



vanagon Digest - 12 May 2014 to 13 May 2014 (#2014-250)

Automatic digest processor <LISTSERV@gerry.vanagon.com>
Reply-To: Vanagon Mailing List <vanagon@gerry.vanagon.com>
To: Recipients of vanagon digests <vanagon@gerry.vanagon.com>

Tue, May 13, 2014 at 9:00 PM

There are 12 messages totalling 784 lines in this issue.

Topics of the day:

1. A tiny overfill of oil -- enough to worry about? (3)
2. A tire for 14" vanagons
3. Rims for 1989 Westy (3)
4. Country Homes Camper
5. Where do you get your coolant? (4)

Date: Mon, 12 May 2014 23:32:14 -0600
 From: OIRivrRat <OIRivrRat@COMCAST.NET>
 Subject: Re: A tiny overfill of oil -- enough to worry about?

Just so you can feel Comfortable about the Situation Dump a =
 little out @ the DrainPlug
 or disconnect the hose @ the Cooler if possible & drain some off there ~

=

ORR ~ DeanB
 =20
 On 12 May , 2014, at 9:26 AM, Rocket J Squirrel wrote:

> On 05/11/2014 07:06 PM, Dennis Haynes wrote:
 >=20
 > "If the oil cooler can really do the job then it should not be =
 problem.
 > The excess will burn off."
 >=20
 > So this slight overfill isn't enough to lead to frothing? How much
 > overfill is too much?
 >=20
 > I was surprised that 1/2 quart (500ml) raised the level on the =
 dipstick
 > from just below the bottom notch to just above the upper notch. I
 > checked a number of times a waited to make sure that the new oil had =
 had
 > a chance to settle before deciding to add the extra.
 >=20
 > --
 > Jack "Rocket j Squirrel" Elliott
 > 1984 Westfalia, auto trans,
 > Bend, Ore.
 >=20
 > On 05/11/2014 07:06 PM, Dennis Haynes wrote:
 >> If the oil cooler can really do the job then it should not be =

problem. The
>> excess will burn off. I'm curious about your winter blend versus =
camping
>> season blend! An easy way to get rid of excess oil is to remove the =
filter,
>> pour some out and just re-install it.
>>=20
>> Dennis
>>=20
>>=20
>>=20
>> -----Original Message-----
>> From: Vanagon Mailing List [mailto:vanagon@gerry.vanagon.com] On =
Behalf Of
>> Rocket J Squirrel
>> Sent: Sunday, May 11, 2014 8:00 PM
>> To: vanagon@GERRY.VANAGON.COM
>> Subject: A tiny overfill of oil -- enuff to worry about?
>>=20
>> 1.9L, with a tencentlife oil cooler setup.
>>=20
>> I changed the oil today, as I do every spring, from the winter blend =
to the
>> camping season blend. Also changed the oil filter. My notes had me =
put in 4
>> quarts of new oil, which I did. After letting things settle a bit, I =
checked
>> the dip stick -- it was barely up to the lower notch. I checked it a =
couple
>> more times, same results.
>>=20
>> So I put in half a quart (about 500 ml) of additional oil -- and the =
reading
>> jumped to just above the upper notch. About 1/8" (3mm) high.
>>=20
>> Honestly, it kind of surprised me that 500ml would raise the measured =
level
>> that much.
>>=20
>> I ran the engine until it got hot enough to open up the oil cooler
>> thermostat and send oil to the remote oil cooler -- but it still =
measured
>> high.
>>=20
>> I really don't like climbing under the van. And I am constitutionally =
lazy.
>> But if the community says that 3mm overfill is Not A Good Idea, I =
will drain
>> a bit of the oil off.
>>=20
>> So -- whatcha think?
>>=20
>> --
>> Jack "Rocket j Squirrel" Elliott
>> 1984 Westfalia, auto trans,
>> Bend, Ore.
>>=20

Date: Mon, 12 May 2014 23:35:07 -0600
From: OIRivrRat <OIRivrRat@COMCAST.NET>

Subject: Re: A tiny overflow of oil -- enough to worry about?

