

THE TRANSPORTER

The Official Newsletter of LiMBO;
the Late Model Bus Organization, International

The Transporter Vol. 22, #5

September/ October 2009



Randy Cole's '78 Westy at West River Westies

IN THIS ISSUE

FEATURE ARTICLES AND COLUMNS

Boy Meets Bus; Barry Ward
Kleckner's Corner; Jon Kleckner
TiiCo Conversion; Deon Reynolds
Road Trip Report; Andrea Rasso
Midwest Scene; Jerry Spellman
Member Spotlight; Fred Williams
Campfire Recipe; Nevin Lescher
Tech Article; Pete and Diane King

p. 4
p. 5
p. 6
p. 8
p. 10
p. 11
p. 12
p. 14

REGULAR COLUMNS

Views from the Windshield
LiMBO Letters
Welcome New Members
Coming Events
Local Reps and Specialists
Swap Area
LiMBO Mart
Parting Shots

p. 2
p. 3
p. 5
p. 7
p. 13
p. 13
p. 15
p. 16

The Transporter Volume 22, Issue 5

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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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Back issues of the Transporter are \$4.00 per copy. Some issues are available as photocopies only. Some more recent issues are available online at www.LiMBObus.org for \$2.00 per issue.

Views from the Windshield

Hello all;

Due to all the great article submissions, there are less event recaps in this issue than usual.



I invite you to visit www.LiMBObus.org and check out the photo albums.

In this issue, Dale Ward's son Barry writes a story about the acquisition of his Westy. A new generation of bus owners is upon us as many of you folks who I see camping and at shows have teens who share the VW love.

Deon Reynolds has submitted an interesting article about his Tiico conversion. I love the photo Deon submitted. We don't have that landscape on the east coast.

And I, Andrea, write a trip report that we took in the Blue Max. The photo of me above, is from our caving (spelunking) tour at Mammoth Cave National Park.

The few show recaps I do have, are provided by Jerry Spellman in the Midwest Scene column. Thank you, Jerry, as always.

Our member spotlight highlights Fred Williams. As I also indicate in the article that what I've written just does not capture the depth of our conversation and the history of this long time LiMBO member.

This edition has a great recipe— easy for the campfire submitted by WRW's own Nevin Lescher— complete with some photos.

We finish off the newsletter with a great article submitted by Pete and Diane King who do a neat conversion to their cabinets for a Chuck-wagon feel at the rear of their bus. Jealous was the word when I heard that blender kicking on all weekend at WRW.

As always, send me a story, tech article, recipe, letter to the editor or whatever.

Enjoy,
Andrea

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LIMBO LETTERS

Send your LIMBO Letters to:



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2. There seems to be double print on the web page left side?

3. On Rich's restoration, he mentioned Foreign Auto Supply in Harpsville. A Tiico 1.9 turbo was installed by John and Mike. It would be nice to have his engine and cost, problems critiqued.

4. Evans Waldron and his water pump blots, he needed a cut down Allen wrench?? This also ties in with the request of what tool to carry when on the road.

5. I noticed busses had home made awnings, how do people attach them to the drain rail, methods, supplier, tips etc.

Many of these subject may seem redundant, however we all need to know as much as possible about our machines. By the way you are doing a great job and I enjoy getting the hard copy which I give to anyone who drives a bus and suggesting they join.

Cary Gibson

Editor's Note: I also get temporary double view with the scrolling forum topics on the left- when I use Firefox as my browser, but not when I use Internet Explorer. You can send an email to Phil@limbobus.org (he is the webmaster) and maybe he can help troubleshoot.

Andrea:

Hi, this is "Florida Fred" who spent a weekend with you in a "77" at 82 (years of age)" at Bald Mountain Campground for West River Westies 09. I was the last man out at noon with a shower/shave/movement. I was self satisfied. WOW, that was a great!

I enjoyed the grounds, the adults, the kids, the dogs (and other assorted pets) the food, drinks and campfires. There were sporting events, bike rides, rafts, walks, etc. etc.

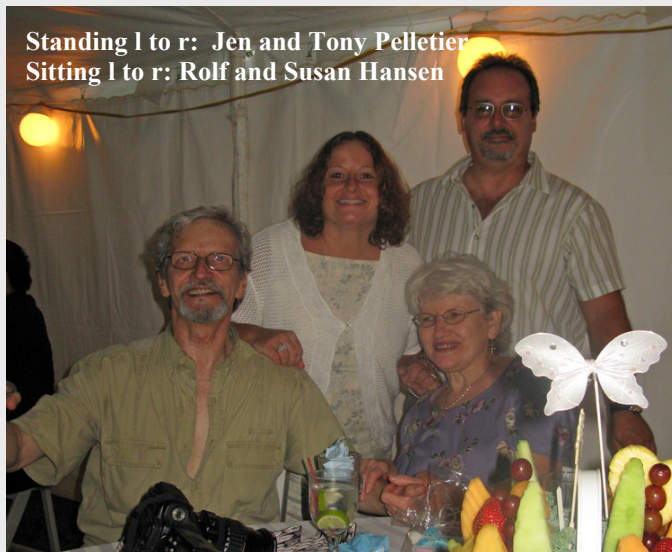
Nevin was unique, yet very VW.

