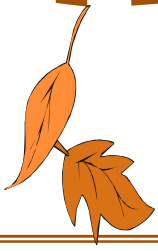




The Transporter

The official newsletter of LIMBO;

The Late MODEL Bus organization, International



Volume 23, Issue #5

Sept./Oct. 2010



Camping field at West River Westies. See page 10 for recap.

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The Transporter Volume 23, Issue 5

The Transporter is published 6 times per year by the Late Model Bus Organization, International. **Deadline for next issue: Nov. 1, 2010.** 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

Boy, the summer has flown by. So many events have already come and gone, but there are still many that we can look forward to, way into October.

I was very happy to receive so many contributions for this edition. Hopefully the trend will continue, and will inspire you to send me your article. As you can see, in this edition, we have a great article on the Diane and Pete King's bus, Sunflower. There is a nice member spotlight on Dave and Pat Eager of Indiana.

Franck and Iris of Amerikando continue their journey through Asia, continuing into Siberia, Mongolia and back into Russia again. Such amazing stuff. They broke down so many times, but encountered so many kind people who helped them along the way each time.

Jerry Spellman attended some shows in the "Midwest Scene"

section of the newsletter. We have great newspaper article reprint about Stan Wohlfarth (aka Stanagon). Then we get to read about Rich...aka King Ribsaltot. First time in a rib cook off, and he takes 1st prize. Congratulations.

Then I close the edition with an article and parting shots of my cross country trip. I tried to put the focus of the article and photos on the VW event we attended in California. Wow, there are so many clean, rust free, vintage buses on the west coast (as you all know this I am sure). This is definitely an event I'd recommend for anyone who would ever be able to fit it into their itinerary if they ever travel to California in July.

Before signing off for this edition, I have to give a plug to the Bustoberfest at Blue Rocks campout in Lenhartsville on October 15-17th. Contact me please to send your reservation deposit at rassovw@hotmail.com.

So once again, enjoy the reading, and feel free to send me your contribution for the next edition.

Peace,
Andrea

LIMBO LETTERS



Send letters to:
Andrea Rasso
35 Sharp St.
Patchogue, NY 11772
Or email to:
editor@limbobus.org

Dear Andrea,

First of all, Welcome back to reality in the metropolitan area. We did so enjoy following your trip on a daily basis. Janet was ready to call out the National Guard when you missed a few days after being in the desolate campground. Glad I was able to refrain her.

I'd like to share my experience with recent tire replacement. This quest for tire replacement came about with a thumping noise on the road. The original Michelin Agilis 185x r 14 that I was able to get a few years back have been a God send. Quiet and fairly easy steering since I lack power steering. Changing over to power steering would make tire size a non- issue, but is not easily done because spindles have to be changed and they are not longer made. Having said that, I took the van to Euro Tire in Fairfield, NJ. They specialize in foregone sports cars. He took a look underneath and said he thought replacement tires would solve my problem. Also, the fronts were beginning to edge wear and the tires were half worn. One showed a scuff spot.

I had a new Michelin Agilis in the spare well. Good back up for tires that are no longer available. Euro tire said he could get Vederstein Dutch made in the original 185 R 14.

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The Transporter

I was delighted. Well, after 3 weeks no tires. Than he said they are not available, maybe in 6 to 8 months...but he could get 195 R x 14. Which he says would work.

I first said OK, and then decided I did not want to change size. Bummer. Some fellow Vanagon owners helped with suggestions via emails. The response from the VW group has been super. What good folks and so smart.

Still not sure what to do, I wander in to the ETD Discount Tire dealer in Clifton, NJ that got me the Agilis some years back. He looks in the computer and of the tires suggested, he can get 6 Yokohama 185 r 14 in Connecticut. These were suggested by Jim DiGennaro.

How about that! Regards and welcome home.

Frank & Janet Parsick

August 20, 2010

Dear Andrea,

I am en-route from Canada back to the US via Cape Vincent, NY, thru to New Jersey, and then I'll fly back to Florida. The '77 VW is running well at 200,000 miles. Just using a bit more oil- it leaks actually. But all 4 cylinders are going fine- full power and excellent mpg.

After reading an article in the NY Times on the return of the 4 cylinders to the auto market, and the respect they are gaining, I have to add that finally the automotive world is coming to use the 4 cylinders that we have all been for years in our buses, Vanagons and others. The article mentions how VW was successful with thier 4 cyl. boxer engines.

So, I trust you enjoyed touring the USA.

Fred Williams

Daryl Christensen

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Kleckner's Korner:

By: Jon Kleckner

We had a great turnout at West River Westy's this July in Vermont. I look forward to this event every year, particularly the scenic drive up from Greenwood Lake through the beautiful Vermont countryside. Traveling up the huge mountains from Bennington is a bit of work with my '80 Aircooled Vanagon, yet it actually pulls the hills better than the '86 stock Syncro. On Sunday, with the weather being exceptional, I headed to Cape Cod to spend 2 days there, on the ocean and bay. After that, while stopping off in Boston, it was sheer excitement to pick up an engine conversion kit for the '86 Syncro from Bostig Engineering.



everywhere in the world. For those who prefer new, they are inexpensive. They have a reputation of lasting several hundred thousand miles with minimum maintenance. Soon there will be a turbo conversion, which will offer 200 horsepower. The conversion is made to be installed by a do-it-yourselfer with minimum tools and a modest sense of mechanics. It is designed to install and drive in 3 days time at your home. The owners of Bostig, Brady and Jim, are most helpful, along with their videos, to make the job go smoothly. Since I am doing several modifications to the camper, the finished date will be in about a month. I know Bob Mac from Pa. has had his for several years and is most pleased. During the Busses by the Duck campout in June, two LiMBO members recently finished their conversions on their own, and are also happy with the results. In recent years there are more VW camper folks making their vans

personalized and useful for today's long distance travel. After all, VW's can go where no other campers can, too.

