

The Transporter

THE OFFICIAL NEWSLETTER OF THE LATE MODEL BUS ORGANIZATION, INTERNATIONAL- LIMBO

h
e
T
r
a
n
s
p
o
r
t
e
r



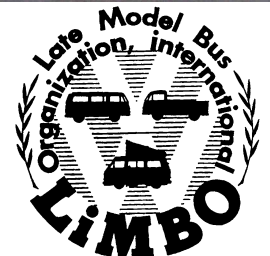
A Eurovan high roof
TDI taken in Europe
by Joel Cort

Lets Go Camping!!

John Reynold's
weekender
camper in the
Badlands.



I don't know how it happen-But I became hooked
INSIDE: How I Toured Washington State in a Westy(Part 1)
Looking for VWs in Far and Away places (Part 1)



You have a copy of volume 18, issue #3 of *The Transporter*, which is published 6 times per year by the Late Model Bus Organization, International inc. Deadline for next issue:

July 1st 2005

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

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

Editorial/ Submissions

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

Associate Editor: Events/Classifieds

Bill & Amy Monk
3 Oak Street
Mystic, CT 06355
(860) 572-2006
wmonk@snet.net

Membership, Address Change

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

Website/ Internet

Philip Dlugolecki: LiMBO@limbobus.org

New Members

Back Issues:

Dale Ward (LiMBO)
9 Golden Hill Ave.
Shrewsbury, MA 01545
limbobus2002@aol.com

Local Rep. Coordinator

Kevin Kruger: kebonivan@aol.com
LiMBO-Mart Coordinator
Nevin Lescher: nesu@cox.net

Officers

President

Stan Wolfarth
29 Woodland Rd.
Wayland, MA 01778
stan.wolfarth@bentleypublishers.com

Treasurer

Glen Smith
30089 Hickory Drive
Mechanicville, MD 20659
cmoney@ameritel.com

Secretary

Mike Guilfoil
10 Meadow Parkway
Franklin, MA 01545-0166
mjpg21@excite.com

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

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

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

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

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

General Email: LiMBO@limbobus.org
Copyright 2005 by LiMBO, Inc.

INSIDE:

Features:

I don't know how it happen-But I became hooked	4
How I Toured Washington State in a Westy(Part 1)	6
Looking for VWs in Far and Away places (Part 1)	9
TTT Directory update #1 2005	16

Departments

Views though the windshield	2
Letters	3
LiMBO-Mart	8
Coming Events	10
Swap Area	12
Midwest scene	13
Area Rep directory	14
Welcome new members	15

Views through the Windshield

Hi Gang,

Welcome to the late spring early edition of *The Transporter!* I'm still waiting for the weather to get warm, although we have had some nice days. Our winter hibernation is over! As Homer would say.. WOO WHOO!!

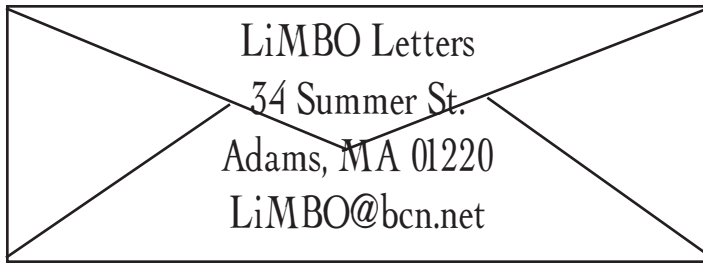
I got the split bus out of storage a week or so ago. Took it down to the shop and gave it the spring tune-up. New fan belt, adjust the points, change the oil, grease the front end, top off the trans fluid (I've got a leak I need to address sometime) change the winter air to summer air in the tires and wash off the dust.

I've taken a few rides on the nicer days. This past weekend (5/15) the weather man said it was supposed to rain. Well, wouldn't you know it, the sun came out. Time for a ride in the old Microbus. My son Dylan really digs the bus. He goes with me every chance we get. Time now to start getting the westy cabinets I bought installed (Ron Maxon is helping me modify one of them) so I can camp in her at West River Westies this summer. Barb has plans that weekend, so Dylan and I are going to try to campout in the old mircobus for the weekend. Instead of the Mallard Motorhome. Even with the VW emblem on the front, the Mallard still won't pass for a VW van. =)

Its show time again. Check out the events page for all the LiMBO sponsored campouts happening around the country. Plus you can check out our Web site for the most up to date list <www.LiMBObus.org>

Speaking of the website. We have changed web servers. What does that mean you ask, we'll for one, if you have LiMBO book marked and the address had 'BCN.NET' in it, change it to <www.LiMBObus.org>.

continued page5...



Dear LiMBO,

I became a member last August just before I set out with my roommate on a wild adventure. We bought our first Vanagon in August and set out in September to drive West and back to New York over 3 months. The prior owner and another mechanic had highly suggested we joint LiMBO. Are we glad we did! Our first two days on this major trip were long!! When we finally got to Rockford, MI to my Mom's I thought my head would pop with all the buzzing! After a quick look in the directory and a phone call, LiMBO Came to the rescue-Brian Dew from Buses on the beach gave us a look over and sent us to a mechanic. This would end up being a long odyssey through the Midwest and to California when we finally had to have the engine replaced and numerous other things done. But it was good along the way to know we had LiMBO to contact. Briia and Todd from MI were always willing to answer our frantic emails. I only wish there were more LiMBO folks out west. As we traveled and met people we would share about LiMBO and passed on the information we had. We found lots of folks that had not heard of the organization so it was great to share. I even noticed in the last newsletter a name of one of the folks we gave the information to!

I was wondering, I know this might be rehash for most Westy owners but since we are very new at this. It would be great to see some articles for beginner or a section on the web page? Also would it be possible to hear more about engine replacement options pros/cons? When we had to have ours replaced we didn't have much to go on. It would also be great to hear some perspectives from women, we decided there should be a special campground rating system for women travelers!!

Anyway I just wanted to say thanks! I also love the newsletter!

Jelane Kennedy

Dear LiMBO,

I just read the article entitled "Reflections: A Visit to the Wolfsburg VW Museum" in the March/April Transporter. Unfortunately the author, Rick Bozarth, did not visit the "real" VW museum, rather he visited Autostadt which is VW's exposition park for all of its brands, contains a 5-star hotel, as well as a delivery pavilion for European owners to pick up their new VWs. What Mr. Bozarth described in his article is the "second" VW museum in Wolfsburg which opened in 2000. This "second" museum is part of Autostadt, and as Mr. Bozarth writes, contains a small collection of not only VWs but other "important" models of the car companies that VW owns.

