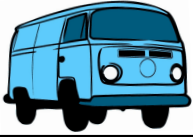


THE TRANSPORTER



The Official Newsletter of Limbo;
The Late Model Bus Organization, International

Volume 23, Issue #3

May / June 2010



Photo by:
Franck Thibaud Köchig
Taken In Mariposa, CA
See page 6 for an update on their travels.

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Photo: Litchfield camping, June '09

The Transporter Volume 23, Issue 3

The Transporter is published 6 times per year by the Late Model Bus Organization, International. 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 join is your 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:

*****PLEASE NOTE: ADJUSTED DEADLINE FOR NEXT ISSUE: June 19, 2010*****

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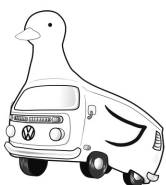


View From The Windshield

By: Andrea Rasso

Welcome to the camping season. Brad and I will be embarking on another cross country adventure at the end of June and will be gone for a month. We are heading through the southwest to Yosemite Nat. Park in CA, with a stops including Big Bend Nat. Park and Carlsbad Caverns Nat. Park. Our route home will be along Old Route 66. Hopefully there will be some VW events along the way, so I can provide a nice trip report for a future edition.

So, the next newsletter deadline will be early, so I can get my work done before I leave. **NEXT DEADLINE: JUNE 19TH.** If there is anything you want to get in, get to me ASAP. Do not wait until the deadline. Thank you in advance to those who are going to send me your contribution EARLY.



I am hosting two campouts, and will plug them now. The 10th Annual Buses by the Big Duck on Long Island, and the Bustoberfest at Blue Rocks in Lenhartsville, PA. Both can be found in the Coming Events section. I would like to mention that those who are planning to come to Bustoberfest need to send me a check for their

first night's deposit. Again, check the Coming Events for more information.

Okay, so what is in this edition. We have an update on Amerikando's journey. Jon Kleckner wrote another story of his van experiences during the '70's. I have articles from Peter King, Rod Durkin, and Frank Condelli. They are quite appreciated, and I am sure you, the readers, will enjoy them too.

My friend Oatmeal writes about some technical/fixes to the Eurovan cooling system and our member highlight is William Bruce from Portland, Maine. There are some great event recaps including one from Greg Potts who travelled from Canada to Every Bus in North Carolina. Then Malissa Weikel sent in some events that are highlighted in full color on the back page.

I've not really heard from many people at all what their thoughts are about the color issues. I assume you all like them, but as always, let me know. I hope my editorship makes a difference to the club as a whole, and I thank those people who do indeed give me feedback. The plan as decided upon at the annual meeting is to try and publish every other edition with color cover. I'd love YOUR feedback.

Happy Camping!
Andrea



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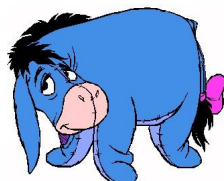
SAY HELLO TO EYORE!

Fahrvergnügen Volkswagen... We are VW people. We love driving Volkswagen. My first car was a 1970 VW Bug. Our first purchase as a married couple was a Jetta TDI in 2005. As our family grew, so did our need for interior space. We eventually embarked upon the dreadful "mini-van" conversation. I refused to drive a minivan - the conversation ended there.

Within the next few weeks, however, my wife began searching the newspaper and Craig's list for a Vanagon. She knew something I did not. I understood that we needed more space as our family grew but more importantly, SHE knew that a VW would be much more palatable to me than the "mainstream" mini-van. After all, a Vanagon is no ordinary van - it's a bus! You can call the Vanagon a micro-bus, but calling it a mini-van reigns thoughts of lukewarm coffee and stale potato chips. Simply put, Vanagons are cool and minivans are not.



She searched for about three days and found a Vanagon about thirty miles away. I called the seller and we arranged a look-see that weekend. The price was right and he delivered the old blue-grey donkey the next day. While it was not love-at-first-sight, it has certainly been a love affair. We named the Van Eeyore and it stuck. Virtually all of my time has not been invested in driving, but repairing him; from vacuum leaks to \$4.00 worth of carwash vacuuming to removing the terrible slapdash tint job, to replacing rotted fuel lines. It has certainly been a labor of love. Eventually, the TDI clean diesel engine will be installed along with a new interior, carpet, paint, upgraded electrical system and re-worked heater and A/C. The sad part about making too many improvements is that eventually the name Eeyore will no longer fit...



Josh Ploman
Virginia, USA

View from the Wheelhouse

By: Steve Herman



Winter is over, finally! I love the snow, the cold, the dreary skies; just wish my brain didn't have so much on its plate that I could have enjoyed it more. Solved my van dilemma with a little engine conversion involving a radiator cap transplant down in Delaware this spring. So where does that leave us? In my last rant, I cleared up any misconceptions you might have had concerning the joys of EV ownership. Now, let's discuss what we can do to make the beast live, and more importantly what the beast can do to make it easy to live with.

Probably the biggest single thing that you can do to ensure the life of this van is to get the cooling system sealed and in working order. Since all '93's were delivered from the factory with the "cooling system can blow up at any time" option, all '93 cooling systems will need to be resealed at some point in their lives and here's the kicker:

"No two cooling systems explode in exactly the same way."

This is important. You should not attempt a long trip in any water-cooled vw van that has a leaking cooling system. Fixing the system is expensive. Delaying the repair until later costs even more. If the previous owner used the wrong anti-freeze in the leaking cooling system this will further complicate matters. Since the '93 EV sports lots of nylon hose fittings, the only way they are going to seal is by replacing them. One area that should be of particular concern is the hose flange on the right side of the engine below the distributor. This beauty is held in with one screw and if it is leaking at the head, everyday you wait to repair it, is one more day for the aluminum o-ring seat in the cylinder head to continue corroding away.

Another really f-f-fun job is the small hose between the engine block and the oil cooler. On both of my '93's the hose was too long and kinked so that the nipple on the oil cooler was corroding away. I have a feeling that one of the apprentice boys at VW was in charge of installing those hoses, which- let's face it, is a lot like flipping burgers down at the local choke and puke. And just like the local choke and puke, it didn't make any difference to him if he got it right. He just did it! Can we move on now?

VW had the advantage of doing this job when the motor was out of the van. We on the other hand aren't so lucky. Add a remote spring clamp removal tool to your toolbox. You'll thank me for it later. Be sure to replace the oil cooler when you correctly size the hose. Cut 5/8" off the straight end of the hose before installing the new one. Next on the list are the nylon hose barbs. Some of the hose barbs can be replaced by good old fashioned plumbing fittings. As it turns out, the inside diameter of the coolant hoses are just slightly smaller than the outside diameter of 3/4". The inside diameter of code m copper tubing used for household plumbing will work. That means you can fabricate the four-way right angle cross fitting in a few short minutes in the kitchen. Well maybe not that easy, but you get the picture.

By now the purists are ready to murderize me. I say, "If VW made it so good the first time why did it break, and because it did break does that mean you should commit the same error when trying to fix it for good?" So, I reinforced the cooling systems of both of my '93's using household plumbing fittings. One area will expose problems in other areas of the cooling system and you must continue repairing the cooling

(Continued on page 4)

Our Trip to Florida:

By: Peter King

Saturday morning and traveled non-stop for one mile before we stopped for breakfast.

