

SEPTEMBER 2018

BCM

Bus Conversion Magazine

VICARIBUS 1998 THOMAS VISTA 3600

COMFORT YEAR ROUND WITH EHP



PREVOST H3-40 AIR DISC BRAKE FAILURE AND REPAIR

MUSEUM OF BUS TRANSPORTATION SPRING FLING

LAUNDRY IN A BUS



PUBLISHER'S NOTE



Escaping the Heat/Cold

Several parts of the country had record heat in July and August of this year.

When I was in Fontana, CA having my Splendide washer/dryer combo installed last month the temperatures were in the triple-digits. It was rather unbearable outside needless to say. As soon as the installation was complete I was ready to head north for cooler climates.

I left southern California on July 19th and the temperature was already 104 degrees. It took me two days to drive to Thayne, Wyoming where I am writing this note and it was hot most of the way until after I drove through Salt Lake City. After that I started gaining altitude and it started cooling off a half degree or so every 100 miles.

The nights here in Wyoming are nice at night. It gets down into the mid 40's so it cools everything down so it is nice inside the bus for sleeping at night. It is a bit chilly at night and some folks turn on their heat when they first get up but most do not as it is not that cold for that long.

During the day, it generally gets up to the mid 80's which is very pleasant with very little humidity so it is nice to go outside. But you feel it start cooling down quickly after the sun goes down, you can almost see the thermometer needle drop and you need to put on a long sleeve shirt or start up the propane camp fire which we do most nights until it is time to retire for the night.

MAGAZINE CONTACTS

Published By

Bus Conversion Magazine
9852 Katella Ave., Suite 361
Anaheim, CA 92804
(657) 221-0432

Publisher

Gary Hatt
Gary@BusConversions.com

Editorial

Rachel Rifat
Senior Editor & Art Director
rachelrifat@yahoo.com

Accounting/Subscriptions

Noemi Johnston
Noemi@BusConversions.com

Contributing Authors

Bruce Fay
Gary Hatt
Yvan Lacroix
Mark Szyperski
Nick Underwood

Website

www.BusConversions.com

Online Discussion Forum

www.BusConversions.com/bbs/
Phil Lyons
ForumAdmin@BusConversions.com

Moderators

Nick Badame K.J. "Frank" Franklin
Jack Conrad Paul Lawry



GARY HATT

This is a good reason to have a bus conversion. Several people escape the heat in the summer by going north. I am staying in the Star Valley Ranch RV Resort, which is an 800 site RV park and there are a lot of people staying here. They are escaping from the heat in Arizona, California, and even Utah as it is about 10 degrees cooler here than Salt Lake City most days. We even have a few from Florida that escaped the heat and humidity there.

Of course, in the winter everyone goes south. This park closes in October after it gets too cold to keep the water from freezing. By then, most people have left and the remaining few leave when they turn off the water. Then the park is then inhabited mostly by moose and other wildlife. They are about the only species that can get around in an area that gets 94 inches of snow, which is the average in the winter here. Several locals live here year round but they have nicely insulated houses to keep warm in when the temperature dips below freezing.

Many folks either go home elsewhere in the southern U.S. or pack up their motorhomes, bus conversions, and trailers and head to Yuma, Indio, or other milder climates in the winter where they can run around in shorts and a T-shirt all winter when the northerners are wearing down jackets and mukluks.

One nice thing about owning a bus conversion is that it gives you options to escape the heat or cold as the seasons change.

SYOTR

Opinions and techniques expressed herein are those of the authors and do not necessarily represent those endorsed by the Publisher. *Bus Conversion Magazine* and the authors respectively accept no responsibility or liability for any errors, omissions, alterations, or for any consequences ensuing upon the use of, or reliance upon any information contained herein. Tasks performed in maintaining, altering and using vehicles may require specialized skills and involve inherent risks to the person doing the work or to the safe operation of the vehicle. It is the reader's responsibility to assess their own skills to determine if they can perform any such task and to seek professionally trained assistance if needed.



Follow us on Instagram
[Instagram.com/BCMagUSA](https://www.instagram.com/BCMagUSA)



Like us on Facebook
[Facebook.com/BCMagUSA](https://www.facebook.com/BCMagUSA)

Please send us your stories of your bus conversions (long or short) and please document them with digital photos. We would love to consider your articles for the magazine. Please send them to Gary@BusConversions.com.



In This Issue

Publisher's Note	2
Vicaribus 1998 Thomas Vista 3600 by Nick Underwood	4
Comfort Year Round With EHP by Yvan Lacroix	24
Prevost H3-40 Air Disc Brake Failure and Repair — Part 1 of 3 by Bruce Fay	31
Museum of Bus Transportation Spring Fling Open House Success by Mark Szyperski	37
Cartoon	41
Laundry in a Bus by Gary Hatt	42
Leisure Coachworks Press Release	48
Complete Coach Works - Montebello Bus	50
Service Directory	51
Classified Ads	52
Subscription Form	55
Black and Blue Highway - Dave Galey Extract	56
Events	64
Bus Chat - Washer Dryer Preference	69

Note. You may click or tap on any of the article titles or advertisers on this page to go directly to that article or ad.

Index of Advertisers

All American Urethane	40
Ardemco	42
Autex	26
Balance Masters	5
B&B Coachworks	16
Byler Rivet	28
Choo Choo Express	4
Custom Instrument Panels	24
Custom Instrument Panels Lights	43
Engine Heat Protection	34
Engine Power Source	6
Hose-Grip	14
Leisure Coachworks	10
Lloyd DeGerald Services	68
Magne Shade	30
Mobile RV Glass	33
Pacific RV Parts	44
Passport America	27
Pro Auto Works	25
Reliable Glass	31
Roadmaster	23
RV Part Center	67
Sewer Sock	15
Straight Line Steering, Inc.	37
Sulastic Rubber Springs	12
Sure Marine Service	17
Wrico International	35

Thanks to our advertisers
for supporting
Bus Conversion Magazine
When you contact them, tell them
you saw their ad in
Bus Conversion Magazine.

VICARIBUS

1998 THOMAS VISTA 3600

BY NICK UNDERWOOD



Us, in the Bus.

Our Story

Our journey towards bus life officially began with a couple of conversations in late 2016, but was probably always inevitable considering our love of travel, fear of settling down and DIY nature. We are Heather, Nick, and Miles (the Mini Doodle) and we currently live fulltime in our lovingly, meticulously, self-converted 23 foot, 1998 Thomas Vista 3600.

The Origin

It was some time near the end of 2016, that Heather and I were discussing what to do next with ourselves after spending a couple of years checking out Denver when we initially caught bus fever. Before Denver, we lived in Atlanta, where we met about a year be-

fore heading west together. Heather was working as

CHOO CHOO EXPRESS GARAGE

(423) 645-7456 ~ (423) 260-1290 (706) 891-0524

Parts, Parts, Parts.

All kind of new and used parts for all kinds of buses.