Bostig only sells Zetec Vanagon motor conversion kits to use the Ford Focus 2.0L, 4 cylinder twin cam 130 HP motor. It is one of the few 'in-line' motors used for Vanagon- since ground clearances are an issue. Their new 2010 design incorporates a superior mounting system which provides maximum ground clearance, a simple generic exhaust and their own wiring harness, thus making the motor 'plug and play.' These motors are of a modern design, offer more power, greater fuel economy, and ease of service. There were millions of them produced, making them plentiful

As I write this at the end August, I'm off to Busses by the Bay in R.I. It's great weather to travel to a great place. Attached is my newest toy, a 1972 Trail 70. It goes 50 MPH, gets 100 MPG, and fits easily on the bumper of a VW camper, and is street legal. As the saying goes, one who dies with the most toys wins, which may or not be true, but that's coming from a happy camper.



View from the wheelhouse By: Steve "Oatmeal" Herman

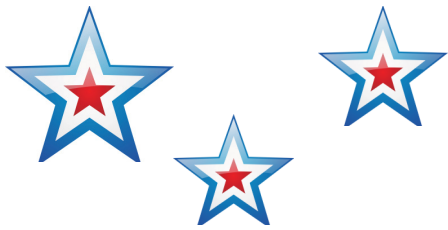
At one time I used to think that extreme, cosmic forces were in play, every time we loaded up our Eurovan and got on the road. Once we were on the interstate, and any time we were passed by a larger or faster moving vehicle, it would invariably swerve into our lane of travel. Other times, we would find ourselves inexplicably drawn across the line towards others. This has happened across three different Eurovans over the last twelve years. Over time, I learned to compensate for this and still do when passing or being overtaken. At this point it is purely instinctive, I will use the air pressure at the front of a bigger vehicle to push off of or push the bigger vehicle away as we pass one another. Failure to do so, invariably leads to those surprises that make modern-day motoring so memorable/nerve-racking; it also leads Bluebird to ask me if I'm still ok to drive...wakes her right up every time. My appeals to the bus Gods went unanswered. Peer group discussions yielded no valuable insights either. Changing deodorants and mouthwash proved fruitless. We even changed fabric softeners; but all that came from all of that was that women at work wanted to smell my shirt sleeves.

While this delicate research was in progress, there was a second more pressing problem occurring as well. The middle crossbar of my roof rack has always migrated to the rear of the van whenever we traveled with the boats on the roof. Nothing is more disconcerting than to discover that no matter how tightly installed the middle crossbar was, it always moves an inch or more to the rear during the trip. Replacing the rack pads yearly helped to slow the process but it never really cured the problem.

I finally learned why, last fall, while we were getting ready for the beach run. I decided to replace the crossbars with new ones and in the process, attach the towers directly to the crossbars at the same time. After making the measurements for the front crossbar and carefully attaching the towers to the new crossbar, I tried installing the completed assembly on the rear of the van. This is when I found that the towers were too widely spaced to attach to the roof of the van; three inches too wide to be exact. That's when I realized that I had inadvertently discovered the secret of why a Eurovan rides so nicely on the highway and why everyone else gets pulled towards us when we're at highway speed; the Eurovan is three inches narrower in width at the rear than it is at the front.

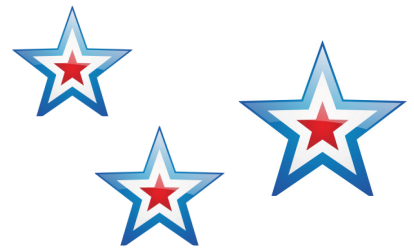
And all this time, I thought it was my "magnetic" personality ☺.

See you on the road,
Oatmeal



A Star is Born

By: Diane Brown-King



I was never one to name inanimate objects. As a child my mother had a car named Nellie and in college I had a friend who named all the appliances in her apartment. There was Stevie Stove & Theodore Toaster. So when Peter King answered a request on the LIMBO website for a bus to be in a short film, my mind flashed to the how the bus would be listed in the credits and "Sunflower" was the perfect name for our 1976 Chrome yellow VW camper bus.

O.K. not exactly an original name but it was short notice as I headed from Ma. to Ct.