No other "automotive group" enjoys what we do. They admire. We experience a lifestyle. Hooray!

Again, to all I met, thanks. Those I've not yet met- next time.

Cordially,
Fred Williams

Tony and Jen Pelletier attended a wedding in Pittsfield, MA and had the pleasure of sitting with fellow LIMBO members, Rolf and Susan Hansen. This was a complete coincidence!!!



Standing l to r: Jen and Tony Pelletier
Sitting l to r: Rolf and Susan Hansen

Rolf and Susan, wedding photographers, are new to LIMBO and mentioned that their passenger Vanagon was currently out of commission. All the VW talk that followed had Rolf and Susan eager to get their VW back on the road !!!

Editor's Note: Welcome to LIMBO, Rolf and Susan!

Hi.

Just received my Transporter, issue 4 and had some ideas etc:

1. Gary Byers: Could you share your travels in Germany, problems, how you got the VW over, any problems with break downs, things you learned etc.

Boy Meets Bus

By: Barry Ward

The purchase of a first vehicle is unforgettable to anyone. The youth of today are famous for two types of automobile purchases. These include cars that are fast and furious, or decrepit, cheap, heaps. Never being one to conform to societal stereotypes I knew I would need to find a car unlike any other among my friends. On a rainy day in June of 2008 my dreams were realized.

Upon arriving home from the last day of school I ventured out of my Auburn residence to my fathers house in Shrewsbury. The entire fast paced highway drive along I-290 seemed to be a race to an unknown victory prize at the finish. At my Fathers house I was told about a woman living in Westborough with a Volkswagen bus in need of a good home. My father, former president of "LiMBO", a car club dedicated to the preservation of late model Volkswagen vehicles, was always one to adopt these needy vehicles. It was then that my father showed me photographs of the wondrous vehicle I had been looking for. The orange and black color scheme, with accentuated rust and patina had drawn me in and my interest grew.

A meeting was arranged with the woman who was eager to find a new home for the bus she so thoughtfully named Pumpkin. At this point another race had begun a rainy drive through Shrewsbury into Westborough to the home of a woman about to make a great contribution to my life. Finally my father and I arrive at the home at the top of a long winding drive way nearly concealed by the cover of the thick woods. I leapt from my fathers newer 1990 Volkswagen Vanagon into the wet drive way smelling as a cold rain does. Here, so close to the woods I could hear the rain pouring down, every leaf let out the pitter patter of rainfall creating a great orchestra of natural beauty.

The other beautiful object, the bus, waited atop a slight slope near a barn style garage. The excitement was over whelming. From the house below came the seller of the vehicle who was eager to get me to see the inside of the orange masterpiece. I reached for the shiny silver door handle pulling the lever to open up a world of excitement. The bus was equipped with a

top end sound system and features of a modern youth's vehicle. This feature meant nothing to me I was ecstatic with the possibilities of potential camping trips, drive-in movies, and a mobile hang out.

It was just as these thoughts left my mind that the woman handed me keys and asked if I would like to take "Pumpkin" for a ride. With a push of the clutch and a few pumps of the gas pedal the antique engine majestically roared to life. Letting out a tremendous bellow of smoke, in true Volkswagen fashion, I backed the bus slowly down the seemingly mountainous driveway. After a somewhat extensive hunt for first gear I let the clutch up slowly cautious not to botch my maiden voyage. All the precautions in the world did not save me however from stalling at the bottom of that labyrinth of a driveway. Second time "was the charm", as the bus gained speed I cycled through each gear growing more excited with each shift.



Barry's '73 Campmobile

My test drive came to an end as I returned to the home of the owner. My father nearly as eager as I was, began negotiating prices. As their conversation slowed my father looked to me and asked with excitement in his eyes "Well, do you want it?" Now faced with a difficult decision I pondered the two

possible outcomes. One being a broken bank account with the benefit of an amazing vehicle, where on the other hand I would be left with hard earned money and nothing to show for it but the paper it was printed on. A relative once told me "If money was meant to hold on to it would have handles on it". Taking this to heart I responded to the proposition with no hesitation "ABSOLUTELY!"

In a world where no person can find their car in a parking lot I had managed to blaze my own trail. The faces of people I drive by and the cheer I bring to people who see me driving make it all worth while. People are always quick to tell stories of some one they knew with a VW of their own. It is true that my 70 horse-power engine and plentiful body rust wont win races or awards however to be a part of the next generation of LiMBO and other antique car collector clubs is truly priceless. The purchase of my 1973 Volkswagen type II Campmobile was simply unforgettable.

