Bill M [wmonk@snet.net](mailto:wmonk@snet.net) 860-572-2006 (CT)

**WANTED: 95 Eurovan Camper motor.** I'm posting this for an acquaintance of mine. She needs a 5 Cylinder engine for her 95 Eurovan. Apparently, the 93 edition is different. We're looking for something in the New England area but will definitely consider something anywhere else. eMail me

(Jim, MrLiMBO) [mrlimbo@limbobus.org](mailto:mrlimbo@limbobus.org). if you can help.  
CONTACT: 413-743-1814 (MA)

**AVAILABLE: Assorted Parts:** Rabbit diesel motor 1.6 Lt. Runs very well. \$450 cash. Vanagon 4spd. diesel transmission \$400 cash. Vanagon syncro transmission w/new parts. \$1000 cash plus your core. Vanagon fresh re-man 4 ft long driveshaft \$450 cash plus your core. Many other Vanagon gas/diesel/syncro parts. Parts located in Northampton, Western Massachussets. Leave message and state where you live, state and town. CONTACT: John 413-563-1829 cell. [strictlyvanagons@yahoo.com](mailto:strictlyvanagons@yahoo.com) (MA)

**AVAILABLE: 2.1L wasserboxer.** I have an engine out of a syncro that I don't need. It was a spare for my syncro which is being converted to a TDI. It was rebuilt about 25k miles ago. It's out and on a pallet and taking up space. \$600.00 and it's yours. CONTACT: Mark "Monk" Schane-Lydon [monk@monkeywork.com](mailto:monk@monkeywork.com) 413.528.3118 (MA)

**WANTED: Left sun visor** broke off at the base on my '85 camper. I'm looking for a replacement...and also the little plastic hook that holds the thing in place. CONTACT: D Grabill [dgrabill@gmail.com](mailto:dgrabill@gmail.com) 707 780 1585

**WANTED: I need an interior sliding door panel** in good condition for my 1985 Vanagon Westfalia. Please let me know if you have one..or know such people. Thanks.  
CONTACT: Michael Kreizenbeck  
<[mck@freeapplepie.com](mailto:mck@freeapplepie.com)> (858) 488-4687 (CA)

**WANTED: Transmission.** Looking for a good, rebuild transmission for a 1982 Vanagon Diesel. Other help and suggestions are appreciated! CONTACT: Martin Schmid [schmideda@earthlink.net](mailto:schmideda@earthlink.net) 508-473 3709 (MA)

**WANTED: Roof Vent** I am looking for a replacement roof vent for my 97 VW camper. Any suggestions? CONTACT: Glen Carlson [gc55@charter.net](mailto:gc55@charter.net) 509-679-1863 (WA)

SALES · SERVICE · PARTS

*The Bus Co.*

**VOLKSWAGEN BUS SPECIALISTS**

PO Box 621 Duvall, WA 98019

(206)523-6525 FAX (206) 524-8868

visit us at:

WWW.THEBUSCO.COM

## Here's Some Big News for all you Bay Window Lovers!

Volkswagen of Brazil announced that the last air-cooled 1.6L engine will be mounted in a "Kombi" Bus at VW's plant in Sao Paulo, Brazil as production of this famous engine ceases. The good news is that the Kombi will still be produced in its classic form and design with a new name "Totalflex" and some interior changes to accommodate a new 1.4L water cooled engine that will meet new Brazilian emissions laws to reduce pollution in effect in 2006.

Some 6 million of this boxy, breadloaf looking vehicle were built with air-cooled engines worldwide. VW Brazil says that Kombi production will increase from about 10,000 vans annually to 12,000 because the new engine can run on either gasoline or grain alcohol, which is widely used as a fuel in Brazil and costs about half as much as gasoline.

The new engine is a derivative of the 1.6L inline 4 used in the VW Fox and Polo models. Here are your basic engine specs:

Longitudinal, 4 Cylinders, Inline  
2 Valves/cylinder Compression Ratio 11:1  
1390 CC (1.4L) Displacement  
HP at 4800rpm, 78 (gas)  
HP at 4800rpm, 80 (alc)  
Multi point sequential fuel injection

Marking the engine change-over, VWBA will produce 200 Kombi "Serie Prata da Kombi" (Silver Edition) for collectors. They will have the old engine and be painted silver, instead of the classic Brazilian white. Some 30 of the Serie Prata will be shipped to England, modified to British standards and sold to collectors for about \$23,300 USD for the basic vehicle and \$30,400 USD for the decked out camper version.