Peephole Productions in association with Blackhole Films presents: LEAVE DAY

LEAVE DAY is a dark comedy centered around a convict who is granted a 12 hour furlough from prison. This short film takes you on a series of misadventures as the main character encounters one problem after the next as he tries to make it back to jail on time. Woody Allen humor meets Guy Ritchie grit. Leave Day was written and directed by Sean Nalaboff, Cinematographer: Will Novy, Producer: Danny LeGare, Producer: Joe Bocci, and Associate Producer: Marc D'Amato



Filming of LEAVE DAY took place August 9 - 12, 2010 in and around Stafford Connecticut. Once post-production is completed, this film will be submitted to festivals across the globe, throughout the remainder of 2010 and into 2011.

I learned that directing and producing a film can be tedious hard work with long hours. In one scene Sunflower is stolen from the diner's parking lot. This scene took 4 or 5 takes. The producer Danny would yell "Cut, Reset". That was my cue to reset the bus back into position for the next take. The aerial shots were very cool as we drove Sunflower down Rt.84 with the helicopter circling overhead and Will shot from above. I can't wait to see the film in its entirety.

I had such a good time. The whole production crew was the nicest people and very kind to Sunflower and I, as we were both novices to the industry. I also learned that I am an overprotective bus owner, watching every move like a hawk and wincing when anyone other than me drove the bus- even a sort distance (sorry guys).

But at the end of the day a Sunflower Staaaaaar was born.



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SCOTT NAPIERKOWSKI, BONITA SPRINGS, FL

SANDY RILEY, LANCASTER, PA

JAMES VENEZIANO, CHELSEA, VT

COMING EVENTS

Coming Events is the place to get your bus or VW related event listed! Please send the vital stats: date, time, location, activities, costs, and contact person/phone number or address. Plan ahead and list your event early for maximum participation. For more information on any event, please contact Tom & Linda, the event coordinators, at 401-722-2119, volkswagenri@cox.net, or email to events@limbobus. Snail mail can be sent to: Coming Events, c/o Linda Manion 27 Woodward Road #6B, Lincoln, RI, 02865

Next deadline is Nov. 1, 2010

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

September 2010

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

October 2010

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

Oct 10 (Sunday) Brookline, MA - Transporterfest/VW Day at the Larz Anderson Auto Museum. All VWs are welcome; shiny, rusty, leaky, we love them all. Auto museum admission included with registration fee. Usually 100+ car show and good swap meet. Event is rain or shine, no pre-registration necessary;

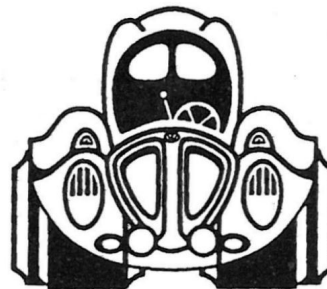
just pay \$15 on the way in. Vendors \$25. Camping location for Sat. to be determined. Contact Stanagon: stan_wohlfarth@msn.com or call 508-333-7813. Directions and more info about the museum can be found here: <http://www.larzanderson.org>

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

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

November 2010

Nov 11-14 (Thur-Sun) Beavertown, PA. Thanksgiving Misgivings Campout at Shady Brook Campground (formerly Granny Grose Campground). Contact: Justin at: steelersbus36@atlanticbb.net. Campground is located 2 miles off Route 522, in Beavertown, Pennsylvania. Beavertown is 24 miles north of Lewistown and 18 miles south of Selinsgrove. There are blue campground signs at the turn in Beavertown. You will turn left if coming from Selinsgrove. You will turn right, if coming from Lewistown. The campground entrance is about 2 miles from the beginning of Quarry Road (Lr54058). In Beavertown, turn off Route 522 onto Zechman Street. At the stop sign, turn left onto Sassafras Street, then a right onto Quarry Road (Lr54058). Look for blue Campground signs. OR you can come from Middleburg...Route 104. In Middleburg, you will turn at the red star on the following map. At Paxtonville Road and 104 intersection, campground entrance is 5.4 miles. Look for Blue signs. Follow Paxtonville Road approx. 4.1mi until Quarry Road on your Left. Turn Left onto Quarry Road and follow for approx. 1.3mi to campground. Entrance will be on your left.



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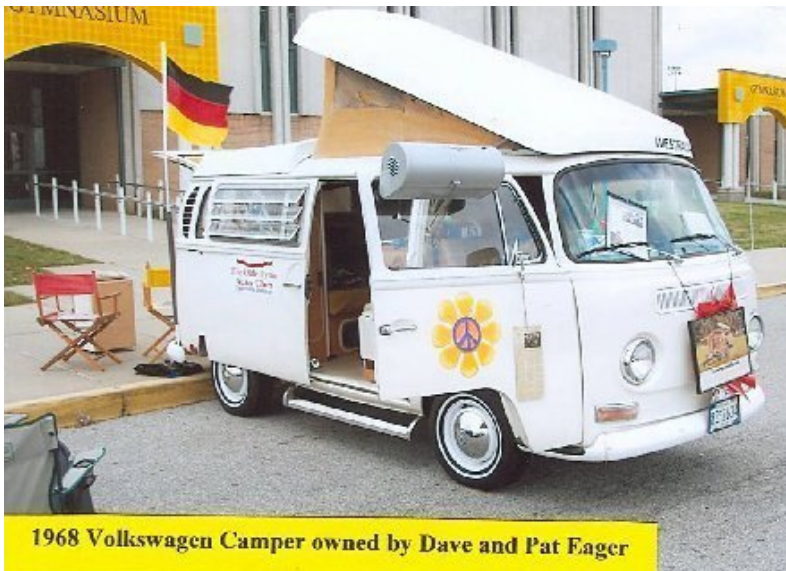
☆ Member SPOTlight:

Dave and Pat Eager ☆



Our association with the VW camper started in 1977. We purchased a used 1968 camper with the top that rose straight up. We camped quite a bit with it, even driving to Anadarko, OK for a week-long church mission/project. Eventually, we traded it in for a GMC "Jimmy" raised top camper.