Welcome New Members: By: Steve Paine

Paul Blanchette, Amesbury, MA

James Knightly, Philadelphia, PA

Steve Brown, Fairview, NC

Douglas Losey, Longmont, CO

John Costello, West Palm Beach, FL

Armin Mathison, Gasport, NY (Westfalias, New Beetle)

Stacey Griffeth, East Hartford, CT ('90 Vanagon)

Allen Robinson, Ottawa, ON

Rolf & Susan Hansen, Cheshire, MA ('91 Vanagon Weekender)

Jim Robinson, Kamloops, British Columbia

Jeff Himmelberger, West Boylston, MA ('93 Eurovan) Kerry Snider, Rochester, MA

David Hohnadel, Honeoye Falls, NY

David Want, San Clemente, CA



Kleckner's Korner

Thoughts on the fall camping season and the weather:

Here we are nearing the end of the summer season-yet the only significant changes in September are school openings and the sun going down earlier. There are still many months and events left on the 2009 calendar. If we get the weather of 2007, then it will be mild through early November, when I went camping for over a month straight.

..On VW maintenance and breakdowns:

As some of you may know, I tend to be drawn to anyone with van problems, particularly at any of our events (even if not asked). This summer, I didn't find a larger number of problems, but most follow a similar pattern. At West River Westies, perhaps the worst problem was 2 Vanagon tire blowouts with a family of 4 from Pa. They had one coming up to Vt., and then one going home. This reminds me of myself last year when I had 2 blowouts, both in Ct., at separate times. A major inconvenience for anyone, yet this one was no one's fault but mine. So, even with the least sign of dry rot on a tire, my advice is to discard it. With so many Vans and cars that I own- times 4; there are many good tires needed, and reducing chances of blowouts seems to be an easy check.

Over the past 2 months, I have seen more VW campers than in recent years; mostly near the water in Cape Cod, and traveling families in and around the northeast. I see a greater interest in them at cars shows, too. When asked what are the most important things to keep up on a camper, I always say, "Inspection". Along with clean fluids in the engine, transmission, and cooling system. Don't let the Vanagon cooling hoses fool you, if they look and feel good, chances are they are (like people).

..On Cash For Clunkers:

As a person spending decades building engines, I'm most surprised to see fluid being poured in motors to seize them with our new 'clunker' law. Then they are crushed to make way for new ones. Of all the ones being crushed I haven't seen any VW campers yet, but they will always remain in the category of camping machines. If this year is any indication of the future, the future of our campers and vans will remain strong, particularly if we give them the special attention they deserve.

One of my newer duties is being the 'Unofficial Greeter,' and with that, if I don't stop by to say hi, I'll be there for anyone in need of a VW checkout, for we all have much in common. I hope to see you all in the next several months.

Jon

My TiiCo Conversion Story

Dean Reynolds

On May 26th 2009 on our way home from five days of camping in a very remote corner of Nevada's Great Basin Desert our TiiCo 2.0L engine stopped running! We think we are very fortunate it quit coming over the last pass before home. Pinto Summit is a 7,376 foot pass along US-50 (The Loneliest Road in America), just five miles from our home. Usually I would down shift into 3rd gear and charge up the mountain pass at 65 mph, backing my foot off the floor to keep the rpm's down. This time however we found ourselves floored at 40 mph. We crested the summit shifting back into 4th gear, and the idiot lights came on and the motor was off. We coasted down the hill a while pulling into a wayside. Within minutes an NDOT truck pulled over to see if they could help. I thought the alternator had failed, so we tried to jump start the van, just click, click. Trish got a ride to town, a friend showed up and we had our van in our driveway within 45 minutes of the breakdown. The next day our local mobile mechanic stopped by to see what the problem was. He checked a few things finding nothing. Then he put a large handled wrench on the crank and it would not budge! After just seven years and 105,775 miles the TiiCo motor had seized!

We are the original owner of this 1987 Vanagon Syncro GL. The 2.1L waterboxer was a constant problem, mostly electrical glitches that made remote travel nerve-wracking. Once the waterboxer had about 60k on it leaky water pumps and blown head gaskets started to be a regular occurrence. Then around 170k it blew 5 head gaskets in one year, that was it! The waterboxer had to go! I started to research alternative power plants for our beloved van. I ended up choosing the TiiCo 2.0L (non high output) because it was relatively matched to the horsepower of the old waterboxer, and it was made from all VW parts. What I didn't understand at that time was the fact that the waterboxer had really great low end torque and the horsepower is peaked in the middle of the rpm's. This is really useful off pavement. The TiiCo has all of its horsepower and torque near the top of the rpm's. Not great off road, but is fabulous for pulling long mountain passes. Living in the Great Basin we have 314 mountain ranges, they are steep and tall. I had no problem charging up an 8,000 foot pass at the speed limit! Our TiiCo only ran 105,775 miles (way too short!), but during that time it had very few problems, and was far better than trying to keep up with the constant headaches of the waterboxer. I did notice that the power started to drop off after a couple of years, most notably a loss of compression (70, 98, 112, 88) measured

about two years ago. The TiiCo did vibrate a little more, and was kind of buzzy. That didn't bother me it at all, it's just different. Remember it's a very different engine design.