Then we hit the road. Diane had been on Block Island with our daughter and new granddaughter for the last four days and it was my job to get the bus ready all by myself. It sure does seem a lot easier when she does it alone compared to me doing it alone. It was also the first packing of the year, so I had to check the pots and pans, knives, motor oil; the whole two page list. So off we went to Florida (is that trip getting longer or am I just older). Just south of Wash. D.C. we pulled off the highway to get fuel and the GD bus wouldn't start, not even a click. Pissed is not the word. Some helpful folks helped push start the beast and we went straight to a hotel.

Was it the alternator or the starter... or anything in-between? The next morning, refreshed and with a lighter perspective on the enormity of the problem I checked the output of the alternator (after Diane pushed to start). I found the alternator was putting out plenty of juice even with the lights on. It must be the starter (right?). So we are heading down to Jose and Isabel's ranch in Florida near Tampa and I say we should just go. We can fix the starter there. So off we go, gassing up with the engine idling, eating fruit and pretzels and drinking just enough water so we don't need to stop except when we need fuel. We make Florida on Sunday night about 10:00 p.m and grab a cheap hotel. The next day we head off to the ranch after a union carpenter helped us push start the bus. We need breakfast and coffee, so we swing into the plaza which has quite a slope in the parking lot. This means we won't need to push to restart. With coffee and food in us, we head south. Diane is driving and I'm texting friends at work to let them know how much fun I'm having and that they can envy me.

We make it to the ranch and start working on the starter only to find it is a fuse in the starter relay that I had put in last year. What a relief to find it and fix it in 10 minutes. The next day, Monday we go to a baseball game to watch our friend Jose pitch. He pitches for the Phillies. The Phillies won against Tampa Bay. That was good. A small difference between here and Fenway park is that here they sell beer till the game is over ☺. Diane and I leave the game and drive to Fort DeSoto County Park, south of St. Petersburg. This campground was on the list of the top ten beach camping spots in Florida. They had a No-Vacancy sign up. Oh Crap. But Di says to go in anyway (she's so smart) and we find that they do have sites available. We get a site for three days. When they say they hold some back for walk-ins, they mean that you have to actually walk into the ranger office.

(Continued from page 3)

system until all the leaks have been fixed. I always worried that the strengthened parts of the cooling system would cause other more vital parts of the system to fail. Instead, what happened was that all the time I spent on the health and welfare of the cooling system actually helped renew the system and prevent further coolant loss and overheating issues. Another really fun fix is repairing the nylon coolant tubes that run from the driver's side firewall over the gas tank to the cargo door side rear heater. These tubes cracked and leak right there. This fix was relatively easy and I beat my head on the driveway and the frame (the stars were fantastic). It turns out that 7/8" inside diameter, dishwasher drain hose "slips" right over the nylon tubing at the firewall end with gentle words of encouragement.



We are in the camp ground now and it is absolutely gorgeous...all it is cracked up to be. Three days of camping in paradise and we are off to the Fort Myers area to see Jose pitch against the Minnesota Twins. We lost- bummer ☹. We spend the next two nights at Jose and Isabel's new house which is beautiful. Now we start the trek north-back towards home. We first stop at Land-o-Lakes which is just north of Tampa for Jose's farewell party (now that the baseball season has started). The entertainment for the night was watching the Domino game. These games get wild- yelling and banging tiles on the table. They play in two pairs, so four people at the table and if you lose you give up your seats to the next team that is ready to play. We're told these games will go till four in the morning.

We get a camp site at E.G. Simmons Park in Ruskin Fl. on Tampa Bay which is another county owned and operated park. It is a very nice place. Take Rt.75 to Rt.41 to 19th street- \$20 bucks a night on the river. A good deal and a nice place. Only about ¼ of the sites were taken with beautiful clean restrooms (813-671-7655). Monday morning we vacillate on whether to stay another night or move on. We decide to move on as the weather is dreary and it started to rain.

We head towards St. Augustine and Anastasia Park, which is another campground on the 10 best beach camping spots in Florida. We call them from around Orlando. No-go, so we dial up the Gamble Rogers Recreation Area and Campground in Flagler Beach but they were full too. I asked the friendly lady at Gamble Rogers if there were any private campgrounds on the beach nearby and they gave us two phone numbers. The first one told me they had beachfront sites for \$150.00 a night - Forgetaboutit. The next campground was much better at \$50.00 a night for oceanfront camping. That campground was Flagler by the Sea, 2982 Oceanshore Blvd, which is on Rt. A1A. Flagler Beach, Fl. (800-434-2124) and (386-439-2124). This campground has the campers almost piled on top of one and other, but you are about 100 ft. from the surf. You get the breeze, the sound of the waves crashing on the beach all night, and they have the best showers. There were folks fishing all day on the beach. It was beautiful. We loved it.

We met a great group of snow birds that gather at the beach edge every day at 4:00 p.m for happy hour. People bring the fish they have caught and smoked, or made a fish dip of. Then at 6:00 they all disappear into their huge motorhomes. One thing about this campground is that there is no shade here. We were fine at 75-80 degrees in the day and 50 at night, but I can see it could get nasty in the summer.

Friday morning we sadly left the campground and drove home to Boston.

With lots of isopropyl alcohol, it slips over the outside diameter of ¾" copper pipe couplings with soldered ¾" inside diameter code m copper pipe nipples. These slip into the hoses for the rear heater core. Be sure to use two hose clamps to tighten the dishwasher drain hose.

By now those of you who are not EV owners are probably snickering at the effort being discussed here. But, the pay-off is fully functional, dual-zone heating and air conditioning year-round. Har-de-har-har.

If anyone wants to ask about specifics please feel free to write me: oatmeal1231@verizon.net. I'll be glad to help if I can.

See you on the road - Oatmeal

Part2: Student Escapes Georgia

A follow up to Jan/Feb '10 article: Student Escapes Tornado, Escapes a Miracle



After the tornado picked up and crushed my camper, I was in a state of disbelief. I had actually lived through the ordeal. President Nixon and then governor, Jimmy Carter deemed the Athens Georgia locale a disaster area after a fly over inspection. Government funds were issued to the victims, and as I applied for a grant for another Volkswagen Van. I soon received \$350 and bought a 1963 Kombi. It was a clean, 10 year old van in need of some work. I needed to make it useful to move my belongings to New Jersey after living in Georgia for nearly 3 years. It took a few months to prepare for the trip home. Being in Ga. during all of May and most of June had to be two months of the most unbearable heat.



The bus prior to being involved in the tornado

The work on the new van took about a week, as part of the job required torch work and metal fabrication. While working on the van at a friend's house near the University, I kept two fire extinguishers as a precaution in case of an accident. So I am working on the van one day when a tiny spark ignited a curtain and grew into a larger flame. Neither extinguisher worked at all, as the flame grew rapidly into a large fire. It was soon feeding from the gas tank. I was helpless at this time, and the only thing to do is call the fire dept and wait. There was no alternative. It seemed it took them forever to come, and by this time the van was engulfed in a flame over 25 feet high.

After the truck put the fire out, the windows were all shattered, all the wire was melted, most of the paint burned off (with the rusted body remaining), lights and lens melted, right rear tire and shock melted. The generator, seats, panels, gauges, weatherstrips along with most rubber and carburetor were burned. The damage looked real bad, with the hopes of moving away from Georgia seemingly gone.

