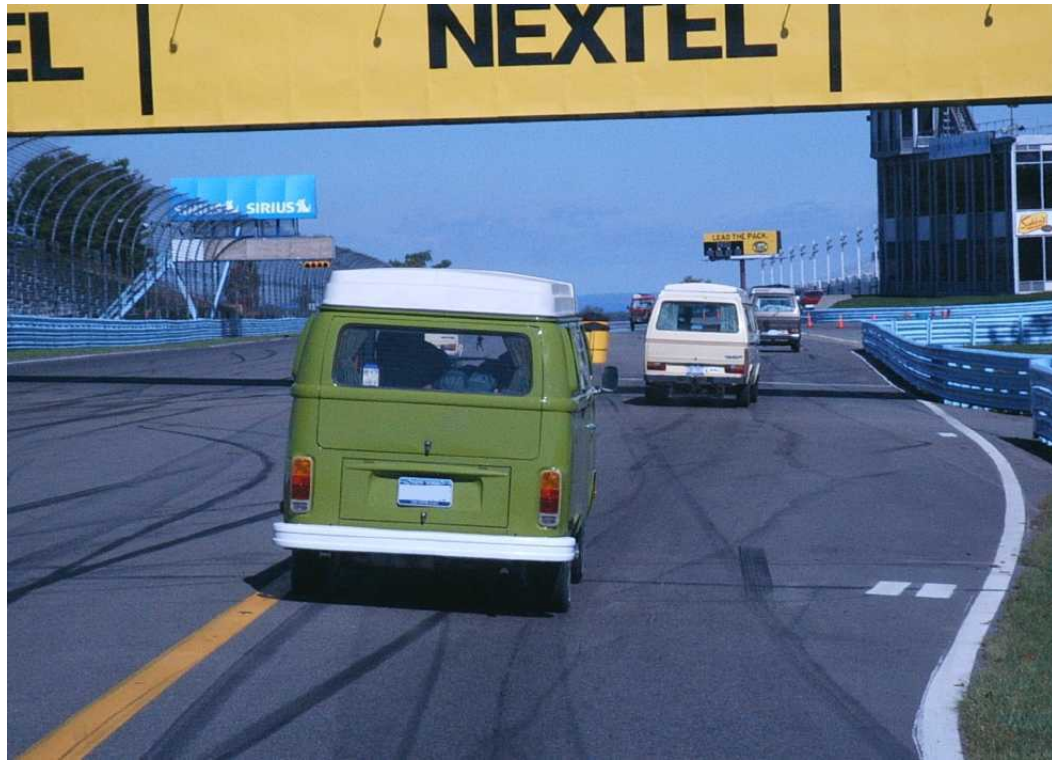


The Transporter

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

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



Forget Herbie!

**Here's some behind-the-scenes look at the new Disney movie,
"Wes, The Love Bus"**

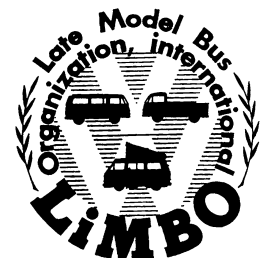
Making some 'test laps' around the Watkins Glen race track.

Several buses were used during shooting.

Coming to theaters the 18th of Neverary

Covertly obtained by Joel Cort

INSIDE: Road trip journal
Reflections on West River Westies
Midwest Scene: Indigibus



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

January 15th 2006

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
events@limbobus.org

Membership, Address Change

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

Website/ Internet

Philip Dlugolecki: LiMBO@limbobus.org
Contributing editor
Bill Dummitt: bill@campinginthe parks.com

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
mjj21@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:

From the Journal of Cornelius Mead: Road trip to Alaska	3
Lucy returns to Germany	7
Reflections on West River Westies	11
Dear Tech Support (Cool internet joke)	16

Departments

Views though the windshield	2
Letters	3
Welcome new members	7
LiMBO-Mart	8
Coming Events	10
Swap Area	12
Area Rep directory	14
Midwest Scene	15

Views through the Windshield

Hi Gang! Welcome to the November-December issue of the *The Transporter*. The final one for 2005. What a year its been. Loads of great camping events and VW shows. We're already looking forward to 2006. Take a look at page 10 for what is already planned.

In this issue is a first of a three part story from Cornelius Mead on his recent trip to Alaska. Seems to be a regular stop for LiMBO members. Gary Byers is back with another story about his trials and tribulations in Germany and Nevin Lescher reflects on this past July's West River Westies.

Mark your calendars!! The LiMBO annual meeting is planned for Sunday, January 15th (Martin Luther King weekend) at Dale Ward's home, AKA the LiMBO clubhouse, in Shrewsbury, MA. Those members who live within a few hours drive should make plans to attend and those that don't should take a moment and pen us a question, comment or suggestion about the club.
LiMBO@LiMBObus.org

The annual meeting is the time to get LiMBO's financial picture, report on membership status, elect officers, make or change policy, plan events, get some new ideas for increasing membership and keeping LiMBO viable and relevant. Some of us have been involved in running the club since the early nineties and we're looking for some new blood to take over the duties of some of the volunteers.

THIS IS YOUR CLUB! GET INVOLVED!

Speaking of getting involved. I'm always in need of material for the newsletter. It would be great if you could contribute something for publication. I'm not fussy, if you take the time to write it, I'll print it. (within reason) It doesn't have to be Moby Dick, just a quick note about the recent show you went to or some gadget you added to your bus would be great. I accept anything from handwritten sketches on napkins, typewritten or, the best, eMail.

There is two addresses to get me:

editor@LiMBObus.org or **MrLiMBO@LiMBObus.org**.

That's about it for this issue. We hope to see or hear from you at the annual meeting. Have a safe and Happy Holiday Season. We'll see you back here in 2006.

Keep on Busin' -Jim Digennaro your friendly LiMBO editor.

LiMBO Letters
 34 Summer St.
 Adams, MA 01220
 LiMBO@bcn.net

Greetings!

I just received my Sept.- Oct. copy of The Transporter, and was quite amused to see a familiar Bus in a photo about Busses Nowhere Near The Arch, #20, specifically the 62 Splitly, with the wood stove setup inside.

I happen to know the owner's name is John, he is a member of our local club based in Appleton, WI - Northern Wisconsin Volkswagen Club. He has attended our show every

year, and I first saw his Bus about 15 years ago. He truly does use it for ice fishing, and has a working wood burner behind the driver's seat. Also, the engine has been outfitted with a pull starter, ala Briggs & Stratton. The inside is fully outfitted for living quarters, perfectly adapted for his needs. Just check out his food pantry!