Fast forward to 2003 - I received a phone call from a guy wanting to give away a 1968 Westfalia. My wife and I went to see it, assuming it would be junk, but what we found was a basically sound Westfalia. It had been parked for 12 yrs. under his carport. The interior is all original, except for new



1968 Volkswagen Camper owned by Dave and Pat Eager

covers on the front seats and new curtains. The van sat in our garage until 2006 when we had the van towed to our regional VW expert, Mark's Metric in Chandler, Indiana.

Mark did a lot of mechanical work, but amazingly, the engine just needed basic tune-up work.

Then, we had the body work and paint done by Paul Hunt in Boonville, Indiana. Since mid-2007, we have just enjoyed being part of the "Southern Indiana Volks Force" club and going on cruise-ins, where the van always attracts attention and questions. I love it...my wife, Pat, accepts it!

We are both retired and live in Evansville, Indiana.



Pat spent 38 1/2 yrs. as a teacher with Evansville-Vanderburgh School Corporation. I retired after 35 1/2 yrs. with various assignments in Evansville for Sears & Roebucks. We have one son, Dan, and one grandson, Jacob who just entered Middle School this year.

Our "fleet", as of now, consists of a 1960 Mercury Monterey convertible, a 1949 Crosley Hot Shot Roadster, and of course, our 1968 Westfalia that just turned 50,000 miles. Wondering if that is the 2nd or 3rd time around...Who knows?

Amerikando in Asia...The Journey continues

By: Frank and Iris Thibaud Köchig

In the beginning of July, we boarded a ferry from Japan to Russia with the bus. Our first impression of Russia was shocking. The differences from Japan were huge. The country is a lot less developed, especially in the far eastern part, which is what we first saw. Getting back the bus from the customs took 4 days—unbelievable! They're still living in the communist era from this point of view.

Getting back on the road however, brought such different, new feelings. All the space...the biggest continent in the world is in front of us. It was just GREAT! We loved this sensation. Siberia is beautiful which really surprised us. It is very warm in the summer! One of the most beautiful places was Lake Baikal. It is the deepest and biggest lake in the world. Russian people call it "the Sea". We spent one week there, waiting for our Mongolian visa. It's a wonderful place. Again, Russia is really surprising and seducing. In fact the food is great too!

Heading west, we enter into Mongolia. Basically, it's the biggest camping spot in the world: the land belongs to nobody and we stayed every night in beautiful and 100% natural places. For the first two weeks, we were in a romantic love story with this country. The landscapes are beautiful, virgin open spaces, animals and nomad people.

Then, we arrived in the part of the country where there are no more roads. There were only dirt paths full of stones, dust and water. It took 2 weeks to get out of the country. At the end we really wanted to see Russia again. Due to the undeveloped roads, it took a toll on our bus and we broke down many times. Sometimes we were able to fix our problems, but sometimes we had to rely on the generosity of strangers who were motoring by and stopped to help. For instance, once the tires got buried in soft sand. Two kind gentlemen helped us for over two hours.

Anxious to get to the border, we arrived on Sunday and had to camp out till Monday morning when the border patrol came on duty. Words can not describe the sinking feeling when we were told that this border is not passable to us— but exclusive to Russian and Mongolian citizens. We had to turn around and travel to another border entrance.

So, now our last day in Mongolia there was a long, long river to cross. There was no alternative way and nobody was around. We were in the middle of the desert and we were anxious to get back to the Russian border. We chose the way we thought was the best one. We started driving in the water, but after a few meters the engine stopped, full of water. We had to wait hours before somebody arrived with a big truck and towed us out of there.

So....the following day we were able to enter Russia again. We can tell you how much we enjoyed the very simple things we take for granted, like supermarkets with fresh fruits, ATM, restaurants, internet and... paved roads!

The first region we saw is the Altay Republic; gorgeous. It looks like Switzerland, and the French mountains. We loved it. Now, day after day we are solving the troubles with the bus. It's just staring to ride good again, without problems. Here it is the end of August, and we are in OMSK, a big city close to the border of Kazakhstan. We will stay one or two weeks, the time necessary to obtain the Kazakhstan visa.

With August ending, and September beginning, the difficulties and obstacles that arrived the very first day of August, we hope will disappear with the first days of September. Anyway, we are learning, day after day!

Editor's Note: Their "Around the World" road trip began in Feb. 2009, and was first profiled in Jan/Feb 2010 issue (and in each issue since). For full story, complete with photos of the last year and a half, check out www.Amerikando.com.