Certainly there are Northern States like Montana, N. Dakota, =
Minnesota, Vermont, New Hampshire & Maine

(& of course during the past winter Wisconsin, Michigan, Illinois, =
Indiana, Ohio & Pennsylvania) where people

with Vehicles with old Engines might want to consider using an Oil that =
is formulated to perform better in

Extreme Cold Winter Temps ~ & Certainly there are South Western State Areas =
like Southern Arizona, Southern

New Mexico & South Western Texas where people with Vehicles with old =
Engines might want to consider using

an Oil that is formulated to perform better in Extreme Hot Summer Temps ~ =
But if your Vanagons Engine &

It's Cooling System are in Proper Working Order it should always Maintain =
Close to The Same "Warmed Up Temp"

No Matter what the Ambient Temperature is & so the Proper way to go about =
Figuring Out What Oil To Be Using,

is to 1st Determine what Grade (or Weight as most People Like To Call It =
These Days) Oil ~ Keeps your Engines

Oil Pressures where they are Supposed to be when Up To Normal Operating Temp =
~ This would be the Number

After the "w-" & Use that "Grade" Oil All Year Round ~ Then Decide on =
which Before The "w" Grade you should

run by the Usual Prevailing Temp Conditions during the Period you plan to =
Run that Oil ~

With today's Modern Oils there's Really No Need What So Ever ~> If =
your Engine & It's Cooling System are in

Proper Working Order <~ to have to Switch Oils for Summer & Winter, in =
@Least 70% of the Lower 48 States ~

A 0w-X, 5w-X or in some cases a 10w-X ~ Always Synthetic ~ should work =
Sufficiently in most Well Maintained

Engines ~

=

ORR ~ Dean B

On 12 May , 2014, at 11:04 AM, Dave Mcneely wrote:

> Well, different folks use different approaches. I drain the oil when =
warm (preferably not hot, because that can be painful), refill with four =
quarts, measure, start the engine, drive a little, rest the vehicle for =
an hour or so, measure, and bring up to halfway between the two marks. =
Usually, when I then start the engine and drive it a bit, then measure =
again, the dipstick shows to be near the top mark. I live in Oklahoma, =
but drive all over. Winter temperatures here can run to 10 below F, but =

vary wildly, with typical January lows/highs being 20/40. It can be 60 =
in January, or it can be below 20 for the high for a week straight. =
Summer can reach 115 F. Once we hit May, it is unusual for the =
temperature to drop below 60 F until mid-September. I use conventional =
20W50 oil April through October (changed early this year because I was =
traveling to Big Bend National Park), conventional 10W40 if I drive the =
van in winter. This is on a 2.1 boxer. 1991 VW Vanagon GL Campmobile. =
Rebuilt engine with 75K miles. Has a TenCentLife supplemental oil =
cooler.

>=20

> mcneely

>=20

> ---- Rocket J Squirrel <camping.elliott@GMAIL.COM> wrote:=20

>> On 05/11/2014 07:06 PM, Dennis Haynes wrote:

>>=20

>> "If the oil cooler can really do the job then it should not be =
problem.

>> The excess will burn off."

>>=20

>> So this slight overfill isn't enough to lead to frothing? How much
>> overfill is too much?

>>=20

>> I was surprised that 1/2 quart (500ml) raised the level on the =
dipstick

>> from just below the bottom notch to just above the upper notch. I

>> checked a number of times a waited to make sure that the new oil had =
had

>> a chance to settle before deciding to add the extra.

>>=20

>> --

>> Jack "Rocket j Squirrel" Elliott

>> 1984 Westfalia, auto trans,

>> Bend, Ore.

>>=20

>> On 05/11/2014 07:06 PM, Dennis Haynes wrote:

>>> If the oil cooler can really do the job then it should not be =
problem. The

>>> excess will burn off. I'm curious about your winter blend versus =
camping

>>> season blend! An easy way to get rid of excess oil is to remove the =
filter,

>>> pour some out and just re-install it.

>>>=20

>>> Dennis

>>>=20

>>>=20

>>> -----Original Message-----

>>> From: Vanagon Mailing List [<mailto:vanagon@gerry.vanagon.com>] On =
Behalf Of

>>> Rocket J Squirrel

>>> Sent: Sunday, May 11, 2014 8:00 PM

>>> To: vanagon@GERRY.VANAGON.COM

>>> Subject: A tiny overfill of oil -- enuff to worry about?

>>>=20

>>> 1.9L, with a tencentlife oil cooler setup.