Left with few options of alternative transportation, I knew I had to revive this '63 to make the 830 mile trip home. The following day, after inspecting the van, I proceeded to repair the motor and get it running- and it ran well. I figured if I put in temporary wiring for the motor, charging, and lights, the basic function of the van would work. I draped the wire along the interior of the bus.

Out of all the windows, the only ones truly needed would be the 2 front 'splits.' Of course, I had to take into consideration that an excessively rusted body with no other windows would attract attention from the police during the long trip. The most ridiculous aspect of the van was that the plastic steering wheel was melted down to the wire, yet I was able to steer the van. So the chance was taken and I was on the road home, sitting on rusted seat springs with a temporary pad and all.

The ride went well doing 60 to 70 MPH, even with a lot of severe rattling which was expected. After 800 miles, the State Police pulled me over for driving a suspicious vehicle. The cop said, "Are you kidding me?" The contents of the van alone were enough to be suspicious. After a dramatic explanation and brief inspection, I was on my way. The officer had a most confused look on his face after our one of a kind meeting. With years of riding unique bicycles, motorcycles and cars, this ride had to take the cake.

Edgewater N.J. was my final destination where my brothers and I shared a home. I went back to work as a mechanic. In those days it was commonplace for me to strip abandoned VW's in New York City and sell the parts. I left the van on the road (without the motor) and it was towed away soon after. Those days were the last ones of me driving ridiculous looking vehicles. I have learned through my experience it pays to drive bland looking vehicles and live in similar looking homes over the past 37 years. I also tend to be over prepared at times for situations involving fire prevention. There are times, however, a man has to do what he has to do. In these days, blandness seems to be the dominant theme on the road, as so many cars look similar, and made largely of plastic. We as VW drivers get more attention than most others. As my brother Rich pointed out a few years ago when we passed another camper, "You hardly see these [VW campers] anymore on the road. You must know each other." Sure enough, the driver of the other Camper knew me, and we waved.

Hey, they're still more fun than ever, though.



Aftermath of the tornado in the area



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Amerikando: To the West Coast and Beyond

By: Franck Thibaud Köchig
with introduction by: Andrea Rasso

Last time we left off, Franck and Iris were heading to Mexico to renew their US Visa. Upon entering the US again, they travelled through the Midwest, exploring Old Route 66, some National Parks, as well as some major cities, including Las Vegas. By the time you read this, they will probably be arriving in Asia.

Their website is often updated, on a weekly basis and while they don't always transcribe their blog to English, the photos are beautiful and tell their own story, even without the words. You can go through the archives to peruse through the previous blogs (which are listed by months). Franck and Iris emailed me a list of highlights over the last few months.



Death Valley



Bryce Canyon, Utah



Kelley Park Show, San Jose



Saying goodbye as the bus is loaded into its cargo container for Asia

- We spent one month in the National Parks of the southwest. It was wonderful. We saw some of the most incredible landscapes .
- Then, we drove to San Francisco, where we've been invited by Mike and his family, a wonderful guy we met on The Samba.com
- During the first days in California, we tried to find sponsorship from corporations to pay for the transport of the bus. We quickly found that it would be more interesting to redirect the effort, and use our energy on making the money on our own, instead.
- We started going to all the VW shows in CA and selling stuff. We even made and sold Argentinean food in the neighborhood we were staying.
- We also decided financially, it was better for us to first to Japan, and then to Russia.
- Day after day, we made the money we needed to pay for the boat.
- Iris found a website selling Lonely Planet guidebooks real cheap. We bought the books for all the countries we're going to cross. We spend every night dreaming about them!
- We spent the 2 last weeks in Southern California with Rex and his family. We met him in a VW show in San Jose. He's an American but he lived some time in Argentina and helped us a lot. We took it (the cover photo) in the back of Rex's workshop, in the mountains close to Merced in a place called Mariposa.
- We spent one week working in his shop and we built a new engine!!!
- Last weekend we went to L.A. for the Bug In. It was a huge event but not our favorite one in CA (we really enjoyed the Kelley Park and Madera shows better).
- While In L.A. we bought the flights to Japan,. We also found ourselves in the same elevator with Pamela Anderson!! ☺
- Monday, May 3rd in the morning we put the bus in its container. It was very emotional!
- Our plane leaves on May, the 18th.
- We are spending the remaining time trying to make money, make contacts in Japan (we already know we're going to go to 2 VW shows and someone is going to pick us up in the airport!)
- We are very excited about the second part of the journey!

Continue to follow their travels at www.Amerikando.com



William and daughter Bhavna at Buses by the Big Duck

Member Spotlight: William Bruce

By: Andrea Rasso

Where did you grow up/ where do you live now?

I was born and grew up in South Portland Maine and currently live in Portland, Maine.

What do you Do for a Living?

I'm a machinist, welder, blacksmith, fabricator, furniture maker and prototyper. I make things mostly out of metal for retailers. I make devices to display merchandise on as well as tables, chairs, image holders, shoe stands, and handbag stands. I also fabricate steel stairways and handrails.

Tell us about your family.

I'm married to Helen Scalia. We have two children; Bhavna 10 and Charlie 8.

Tell us how you became involved in VW's and particularly a Vanagon owner.

When I was in my early twenties I had a 1970 Chevy pick up. It was a piece of crap. I was always fixing it and having my friend Scott help me fix it too. He was always telling me that I would like VWs. He found me a beat up '81 4-door Rabbit. It was a piece of crap too, but it was easy to fix. There was a ton of used parts available for next to nothing.

It had something appealing about it that is hard to explain. You know that thing that happens to you when you drive a VW. You get a big smile on your face. You forget about all the shortcomings VWs have and you just have this feeling you are in the right place. Also, for me when I drive a car that I have maintained, repaired and modified myself, there's an even stronger connection to it, I don't feel that in newer cars with overcomplicated systems.

I have owned 19 VWs- all water cooled. Eight were diesels. My first Vanagon was an 82 Diesel. My second Vanagon was an L that I stripped out and installed the interior of an 87 weekender into. When my daughter, Bhavna was two, we took our first camping trip in it. Later that year we went to our first Limbo event (the last Transporters by the Tunnel). Since then we make it to at least four VW campouts a year, together.

Tell us specifically about the Joker.

My current Van is a 1988 Joker. It was originally purchased in Germany. Some time around 1992, the second owner, a Hungarian man named Zoltan purchased it. He drove the van all over Europe, Northern Africa, Middle-East, Pakistan, India, Singapore, Australia,

then California. My friend Scott found it for sale on Craig's List in San Diego in February 2005. He bought it from Zoltan for \$1500. He flew out to CA. from Maine and drove it back. He then sold it to me for \$4000. Under the passenger seat in a strong box that was welded to the car, Zoltan had left copies of all of the documents from his travels; shipping documents, passport copies, bank info, etc. He also left expired credit cards, telephone cards from different countries and \$150 in cash and \$200 in travelers checks. A little time capsule of his world tour in the early 90s.

The van came from the factory with a 1.6 liter Turbo Diesel and 5 speed transmission. This was a common configuration in European Westies. Some of the differences with US models; round headlights, rear seat head restraints, double plastic windows, no side rear marker lights, bigger propane tank, and stock gray water tank.

I have been over almost every part of the van. When it came, it was a little rough. It has a lot of battle scars from it's world travels. I replaced the head gasket twice, then finally the head, then I did a complete engine replacement.