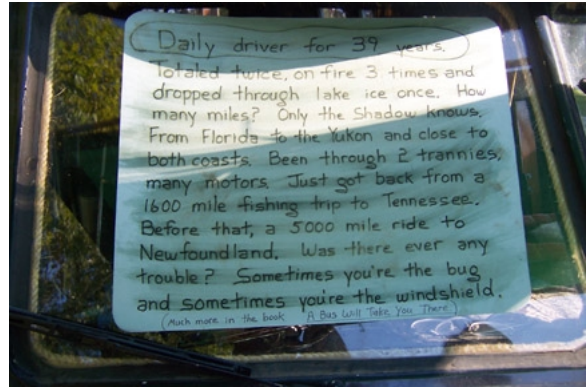
The coolest thing though, is the annual Hot VW's Christmas issue. For the past 5 or 6 years, someone has submitted a picture of the Bus for their Christmas post card issue. It is always shown in its native surrounding, usually with a case or three of Huber beer next to it. The editors of Hot VW's always mention The Huber Beer Guy from Oshkosh, and no one really knows his name for the article, saying someone just always sends the picture in every year. (No, its not me, although I do know his name, I ain't talkin!).

Yes, he once told me he bought the Bus about 39 years ago, and it looks like it. What a wonderful connection between man & machine. The whole Yin- Yang thing. Very cool to see he made it to BNNTA- I wish I had time to go. Its a long drive from here.

I have been thinking of an article to submit for you guys, but not until now did I think I had anything really interesting. John certainly is. Keep on Bussin'! - Brent Freeman

Brent,

Thanks for the info. A few years ago we had a member from the upper mid-west that had cut holes in his Vanagon Westfalia for ice fishing. It was cool, but not quite as cozy looking as John's Blue 62. -Jim



This photo from the windshield of John's Blue 62 says: "Daily driver for 39 years. Totaled twice, on fire 3 times and dropped through lake ice once. How many miles? Only the shadow knows. From Florida to the Yukon and close to both coasts. Been through 2 trannies, many motors. Just got back from a 1600 mile fishing trip to Tennessee. Before that a 5000 mile ride to Newfoundland. Was there ever any trouble? Sometimes you're the bug and sometimes you're the windshield."

Hi LiMBO,

Enclosed find a picture of our mechanically stock 1977, fixed roof-high top Type 2, Bay window bus. We are just back from a 9000 mile two month tour. It's fitted with a two burner stove, stainless steel sink with six gallon grey water and 24 gallon fresh water tanks and electric pump. 50 flush porta potti, dinette for two, electric "fantastic" roof vent, 3/4 size bed (folds into dinette) and three way refrigerator. All this with gobs of storage and full stand-up headroom. Outside we have a 'Shady Boy' (10" X 6") awning. The interior is our custom built design for luxury touring for two. All fitted and ready for the road; water, fuel, propane full. With myself, wife with her 100 LB Rotti and two bikes on the back the bus weights in at 4730 LBs.

On this trip my best M.P.G. was 26.5 and the lowest was 22.5 (in Northern Cascade Mts. where the photo was taken) The overall average was 23+ M.P.G..

Our trip left home in New Hampshire and then through VT, NY, Quebec, Ontario, MI, WI, MN, ND, MT, ID, WA, the Olympic Peninsula, Victoria, Vancouver Island BC, Alberta, Saskatchewan, Manitoba, MN, WI, MI upper peninsula, IN, OH, PA, NY, VT and then home.

We had a great adventures; hiking to Mountain Hot Springs and glaciers, rafting the wild salmon and snake river in Idaho with our river guide son. Biking old rail trails. A few break downs and on the road repairs for the V-dub. We saw bears, rattlesnakes, big horn sheep and mountain goats, all in the wild. By and large people were great and we are thinking for next year maybe we should....

Sincerely,
 Robert & Janet Wisniewski
 Milford, NH



continued page 9....

From the Journal of Cornelius Mead Road trip to Alaska

It started out as a simple trip to a wedding ceremony in Seeley Lake, Montana. I considered extending the vacation to include other places out west, and decided to drive in my '85 camper Vanagon.

The departure day dawned bright and clear and full of anticipation and all my photographic gear; we started out.

The first challenge of any cross country trip for us is to escape NYC without incident. That accomplished, our first destination is my daughter's home in southern Indiana, where I meet my great grandchild Elijah for the first time. At ten months he is all charm and curiosity creeping all over people's feet and under chairs, when he wasn't being manhandled by someone else. Love at first sight for me, all I got from him was an experimental beard tugging.

After a full weekend of wall to wall, floor to ceiling, pool-splashing, rough housing, it was time to go. So with the whole summer ahead and all that loving kindness behind us we continue westward.

Two days of driving on the interstate roads have dulled my senses, but arriving in the Badlands NP revives me instantaneously. Between the loud visuals of reds and yellows in the late afternoon light and the silent landscape I feel great.

We backtrack next morning just to compare the effects of sunlight on scenes photographed yesterday, but eventually the schedule nags us back to I 90. The tedium of Interstate driving coerces me to seek relief from boredom and stiffness however I can.

The first by seeking side trips, like Devil's Tower national monument and the second by coasting down hills, permitting me to stretch my right leg and back, which is a help. The tower is spectacular, as usual, in the afternoon light, but our time is limited so a short hike on a gravel road is all the time I can afford to capture the essence of this national monument.

Eventually, we arrive in Billings, MT. and visit with my good friend Teddy Roe. Teddy, a former member of LiMBO, assisted me with an electrical problem with this same camper in 1999, we have been good friends ever since. (We connected through the member directory.) Teddy regales us with story after story of his congressional experiences, a fascinating tale spanning decades, then takes us out to dinner, where I sample quail and ostrich for the first time.

We reluctantly leave in the morning, arriving in Seeley Lake by five PM. Our motel reservations confirmed, we unload, walkabout, then dine. I spot a Mountain

bluebird, and a redneck grebe in the pond behind the restaurant. Two new birds for me -- wheee!

Next day we tour the local area, Big Larch State Forest specifically to see the remnants of what once was, but sadly is no more. Sawmills dominate the local economy along with tourism, which seems to be everywhere.

From NYC to Seeley Lake is 2853 miles, almost half the distance to Alaska. I'm still wondering if it's feasible to drive so far. Tomi opts out of that portion of my plan. She has seen all the pine trees she can bear for one trip, so I make plans for a solo drive.

The outdoor wedding is threatened by dark gray clouds and a short shower, but the sun shines through on schedule and all goes well. We eat, drink and make merry for tomorrow we part company. Tomi accompanies her friend back to Spokane, WA, and I north to Glacier National Park.



This park is the gem of the region, even in the rain. The Road to the Sun rises into the clouds, the clouds drape the sheer rock walls with the subtle shades of gray which then swirl over the lakes and down valleys to make a very compelling photographic situation.

Next day sunlight at last and I retrace my route up here just to compare the effects of sunlight on these rock walls. Spectacular barely describes this place. I could set up a camera on a tripod to expose one frame every twenty minutes for ten hours on a single scene; then, by rapidly flashing each printed frame demonstrate the chiaroscuro effect of the sun from the rotation of the earth.

After lunch I drive south to Cut Bank campground for a hike. On the road in I meet a horse with a clubbed right forefoot blocking the way. I approach very slowly, but she stands stock still, only swings her head to miss my sideview mirror. After passing I noticed she limped quite severely.

My late start at two PM coupled with fatigue curtails my plan, but I'm pleasantly surprised at the fields of flowers and multitudes of butterflies. Focused intently on the colorful inhabitants I fail to realize that three horseback riders are approaching. While waiting for them to pass one mare dumps on the muddy trail and then I realize the attraction this trail has for the butterflies. This explains why I have no difficulty with photographing the preoccupied creatures; I don't even need to leave the trail in pursuit!