Unfortunately, none are headed to the US and there are no plans to export the new version here either. The new Kombi will be produced in Brazil in 4 versions that range in price from R\$36,192 (BRL) for the "Furgao" to R\$43,684 for the "Escolar". (\$15,414 to \$18,604 USD). Medium priced models are the "Standard" and "Lotacao"



## LOCAL REPRESENTATIVES AND SPECIALISTS

### Attention LiMBO members:

Local reps are out there to gather articles and input from other club members in their area, organize local get-togethers, meets, caravans, and recruit new members from their part of the world. LiMBO is here to support them any way we can and there by strengthen the club. Remember this is your club too!!

If you see a local rep for your area, or a specialist you would like to contact, please feel free to get in touch with them. If you don't see a local rep for your area and would like to become one, or to become a specialist, let me know at my address on page 2. Thanks

-Kevin Kruger

#### **Brad Johnson**

645 "E" St. SE  
Washington, DC 20003-2716  
202-543-4123

EuroVan Specialist

#### **Jim DiGennaro**

34 Summer St  
Adams, MA 01220  
413-743-1814  
(Grumpy after 10pm)

#### **Steve Paine**

13 Cobblestone Rd.  
Barnstable, MA 02630  
508-362-9877

#### **Glen Smith**

"Buses near the Bay"  
30089 Hickory Dr.  
Mechanicsville, MD 20659  
301-884-5461.

#### **Todd Olson**

7511 Sunfish Dr. NE  
Rockford, MI 49341-9051  
616-874-5536  
todd.olson@charter.net  
www.busesbythebeach.com

#### **Fred Garnes**

28042 Randolph Rd.  
Detroit Lakes, MN 56501  
218-847-3973  
fcgarnes@yahoo.com

#### **Bill Bowman**

"Buses Nowhere Near the Arch"  
1514 Wild Goose Run  
St. Charles, MO 63303  
636-949-2455  
Email: bill@bnnta.com

#### **Ron and Becky Maxon**

The Bus Guild  
"Westies in the Woods"  
591 Hickory St.  
Township of Washington,  
NJ 07676  
201-358-9169  
beckybus12@hotmail.com

#### **Dennis Haynes**

970 Smithtown Ave.  
Bohemia, NY 11716  
516-563-8248

#### **Joel Cort**

"Westies at Watkins"  
5 Hunters Drive North  
Fairport, NY 14450  
585-377-4161  
jcort@rochester.rr.com

#### **Brad Rasso**

35 Sharp St.  
Patchogue, NY 11772  
rassovw@hotmail.com

#### **Pete Sottnik**

300 N. Gardenia Ave.  
Broken Arrow, OK 74014  
918-258-1401  
VWSottnik@cox.net

#### **John Hamill**

**John's Car Corner**  
Rte. 5, Box 85  
Westminster, VT 05158  
802-722-3180

#### **Ken Madson**

PO Box 621  
Duvall, WA 98019  
206-523-6525

#### **Karl Bloss**

21 Saint Andrews Dr  
Hurricane, WV 25526  
304-760-2115  
kbloss@charter.net  
www.vwwwv.org

#### **CANADA**

#### **Frank Condelli**

RR#2  
1873 Concession #8  
Almonte, Ontario, Canada  
KOA 1AO  
613-256-6763  
www.busfusion.com  
fkc@aol.com

... continued from page 2

Here in New England winter is not a good time for a car guy. Its cold and wet almost all the time. The roads are covered in salt, so your van quickly succumbs to the ravages of winter and road salt. Rust is the enemy! I hate rust. Actually, if it wasn't for the road salt, you could drive a car all year without it getting too rusty. What is snow? Just frozen rain. It's the salt that kills.