Stuck in a river in Mongolia



Electrical repair



New decal— more suitable for future travel in Iran



At Russian repair shop to fix issues that developed in Mongolia



The Midwest Scene

By: Jerry Spellman

The 23rd annual Stateline Volksfolks Vintage Picnic assembled in Alpine Park (a part of the Rockford Park District, the 2nd largest system in Illinois). Rockford itself is a midsized city, on both sides of the Rock River. It was founded in 1834. The Rockford Female Seminary was chartered in 1847 (and became coeducational in 1958). Shortly after the railroad spurred economic growth in 1852, a huge dam was erected harnessing the power of the river, facilitating industrialization, as well as library and newspaper abilities. Much immigration, manufacturing, and eventually abundant professional and business services evolved. Besides many museums (clock and art, for instance), there is the Keeling-Puri Peace Plaza with its 40 flags “advocating a universal aspiration for tranquility and world harmony”, representing the different nationalities residing in the Rockford area. At the 2000 census Rockford’s population was 150,115.



But they did not all show up at Alpine Park on that hot, though breezy, day of the show! Those who entered their cars or visited as spectators were, as usual, treated to colorful VW views, generous conversation, relaxing picnic ambiance of sun, shade, food, and refreshment. Participant judging of the air and water cooled variety of bugs, buses and their spinoffs for 1st and 2nd place class awards provided winners with the classic and famous trophies crafted by Mel and Delores Mear and their helping elves. The Stateline Volksfolks club prepared the show, administered the action, ran raffles for children's and adult VW prizes, and a 50/50 benefiting Huntington Disease cure research (which prize the winner turned back).



Once again, Stateline brought together generous, dignified, thoughtful, kind people with carefully prepared, elegant VW cars.



Old US route 66 starts in Chicago at the lake. If you were to follow the road to California, you would come across many famous places of many famous events involving many famous persons. After traveling about 45 miles southwest you would come across the 4th largest city in Illinois: Joliet. With a special census in 2008, the city, first named Juliet after the daughter of the commissioner who laid it out, was found to have over 150,000 residents. Eventually the name was changed to Joliet after the famous French explorer of the Marquette and Joliet team. The town became a steel city with a lot of character and pizzazz.



The city is the site of the Rialto Square Theatre (a favorite hangout of Al Capone). Nearby, the now closed Joliet State Prison was the site of the opening of the film “The Blues Brothers” (a favorite of many film watchers). The first Dairy Queen was opened in this town (a favorite of many tasters). Besides all that, some favor the Chicagoland Speedway, Route 66 Speedway, and two casinos.

Now at D’ARCY Motors with members of the Harsh Winters VW Club, the FAVORITE cars were on display in the BUG-A-PALOOZA 7 car show. Besides beautiful and colorful cars, there were people to talk with, parts to swap, and plenty of fun activities. A DJ supplied music, a dunk machine, a jumper, and a chalk a bug provided kids and adults some alternate fun. Awards were doled out to raffle winners, the top 15 cars, best paint, worst car, best engine, best interior, sponsor’s choice, and best of show.

As usual there was much to see, much to do, much to speak about, much to listen to, and much, much to enjoy. All proceeds went to Gigi’s Playhouse, a Down Syndrome Awareness Center. Thank you D’ARCY Motors, thank you "non-harsh" members of the Harsh Winters VW Club, and thank you contestants and spectators.

Support those local shows far and near!



REFLECTIONS ON WEST RIVER WESTIES VII

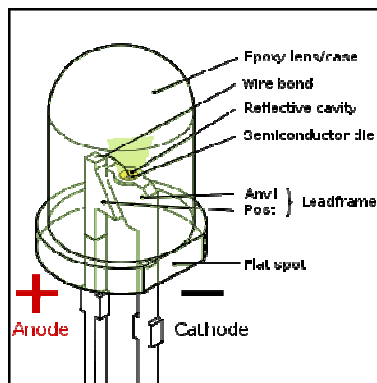
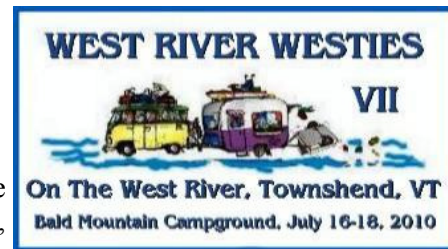
By: Nevin and Sue Lescher

West River Westies is really not about VW Vans and Westfalia campers, the place where it's held, its events, weather, etc but it's about the people that come together to have fun, share their experiences and generosity with others, make new friends and greet old ones.

The Seventh West River Westies was held as usual at Bald Mountain Campground on the banks of the West River in Townshend, VT. Due the severe summer drought this year and 90 degree weather, the West River was extremely low, but that did not deter the "Tubers" from enjoying the cool water while drifting lazily down stream and participating in the famous "LiMBO Regatta".

With some 45 buses, several unique trailers and RVs, everyone enjoyed themselves despite the 90 degree humid weather. Eric Lindskog, aka the Rib Man, supplemented the delicious potluck supper which was followed by the bucket raffle. The raffle this year, thru the generosity of the West River Westies "Volks", made a record \$600 donated to the Grace Cottage Hospital in Townshend, VT. This brings the total donations to just short of \$3000 (by \$15) over the 7 year period. We'll see you next year for West River Westies VIII. The photo album on the LiMBO website is chock full of photos. Please check them out.