I currently have a 1.9 liter turbo Diesel that I am going to install next month. In 2006 I began fueling my van with used vegetable oil. I fabricated a two tank heated system. I have a 12 gallon tank installed in the bottom of the wardrobe, on the drivers side of the van. The tank is heated by coolant from the engine. I start the engine on diesel. Once the engine and veggie oil get hot, I switch from diesel to oil. I have to purge the oil and switch back to Diesel before I shut down. It's a little more complicated than this, but that's the basic idea. I burn veggie oil about 65% of the time.

I've burned about 2300 gallons of veggie oil in the last 3 years. That's about 17,700 pounds of oil that I have picked up, poured, filtered, pumped, poured again. etc. It gives you a new perspective on how much liquid energy we're going through when you actually have to physically handle it.

For the last five years the Joker has been my camper, my daily driver and work vehicle. We've driven it all over the North East US and Canada, New York, Pennsylvania and Ohio.

I finally decided to get a second car for everyday driving. My friend Scott just brought back my new daily driver from California. A 1988 Scirocco, It's about as different from a diesel Westy as you can get, but it's still definitely a VW. When you get in it, it puts a big smile on your face!!!!

My kids and I love coming to LIMBO events. It's a really special community. We want to thank everybody who works hard to get everybody together!!!



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. For more information on any event, please contact Tom & Linda, the event coordinators, at 401-722-2119, volkswagenri@cox.net, or email to events@limbobus. Snail mail can be sent to: Coming Events, c/o Linda Manion 27 Woodward Road #6B, Lincoln, RI, 02865

Next deadline is JUNE 17, 2010

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

May 2010

May 28-31 (Fri-Sun) West Milford, NJ 07480 - Westies in West Milford at Westbrook Park, 857 Westbrook Road. \$5 per person per night. Plenty to do: area hiking, (14 mile hike to NYC view), boating in nearby Greenwood Lake, nature museum, (Weiss Ecology Center). Potluck supper Sat. night. More details to follow. For more info, contact Jon Kleckner: jonsmtrs@optonline.net or (973) 506-4293.

June 2010

June 4-6 (Fri-Sun) Riverhead, NY - 10th Annual Buses by the Big Duck at the Indian Island Campground (631 852-3232) located right on Flanders Bay, at the head of the twin forks. If you're coming from New England, you can take a ferry from Bridgeport <http://www.bpjferry.com/> or New London <https://www.longislandferry.com>. From the campground, you can easily travel to the Hamptons, visit wine country, see Long Islands historic Big Duck, visit historic towns and villages, shop at the Tanger Outlets and do so much more. The campground's fee is \$29 per night for non-county residents. Local Suffolk County residents pay \$19 per night, but must also have a Green Key Park Pass (\$20, good for three years & available at park office). We will be camping in a reserved group area equipped with electric and water. We will be in GROUP SITE #2 and #4 Your (CASH ONLY) payment will be collected by Andrea at time of arrival, but please check in at the parks front office Last minute arrivals are welcome, so if you do not know your plans until the day before, there will be room. Pot luck dinner/raffles will be on Saturday night. For more information, go to the website <http://arasso.tripod.com/> or contact Andrea at rassovw@hotmail.com IMPORTANT NOTICE FOR PET OWNERS: Pets must be licensed and vaccinated. You must have a copy of the rabies certificate and dog license certificate with you. The rabies tag and dog license tag is NOT GOOD ENOUGH. Also, DOGS MUST BE LEASHED AT ALL TIMES.

June 10-13 (Fri-Sun) Almonte, Mississippi Mills, Ont, Canada - Busfusion 2010 at the North Lanark Agricultural Society Almonte Fairgrounds, located 35 km west of Ottawa, on the banks of the Mississippi River. The fairgrounds have level camping spots along the banks of the river, toilet facilities, running water, a dump station, and a building for a communal dinner, swap meet, and other gatherings. It's a short walk to the town center, no need to move your vehicle. Bring bikes for a ride in the country. For more info, go to www.busfusion.com or email busfusion@aol.com

June 20 (Fathers Day) Harwinton, CT - The 22nd Annual Litchfield Bug In from 9am till 3pm at the Harwinton Fairgrounds on Locust

Road. Admission is charged with all proceeds going to local charity. Overnight camping is available on the grounds with clean modern restrooms provided. Also on Saturday at 6pm the annual Bug In Bash , with free food provided by the Texas Grill will be held. You can also attend the Fathers Day pancake breakfast at the firehouse in town on Sunday morning. Swap spaces are both indoor and outdoor with plenty of room for vendors. Average space is 20 by 20 feet. We usually get 300 VW vehicles in the show and around 100 vendors. Also clean modern restrooms with showers for the campers...For additional information contact: Chuck Piscocki at 860-283-5256 or vwsplitman@sbcglobal.net

July 2010

July 9-11 (Fri-Sun) Jim Thorpe, PA - Camping at Mauch Chunk Lake Park. This is a great county park and includes camping along the lake, nice beach area with lifeguards, bring your own boat or rent one, plus a concession stand, all within walking distance from our camp! There is a lot to do in the nearby town of Jim Thorpe including; historic train ride, shops, biking, hiking and river fun on the Lehigh which is scheduled for a whitewater release that weekend. The cost of the event is only \$4 per person per night! We have group sites A & B reserved. This a red cup event, but the rangers are friendly. Bathrooms are nice, with flush toilets/showers and are just off of site A. No electric. The group area is totally shaded but rocky. Please RSVP so the organizers can make sure there is enough room. Malissa and Ken Weikel email: missnken@dejazzd.com Check the park website for details including boat/motor restrictions if you want to bring your own. <http://www.carboncounty.com/park/>

July 11 (Sunday) Lebanon, CT - CVA's 6th Annual New England Volks-Meet at the Lebanon Lions Fairgrounds, for 9am to 3pm, rain or shine. Trophies will be awarded by people's choice in many different classes. Show will be open to VW's and all German cars, owners, and fans There will be dash plaques and goody bags for the first 200 vehicles. Camping is available on the fairgrounds the night before the show, entertainment by live bands. There will be entertainment for kids both days. For more info contact Jeremy at (860) 539-9704, vwadct@comcast.net or Milt at redbug203@sbcglobal.net

July 16-18 (Fri-Sun) Townshend, VT - West River Westies VII at the Bald Mountain Campground. Bring your family and friends, pets, bicycles, tubes and rafts, cameras, something to share at the potluck supper and a donation for the raffle to benefit Grace Cottage Hospital in Townshend, VT. Make new friends and greet the old ones. Go tubing on the West River, bicycling on State Forest Road, enjoy Eric Lindskog's famous pulled pork sandwiches and BBQ ribs, the potluck supper and bucket raffle. Camping rates: \$23.83/day includes W/E hookup and Vermont tax. Call Bald Mountain Campground for reservations. 1-802-365-7510. The campground has free showers and ample bathrooms. Nev and Sue Lescher, are your WRW Wagonmasters. nesu@cox.net

August 2010

August 1 (Sunday) Windsor, ME- Vacationland VW Assoc. Annual VW Show and Swap Meet. Swap meet, food, music and fun. Stereo soundoff, balloon toss, games for kids Plus matchbox racers. Camping on grounds the night before. For info contact: <http://users.adelphia.net/~vacvw/> or eMail: vacvw@adelphia.net

August 7 (Saturday) Shrewsbury, MA- Volks-Vair Fair. This annual show & swap meet is at Heberts Candy Mansion on Rt 20 Shrewsbury. Air cooled only show for VWs and Corvairs. Rain or shine. Trophies to 3rd place. Sponsored by The Bug club and Colonial Corvair Club.