For most of my adult life I haven't had the luxury of having a separate car to enjoy my hobby. So I've had to drive my 'hobby car' all year long. As you can imagine, they've gotten rusty. Luckily, a couple of years ago, I was able to buy a decent microbus inexpensively. So now I've got the microbus (my toy) and I drive the Eurovan all winter. Actually, I drive the Eurovan all year. It's a daily driver and part hobby car.

Having a 'hobby car' is a double edged sword. For about 5 months a year, I just get to look at my Microbus, parked snugly in the back of the garage. Meanwhile the Eurovan takes it for the team and braves the winter.

Problem is, I like the Eurovan too. It has grown on me but its becoming rusty. Did I mention, I hate rust. I actually think the Eurovan has a bigger rust problem than any Vanagon I've owned. The sun was out today and I took a good look at it. Under all that salt, its not pretty. Besides the seams getting rusty, all the wheel openings are rusty too. I've gotten some rust on the gas door and the rockers are starting to show rust too. Holes will be along soon. So this spring, I maybe looking for another 'wing man' or I'll fix up the EV to brave another New England winter. Oh I hate winter... Think Spring!! By the time you get this, there will only be about six weeks until spring.

Keep warm and keep on busin... (Yes, even in winter) -Jim D

**Available or Wanted submission:**

As a member of LiMBO you are entitled to a free classified ad each month. Try to make it 100 words or less, written legibly with any abbreviations that can be made (i.e. 147k mi., trans., Westy, PS, PB, A/C, etc.) Include a price if possible, your name, phone #, e-mail (if appl.) and state and be sure to mail it in time a for the next newsletter submission deadline indicated on page 2 of this issue.

Send to: **Transporter Classifieds, 3 Oak St, Mystic, CT 06355 wmonk@snet.net**  
or via the Web: **http://www.limbobus.org/mail.htm**

---

---

---

---

---

Name \_\_\_\_\_ State or (optional) address \_\_\_\_\_  
Phone (    ) \_\_\_\_\_ E-mail \_\_\_\_\_

## Welcome New Members!

by Steve Paine

- Wanda Allman**, Toledo, OH
- Dennis Blankenship**, Cedartown, GA
- Wayne & Ann Gura**, Wilton, CT
- Robert Hall**, Columbus, OH ('74 Westfalia)
- Bill Henry**, Kennewick, WA
- James Huddleston**, Seymour, TN
- David Kenney**, Andover, NH
- Jack Litmer**, Suffield, CT
- Steve MacKenzie**, Schenectady, NY ('86 "wolf westy")
- Pete Maniaci**, Saint Louis, MO
- Kenneth McLaughlin**, Nashua, NH
- Angel Olivares**, San Juan, PR
- Mary Jo Syck**, Albion, NY
- Dan Torson**, Clinton, OH

Rejoining after a long absence . . . .

**Sudhir Desai**, Catonsville, MD ("I finally have a working Vanagon again")

Official printing company of LiMBO ....



# Parting Shots



Breaks my heart to see something like this. The true end of any car. I think I'll go out and check those fuel lines.

photo submitted by Nevin Lescher

I found this undated photo on the web.

WFIL Radio 560 is still on the air in Philadelphia, PA  
Its a Christian Radio station.



School's open! I wouldn't mind riding this school bus.  
photo submitted by Nevin Lescher.



Check out his funky hi-roof van. I've seen hi-roofs before, mostly commercial vans, this one is pretty wild.

photo submitted by Nevin Lescher.

## BOSTON ENGINE

(508)653-7229  
www.bostonengine.com

Rebuilt Air and Water Cooled Engines  
Parts and Machine Shop Service  
Customer Tech Support  
30 Years Experience  
**Bob Donalds**



### STEBRO/Vanagon Stainless Steel Exhaust Systems

Stainless Steel mufflers for all Vanagons  
with 2.1 litre waterboxer engines  
both 2WD & Syncro models

### Frank Condelli & Associates

RR #2 Almonte, ON, Canada, KOA 1A0  
phone: 613-256-6763 email: Fkc43@aol.com  
web: frankcondelli.com

toll free order line: 888-878-3276

Member: LiMBO - IWCCC - Capital City VW - Vanagon List