

THE TRANSPORTER

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THE LATE MODEL BUS ORGANIZATION INTERNATIONAL

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THE COVER-IN-COLOR, HOLIDAY ISSUE

NOV./DEC. 2009

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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:

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VIEWS FROM THE WINDSHIELD

By: Andrea Rasso

Welcome to the Annual "Cover in Color" edition; which you can see is jammed pack with great articles. THANK YOU to everyone who wrote in. Perhaps it will inspire you to send your story in. This issue is so chock full, I only have room to discuss two things in my column:



Me and Brad at the Grand Opening

First: On Wednesday, November 11th, my local VW club; The Long Island Volkswagen Cub (LIVC) was invited to the grand opening of Habberstad VW Dealership. Our club brought over twenty cars that were showcased inside their service area for the party. Brad drove the '66 Single Cab and I, the Vanagon Westy. All the VW big-wigs came over to each and every one of our vehicles and "checked them out". It was very gratifying to see the interest in these "vintage machines" that VW of America once tried to disassociate themselves with.

The highlight of the evening was when I met one of those big-wigs; Stefan Jacoby, CEO of Volkswagen Group of America. One of the things I talked to him about was how the US needs the T5. I explained that upon retirement, I do not want to be forced to buy a Sprinter camper. I was assured that there is indeed "something" planned in the near future for the US involving a camper/van. Before Mr. Jacoby was whisked away (popular guy), I whispered T5...T5...along with my charming smile and wink. Photos can be found on LIVC site at: http://www.livc.net/past_events/habberstad

Second: I want to recap one of the best campouts I went to this year (even with all the torrential rain); Bustoberfest at Blue Rocks in Lenhartsville, PA. 6 weeks prior to

the event, Malissa Weikel and put this together as the old hosts were unable. We had 11 Vanagons, 2 Eurovans & a Routan which all arrived on Friday. Everyone's first priority was to set up tarps and EZ-Ups. We ran from shelter to shelter the entire weekend trying to keep dry.



The men folk under the beer tasting tent

Saturday morning some of us went to Cabela's and a few went for a hike along the Appalachian Trail. Their hike unfortunately was mostly in the fog and pouring rain. Malissa picked them up from the road in her car. They were soaked to the bone, but luckily, dry clothes awaited, and the Bustivities continued.

Saturday afternoon we held the first annual beer and wine tasting event. As the men shared their beer, the ladies took a ride to a local hippie themed winery. Saturday evening the rain finally tapered off and we enjoyed potluck under the stars along with kiddie bags, door prizes, and a jam session. Routan Dave continued the Sauerbraten tradition for potluck courtesy of Pat and Matt (previous hosts) and pumpkin pancakes for potluck breakfast. On Sunday.



At the winery

We are booked for 2010; Fri. 10/15 through Sun. 10/17. Reservation info will be in the next issue. We booked the site we had 2 years ago and the adjacent smaller site as an overflow. Photos & video of this event are on LIMBO and FMBC site.

Enjoy, Andrea

LIMBO LETTERS

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Warren at Syncro de Mayo '09

WARREN CHAPMAN DRIVES HIS SYNCRO INTO THE SUNSET

With sadness, I have to report that Warren Chapman, beloved Vanagon/Subaru community member, passed away September 15th, 2009 at a hospital not far from his home in Mill Valley, CA.

As many of you know, Warren had been battling cancer for the last couple years, but managed to keep his spirits up and had enough strength to make it to Buses by the Bridge and Syncro de Mayo this year.

Like many Vanagon folks, Warren gave a lot more than he received...when I first met him he opened up his workshop to me and over the years provided tons of Subaru advice and gave me the confidence to tinker on these crazy vehicles we all love. Warren had a profound affect on my life.

As most you know, he moderated the Subaru/Vanagon list on Yahoo for many years, helping hundreds and hundreds of other people. He loved doing it!

Paul Guzyk
(forwarded by Joel Cort)

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THE MIDWEST SCENE

NIVA SHOW RECAP

By: JERRY SPELLMAN



We attended NIVA's end of summer car show at Anderson Volkswagen in Crystal Lake, Illinois on Sunday, September 20th. This is a rather sizeable Illinois show with a decent sized swap meet. The Northeastern Illinois Volkswagen Association club members staff the show (parking, registration, raffling, ballot counting, awarding) and arrange for the DJ,

food service, and trophy acquiring. The personnel at Anderson prepare the site, offer the hospitality, and contribute to the fun. Both groups help one another.

When I was on my way out there in the morning, I thought I had just been there (but that was last year), I realized



the Bears were to play their first home game of this season (and didn't they just finish last season), I heard that the Hawks played hockey last night (on ice no doubt), and wondered what happened to summer. "So it goes" as a Kurt Vonnegut novel says often.



There were seventeen classes to enter, with

participant judging of winners to decide, and so many cars of color, distinction, perfection, and vintage. The swap meet provided variety in parts, images, prices, and satisfied customers. Winners of awards had much to be proud of, were in a group of fine tastes, and went home pleased to be sure.

We got through the whole day without rain, with ample sunshine and comfortable breezes.

Support those local shows, far and near.



Peace,
Jerry

KELLEYS ISLAND 2009

by Sean C. Gallagher



There's an old saying in Northern Ohio. "If you don't like the weather, wait five minutes. It'll change". That saying proved prophetic over Columbus

Day weekend as nearly 50 VW buses converged on Kelley's Island in Lake Erie for the annual "Kombi's on Kelley's" bus gathering sponsored by LEAKOIL (Lake Erie Area Kombi Owners Involvement League).



What started out with monsoon like rain on Friday slowly morphed into a beautiful warm and sunny Saturday afternoon. This was followed by near freezing temperatures on Saturday night. The weekend ended with more traditional fall like temperatures on Sunday as the event concluded. The hearty bus owners and their families embraced the changing weather and its unpredictable nature like they accept the occasional breakdown of their beloved bus. It's all part of the experience.

"Kombi's on Kelley's" traces its origins back to the early 1990's when a core group of enterprising bus owners, led by Bill Webner, decided to take a chance and get away with family and friends to the island during the off-season. Columbus Day weekend was the perfect time as it was after the tourist season, but before the harsh realities of winter set in.

Kelley's Island is a little over 4 square miles in size and has slightly more than 300 permanent residents. It's roughly halfway between Cleveland and Detroit. The island features plenty of charming Victorian styled B&B's, shops, bars and restaurants that embrace an early 20th Century feel. Most people traverse the island in rented bikes, golf carts or scooters. Transport between the mainland and the island is handled by a ferryboat system handling both vehicles and passengers that completes a one way trek in roughly 20 minutes.



Bus owners from all over Ohio, Indiana and Michigan began to turn out in increasing numbers. In recent years, with the promise of nice weather in the forecast, as many as 70 VW buses have traversed the island on Columbus Day weekend creating a charming and unique island experience for bus aficionados. This year, the father of one LEAKOIL bus owner, drove his Eurovan over 1,400 miles from Wyoming to take in the island splendor for the second year in row!

The event itself is family oriented. In the early years, bus owners gathered and camped at the island State Park, but over time the gathering migrated to the privately owned 4-H Club grounds on the northern shore of the island. The facility has a lodge (or dining hall) that overlooks the grounds and enables the group to have a central gathering point for communal meals and a dry place to gather during inclement weather.