Call us for all of your bus parts needs.

Ask for the "Hatt" discount.

Located in Rossville, GA, just two miles from the junction of
1-24 & 1-75 and Chattanooga, TN.
147 Prater Road, Rossville, GA

Physical Therapist after having graduated with her Doctorate from Emory a year prior. I just moved back to Atlanta, where I was born and raised, after a couple years away. We moved to Denver just to try somewhere new, knowing that we would probably only stay for a few years before moving on to somewhere else. Ideas on where we would go after Denver initially revolved around various other cities in the States, and even some international locations. However, the more we thought about it, the more it occurred to us that we really just wanted to travel for a while.

I already had a bit of experience with extended travel. A couple years before we met I had quit my office job and spent a year or so traveling around in a van that I had very simply converted, and a few years before that I had spent a summer living on a sailboat in Florida and the Bahamas. As we were trying to figure out what we should do together, I think we quickly decided another van conversion would be too small for us and the dog, but did seriously flirt with the idea of moving into a sailboat somewhere in the Caribbean. Then, while we were trying to figure out how we could pull off living on a boat, we randomly ran across our first skoolie video on YouTube.

We pretty much immediately realized that building a

skoolie of our own was exactly what we should do. It would be way easier to pull off than living on a boat, and a full on bus conversion would give me the awesome, larger scale DIY project I had been itching for. It didn't take us long to put together a plan. We would go ahead and find a bus to convert, spend one more year in Denver doing the conversion, and save up to hit the road fulltime in April 2018 when our lease was up.

After some consideration over what type and size bus would be best for what we wanted to do, we ultimately determined we should look for school bus of medium length to give us the perfect mix of maneuverability and interior space. We opened up Craigslist's Florida listings and started the hunt. We chose Florida because I was still technically a resident of Florida and that's where we wanted to have the bus titled.

Two weeks later I was on a plane to Tampa to buy the first bus we looked at. That's no joke. We immediately fell in love with what is now our 1998 Thomas Vista 3600, which happened to be the first one we saw on Craigslist. At the time, the current owners had already given it its white and blue paint job, and had already ripped out the seats, replacing them with some cheap flooring and a couple of couches. The nice paint job

BALANCE MASTERS®

www.BalanceMasters.com

NEVER BALANCE YOUR TIRES AGAIN

6-Months
Purchased Price
Refund

NO STEEL BALLS
NO SANDS OR OILS
NO PREBALANCING



LIFETIME
FACTORY WARRANTY

with proof
of purchase

CLICK
HERE TO
SEE
VIDEO

FITS MOST TRUCKS,
MOTOR COACHES, BUSES,
MOTOR HOMES, VANS
AND CARS DRIVESHAFTS



Balance Masters

will stop tire cupping and
increase tire life up to 50% or more!

(877) 826-9127 • (818) 882-8431

Fax (818) 882-7859



Cleaning the Rust Off of the Floors.

and already removed seats combined with its adorable snub-nosed look were enough to convince us that this was the bus for us.

As an aside, I would like to point out that at no point

during this whole process did we ever consider getting any sort of traditional RV - a realization that only came to me now as I write this surrounded by RVs at Redfish Lake in Idaho. I don't know if that says anything particular about the people we are or if the circum-



Roll out and enclosed models available!

Generators for the long road ahead.

- ▶ Commercial grade quality and competitively priced!
- ▶ 7KW to 100KW generators, powered by a rugged Kubota or Cummins diesel engine.
- ▶ RVIA-approved models and a wide range of options available.
- ▶ Enclosed units feature convenient single side service and removable doors for easy access to maintenance parts.
- ▶ Experienced support staff to help guide you, including electrical and mechanical engineers.
- ▶ Generator service in the Charlotte area – from simple repairs to complete replacements on most makes and models, with convenient interstate access. Mobile service available!

Kubota

AUTHORIZED DISTRIBUTOR
ENGINES | GENERATORS | PARTS

enginepowersource.com
or call 800-374-7522

348 Bryant Blvd. • Rock Hill, SC 29732



stances just didn't play out in a manner that would lead to us considering a factory built RV. We did eventually go look at some RVs during our conversation to maybe get some ideas for our build and were sorely disappointed with what we saw, reaffirming our decision to DIY a bus conversion.

It was late January 2017, when I showed up in Tampa to check out the bus. After a quick once-over and way too short of a test drive, I pulled the trigger, (over)paid the seller \$8,500, and signed the title transfer. I started the drive to the other side of the state where we would store the bus until I was ready to drive it back to Denver, and an hour later and about halfway to the other side of the state the dashboard ceased functioning and the windshield wipers would only occasionally cut on to provide a bit of visibility through the rain. Second thoughts, followed by "Oh God, what have I done," crept up in my mind, but by the time the drive was over I was able to push those thoughts aside.

Much later in the conversion I discovered the dash problem was due to a loose connection behind the fuse box and the wiper issue was due to a faulty switch. I also eventually learned the bus had about 63,000 more miles on it than the 59,000 miles the dash and Craigslist post advertised. Still, though,

122,000 miles isn't a lot for an International T444E and an Allison 4-speed automatic transmission.

The bus sat at its temporary home in New Smyrna Beach until I returned in March to pick it up and bring it back to Denver. That 3-day long haul turned out to be a terrific learning experience. On the first day I ran out of fuel on I-10, learning that the fuel gauge was unreliable and taking five hours to learn how to get the air out of the diesel lines. Then, one hour later had a tire blowout, but luckily right near an exit that had a Goodyear Truck and RV tire center that had exactly one of the tires I needed. On the trip I also learned that the bus had cruise control that sometimes worked, that all the tires were too old and needed replacing, that the bus was quite loud, likely due to the set-back engine design, and that the suspension felt like riding in a horse-and-buggy over cobblestone roads. Needless to say, I was in love.

The Conversion

Depending on your living situation, finding a place to do a bus conversion can be a challenge. At the time of our conversion we were living in an apartment complex, which, in no uncertain terms, let us know that our bus wouldn't be welcome there. This was to be expected, but I had to check. Luckily for us, we had



Looking Back, Full View of the Bus.

VICARIBUS

1998 THOMAS VISTA 3600





@VICARIBUS



Our Day Lounge.

We Convert Your Dreams To Reality



Our creative designers and expert craftsmen work with you to make the bus of your dreams become a living reality.

Learn more about us:
www.LeisureCW.com

Complete restoration. Re-building from the inside and out.

a friend that had a fenced in backyard just down the road with a spot the exact size of our bus, which was accessible from a gate to the alley behind the house. It was unbelievably ideal, and with a bit of bartering the spot was ours for the next year.

Our initial budget goal for the conversion was around \$15,000 (including the bus itself) and we had hoped we could have the whole thing done by October or November of that year. We were both working full-time during the conversion, but were still getting in a good 30 to 40 hours of work a week. As these things go, we went well over budget and spent an additional three or four more months to complete our conversion, clocking in at somewhere in the neighborhood of \$40,000 and 12 months total conversion time. We knew going into it that staying on budget wasn't likely, though we never guessed we would end up more than doubling it, but in the end we got the exact bus we wanted and are perfectly okay with what it took to get there.