Great time, music, food plus great candy and ice cream at the Hebert Candy Mansion. Contact Gerry Anderson: 603-898-2874.

Aug 20-22 (Fri-Sat) Empire/Limbo Campout at Copake Falls - The empire VW camping club is planning a campout in Eastern New York State so we can have our New England friends join in as often requested. It will be at Copake Falls State Park. This is just a get together. If you want to attend make reservations or just drop on by. More information will follow such as the campsite numbers where the VW group will try and gather round.

August 22 (Sunday) New York City- 1st Annual NYC Volkswagen Traffic Jam. The Traffic Jam is a spectator-judged vintage Volkswagen car "show & shine" and picnic on Governors Island in New York City. The event is open to all. Come join us for a sweet day of vintage rides, good food and drink, events, music, cool merch and more! Stay tuned to this site as we add an event schedule, vendors, and other details. The Traffic Jam will take place at PICNIC POINT on Governors Island, a beautiful 8-acre lawn space with gorgeous views of New York Harbor and the Statue of Liberty. The NYC Volkswagen Traffic Jam is a single-day event. Food and beverage vendors will be present but feel free to bring your own picnic food and non-alcoholic beverages along with bikes and blades for exploring! Governors Island also rents bikes for use on the island. Spectators are invited FREE from 10AM-4PM. At this car show, "Best in Show" for each VW class is decided by the audience...so come and vote your favorite beetle, bus, Karmann Ghia, and more! [Register online](#) to secure a show space and ferry time. Please note that registration is mandatory to ensure we can accommodate you!

Email organizer.at.volkswagentrafficjam.com or call 718-857-9022 for registration or questions.

Aug 27-29 (Fri-Sun) Portsmouth, RI - 4th Annual Buses In The Bay at the Melville Campground, 181 Bradford Ave. The campground is just north of Newport and near the beach! Come join your old friends or make new ones. Check in is 1 PM Friday. You will need to call (401) 682-2424 to make reservations between 10AM and 5 PM only! (The campground does not take reservations by email.) When you make your reservation, tell them you are with LiMBO and ask for a reservation on the safari field. After calling in your reservation you must mail a deposit to hold your reservation. They do not accept credit cards! PLEASE RESERVE EARLY!!! DON'T MISS OUT! Water and electric sites are \$35.00 per night. On Saturday they'll be a cruise to the beach and Saturday evening a pot luck dinner and raffle. The event organizer is Coy, and he looks forward to seeing you there! His contact info: 401-254-2350, or coyandlynn83@hotmail.com

September 2010

Sept 3-6 (Fri-Mon) Bloomsburg, PA - Camping Near Knoebels X at the Indian Head Campground. A vintage camping weekend of Pennsylvania's coal region. Come out for the tenth anniversary campout featuring the Friday evening dessert social, Saturday morning caravan to Knoebels Amusement Resort (www.knoebels.com), Sunday morning potluck brunch, everyday kayaking/canoeing on the Susquehanna River, hiking, road trips, and great campfire conversation. Camping rates are \$24 for group/tent sites, \$26 for water-electric sites. Request the VW Bus section and the group rate. Go to <http://mysite.verizon.net/bensbus/knk.htm> for complete details.

Sept 12 (Sunday). Deer Park, Long Island, NY. LIVC 9th Annual VW Show For more information, contact the Long Island Volkswagen Club at: **The Long Island Volkswagen Club** 11 May Court, Freeport, NY

11520 . Email: info@livc.net . Free shirts to the first 100 show cars. No outside food or beverages, No smoking, No pets. Free admission for spectators. Show cars \$10, vendors: \$20.

Sept 25-26 (Sat-Sun) Middlebury CT - CVA's 2nd Annual Oktoberfest at Quassy Amusement Park, from noon to 6 both days. Trophies will be awarded for CVA Choice and Quassy Choice. Show is open to all German cars, owners, fans and anyone who enjoys an amusement park and Oktoberfest! There will be dash plaques for the first 100 cars. Camping will be available on the show grounds Saturday night. Every show car receives a complimentary park pass. There will be German food, bands and beer available at the Oktoberfest. Don't miss this weekend of German fun! For additional info please contact: Jeremy Clayton (860) 539-9704 vwadct@comcast.net or Milt McDonald redbug203@sbcglobal.net

October 2010

Oct 8-10 (Fri-Sun) Watkins Glen, New York - Westies at Watkins 2010 in the Finger Lakes of New York. This is the 9th year in the running this event at the Birthplace of Road Racing!! This is a premier LiMBO camping event sponsored by the Empire VW Camping Club! All VWs are welcomed. We have our own loop at the Watkins Glen State Park. No reservations required, pay as you go when you get there, \$20/night. Discover the beauty of the Watkins Glen Gorge and beautiful surrounding Finger Lakes Region of New York. Activities for all, including antiquing, hiking, biking, caravanning, wine tasting, and campfire festivities. Communal breakfast burritos served Saturday morning. Pot Luck Saturday night, bring a dish to share. T-Shirts available, raffles and door prizes. Vendors welcome. Optional racetrack events on SUNDAY Oct 10th. We will take our VWs on the racetrack for a three laps on Thunder Road. \$15 per vehicle. Come on the track or in the grand stands. For more info, contact Joel Cort, home phone: 585-377-4161. cell phone: 585-690-8145 or jcort@rechester.rr.com

Oct 10 (Sunday) Brookline, MA - Transporterfest/VW Day at the Larz Anderson Auto Museum. All VWs are welcome; shiny, rusty, leaky, we love them all. Auto museum admission included with registration fee. Usually 100+ car show and good swap meet. Event is rain or shine, no pre-registration necessary, just pay \$15 on the way in. Vendors \$25. Camping location for Sat. to be determined. Contact Stanagon: stan_wohlfarth@msn.com or call 508-333-7813. Directions and more info about the museum can be found here: <http://www.larzanderson.org>

Oct 15-17 (Fri-Sun) Lenhartsville, PA - Bustoberfest at Blue Rocks. We have booked Group sites 116 (and overflow group site 114). **IMPORTANT INFORMATION ABOUT RESERVATIONS. You must contact Andrea at rassovw@hotmail.com to reserve and mail her your first night deposit of \$30.** Bring contributions for the beer and wine tasting event. Potluck on Saturday eve. Hayride to local farm for pumpkins. Lots to do at campground and surrounding area. Check out site at: <http://www.bluerockscampground.com/>

Oct. 17 (Sunday) TBD location in Connecticut - The CVA's 12th Annual Fall Foliage Cruise from 9am to ???, rain or shine. To be determined start location. Will wind through the scenic roads of Connecticut with a few stops along the way. Bring a picnic lunch. There will be a dinner after the cruise for those that are interested. More details when available. Contact: Jeremy Clayton (860) 539-9704 vwadct@comcast.net or Milt McDonald redbug203@sbcglobal.net



TECH CORNER

Solar panels for a Vanagon Westfalia

By: Frank Condelli

Solar Panels for RV use.... what a novel idea !