Your Wagonmasters,
Nevin and Sue Lescher



TECH CORNER: By: Nevin Lescher Replacing the Vanagon OEM Interior Lighting with MORE Efficient LED's

LED (Light Emitting Diode) lighting has become an interesting subject lately as we see more and more of them in our everyday life. They have been around for some time now and the applications are ever growing. In your own home, count where you see them: refrigerator, stove, microwave, coffee maker, your telephone and computer etc.

Now, they are being applied to lighting in ever increasing applications: Flashlights, decorative lighting, etc.

What caught my attention was that there are on the market Festoon type LED bulbs that will replace the type 211 OEM incandescent bulbs in both the drivers overhead light and the glove box/map light in late model Vanagons.

I replaced these bulbs with LED Festoon type from www.superbrightleds.com with the following:

- Driver's overhead: p/n 4210-WWHP3
- Map Light/Glove Box: p/n 3022-CWHP4

A caution when installing these bulbs: Be sure that the polarity of the bulb is oriented correctly. LED's must match the VDC source +/- to illuminate. Check very carefully on the back side of the mini circuit board on the Festoon bulb and you will see the (+) at one end and the (-) at the other end. They're pretty small like 1mm high and partially hidden under the end caps. If you by chance get them installed wrong, all you will get is a dull amber glow. Just reverse the bulb and you'll have illumination at least 10 times greater than the OEM 211 bulb. Don't leave them connected too long with the reverse polarity as the reverse current can damage them.



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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Wohlfarth Taps into His Passion for Fixing Volkswagens

This is a copy of an article that was printed Aug. 6, 2010 in the Massachusetts newspaper, The Natick Bulletin and Tab. Article by: Charlie Breitrose, photo by: Jacob Belcher.

After many years in photography and the publishing business Stan Wohlfarth was laid off, but he used that as the push he needed to pursue his passion — fixing and restoring classic Volkswagen cars and vans.

Wohlfarth's small mechanic's shop, Stan's Classic Service, sits in a block of auto repair shops at 135 West Central Street in Natick. This week, his shop had a couple of classic Beetles - a.k.a. Bugs. This is the small curvy car that made VW famous, and Wohlfarth owns one himself.

He developed his love for VWs as a teenager growing up in Dayton, Ohio. "I got into it myself when I was 16," Wohlfarth said. "My first car was a Bug."

The first auto repair work he did was on a 1970 Bug. He fixed the car's generator. Wohlfarth, who lives in Wayland, still drives a VW, a 1964 Bug convertible. The car does not have its original engine - he has replaced the 1.1-liter engine with a 1.6-liter version, but his VW runs well enough that it got him and his family to Burlington, Vt., recently.

Many people like old VWs because they have memories from their childhood of Bugs or VW buses, he said. "They have a unique look. It's a laidback scene, with the hippies and all that," Wohlfarth said. "People like the clean, basic look."

Older Bugs had a very simple look, and even inside the car it was very basic, with a speedometer, a fuel gauge and a radio. Bugs did not have fuel gauges until the early 1960s, Wohlfarth said. When the car ran out of gas, the driver would flip a switch to make use of a reserve tank that had a gallon of gas inside - enough to get them to the gas station.

The VW van also has a big following. Along with evoking memories of the '60s, Wohlfarth said they are great for camping.

"You can sleep a couple people inside, depending on how you configure it," Wohlfarth said.

Another feature of VW cars is the unmistakable sound of their engines.

For a classic car, they are also affordable, said Wohlfarth who said it is possible to buy one and get it into running condition for around \$6,000.

Wohlfarth has been involved in the classic VW scene since he moved to the Boston area in 1987. He, his wife Mary-Ann and their three children moved to Wayland in 1994.

People involved with classic VWs know Wohlfarth as Stanagon, which is an ode to the VW Vanagon minivans popular in the 1980s. He has had Bugs and buses, but did not enter the business until January 2009 when he was laid off from the publishing company he was working for.

"It happened within days after I had been laid off," Wohlfarth said. "The wife of a friend who passed away told my wife, 'He should start a shop.'"

The friend, Karen Donalds, was married to a longtime friend and fellow VW enthusiast Bob Donalds, who was known to many as Boston Bob. He passed away in 2008, but Wohlfarth had known Donalds because Donalds built the engines for Wohlfarth's classic VWs. He also helped Wohlfarth when he was working on manuals for old VWs for the publisher he worked for.

"He ran Boston Engine, located in Wayland, where he rebuilt engines," Wohlfarth said. "I bought engines from him. I knew him as a customer and good friend. We talked a lot, and he helped contribute to the manual which I did."

After a few months, Wohlfarth set up shop in April 2009 in Natick. He shares space with Nick Brown at the garage located on West Central Street...

"I consider this business dedicated to (Donalds)," Wohlfarth said. "This is his old tool box — I bought it from his wife — and I have some of his old tools."

Though he is located in the MetroWest, Wohlfarth gets customers from around Massachusetts, and beyond. Earlier this year he fixed

(Continued on page 13)



(Continued from page 12)

up a van for a man in New York City who wanted to use it as a delivery vehicle. "He kept sending me checks and I kept sending him pictures," Wohlfarth said.