The first step was the tear-down, which for school bus conversions usually involves the removal of the ceiling, floor and wall panels and any underlying cheap insulation. This was sometimes slow and painful, but ultimately just took a lot of elbow grease and patience. Our bus also happened to include two large, super-cold ceiling mounted A/C units with correspond-

ing under-the-bus condensers, engine mounted compressors and a hundred feet or so of hoses and wires. We also removed these since they took up too much room and were only useful when driving.

Once we got everything opened up, we were on to rust repair and removal. Fortunately, this bus that had called the coast of Florida its home for 18 years or so only had a little bit of rust in the floor and didn't require that much work to clean up. It ultimately took us a couple of months to get the bus stripped down to the clean, bare canvas that we needed to do our dream build-out.

For the interior design of our bus we aimed for a white beach cottage look; white to open up the small space a bit more, and beach cottage because we are beach people at heart. Our ceiling is covered with white painted tongue-and-groove pine boards and all the rest of the wood structures are also painted white. There are accents of various colors of blue here and there, including the giant canvas print of a crashing wave above our bed in the back.

We worked out the general floor plan in the beginning and improvised along the way. In our 120 square feet or so of livable space, we were able to creatively fit in a nine foot modular couch, a dining table, a kitchen with a refrigerator, sink, two-burner stove and ample



Our Power System.



counter space, a small, but functional wet-bath, and a queen sized bed. Also, spread throughout the bus in every possible location is a plethora of storage areas for all the things we need, and even some things that we don't.

It took us a good eight months finishing the core build-out of everything mentioned above before spending another month or so on finishing touches. Nearly every bit of the build-out was custom designed, built, and in some cases rebuilt, by us, and at the end I knew where everything that Home Depot carries was located in our local store. The only things we got help with were the creation of the metal frame for our rooftop deck, the addition of hitches on the front and back, a custom swing arm for our monitor/TV, and some hangers for our 24 gallon fresh and gray tanks, all done by a fabricator friend of ours in Denver.

For our LP system, we have a 12 gallon tank mounted under the back of the bus which feeds our two-burner stove and on-demand hot water heater for the shower. For our water, we have a 24 gallon fresh tank and a 24 gallon gray tank, both also mounted under the bus. We don't have a black tank since our wet-bath has a Nature's Head composting toilet.

SULASTIC®
RUBBER SPRINGS

Square Tosilastic Replacement

Round Tosilastic Replacement

Torsilastic Shackles Round and Square

Square Tosilastic Tag Axle

Available for:

BUSSEAR
The Wheel of The Bus

DINA

Safari Zaaxiber

Eagle Buses
BUS TRAVEL MOTORHOMES

(210) 492-4469 www.sulastic.com



Sensor Box.



Getting a New Turbo.

The Technology

One of more exciting parts of the build for me was all the technology focused bits I could squeeze in. These days I am a freelance Software Engineer and hardware-hacker hobbyist, and have been programming computers for 30 years. I'm 38 now, so that math should indicate just how much of a technology nerd I am. One of my initial goals was to make this a truly "smart" bus. While I have been able to add a few nifty gadgets to our build so far, more necessary parts of the build and maintenance have forced the smart bus stuff to stay near the end of the priority list. Unfortunately, we can't yet just say, "Hey Vicaribus, drive us to California", but maybe one day.

The house power system is where we blew a big part of our budget. We decided to go with a top of the line Victron Energy system, complete with a 200Ah Smart Lithium Battery, 2000 Watt MultiPlus Compact Inverter/Charger, 30/150 MPPT Solar Charge Controller, 12/200 BMS for the battery, and a fancy Victron control screen. I went with this system for a variety of reasons. I wanted a lithium battery based system that

was all meant to work together as one unit. I liked all the advanced online data and control capabilities of the Victron system, plus the fact it looked pretty hack-able (not something I have messed with yet). And, apparently I don't like having extra money left over for other things. I wired both AC and DC circuits around the bus, using as much DC equipment as possible. On the roof are two 165 Watt eBay panels. So far the system has worked pretty much perfectly for us, with the battery size and solar wattage keeping pace with our needs. We have been in pretty dry, sunny places so far though, so this could change once we hit the Pacific Northwest.

I am still working part-time as a software engineer as we travel now, so internet connectivity is very important for us. Our system is a bit overkill probably, but I like it. We have both AT&T and Verizon hotspots with unlimited plans that provide our data when we can't find decent WiFi, which is most of the time. We have a mini-router/repeater that connects to our hotspots or some other WiFi if we're lucky. We then have a second, much fancier router that doubles as our media



Hiking.

center. All of our devices connect to this second router. That way we only have to change the connection in one place (the mini-router) and then all our devices automatically use whatever is available at the time without having to ever be changed.

As for the “smart” technology, right now we do have a few things in place. We have two sets of multi-color LED lights that can be controlled with our phones, which are completely custom setups we built and programmed ourselves. We have an internet connected security camera in the front of the bus as well as a smoke/gas/fire alarm that we can use to monitor the bus when we are away.

My pride and joy, however, is the little sensor box I custom built that sits right behind the driver’s seat that collects all kinds of data as we travel - some of which I have even managed to get to stream to a live feed on our website. This box collects over 30 data points from interior and exterior temps, to GPS data, several air quality metrics, and even light, sound, vibration and movement levels inside the bus. I’m not using this data for much yet, but there’s a lot more I would like to do if I ever have time.

J Wright Concepts

Hose-Grip

Patent Pending

8" assembly attaches to your current water hose

\$23.99

plus \$4.00 shipping

Attaching your water hose to the RV Park faucet just got easier!

- * Machined nickel-plated fittings
- * Crimped with hydraulic hose crimper
- * Ergonomic Grip makes tightening easy
- * **Water Right™**
- * Polyurethane “drinking-water-safe” hose
- * Lead-Free



J WRIGHT CONCEPTS

RV Cable Grip

PATENT # US D786,661

Do you struggle to connect your coax cable?

“DON’T FIGHT IT”
“GET A GRIP”

25' Cable with Grips installed

\$28.99

plus \$7.00 postage

Kit with install tool

\$17.99

plus \$3.00 postage

All Items Available at www.rvcablegrip.com

J Wright Concepts PO Box 292511 Sacramento CA 95829
(916) 955-0048 cablegripguy@gmail.com www.rvcablegrip.com



Our Fridge.

Our Travels

We officially hit the road on April 10th, 2018, to become full-time bus-lifers. That means, as of writing this, we have been traveling for just shy of three months. We left Denver with a general plan to follow this basic route: New Mexico, Arizona, Utah, Idaho, Washington, Oregon and then California, before heading back over to the east coast by Thanksgiving for the holidays. There's really no specific objective or goals to our travels other than just to do as much and see as much as possible without burning ourselves out in the process. So far, so good, though the balance has been delicate.