>>>=20

>>> I changed the oil today, as I do every spring, from the winter blend =
to the

>>> camping season blend. Also changed the oil filter. My notes had me =
put in 4

>>> quarts of new oil, which I did. After letting things settle a bit, I =

checked
>>> the dip stick -- it was barely up to the lower notch. I checked it a =
couple
>>> more times, same results.
>>>=20
>>> So I put in half a quart (about 500 ml) of additional oil -- and the =
reading
>>> jumped to just above the upper notch. About 1/8" (3mm) high.
>>>=20
>>> Honestly, it kind of surprised me that 500ml would raise the =
measured level
>>> that much.
>>>=20
>>> I ran the engine until it got hot enough to open up the oil cooler
>>> thermostat and send oil to the remote oil cooler -- but it still =
measured
>>> high.
>>>=20
>>> I really don't like climbing under the van. And I am =
constitutionally lazy.
>>> But if the community says that 3mm overfill is Not A Good Idea, I =
will drain
>>> a bit of the oil off.
>>>=20
>>> So -- whatcha think?
>>>=20
>>> --
>>> Jack "Rocket j Squirrel" Elliott
>>> 1984 Westfalia, auto trans,
>>> Bend, Ore.
>>>=20
>=20
> --
> David McNeely

Date: Tue, 13 May 2014 06:16:23 -0400
From: Dennis Haynes <d23haynes57@HOTMAIL.COM>
Subject: Re: A tire for 14" vanagons

Why do you say that tire is not rated for the Vanagon? From 87 to 91 if =
you purchased a Van with the alloy wheels or even the wide tire-6" wide =
steel wheel combination you received a set of tires 205/70-14XL, usually =
the Michelin MXL. The General Altimax and the tires Don purchased meet =
those specs. For ride and handling this is a huge improvement over many =
185/80-14C tires.

Dennis

-----Original Message-----

From: Vanagon Mailing List [mailto:vanagon@gerry.vanagon.com] On Behalf =
Of Jeff
Sent: Monday, May 12, 2014 3:27 PM
To: vanagon@GERRY.VANAGON.COM
Subject: Re: A tire for 14" vanagons

I doubt if they will as they are not a tire rated for our vehicles. =
Sidewall fatigue will be the most likely failure point.

Only time will tell...

Cheers,=20

Jeff

-----Original Message-----

From: Vanagon Mailing List [mailto:vanagon@gerry.vanagon.com] On Behalf =
Of bernie

Sent: Monday, May 12, 2014 8:32 AM

To: vanagon@GERRY.VANAGON.COM

Subject: Re: A tire for 14" vanagons

Well they will be a bargain IF they stand up and perform for the longer =
term like the RA 08's.

My RA 08's have performed really well and I have just put a new set on.
Last year I drove through several snow storms and two chain up areas =
with fairly worn set of RA 08's.

I really like the Hankooks and will stick with them.

Maybe GoForm can make a tire in China for half the cost that will do as =
well but I am a skeptic.

Good luck with them.

Bernie

Vancouver

On Sun, May 11, 2014 at 9:31 PM, Don Hanson <dhanson928@gmail.com> =
wrote:

> > Hankooks

> >

> >

> >

> > Excellent value in rubber. I scoffed when they said 80,000 miles but =

> > it looks like they might get there.

> >

> > -- Gnarlle

> >

>

> My Hankooks got me only about 15k miles, mainly due to a crappy=20

> alignment in the front of my van....

>

> "Excellent Value",,, I guess..... but they are more than twice the=20

> price I paid for these GoForms, and I can't tell any difference in the =

> driving feel....I know, you (usually) get what you pay for.....but=20

> a C-copy of a Korean tire?.... starting to think these may be a =

bargain..

>

> I have a pretty good 'feel' for tires having trashed hundreds of=20

> them, sometimes two sets per day.... while racing my Porsche 928=20

> around various US tracks...and clocking (radar verified) 187mph (on=20

> Michelin Pilots) out near Elko on one of those Open Road highway rally =

events...