Everyone knows VW bus owners can be an eclectic group. Preparations for going to Kelley's often start early in the year. Part of the adventure is just getting to the island and these often feature various groups of participants "caravanning" from various starting points to the ferry location. Upon arrival, there's an attempt to immediately

(Continued on page 5)

(Continued from page 4)

establish a "bus presence" on the island by cruising the small downtown village area. This is just to let the locals know the buses are back, and to cause the few remaining tourists to ask: "What's going on this weekend?" It's all in good fun.

This year we had nearly 10 Splitties, 20 Bay Windows and approximately 16 Vanagons. We even had a '74 Thing that ended up serving as an island taxi for much of the weekend. Specifically, from the split class, we had two Doormobiles and two SO23 Westfalia's that made it from the roughly eight or nine we have in the LEAKOIL group. At least one of the Split Transporters was towing a cool Puck. Several other passenger splits made it including one with a "Jolly Green Giant" paint scheme. We also have at least two flips seat Westies in the group and a Devon camper that unfortunately did not make it. Bill Webner normally doesn't wimp out, but we needed a command post so he left his SO23 at home and came in a Rialta.

The 'Bay' and 'Vanagon' buses featured several nice early Bays and one "off-road" Vanagon that made an appearance on the beach. An artist even turned up and painted a beautiful scene facing the beach featuring a late Bay with the pop top up.

The weekend is packed with unorganized fun. The kids have a craft table and are supervised as they drive motorized scooters and golf carts on the 4-H grounds. There's even a hot dog machine in continuous

operation so the kids never go hungry. Someone's clutch cable always breaks, so there's always the "community led repair" seminar that seems to take place for everyone's enjoyment.

Best of all, you can visit the village on the south shore and enjoy the bar and restaurant scene. This year, the ladies had a bit of a pub crawl on Saturday afternoon. From the sounds of it, we'll be talking about that adventure well into the future! There's even a local brewery that sponsors a chili cook-off you can take in for only \$5.

We conclude the event on Sunday with a \$1 raffle that featured over fifty items as well as a silent auction of unique VW items and accessories. The items were very impressive. With donations from Wolfsburg West, Go Westy, Westcoast Metric and Air Head Parts, we ended up with some great prizes. One member scored a vintage "old school" Vernor's ginger ale cooler for \$40 to put on his SO23. He certainly went home happy!

For more information and pictures of the event go here: [viewtopic.php?f&tp3](http://www.viewtopic.php?f&tp3) For information on LEAKOIL go here: http://www.leakoil.net/wiki/index.php?title=Main_Page For information on Kelley's Island go here: <http://www.kelleysislandchamber.com/about/about.htm>



HOW I WRECKED AND REPAIRED MY VANAGON

By: Dale Ward

Check out the damage to my '90 Vanagon. The initial destruction was far worse than the "before" photos show. The bumper, headlights, grille, mirror and directional light all ended up in the street. This is what happens when your passenger side mirror is loose, you're not paying attention, and you attempt a right turn from the left turn lane into the path of a fully loaded asphalt truck. Fortunately, the only injuries were to my self esteem and sheet metal (and \$1,300 to the dump truck). Miraculously, no glass was broken.



As the accident was totally my responsibility. Never being one to splurge on auto insurance and wanting to keep my driving record as clean as possible, I quickly negotiated a settlement with the paving company that owned the truck. This left me with little money to repair my own vehicle. John's Car Corner in

Westminster VT supplied a headlight assembly for a very fair price. I screwed the bumper and grill back on, and patched up what I could with white Imperial Trailer Repair Tape and Wal-Mart spray paint. The result was what you see in the "before" picture. The local "production" body shop offered no encouragement and told me to get a more modern van. They gave me a repair estimate worthy of GoWesty. I resigned to leave things as they were.

As Fall approached, I needed a state inspection. Among other things, holes, sharp edges and tape are not allowed. I wouldn't consider another van. This one is special. The previous owner was the Commonwealth of Massachusetts Executive Officer of Administrative Finance at the State House in Boston (my acquisition of it a story for another time). My kids both learned to drive on it back when they were twelve. And it's the most practical vehicle I've ever owned.



Chris Turner JordanVw@aol.com in Allentown PA had a white right side door he was willing to sell for a very reasonable price. He also had a Vanagon he was going to scrap and offered me anything I could cut off with my Sawzall. I immediately headed to Pennsylvania. It readily became apparent that I had no aptitude with my Harbor



Freight Sawzall. I offered Chris some more cash and the entire front right corner of the donor Vanagon was off in no time.

A co-worker recommended M&M Auto Body in Dudley MA. I knew I had found the right place when the owner greeted me with "I thought you were here to buy my Vanagon" (they still have a very restorable Syncro for a good price if any one is interested). Unexpected work included windshield frame rust remediation, jacking the roof to get the proper door alignment, and straightening the dash that was pushed so far to the left that the face plate wouldn't stay on the radio. The rest was pull and patch and they honored their original estimate.

Special thanks to John Hamill at John's Car Corner, Chris Turner, and Scott and Ron at M&M Auto Body for completing the project ahead of schedule and well under budget.

KLECKNERS KORNER:

By: Jon Kleckner



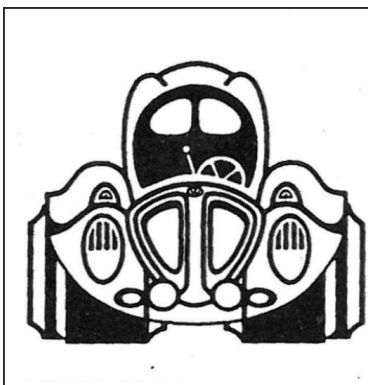
We are nearing the end of what seems to have been the best event and camping season ever. Diverse locations, large turnouts and retreating rain mid season helped things out. During my September trip to Maine and Cape Cod, the 'native' friends reported more rain there than here in the NYC area. I don't remember ever being in Maine anytime with temperatures in the '90's until this recent trip. In taking statistics and odds into account, next year we should have far less rain. There have been many more pop up shelters around the events this season, too, making our stays more comfortable. They blend well with 'pop-up campers,' too.

In the past 2 months, we've had a record turnout at Westies at Watkins and a large turnout for Transportersfest. The camping at the Air Cooled

Gathering, in Flanders, N.J. was by far a record over the past several years. It brought VW people from far away to the picturesque Swim and Sports Club, founded by German immigrants in the 1920's. The first Westies in West Milford drew more than expected with only a few day's notice. Next year we hope to hold at least 2 more in West Milford with the first one on Memorial Day weekend, so the early planners take note. Then the resurrected Blue Rocks event drew a healthy group, and thanks to Brian Feddish, where this and other events were captured on video. My departed brother Rich made several videos of VW events, some 20 years ago, which are fun to see and keep things in perspective.

In this issue's Member Spotlight, John Jordan chronicles his 1969 west coast trip to California in a 50's VW transporter. When my brother and I drove to California back then ourselves, the only near breakdown we had was in Nebraska when our accelerator cable broke in the midst of miles of cornfields. We tied a string to the carburetor, opened the gate, he did the 'gas', and I drove the van a while until we were able to find a cable to fix it- and we were on the road. With all the interstate travel I did over the last 40 some years, I never had to be towed. Transporters I used then which cost only a few hundred dollars, were at times in borderline condition, but made it- 40 horsepower and all. Something such as the TTT Directory would have been as helpful then as they are now.

Hope y'all have a great holiday season in the upcoming weeks. Don't forget the winter campout in Marshall Creek, Pa. in February, where I hope to see a hearty turnout there, and yes, there will be extra heaters. Info on the event will be forthcoming on the website as well as next issue.