The bus was a 1967 panel van, which the man had bought from a Vermont ski resort, and it had a picture of a Grateful Dead skeleton skiing painted on the side. The man planned to use it for his kitchen supply business.

Most people learn about his business by word of mouth, or on classic car and VW websites, such as TheSamba.com. Wohlfarth said he likes to get to know his customers, spend time talking with them about the car and communicate with them about how the repairs are going.

As a trained photographer — he received his degree from Rochester Institute of Technology — Wohlfarth said he often shoots photos to send to customers to show them the progress of the repairs.

When people are looking for a classic car, Wohlfarth said he recommends they look for one as rust-free as possible.

"Rust is the biggest trouble (with classic cars)," Wohlfarth said. "You hear people say, and I say, buy a car with the best body you can afford. You can get parts but doing good body work is hard and is expensive."

Wohlfarth services the cars and does some body work. He buys engines from Suburban Engine in Waltham, from a man named Gary LeBlanc. Parts are no longer made by Volkswagen, but there are aftermarket parts makers in California, as well as in Brazil. After 1978, Brazil and Mexico became the primary Beetle manufacturing centers. The last classic Beetles were made in Mexico in 2003.

Classic VWs are different from modern cars in a few ways. They are air cooled, and don't use a water-cooling system with a radiator. Also, they use carburetors rather than a fuel injection system to deliver gasoline to the engine. One of the tricky things with the cars is adjusting the ignition points on the carburetor, Wohlfarth said.

They are a joy, he said, because they are relatively easy to work on. "I don't have a lift," Wohlfarth said. "Most things I can do with a jack. There is not a lot of stuff hidden underneath the car."

Working on classic cars appeals to Wohlfarth because they bring so much joy to their owners. "People with collector cars don't drive them a lot, but they drive them on the weekend or at night," Wohlfarth said. "The time they spend with their collector car is fun and enjoyable."

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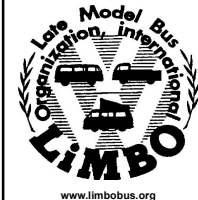
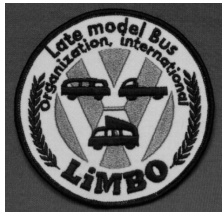
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cookin' over the campfire

By: Rich Macensky

HOW to make "Award Winning Ribs"

Let's back track about 2 months ago. I was invited to cook at a Rib cook-off with the guys I work with at the Central Landfill, in Rhode Island. Now isn't that inviting- guys that work at a land fill who want to cook. What do they cook? Hopefully not things they find in the dump. As it turns out no they don't, thank God. Mark (the guy that put it together) and his wife have a catering business, so they know food.

Onto the day of the cook off, everyone was smoking their ribs. Just to be different I ask if I could boil some and then put them on a grill. They said, "No problem". I get there around 10:00 a.m. and all the cooks are running around, dry rubbing the ribs and firing off their smokers. I set up my three burner stove and put out the awning on my 82 Westy. I sit back and watch these guys getting everything ready to go in the smokers. These guys are busting butt with there "secret rubs" and getting the ribs in the smokers. I am on my second beer.

It is around noon-time so I assemble my Walmart charcoal grill and get it going for later. Yes, Tony who hates Walmart is puking right now. Sorry Tony.

I had 3 racks of ribs to cook. First, I got my 22qt pot out and filled it a 1/3 of the way with water. Next, I put 2 bottles of beer in with the ribs (cut up individually). I light the fire on my propane burner under the pot and add 6 cloves of smashed garlic, 2 chopped onions 4 sliced carrots and a bunch of celery. Now for the spices: a palm full of Montreal Steak Seasoning, some black pepper corns, some coriander seed, 3 bay leaves and some crushed red pepper.

Now bring that to a boil for 30 minutes. Then, turn off the heat and sit back and watch all the other guys baste their ribs and try to avoid the smoke. They have to do this every 1/2 hour to keep the ribs from drying out (while my ribs are cooling off in the pot soaking up all those flavors).

Let's get to the barbeque sauce. I am going to cut up 6 strips of bacon and throw them in a 7qt pot. While they are cooking, cut up 1 good size onion, 2 garlic cloves and 6 fresh cayenne peppers. Dice everything nice and small. When the bacon is done throw the veggies in and cook till tender. While that is cooking, I think I will have a shot of tequila. Now, that hit the spot. Ok I will have another one.

Ok we are cooking now! Throw a bottle of beer in the pot with the bacon and veggies and let simmer. Now throw in your favorite barbeque sauce. I put 3 bottles in. When the sauce has simmered turn the heat off. Now take the ribs out of the pot and put them in a pan. Cover with the barbeque sauce and let them soak up the sauce.



Some of the smokers set up of my competition

The Transporter



King Ribsalot

Then, when ready, throw the ribs onto the charcoal grill. Grill them until the ribs are hot and smoky.

And there my friends, you have the recipe to the ribs that earned me the first place trophy at the Rib Cook Off.