Unfortunately what Mr. Bozarth missed is the real VW museum that is located about a mile away from Autostadt housed in a rather nondescript building on Diesel Strasse. This museum is the "Stiftung VW Museum" and it opened in 1985. "Stiftung" being the German word for "foundation". The museum is owned and maintained by a foundation started by VW. In that museum, is the primary collection of old VWs - Type Is, Type IIs, Type IIIs, etc., as well as a neat collection of VW prototypes from the 50s through the 90s that never quite made the production line. In addition to the collection, the museum also has a wonderful gift shop.

This past March I had the opportunity to visit both museums when I visited Wolfsburg to visit my son who is an intern at VW's Technical Communications Department. To appreciate the full history of VW, both museums must be seen. The original museum on Diesel Strasse is a fairly simple display of the history of VW, while Autostadt is more of a slick presentation. One of the neat parts of the Autostadt museum are the recently-hand-built recreations of the VW prototypes from 1935 and 1936.

For further information on Autostadt visit www.autostadt.de and for the Stiftung VW Automuseum visit <http://automuseum.volkswagen.de/>
Ric Golen
South Dartmouth, MA

I Don't Know How It Happened-But I Became Hooked

By Gary M. Byers

I have to admit...I am one of those people who can't wait for my next issue of THE TRANSPORTER to arrive in the mailbox. I also read the constant requests for material, and wish more people would write. Since I enjoy reading about other people's adventures involving their VW, I thought you might be entertained by what I have to say which might also help fill your need for articles.

Ask anyone who has known my family for any length of time, and they will tell you that all of our vacations usually involve and coincide with some sort of VW event. Our journey into the World of the VW began innocently enough....it was sometime in 1989 when I was stationed with the US Army in Brussels, Belgium. My new US specification Toyota pickup just had experienced an ugly encounter with a curb and a metal billboard which left each of the four wheels pointing in their own direction and the body in a "V" shape. This prompted my insurance company to promptly declare it a total loss.

In stepped fate. As luck would have it another Soldier and his wife were in the middle of a divorce that included the selling of their 1970 US specification Beetle. Seemed that in the States, the bug was in her name, and in Belgium, it was in his name. Neither would give the other the title, thus the need to sell it. To make a long story short, I bought it. That very weekend we stumbled upon a huge VW event with endless rows and rows of VWs of all types. What a weekend we had. We didn't know it then, but we were becoming hooked. Derrick, our oldest was born in Belgium and came home from the hospital in it. We traveled throughout Europe the next several years and shipped the bug back to the States in 1992.

In '92, while stationed in New Mexico the bug brought home our second son, Zachary. It was actually his second ride in a vehicle. The first being an ambulance ride from our home to the hospital after he decided that he wanted to greet the World early and in our bed. At least the doctor arrived at our home before the ambulance, just in time to declare "It's a boy!" Sometime in between 92 and 94 the bug was joined by a 74 Thing, which we initially christened Sunkist, and still have today. They were soon complemented by the addition of a 77 Bus we named Happy. I don't know how it happened; it just seemed to be the natural evolution. We needed a larger vehicle, and another VW just fit the bill.

As luck would have it, Uncle Sam decided we needed to leave the Land of Enchantment to spend some time in Kansas. Now, having previously lived in Kansas, I always swore to myself, if I ever had to see Kansas again in my life, it would be a day too soon. As the day to move came closer...well, you know the story...too many VWs and no way to transport them....so, sadly we departed with the bug. I made a trip in early Jan 94, by myself driving Happy to Kansas. As I recall, Happy drank more oil than

she did gasoline, or so it seemed. I would fly back down to New Mexico and tow Sunkist on a trailer behind the U-Haul truck I rented.

Out third son, Lance, born in 1996, was brought home from the hospital in Happy. Soon, the hot humid Kansas weather necessitated the need for yet another mode of transportation, this time in the form on a 1991 tornado red Vanagon. Having read up on the problems with the antifreeze leaking, I offhandedly asked if there was an extended warranty available, expecting to be laughed at for asking such a question for a vehicle with just over 100,000 miles on the odometer. To my surprise, I could buy a warranty for a couple of hundred bucks extra.

So, to make another long story short, you know what happened next. The antifreeze let loose like a rabid dog. I had Lucy taken to a local VW dealer where they diagnosed the need for new heads. Of course, the garage I purchased Lucy from insisted that all warranty work had to be done in their shop. The garage arranged to have Lucy towed to their shop where they could work on it. Well, after three times and a couple of months of getting the wrong (read: air-cooled) parts and two broken down loaner vehicles, I had my fill of this garage. I rattled off something about customer satisfaction, wrong parts, making payments on a vehicle I could not drive, and going to small claims court. It was enough to persuade them to tow my Vanagon back to the VW dealer and let the VW certified garage complete the work. All was fine, or so I thought.....does anyone remember the UPS strike?!? Well, my brand new VW approved, ordered, and shipped, parts were stuck in a UPS warehouse somewhere for several more weeks. Well, I must say that the completed job was worth waiting for. Lucy ran like a champ, air conditioner and all. She was completed just in time to bring our only daughter, Cassandra, home from the hospital.

Of course, another move at Uncle Sam's expense was in our future. So, again, with too many vehicles, one had to go. This time we had to say good-bye to Happy. We also sold our Kansas home. I was headed to Korea for a year, and my family would move back to Pennsylvania to spend the year with Grandma, Grandpa, Aunts, Uncles, cousins, etc...

Lucy safely hauled the family all the way to PA, while I lead yet again with Sunkist on a trailer behind the U-Haul truck I rented. This time, however Sunkist was a burnt hull of her former glory. The story goes something along of the lines of getting Sunkist out of storage, putting insurance on her and going for ice cream on Father's Day. I can honestly say that this was the first time I ever drove any of my VWs without a fire extinguisher. It was costly decision we discussed as we waited along the side of the road waiting for the fire truck to arrive. I would order her replacement parts the year I was in Korea so I would have everything I needed to repair and repaint her when I returned.

After returning from Korea, Sunkist was sent to the body shop for a major facelift. A whole lot of thousands of dollars and a few months later, she was ready. I drove to Pennsylvania and towed the Thing to our home in Kentucky. After putting her back together, we renamed her Zoë, and about 7 years after going for that ice cream on Father's Day, we finally completed the trip to the ice cream parlor, in a different state.

While living in Kentucky, I got the hankering for more power. Along came Molly, our 93 Eurovan. We named her Molly, after the loan officer at our hometown bank back in PA. It seemed that Molly was not too anxious to give us a loan on a vehicle since we were not living in PA. I quickly reminded her that for the past 20 years, my Government paycheck has been faithfully deposited into our checking account that I opened before I had even graduated from high school. I also had her take note that the bank also held our IRA accounts as well as one of our savings accounts, any of which we could withdraw the money to pay cash for the Eurovan. Molly, the loan officer was still not convinced. Now I could have gone to our credit union in Kentucky and got the same loan for an even lower interest rate, but getting the loan from my own bank had now become a mission. After speaking several more times with Molly, I resorted to questioning her if she was discriminating against me simply because I was in the military. Molly suddenly decided she was apparently in over her head and got a supervisor. The supervisor looked over the information and immediately came to the same conclusion I had. That I didn't need the loan, that my paycheck was directly deposited and that both of our families still lived in our little hometown.