I have talked to many TiiCo owners over the years (SdM, MogFest, internet), and have found a correlation between the owners that were sour and the ones that were happy. "Who did the installation?" Many mechanics just don't know what to do with a TiiCo. A few however are really great with the conversion and those customers are generally the happy ones. I know many back yard mechanics are good, but over all I have noted that self installers were the biggest whiners, followed by the folks that had TiiCo's installed by good intentioned but non TiiCo experienced mechanics.

I was living in Portland, OR at the time doing my research on TiiCo installers, I found quite a few shops in the metro



area that would do them, but either they had little experience, didn't inspire confidence, or just plane charged too much (they were too arrogant anyway). I had just been burned by a shop in Hillside, OR (head gaskets on a waterboxer), and was looking hard and close to who would do this work. I had found a shop in Olympia, WA, 105 miles from my (then) home, I checked the BBB as well as other customers, and settled on German Engine

Service to perform the conversion. I think it was their TiiCo experience and Vanagon expertise that made my TiiCo conversion so trouble free over its short life. I am so impressed with their Vanagon knowledge I continue to go to them for service on our Vanagon, even though I now live 900 miles from Olympia! Just so you know I am not affiliated with this shop in any way shape or form. I just think they do good honest work.

In closing my short lived TiiCo saga I think the experience was a good one. It's just the quality and workmanship from TiiCo was lacking. The bored out rebuilt 1.8 engine, plus poorly fitting and out of balance parts, more than likely helped the premature demise of our motor. The mounting hardware and everything else that made the TiiCo work in the Vanagon was a great. Our local mobile mechanic with the support form German Engine Service is in the process of installing an Audi 2.0E (engine code A3) into our Vanagon. The Audi motor just bolted right in, only needing a different oil filter flange, adapter for the distributor, and cutting 10mm off of the shaft protruding from the transaxle. That's it! Everything bolted right on to the Audi 2.0E long block from the TiiCo.

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

September 2009

****Sept 25-27 (Fri-Sun) Watkins Glen, New York - Westies at Watkins 2009.** Discover the beauty of the Watkins Glen Gorge and beautiful surrounding Finger Lakes Region of New York. Activities for all, including hiking, biking, caravanning, wine tasting, and campfire festivities. Campout in the Onondaga Village Loop at Watkins Glen State Park for \$20/night. No RESERVATIONS required. Full Moon Bus Club style - breakfast burritos will be served Saturday morning. Pot Luck Saturday night - bring a dish to share. Optional racetrack events on SUNDAY Sept. 27. We will be able to drive your VW on the racetrack for a few laps. (\$15 per vehicle). Come on the track or in the grand stands. For directions or more details and information on the campout and race track events contact Joel at jcort@rochester.rr.com or (585)-377-4161 . Checkout the website for more info: www.westies-at-watkins.org

Sept 26-27 (Sat-Sun) Middlebury CT - October Fest 2009 German Car Show presented by the Connecticut Volkswagen Association and Quassy Amusement Park. Save the date, more details as available, or contact CVA president Jeremy Clayton: vwadet@comcast.net or (860) 539-9704

October 2009

October 8 -11 (Thurs-Sun) Greensboro, NC EveryBus XI held at Hagan-Stone Park located approximately 10 miles south of Greensboro. This event has been held in April in past years, but has been moved to October this year. Campground facilities include 2 heated bathhouses with showers. The camping fee is about \$15 per night, and no pre-registration is required. Just sign in at the registration table when you arrive, pay the fees, and receive your camping permit. No need to contact the park. There's room for 175 to 200 buses in the camping area, (C-loop). There are only 40 hook-ups, so arrive early if you want them and be prepared to share with other campers. Count on good food, music, and fun for the kids. Please note: The possession and consumption of alcohol (beer, wine, and liquor) is prohibited within HSP and the campground, so

none of these articles should be visible. All pets at HSP must be on a leash and pet owners must clean up after their animals. If you need information on boarding your dog in the Greensboro area while you attend to EB, please contact event organizer, who can be reached by email at everybus@mindspring.com For more information, go to the website: <http://www.mindspring.com/~everybus/>