Most of what we built has more-or-less worked out exactly how we had hoped, but not unexpectedly there have been a few repairs and corrections. The biggest setback (expense) came at the end of the first week of our travels when we had a rear main seal let go, and while in the shop learned our turbo was on its last leg. We spent four nights in the parking lot of Herman's Automotive in White Rock, New Mexico to get all of this sorted out. Fortunately though, Herman and his crew were pretty awesome and hospitable, so it wasn't that bad of an experience, just painful in the wallet region.

\$24.99

SEWER SOCK®

A must have for RV owners!

Easy to use / NO TOOLS REQUIRED!
Made in USA

Designed to seal Motorhome utility openings,
(Electric, Water, Sewer, etc.)

ELECTRIC

WATER

TV CABLE

Don't let rodents ruin your trip!
Stop insects before they invade your space!

Also for Travel Trailer / Fifth Wheel (view below)

Can also be used to prevent ant traffic on exterior connections!
Satisfaction Guaranteed!

Tel. (423) 327-0052
www.sewersock.net



Hotsots and Big Router.

We have learned a ton about this lifestyle so far - so much so, I wouldn't even know where to begin. There are two things we can be certain of. There are amazing people everywhere, and there are amazing places all over this country. Each state we visited seems even better than the last. Originally Utah and Idaho weren't in our plans, which we have now learned would have been a huge mistake. Southern Utah is a magical, other-worldly place that could take a lifetime to fully explore, and so far, Idaho, in our opinions, may be the greatest hidden gem of them all.

As far as thoughts on our build after a few months on the road, we are generally pretty happy with everything. We adapted pretty well to the small space and both think we could go even smaller if we had to. We have even been able to get rid of some unnecessary junk we brought with us along the way. If there's anything we would change about our build if we did it again, we probably wouldn't worry about the shower and hot water heater. The reason is, we have never used the shower! With our small 24 gallon fresh tank, a shower would eat that up pretty quick, and generally wherever we are that has water for us to refill with, a shower can be found as well, and so we just use that. We have found we can stay fairly clean for a few days without a real shower. Ultimately, the time

B&B COACHWORKS



30 years of COMPLETE custom fabrication experience. Conversions on any make. Specializing In:

- Coach widening - 96" -> 102"
- Slide Outs
- Remodel & Repair on
- ANY motorhome or bus.

We WILL SHIP:

- Radiator spray systems
- Engine door louvers
- Air steps for entry door
- And much more!

Call today for conversion specs and photos.
www.bbcoach.com

(702) 873-4415



Wetbath.

and money we put into building our completely custom wet bath could have been put to better uses.

At this point we are still a go for finishing out at least the rest of the year traveling, and will probably spend the winter in Florida. From there who knows what we will do. We could keep going to cover some other parts of the country that we haven't been to yet, but probably at a much slower pace so we can both put some in some fulltime work again to replenish the coffers. Or, we may pull the trigger on the sailboat in the Caribbean! Who knows?

As we travel we are trying to document and share as much as possible, hence the name of our bus, Vicaribus (like vicarious, but with a 'b'). We have a pretty thorough website/blog that documents our conversion and journey, shows a live-map of our travels and shows that live data from our sensor box. The idea behind our site and the bus's name is that we provide the ability for other people (mostly our moms) to vicariously live the bus life through our journey. We are giving it a go at building a following though, sharing everything on the website, as well as Facebook, Instagram and YouTube. We're not sure what the ultimate goal would be if we did end up with a real following, but like everything else so far, I think we'd figure it out!



Feel the Heat

The combination of Webasto and Sure's own Real fan heaters (3,500 to 25,000 BTU) makes land cruising fun and comfortable.

Sure Marine has over 100 dealers nationwide, each trained to be the best. We can help come up with the right solution on land or at sea.

Contact Sure for your nearest dealer or some solid advice on your application. The Heating/Cooling professionals at Sure Marine Service can extend your cruising season!



Webasto DBW2010, 45,000 BTU





Real 643X 14,000 BTU





Sure Marine Service, Inc.
 5320 28th Ave. N.W.
 Seattle, WA 98107
 (800) 562-7797 (206) 784-9903
www.suremarine.com
 or
 Shop Online: www.suremarineservice.com





Miles in Driver Window.



The Conversion



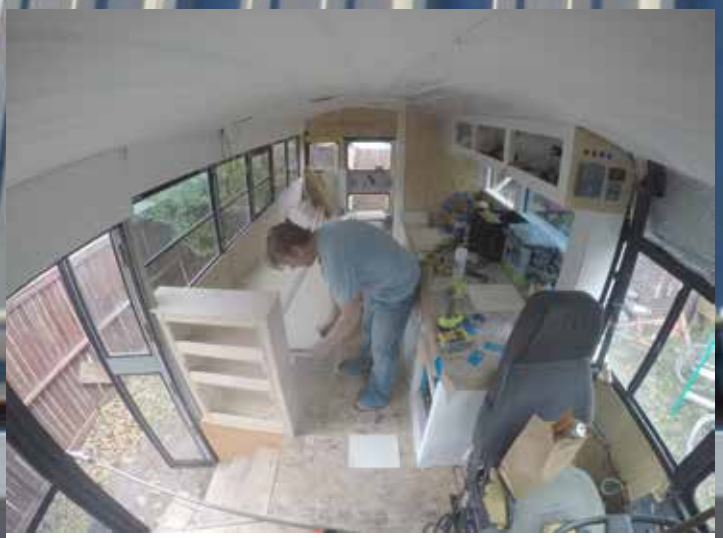
Safety First.



The Intial Stage.



Our Flooring.



Installing The Couch.



Our Bed.



The Bedroom Light.



House Plants.



Looking Back.



Looking Forward Miles And Heather.



Desk.



Inside



Miles on The Couch.



Day in The Life.



The Day Lounge.



Our Modular Couch.



Under The Couch Storage.

Outside



Boondocking in Bryce.



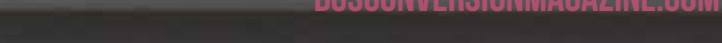
Drone Shot On Dirt Road.



Friends In Moab.



Eclipse Deck.



Boondocking Near Goblins.





Salt Flats



Night Photo In Moab.



Pulling Our Boat.

Heather Yandziak and Nick Underwood



Heather Yandziak is a Doctor of Physical Therapy taking her first sabbatical at age 31 to travel the country in her thoughtfully designed bus conversion. Nick Underwood is a 38 year old freelance software engineer with a couple of degrees from Georgia Tech who has been working remotely and boss-free for the last eight years, allowing him an easy transition into bus life. He has always enjoyed making, breaking and hacking things, which perfectly prepared him for making Heather's designs a reality. Together the two currently are sharing their full time bus life adventure with Miles, their one and a half year old Mini Goldendoodle.