The hassle we received from Molly, the loan officer, was an omen of things to come. Although we love the Eurovan, more power, even colder air, faster, etc...we have spent good money after bad on various repairs to her. You probably know the kind, not the nickel and dime repairs, but the 500 and 1000 dollar repairs. Molly has even left us stranded in the middle of nowhere at the end of a Labor Day weekend.

So, when Uncle Sam decided we had to make yet another move, this time over the Atlantic Ocean, we knew which vehicle we would ship....Lucy, the 91 Vanagon. Molly the 93 Eurovan had just about worn out her welcome and spending the next several years in storage. As is Zoë, the 74 Thing.

So there you have it, it happened over the course of years, but, we are hooked on VWs.

Maybe the next time I will tell you about what it took to ship and register Lucy in Germany.

Take Care, From Mannheim, Germany

...Views continued from page 2

BCN unfortunately wasn't able to keep up with our web demands so we've switch and the BCN address will stop working in a few months. Right now if you still use the old address, it will redirect you to the new site, but it's a good idea to update your bookmark.

This new web service is way better than the old one and Phil promises big changes to the web site over the coming months. Also note a email address change. If you wish to submit articles to the newsletter, please send them to [<editor@LiMBObus.org>](mailto:editor@LiMBObus.org)



Inside this issue I have a couple of stories, one from John Reynolds and the other from Joel Cort about their travels to different parts of the country and world. They were pretty long, so I've broken them up over two issues. I hate to do it, but if I didn't the whole newsletter would have been one story.

Good news, my calls for the person who sent me stories that were lost after a recent computer failure, sent them again. Gary Byers had saved them and recent sent them to me. I've printed the first of three here too.

Now, don't think that because I have some material to cover a couple of issues, that you don't need to send me anything. I'm always looking for material. So send it in. Doesn't have to be a novel, short stories work well too. As I've been telling the new members who used Pay Pal to join, "All Submissions accepted. If you take the time to write it, I'll print it". I'd really like to keep the 'Destinations' column included in every issue. So send me something about your favorite camping, vacation or quiet spot. Send them to [<editor@LiMBObus.org>](mailto:editor@LiMBObus.org)

My friend Art is undertaking the grand task of converting an 80 air cooled camper to a 1.8L GTI motor. Why do you ask? Well he got the bus dirt cheap with a blown engine and he wants to drive it daily, so he thinks the water-cooled engine will be better than the old air cooled, especially in the winter. I've been helping him out and hopefully we can get some photos and I'll write up a little something. He hopes to have it done by June. I'll keep you informed.

Well that's about it for now. Keep those buses safely rolling and I hope to see you around the campfire sometime over the summer. We'll be back here at the end of July for another issue. Keep on Busin' -Jim D.

	Marty's VW Service 
Sales and Service	
New and Used Parts	
VW Wrecks Bought and Sold	
203 Center Street	Fax: (201) 261-7474
New Milford, NJ	(201) 261-4244

How I Toured Washington State in a Westy After Taking my Van Off The Road. (Part 1)

By John Reynolds.

I took my 81 Vanagon Westfalia off the road last summer. My mom was getting a new knee and we were not going to have too much time for camping. But low and below after planning a trip (flying) to Disney World, we decided we would go through with our previous plans and visit our friends there and tour Washington State in a Westy, the way it should be done. Did I use old plates, switch VIN numbers or other deceitful activities? No, it was all legal and yet I did not register and insure my 81 Vanagon Westy. Nor did I get temporary plates or even spend any money at all on my van. We simply flew from Massachusetts to Washington State where my good friend Chris picked us up in his 87 Wolfsburg Westfalia Weekender that would be our home for the next two weeks.

After the cross-country flight from Providence, Rhode Island, through cell phone use, Chris & I found each other in the airport and shuffled our many bags for our family of four into a luggage cart. Flying with a cook stove, camp gear including four sleeping bags means lots of luggage! Luckily with the use of the Westy and some gear from our friends, we were light compared to our Wyoming trip a year ago. We then proceeded to the "oversize" vehicle parking and loaded our gear into the VW. As we approached the lot, I noticed the van, but no, it was not Chris's van. His was not the only Westy in the parking lot! I did not realize how common I would find Vanagons, and even bay window busses, in the Pacific Northwest. Through some creative seating, the 6 of us, which included Chris's nephew who had flown in the same day from California to visit a girlfriend, and all our luggage, headed about 1 Hour north to his yurt outside the town of Anacortes, with only a brief stop on the side of the highway to close the rear hatch which we all open after loading our gear. Luckily we did not lose any luggage on the highway! After crossing a few bridges and going by multiple Indian casinos, we approached Anacortes. It was just after midnight that Chris turned onto a very steep (17%) gravel driveway. At the top, it level off some and we could see the yurt glowing. Chris had built the yurt as temporary housing as they intend to build a Japanese style home on their rugged 5 acres. There his Korean wife, Hong and their young son, Orion who we had not seen in a year, greeted us. I had to mention that Hong is Korean, because let me tell you homemade Korean food is a real treat. I can't even think of her without flashing back to the great food she has prepared for our family and friends. Last year it was homemade Korean food over our Coleman stove in Yellowstone!

After greetings and hugs, we threw our gear into their other vehicles and some into the yurt and turned our shuttle vehicle into home for the night. Hong had plenty of

pillows for us - an item that I don't usually have camping, even in our Westy.

The next day we spent outfitting the camper, getting food supplies and tramping around their property looking for the huge banana slugs that thrive in this part of the world. My son, Dylan, loves the natural world and Banana slugs are no exception. We also worked on Chris & Hong's sailboat that he had outfitted with a new Yamar diesel motor. Chris and I made a few trips to West Marine where I bought a small plastic gas tanks for the boat. It was the least I could do, since our friends would accept no money for the use of the van. I loved seeing the west coast boats and how the style was quite different than the boats in the Northeast. There were plenty of all aluminum personal fishing boats. Some sailboats had covered steering stations to deal with the frequent rain in this area. Almost all boats, including sailboats, had a winch and crab pots to go catch the famous Dungeness crab with.

In short time, we felt like we had just fallen into life here and wished we could have spent the summer with no plans. But alas, we had to hit the road and Hong & Chris could not join us, so we bid them farewell and pointed the Westy down the steep curvy gravel drive and headed south for Mount Rainer.

It is reported that clouds obscure Mount Rainer peak some 300 days a year.

However, it was beautiful clear day and the snow capped summit of Mount Rainer stood in perfect contrast to the azure blue sky. It was the tail end of the alpine flower display, but there were still many plants to admire.