Next day I drive north to Swiftcurrent campground. I plan to hike the entire day on the Swiftcurrent trail because the sun is shining. A good omen, at the start I'm surprised by a weasel with a breakfast mouse in its jaws.

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

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

It's all uphill from here. I had to restrain myself from imaging every mountain in sight, but as the sun rose the lighting got better and better. A string of glacial lakes enlarged the perspective and their horizontal flatness gleaming in the sun contrasted well with the vertical black rock walls encompassing them. From the glaciers at the crests of the walls spider web strands of melt water traced the fissures and benches connecting the ice fields below like a necklace of pearls. Redrock falls is the gem of this trail and I am magnetized to the spot. The red indicates oxidized iron ore, which drew speculators at the turn of the 20th century. The mining interests went bust, lucky for us, else this place would look much different than it does now.

As I pass the falls the trail starts ascending at a five percent grade; the switchbacks become increasingly shorter and steeper. Ten percent at 6500 feet. Each switchback provides grander views of the chain of lakes and their rockwalls. Gasping for breathe I stumble upwards as the trail narrows. A gray fist of a cloud hammers the ten thousand foot peaks above, while the sun fades and in a burst of wind, vanishes altogether. I continue climbing, determined to reach the lookout tower in Swiftcurrent Pass, but cold high winds with powerful gusts, threaten to literally blow me off the ledge.

I turn back at 7100 feet when it begins to rain. To protect the camera I disassemble it into the vest and don a yellow plastic poncho, which makes quite a flap in the wind. Halfway down a beam of sunlight burns through pointing the way. I find this compelling and hastily reassemble the camera, then click as the beam illuminates one lake after the other all the way down the valley. At last, I think, I'm in the right place at the right time. The rain begins in earnest once more and I secure the camera again, alas!

I'm at the lakes level 5200 feet and halfway home, when two brown bears approach on the only trail. Intimidated, I stop, trying desperately to recall what I'm supposed to do in these situations. I can recall not to stare, as that could be interpreted as aggressive, but it's almost impossible not to look and wonder if it's all over for me. Then in a flash the lead bear turns into the forest, while the second bear appears to claim the trail. I retreat backwards until I realize he's got me if he wants me, since I can't run away. Eventually he follows his companion and I hastily pass berating myself for not having my camera ready. Keeping it dry seems so lame a story to tell, but there it is, no photographs!

It rains hard all night and well into the dawn. I drive north to Waterton/Glacier International Peace Park in Alberta, Canada, hoping to evade the storm. The sky northeast is clearing, but in the Southwest a maelstrom of hail and sleet. On the plains all is serene, but as I turn west into the park the weather deteriorates rapidly. As I make for the campground on the Akamina Parkway, the jaws of a mountain squall close over me. Darkness with heavy rain and sleet persuade me to retrace my track, out to the Crandell campground. For a short while it appears I've made the best choice, the storm continues to rage the next valley over. Having secured a spot for the night, I drive over to the Red Rock canyon; on the way I spot a black bear sow with twin cubs. I have a bear picture at last and

with my 500 mm lens too!

The very short foot walk surrounding Redrock Canyon is fenced and paved for all the "gentlemen photographers". I record a few desultory shots in-between the crowd of tourists, then amble towards Blackston Falls hoping for fewer tourists and more photogenicity. I'm halfway there when the dark clouds stretch over the crests of the mountains and my caution regarding rain returns. In sight of the falls, a light sprinkle begins and I scamper back to the van immediately. The delayed fury of this squall rocks the van so as to make reading my maps, or writing my journal difficult.

Intimidated, I drive east out of the park and north to the Buffalo Paddock, stopping frequently to admire the storm. At the paddock the rain ends, but the wind velocity increases, making bracing the 500 mm lens on the window difficult to impossible. I do locate some of the herd and image them together and individuals, who appear totally indifferent to the storm that is about to engulf them. I return to the park to visit the Haybarn site picnic area, a pioneer homestead, mainly because the sun is still shining and the grove of cottonwood trees blocks the violent gusts of wind. Sprinkles send me back to my campsite, where I write in my journal and squint at maps to plan for tomorrow.

I awake to sunlight and debate whether I should hike in the morning while it's cool and drive in the afternoon when it's not. After breakfast, dark clouds, rising over the ridge crests, shifts my gears for me. I drive north into sunshine on the Alberta plains, where all goes well until I head west over the continental divide. Back in the Rocky Mountains there is a solid dull overcast for the remains of the day. The tour of Banff and Jasper Provincial Parks are totally subdued with amorphous light - I'm extremely disappointed -- drive all day into dusk feeling depressed.

In Jasper I reflect upon the acres of blackened toothpick trees and how this persistent drizzle could have preserved the entire valley, alas! Further north, the Ice fields Parkway is inviting, even in the rain, but photography is risky. Clouds obscure the peaks and puddles cover the roads, but I do investigate the Athabaska Waterfalls, which are in full flood after all these days of rain. The busloads of tourists are drowned out by the thundering of the falls. I mark the map and promise myself to return in sunlight.

Signs along the road urge caution to permit the wildlife to cross. Not one creature do I see the entire length of the journey until just before Jasper; elk! They are royally indifferent to the ogling of tourists. The stopped cars blocking the road are no concern of theirs, but the park police are politely and firmly shoehorning us along, to my vexation. Finally get close enough to photograph something and I'm in the way, drat!

While I moan about the weather in my warm, dry van, cyclists are pedaling furiously up 7 percent grades that I coast down in pure comfort. Their bikes are loaded fore and aft, sometimes with trailers. I marvel at their endurance.

After a brief tour of Jasper, a tourist town if ever I

continued page 6..

...Continued from page 5

saw one, I leave without a backward glance. Once clear of the town, some roadside elk permit a few photographs, close-ups at that, I'm encouraged to continue west.

My plan today is to head west, then north up the coast on route 37, the back-door to Alaska. Coasting downhill outside McBride, British Columbia, an immature moose rushes out from its screen of spruces only to spot my van just in time to avoid a collision. It appears to be both a caution and an omen. Coasting is not a good idea and if I do hit a moose we will both be wrecked. Then there is the shift in the abysmal weather, after lunch, the sky brightens after hundreds of miles until I come to trust that the sun will eventually shine. It does! When I quit for the day at nine PM the sun is still high and warm. Feeling much better now!

I awake next day to a spiteful drizzle, curses! I continue on to Kitwanga and route 37. While waiting for a road crew to reopen the road, I ask a native about route 37 and the availability of gas. He assures me that the road is passable and that there are gas stations, but that it can be rough in spots and I should go slow. On 37 at last I'm amazed at the new surface, but further north it deteriorates rapidly into potholed asphalt and uneven gravel of various grades.

Gas stations are few and far between, but they are there. I carry a spare gallon of gas with me as insurance. A false sense of security, as it turns out, since one gallon on my van is good for at least 25 miles, but stations are much further apart than that, as I learned. In this part of the world gas is sold by the liter with prices ranging from \$0.75 to \$1.08 Canadian (exchange rate \$1.00 US = \$1.35 Canadian).