>

> Not intending to start a "tire thread" here....I was pointed to=20

> this particular GoForm tire by someone here on the list a while back,=20

> but I have never heard anything else about them and I thought I might=20

> pass the 'report' along in case anyone else still has 14" wheels and=20
> wants to save money and get what I am finding is a good tire.
>

Date: Tue, 13 May 2014 08:59:45 -0300
From: BB <bryan.burgess47@GMAIL.COM>
Subject: Rims for 1989 Westy

Hi
I am looking to go from a 14" rim to a 15" , would the following fit
Audi rim - 15"x7 , 5x112 , ET 39, also any advise on tires would be apprecia=
te .
Thanks Bryan

Sent from my iPad
Bryan Burgess
bryan.burgess47@gmail.com

=20
[1.506.461.8484](tel:1.506.461.8484)

Date: Tue, 13 May 2014 08:08:37 -0500
From: Ralph Meyermann <ralphmeyermann@GMAIL.COM>
Subject: Re: Rims for 1989 Westy

I am happy with my 15" set from Go Westy, they look better in person than
in the pic.

Velma 82 1.9L AAZ TD Westy
On May 13, 2014 6:59 AM, "BB" <bryan.burgess47@gmail.com> wrote:

> Hi
> I am looking to go from a 14" rim to a 15" , would the following fit
> Audi rim - 15"x7 , 5x112 , ET 39, also any advise on tires would be
> appreciate .
> Thanks Bryan
>
> Sent from my iPad
> Bryan Burgess
> bryan.burgess47@gmail.com
>
>
> [1.506.461.8484](tel:1.506.461.8484)
>

Date: Tue, 13 May 2014 06:28:19 -0700
From: Ben <syncro@GMAIL.COM>
Subject: Re: Rims for 1989 Westy

Bryan,

If you are referring to a factory Audi wheel, the centerbore will be 57.1mm.=
You need to be at at least 66.7mm to clear your dustcaps up front. If you a=
re putting these on the Syncro, the offset should be OK though not ideal. On=
a 2wd, there may be clearance issues around the steering components. 9mm sp=

acers can bring you back to factory specs.

When using spacers, the brings back the specter of longer bolts/studs. Then t= here is the issue of thicker mounting pads. Your Audi wheels probably have b= allseat lugholes. You can use longer Audi bolts up front with the spacers, u= nless you have a Syncro or have studs such us in SA big brakes. The rears ar= e easy enough to install longer studs.

An alternative solution would be to recontour the lugholes to a conical seat=

As you might guess, you haven't given us all the details for this installmen= t to work. Most of this info is already in the archives. Pmail me if you nee= d additional assistance. I can source the necessary hardware as well.

BenT

sent from my electronic leash

> On May 13, 2014, at 4:59 AM, BB <bryan.burgess47@GMAIL.COM> wrote:

>=20

> Hi

> I am looking to go from a 14" rim to a 15" , would the following fit

> Audi rim - 15"x7 , 5x112 , ET 39, also any advise on tires would be apprec=

iate .

> Thanks Bryan

>=20

> Sent from my iPad

> Bryan Burgess

> bryan.burgess47@gmail.com

>=20

>=20

> [1.506.461.8484](tel:1.506.461.8484)

Date: Tue, 13 May 2014 10:01:16 -0500

From: Dave Mcneely <mcneely4@COX.NET>

Subject: Re: A tiny overfill of oil -- enough to worry about?

Well, is the "waterboxer" a "modern" engine? In my 1997 Honda Accord and i= n my 2006 Toyota Prius I run 5W30 oil as recommended by the manufacturer ye= ar round. Neither vehicle has an oil pressure gauge, but the idiot light h= as never lit in either.

In the camper, I switch to a lighter oil as listed in the owners handbook p= rovided by VW according to expected ambient temperatures. I added a suppl= mental oil cooler after observing for quite a while that the oil pressure d= ropped below my comfort zone (not enough to trigger warnings) when the van = was driven at highway speed for hours when the ambient got up over about 98= F. I made the decision to add the supplemental cooler after a trip throug= h New Mexico and Colorado that included wildly fluctuating ambient temperat= ures. Driving from Clayton, NM to Raton, NM in ambient temperatures around= 105, the oil pressure gauge showed its usual drop to under 20 psi (and whe= n I stopped for gas just east of Raton, as I dropped to idle speed, psi dro= pped to around 6). As I moved on to Raton Pass, the outside air temperatur= e remained above 100 F, and the gauge read about 20 psi. All through this, = the coolant gauge never varied, always dead on the red bulb in the gauge w= hile driving. As I climbed Raton Pass, a thunderstorm with violent rain an= d hail ensued. The air temperature dropped into the forties. The temperat= ure gauge on the dash never varied. I climbed the pass with the oil gauge = reading at 40 psi, and it dropped to that immediately upon hitting the thun=

derstorm. It remained at 40 psi as we drove across the level area at the top of the pass and down into Colorado, but when we got into hotter terrain, the oil pressure dropped again. Throughout the rest of the drive, I observed a correlation between external air temperature and oil pressure, dropping below my comfort level when the air temperature was high and rising with lower external temperature.