We choose a smaller mountain in the area for a warm-up hike, as we would do a larger hike the next day. The warm-up hike was great and we saw few people. Occasionally we could overlook the very curvy road and could watch bicyclists climb to the parking area.

As drove into our 1st campground, it started to rain, "Well, it is Washington.", I told myself. We found a nice little spot with huge trees protecting the picnic table from rain. Of course this is after I drove around the entire campground scouting for the ultimate spot. My wife will grab the first spot that looks good. Me, I like to view the entire place, often going back over a certain loop until my wife makes me take a spot. Then after we setup, I'll usually note better unoccupied camp spots driving my wife slightly crazy. I'm trying to get a little more laid back in this area. Of course, for those of us sleeping in a van vs a tent, the site selection is not quite so critical. Happy with this site, we stood under the trees for a while until I finally suited up for the walk to the self check-in board to register our site. I fill out the slip, only to see that our site is taken! Walk back, tell my wife, we drive across the road and take the very next site. Back to the board, in the rain to register the new site. This site was not too dry, but the rain stopped and Marlene cooked supper while my son, daughter and I played Frisbee. After supper we took a hike to an overlook

"I did not realize how common I would find Vanagons, and even bay window busses, in the Pacific Northwest."

of the tail end of one glacier.

The next day we drove up the parking area at Mt. Rainier and choose a route that would bring us close to a major glacier, had headed up with great anticipation. It seemed strange hiking on a paved path, and adding to the strangeness was the steepness of this paved path. Paved paths in most places are for the non-hiker crowd and therefore are for relatively flat high-traffic areas around where views of distant vistas are. Here, the paved paths are essential for the high volume of traffic in the fragile alpine meadow habitat. Later the trails would turn to gravel, but still one had the experience of being on a scenic trail, as opposed to "real hiking". That said, this was soon forgotten as we got close to a glacier and could hear the ice cracking and falling. We had our lunch here and soon there were patches of snow. The trail came to a junction where we could cross a snowfield. The rather steep snow field was traversed by a narrow trail, basically a shoe width wide and snowmelt was running through it. Despite being a winter backpacker, I wasn't too comfortable doing this with the kids, but we pressed on, per my wife and went v-e-r-y s-l-o-w-l-y through one particularly slippery section. I would put my foot against the rear of my daughters foot, so she could keep her footing as we inched, literally, ahead. At the end the Dylan & Sadie celebrated with a snowball fight. It's great fun to throw snowballs in August! When we came to a junction and when we asked the kids did they want to go straight back to the van, or take the long way, my daughter yelled "The long way!" and raced ahead. After a mile or so, she began asking "How much longer?" The hike was long, about 8 miles, a long way for an 8 (and 10) year old, especially considering the steepness in parts. At the end, the kids were treated to ice cream at the visitor center and we took a much-needed rest!

After the obligatory trip to the gift shop, we hit the road. On the way out we picked up a camp spot in a small camping area on the side on the road, right next to a glacier fed river. Unfortunately all the river front sites were taken, so we took a quiet spot, near the road, which was not really traveled at night. Since we were only going to be here for the night, I was not going to fret about getting the best site, OK, only a little bit. There was another Westy at this campground; something that I would soon realize was common at any Washington State campground. I did not go over to talk, since a shower; with my solar shower, and food were first priorities. Besides, we were tired from all the hiking!

The next morning we had breakfast at the bar/restaurant down the road. The homemade blackberry jam that we had on our toast was so good that we asked if they sold any. Sure enough they did, but only one jar, which we quickly bought. The waitress/owner was so very friendly to us. A nice touch, since this was not a tourist place, but she made us feel very welcome.

After fueling the van, and ourselves, we headed to the next major attraction on the "must see" list, Mount St.

Helens. I studied the map and guidebook, trying to decide which way to approach the mountain, from the East or West? We decided on the West, but I wish I had time to see it from the less traveled East and some of the areas south of the mountain. After that decision came the "visitor center" decision. There are 5 visitor centers as you approach the mountain from the West! There are the state visitor centers, the federal visitor center and the paper company visitor center. Adding to the confusion is that some of these require a fee.

We decided on two federal visitor centers, one near the bottom, Silver Lake Visitor Center, and the Johnston Ridge Visitor Center (I recommend both) at the end of the approach road and what a approach road! It was 54 miles long and there was almost no camping anywhere, with one exception, the Eco Lodge, about midpoint. This was great, as we did not want to go all the way to top this late in the day. The Eco-lodge was a pleasant find. There were hardly any campers there, with the exception of perhaps dozen semipermanent rigs, which were separated from the rest of the small campground. There were a few lodge cabins and a couple of yurts. I guess yurts are a Washington state thing?? One yurt was so big that I counted sleeping bunks for over 15 people in there. The bathrooms looked like shacks from the outside with solar cells on the outside. However when you opened the door, there were extremely clean and very nicely appointed and there was as hot shower, no charge with a sign asking you to limit water use, since there solar powered pump can only produce so many gallons per day. A bonus was huge jet black slugs, we probably have more slug pictures than anyone else from their summer vacation. The campground was on the edge of paper mill property that had just been cut. I wandered around this property a bit and found much evidence of elk; unfortunately I did not see any of these large mammals. It was interesting to note that all trees are cut parallel to the ground, as opposed to a 30 or 45-degree slope one typically does to direct a fall. I can't imagine that they would make a second cut on a tree, so I am curious as to how the trees fall when you are cutting in thick woods. Perhaps some northwestern LIMBO member can inform me!

To be continued next issue.....

SALES · SERVICE · PARTS

The Bus Co.

VOLKSWAGEN BUS SPECIALISTS

PO Box 621 Duvall, WA 98019

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

visit us at:

WWW.THEBUSCO.COM



LiMBO STICKERS

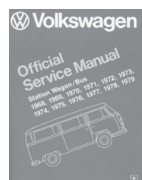
LiMBO Stickers are now available. Its black and White and uses the original LiMBO artwork. Its two inch in diameter and is static stick for years of use. It can be transferred to a new vehicle. Finally no more of the old logo stickers where the white background falls off. Comes to us from membership coordinator Steve Paine's Business, Cape Cod Impressions. So it has to be good. While supplies last! Price: 3.00 shipping included.

Book Deals

Dometic Vanagon Refrigerator Repair manual

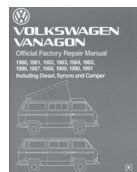
LiMBO has acquired the complete repair and part number manual for the Dometic Westfalia Refrigerator, 26 photo copied pages and spiral bound. This 'unofficial' VW dealer version covers lighting propane, operation, service and troubleshooting with fully detailed pictures. Complete resource to complete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

We have secured a deal with the recognized leader in Volkswagen service manuals for club members to purchase Type II, Vanagon and Eurovan manuals at a significant savings off retail price while helping the club at the same time.