As the clouds threaten I compromise my need to stay dry and to photograph, by setting up and keeping ready my medium telephoto to enable a rapid response should a creature materialize. Good idea, I'm grinding uphill when a black bear appears at roadside. I stop, image the preoccupied bear before he shies off into the spruces. It's the high point of the entire day.

By next day, just as the van is comfortably warmed up, a moose appears in the pond, eating lilies and watching the passing traffic. The camera ready plan seems to pay off, until I expose the last two frames on the roll. Oh well! I hop into the back to reload and install the 500 mm lens. My subject cooperates and that bodes well for the rest of the day.

I tour Whitehorse, the capital of the Yukon Province since 1950, then along the Alcan to Haines junction. A morning hike up Sheep Creek Mountain in Kluane Provincial Park is steep, 1000 feet elevation gain, but the views from the top in the clear morning air are worth it. After lunch, I return to the visitor center, feeling very tired, hot and sweaty. I decide to drive north before settling down for the night.

After a few miles I detour from the Alcan onto a dirt track which leads to Kluane Lake. Locating a spot lakeside is easy and the decision to skinny dip even easier. The surface of the lake is mirror smooth, deceptively so as I quickly learn. Once underwater the full impact of this ice cold water makes itself felt. I find it difficult to breathe and

even to move. Now as never before, I realize what hypothermia means! I crawl out on hands and knees, reach my large warm dry towel and huddle in it.

Suddenly, a Yellow-billed Loon surfaces a dozen feet offshore. He seems so perfectly at home that I'm forced to the realization that I certainly am not at home and being all alone is no time to take risks. Clean, cool and dry at last, a hot chili dinner and a cool beer, round out the evening. By morning my loon is nowhere to be seen and the wind has ruffled the lake. It also holds the biting flies at bay, so I wander about photographing shorebirds. It's almost noon before I notice the growing haze that seems to become thicker as the day warms up.

In Fairbanks next day, I get updated maps of the forest fires in their immediate vicinity and decide to aim for Deadhorse to outflank the thickening smoke. On the Dalton highway, the haulroad for the industrial park called Deadhorse, I find the first 50 miles to be coarse gravel and sharp potholes, so much so, that I reduce the air pressure in my tires to reduce the punch of the road.

Open in the summer only the grades are steep, ten percent or more, in places. Safety for the road crew, requires that the road be watered to lay the dust, but this creates a fine spray of mud which adheres to all vehicles. With all windows closed to guard against the dust, spray and flies, the interior of the van becomes a furnace. Air-conditioning was invented for situations like this and I'm glad to use mine, even if it takes power from the engine.

With headlights on it's difficult to impossible to see oncoming traffic, never mind the taillights of the car ahead. Suddenly, out of this gloom a sign becomes visible, indicating a "break in the pavement". Just as suddenly the road become a two-lane blacktop and I can see ahead once more. I reach the midway truckstop of Coldfoot just before six PM. With gas at \$2.90/gal in my tank, I attempt to locate the waterfall on Marion Creek.

One dirt track looks promising, unfortunately along the way a loud pop and the battery light flashing on, warns me all is not well. Inspection reveals all belts are loose and one has broken, alas. To effect repairs I unload the back of my van and get to it. The biting flies seize their chance and while I'm preoccupied, they feast. I can only imagine what it would have been like without the smokey air to inhibit them, probably more mosquitoes. Back at the campground the smoke thickens, but I'm told it will not get past Atigun Pass, the high point on this road.

I continue north against all evidence in great hopes. My quest is to see and possibly photograph a herd of caribou, or even muskoxen, I'd even settle for a polar bear. The scenery, what is visible, seems majestic enough, but dimmed by smog. At a monument for the northernmost Black spruce, I stop to inspect the tundra, then on to Deadhorse. There are no visitor facilities in Deadhorse, but there is retail gas, if you can locate it. Under lowering fog, I learn that there is no access to the Arctic Ocean, except by tour bus (\$50.00/person). British Petroleum guards the only road, visitors not admitted. I bail out of this, deciding to return to Fairbanks ASAP.

To be continued...

LUCY RETURNS TO GERMANY (OR REGISTERING A VEHICLE IN GERMANY)

By Gary M. Byers

Imagine my delight when Uncle Sam notified me in early 2003 that I was to report to my new assignment in Mannheim, Germany no later than the end of July 2003. (Actually, it took me numerous phone calls to the Department of The Army and over a year to finally land this assignment). Since all we owned was Volkswagens, it was easy to decide what brand of vehicle we were going to have shipped to Germany---a VW of course!!!

The difficult part was deciding which VW we were going to take, Molly, our 93 Eurovan or Lucy, our tornado red 91 Vanagon. Zoë, our 74 Thing would have to sit in storage until our return. The decision was actually pretty easy. We would take Lucy—she had never let us down or left us stranded in our seven years of having her as part of our family.

On Jun 18th, we drove Lucy from Ft Knox, Kentucky to a vehicle processing and shipping center just outside of St Louis, Missouri to begin her journey back to her birthplace. After documenting every scratch, ding, and dent, in the 12 year-old vehicle and signing the papers, we turned the keys of Lucy over to the shipping company. She had 157,144 miles on the odometer. A few weeks later Lucy arrived in Germany. She was cleared through both the German and US Customs and was transported to a vehicle processing center in Mannheim, where she would await our arrival.

Since we would be living in Germany for a few years, the International Drivers License from AAA would not be enough to satisfy Uncle Sam's requirements to drive in Germany. Here's how it went.

After sitting through the required classroom instruction, I next had to pass the obligatory examinations. After passing a 50 picture road sign recognition test, I was allowed to take the 100 (or was it 150?) question written exam. Only after passing the written exam was I permitted to proceed to the next station, the eye examination. Finally I had my Fuehrerschen Fuer Private Fahrzeuge (Driver's License For Private Vehicle). Now I was ready to retrieve Lucy.

I next had to ensure my proof of insurance was properly posted with the German Government at the vehicle registration office. Then, I was able to obtain a temporary license plate that was needed to drive Lucy from the processing center. After completing and signing a few papers, I was once again sitting comfortably behind the steering wheel of Lucy. The next stop was taking Lucy through the vehicle inspection station to determine she was roadworthy enough to be driven on the German streets and autobahn.

The inspection station was conveniently right next door to the vehicle processing center. I took my place in line and promptly ran out of gas while waiting in line. A walk back to the processing center, and my signature on a couple of more forms scored me about a half gallon of gas and allowed me to get back in the inspection line.

Since I had taken care of most of the maintenance issues before she left the States, Lucy easily passed the inspection. I finally had obtained the coveted "PASSED INSPECTION" stamp. Next stop: back to the vehicle registration office to exchange the temporary license plates for permanent plates and the annual registration paper complete with the rationed gas authorization. It was August 7th. I took Lucy to the gas station where she drank until she was full. Finally, Lucy and I were ready to venture out onto the open (congested) roads of Germany.