****October 11 (Sunday) - Brookline, MA - Transporterfest/VW Day** at the historic Larz Anderson Auto museum. All VWs welcome; shiny, rusty, leaky, we love them all. Auto museum admission included with the registration fee. \$12 includes parking spot on the lawn and admission for everyone in the vehicle. \$25 for swap meet space. Event is held rain or shine. Please don't pre-register, just pay on the way in. Campout being planned for the night before the show, location will be determined later. For more information contact Stanagon: stan_wohlfarth@msn.com or 508-333-7813 . Directions and more info about the museum can be found here: <http://www.larzanderson.org>

November 2009

****Nov 22 (Sunday) - Folding Party** at the home of Coy and Lynn in beautiful Bristol, RI. Start time is 10 MA. Contact Coy for directions: 401-254-2350 or coyandlynn83@hotmail.com.



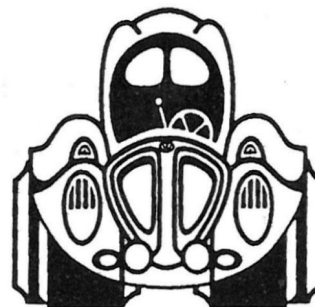
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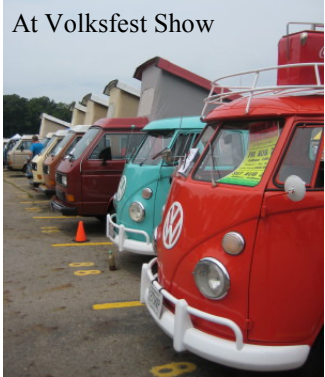
By Andrea Rasso

This past summer, Brad and I along with Zoey (the dog) went on several road trips in the newly converted Subaru powered Blue Max.



Caravanning to the show

This particular 10 day road trip started on Aug. 6th, with a stop over at a state park in western PA before heading to the Dixie Bus Campout in Mt. Vernon,



At Volksfest Show

Ohio. This event is hosted by Frank Biffith of the Ohio Valley Tribe (part of the Full Moon Bus Club). This is the third time we have attended over the years, and enjoy it each time. We get to meet so many new people and end up making new friends each time.



At Volksfest Show



At Volksfest Show

When Brad and I arrived Friday, Frank had a turkey spinning on a rotisserie over the fire. The turkey was delicious. This was nothing, though, compared to what Frank whipped up the

next day.

This campout is held in conjunction with the Central Ohio Volksfest show which we enjoy too. So while at the Central Ohio Volksfest Show on Saturday, Frank is back at camp working on his chili- in a 100 year old copper cauldron. This is all day event, with people on rotating "stirring" shifts.



Chili cauldron



Frank's famous "fire"

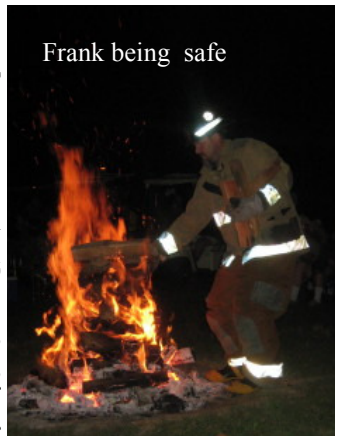
So, back to the show... As in the last two times we have gone, it was quite hot out. What is nice about this show, however, is that it is held at a local school, and is a huge community event. There were over 300 show cars, a large swap and HUGE amount of spectators- We entered the Blue Max, but did not stay



Cowboy Hillbilly Hippy Folk Band

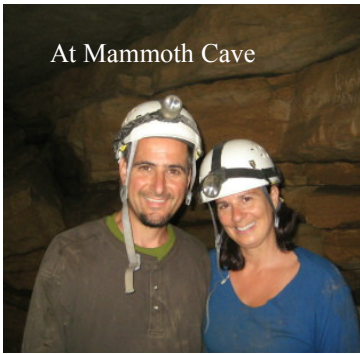
for (spectator) judging - just a few hours, until we started to melt.

Ok, we head back to camp.... Since it is now the early afternoon, we patiently await potluck by mingling, socializing, and just standing around the fire watching someone stir that cauldron of chili. Then around dinner time we finally get to eat. Delicious!!



Frank being safe

After dinner there is more good stuff, as the bluegrass band began playing. This was a bonus as we did not



At Mammoth Cave

know a band would be playing. They were the Cowboy Hillbilly Hippie Folk Band and they were darn good.

As the sun went down, the band kept playing and Frank kept the fire going but not without donning his fireman attire to tend to

his famously huge fire. I kid you not, Frank puts Dennis Haynes to shame.

The Dixie Bus Campout is always a good time, and on Sunday morning we thanked Frank for a "hoody-hoo" time as we rolled out... on to the next leg of the trip.