Volkswagen Station Wagon/Bus Official Service Manual Type 2: 1968-1979

by Volkswagen United States. This comprehensive manual covers numerous mechanical procedures including: power-assisted disc brakes, dual carburetors, fuel injection, suspension, transmission, and electrical troubleshooting and diagrams. It does not cover '74 and later Campmobile interior equipment. 464 pages, 753 illus./diagrams, softcover, 8-3/8" x 11"; \$34.00 (A 5.95 savings) plus \$5 shipping.



Volkswagen Vanagon Official Factory Repair Manual: 1980-1991

including Diesel, Syncro, and Camper, by Volkswagen United States. This manual is the same "professional format" supplied to authorized dealers in the U.S. and Canada. It's heavily illustrated and covers every aspect of routine maintenance and service work, including air and water-cooled engines and Westfalia campers. This one of a kind manual is the source for all your Vanagon repairs or questions. 1388 pages, 2295 illustrations, 247 pages of electrical wiring diagrams, 1216 item index, softcover, 8-1/4" x 11-5/8"; \$82.00 (A 17.95 savings) plus \$7 shipping.

LiMBO-Mart



Volkswagen EuroVan Official Factory Repair Manual: 1992-1999 This manual is the same "professional format" supplied to authorized dealers in the U.S. and Canada. It's heavily illustrated and covers every aspect of routine maintenance and service work, including Gasoline, Diesel, TDI, 5-cylinder and VR6, including Multi-Van and CV Camper. By VW of America. Two Volume set, \$155.00 (A 34.95 savings) plus \$10 shipping.

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)

LiMBO Beer Tankards

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

LiMBOclox



Coming soon - in Limited Supply
Pre-order yours now. \$15.50 includes shipping

LiMBO Tee shirts.

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

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

FRONT



www.limbobus.org



BACK

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

Can also be purchased through our Website
www.LiMBObus.org

Looking for VWs in Far and Away places Part I

by Joel Cort (jcort@rochester.rr.com)

I had to travel on business to visit several company offices during last summer. My travels took me to Rio de Janeiro, Brazil in August, to Moscow, Russia in September, and London, UK in November. I have documented my quest to seek out VWs in two short articles with pictures of VWs from the various areas.

I was glad to go and discover these new lands but I missed out on some prime summer VW campouts with friends and family during the same time. Rio was very enjoyable even though it was their winter time. Not too many bathers or tourists occupied the beach at Ipanema, since it was a cool 750, but there were hundreds of VWs and VW busses traveling on every street. Of course I focused on the busses. Most were filled and overflowing with Cariocas using the Bay Window VWs rather than the city busses because of the cheaper fare.

The busses are the 70's era Bay-window type and most are utilitarian vehicles used by construction workers or delivery as pickup trucks and panel vans. Others are the kombi transporters used as taxis or limousines with enough seats for nine Carioca. The standard bus color is cream-white and some of these taxis have a colorful aqua blue stripe with the company logo. The powerhouse in most of these were a single carbureted 1600 cc upright air-cooled engine using either gasoline or alcohol conversions. I did not spot any Diesel vans, but that option is also available. I even asked (in broken Portuguese) one driver to pop the hood for me to check it out. Crazy American tourist!

The vans are made at the VW factory in Brazil with a price tag for a new, base Kombi model of 34,000 Brazilian Reals. Using a rough exchange rate to the US Dollar, that is around \$12,000. Not too bad for a brand new Kombi made in 2004. Too bad they are not imported to the north.

Some of the older vans still in circulation, are a strange hybrid of mixture of part from the various era of

vans. The busses had the rear door of the 50s era bus with 60s era window on tailgate and the round corner windows of the 23-window Split-window bus. They also had the hinged cargo doors with a Bay-window front nose and the square bumpers of the Vanagon. Some busses had the raised roof made of fiberglass or steel to better reflect the heat. No Vanagons or Eurovans were seen by this enthusiastic tourist at the Copa Cabana beach.

Back from Rio, to my office in Rochester NY, long enough to complete the dreaded expense reports and catch a flight to Moscow. Darn, I had a layover in Paris and took the opportunity to visit the country side. I did see a very nice High-Top Eurovan with a TDI on its way back to Germany.

Moscow was amazing, like Paris or New York City with some of the Las Vegas glitter. Traffic jams everywhere at all time of day and kiosk selling beer and cigs everywhere on the streets. The Nouveau-Riche are proud to display their Lexus and Mercedes. VWs were everywhere as well as Skoda and Audis. VW Eurovans are the limousine of choice for hauling people around.

A company driver picked me up every morning and took the same traffic-packed avenues around the Kremlin to get to the office. I spotted one old splittys

delivery van and several Vanagons. I even saw a very clean 16" Vanagon Syncro Transporter while on our way past Red Square. Nice new Eurovans and T5 were the taxis of choice as the comrade movers. Many models of Eurovans were on the streets. There was even an "armored" EV used by the banks. One morning there was a very nice Syncro EV Caravelle right in front of my hotel. Again my coworkers thought I was crazy to take pictures of vans and ogle over these vehicles.

On my return trip I had a lay over and a quick visit at our office in Vienna. My taxi from the airport was a fitting stretched Eurovan Caravelle. Vienna is a beautiful city with wonderful monuments and the world's greatest tasting ice cream. If you ever go there try the Tichy home-made delights - Closed during the winter. This was also VW haven. All types of vans were there: Eurovans, Double-cab, Single-cab, Syncro, Transporter, Vanagons/Caravelle and several new T5 as well as the utilitarian LT trucks.

To be continued next issue.....



STEBRO/Vanagon Stainless Steel Exhaust Systems

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

Frank Condelli & Associates

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

toll free order line: 888-878-3276

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

coming events

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

Send to: *Coming Events,*
c/o Amy & Bill Monk
3 Oak Street
Mystic, CT 06355
EMail: wmonk@snet.net
or
LIMBO@bcn.net

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

****May 28-30 Old Mystic, CT - Buses By the Mill**

Campout Located on the grounds of Clydes Cider Mill. A weekend full of fun and buses. Call Bill/Amy (860)572-2006 or Email: wmonk@snet.net

****May 27-30 Branchville, NJ- Westies in The Woods**

Stokes State Forest Group campsite A. Cost is only \$1.00 per night. See you in the Woods. Ron/Becky Email: beckybus12@hotmail.com

****June 9-12 Almonte, Ontario, Canada- Busfusion 5th**

annual Busfusion, a VW camper camping event in conjunction with River Edge, festival of the Arts in Mississippi Mills. www.busfusion.com Frank Condelli (613)256-6763 or Email: busfusion@aol.com

****June 10-12 Riverhead, NY -LiMBO on Long Island**

Indian River Park. Campground has been renovated, especially the group sites, and they now offer electric and water hookups for each and everyone if the so desire. See: <http://arasso.tripod.com> for details.