One of Lucy's first ventures was to take me to Frankfurt Airport where we would meet and pick up my wife Stacey, our four children, Derrick, Zachary, Lance and Cassandra, our dog Autumn, and of course the cat, Spooky. (Don't you just hate it when people give away or abandon the family pet(s) when they move...simply because they don't want to pay for the necessary shots and papers or the shipping costs?) The kids had no time to get over the jet lag because the first day of the school year was the very next day. Come to think of it, the children never did thank me for pre-registering them in school before they arrived..... wonder why?!!??

Welcome New Members!

by Steve Paine

Vern Brownell, Chatham, MA
Jean-Guy Letarte, Elliot Lake, ON
Canada ('87 Vanagon Transporter
Conversion Camper)
George Marinos, Glen Rock, NJ
Justin Maynard, Milton Mills, NH
Robert Mead, Madison, CT
Matthew Miller, High Bridge, NJ

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

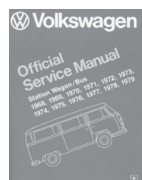
LiMBO Stickers are still available. Its black and White and uses the original LiMBO artwork. Its two inch in diameter and is static stick for years of use. It can be transferred to a new vehicle. Finally no more of the old logo stickers where the white background falls off. Comes to us from membership 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

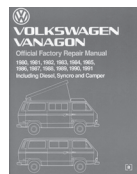
LiMBO has acquired the complete repair and part number manual for the Dometic Westfalia Refrigerator, 26 photo copied pages and spiral bound. This 'unofficial' VW dealer version covers lighting propane, operation, service and troubleshooting with fully detailed pictures. Complete resource to complete 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



Ready for immediate shipping. Order yours now. \$15.50 includes shipping

LiMBO Tee shirts.

All new LiMBO logo Tee Shirts. Gray 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

Letters continued from page 3

Dear Fellow VW Bus friends,

My name is Martin Frank from Germany, got a short story + some pics.

During my Visit to New England, I meet some VW-Bus folks during a gathering near Pemaquit Point at Maine, September this Year.

They handed me a Copy of your Newsletter "The Transporter". I got some Pics of the Gathering, they are attached to my mail. Maybe You can use them for your Publication.

I'm also a VW-Bus Enthusiast, I'm now on the second one of them. It's a 1989 Syncro type, with additional "oettinger" air-cooling system.

We did a lot of trips round Europe since Years, up from Denmark over to Scotland, Ireland, all Regions of France, Switzerland, Spain, Italy and even in our own country. So we enjoyed it all the Time and it's great to see, that this need Vehicle, still got a lot of friends over in the "New World". As I did lots of Pics during my Trips with 35 mm Photo Equipment,

I didn't convert them to Digital. So I got less European Bus Pics at the Moment. If You're interested, I'll send some when they are in Digits. Hope this was not boring for You. Say Hello to all Members from a German VW-Bus "friend", out of the "Southern Sunshine State Baden" (Black Forest area, near River Rhine)
Kind Regards,
Martin Frank



2 EV or Not EV- That is the question...

Well, after great deliberation, my wife and I are at the point where we are highly considering moving up to a Eurovan camper from our current Vanagon Westy. This is an open discussion still and I would love to here other LiMBO member's 2 cents on this matter.

Here is the situation. We currently have and 1989 syncro Westfalia (Mary) with a Tii Co I-4 140 HP upgrade. Zero rust, mint condition, full known history, locking diff, all power options, but still a Vanagon. This Camper is the pinnacle of my Vanagon ownership.

Through the years I have had a 1980 Westy, 1987 syncro weekender (no sink or fridge but still a pop top), 1991 Westy in pastel white, what a beauty she was. I actually proposed to my wife in that one, we had a 1990 Westy and a 1989 Westy no 4X4. A 1976 Westy, 1979 deluxe, a 1973 bus, 1983 Vanagon GL, 1987 Syncro GL, 1987 Wolfsburg, 1987 Westy (the brick house) and a 1989 Wolfsburg (blue star). I might have missed a few parts vans and/or daily drivers but you get the idea.

All of these I have sold and moved on to lower milage, better paint, etc., but always moved into a better vehicle then I proceeded to work the bugs out of. We and the dog, have just enough space and are very accustomed to the space of a Westy Vanagon.

Mary, our current ride, (named after the first owner Mary Martin the actress) gets 24 M.P.G. and is definitely perfect. I know that she is worth a lot to the right owner so therefore I

believe I could sell her and move into the Eurovan for little or no money out of pocket.

But if I sell Mary, will I ever find another Syncro Westy? I guess that I have never really needed the 4X4 but it is COOL! The Tii Co engine is great because I can pass Astro vans and other big bulky US made junk! Should I be hesitant to move into something I know little to nothing about?

I'm wary of Eurovans' because I have heard of potential expensive problems. I love the tinkering part of Vanagon ownership and also would not mind it in another vehicle but are they prone to the same pain in the butt things but at a higher cost? Is there really that much more room? Are the amenities that much better for the cost?

What are the pros and cons of the Eurovan Camper? Do the pros outweigh the cons? We have a prospect already picked out, a 2001 full camper VR6, 22K mile for 19,000. Maybe we should buy it now and figure it out later. I know that this is a good deal but is it because they are lemons?

We have had so many great trips in our Vanagon's but we have a new addition coming in our family and we would appreciate the space upgrade. We went for a trip recently and thought about how next summer there will be a baby with us so will this work? I guess anything will work. My parents did it with us in a Malibu wagon.

But anyhow, we are Westfalia people and the pragmatist in me says go bigger with more comfort, plus dual airbags, DVD and GPS to boot. But it also says stick with what you know! I've been buying and playing with busses and Vanagons' for 16 years (that is very little time for most of you and this is why I'm asking you) and I'm comfortable with everything for rebuilds, trannies and the whole thing. Will the EV get the best of me?

Please relay any thoughts to my eMail. pierce@pshift.com. Thank you. -Chris Pierce

Chris,

First off, let me say that 16 years is a pretty long time and you seem to have had quite a few VW vans and it sounds like you know quite a bit about them. I only have a few years more experience than you and I've taught myself everything I know about VW's and VW vans. I've had about as many as you. Too many if you ask my wife.

As a Eurovan owner and parts man at a VW dealership, let me say, its not a bad car. I had similar questions when I bought mine. Which, by the way, is a 93 MV weekender with the pop top option. Its not a full camper. I bought it mostly to tow a small fiberglass trailer. We've since sold the trailer in favor of a class C motor home. (but that's another story) I drive it everyday.

I've had some problems, mostly normal wear items, exhaust, ball joints, tie-rods, couple of water hoses. The A/C gave me some trouble for a while, I couldn't keep it filled. I finally found a decent used compressor and that seems to have fixed it. (its been several months since I changed it and the A/C system is still full) I did have to rebuild the steering rack and the P/S pump has made noise since the day I bought it.

Right now, the catalytic converter is bad and will need replacement, which is quite a bit of money. As with every car, parts price vary and some things are ridiculously priced and some things are decent. If you know where to shop, its not that bad. Just like the Vanagon when you first bought it, I bet you thought that those prices were high. Once you figured out where to get good parts cheap, your were all set.