Full documentation on the conversion may be found on their website: <http://vicaribus.com>
They may be reached at: thevicaribus@gmail.com
or on [Instagram](#) and [Facebook](#)



A True American Manufacturer



Questions
about Dinghy
Towing?
Call the experts
1-800-669-9690

Others assemble parts made who knows where.
**Roadmaster uses American workers and components and
creates the finest towing products on the planet.**



Tow Defender -

- Available for Roadmaster, Blue Ox and Demco tow bars.
- Quick installation & release.
- Lightweight and compact — weighs just 14½ pounds, and rolls up to 4 inches in diameter.
- Powder-coated steel supports & heavy-duty gas struts for maximum durability, support and cornering flexibility.
- Reinforced seams and gussets for added longevity.

800-669-9690
roadmasterinc.com



*Time Tested
Time Proven*



COMFORT YEAR ROUND WITH EHP

BY YVAN LACROIX

A tunnel of insulation.

When we first purchased Opti-Force 1, we were very happy to see that it had blown in urethane insulation everywhere. Due to reading this magazine, the forums, and Facebook groups, we thought we had the best money could buy.

One of our first trips in Opti-Force 1, was in February and we spent three nights in Boston. It was in the low 20s outside. We thought no problem, we have a strong propane heater giving us 30,000 BTU's of heat in our well insulated bus. Unfortunately, we were wrong, it took all its BTU's to get us to a balmy 40 degrees. The next morning, after warming up, we went to a big box store and bought two electric ceramic heaters. Those gave us an additional 10,000 BTU's and got us "up" to the low 50s in Opti-Force 1.

Other than mechanical work, we did not do anything to the bus cosmetically yet. Nor did we renovate the interior, but I was officially on the hunt for a solution to my quandary.

The next week when we were in south Florida, the temperatures were in the high 80s. We had to run both of our roof-top air conditioners to keep the inside of the bus livable. I was beginning to doubt that our bus was insulated at all.

CUSTOM INSTRUMENT PANELS

Dash Panels For Bus Conversions

Made to your specifications.



Eagle • GM • MCI • Neoplan • Prevost

AC/DC Monitor Panels

Back Up Monitor Systems • Dash Accessories

28585 Valley Drive
Albermarle, NC 28001

[Tech] (704) 985-0171 • (800) 462-7635 • [FAX] (704) 985-0173

Email: cip@windstream.com / cipdash@sbcglobal.net

Visit us on the web: www.custominstrumentpanels.com

ProAutoWorks

Custom graphics, Color Matching & restoration
 Bodywork, Fiberglass, Welding, Polishing & Sandblasting

609 Applegate Ave. Drain, OR. 97435 Contact Mike Wilson at 541.915.3866
 Visit our Facebook page for photos of other vehicles
www.facebook.com/ProAutoWorks.DrainOregon



Spray urethane insulation that was already in the bus.

Looking through **Bus Conversions Magazine**, I saw a little unassuming ad from EHP (Engine Heat Protection). I saw that one of the owners answered questions on a few Facebook groups, so I reached out to Todd Lenson. What a delight, here is a guy that

knows his product, is confident in its performance, and is very helpful with all my overly nerdy technical questions. I took some measurements and ordered enough EHP Rollboard to cover the walls, ceiling, and floors of my Opti-Force 1.



The roll of EHP Rollboard insulation.



EHP held to the wall with contact cement.

September 23, 2017, nine months after buying Opti-Force 1, we dug in and tore down the cabinets, walls, and ceiling. We were happy to find that yes, there was indeed a nice thick layer of sprayed in urethane insulation. We also removed the rooftop AC and propane heater units in favor of a Mini Split Heat Pump.



EHP starting to go up on curb side wall.



Insulation and wall covering done, ready for the first trip with a well insulated coach.

Complete Your Bus Conversion with a state of the art electrical windshield wiper system from

AUTEX
AUTOMOTIVE DEVICES
Manufacturer of AIR to ELECTRIC
Windshield Wiper Conversion Kits

Replacements for MCI, Eagle, Prevost, Gillig, RTS, New Flyer, NABI, Neoplan

FEATURES & ADVANTAGES

Easy to Install: Bolts directly to factory mounting points. No cutting or drilling required.

Installation Kit: R11 and L11 mounting brackets with Bosch motors. (12 or 24 Volts) pre-set wire harness with controls, variable, intermittent and two speeds. Wiper arm and blades are optional.

Extended Wiper System Life: Smooth and quiet electric power eliminates erratic operation and abuse of wiper components.

RELIABLE: AUTEX systems have been fleet tested under the most extreme conditions.

Automotive Devices Limited
90 Wakefield Ave., Staten Island, NY 10314
Tel: 718-983-9898 Fax: 718-494-4975
Email: customerservice@autexacs.com



EHP can be seen on the ceiling, at only 1/8" thick it's also behind the walls and under the floor.



The mandatory before shot.

With all the information gained from EHP and armed with boxes of insulation, we moved forward, confidently. After everything was torn out, including all the wiring (that's for another article) it was time to rebuild.

A promotional advertisement for Passport America. At the top is a circular logo that says "CELEBRATING PASSPORT AMERICA 25 YEARS OF SAVINGS" with "1992" and "2017" on either side of the number "25". Below the logo is a photograph of a road winding through a scenic, forested area with yellow wildflowers. Two RVs are driving on the road. Below the photo, the text reads: "See the sites for less." followed by "Members save 50% on campsites at nearly 1,900 participating campgrounds. Only \$44 per year. Join now and start saving!". At the bottom, there is a URL: "https://goo.gl/m8DCFB" and a phone number: "800-283-7183" with the hours "M-F 8AM-6PM & SAT 9AM-4PM CST".



Walls and ceiling complete, new luan on the wall.



Pine covering going in, kitchen cabinets hung.

The EHP Rollboard insulation is very easy to work with, it's a 1/8" thick flexible ceramic (we're talking space age material here) that feels and bends like felt. We attached it to the walls using contact cement, per the instructions. In a few hours the kitchen and living room were insulated. Already inside the bus a difference could be heard. I hadn't considered it before, but an added bonus of the EHP Rollboard is great sound deadening abilities.

Since Opti-Force 1 doesn't have a raised roof, we wanted to keep the floor as thin as possible. EHP was a real winner here as well. At only 1/8" (3mm) thick



Sylvie piecing together the front steps before covering with 1/2" plywood.

it's the ultimate solution for floor insulation. We laid the EHP directly over the factory floor and then added a 7/16" plywood on top. With this, we only lost 9/16" of headroom, but we gained the equivalent of probably 5-6" of foam insulation.

In a whirlwind of activity, we got a lot accomplished (we had a deadline)! We insulated the bus, we added a solar system, we added the mini-Split heat pump, we put in new kitchen cabinets, and we installed a new electrical system. We accomplished all this from September 23 to October 10, 2017.