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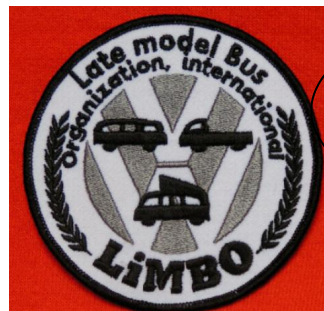
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Eurovan Winnebago Repair Manual

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).

CLOSEOUT

Suncatchers

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- (1) Large Suncatcher (Microbus or Eurovan) Was \$12.00, NOW **\$6.00** shipped first class.



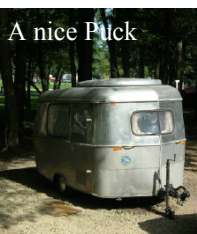
The LiMBO Hatchstix

73-39 Bus, 80-91 Vanagon. Redesign of Jim Harvey's original version. Props the rear hatch for ventilation. Special order only. \$12.50 includes shipping.

KAMPERS NEAR KNOEBELS IX

By: Ben and Lynn Stiles

The weather forecast was perfect for South Central PA leading up to Labor Day Weekend 2009. Anxious campers in their VW Transporters and other forms of transportation arrived at Indian Head Campground in Bloomsburg, PA for the 9th annual Kampers near Knoebels family campout.



A nice Puck

Hosted by Ben and Lynn Stiles, this event has become several VW enthusiasts' last hoorah for the camping season. There were nineteen VW buses including Bay Windows and Vanagons. We had a very modern Routan, a 1966 Eriba Puck/VW Cabriolet combo, 1964 Corvair Greenbrier (air-cooled kin) camper van and 1961 Corvair Rampside pickup truck/1961 Serro Scotty trailer combo. Attendees enjoyed perfect weather for the duration of the four day holiday weekend. Attendees relaxed around the campfire and took part in the weekend's few scheduled activities. Each year the schedule is loosely created on purpose to allow plenty of stress-free camping and VW camaraderie for all.



Karl, Justin and Ken's bus

Friday evening began with the ice cream social. Two large tubs of the sweet stuff were emptied as campers met new friends and were reintroduced to old ones. Saturday morning marked the now-famous caravan to Knoebels Amusement Park, Elysburg, PA. Once pop-tops are raised and pictures taken in the parking lot, it is off to the park for a full day of fun. Knoebels is among the country's only remaining amusement parks offering free parking, free admission, free entertainment, and the opportunity to pay-as-you ride.

Sunday morning was potluck brunch. With continued camaraderie throughout the day, some campers choose to kayak or canoe on the Susquehanna River and Fishing Creek, or travel across the historic covered bridge. Others went for a bike ride, hiked or just took a scenic road trip. On Sunday night, the most die-hard campers gather around the campfire yet again for another evening of great conversation and lots of flame-cooked snacks.



At Knoebels

By late Monday morning, most campers have packed and left. Those remaining consciously enjoy their leisurely time as they get ready for the road. These last few moments of camping and camaraderie will be gone and soon replaced by another long Fall and Winter season.

If VW Bus camping, historic amusement parks, and relaxing around the campfire sound like a perfect way to spend a weekend, mark your calendar for Labor Day weekend, September 3-6, 2010 for the Tenth Annual Kampers near Knoebels event. All VW owners and vintage camper owners are welcome to join in the fun. For more information on the campout go to <http://mysite.verizon.net/bensbus/knk.htm>



Order your KnK 10 shirt

The website also contains ordering information for the special Kampers near Knoebels tenth anniversary t-shirts. The shirt order deadline is 12/31/09.

VIEW FROM THE WHEELHOUSE

By: Steve Herman



I should start by making an introduction. My name is Steve Herman (a.k.a. Oatmeal). I live in southeastern Pennsylvania, and I drive VW Eurovans (EV's) pretty much exclusively (I do have an '85 Vannie awaiting an engine transplant).

Andrea (a.k.a. The Blue Max) has graciously asked me to write about EV's for the newsletter and here I am.

My wife, Lorraine (a.k.a. Bluebird), and I currently own two '93 EV's and an '02 EV in addition to the aforementioned Vanagon. One of our '93 EV's is a driveway ornament- although I still believe that I'll get it back on the road again someday. The other '93 EV serves as both a hardtop camper and my daily driver. Bluebird's daily driver is the '02 EV. My, to say that Bluebird is extremely possessive of her EV would be an understatement. For all of you bus pilot's out there, I only have one rule, she gets the nicest/best running bus, period! Who says chivalry is dead?

As far as EV's, the '02 is a significant design improvement over the '93 as was the '93 over the '85. Ok, the '02 goes through front windshield wiper blades faster than the '93; but it uses less washer fluid than the '93. I have a feeling that the longer nose of the '02 has something to do with it. The '02 also cost significantly more than the '93's or the '85 to buy.

My '93 EV sports an Audi 2.5L inline 5 cylinder engine (15), dual zone heating and air conditioning, front wheel drive, and 15" wheels. The '02 EV sports an Alfa Romeo 2.8L 24-valve dual overhead cam VR6 (201 h.p., twice the '93's h.p., btw), climatronic, programmable dual zone heating and air conditioning, front wheel drive, 4-way disc brakes, and 16" wheels. Both EV's handle well, the '93 has a tighter turning radius, but not by much.

We can travel safely with the tractor trailers on the interstates. At 65 mph, the '93 EV's engine speed is 3250 rpm, safely within the green zone of the tachometer. with the I5, I have to plan passing and overtaking; with the VR6, we don't need no stinking plans. Fuel economy for both the '93 and the '02 are roughly identical with 16-18 mpg winter/18-20 mpg summer.

The EV requires 91 octane; but they run sweet on premium. I've recently been informed by a friend that his '93 runs on 87 octane. There is a fairly simple test for determining how well your van is running on any fuel grade; get in the passing lane closest to the concrete divider. Roll down your driver's side window, accelerate hard and listen. If you hear a rattling noise that vaguely sounds like the hammers of hell (pre-ignition) and you are not running 91 octane, you need to. That goes for Vannies too.

I do all of my own repair work. so, if you have any questions about EV's; by all means, feel free to ask. I'll give you a piece of my mind and while I'm at it, I'll have one too.

Warmest regards
Oatmeal

THE SAGA OF ACQUIRING MY NEW VANAGON WESTFALIA

By: Ed Duntz

Part 1- Why I Was Looking

On my way to Buses by the Big Duck in Long Island with my nephew, I was driving down the road minding my own business. I saw a woman pull out of her driveway (in a Ford Focus) in my direction, and she was swinging over into my lane. I slowed down and got over as far as I could, but she just kept coming. She ended up sideswiping the driver's side of the van. My van continued down the road after the impact, then spun around 180 degrees and landed in my lane in the opposite direction. My nephew seemed to be ok; I got out to find gas leaking and called 911. The other driver got out and was complaining of some minor pains. She went off by ambulance as I assessed the damage. Basically from just outside the headlight, all the way back to the rear wheel well was dented-in a few inches, including the front door. Most of the damage in the middle was under the camper outlets. The front suspension was totally taken out- after I got it home I found that the tie rod was the only thing holding the front wheel on. The rear wheel was dented-in slightly as well. The front wheel pushed in on the wheel well, and knocked out



the fuel expansion tank. My nephew wanted to know if we were going to get going soon. Unfortunately, this van would not be driven anywhere. Now, I could let this ruin my weekend, or I could make some alternate plans. My now daily driver is an '87 Wolfsburg Vanagon. I camped in that for a few years before getting the Westfalia. So, I had the Westy towed to a local body shop, got a ride to the shop to remove the camping gear and then a ride back home. Within a few hours the Wolfsburg was on the road to eastern Long Island. I'd deal with all the hassles later.