The main problem I've had, but you probably won't have, is every nylon bushing in the shifter had failed at some point over the last three and a half years. I say that you probably won't because since 1994 all EV's shipped to the USA, came only with automatics.

continued page 16...

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

NOTE: New eMail Address: events@limbobus.org

or
Editor@limbobus.org

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

JANUARY

Jan 15th (Sun) Shrewsbury, MA - LiMBO Annual Meeting. That right, the LiMBO annual meeting is being held at Dale Ward's home AKA the LiMBO clubhouse. We set up the events for the year. Discuss the financial situation and try to come up with ways to better serve the members and the VW community. Get involved and make some suggestions. **This is your club!!** For more info call 413-743-1814 or email: editor@limbobus.org. Also for more info or area hotel info call Dale 774-275-0218 (call after 9PM. You can call all night Dale works 3rd shift driving truck.)

Jan 13-15, 2006 Lake Havasu City, Buses By The Bridge X Windsor Beach State Park. Come Enjoy the first campout of the year. Three days of camping fun \$25.00. Contact: Tommy McDonnell at gigon@citlink.net 928-505-1394 or Jim Bell at dsrtbell@citlink.net 928-854-1221

FEBRUARY

Feb 18-19, 2006 Cambridge, Ontario -3rd Annual True Canadian Winter Bus Campout Spring is to far away. Winter camping at Valens Conservation Area near Cambridge, Ontario. Serviced sites and flush toilets. Email me for latest updates at Greg@pottsfamily.ca

Feb 26, 2006 Huntington Beach, CA O.C.T.O. Winter Meet 2006 Orange County Transporter Organization presents OCTO Winter Meet. This is a swap and display meet, for 1967 and earlier buses, held at Huntington High School. Buses 1967 and older get preferred swap and display space which will be on a "first come-first serve basis". Raffles, Refreshments. Mapquest address 1905 Main

St. Huntington Beach, CA. Enter of Utica and Main. Be sure not to miss the toy and literature show the day before. Call (714) 374-7506 more details.

APRIL

April 01, 2006 Effingham, Illinois- Mid America Motorworks Spring Swapfest Get your parts before summer starts "Swapfest" Only private sellers and car clubs allowed, no commercial vendors permitted. All items for sale are VW/Porsche and Corvette parts, accessories and Memorabilia. No charge for lookers/buyers to attend swapfest. 17082 US Highway 45, Effingham, Illinois. Phone: 800-500-1500 or online www.mamotorworks.com

April 20-23, 2006 Pleasant Garden, NC -Everybus 2006 This will be the Ninth year for Everybus located at Hagen-Stone park located about 10 miles south of Greensboro, NC. Mapquest address 5920 Hagan-Stone Park Road, Pleasant Garden NC. Web: www.everybus.com or email: everybus@mindspring.com

April 23, 2006 Jacksonville Beach, FL -8th Annual Volkswagens at the Beaches. All VW swap and show. At the South Beach Regional Plaza presented by the SEVWC. Email Arvid Nelson: r66bug@bellsouth.net

MAY

May 05-07, 2006 Beavertown, PA- Granny Grose's Buses II Camping with Granny Grose (campground owner). Full facilities at campground. Campsite \$18.00/night, door prizes, raffle, caravan to dinner, and vw show. Nestled in the Bald Eagle Forest. Email: Jqb1974vwwest@cs.com

May 19-21, 2006 Grand Rapids, MI-Fourth Annual Burns Survivor Benefit Car Show and Campout A great campout and carshow with all the proceeds going to the Phoenix Society of Burn Survivors. Web www.busesbythebeach.com Email Todd at todd.olson@charter.net

May 19-21, 2006 Morrow, Ohio- 6th Buses n Boats Campout. Ohio Valley Tribe of the Full Moon Bus Club host this great spring campout. With live music, technical demonstrations, and world famous Full Moon Bus Club burrito breakfast. Web www.geocities.com/buses_n_boats/ or email: john@buszen.com

Reflections on West River Westies '05

JUNE

June 02-03 Effingham, Illinois -Mid America

Motorworks Funfest for Air-Cooled VW's Funfest for aircooled vw's is Mid-Americas way of saying "thank you" to all of our VW enthusiasts. The two-day funfest is the best Air-cooled enthusiasts party anywhere. 17082 US Highway 45 Effingham, Illinois Phone: 800-500-1500 www.mamotorworks.com

June 08-11, 2006 Almonte, Canada -Busfusion 2006

Promising to be the premier Canadian VW camping event. Located in Mississippi Mills, Almonte, ON. See www.busfusion.com for more details call: 613-256-6763 or email: busfusion@aol.com

JULY

July 14-16, 2006 Townshend, VT -West River Westies

Bald Mountain Campground, same place with a new feature---"The LiMBO Regatta"---A Tube Race down the West River. So bring your old inner tubes, decorate them and costume yourself as the "Skipper". More details later this year. See the Events page on www.limbobus.org's forum For reservations call the campground direct. Bald Mountain Campground (802) 365-7510

AUGUST

Aug 10-13, 2006 MT.Vernon, Ohio -Dixie Bus Gathering

Camping at Rustic Knolls campground with other vw bus enthusiasts. Web site to be updated soon. Email: fbiffath@ohiomailing.com

Aug 11-13, 2006 Brooklin, Ontario- Buses Of The Corn

2006 BOTC is a family event for VW bus owners. Bring your vw bus. If you don't you'll have an "in-tents" experience. On the web: www.busesofthecorn.com or email busesofthecorn@pottsfamily.ca

SEPTEMBER

Sept 15-17, 2006 Grand Rapids, MI -Buses By The

Beach Fourth Annual Bus Boo! A halloween party and campout to benefit the burn survivors. In the Grand Rapids area. Last year was a blast. Web www.busesbythebeach.com Email Todd at todd.olson@charter.net

To All Westfalians and Others who Participated

First off: I would like to thank all of you that braved the heat and humidity this past July in southern Vermont to come to West River Westies '05. If you were at BUS FUSION in Almonte, ON. in June, the climatic conditions were almost the identical, but coincidentally both had rivers (though not equal in size) to help keep you all COOL.

Second: Your participation in the "Bucket Raffle" to benefit the Grace Cottage Hospital Foundation of Townshend, VT shows that everyone of you has the compassion and generosity to support this small rural hospital. The raffle yielded an amazing record of \$500, far beyond my expectations. My personal thanks to all of you for this.

Third: With what I think were some 50 buses of all types in attendance, the local economy gained by most likely contributing a good half ton of ice, uncountable cans and bottles of beer and wine, beaucoup gallons of low price gas at \$2.28/gal (Ha) and much more. My unofficial vehicle count goes something like this:

Type 2 Split Window 2

Type 2 Bay 9

Type 2 Crew Cab 2

Type 3 Vanagon 24

Type 4 Euro Weekender 3

Type 4 Euro/Winnie 3

Type 4 Eurovan 2

LT-28 1

Dune Buggy AC 1

Non VW RV 3

From Canada: Province: Ontario 4

Nova Scotia 1

From USA: State: California 1

Georgia 1

Balance from all New England States, New York & New Jersey

Fourth: Highlights: Just like last year, some of the early arrivals encountered a Micro Burst (last year it hit the late departing) damaging several awnings. One awning was so severely damaged that it had to be dissembled.