June 19th (Sun) Harwinton, CT- Litchfield Bug In.

Premiere All VW show and swap meet in New England. Music, games, giveaways, food and fun. 9AM- 4PM. Camping available on site. Proceeds benefit Bronco Callahand Fund. Contact Chuck Pisconski: 860-283-5256 or Email: VWSplitman@aol.com

June 26 (Sun)Hopkinton, NH- New Hampshire Club Show. Show & Swap meet at Hopkinton Fairground. Exit 7 I-89. 9AM- 3PM. Gates open 8AM. Camping available

on site night before. (sat) Camping fee includes show registration. (we hope) Music, games, dash plaques for first 100 vehicles. Info: 603-487-3117. OR Email: sanddollar3@att.net

July 1-4 (Fri-Mon) Pinnacle, NC Sunshine Daydream

Come out and celebrate the 4th of July a the Fourth Annual Sunshine Daydream Bus Campout. The 4th is on a Monday this year so the campout will be four days!! The campout is held just north of Winston-Salem, NC. At the base of Pilot Mountain at the Jomeokee Campground in Pinnacle. robhenley@72camper.com

****July 15-17 Townshend,VT- West River Westies**

This great camping event will be repeated at the Bald Mountain Campground in Townshend, VT. A couple new events will take place this year. A competitive game for children and adults alike. It come to us from Ohio and will be introduced here in the Northeast as the "LiMBO Cornhole toss". Were sure you will enjoy this one. 65 sites available now with water and electric hookup. Call BMC for reservations at (802)365-7510

July 16 -17, 2005 Woodstock Fairgrounds, Woodstock, CT-The CVA's Inaugural New England Volks-Meet,

from 9am to 3pm both days. Trophies will be awarded by people's choice in many different classes. Show will be open to all Volkswagen, Audi, and Porsche owners and fans and will be held rain or shine. There will be dash plaques and goody bags to the first 300 cars and camping is available on Saturday night. There will be live bands and entertainment for the kids. Come and enjoy a weekend of true German fun. Thank You!! For additional info please call: Jeremy Clayton (860) 539-9704 vwbus@excite.com or Joe Hughes (860) 417-3026 vwjoehughes@yahoo.com

****July 31st Sterling, MA -LiMBO folding party.**

Tentative location at The Costello's home in Sterling. 413-743-1814 or Email limbo@bcn.net for directions/questions and latest info.

July 31 Lavallette, NJ -Bugs and Buses By Barnegat

Bay A vintage VW car show. Philadelphia Ave and Bay Blvd. at the park by the bay. Pre 1980's classic vw car and buses may enter,people's choice and kids favorites awards,trophy plaques for winners, no entry fee. Registration begins at 8am and show opens at 9am and awards presented at 2pm. Call to register: John Pickens (609)-354-2965 or j.pickens@usa.net

Aug 6th (sat) Shrewsbury, MA- Volks-Vair Fair

Aircooled VW and Corvair show at Heberts Candy Co. 575 Hartford Trnpike. Rt 20 Shrewsbury, MA. 10AM- 2PM gates open at 9AM. Music, show and Swap and fun. Fee admission. Dash plaques to first 100 cars. Contact VW: Gerry Anderson 603-898-2874 Corvair: Steve Burns 978-663-5022.

Aug 7th (Sun) Windsor, ME- Vacationland VW club

show. Windsor Fairgrounds. 9AM-3PM. Show and Swap meet. Rain or shine. Music, games for kids and adults, valve cover races, giveaways. Camping available on site the nite before. Fee includes show registration. Info call: or email:

Aug 5-7th Brooklin, Ontario -Canada Buses Of The

Corn Buses of The Corn is a family event for VW bus owners. Camping, games and lots of fun. Bring your Splitty, Bay Window, Vanagon or Eurovan. If you don't have a camper, you'll have an "in-tents" experience at BOTC! www.busesofthecorn.com

Aug 11-14 Mt. Vernon, Ohio -Dixie Bus Gathering

The Ohio Valley Tribe of the Full Moon Bus Club sponsor this campout at Rustic Hills in Mt. Vernon, Ohio. Located in Central Ohio, 50 Miles North East of Columbus. fbiffath@mailingsolutions.com

Aug 21 (Sun) Terryville, CT- Terryville Bug-a-fair.

Lions Club Fairground, Terryville, CT. All VW show and Swap. Music, engine blow, RV races, Huge swap meet (As big if not bigger than Litchfield.-ed.), games and giveaways. 9AM-4PM. Camping available on site nite before. Proceeds benefit Lions Club charities. Contact Chuck: 860-283-5256 or Email VWsplitman@aol.com

****Sept 2-5 Bloomsburg, PA -Kamper near Knoebels V**

Indian Head Campground. VW family campout with all the usual good stuff including caravan to Knoebels Amusement Park and Sunday pot luck brunch. benbus@paonline.com Reservations: (570) 784-6150

Sept 16-19 Cape May, NJ. A fall camping event in Cape

May, NJ. To reserve a site (800)233-0150 ext19 speak to Allison and let her know you are with the VW group. Questions email: cfa288@aol.com

****Sept 25 Brookline, MA Transporterfest 2005**

Join us at the Larz Anderson Park Museum of Transportation near Boston for a fun filled day of VW's old and new, shiny and rusty, straight and oily we like them all. Air and watercooled classes, dash plaques to the first 100 entries.

\$10.00 admission includes two museum admissions for adults (kids free) New parts vendor fee \$25.00/Used vendor fee free. Show 9:00 to 3:30. Huge raffle at the end of the day. For camping phone or email Stan. Call (508)651-3502, evenings 7-10pm. stan.wohlfarth@bentleypublishers.com

****Oct 2 Adams, MA -LiMBO Folding Party**

Jim DiGennaro lives in great area for leaf peeping and this is the perfect time of the year. Help stuff some envelopes and take the long way home enjoying the view. 34 Summer Street, Adams, MA 12220. (413) 743-1814 limbo@bcn.net

****October 1 & 2 Watkins Glen, New York - Westies at**

Watkins 2005 Join us for the fourth annual LiMBO family campout at Watkins Glen State Park, on October 1-2, 2005. Discover the beauty of the Watkins Glen Gorge and beautiful surrounding Finger Lakes Region of New York. Activities for all, including hiking, caravanning, wine tasting, and campfire festivities. Optional activities include driving your VW Van on the racetrack at Watkins Glen Raceway. All vans welcomed not just Westfalias, but they must have a VW emblem. For more details and information on the campout and race track event contact Joel at jcort@rochester.rr.com or 585-377-4161

Oct 16th, 2005 Old Saybrook, CT -The CVA's 7th

Annual Fall Foliage Cruise from 9am to ??? Held rain or shine this event will begin at Old Saybrook VW and will wind through the scenic roads of Connecticut with a few stops along the way. Please bring a picnic lunch. There will be a dinner after the cruise for those that are interested. Come and enjoy the colors of fall with us. For additional info please contact: Jeremy Clayton (860) 539-9704 vwbus@excite.com or Joe Hughes (860) 417-3026 vwjoehughes@yahoo.com