After adding the supplemental cooler, I have never experienced that phenomenon. I continue to follow VW recommendations of running 20W50 when high ambient temperatures are expected, and 10W40 for lower ones. Seems to work. I thought VW engineers knew what oils to use for their engines. I know, oil technology has changed, and thinner oils are available and recommended for newer cars. The waterboxer engine has not changed, and I suppose the meaning of the numbers on the oil container has not changed (SAE has never said the meaning has changed).

mcneely

--- OIRivrRat <OIRivrRat@comcast.net> wrote:

> Certainly there are Northern States like Montana, N.Dakota, Minnesota, Vermont, NewHampshire & Maine

>=20

> (& of course during the past winter Wisconsin, Michigan, Illinois, Indiana, Ohio & Pennsylvania) where people

>=20

> with Vehicles with old Engines might want to consider using an Oil that is formulated to perform better in

>=20

> ExtremeCold WinterTemps ~ & Certainly there are SouthWesternState Areas like SouthernArizona, Southern

>=20

> NewMexico & SouthWesternTexas where people with Vehicles with old Engines might want to consider using

>=20

> an Oil that is formulated to perform better in ExtremeHot SummerTemps ~ But if your Vanagons Engine &

>=20

> It's CoolingSystem are in ProperWorkingOrder it should always Maintain Close to TheSame "WarmedUpTemp"

>=20

> NoMatter what the AmbientTemperature is & so the Proper way to go about FiguringOut WhatOil ToBeUsing,

>=20

> is to 1st Determine what Grade (or Weight as most People LikeToCallIt TheseDays) Oil ~ Keeps your Engines

>=20

> OilPressures where they are Supposed to be when UpTo NormalOperatingTemp ~ This would be the Number

>=20

> After the "w-" & Use that "Grade" Oil AllYear'Round ~ Then Decide on which Before The"w" Grade you should

>=20

> run by the Usual Prevailing TempConditions during the Period you plan to Run that Oil ~

>=20

> With todays ModernOils there's Really NoNeedWhatSoEver ~> If your Engine & It's CoolingSystem are in

>=20

> ProperWorkingOrder ~ to have to Switch Oils for Summer & Winter, in @Least 70% of the Lower48States ~

>=20

> A 0w-X, 5w-X or in some cases a 10w-X ~ Always Synthetic ~ should work Sufficiently in most Well Maintained

>=20

> Engines ~

>=20

> =09=09=09=09=09=09=09=09=09=09 ORR ~ DeanB

>=20

> On 12 May , 2014, at 11:04 AM, Dave Mcneely wrote:

>=20

> > Well, different folks use different approaches. I drain the oil when warm (preferably not hot, because that can be painful), refill with four quarts, measure, start the engine, drive a little, rest the vehicle for an hour or so, measure, and bring up to halfway between the two marks. Usually, when I then start the engine and drive it a bit, then measure again, the dipstick shows to be near the top mark. I live in Oklahoma, but drive all over. Winter temperatures here can run to 10 below F, but vary wildly, with typical January lows/highs being 20/40. It can be 60 in January, or it can be below 20 for the high for a week straight. Summer can reach 115 F. Once we hit May, it is unusual for the temperature to drop below 60 F until mid-September. I use conventional 20W50 oil April through October (changed early this year because I was traveling to Big Bend National Park), conventional 10W40 if I drive the van in winter. This is on a 2.1 boxer. 1991 VW Vanagon GL Campmobile. Rebuilt engine with 75K miles. Has a TenCentLife supplemental oil cooler.

> >=20

> > mcneely

> >=20

> > --- Rocket J Squirrel <camping.elliott@GMAIL.COM> wrote:=20

> >> On 05/11/2014 07:06 PM, Dennis Haynes wrote:

> >>=20

> >> "If the oil cooler can really do the job then it should not be problem=

.

> >> The excess will burn off."

> >>=20

> >> So this slight overfill isn't enough to lead to frothing? How much

> >> overfill is too much?