This year, many came prepared with tubes and lazily floated down the West River from the north end of the campground to the south end. It was the perfect way to keep cool. Others, were snorkeling or just lolling in the water.

I'm not really sure how many adults were around but I would estimate about 120, plus 10 or so kids, too many dogs (all well behaved) to count, 2 cats and 1 para-keet. The last to leave the campground on Monday was

continued on page 13..

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.limbobus.org/mail.htm>

AVAILABLE: 1980 Vanagon. One owner for 24 years.

Yellow and cream two tone with brown interior. Extremely nice shape with factory installed gas heater and very large crank open sunroof. Original window sticker. All original, with 120,081 actual miles (speedo replaced with 23,202 more miles so shows 143,283). 2.0 Liter, air cooled, fuel injected, hydraulic valve motor with standard shift. Brand new Michelin Agilis 81, 8 ply, 185/14 tires (less than 800 miles) at nearly \$550. Motor runs but needs rebuilding. Open to offers. This is a really fine candidate for a long term Vanagon for those who appreciate this marque. Located in Massachusetts. Call Lanny at 508-278-3003 (Mass.) to December 2 and 239-267-1649 (Fla.) after December 2. (MA)



AVAILABLE: 1984 water cooled vanagon 160k+ miles, recent work and NH inspection. usual seam rust , very mild. nice interior with rear swing out table, swivel front seats. This van was purchased in Germany and shipped back to the states after having been driven in europe. Papers and receipts available. 3250.- obo or interesting trades. Portsmouth, NH Peter: 603.431.7916 (NH)

AVAILABLE: 1986 VW Vanagon pop-top weekender/full camper--your choice! New Dunlop Radial Rover RV load rate C tires (27 x 8.5 x 14), gorgeous 14 inch Vanagon OEM alloys, new KYB shocks, new brakes, fresh "real" trailer hitch, nice complete chrome bumpers, 2 brandy-new batteries, virtually no-repaint, chocolate brown van, PLUS MORE! Have ALL new exhaust parts! Runs well? Perfect

candidate for "real" engine conversion gas or diesel/veggie. Available spring 2006. \$3500 cash only. Cell 413-563-1829. Call if you are serious, cell phone is glued to my ear. I check e-mail about every 6 months. Located in Northampton, Western Massachusetts, New England, East Coast, USA. If you do not have cash, do not call. If car does not sell for \$3500 expect to see it advertised later with new South African or Tiico Kit for considerably more money. John: 413-563-1829 (MA)

AVAILABLE: 1985 VANAGON TRANSPORTER. 235K KILOMETERS. IMMACULATE. RUST FREE. SUPER STRAIGHT. NEW 1.9L WASSERBOXER MOTOR. NEW S&S PERFORMANCE EXHUST SYSTEM. NEW CAT CONVERTER. FRESH PAINT. RECENT RHINO SPRAY ON BED LINER. NEW UNDERBODY



UNDERCOATING. BRA. CUSTOM CALIFORNIA CAR COVER. IN DASH CD PLAYER. SMOOGED AND REGISTERED IN CALIFORNIA. CLEAR TITLE. VERY, VERY, VERY CLEAN. NEEDS NOTHING. LOOKING FOR GOOD HOME WITH LOVING VOLKSWAGEN ENTHUSIAST. 22K phone 805-267-4648 or 805-375-0890 email: deanbradley@giantbicycle.com (CA)

AVAILABLE: This is a 1987 Vanagon Wolfsburg that I have had for a couple of years. I listed it for sale awhile ago and thought it was sold, but apparently not.

It has some rust bubbling up on the seams where it was fixed before. paint is pretty good, interior needs a good cleaning.

All of the seats are there plus an extra drivers seat.

The windshield is broken from a falling tree branch, but I have a good used one that comes with it. The motor turns over with the key but the fuel pump is not running so it will not start right now. I need to sell this van fast before the town makes me move it, please give this a good home. \$600 obo. Call Jeremy (860)539-9704 or email vwbus@excite.com (CT)



AVAILABLE: 1988 Vanagon Wolfsburg Edition 4
Speed, 131,xxx miles. No rust southern van never driven on salted NE roads. Original paint w/minor nicks and scratches. Paint on roof is sun faded. Sometimes has lifter noise when started, sometimes not. New gas tank w/new vent lines,rubber seals,fuel pump,fuel filter. Engine is dry underneath. Wheels in photo are not included. I can deliver in NE area. There are xtra parts to go with this van. Very nice van for only \$2500.
See photo on <http://www.thesamba.com/vw/classifieds/detail.php?id=230608>
CONTACT: Stephen Rose 339-987-7033

PART AVAILABLE

AVAILABLE: Two Goodyear Ultra Grip tires (P185/75 R14) for a 1990 Vanagon. Tire depth is about 8/32nd on both tires. I no longer drive the Van in Winter, thus have no need for the tires. \$50 OBO. The tires are in Southern N.H. and would need to be picked up. PHONE: 603-882-7058 (NH)

AVAILABLE: 4 brand new Uniroyal Tigerpaw tires, 205-70-14. \$150. Located in Western Massachusetts. Will not ship! Phone calls only! John: 413-563-1829.

AVAILABLE: Very nice, scratch & dent free, 1993 RED Eurovan sliding door. Located in Western Massachusetts. \$200 cash. Come 'n' get it. For delivery, add \$10,000. CALLS only please! JOHN: 413-563-1829.

Attn Vanagon afficianados: planning to convert '84 1.9L A/T to a Subaru WRX. Who w/in a 5hr radius of VT has exp w/ this type of conversion? Have engine-need kit and installation. Advice? Leads? Brethern, pls advise. T.Y. Steve Kained P.O. Box 28 Well, VT 05774 Phone (802)645-0849 Email: VermontPirates@yahoo.com (VT)

Official printing company of LIMBO



Mitzi Koninis
Graphic Designer
Production Supervision

KONICA MINOLTA
BUSINESS SOLUTIONS U.S.A., INC.
550 Marshall Phelps Road
Windsor, CT 06095
Tel 860-683-2222 x2435
Fax: 860-902-7466
Cell: 860-490-6083
Email: koninism@konicabt.com
URL: www.konicaminolta.us

...continued from page 11

Ollie the cat, who decided he would do a little exploring on his own down by the river. I certainly hope he was corralled and made it home.

The Potluck supper on Saturday night was a gourmet's delight with many delicious dishes from baked beans, chili, to a variety of salads and believe it or not, homemade ice cream made right on the spot. This year we added something new to the Potluck as you all know and that was the Southern Style Barbecue Ribs prepared by Master Rib Smoker, Eric Lindskog. He started early Saturday morning with the smoking process on 27 racks of ribs. His cooker, which resembled the main fuel tank on the Space Shuttle, attracted many onlookers and Eric lectured them and answered questions on the whole cooking and smoking process. I'm sure you'll agree they were mighty tasty. Even Abby, the campground owner, pronounced them the best she has ever tasted.