Camping at Mammoth Cave Park

We head southwest now, to Kentucky's Mammoth Cave National Park for some cave crawling with a 6+ hour spelunking tour. We had a blast. We had never done it before, and totally recommend this tour to anyone who does not mind crawling through dirt, squeezing through tight places in the dark, and having black and blues for days later. It is certainly not the place for someone to find out if they ARE indeed claustrophobic. Luckily no one in our group found out they were.



Andrea, Brad, Linda, Karl, Ken (and Zoey the dog)

While we were having fun in the cave, Zoey, however, spent the day in the park's doggie kennel (just in case anyone was wondering).

There are not a whole lot of other VW vans/campers in this area of the country. We did however, meet a family in the campground with a Eurovan from North Carolina. With one of my old newsletters in their possession, hopefully they will look into joining LimBO.

After a few days at the park, on Wednesday, we started the leisurely trek back up to the northeast. We camped the night in eastern Kentucky's Carter Caves State Park, then Thursday in western Maryland at Rocky Gap State Park. Rocky Gap was our favorite campground of all on this trip big, secluded sites (although the bathrooms were

not my favorite). We met a future VW owner from the DC area at the campground. He and his wife rented a Vanagon several years back on their honeymoon in Hawaii. He is now hooked and wants one bad! With a few old copies of my newsletters, and link to Samba website, we hope to see him in the future.



At rest area, as we head to Terryville

Friday afternoon we pulled into Karl Bower and Linda Brown's driveway. They are east of Scranton PA. Ken Barthold from Philadelphia also makes a trek over. We campout in Karl's driveway after a tech session in his garage—working on Ken's brakes.



At Terryville

Saturday we head off to Terryville. Boy, with the Subaru engine in the Vanagon, it was a bit torturous not to be going fast as we were caravanning with two Bay buses. But there was no hurry. It was all fun.

At Terryville, since we were not allowed ground fires, we had a small fire in a portable bbq with a Duralog. Brad cooked some Jiffy-Pop. It reminded me of years ago when we were locked out of Litchfield and we camped at the front gate/road and we made Jiffy-Pop on the Duralog that was atop tinfoil on the ground.

Sunday's show had a nice turnout. Of course temps were scorching and we were melting. Our ferry reservation was for 3:30, but we wound up leaving early and caught the 1:30 ferry back to good 'ol Long Island.



At Terryville

The trip was a blast. The van ran great. We averaged about 20 mpg (used to get about 17 with stock engine) To top it off, the weather was dry (finally) which kept the mosquitoes away!

The Midwest Scene

NIVA Bugfest 09

By: Jerry Spellman

Volkswolks Show 09

There was no desert, no beach, just a simple park with green grass and soft slopes. It was Alpine Park in Rockford, Illinois. It was the scene of the Stateline Volks Folks Vintage Picnic. What a scene it was! The show got underway smoothly, due to the seemingly tireless hardworking FOLKS in the club. They efficiently handled parking, registration, ballot counting and raffle duties. Many came to see the cars (VOLKS) and the people (FOLKS), but anyone would love to win one of the finely crafted, unique, wooden trophies made, with care, by and under the direction of Mel and Delores Mear and their supporting elves.



The idea of a picnic allows for sauntering, sitting, standing in grassy space, shade for car positioning, textured landscape observing, sunshine if you choose, and a pavilion for the meeting. Several raffle items (adult group/kids group) were offered from

a 50/50 to tickets for a Woodstock musical celebration and much in between.

With 12 plus 3 classes winning, at participant judging on 2 levels, lots of trophies were given out. "Best of Show" was won by a '58 convertible beetle which also received "Best Paint"!



Attendance was up from last year, perhaps helped by the nice day, though chilly, even as this is July? in Illinois.



As usual it was a pleasant, laid back, typical, Stateline show with appealing cars to behold, devoted owners to encounter, and compelling conversations to explore. Though not a

trip to bountiful, the show offered abundant satisfaction. As Walter Cronkite used to say: "And that's the way it is."

Summer finally came in these parts, but though some VW shows elsewhere already came and went, here in northern Illinois VW shows have just begun to come. Oh, Spellman, cut out the gobbledy gook. We just witnessed NIVA's (Northeastern Illinois Volkswagen Association) early summer show with the help of its staff and that of Fox Valley Volkswagen in West Chicago (which is really west of Chicago). The dealer cleared the lot and 80 cars entered the show. More cars delivered spectators. Cars were parked in groups, swappers were set up in a group, food cookers served various groups, and the DJ played music of lots of groups. Nevertheless, there was plenty of elbowroom.