BYLER RIVET

www.BylerRivet.com

800.325.3147

Drill Bits • Threaded Inserts • Clecos • Blind Rivets • Rivet Tooling • Tool Repairs

2118 Parkside Ave. Irving, Texas 75061



Cozy and well insulated, covered in 5/16" pine. Still some trim work to do but livable.

Back on the road, the first thing we noticed, was how much quieter it was inside the bus. On that trip, we didn't encounter any real temperature extremes, but we were very confident in our new EHP insulation.

Our next trip started on December 26th. We drove out into the snow from our base in Granby, Quebec and

stopped a few hours later in Vermont for the night. The investment in EHP Rollboard paid for itself that night! We could walk on the floor in bare feet without freezing. Our 12,000 BTU mini Split heat pump had no problems keeping us at a comfortable 72 degrees, despite its 28,000 BTU deficits over the previous winters heating system.



GM PD41XX SERIES BUSES



Are you a GM Intercity Coach fan? Well, I am. For the last six years, I have been compiling a list of surviving coaches. I currently have a little over 500 coaches on the list. My list includes 4104 thru 49xx series. No Scenicruisers. Please contact me to have your coach added to the list or to obtain information about your coach.

Call Jon at (760) 272-4081 or email: Jusle@aol.com



EHP being installed on the hall and bedroom floor by the lady of the house.

If you are converting or renovating a bus, EHP Rollboard should not be an option, it should be mandatory. You will not regret the investment, ever! Regardless of your climate, hot or cold, EHP Rollboard is by far the best investment you can make in your comfort.

THE BEST CUSTOM SHADE!

Magne Shade

By Hunckler Fabrication, LLC

MADE IN THE USA

Magne Shade is designed to fit your coach glass tight, we incorporate a simple and effective fabric adjustment system in our design so your shades won't stretch out of shape and sag over time.

ORDERS TAKEN BY PHONE (336) 753-0905

★ **NO** HOLES CARDBOARD
SNAPS VELCRO ★
SUCTION STRAPS

WWW.MAGNESHADE.COM
INFO@MAGNESHADE.COM
Hunckler Fabrication - Magne Shade
123 South Park Place Mocksville, NC 27028

Yvan Lacroix



Sylvie and Yvan are fun loving grandparents and detailers. Sylvie owns a franchise company in Quebec called Répare-Brise. Yvan is Vice President, Business Development for Opti-Coat IIc in Memphis TN. In his work Yvan travels the world to teach detailing and speak at trade shows. When in North America they travel in their 1973 GMC 4905A Buffalo, named Opti-Force 1. Opti-Force 1 devours a minimum of 40,000 miles a year, and the long term plan is to go full time once the renovations are completed.

You may contact Yvan at:
yvan@opticoat.com

PREVOST H3-40 AIR DISC BRAKE FAILURE AND REPAIR — PART 1 OF 3

BY BRUCE FAY



Mobile chassis mechanic, Joe Cannarozzi, stopped by Florida Grande Motor Coach Resort on his way north from Ft. Lauderdale, FL. The tire/wheel combination is very heavy.

Editor's Note: *In part 1 of this 3-part article, Bruce describes the problems that developed with an Air Disc Brake (ADB) on an early 1990's Prevost H3-40VIP. In Part 2 he will describe how they found a service facility to help get the coach back on the road. In Part 3 he describes what they ultimately did to prevent future problems.*

The Prevost H3-40VIP Pneumatic Brake System

Like most buses and class 8 trucks, the Prevost H3-40VIP has air-actuated brakes. The drive axle, with

its four wheels/tires, uses massive drum brakes with brake shoes and linings actuated by S-cams. The steer axle and tag axle brakes, however, use Meritor model ADB-1560 Air Disc Brakes. The bus also has an anti-skid (anti-lock) brake system, which has additional valves and a computer. The brake system is designed to stop 42,690 pounds of bus, plus up to



Reliable Glass

We Repair and Replace

- RV Windshields and Side Glass
- Dual Pane RV Windows
- Foggy Dual Pane Windows

653 S Waterman Ave Unit A
San Bernardino, CA 92408

(909) 557- 4898



Joe removes the Centramatic dynamic wheel balancer from the driver-side tag-axle hub.

10,000 pounds of towed load, traveling 70 mph in a reasonable distance, so the components are sized accordingly.

We acquired this coach in September 2009, when it was 19 years old. One of the things we did in our first year of ownership was to have our mobile mechanic, Joe Cannarozzi, do a lot of work on the chassis. He replaced all of the air springs and shock absorbers, and many of the Norgren valves that are part of the suspension system. He serviced the axles, replacing bearings and hub seals, and put the running gear in good shape. He also serviced the brake pads on all of the disc brakes, except for one. In the spring of 2015, we recalled that when he put the new pads on the driver side rear tag position a few years earlier, he could not get the caliper back on. The old pads still had plenty of wear left on them but they were “worn in” at an angle. He put them back on and re-installed the caliper without any difficulty. This was done with my knowledge and agreement. I should have followed up on this situation and figured out what was actually going on, but I didn’t. *Mea culpa.*

Subscribe for only \$21 a year
BusConversions.com



You will have access to all issues of
Bus Conversion Magazine
Click [HERE](#) to subscribe now.

Early Warning Systems and the First Signs of Trouble

We have always used a Tire Pressure Monitoring System (TPMS) since we bought our first motorhome in 2005. We started out with a Pressure Pro system and transferred it to the bus. In 2015, I bought a TireTrakker TT-400 TPMS from Daryl Lawrence during the Quartzsite “Big Tent” event. A whole new generation of TPMS systems was available by then and besides better setup and usability features, they also monitored temperature.

We had never had any problems with our brakes as far as I was aware, other than occasionally having them “stick” after sitting for a very long time in one spot. A fellow bus nut from our FMCA Great Lakes Converted Coaches chapter, who also happened to be a bus mechanic, gave me a valuable tip on what to do if this happens: “Put the transmission in reverse and back up slightly before trying to pull forward.” The next time I had that problem, I followed his advice and the brakes released without any problem. Ahhh, the wisdom of experience!

We spent January and February 2016 at the Big Tree Carefree RV Resort in Arcadia, Florida during which time our bus did not move other than to start it a couple of times and pull it forward or backward 6 to 12 inches to avoid getting flat spots on the tires or having them sink too far into the ground. I do this when we are parked for any length of time to change where the tires make contact with the ground and also to make sure the brakes have not seized up. I did not have any issues with the brakes while we were there.



Joe has loosened the castle nut on the retaining pin for the upper caliper slide pin. The retaining pin gets pulled out the top, allowing the slide pin to be tapped out and release one of the two caliper mounts.



This photo is a little out of sequence, but it shows the 10x torque multiplier that Joe used to remove and install the lug nuts. I also have one of these and carry it on the bus when we travel. The disc with all of the holes in it is the Centramatic dynamic wheel balancer.