****Nov 20 Wayland, MA -LiMBO Folding Party**

The last folding of the year and a great time to reflect on the summers great events. Warm up the bus and head on out for one more ride over to Stans and help with the newsletter. Stan Wohlfarth 29 Woodland Road, Wayland, MA 01778 (508)651-3502(eves 7-10pm only) or stan.wohlfarth@bentleypublishers.com

**** LiMBO involment**

The Swap Area

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

Submit ads TO:

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

Submit ads Via the Internet:

<http://www.bcn.net/~limbo/classifiedform.htm>

Available: 1997 Eurovan Winnebago Camper By VW White, Good Condition, 80K Miles, VR6 Engine; Automatic, a/c, awning, cb radio, new brakes, factory propane heater, refer, stove, poptop beds. Asking \$14,500. Will Negotiate. If reasonable offer. Call Dan (856)829-4713 Email: danw2ydh@webtv.net Riverton (NJ)

Available: 1968 Volkswagen Double Cab. but need new alternator/generator. Motor mount replaced recently. Comes with lots of extras and a couple of how-to books. Planned on fixing it up, but now we're having a baby, so no time or money. Great project without too much to do. Was a daily driver until about eight months ago. Located in North Augusta, SC/ Augusta, GA. Asking \$2500 obo. Make an offer. call: clark PHONE: 8-2815

Available: '71 7-Passenger. White over sierra yellow. am/fm, bumper hitch. Car top carrier. Generally good condition overall. Asking 2,500 and open to offers. Includes complete unknown spare engine, rough rolling parts car (titled). Two new window scraper and vent seal kits. John (703)759-5547 or email: kzehner@erols.com (VA)

Available: "Drive Away" tent for baywindow Westfalia campers. Tent is in excellent original condition with only a rip in the boot which has been repaired. Roof, sides, canopy and floor are rip and hole free. Tent is complete with all poles and stakes in-

cluded. Tent has yellow sides, blue top, stiped red and blue canopy and thick blue vinyl floor. Photos on request \$400 b/o. Call Dick (616)949-3509 or email: rehubbard@juno.com (MI)

Available: 4 OE Wheels and tires from my 2003 Eurovan. Wheels are BBS 7J16. Tires are Michelin MXV4 225x60x16. Rims and tires new are over \$1500.00. All are in very good shape with 8K miles on them Will sell for \$800.00. Cecil (860)676-7101 or Email: cecil.ursprung@reflexite.com (CT)

Available: NOS never used or installed 72-79 front axle beam. Genuine VW NOS. Has the needle bearings in place. Will work for 69-71 if you remove the booster bracket. Sold for over 1200.00 new when they were available. Will ship UPS. \$450.00 b/o Also VW NOS rear corner panels for baybus. From just under the topdrip rail down to the very bottom. A very complete panel with air vent. \$200.00 for the pair. Bill (860)572-2006 or Email: wmonk@snet.net (CT)

Available: Howdy, I am Max's German Car located at 15020 Oxnard st Van Nuys CA 91411. I have a shop here in Los Angeles that specializes in the repair, sales, and sales of parts for water-cooled VWs 1975-2005. I take credit cards and ship. CALL: 818-787-9138. I will meet or beat any verifiable price. Max's German Car in Van Nuys CA 91411 PHONE: 818-787-9138

Available: Automatic Transmission for Vanagon. It shifter good for the 5 miles I drove the van before I was forced to part it out (long story). With torque converter. Ready to go. 500. OBO. Call Jim 413-743-1814 or email MrLiMBO@LiMBObus.org.

Available: 1984 VW Vanagon (NH) for parts or all for \$300.00 Call Art at 603-472-3910 or email me at artbag@highstream.net Call: Kevin J. Burke PHONE: 1-603-668-5427

Available: 4 wheels/tires off of an 84 vanagon 185r14's still plenty of wear left \$40. Ashland, New Hampshire Call Ray 603-536-7710

continued page 14....

86-91 Vanagon 2.1 Oxygen Sensor

by Bill Dummitt

Most of us who have owned Vanagons for a long time have some time or another experienced the dreaded coughing and sputtering that comes from a problem with the oxygen sensor circuit. I seem to have had my share. I thought I'd go through a few of the most common and debilitating of the problems that can easily arise. Some of this knowledge came to me very painfully- perhaps reading this can save you some of the frustration I went through.

The oxygen sensor, located in the catalytic converter on the 2.1 Vanagon, is the heated type. It has two white wires (to the heater) and a single black wire that actually carries the current to the ECU (computer). The ECU reads signals from the air flow meter, the oxygen sensor, and from temperature sensors in the thermostat housing and air cleaner. Based on these inputs, it calculates the amount of time to open the fuel injectors. The oxygen sensor lets the computer know if the engine is producing rich or lean exhaust gases. A proper fuel mixture will produce a reading of about 0.5 volts. It's not quite that simple, though. In actuality, what is seen is a bouncing signal, averaging around 0.5 volts but changing momentarily from as low as nearly zero volts to around 0.8 volts or so. Low voltage shows a lean condition in the exhaust gas, high voltage a rich condition.

The black wire on the sensor harness clips to a large, green coaxial wire that leads to the ECU. This is a very common trouble spot. The green wire has a central strand that carries the current, a layer of green plastic insulation, a grounded metal sheath, and a second layer of green insulation. I'm guessing the coaxial design is to protect the weak sensor current from external interference. Many a mechanic unaware of the construction of this wire will replace the connector on the tip by just stripping the wire with a knife and crimping on a new connector. If in doing so the grounded sheath contacts the central wire, the circuit will be grounded. The ECU will see zero current, interpret this as a lean condition, and keep adding more fuel to try to correct the problem. The result is a van that stumbles, sputters, and dies from an extremely rich mixture. It will always start right up and run OK for a minute or so until the ECU starts checking for the oxygen sensor signal. The first time I ever encountered this problem it took me days to figure out what was wrong. Now whenever I see a rich-running Vanagon the first thing I check is the green wire to make sure someone hasn't put the sheath and central wire in contact with one another.

Another innocent-looking trouble spot is a brown wire, which on new Vanagons attached to a bolt on the left

head. An old vanagon may have had it relocated to just about anywhere, usually during head gasket replacement. This doesn't matter, as long as the spot to which it attaches is grounded. This wire grounds the oxygen sensor circuit within the ECU. If this wire is loose or disconnected, the voltage from the sensor will be erratic and cause rough running. Once after a head replacement I forgot to tighten the bolt down on this wire and spent a day or so trying to figure out what was wrong.

