

The Road Fix

By R.N. Krier

As we were about 2,500 miles into our "new way of life" adventure (full-timing in our newly built 4905) we experienced our first serious misadventure. At about 1,000 miles the transmission had started leaking out of the rear seal. No problem, just add oil every day. Well, at Knightstown, Ind. that Spicer let out a crunch that was heard for miles. The local mechanic for big equipment said repairs would take a week and cost \$6,700. I said no way.

To Indianapolis we went - behind a tow truck. Here we heard, "Too old," "No parts available," "Too busy to work on it" and other excuses. We ended up talking (begging) Southwestern Trailways Bus Co. for help. They pu

t us on to two employees who had their own shop. They also had access to an old Spicer expert from way back when they had 41065. I figured we had hit paydirt and struck up a deal for only \$30 an hour and I would locate and buy the parts. They figured 3 to 3 1/2 hours plus transmission rebuild time. Thirty plus days later we drove out of Indianapolis!

The transmission came out without a hitch. The expert took the covers off and outlined his needs. I procured the parts and then the expert took more of it apart on "Uh-Oh, we need additional parts!" More time delay to get

more parts. We get the parts and the expert is attempting to replace it! I finally figured it out for him. By now more than two weeks have lapsed since arrival.

So now the main mechanics put it back in. It doesn't work - the clutch will not depress. Next day it comes out again and the following day it goes back in again. The clutch pedal will not depress again. Now it's Sunday and we don't work on Sunday (of course they don't go to church on Sunday either). No one on Monday, or on Tuesday. On Wednesday I learned that the main man is on vacation for a week! He Didn't tell me or his business partner.

If you have a "Road Fix" of your own you would like to share with our readers, please send it to:

Road Fix

Bus Conversion Magazine
9852 Katella Ave,
Suite 361
Anaheim, CA 92804

or email it to:

Gary@BusConversions.com

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