Part 2- Dealing With the Insurance Company

Well, after the initial devastation and realizing that my beloved Westfalia I've had for six years was wrecked, I started thinking of all the stories on the Samba and the Vanagon mailing list about low offers from the insurance companies, and long, drawn out battles. I didn't want to go through it, but I was getting ready for it. So, the other driver's insurance company accepted the liability, and soon came back with an offer. I was pleasantly surprised that it was not for the \$2,000 or \$3,000 that I had expected, but somewhere around \$8,000. They said that most insurance companies use some kind of service for pricing classic or rare vehicles. With two online ads for '85 Westfalias that they had, they took the average of those two and used a multiplier based on their evaluation of my vehicle's condition (which they assessed at very good). I got them to come up a few hundred dollars more because I had recently installed a rebuilt transmission. They made three offers- the highest number for them taking my old van, then the middle number if I bought it back and let them stamp my title as salvage, and the lowest number if I kept it and they didn't stamp the title as salvage. I ended up getting \$8,500 and keeping the van with a salvage title. I'm somewhat of a packrat, and liked the idea of having a whole van for parts. While much of the

side was damaged, everything else was fine. The only thing I'm not sure of is whether there was any damage to the axle or transmission when the rear wheel was hit. Now I had the money, and needed to find a replacement.

Part 3- Looking For the New Van

The first thing I had to decide was the same thing that I had to decide six years ago when I bought the now wrecked: Bay, Vanagon, or Eurovan? I decided to stay with the Vanagon Westfalia. The accident happened just a few weeks before a pretty hectic summer work schedule, so I didn't have a lot of time to actually go look at a lot of Vanagons. I scoured the online classifieds- The Samba, Autotrader, Bargain News, Cars.com, and any other source I could find. I e-mailed and called quite a few sellers. It seems a lot of sellers see their vans through rose-colored glasses.

I went to look at a few in person. One near Woodstock, then one good prospect in Buffalo, NY. It was an '84 Wolfsburg Westfalia that looked really nice in the pics, but was disappointing when I got there. What was initially described as a rust-free Oregon vehicle turned out to be one which spent most of its life in PA, and almost every bit of metal underneath had rust on it. Quite a few body panels had been repainted, the color was off, and I suspected that a lot of rust was just covered up.

I continued searching. I had it narrowed down to three prospects- an '85 in Colorado that was a metallic brown, but otherwise much like mine; an '85 in Atlanta, same color, that was an auto trans, something that I thought might be a nice change, and an '85 in Minneapolis with a/c (non-working) that was otherwise the same as my old one. It was the same color, but with cool '80's pin striping. I spoke to the owners of the first two- both private sellers who were happy to talk to me and answer all my questions, and send me more pictures. The last one was for sale at a dealership. It had pictures online that seemed too shiny to be real. I called them to get more info and ask for more pics. All they could tell me was that the previous owners, a couple in their 70's, had brought it in to trade in under the Cash for Clunkers program. The dealership told them that they could sell it for more than \$4,500 that the Clunkers program would give. So, they had it for sale for \$9,000. I was supposed to get more pictures from the dealer, but didn't hear back from them.

Part 4- Making The Purchase

The ad price for the Minnesota van had come down by \$500, and I thought that was worth a look. Previous experience had showed me that what seemed good in pics often was not so nice in person. Airfares had been high, but one Thursday night I found a pretty good deal if I flew right then. I decided to go check to go to Minneapolis. The trouble was, it was after midnight, too late to confirm with the dealer if the van was still there. If I waited until I could call, though, airfare might go up, and it would be too late to get a flight for that morning. I decided to take a chance. As I sat with my credit card in front of the computer to make the reservations, I changed my mind more than once. Finally I made the commitment, bought the ticket (it was now 2:00 am) and got two hours sleep. I left the house at 4:00 am to get a 6:30 am flight to Minneapolis. At a stop in Philadelphia, I asked a friend to call the dealership when they open and see if they could pick me up at the airport. When I landed in Minneapolis, I checked my messages to find that the van was still for sale, and that someone from the dealership was on the way to pick me up.

I got to the dealership to find the Westfalia in about as good a condition as it looked in the pics. It had just over 102,000 miles on it. They had obviously waxed it and cleaned it up a bit, but it looked surprisingly good for an '85 from Minnesota. It had several very small dents and dings and a few spots on the nose where the paint was chipped, but overall looked excellent. The only rust on the whole body was a spot about an inch and a half long, on a seam near the passenger rear side marker. There was no rust anywhere underneath.

The propane tank looked nearly new (looking at a receipt later, I found out it was seven years old). The canvas was excellent; only the front screen needed replacing. The stove and sink pump worked, and later testing showed that the fridge lit within a few clicks of the igniter. Everything was there including the single middle jump seat, all screens and curtains, all shelves and ice cube trays in the fridge. I had them put it up on a lift and things looked pretty good underneath. I still found no rust. The only concern was a small oil leak and small manual trans leak. Based on the condition of the rest of the van, these small things were not going to keep me away. I decided I must have this van.

Now that I had to see if I could get it for an less than the asking price. They were a "price you see is the price you pay" dealer, and would not come down a penny. They had a deal where they enroll you in a discount program and also give you free oil changes for life. Obviously I wouldn't be travelling from CT to MN to take advantage of this, but they still wouldn't knock anything off for this. I stayed around for a while and thought about it more. The salesman said he could offer one thing- usually they send the cars out with half a tank of gas. He'd fill the tank up for me. While this certainly wasn't a deciding factor for me I made the commitment to buy.



Now I had to see about paying for it and getting it home. It was a late Friday afternoon, and I didn't have enough money with me to buy it outright, or enough time to arrange to have someone back home to go to the bank for me. I had decided against driving it home, anyway. It would have cost me a few hundred dollars in gas, I would lose money taking time off from work, and I'd be driving a vehicle (that, while it seemed really good) was new to me and I didn't want to drive it over 1,000 miles for the first time. I left a deposit and decided to go home, send the dealer the rest of the money and arrange shipping later.

The deal was done but my plane didn't leave until early the next morning, so I had time to kill. The salesman was nice enough to take me to a hotel. I was still exhausted from the lack of sleep, the plane ride, and the day at the dealership, but decided I needed to see the Mall of America. I checked in to the hotel, got the hotel shuttle to the mall, and started exploring. They had one of the "Bodies Revealed" exhibits, so I took that in as well. I flew back home the next morning.

Part 5- Getting It Home and Registered

Both arranging for transportation and getting it registered turned out to be quite a hassle. I went with the lowest shipping quote I found of \$614 from a place with seemingly good reviews online. The transportation company I hired took a deposit and the rest was due on delivery. They turned out to misrepresent themselves as an actual shipper when they in fact were only a broker- something that apparently is common in the industry. They kept making excuses for being late to pick up the van, and they finally got it two days after they were supposed to. They said that although they were late picking up, my drop-off date would be the same- the day after Labor Day.