Later,
Rich – The Con Kid

What I Did on My Summer Vacation

By: Andrea Rasso

On June 26th, the day after school ended, Brad and I hopped into the Blue Max for our 3rd, month long, cross country road trip. Since we wanted to see new sites, and new national parks not yet visited, we headed a more southern route through the country. In the first week, we visited sites including Graceland, Hot Springs NP (National Park), Oklahoma City Memorial, VW Beetle Ranch Cadillac Ranch and other Route 66 attractions, Painted Desert, and Petrified Forest NP.

On July 3rd; the eighth day of the trip, we drove into California, where we spent almost two weeks. Our favorite NP was Yosemite. The first two days there, we hiked and explored trails along the top—on Tioga Road. Then we went down into the valley for two more days. Our favorite hike was the Mist Trail, where we hiked from the valley up to two waterfalls.

Before heading on this trip, we found a VW event that could fit into our itinerary. In Oakdale, CA (about an hour and a half west from Yosemite) there was a campout/show event hosted by the Old Volks Club (oldvolksclub.com). Prior to our departure, event coordinators Jasmine and Roscoe kindly responded to our email inquiry. So, after Yosemite, we headed to this event.

One of the people we were excited to meet at this event was Rex Eastman. If you remember a few issues back, I had a color photo of Rex's Mariposa shop on the cover. Franck and Iris (of Amerikando) had met some of the club members including Rex, and spent two weeks at Rex's as he fixed their bus before their departure to Japan.

The VW event called, "Bugs, Buses, Bikes and a Band" was held July 9-11th on the Wild Fisher Rancheria— a private residence owned by Mike Fisher. This show has taken place for 6 years (but not consecutively). There was a total of 94 Volkswagens, with another 40+ non-Volkswagens in attendance. Mike, a fellow VW enthusiast has spent over thirty years landscaping his 7+ acre riverside property to an outdoor wonderland meant for his, as well as his guests' enjoyment. Some amenities he has for his camping guests include a guest bath house, an outdoor stage for bands, rope swings over the river, a playground, swings, tables, benches and wood carvings throughout the property and so many unique, artistic decorative features to explore. Mike also has a fleet of vintage Indian motorcycles that he displayed, as well as some of his vintage VW buses.

There were different fields to camp in, and in our field, we set up next to a great couple Bob and Beth LaRock. We had a lot in common, and enjoyed sharing stories of travel. When Rex arrived, he actually came and sought us out, as he knew we too were friends with Franck and Iris, and would be there. Rex was set up all weekend in the vender section, selling VW shirts, hats, patches and stickers. Rex travels a lot vending at shows. He recalls vending one year many, many years ago at Litchfield.

All weekend long, deejays and bands were entertaining us as we mingled and met so many new people. On Saturday, many VW visitors arrived for the day for the car show portion of the weekend. Awards were presented via People's Choice judging. After awards were presented, there were raffles. While we did not win any of the raffles, When Jasmine held up some Buses by the Big Duck items we

donated for the raffle, she included a quick "shout out" and how we drove over 3000 miles to be there. This was such a nice gesture and truly touching. Many people came up to us afterwards to meet us and share stories of New York and their travel stories as well.

After leaving the campout on Sunday morning, we headed south to King's Canyon and Sequoia NP. After seeing the biggest tree in the world (the General Sherman Tree), we headed to the coast to my aunt's house who lives about twenty minutes east of Huntington Beach. Huntington Beach was wonderful. We saw so many VW's on the road near the coast too.

After leaving my aunt's, and California, our next set of attractions were in New Mexico. We visited White Sands National Monument, Carlsbad Caverns NP, Roswell, and Smokey Bear Historic Park. At Carlsbad, we went on a "wild caving" tour— the kind you put on knee pads and a hard hat with head lamp and crawl around. This was so cool. We also saw the flight of the bats at dusk. Instead of rushing out of New Mexico, we meandered north, through Santa Fe, and mountain area before leaving.

The rest of the trip home was uneventful and mostly long days of driving. A few other highlights included meeting up with my friend Judy and her husband Jim who happened to be visiting Springfield, Missouri at the same time. We went to dinner at the famous Lember's Café— the Home of the Threwed Roll.

The last touristy site we visited before arriving back on the east coast was Mid America Motorworks in Effingham, Illinois. They have a small VW and Corvette museum and store.

In full color on the following page is a collage of photos from the trip. For a complete, day to day recap of our trip, along with tons of photos, log onto: <http://vwxcountry2010.tripod.com>.

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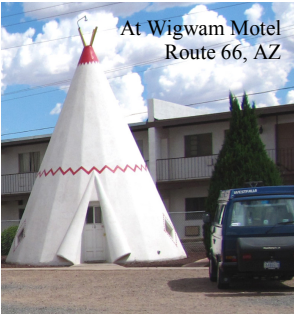
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Route 66 Museum, OK



At Wigwam Motel
Route 66, AZ



At Bug Ranch, Route 66, TX



Mid America
Motorworks, IL



With
Rex and
his Bay

At Old Volks Campout, Bugs, Buses, Bikes & a Band



Vanagon owners Scotty and Dave



With Lisa and owner Mike Fisher



One of Mike Fisher's VW's



Bob and Beth
hand paint a
shirt for
Lisa



Very cool California Splitter



Nancy, from Oregon camped near us