We left Arcadia in early March and headed for Florida Grande Motorcoach Resort in Webster, Florida. We went by way of Lakeland and as we were leaving the north side of town, we got a high temperature alarm on the driver side tag axle tire. We never had a high temperature alarm before and it really got our attention! I did not have any place to pull off the road, so I slowed down but kept going until I could find a safe place to stop. The TPMS sensor was reading 200° F by that point, much higher than the usual 100° F to 120° F. The sensor was installed on the end of a valve stem extension, so I wasn't sure exactly what it was measuring the temperature of, but I presumed it was the air in the tire and/or the tip of the stem, which was in contact with the wheel. Regardless, I suspected the brake components were much hotter than that.

Normal Tire Temperatures

I grabbed my infrared non-contact thermometer and went back to see what was going on. I could see the ADB caliper through the holes in the wheel and I aimed the thermometer through several of them using the built-in laser pointer. The caliper was hot (400° F) but I had no frame of reference for whether it was too hot. I checked the other three corners and I found that the driver side tag components were quite a bit hotter than the other three, so at least I had a relative indication that something was going on. At that point, I was pretty sure the brake was dragging, but I had no idea how hard or why.

We were not in a place where I could do something about this, and we were only about 20 miles from the RV resort in Webster, so after sitting for a while I decided to try and finish the trip. In retrospect, I proba-



**Call today for
\$100 off!**

1-855-778-4527

www.MobileRVGlass.com

**Nationwide bus windshield
repair and replacement**

bly should have lifted the tag axle, but I didn't think of it at the time. Instead, I kept my speed down as much as possible and Linda kept a constant eye on the temperature of that wheel/tire. We made it to Florida Grande without any more high temperature alarms, but the driver side tag sensor remained at an elevated temperature compared to the other side or the two front wheels/tires.

Until this incident, we had never paid much attention to the temperatures being reported by our TT-400 TPMS. Whomever designed the system must have had some reason to set the alarm thresholds where they did as these are not user adjustable. While monitoring the temperatures of the four corners, Linda noticed that the tag axle wheels tended to run hotter than the front wheels. In subsequent conversations with mechanics and other bus nuts, this seemed to be what people expected. The front wheels/brakes have a lot of relatively cool, fresh air flowing around them whereas the tag axle wheels/brakes are close to the engine and transmission, and they are hidden behind the dual drive tires where they receive less air flow.



Joe had to spray some penetrating oil on the slide pin before he could tap it out. He had to do the same thing with the lower slide pin (not shown). The caliper actually slides on these two pins when in use, so any binding on them is a problem.



The caliper lying on its back with the outboard brake pad removed. Joe cleaned everything and put it back together with lubricant where needed. That was the best we could do for what was, essentially, a roadside repair.

design, brakes get very, very hot when they are in use. Indeed, they need to be somewhat hot to work properly, but they are supposed to cool off quickly when released. If they get too hot, however, they lose their gripping power, a condition known as “brake fade.” If they get hot enough and remain in contact with the brake drum or rotor when it stops turning, they can weld themselves to the moving part. I had this happen once with a front disc brake on my Honda Element.

Initial Diagnosis

As soon as we got checked in at Florida Grande and got situated in our site, we had to attend a welcome reception at the clubhouse. We enjoyed the gathering, but I was also anxious to get back to the coach and check out the driver side tag axle brake. I started the engine and lifted the tag axle so I could check to see if the wheel turned freely. The wheel was able to turn, but not as easily as the curb side tag wheel. The brake was definitely dragging.

Serendipity Found and Lost and Found Again

We were booked into Florida Grande for two weeks, having received a 2-for-1 special at the Tampa RV Supershow in January. I knew that Joe, our mobile mechanic, was in the Florida Keys for the winter so I gave him a call to discuss the problem and to get his advice as to what I should do about it. Prevost has a service facility in Jacksonville, Florida, so that was a possibility. Based on some correspondence with a BCM reader a while back, I also knew that American Frame and Axle, in the Tampa area, might be able to

help. In both cases, however, I would have to get the coach to them.

Given that the problem was with a tag axle brake, I at least had the option of lifting the axle which would get the tires off of the pavement and also disengage the tag axle brakes. To be safe, I would have to increase the pressure in the drive tires to carry the load, keep my speed down, and watch the space in front of me as the reduced braking would mean longer stopping distances. The steering would also be less definite with the tag axle up, so it would take a more active correction to keep the bus going straight down the road. Driving any distance with the tag axle up was not my first or preferred choice.

As it turned out, Joe was headed to Ft. Lauderdale for the week and he would be able to make a service call on his way north after he was finished. He suggested that I call Prevost and order a new left brake caliper and pads. I did as he asked, but I was not happy about what I found out.

Sourcing Parts

Prevost Parts US told me that they did not have any new calipers and that the part had been discontinued



Engine Heat Protection

Reduce that unwanted heat with an EHP rollboard.



Stops heat and noise dead · Efficient · Economical
Easy installation
No special tools · No mess · No heat storage
Cuts down heat by 50%
Used by Airstream Mfg. and professional coach builders

39250 Green Meadow Road, Temecula, CA 92592
(951) 302-2212
EngineHeatProtection.com

by the manufacturer (Arvin-Meritor). I asked about rebuilt units. They had an active part number but did not have any in stock. It turns out that folks had not been returning them, so Prevost did not have any to rebuild. I asked about rebuild kits. They had those in stock, so I ordered one and it was delivered two days later. (Note: The rebuild kits come in "left side" and "right side" versions.)

Joe arrived as promised and spent about four hours working on the brake. The rebuild kit had a LOT of little pieces and he decided that taking the caliper apart and trying to put it back together without a proper place to do the work was not a good idea, and I concurred. He was able to get the caliper freed up and moving in and out, and we agreed that this was the best he could do under the circumstances. He went on his way and we enjoyed our second week at Florida Grande, seeing the sights in the area and attending the Webster Flea Market. It's, the largest one in Florida, and one of the largest in the country. In hindsight, we probably should have had him disconnect and cap the air hose to this brake, but that did not occur to us at the time.

All too soon, our time was up at Florida Grande and it was time to head to Jetty Park and Campground in Cape Canaveral, Florida to join our friends and fellow converted coach owners, Pat and Vickie Lintner. Needless to say, Linda kept a close eye on the tire temperatures for the entire 130 mile trip. The front tires ran around 95° F to 105° F and the tag tires ran around 120° F to 130° F, but we did not see much difference from side-to-side, front or rear. The high temperature alarm threshold is around 160° F, and we never saw temperatures anywhere near that. We made it to Jetty Park Campground without difficulty but we were not relaxed during the trip.