Eyes were treated with old and new, damaged and healed, stock and modified, shiny and dull, colorful and bland, but all in all, delightful. Many entries were picture perfect and painstakingly attended to. Participant judging produced winners at 3 levels, plus occasional honorable mentions. The 18 classes included beetles, buses, vans, convertibles, buggies, Ghias, Things, Type IIIs, recent and early water cools including New Beetles as well. One of the classes was a grouping of last year's class winners as a "showroom" class and thus creating winners of the winners! Actual show results are listed elsewhere. Best of Show was a gray and white '55 beetle convertible. By the way, even the dealer was awarded a plaque as a "thank you". Incidentally, the dealer provided raffle goodies and some ticket holders took them home!

Despite how summer burst in hot and humid that week, this day was breezy, cooler, and dry.

Thanks NIVA (see above) and thanks FVV (see above) for staffing and hosting the show. A new season of shows often offers new treasures, new enthusiasts, and new friends. Sorry, but my writing offers very little that is new. Sometimes pictures are worth a 1000 words.

Support those local shows, far and near.



MEMBER SPOTLIGHT: Fred Williams

By: Andrea Rasso

Fred Williams, 82 years young, travelled his way up from Florida to attend West River Westies where I interviewed him. We sat and spoke for quite a while. Fred shared some "spirits" with me— a little splash just to freshen up my water, of course. He even gave me a pillow to prop up on the folding chair for my bad back (yes, I am half his age, and I am the one with the bad back).



Personal Information:

Fred was born in 1927. He grew up in Syracuse and currently lives in St. Petersburg, Florida. In his early days, to put himself through college, Fred bought and sold cars to raise money.

While he has changed jobs several times, he is retired from the Air conditioning /heating and refrigeration field as a Marketing and Product Manager.

He is the father of 4, and grandfather to 5.

His current hobbies include travelling and playing golf. Fred has travelled extensively and still continues to travel. In fact travelling is how we "fell" into VW's.

VW History:

Fred met a travel companion in the early '80's. He bought a Dodge Van and went to the Florida Keys.

There, he passed a dealership that had a white, water-cooled '83 Westy that had been traded in by an 85 year old. 4 hours after seeing the van, Fred was in possession of his new purchase swapping everything out of the Dodge into his VW. He had that van for a year or so.

It was around this time Fred joined LiMBO.

He took a trip to the west coast and became familiar with the Adventurewagen. After buying one, found that they were not too garagable. He kept that one for a few years. Being the traveler that he is, he bought a C class camper and travelled with that for a while. He enjoyed the Class C, as you were not in the direct sun when driving as you are over the steering wheel in the VW.

The Simplicity of a VW life and what it brings by associations, can't be replaced.

-Fred Williams

At present, Fred owns his '77 Bay Camper that he brought to WRW and an '87 Westy. His '77 has just about 200,000 miles on it. He bought it with less than 40k miles on it for \$2000 in the late 80's.

Tips and Thoughts about Volkswagens:

Living in Florida, Fred has his windows fully tinted. Fred also stresses the importance of good tires.

Fred wishes VW kept the pop top white, instead of painting the top the same as the vehicle color. With a white top, Fred finds it was safer, cooler and more identifiable as a VW.

Editor's Note:

What I've included here is just the tip of the iceberg of the conversations we had.. I highly encourage anyone who finds themselves at a campout with Fred to introduce yourself and delve into conversation. Fred has some amazing stories to share.



Cookin' Over the Campfire

Red Baron's Cheese Potatoes



Not to be out done by the Master Camp Chef (aka: the Con Kid) and taking up his challenge for recipes for "Cookin' Over the Campfire", the Red Baron (aka: Gnome deLox) offers this camp cooking recipe, complete with pictures.

Here's a camping recipe that we have been using for many years. It's makes an excellent companion dish to go along with most anything cooked on an open grill---simple to make and delicious to eat. Will serve 4 or 5, double for more.

Now as the Master Camp Chef (aka, the Con Kid) says, "Let's get cookin'"

First, get your charcoal fire laid and started. Have some of the usual "hanger arounders" with their beers who are always waiting for food do this. This will keep them out of the way huffing and puffing on the charcoal while you attend to the culinary duties. Use natural lump charcoal, and get the fire started early. It takes awhile for the charcoal to reduce to coals. Next, assemble the following ingredients:

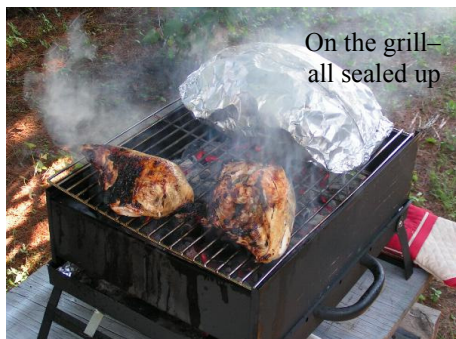
3 large baking potatoes, pared.
Salt and Pepper.
5 slices of center-cut bacon, crisp cooked.