I got a call from the driver on my cell phone at work on Labor Day. He told me he's on his way and will be there in a few hours. I told him that he's a day early and I don't get off work until 11:00 pm. He seemed to expect that I was going to arrange my life to fit around his early delivery. I told him that the best I could do is have someone come in an hour early for me and meet him at 10:20 pm that night at my house. I wound up having my sister go out and

meet him, as he was early. I got home and accepted delivery- finally I had the van.

So now I had the van but I couldn't drive it. When I purchased it, the dealer claimed that they had all the necessary paperwork. I had expected that by the time I accepted delivery, the paperwork would come by FedEx and I could go get it registered. But the day the van was picked up, the salesman called me to tell me that there was a problem with the paperwork. They didn't have a good title. Supposedly, because the vehicle was originally supposed to be taken in under the Cash for Clunkers program, the dealer had stamped the title "junk," rendering the title useless. They were going to apply for a duplicate title but all of the paperwork that had to go back and forth between previous owner and dealer was taking a long time.

Meanwhile I called the Minnesota DMV to complain about the issues I was having with the dealership and that they never told me that anything was less than perfect with the paperwork. The DMV was very helpful and actually called the dealership for me. I was able to have the dealer send me a temporary out-of-state registration permit to use until I got the paperwork.

I got the temporary paperwork, and my vehicle was insured. I was ready to take it out for a spin. I noticed that the gas gauge said half full. So much for the dealership promising a full tank. So I went to the gas station to see how much it would take. It was indeed

about half full, and as soon as it was full, gas was spilling all over the ground at the gas station. It stopped, they got out their spill kit, I apologized and was on my way home. I did a little searching and found that the driver's side "y" piece on the crossover tube was broken. That's way up out of the way, something I didn't notice when I had it on the lift, and something I didn't think could happen in transport.

The salesman insisted that he did fill the tank and that there was no gas spilling out. So I can think of one of two things. Either they didn't fill the tank, so they had no idea there was a gas leak, or they filled the tank, saw the leak, and sent it on its way anyway with half a tank of gas leaking out during transit. Well....I think the salesman lied.

Well, I was planning another camping event that weekend, and I didn't know how much I'd have time to do myself, so I had my mechanic replace the crossover tube and double-check that everything else seemed fine. I have a few other small things to do- take care of the one rust spot, and fix a flashing coolant warning light. I also need to transfer some things over from my old Westfalia- my auxiliary batteries and the Vitrifridge fridge and some interior lighting. While I have used the fridge on propane a few times now (in cool weather) I know that it won't work as well come warm weather, and I already have the Vitrifridge from the other van.

In the end, through it all....I'm happy with my purchase.

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WESTIES AT WATKINS OCTOBER 2009

By Joel Cort – jcort@rochester.rr.com

The 8th Westies at Watkins was a great success. Everything went off without a hitch. Everyone was accommodated, no engine fires, no speeding tickets, no breakdowns getting there, and not much rain. Overall a great campout.

This year again we were able to camp in our own loop at Watkins Glen State Park. The long distance travelers from the far away Canadian provinces started arriving on Thursday to enjoy the camping accommodations and the beautiful setting of the Park. There were about 10 vans in on Thursday night to get a jump start at the event. The campground loop filled up quickly on Friday. By Saturday we had the final count of 88 VW vehicles participating in this premier campout. There were numerous Vanagons, Eurovans, Bays and Splitties, a few Bugs campers and even a Rialta and a Routan. On Saturday we had filled all 75 available camping spots in the loop. We doubled and tripled up at several campsites. The overcast and cool weather did not scare anyone as they made the trip to “the Glen”.

Saturday morning the entire group was treated once again to the Empire VW Camping Club’s version of “breakfast burritos”. There



efforts. After breakfast, some of our campers proceeded to take a cruise down to the neighboring town of Corning to visit the Glass Museum. Others visited the Curtis Museum of Aviation in Hammondsport. Other hardy campers, decided to get some exercise and view the water falls by hiking the Watkins Glen Gorge and enjoy the beauty of the Finger Lakes Region.

After the hike in the Glen a group was formed to go visit a few of the many wineries located around the lakes. We couldn’t get Gerry’s stretched limo “VanaLong” to pull camp and do the wine tour in style, but five vans made their way to the east shore of Seneca Lake. Thanks Frank for leading the group while looking for good wine.

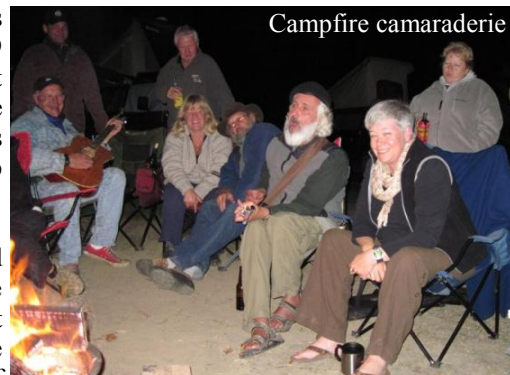
We filled the pavilion with some new entertainment and hopefully a new tradition to the Westies at Watkins events. Rick the Juggler entertained the children and most of us with his juggling acts, unicycle tricks and playing with fire. Thanks again Rick for a fine display of your talents. Rick was camping at Watkins last year when he saw a parade of VW vans heading off to the racetrack. He thought that these vans were so cool and practical that he wanted one too. After a year’s search Rick is a proud owner of an 85 Westfalia and part of our group.



After the juggling act, everyone had plenty to eat at potluck dinner. By this time, as predicted, it was pouring rain outside so it was nice to be in a warm dry place to enjoy each others company. We concluded the evening with some door prizes to give away as raffle gifts. A genuine big thanks to all who have contributed door prizes including the following vendors such as: Mid-America Motorworks, GoWesty, Van-Café, Condelli and Associates, Wolfsburg West, Sewfine, LIMBO, VW Club of Central NY, and Empire VW Camping Club.

Special note and thanks goes out the original art work commemorating the 8th event done by Mark Lund and the T-shirt design. I still have a few T shirts available if anyone is interested and can print additional ones upon request.

The success is represented by the 89 VW campers present for the campout. The VW campers at this event were tallied up with 1 Routan, 1 Rialta, 7 Eurovans, 51 Vanagons, 23 Bays and 3 Splitties. There were 3 Beetles doing tent camping too. Once again there were lots of Canadian campers from Ontario and some from Quebec. Most campers were from New York state and a few came from CT, NJ, MD, PA, OH.



On Sunday morning, under pouring rain, 26 VWs caravanned to the Watkins Glen International Race Track a few miles away. We all signed our waiver, paid our \$15 and waited for the BMW club to clear the track. The racing goes on rain or shine. We were escorted on the track and allowed to go around for 3 laps on this world class race circuit while the BMW race car club took their lunch break. It was wet and still raining which kept the speeds down but some of us were able to go top speed in a VW bus around the track. Everyone took lots of pictures and some videos of the amusing event of seeing these utilitarian vehicles dare to challenge the asphalt of the race track.

Pictures are available for viewing at the following link: http://www.empirevwcamping.org/gallery2/main.php?g2_itemId=2516

In closing this trip report I want to personally thank all of the members of the Empire VW Camping Club (www.empirevwcamping.org) who contributed and donated their time, effort and planning to keep making this event a success. Thank you all again for participating in the 8th annual event of Westies@Watkins campout.

A big thank you for Phil the Webmaster, who relentlessly maintains the web site content and gets the photographers to post their pictures. Without Phil we would not have such a great LIMBO site www.limbobus.org/ and our own www.westies-at-watkins.org websites.