After my first trip into Mexico some years ago with my 1987 Westy, I quickly learned that if I wanted to camp on the free or almost free beaches and wanted plenty of cold beer & food, that I was going to need to find a way to produce electricity. Solar panels seem to be in abundant use by the folks I met on this trip and when I returned home I began the search for a solar panel for my Westy, as well as the right way to install it.

Easier said than done! Now, granted I do have some knowledge of 12 volt electrics in RVs so it was not that complicated. From all that I had gleaned, it was obvious that I needed to estimate the amount of power that I would need during the day and night, and build my system around those requirements. A solar set up requires the solar panel (of course), a charge controller and batteries in which to store the electricity. The solar panel produces electricity during the day, (some of which is used during that period) and stores the excess in the batteries to be used during the night. It is therefore imperative to calculate your needs as accurately as you can. This small, but important calculation will change from location to location and be changed by weather patterns. Therefore, it is imperative to have a panel that will greatly exceed your expected needs, and the same goes for the batteries. In La Manzanilla, Mexico, which is on the West coast near Manzanillo, where we like to spend our winters for example, we will not get useful sun until (around) 10 am and by 4 pm. The setting sun will no longer produce much power. We therefore have approximately six hours to produce electricity, if there are no clouds or storms. Then we have 18 hours where we must depend on battery power.

So what does all this mean? You must do your homework before choosing a solar panel for your Westy...but ...remember choose the biggest and best you can afford. And, bigger is always better, as you will get more output from a larger panel in adverse conditions, low light, cloudy days and a dirty panel. There are additional electrical requirements to consider, as well as battery installation too.

Solar panel technology is progressing rapidly and what could be purchased when I purchased mine, has changed greatly. The panel I have is a Kyrocera 130 watt panel, has a glass face and only produces good amounts of electricity when in fairly direct sunlight. Newer ones have Lexan faces and produce respectable current in low light conditions. There are some now that even claim to produce power in moonlight !

Now, if you don't know, you must also clean the panel every day for it to work well. Who wants to climb up on their roof in the morning when there are "other" more interesting activities at hand where you are camped ?

Next on your list is the storage battery problem. You will have to figure out what types of batteries best suit your overall needs and what space your willing to give up for those batteries? There is little



choice in true high amperage deep cycle batteries that will fit in the auxiliary battery compartment under the driver's seat of the Vanagon. You can fit a regular auto starting battery (such as is used in the normal battery position) or modify the compartment, or fit multiple, smaller, deep cycle batteries, or give up space elsewhere in the vehicle for a true standard size deep cycle battery.

So with all this in mind here is the set-up I have presently: a 130 w Kyrocera panel, mounted on the pop top roof using stainless steel boat hatch hinges so that the panel can be angled side to side or removed if needed. I have 100' of extension cable divided into three equal sections so I am able to place the panel in the sun while the van is parked in the shade. The shorter the cord length is, the better charging performance will be. Over 100 feet is wasting your time. The cable from the panel is fed into the van to a Morningstar digital charge controller and from there, directly to the auxiliary batteries. And, I did say batteries, because presently I have four UB 12220, 22 a/h, AGM, wheel chair batteries, wired in parallel under the drivers seat and a Kirkland 85 a/h standard, deep cycle battery wired in parallel to the others under the rear bench seat where room was made by removing the rear heater assembly; for a total of 173 a/h of battery storage. The batteries are also wired to the van's alternator through a Sure Power 1315 battery separator. There is also an automatic 110-volt trickle charger hardwired to the batteries and the van's 110-volt system, so that when the van is attached to shore power the batteries will be charged.

This past winter we had our Westy parked for two full months on the beach in La Manzanilla, at \$2 a day for beach front property, why would I be anywhere else? Always had cold beer, no problem! And if you're wondering why not use the propane powered Dometic, well we sure do, and it works just fine but we also have a Waco compressor fridge. Not enough space in that Dometic for beer and food !



See our Blog at www.westfaliatravels.com for photos and details of our trip. You can see some additional pics of my set-up on my site at: www.frankcondelli.com/solar.htm

Frank Condelli
www.frankcondelli.com

Learning How Wrong You Can Be is Always a Good Experience

By: Rod Durkin

One day, I was in a coffeehouse in Jamaica, Vermont, where I live. I got talking with a man about a Behavior Rating System I have been working on. During this conversation, his 10 year old son looked out the window and asked if that was my hippie VW van out there. I said it was, but that I was born too early and too well brought up to be a real hippie. But I commented that considering the way life is today, the hippie lifestyle makes some sense.

I asked if he would like to go check out the van. We went outside and I showed him how the propane stove and refrigerator worked and also the upper and lower bunks. I also showed him the new Golf engine that replaced the old Wasser Boxer engine. I told him about the publication called LiMBO which has many interesting articles and gives you a directory of members all over the US and Canada from which you could call on for help if stranded. I explained how we also give the lights and peace sign when passing each other on the road. I told him how many women get tired of hearing men talk about VW's; how to fix them, modify them and so forth. My final story was about being stopped in Utah by a state trooper when I was age 71. He used his sniffer to check my van for drugs. Knowing better than to get smart with the trooper, I said, "As inconvenient as this is, I must say I am flattered to think that at age 71 you felt it necessary to investigate me." In fact, profiling is common with old VW bus owners. It happens very disproportionately to our numbers. I also added that I love to work on the old VW's as they are one of the few things left in life that make me think I know what I am doing. Not much does these days.

We were going back into the coffee shop and the boy said something. I said, "Excuse me; I'm a little hard of hearing. Can you speak up?" To which the boy replied, "Did you ever think about getting a hearing aid?" My first reaction (which fortunately I kept to myself) was that the world does not need another smart ass kid and doesn't anybody raise these kids with proper manners and respect for the privacy of an old man? I thought to myself, even my daughter only sneaks up (or so she thinks) on that question every few months. I was continuing with my internal ranting and raving about the abundance of troublesome youths these days when all of a sudden the kid pulled out his own hearing aid from his ear and gave me a brief lecture about them, and how they are much better now. They are adjustable and only the speaker is in the ear instead of the whole hearing aid. This way you don't feel like you are in an echo chamber and it is also much more comfortable. HE then politely added, "You really ought to think about getting a hearing aid; it makes life much better."

At this point we parted, and I realized how completely 180 degrees wrong I had been. Being a psychologist I am expected to understand the meaning of people's actions and their motivations.

For that reason, it was a doubly valuable experience. Realizing how wrong I had been, and the preeminent need for caution when addressing what others believe, and myself most of all.

Because of this and the realities of my hearing loss, I have decided to get a hearing aid, rather than continue to deny the obvious facts that change come with the territory of getting older.

When I was teaching at Columbia we would come up to our cabin in Vermont on weekends in my '57 VW bus. My daughter Lisa loved the cabin and often brought her city friends who loved it too. It is a one mile walk or ski into the cabin which Lisa called "going the happy way". Going back out she referred to as "going the sad way" and in order to make the sad way not so sad, we would occasionally walk out backwards.

On numerous occasions, she ever so gently but firmly "urged" me to accept my age. Finally, rather than give up my usual rebuttal to the difficulties of old age and facing up to our own decline, I asked Lisa if she remembered how we used to make "the sad way" not so sad by walking backwards. She said she did. And I told her "That's how I'm dealing with old age and its inevitable decline".