1 large yellow or white onion, sliced.
8 ounces sharp processed American Cheese, cubed.
½ cup butter or margarine.

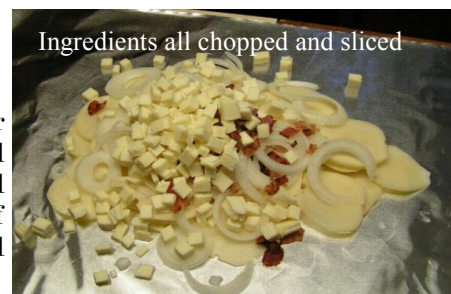
You will also need heavy duty aluminum foil and a pair of oven mitts.

Now that the "hanger arounders" have got the charcoal going and are on their second beer, start slicing the potatoes into a big double sheet of aluminum foil and sprinkle with salt and pepper. Crumble the crisp bacon over this. Add the sliced onions and cubed cheese and slice butter all over it. Mix on the foil. Bring edges of foil up leaving space for expansion. Sprinkle in a tablespoon or two of water and seal well with several double folds.

Next, get the "hanger arounders" out of the way and place the foil package on the grill and cook over the coals about 1 hour or until done. The package will expand and turn the package over several times. It may be necessary to poke a relief hole with a barbeque fork to relieve pressure on the package. The fork is also useful to chase the curious "hanger arounders" away.



Gut Essen!



Ingredients all chopped and sliced

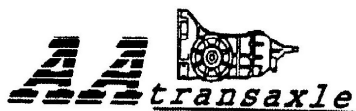


Cheese Potatoes-- Done!!

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Thank you. *Tom Power*

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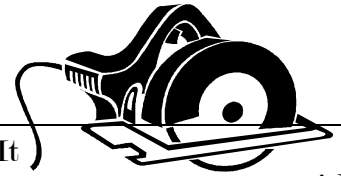
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TECH



How We Made Our Bus Life a Bit Nicer

By: Diane and Peter King

For years I watched as canned goods, plates, cups, and other assorted kitchen items flew out of the side of our 1976 camper bus. These things were usually



were usually thrown out the door as we were on our hands and knees attempting to find the one thing we were looking for, and of course that was always tucked way

in the back on the bottom shelf under the sink.

After many, many years of performing this frustrating act with a colorful vocabulary I thought there must be an easier way. One day while standing at the back hatch I realized it was the perfect height to be used as a work surface while preparing food.

Eureka !! light bulb !! ah ha moment whatever you call it when light dawns on marblehead.

So we moved the so called kitchen from the side of the bus to the rear. The food was snug and secure in the cubby cut outs on the left side wall. The dishes, pans, utensils etc were kept in a large plastic box. We obtained a large cutting board that fit nicely under the back cushion until it was time to cut up some veggies.

Well, that worked OK for a couple of trips and we thought it was great, there was plenty of storage on the left for the small amount of



canned goods we used. It was convenient to have the grill and/or cookstove back there and it was comfortable to stand and prepare food while drinking a beerBUT that plastic box had to go.

We discussed various options such as a utility box, we checked many that other campers had creatively designed or bought. Nothing felt right until it occurred to us that we could



utilize the overhead cabinet that hangs above the back seat. We had removed it years ago after one to many bangs to the head while sleeping down there. For the past several years we had been sleeping up top, so we could return the cabinet to it's original intended place but not for it's original intended purpose.

Retrieving it from retirement we tried to reinstall it backwards so we would have access to the front opening from the rear hatch area. Guess what.. they are not meant to be installed backwards. Then it occurred to us to install it properly but before doing so we would cut it half way to be able to swing down creating a natural pocket to store "light" items, so we cut it, hinged it and latched it up.

When it is unlatched the back half swings down, inside the back pockets we store light items such as napkins, paper towels and paper plates. Above we can store pans, bowls, utensils etc.

(Continued on page 15)

CORNER



(Continued from page 14)

We really liked having everything back there and handy, we have since installed an electrical outlet on the back side wall to fire up the blender.



Oh what do we have in the cupboard under the sink?



our clothes are in small bins on the shelves so now if you see socks and

underwear start flying out the side door ...stand clear!



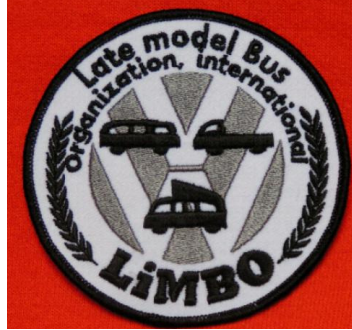
The use of the word "we" indicates a collaborative effort but "he" did all the work :)

Diane and Pete King

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Sources: <http://www.algysautos.com/vw-mini-campers.html>

<http://www.vw-samba.co.uk/>

http://en.wikipedia.org/wiki/Subaru_Sambar

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