Thanks to everyone that attended and supported this event. Oh yeah, some scoundrel absconded with my “Westies at Watkins banner”!! What good is it to anyone else?

If you missed this year’s event, start planning to attend next year’s campout events on October 8-9-10 2010 (Columbus Day US).

DRIVING A VAN-AGAIN

By: Jim Digennaro

Hi Folks, its your old editor Jim Digennaro. I recently took ownership of an '87 Vanagon GL and I thought I share my experience with it.

I haven't owned a Vanagon in about seven years. I had a Eurovan until about a year and half ago that I purchased in the Spring of 2002. I sold the EV in 2008. It was getting rusty for a third time since I had purchased it and I was tired of fixing the rust. The van ran quite well with very little mechanical problems. But the rust was driving me nuts. At the time a beautiful '84 Cabriolet presented itself and I have always wanted an open top car. So, I purchased the Cabrio and was vanless (other than the '67 Microbus) for the first time in nearly 20 years. The Cabrio was in great shape; no rust, new top and only 120K miles on it.

I loved that car. I had a lot of fun with it and all summer long. There is nothing like an open top car. It did pose some interesting problems. It only seats four people. Most of the time, it wasn't an issue. But occasionally I needed to transport 5 people or more. So we would have to take two cars. Then there were times that I would need a van and I didn't want to use the '67. I made do until last spring when an '87 Vanagon GL came into my life.

It actually started in the fall of '08. A Vanagon was listed in the local paper for \$1000 dollars. Not a bad price, so I called. Unfortunately, I was a day late. Sold. Oh well.

About two weeks later, a Vanagon shows up at the foreign auto parts store I was working at. The woman driving it said it was the one that was for sale. I said I had called but was told it was sold. She said that it was, but the new owner hadn't taken it yet. I went out to look at it, nice van. It spent most of its life in San Francisco, California and was rust free. But because it was a city van, it was dented on every panel. Not terrible. It had four new tires, factory alloy wheels and power mirrors. It had a nice and clean interior and a rear bench that folded to a bed with the cushion that was in place. It was just right for me. But again, it was sold.

So move forward another week or so and I get a call from the owner of the van. She said that the van had stopped running and the new owner had returned it. She asked if I would look at it and see what the problem was. So I stopped by her house and found that the muffler had a hole in the end of it and it had burned the engine harness where the wires go into the relay (which is mounted behind the right taillight).

I told her that it would be a few hundred to fix it. This would be to fix or possibly replace the harness and a tune up (the cap and rotor were wasted and the wires were chaffed and burned). Plus there was the chance that the engine control unit might be damaged- as well as other things that we may not find out until its running again. I offered to fix the van and had it towed to my house. It was getting late in the fall and she was in no rush, so I just started tinkering with it. At first I was going to try to fix the original harness but found that it had melted back to the relays that are mounted in the box above the coil. So it was going to need a good new harness. Then winter came so I parked it out of the way and let it sit.

It was around this time, she asked me if I was interested in purchasing the van. I was, but money was tight now. I had just lost my parts job (damn economy) and was unemployed. She made me an offer I couldn't refuse as far as price goes and said I could pay her when I get the money. As it turns out I didn't get the money until this past Spring.

I ended up selling the Cabrio and paid her. I took a ride up to John's Car Corner and bought a used engine harness (from a twin to my bus) and new

muffler. I fixed it up and put it on the road. As it turned out, the engine control unit and idle relay were not damaged when the engine harness was burned by the exhaust.

What a great van. With only 101K miles on it, it drives like a new van. I had forgotten what it was like to drive a Vanagon. There are subtle differences between the Eurovan and the Vanagon. It is quieter than the EV. The engine on the EV is in the front and that five cylinder is louder than the waterboxer. Both ride pretty smooth. The front end it obviously lighter on the Vanagon and it makes tighter turns than the EV. The nose is shorter on the Vanagon and its easier to clean the windshield. My wife also had forgotten what it was like to be in a short nose vehicle. I saw her stomping down on the floor when we got close to a car in front of me. Even though we had plenty of space. The kids love the third row middle seat.

Though the specs say that the Eurovan and Vanagon have about the same amount of interior space, the Vanagon seems to use the space better. The driver is sitting on the front wheels of the Vanagon and in the EV you sit behind the front wheels. So that puts more space behind the front seats to the rear seats. The Eurovan has, for lack of a better word, thicker door and interior panels and that puts the front seats closer together, so it makes the space between the front seats smaller.

The engine power is a lot different between the two vans. The Vanagon has surprisingly good power from a 2.1L engine. Its not going to break any land speed records but it holds its own. The Eurovan had decent power. The five cylinder has some reserve left when you are traveling at 60-65 when you hit a hill. The Vanagon doesn't. The transmission on my '87 has that typical bearing buzz that develops after someone runs the fluid low. I do miss the 5-speed trans in the EV. I recently found out from Andrew Flint of TLC VW in Nassau, New York, that he rebuilt the engine in this van after it blew out a head gasket, so I'm good to go as far as that goes.

As I write this, I need to replace the thermostat. Its stuck open and it takes a long time to warm up and produce heat. It also has a problem with the idle. When its cold, it starts and idles at 2000 RPMs for about 3-4 minutes. There was a couple of times, it went up to 4000 RPMs. I'm hoping it is a temperature sensor. I've got to spend some time checking it out. Otherwise, I've very happy with the van and I enjoy the way it drives. My wife likes it too. She's been driving it more lately. Although, that may have more to do with the fact that I'm driving her Jetta back and forth to CDL school everyday. The fact that she doesn't complain about driving it means she likes it well enough.

My future plans include getting a set of curtains for it, get it painted and fix all the little dents. I'd like to put later, plastic bumpers on it and maybe figure out how to put a poptop on it too. Otherwise, its perfect and I plan on driving it for a long time to come.

Drive your VW everyday and I hope to see you around the campfire.

So long for now.

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IT'S NOT UNUSUAL - IT'S A VOLKSWAGEN

By: R. Tom Fraccola

LIMBO screen name: RTF_71_Westy)

My VW addiction began in the Summer of 1984. My 1971 Westy, purchased in the late 1970's, was ready to roll. The preventative maintenance was complete, the necessary camping accessories were procured, and the aggressive (Chevy Chase style) road trip was mapped out. It was a glorious day! The three of us, (me, my wife, and our Lhasa Apso, named Gizmo) were all excited and happy about our coming adventure. Well I was, anyway! In all honesty, Linda was apprehensive, and Gizmo, he had a "ya gotta be kidding" look on his muzzle, as we embarked on our journey. The itinerary consisted of one, huge, fun filled loop through RI, Western MA, Upstate NY, Niagara Falls, North towards Canada, Ontario, Ottawa, Montreal, South through ME, MA, and back to RI - all to be accomplished within one week. Ahh, the challenge of the open road!

Fret not, "We have all the necessary supplies," I assured my travel companions. "This vehicle is sound. It's an accumulation of years of German engineering, expertise, and simplicity. We have extra parts, tools, water (10 gallons - in case we encountered drought along the way), a first aid kit, toiletries, sleeping bags for warmth (in case an unexpected, July ice age occurred), food (in case we encountered famine along the way) and beer, for our campsites (liquid bread as far as I am concerned). What more do we need? We have everything!" Woof..woof..woof! "OK, yes, we have dog biscuits too!"