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EveryBus 2010

By: Greg Potts

Everybus was held at Hagen-Stone Park, Pleasant Garden, NC, in the Greensboro, NC area.

It's been a long haul for EveryBus. "EB", as it's called for short, started in 1999 to rave reviews. There was a big impression going out on the newfangled internet, of which so many people were just beginning to use back then. My family and I first attended EB in 2001, in a 1973 Westfalia that was less than a week out of the paint shop. Over the years since then, it has become one of our very favorite annual events, and we've encouraged many other local bus owners to make the trip with us. Some years have seen as many as 13 buses gathered in the "Canadian Pavilion". Groups of 7 or 8 buses traveling together down the highway to the event is not at all uncommon.

Due to scheduling conflicts, EveryBus 2009 was deferred to Fall, and I wasn't able to attend (though my parents did make the trip in their 85 Vanagon Westy). From what I heard, it seems the event was smaller than usual, and was more music-oriented and a bit less family friendly. It wasn't clear at that time if EveryBus 2010 would happen at all.

As it turned out, EB2010 was formally confirmed in early February. It was planned to be a low-key event, with no T-Shirts, no awards, no chili cook-off, and no door-prize give-aways. I was OK with this, but one thing I couldn't endure was an EB without a group breakfast or two. So I asked the organizer to list a "Canadian Pancake Breakfast" for Friday morning and I also volunteered to wrangle the Breakfast Burritos on Saturday.

So regardless of the reasoning, it turned out that EveryBus 2010 was a smaller than usual event. Only four Canadian buses made the trip and one of those wasn't actually a VW. Total attendance was likely over 100 buses but I don't know if there was ever an official headcount. It was a good crowd, with a very laid-back vibe.

This year we decided on a slightly different route for the trip, taking the QEW from Toronto to Fort Erie as usual, but heading west all the way over to Cleveland before veering South on I-271 and I-77. Normally our trip would take us south on I-79 from Erie, but there are some truly nasty hills between Pittsburgh and Washington PA, and more of the same on Rt-19 north of Beckley. It's true that there are still plenty of long hills between Tamarack WV and Mt Airy NC, but as far as I know there isn't a flat route to be found between here and Pleasant Garden (unless you own your own tunneling gear). Coming

back we took a "short cut" on #8 through Cleveland and the end result was a return trip over 20 miles shorter than our 2007 trip coming down I-79.

We left on Tuesday after work and got into Erie PA a bit later than intended. That meant leaving a little later on Wednesday, but it wasn't that big a deal. The highways were in very good shape and the miles rolled by easily. We stopped for dinner in Wytheville, VA around 7:00PM and arrived at Hagen-Stone at 10:30. I am pretty sure we were the 13th bus to arrive at the event. We found a place on the perimeter of the ring-road. I set up my "White Sky" shelter with its trademark large red LED maple leaf and took a well-earned snooze.

Thursday we woke up and realized that in our haste to get to camp we hadn't bought any groceries!! So we got up, repacked the bus and got back on the road, heading for the Walmart in Siler City. When we had the bus loaded up we headed over to the local Waffle House and enjoyed an excellent brunch before heading back to camp by noon. The weather was spectacular, and there was little else to do but sit back, pop a cold one and watch buses roll in and jockey for position, finding sites with power and water and the right amount of shade.

For those not in the know, here's the EveryBus afternoon protocol expressed in vintage Waterloo Basic programming language:

10 MEET + GREET 20 REFILL RED CUP 30 GO TO 10

I could have written it in C++, but since it's a 1970's bus I drive I think Waterloo Basic is so much more appropriate.

Soon the other Canadians arrived. Frank and Rita Condelli rolled up in the early afternoon. Then my parents rejoined us after having split off in Wytheville the night before for a side trip to Salem Import. I soon discovered that Gerry Edge was also there. He's now driving a huge, late-model GM conversion van but with VW logos strategically inserted to keep the purists at bay. The other campers around us that weekend will be familiar names to EveryBus attendees; Joy Hecht, Jamie Auch and his daughters Emma and Casey, Gerry Edge, Mike and Mary Collum, and the Benthin family to name but a few. It was also great to put faces to the screen names of many Full Moon Bus Club members who I have chatted online with in the past two years since attending EB.

Friday morning the pancake breakfast went off without a hitch. Along with the ingredients I had bought the day before there were plenty of

other delicious contributions so that my family and I ended up feeding a pretty good sized crowd. Later that morning I scored some good swap meet deals on parts I needed. After lunch I set into distributing some of the home-brewed "Red Cup Ale" that I had brought along. That didn't quite go off as planned but I can't really tell you much about it, as nondisclosure agreements are in place that I also can't tell you about. (Whoops!) If you weren't there, you weren't there. Everybody had a good time, no-one got hurt. That's all you need to know. Let's just move ahead to Saturday, m'kay?

Breakfast Burritos are like Christmas morning to me. You KNOW ahead of time it's gonna be good, but you can't really tell exactly how it's gonna turn out. This was no exception. The small crowd took a little longer to get rolling, but I think we fed well over 150 people and the line was never quite as long as it had been in past years. No-one went away hungry, and the food was top notch as always.

Back to the camper for a short nap after breakfast to rest up for the Annual EveryBus International Horseshoe Tournament. My dad and I played against Doc Ric and another local named Jeff. It was a great game but we were squeaked out by a single point at the end. Later in the day Lisa and I played a Father/Daughter International tournament against Doc Ric and Teddy and we managed to regain our National Honor with a triumphant 11/6 victory.

More hanging out swapping stories and comparing gadgets. Buses continued to arrive, including Jamie Auch who arrived in his pristine white Vanagon camper and joined the circle around the White Sky. A delicious dinner came and went. Campfires and other small parties abounded. The weather was a little cooler that night, so a sweater and a campfire made a good combination. Way too soon, it was time to do the responsible thing and go to bed, so as to be well rested for the busy day to follow.

Sunday was time to start the go-home machine. Getting up just after 8AM, a flurry of activity had the bus and trailer packed down and ready to roll by 10:30. We said our goodbyes and got rolling by about 11, gassed up as usual at the Exxon in Pleasant Garden and started rolling northbound. It's a long slow climb up to Fancy Gap, and a headwind wasn't helping. It took about three and a half hours to get back up to our first gas stop; Wytheville. There was a gain in elevation of almost half a mile! From Wytheville to Central Ohio I switched to the back seat and my wife drove. She is a professional city bus driver with the Toronto Transit Commission and can manage a microbus with ease. While Colleen was driving I napped a bit, and was fresh enough to keep rolling all the way home to Toronto, arriving home at 2:30AM sharp. OK, I may have been a little less than sharp, but no-one there at the time seemed to mind.

1,600 miles. 8 fuel stops. 1.5L of oil. Probably 4,000 bugs killed by my windshield. An infinite number of smiles per mile. It's been announced that in 2011 there will be a very capable local triumvirate taking over the planning, so book the time and be there in 2011.