A third and sometimes devilishly difficult problem to detect is a small exhaust leak just ahead of the catalytic converter. I once spent months trying to troubleshoot one of my vans before I took the cat off and discovered a hairline crack in the J-pipe just ahead of the cat. The leak was too small to detect without disassembly. I replaced the J-pipe and the van ran like a dream. A high idle is sometimes a symptom of this problem. The extra air coming in makes the exhaust appear lean to the sensor and the computer responds by adding more fuel.

It is easy to check the oxygen sensor operation with a digital voltmeter (an analog meter won't work for this purpose). Attach one lead to ground and the other to the black wire leading from the sensor. I usually strip a tiny section of wire and tape it afterwards. I've been told I'm an back alley mechanic for doing this rather than fabricating an adapter that allows tapping into the wire without stripping. This criticism just rolls off, since I've never pretended that my mechanical ability was anything above alley level. After the engine has run for a minute or two, the voltage should bounce rapidly, averaging around 0.5 volts. A steady, unchanging current may indicate a bad sensor.

A constant lean or rich reading may not indicate a bad sensor, but rather some other problem that keeps the fuel mixture out of whack. For instance, a bad fuel pump or clogged fuel filter will cause the sensor to read lean most of the time, especially at highway speed. The engine won't be getting the amount of fuel the ECU thinks it is sending. A constant rich reading may be one of the circuit problems mentioned above.

This is by no means a complete list of all the things that can go wrong with the sensor circuit, but these are the ones I've seen time and again.

Submissions wanted!!

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

LOCAL REPRESENTATIVES AND SPECIALISTS

Attention LiMBO members:

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

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

-Kevin Kruger

Brad Johnson

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

EuroVan Specialist

Jim DiGennaro

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

Steve Paine

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

Glen Smith

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

Todd Olson

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

Fred Garnes

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

Bill Bowman

"Buses by the Arch"
1514 Wild Goose Run
St. Charles, MO 63303
314-949-2455

Brian Davis

245 Buck Jones Rd
Raleigh, NC 27606
KRF7807@aol.com

Ron and Becky Maxon

The Bus Guild
"Westies in the Woods"
591 Hickory St.
Westwood, NJ 07675
201-358-9169

Dennis Haynes

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

Joel Cort

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

Andrea Rasso

35 Sharp St.
Patchogue, NY 11772
arasso@yahoo.com

Pete Sottnik

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

Alan Zimmerman

40 Wooltown Rd.
Wernersville, PA 19565
610-678-0555.

John Hamill

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

Ken Madson

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

Karl Bloss

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

CANADA

Frank Condelli

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

Welcome New Members! by Steve Paine

Available: We are asking \$5500/best for this fine Vanagon. Bjorn



Fadiman, Ann Arbor, MI. CONTACT: Bjorn
PHONE: (734) 973-1739

Parts Available

AVAILABLE: (2) Type 2 manual transmissions from 1968 & 1973, \$50.00ea
5 alloy wheels w/caps. \$400
Speedometer assembly from 1979 Champaign edition with clock \$75.
Gas heater from 1980, complete, not rusty \$250.00
N.O.S. parcel tray for split window part no. 000061108 \$35.00
4) like new 215/70-14 studded snows, all for \$50.00
Rear bumper for 1968-1971 ok shape \$50.00
Plastic grille for 1980-85 \$35.00 Call: 781-585-1556 or e-mail warrenbeetle@mindspring.com for possible photo(s) (MA)

- Martin Brading**, Woodstock, NY
- S. Zoe Cornwall**, Syracuse, NY
- John Dierwechter**, Newmanstown, PA ('70 Westy, '90 Vanagon GL, '70 Beetle)
- Jody Eakin**, Pampa, TX
- Brian Eney**, Westminster, MD
- Kevin Hargreaves**, Mandurah, Western Australia
- Amy Henderson**, West Hartford, CT
- Helge Holcomb**, Falls Church, VA
- Guy Kennedy**, Underhill Center, VT
- Jeremy Leclair**, Portsmouth, NH
- Robert & Virginia Lemire**, Lincoln, MA
- Barbara Menn**, Porter, IN
- Bill Messmer**, Hewitt, NJ
- Andrew Miller**, Syracuse, NY ('85 Westy)
- Dennis Page**, Montello, WI
- Suzanne Pesa**, Troy, NH
- Tom Power**, Woonsocket, RI
- Daniel Roberts**, Madison, WI
- Kurt Schenk**, Cherry Hill, NJ
- Joseph Stierman**, Vienna, VA
- Teer, Harold**, Harrisonburg, VA
- Kenneth Weikel**, Fleetwood, PA
- John Wieland**, Jacksonville, FL

and returning LIMBO members.....

- Peter DeGray**, Ellington, CT ('77 Bus)
- Fred Goodrich**, Barnstead, NH ('71 Westy - Corvair powered)
- Steve Miller & Betty Kahl**, Cranston, RI
- Joseph Lindsey**, Newport, NC ('74 Camper Van)

Available or Wanted submission:

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

Send to: **Transporter Classifieds, 3 Oak St, Mystic, CT 06355** wmonk@snet.net
or via the Web: <http://www.bcn.net/~limbo/classifiedform.htm>

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

LiMBO/NEATO 2005 TTT Directory Update #1

California

La Jolla

Steve (858) 775-8541 petropad@pacbell.net. WT, SB, C&C. NEATO

Georgia

Atlanta

George & JoAnn (404) 888-0409 georgejoann@juno.com. MH, WT, SB, C&C. 8 AM- 10 PM. NEATO

Michigan

Rockford

Todd (616) 443-6475 todd.olsen@charter.net. E, TA, OP, CS, MH, WT, SB, P, C&C. 8 AM - 9 PM. NEATO

New York

Cherry Hill

Kurt (856) 816-0989 OP, C&C, Stop if nearby, Anyday, call before 9PM LiMBO

North Carolina

Newport

Joe (252) 622-1583 OP, C&C, WT, SB. Any day 8 AM-10PM LiMBO

Ohio

Marblehead

Kirk (419) 734-6625 captainkirkdeals@yahoo.com. E, TA, OP, CS, MH, WT, SB, P, C&C. NEATO

Oregon

Portland

Rob (503) 245-5331. E, TA. 8 AM - 8 PM. NEATO

Rhode Island

Woonsocket

Tom& Linda (401) 762-2448 E, C&C, WT, SB, MH, Call before you stop by, Emergencies anytime LiMBO

Texas

Abilene

Jim (325) 829-7058 james.share@dyess.af.mil. OP, CS, RM, MH, WT, SB, P, SS, C&C. NEATO

508-647-9749



Greg's Repair Service

Volkswagen Restoration / Repair
Service of all Volkswagen / Audi Cars

GREGORY S. MALANY

47 B Summer Street
Natick, MA 01760

BOSTON ENGINE

(508)653-7229

www.bostonengine.com

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