It was amazing that with the weight of all the gear that we took, we were able to motor down the driveway, let alone across Canada! Granted, this was not the all-inclusive, tropical, resort vacation that we had been accustomed to taking. This was purer of heart and truer of the soul - and a lot less expensive (particularly with the favorable exchange rate) since we still had those student loans to pay.

We traveled the eastern highways of New England. We saw the majestic beauty, and awesome power of Niagara Falls. We drove the flat, straight, seemingly endless distance of the Trans-Canada Highway. We saw the relaxed charm of Ottawa and the exciting, cosmopolitan flare of Montreal, as well as the backwoods beauty of Maine. By the way, in Maine, when the sign says "last gas for ### miles", you really need to pay attention, because they really do mean it! I swear that a "Maine mile" is like a "dog year."

The campgrounds in Canada were spectacular! I recall, at one of them, being awoken in the wee hours of the morning by a passing freight train's whistle, and bell. It was off in the distance, but kept getting louder as it got closer. It actually shook our camper as it passed through. "This is so cool!" I exclaimed out loud. Gizmo dove for cover, and Linda, well she just sighed and said "That is one man's opinion". Luckily the trip was only one week long. I was outnumbered! Something really bad could have happened to me on that trip, which would have made the Caine Mutiny seem like a walk in the park.

By the time we arrived home, Linda vowed never to ride in "that thing" again. Gizmo would whimper and slowly move away from the Westy, whenever I entertained taking him for a drive. C'mon now, the

seats are not that uncomfortable, are they? After that trip, my Westy became an occasional mode of transportation, for guy's weekends - canoeing /camping trips, etc. One can only go on so many of those, lest risk marital harmony. I had pushed the limit, with that Canadian adventure. I knew in my heart of hearts, though, that Linda would come around and long for another thrilling adventure in that VW Camper. I waited, patiently, for that to occur..... 20 years! My Westy sat in my parent's garage slowly deteriorating with time, during those 20 years. At one point, my father actually used it as a wood rack! The tires went flat, the battery died (so did Gizmo, by the way - poor Gizmo). It became a rusty, dusty, spider house - until last year.



After making my beloved a gourmet dinner, consisting of sautéed lobster tails, potatoes au gratin, fresh garden salad, accompanied by copious quantities of Chardonnay wine, and vocalizing numerous terms of endearment, I executed my plan (carefully contrived over the last 20 years). I muttered, "I am thinking about resurrecting the VW Camper.....more

Chardonnay?" She looked up from her dinner, with a gleam in her eyes that I knew revealed her hidden love and desire for that camper. Okay, well, maybe it was the effect of the wine, coupled with my vocalized terms of endearment, which caused the gleam in her eyes. In any event, she did not shoot down the idea. That was all the encouragement that I needed! In a few hours the wine was put away, I cracked open a beer, and traversed the Internet ordering parts. I was in my element, beaming with optimism, I was so happy, and MasterCard was ecstatic!

Over the last year, like a Phoenix rising, our 71 Westy was reborn! Should I go purest, and do to it what VW intended? Or should I be a renegade? Damn, we were in our late 40's, approaching the big "5-0" far too quickly! Time was a wasting! No need to go conservative at this point. So, I had my left ear pierced and contemplated the design. The piercing of my ear provided me with clarity of thought, and the creativity, to develop my plan - not to mention it resulted in a few funny looks from our long-term neighbors. It just seemed like the thing to do.

Our original Westy was VW white. The resurrected camper would need to be bright yellow. I envisioned dark green upholstery, with coordinating Formica table tops, tropical looking curtains, with parrots on them. Yellow and black front floor mats, kind of like a "bubble bee" look. Here's another idea! "Let's paint the roof liner over the pull-out bed, blue with white clouds on it!" "This is going to be GREAT!" Excitement is not like the flu- it doesn't spread as fast nor does it garner as much attention as you would like it to.

I discussed my ideas with Linda. She wondered whether the piercing parlor pierced the correct ear (the one indicating that I was a straight male) because my design ideas were a little bit, in her words, "La Cage aux Folles." Not that there is anything wrong with that, it's just that that was not me.

I told her that I was completely comfortable with my masculinity and preferred to characterize my design as more Jimmy Buffett style. Also, to make it complete, I would need to also acquire a toy parrot on a perch- maybe one that could be programmed to talk, as well as some parrot beads. Oh, the grand design was all coming together! The camper was painted such a bright yellow that even Stevie Wonder

(Continued on page 13)

(Continued from page 12)

could see it coming, if he were in the vicinity. The Westy was developing its own panache! It's own STYLE!

Men experience middle-age crazy in different ways – mine was pretty much benign, so my wife went along with the plan. We spent the summer traveling the local roadways, getting thumbs-up and smiles along the way. It seems that everyone we passed was smiling at us. What is it about a vintage VW that elicits a nostalgic smile, in most all of us? Ya gotta love them! They transcend generations and fans, from the Woodstock era, to the Grateful Dead, to Scooby-Doo, to Little Miss Sunshine, and most everyone in between. Decades of good times have passed and there is optimism for fun-times yet to come.

Our first official event was the 24th Annual Transportersfest, at the Larz Anderson Auto Museum, in Brookline, MA. What a great show! I was in VW heaven! Linda couldn't make it, as she had to attend a baby shower, but vowed not to miss the next one.

For a few years now, we have been "silent" members of this fine club, just sitting back, and living the VW lifestyle vicariously through the articles of others, as published in "The Transporter" newsletter. We can't wait for the Spring to arrive, as we hope to attend many more events. By the way, I knew that she'd come around. How could she not? After all, it's a vintage Volkswagen!



Tom and Linda...now

Warning: As you can see from my photos, VW ownership can cause your "hairstyle" to change, over time.

MEMBER SPOTLIGHT: JOHN JORDAN

Tell us about you and your family.

I grew up in Grafton MA near Worcester. We have lived in Northboro for 20 years with the last 3 at our current place. We have hosted the LIMBO Holiday party and the annual meeting for the last 2 years and will be doing it again this year. We also have hosted some campouts along with Dale Ward who lives nearby.

I am retired. I worked as an engineer and plant manager for several manufacturing firms. I have an Industrial Engineering degree from UMASS. My wife Carolyn and son Alex are both classical musicians. Alex teaches cello locally. Alex has been doing the bulk of the driving due to my poor vision.

Tell us about your fleet.

We currently have an authentic movie Herbie which we obtained from the Volo museum in Illinois, a well known seller of movie and TV cars. It is always a crowd favorite and has won numerous awards. In 2007 it was a Top 100 pick by Cruis'n Magazine. Our 1990 Vanagon Carat weekender is our all purpose vehicle. We use it for camping, swap meets, dog hauling and shopping. It holds Alex's cello or double bass with ease. Equipped with automatic, air, cruise, CD player and power windows it is a pleasure to drive. I just wish it was better in snow.

How did you get involved in LIMBO?

I have been involved with antiques for 25 years. In 1999 Alex got interested in the New Beetle but was too young to really remember the Old Beetle. After looking at numerous cars we bought a 74 Love Bug in the loud green color. We attended VW shows in Mass, CT, and RI. We joined the Bay State club early on and met some of the bus crowd but did not join Limbo until 2005.

Tell us a good VW story?

Way back in 1969 my college roommate and I decided to make a cross country trip. We purchased a decent '59 bus at a VW dealer in Northampton for \$200. My friend and his brother painted it white and orange and it was pretty sharp. Our camping equipment consisted of 2 folding cots and a Coleman stove.