Happy Trails,
Greg Potts

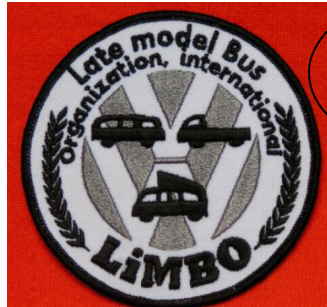
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COOKIN' OVER THE CAMPFIRE

Braised Short Ribs: By: Rich Macensky



What you will need:

- | | |
|--------------------------|-------------------------------|
| 12 beef short ribs | 28 oz can of crushed tomatoes |
| 2 yellow onions | 4 cloves of garlic |
| 4 ribs of celery | 2 bay leaves |
| 5 good sized carrots | 1 tbls thyme |
| 6 potatoes | 1 tbls basil |
| 1/2 a bottle of red wine | salt and pepper to taste. |

Ok lets get cooking. This takes 3 to 4 hours to simmer. So you have to get the hang-over crowd "up and running" around noon to help out. I'm cooking this in my 12 qt Dutch oven. What a great pot to cook in.

First thing is to get the pot on the fire to preheat. Now get some of the gang to start chopping the veggies. Cut them into good size pieces, as this will be cooking for awhile. Do not cut up the potatoes yet- they go in last.

Now with the pot hot, add some oil to the pot. Then place the ribs in and brown them on all sides. You may have to do this in batches. When the ribs are seared take them out. Now add the onions, celery, carrots and garlic. Let them cook for 10 to 15 minutes. Now throw the ribs back in and make them happy- give them the 1/2 bottle of wine. Stir everything up to get all the flavors off the bottom of the pot.

Now turn the heat down and add the crushed tomatoes and the spices and let simmer. Put the cover on the pot. Ok, with that done it is time to sit back, crack a beer (and maybe a shot of tequila) and enjoy the campout.

Don't forget to check the pot to make sure it is not boiling. You want it to simmer; low-and-slow. Ok it's 4 o'clock. Now chop up the potatoes (if you still can) and throw them in the pot. Put the lid back on and cook the taters till they are fork tender; about an hour and a half. When you take the lid off the meat will have fallen away from the bones. Save the bones for your 4 legged friend and enjoy, the meat. It will melt in your mouth. No need for a knife you can cut it with your fork. This is one of my own recipes and it's a great crowd pleaser, I know my granddaughter loves it.



Later The Con Kid



Grilled Asparagus By: Sue Parenteau (and as told by the Red Baron)

This is an great outdoor grill recipe that was done by Sue Parenteau at a recent Easter Campout along the Nachaug River in eastern Connecticut. It can be done easily on a charcoal grill while camping, or at home on your own gas grill. If you use charcoal, the lump style does a better job. When it gets up to temp, the coals stay hotter longer and has a more even heat. Sue used the Red Baron's charcoal grill after he finished doing his cheese potatoes (as highlighted in an earlier edition of the Transporter) and the coals were still plenty hot.

Here's how Sue did it:

Snap off the bottom ends of the asparagus spears, wash and dry the remaining stalks, place them (approximately 3 lbs) in a large Ziploc bag. Keep chilled in you ice chest until ready to use.

Prior to grilling over medium heat on the charcoal grill, pour a few tablespoons of olive oil and a few teaspoons of minced garlic over the stalks. Zip the bag shut and shake until the asparagus stalks are well coated. Remove from bag and place them on the hot charcoal grill, turning occasionally. Be sure to line up the stalks more or less perpendicular to the grill's grid so they won't fall thru onto the coals. Turn asparagus frequently.

Cooking time varies from 5 to 15 minutes depending on the charcoal's temperature and desired crispness/softness. Will serve 10 to 12. The results were super tasty with lots of flavor. I'd call it "Awesome Asparagus"!!



The Swap Area : Available or Wanted Submissions

As a member of LiMBO you are entitled to a free classified ad each issue. Try to make it 100 words or less, written legibly, and 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 applicable) and state. Be sure to mail it in time for the next newsletter submission deadline indicated on page 2 of this issue. Send to: TRANSPORTER CLASSIFIEDS, 35 Sharp Street, Patchogue, NY 11772 or email: editor@limbobus.org or via the web: http://limbobus.org

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 Josh Goldfarb, Foster City, CA
 Mark Hochstettler, Findlay, OH ('72 & '74 Buses)
 Dan Monette, Royalston, MA ('87 Vanagon)
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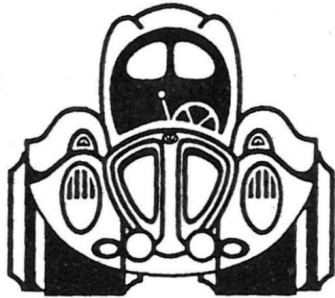


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LOCAL REPRESENTATIVES & SPECIALISTS

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 which strengthens the club. **Remember this is your club too.** If you see a local rep or a specialist you would like to contact, please feel free to get in touch with them. If you want to become a rep for your area, please contact me with contact info on page 2. Thank you. *Tom Power*

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EVENT RECAPS

Recaps by: Malissa Weikel



The Tohickon Whitewater Release Campout was March 19-21. The group of 11 vans camped rustically, on the banks of the Delaware in Point Pleasant, PA. This was the 4th trip for me and Kenny. The weather was awesome; hot during the days (for March!) and nights were mild. We didn't even use our heater! The Delaware was high, flooding out prime camping area, but Joe Federici (the white-water kayaker of the group) saved the day and secured us a beachside spot on the riverbed for both nights. It was a little cramped as the parking area is usually at least twice the size.

We mingled with the boaters and again, made new friends. I think we are known as "Joe's People" (hahaha). Anyway, Kenny and I explored an antique market on Saturday. Some went sightseeing (do you include trips to beer distributors sight seeing?). Saturday night, potluck



included Bertie's bean soup, Kenny's wings, bangers and potatoes ala Routan Dave, and Matty's tin-can chicken. We woke up Sunday to gorgeous sunshine and warmth. Those who could linger did- and we slowly packed and enjoyed the great river atmosphere; finally departing in the afternoon.

This is by far the best camping spot of the season with its rawness of stealth camping on the river, the quaint towns and homes of the area, and the energy provided from hordes of boaters dripping wet after a run down the Tohickon can't be compared. This is one event that makes the top of my list and luckily, it comes twice a year! Flexibility in plans is the key to make this weekend a success and this weekend proved that! The next release for Lake Nockamixon should be the 1st weekend in November. PA Dept of Conservation schedules the dam releases and you can usually Google in the middle of October to confirm the date. We will post on LiMBO and FMBC site when we get confirmation of the date. See you in the fall.

WANDERING WESTIES



This event was held in Cedar Run, PA April 8-11. It was a crazy weather weekend at the PA Grand Canyon! Rolled in sweating in 80 degrees, woke up to cold with raw temps, which turned to rain, then sleet, then...oh my, it's snowing. We woke up Saturday to Sun and more reasonable temps...just in time for the Pine Creek Regatta! Everyone who had kayaks/canoes brought them along and we drove upstream to Blackwell and floated 2 hours back to camp. It was amazing! The Pine Creek Gorge is such a beautiful place and I'm so happy that Matt Masters has been running his Wandering Westies campout in the area for the past 3 years. We had a few issues with the campground, which was a shame as it was the 2nd year we have camped there. Matt will be looking for a new location for next year.

Cheers! Beer and wine tasting



Part of the kayak/canoe regatta

All that said, we rocked and rolled to the Keystone Ska Exchange on Friday night, floated the Pine Creek Saturday, Beer and Wine tasting on Saturday night, had a memorial service for a fallen feline (oh yeah, did that at Tohickon, too), and the highlight for me was watching a Bald Eagle soar down the gorge. I believe we had about 12 vans attend the weekend.