> >>=20

> >> I was surprised that 1/2 quart (500ml) raised the level on the dipstick

> >> from just below the bottom notch to just above the upper notch. I

> >> checked a number of times a waited to make sure that the new oil had had

> >> a chance to settle before deciding to add the extra.

> >>=20

> >> --

> >> Jack "Rocket j Squirrel" Elliott

> >> 1984 Westfalia, auto trans,

> >> Bend, Ore.

> >>=20

> >> On 05/11/2014 07:06 PM, Dennis Haynes wrote:

> >>> If the oil cooler can really do the job then it should not be problem=

. The

> >>> excess will burn off. I'm curious about your winter blend versus camping

> >>> season blend! An easy way to get rid of excess oil is to remove the filter,

> >>> pour some out and just re-install it.

> >>>=20

> >>> Dennis

> >>>=20

> >>>=20

> >>> -----Original Message-----
> >>> From: Vanagon Mailing List [mailto:vanagon@gerry.vanagon.com] On Beha=
If Of
> >>> Rocket J Squirrel
> >>> Sent: Sunday, May 11, 2014 8:00 PM
> >>> To: vanagon@GERRY.VANAGON.COM
> >>> Subject: A tiny overfill of oil -- enuff to worry about?
> >>>=20
> >>> 1.9L, with a tencentlife oil cooler setup.
> >>>=20
> >>> I changed the oil today, as I do every spring, from the winter blend =
to the
> >>> camping season blend. Also changed the oil filter. My notes had me pu=
t in 4
> >>> quarts of new oil, which I did. After letting things settle a bit, I =
checked
> >>> the dip stick -- it was barely up to the lower notch. I checked it a =
couple
> >>> more times, same results.
> >>>=20
> >>> So I put in half a quart (about 500 ml) of additional oil -- and the =
reading
> >>> jumped to just above the upper notch. About 1/8" (3mm) high.
> >>>=20
> >>> Honestly, it kind of surprised me that 500ml would raise the measured=
level
> >>> that much.
> >>>=20
> >>> I ran the engine until it got hot enough to open up the oil cooler
> >>> thermostat and send oil to the remote oil cooler -- but it still meas=
ured
> >>> high.
> >>>=20
> >>> I really don't like climbing under the van. And I am constitutionally=
lazy.
> >>> But if the community says that 3mm overfill is Not A Good Idea, I wil=
I drain
> >>> a bit of the oil off.
> >>>=20
> >>> So -- whatcha think?
> >>>=20
> >>> --
> >>> Jack "Rocket j Squirrel" Elliott
> >>> 1984 Westfalia, auto trans,
> >>> Bend, Ore.
> >>>=20
> >=20
> > --
> > David McNeely
>=20

--
David McNeely

Date: Tue, 13 May 2014 09:33:52 -0700
From: Salim Miro <info@COUNTRYHOMESCAMPERS.COM>
Subject: Country Homes Camper

Hello Everyone,

Philippe
'87 2.1L Vanagon GL Camper

Date: Tue, 13 May 2014 17:26:13 -0400
From: JordanVw@AOL.COM
Subject: Re: Where do you get your coolant?

In a message dated 5/13/2014 4:16:53 P.M. Eastern Daylight Time,
fuzzmeister@GMAIL.COM writes:

I've been getting it from Buslab, but at \$37 for a liter, that seems a lot.

holy chocolate cow fuzzy!!! why dont you buy regular coolant? you can get the phosphate free GM Dexcool (the orange stuff) at Wal Mart for like \$15 bucks a gallon....

Date: Tue, 13 May 2014 17:12:09 -0500
From: Dave Mcneely <mcneely4@COX.NET>
Subject: Re: Where do you get your coolant?

Wow! About \$140 a gallon. Zerex Long Life, no phosphate, is about \$13/gallon. Most flaps have it. Even buying from a VW dealer is a bunch cheaper than what you pay. You can get the blue stuff (or could a year ago) from them for about \$28/gallon. mcneely

--- "Fuzzy :philippe" <fuzzmeister@GMAIL.COM> wrote:
> I've been getting it from Buslab, but at \$37 for a liter, that seems a lot.
>
> Philippe
> '87 2.1L Vanagon GL Camper

—
David McNeely

End of vanagon Digest - 12 May 2014 to 13 May 2014 (#2014-250)