We originally headed to NY with the idea of stopping at Woodstock. As you may have heard the traffic jam was massive so we skirted around it and made our way to Rochester to see a college friend. We traveled through Canada and reentered the US in Detroit. I remember going to a rock show in Ann Arbor which turned into a riot led by the White Panthers. My friend liked

motorcycles so we visited the Harley plant in Milwaukee. During the plant tour even as undergraduate engineers we were appalled by the inefficiency and lack of quality. I think this was during the ill fated AMF ownership era.

The trip across the mid west was uneventful but we were in Colorado at the time of the moon landing. I remember sleeping under the stars in the high desert looking at the moon and trying to fathom men walking on the surface.

We made our way to California and stayed near LA with my friend's aunt. We did the tourist stuff around Beverly Hills and figured we were in the neighborhood when the Manson clan murdered Sharon Tate. Despite all the news about the moon landing and Manson, people were talking about Ted Kennedy's moonlight swim. When people found out we were from Mass they assumed we knew him personally because, you know, it's such a small state. We continued as far north as Monterey and Carmel which in my opinion is the most scenic place I have ever been.

We went back on a southern route to spend some time in New Orleans. We arrived at the same time as Hurricane Camille. Camille made Katrina look like a spring shower. The only route out to the north was over a 40 mile causeway over Lake Pontchartrain. We were the last vehicle they allowed to pass. It was white knuckle all the way with the waves coming over the bridge and tornadoes all around us.

We got back to Mass to discover that our other roommate had not found housing for the upcoming school year which was just a couple of weeks away, but we managed to find something in South Deerfield. In fact, it was there that I met my wife.

I sold the bus to a little hippie kid for \$400. I told him the carb had just started to leak and he said he would take care of it. A week or so later I heard it had caught fire and was destroyed.

Quite a summer; Woodstock, Manson. moon landing, Chappaquiddick and Camille. 40 years ago! Interestingly enough, our club president Jon had an eerily similar trip the same year.



John and Herbie



COMING EVENTS

December 2009

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 volkswagenri@cox.net, 401-762-2448 or email to events@limbobus.org. Snail mail can be sent to: Coming Events, c/o Linda Manion, 286 Fourth Avenue, Woonsocket, RI 02895.

Next deadline of Jan 1st, 2009. Remember, participation in any LiMBO event or activity is strictly voluntary and at one's own risk.

GET YOUR 2010 EVENTS IN!!

****December 13 (Sunday) Northboro, MA - Third Annual LiMBO Members Only Christmas Party.** Carolyn and John Jordan have graciously invited us back to their lovely home for this special event. The party starts at noon and continues until 7 PM. All LiMBO members are invited to drop by and enjoy some holiday cheer with their VW friends. This is a BYOB event, and all attendees are asked to bring an "easy-to-eat" appetizer, side dish or dessert. Non-alcoholic drinks will be provided. Tom Power and Linda Manion are the party coordinators. Please RSVP to them by Saturday, December 5th at the very latest, and let them know what you're bringing. Every year this party gets bigger, so we need to know how many people are coming. You can email to volkswagenri@cox.net or call 401-722-2119 evenings before 9 PM. Tom and Linda can answer any questions and give you directions. (Remember, this is a house party not a campout. This is NOT a pet friendly event.) If you need to contact John directly, his email is jwJordan2@verizon.net.

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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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>**

Name: _____
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Description: _____

WELCOME NEW MEMBERS:

By: STEVE PAINE

Tomas Adames, Springfield, MA
 Janet Bauer, Evans City, PA
 Michael Benthin, Pennington, NJ
 Stephen Boucheron, Rome, NY ('87 Westfalia)
 Frank Corso, Mastic Beach, NY
 Rick Davis, Wentzville, MO ('61 Standard, '03 Rail Buggy)
 Dave Keirsblick, Venetia, PA
 Justin Mayrand, Milton Mills, NH
 Matthew Meehan, Lake Grove, NY

Scott Mundell, Queensbury, NY
 Raymond Rassi, Chelsea, MA
 Jeff Russell, Glastonbury, CT
 Carmen Scheibeler, Fountain, CO
 G. Miller Smyth, Brielle, NJ
 Janet Taylor, Portsmouth, NH
 Timothy Whynot, Bangor, ME
 Jon Wilder, Westford, MA
 Amy Wright, Spencer, NY
 Michael & Cathy Zegarski, Nanticoke, PA

COOKIN OVER THE CAMPFIRE: BEEF STEW

By: RICH MACENSKY



What you will need:

- 12 qt Dutch Oven
- 4 lbs. stew beef
- A package of baby carrots
- 4 stalks of celery
- 1 large onion
- 2 garlic cloves
- 1 large bell pepper
- 6 good sized potatoes
- 2 bottles of beer
- 1/2 cup flour
- 2 bay leaves
- A pinch of thyme
- A pinch of salt and pepper to taste.
- Large ziplock bag

This is a great recipe to do on a fall afternoon when you are camping, and its good for you with its heart healthy gravy. So with that said, let me get my 12qt Dutch Oven on the fire.

I made this over Columbus Day weekend and the sad part was none of the hangover crowd was there to help me. So I had to do my own

chopping of the veggies- that sucked.

Ok lets get cooking... with that pot on the fire now, you need to put the beef, flour and salt and pepper in a ziplock bag and mix it up. Now put a little oil in the pot and throw the beef in and let it sizzle and sear.

While searing, cut up the veggies except the potatoes. When the meat is done searing take it out of the pot and let sit. Now throw all the veggies in the oil left in from the meat that was searing. Let them



Sizzling and searing

cook for about 10 minutes- then throw the meat and the 2 bottles of beer in. This makes the beef happy! You can substitute wine or water instead of the beer). Also put the bay leaves and thyme in and reduce the heat and let simmer. With that done Tony finally showed up so lets do a shot

of takillya.

Everything has simmered for an hour or so. Time to cut up the potatoes. Cut them into bite size pieces and throw them into the pot. Let simmer for another hour or till the taters are done.



Ready to dig in!

Ok get out the bowls and lets enjoy a classic beef stew. I have made this so often I don't remember where I got this recipe. Just sit back and enjoy. It goes good with crusty bread.



Later the Con Kid





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PARTING SHOTS FROM TRANSPORTERSFEST

By: Stan Wohlfarth

This year we had 119 cars registered as follows: 23 Sedan/Sunroof Bugs, 12 Convertibles, Ghias, Type 3/4, Things, 20 Water-cooled, 3 Special Interest, 10 Split Window Buses, 22 Bay Window Buses, 27 Vanagons, and 2 Eurovans. The Longest Distance Award went to Phil Jones from Festas, MO. (near St. Louis) in his '78 Westfalia. Phil

camped with us on Sat. night. We had 19 buses and 1 bug camping at the Ward estate. It got very cold that night with temps dipping down into the 30's and plenty of frost on our windshields the next morning.

One of the highlights of the show, for me, was the on-site repair of Justin Sherman's '69 convertible. This car was lowered 6.5 inches and arrived at the show with four guys riding in it and a broken front steering component. Sheldon of the museum staff, was very helpful by providing an arc welder and Dave Amaral of Providence, RI supplied his own welding electrodes and did the repair right at the show for Justin. This great effort got the convertible fixed and they were able to drive it away from the show, rather than getting towed home.

Camping at the Ward Estate



I have already reserved Oct. 10, 2010 (10/10/10) for next year's T'fest at the Larz Anderson Auto Museum, also known as the MOT. Check out all the photos on the LiMBO website.



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