Finally, Sue and I would like to thank all who participated in West River Westies '05, with special thanks to those who helped in so many ways like setting up tables in the pavilion, cleaning up, Internet Website publicity and hustling a record sale of raffle tickets that benefited Grace Cottage Hospital in Townshend. Mary Gyori, Director of Development for Grace Cottage, visited the campground on Friday afternoon and was impressed by the buses and vans already set up. As you may or may not know, Mary is from Australia and camped in a '72 Beetle around the perimeter of the continent. She even offered one of the 19 beds to anyone who might need detoxification. I don't think anyone needed to take advantage of this offer!!!!!! I might add that Abby Able, owner of Bald Mountain Campground, truly enjoys having our group there and that we are one of the most well behaved groups she has encountered. The later statement might be disputed however!!!!!!

Those who were still in the campground late Sunday afternoon did get a chance to see a Great Blue Heron. This magnificent bird, with a wingspan over six feet, glided over the West River, across the campground, headed for the marshy area on the west side most likely for his Potluck supper.

Again our thanks to all for coming and we hope you enjoyed the weekend. We would also welcome any comments on what you liked or disliked and any suggestions for improvements. We are considering doing it again next year, God willing.

Nev and Sue Lescher, Your West River Westies Wagon-masters

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

Michael D Morrell
17290 NE 28th St
Williston, FL 32696

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 Nowhere Near the Arch"
1514 Wild Goose Run
St. Charles, MO 63303
636-949-2455
Email: bill@bnnta.com

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.
Township of Washington,
NJ 07676
201-358-9169
beckybus12@hotmail.com

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

Brad Rasso

35 Sharp St.
Patchogue, NY 11772
rassovw@hotmail.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

Midwest Scene

Photos from the Full Moon Bus Club's Indigibus event

Held at spectacular Phoenix Ranch, deep in the Missouri Ozarks on the Jack's Fork River.

Photos by Bill Dummitt



A cozy little campsite..



This handmade teardrop towed behind a 70 camper included a shower, toilet, pantry, bike rack, and tool storage. The owners are currently full-timing in this very nice rig.



Someone sneaked a Sprinter van in among all these VWs.

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.limbobus.org/mail.htm>**

Name

State or (optional) address

Phone ()

E-mail

This has been floating around the internet for years. I still think is great... -Jim D

Dear Tech Support:

Last year I upgraded from *Girlfriend 7.0* to *Wife 1.0*. I soon noticed that the new program began with unexpected child processing that took up a lot of space and valuable resources. In addition, *Wife 1.0* installed itself into all other programs and now monitors all other system activities such as *Poker Night 10.3*, *Football 5.0*, *Hunting and Fishing 7.5*, and *Racing 3.6*.

I can't seem to keep *Wife 1.0* in the background while attempting to run my favorite applications. I'm thinking about going back to *Girlfriend 7.0*, but the uninstall doesn't work on *Wife 1.0*. Please HELP!!!

Thanks,

A Troubled User. (KEEP READING)

REPLY:

Dear Troubled User:

This is a very, very common problem that men complain about.

Many people upgrade from *Girlfriend 7.0* to *Wife 1.0*, thinking that it is just a Utilities and Entertainment program. *Wife 1.0* is an OPERATING SYSTEM and is designed by its Creator to run EVERYTHING!!! It is also impossible to delete *Wife 1.0* and to return to *Girlfriend 7.0*. It is impossible to uninstall, or purge the program files from the system once installed.

You cannot go back to *Girlfriend 7.0* because *Wife 1.0* is designed to not allow this. Look in your *Wife 1.0* manual under Warnings-Alimony-Child Support. I recommend that you keep *Wife 1.0* and work on improving the situation. I suggest installing the background application "Yes Dear" to alleviate software augmentation.

The best course of action is to enter the command C:\APOLOGIZE because ultimately you will have to give the APOLOGIZE command before the system will return to normal anyway.

Wife 1.0 is a great program, but it tends to be very high maintenance! *Wife 1.0* comes with several support programs, such as *Clean and Sweep 3.0*, *Cook It 1.5* and *Do Bills 4.2*.

However, be very careful how you use these programs. Improper use will cause the system to launch the program *Nag Nag 9.5*. Once this happens, the only way to improve the performance of *Wife 1.0* is to purchase additional software. I recommend *Flowers 2.1*, *Hugs 4.3* and *Diamonds 5.0*!!

WARNING!!! DO NOT, under any circumstances, install *Secretary With Short Skirt 3.3*. This application is not supported by *Wife 1.0* and will cause irreversible damage to the operating system.

Best of luck,
Tech Support

...letters continued from page 9

In fact, the automatic transmission seems to be the only major issue we've seen at the dealership. Not sure why, but they seem to fail quite a bit. The old five cylinder engine was the same bullet proof block VW and Audi used for years. The VR6 seems to be holding up quite well too. My 93 had 170K miles on it and I've noticed its starting to use some oil and occasionally, I notice just a whiff of smoke. But it runs like a top and hasn't really given me much trouble.

My main complaint about working on them is that stupid metal belly pan that covers the engine. You can't do much on the engine, unless you remove it. Oil changes are near impossible. Its very difficult to maneuver on the ground. A lift is the best way to get it off and out of the way easily.

The full camper Eurovan is actually made by Winnebago. I've been told both good and bad stuff about the EVC. (Eurovan Camper) It has more options than the Westfalia version of the EV. By the way, it was possible to get a Eurovan Westfalia, they were imported to Canada only and only for 1992 and 1993. Finding one these days is rare and quite expensive.

The most I've heard about the EVC is an issue with the Norcold fridge. Although, I have to admit, since I don't have one currently, I haven't been paying that much attention to the message boards.

I've been told that the EVC is actually a little smaller inside, even with the extended platform that Winnebago uses. I know for sure that the rear bed isn't as wide. I measured it one day. I grabbed a rear cushion from a Vanagon Westfalia and tried to put it in the back of a EVC. Its not as wide as the Vanagon.

I can say from experience that the passenger and MV versions of the EV is a lot smaller inside than the Vanagon. Even though VW says they both hold 201 cubic feet of space. My first observation of the EV was that the front seats sit behind the wheels instead of on top of them, so that space between the front and rear seats is reduce. Although, you gain space under the rear bed.

I'm actually partial to all the Vanagon models. I think they are simpler to work on. I think overall the parts prices are about the same, maybe a little cheaper for Vanagon parts.

The Eurovan may be more reliable as far as head gaskets issues and coolant leaks. Its a more traditional van. Kind of looks like a Astro van. It definitely has more power than the waterboxer. The five speed is nice. One touch power windows are cool. Cruise control is nice. I hardly see cruise on Vanagons and if I do, they almost never work.

Its a tough choice. My advice, stick with the Syncro Westy. I raised both my kids (ages 14 and 11) in the Vanagon. For the first few years with the baby, if you leave the rear bed folded up, it makes a great crib. Been there done that. Barb and I would sleep up top. When the second baby came, the first one went to a porta-crib on the floor. At one point I made a childs cot over the front seat ALA-Bay window bus. Hope this helps. Good luck. -Jim D



**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