Houston, We Have A (Serious) Problem

We had reservations at Jetty Park Campground for eight nights but we ended up staying almost three weeks for reasons unrelated to the bus. When it was finally time for us to move on, we broke camp and then headed out just before noon with Williston Crossings RV Resort, in Williston, Florida as our destination. We had only traveled about 30 miles toward Orlando when we got a high temperature alarm on the driver side tag axle. Ugh. The TT-400 TPMS reported the temperature was 200° F and climbing. I checked the driver side mirror and there was smoke pouring out of the rear wheel well. NOT GOOD!

I got out of the right travel lane onto the shoulder as quickly as possible and pulled over as far as I dared.

Wrico International




The Generator man

We carry a full line of Coach Conversion Parts & Accessories, to list a few:

- Wrico Generators
- Magnum Inverters
- Webasto Hot Water Heating Systems
- Cooktops & Water Heaters
- Automatic Transfer Switches
- Generator Autostart System

Call the people with the Coach Conversion Experience and Know-how.

Made Specifically For Bus Conversions

Kubota Powered • Water Cooled • 1800 RPM
Direct Drive • Easy To Service
Rugged and Trouble Free

Buy direct and save. Call the Generator Man
(541) 744-4333
WRICO INTERNATIONAL
PO Box 41555 • Eugene, Oregon 97404

We had just passed an entrance ramp so I was able to put a comfortable distance between the coach and traffic. I grabbed a fire extinguisher while Linda got the cats in their carriers. We also placed our computers, camera gear, wallets, etc. by the front door in case we had to abandon ship. We have been to Mac McCoy's fire safety seminars at various RV rallies, so we knew how quickly an RV would burn to the ground if it caught fire.

I discharged the fire extinguisher through the holes in the wheel directly onto the ADB caliper and then I tried to reach around the tire and hit it from other directions as I figured everything was hot at this point. The smoke eventually subsided but, I could still feel the heat coming off the brake, hub, and wheel. I got our second fire extinguisher and I stood by just in case it flared up. It didn't, but that was a close call; way too close for comfort.

Phone Tag

Once we knew the rig was not going to catch on fire, we settled down to consider our options. My first call was to CoachNet. I figured they would help us locate a service facility, but all they could offer us was towing service. I told them the bus was still drivable and that



what I needed was a shop that could fix the brake, but I would call them back if I needed a tow.

My next call was to the Prevost Action Service System (PASS), the Prevost 24/7 technical support line. There wasn't anything they could do to help us directly but they suggested I call Prevost Jacksonville.

Prevost Jacksonville had a mobile mechanic but it was Wednesday and Wednesday was his day off. The Jacksonville service center was approximately 140 miles from where we were sitting, so I asked the service manager what he thought about me pulling up the tag axle and driving there. He was not willing (allowed?) to tell me that this was an acceptable thing to do, probably for liability reasons.

The Jacksonville service manager did, however, give me his mobile mechanic's cell number and suggested that I call him to see what thoughts he might have. The mechanic was not able to help us directly either (it being his day off), but he gave me the name and number of a shop in Cocoa Village, 15 miles back toward where we just came from. OK, at least people were trying to help us as best they could.

I called the guy in Cocoa Village, and he said he could help us in a week or so, if we could get the bus there. We were looking for a more immediate solution but he was good enough to give me the name and number of a heavy truck shop on the south side of Orlando that might be able to help us.

I called Barry at JOSAM but it was the same story; they could look at in about two weeks, if we could get it there. Barry seemed to understand our situation, however, and said there was another shop in town where he sends his overflow business. He offered to check with them and then call us back.

A little bit to my surprise, Barry followed through. Even more to my surprise, the overflow shop said they could work on our coach if we could get it there. He gave me their name and number and I called them to find out where they were and arrange the service visit.

They were also on the south side of Orlando, a mile or so from JOSAM, and only 15 miles from where we were currently parked (stranded) on the shoulder of the FL-528 toll road! By the time I concluded my call with them we had been on the side of the road for two hours and the wheel-hub-brake assembly had cooled down somewhat. I lifted the tag axle and verified that the driver side wheel was frozen and would not spin.

The tire was a couple of inches off the ground, so I left it up and kept my speed down. It was a slow trip, but we arrived at their facility around 3 PM without further incident.

Next Time

In Part 2 of this article I describe how Action Mobile Service in Orlando, Florida repaired the driver side tag axle brake and got us back on the road in a relatively short amount of time.

**When you contact
our advertisers,
please let them know
you saw their ad in**

**Bus Conversion
Magazine**

About the Author/Photographer



Dr. Bruce Fay is a retired educational assessment and evaluation consultant and a former electrical engineer, photographer, and teacher. Linda is a retired CPA & corporate controller. They live in S.E. Michigan, and started traveling North America in their 1991 Prevost H3-40VIP coach conversion in June 2013. (Photo by Linda Fay)

Their website and blog may be found at:
<http://www.omnibus-mi.us>

For a complete list of Bruce's articles, and the issues in which they have appeared, please visit:
<http://www.omnibus-mi.us/rvtravel/bcm/>

They may be reached at
us@omnibus-mi.us

Museum of Bus Transportation Spring Fling Open House Success by Mark Szyperski



The Museum of Bus Transportation (MBT) held its annual Spring Fling Open House on June 2, 2018 in Hershey, PA. This year's event recorded a higher turnout than in years previous. Nearly 500 attendees visited 38 vendor booths, and viewed the 33 buses plus the full fleet of 35 buses that the Museum owns. There was also the Parade of Buses that circled the campus of the Museum of Bus Transportation, providing a great show of the sights and sounds from years gone by. The sound of clutches engaging and engines growling as they climbed the back drive with its long hill up toward the front of the building put all the historic coaches through their pace.

This annual event is held on the first Saturday of June each year. This year's theme was "Trailways through

the Years." The Chair of the Board of Directors, Mr. Jonathan Burress, and the President and CEO, Ms. Eva Hotard, along with staff members of the Trailways Corporate offices joined the MBT for both the Saturday events, as well as the Presentation Dinner the evening before on Friday. A special donation to the MBT was given on behalf of Trailways, as well. This was the second year that a special theme was put into place for the Spring Fling.

Last year, the theme was "Greyhound Bus". The "Trailways through the Years" allowed the Museum to display not only its buses, but others as well front and center, showing the Trailways paint schemes of years past. A number of retired drivers who had driven for Trailways member companies showed up in

Have you upgraded your bus?

We are looking for Bus Nuts who have made modifications to their coaches. If that is you, please send us an article, long or short (with photos), about your upgrade. Send your articles to:

Gary@BusConversions.com

You will receive a FREE one year subscription or extension for each article we run.

STRAIGHT LINE
Steering, Inc.

Straight Line Steering, Inc.
1802 Smith Ave
San Jose, California 95112
(408) 289-9850



We Specialize in Remanufacturing

- Power Steering Gears
- Manual Steering Gears
- Power Steering Pumps
- Control Valves
- Steering Cylinders
- Rack and Pinions

www.straightlinesteering.com



their former uniforms, as well. A couple of the current Trailways member companies placed their buses on display, including Fullington Trailways and Bailey Trailways.

The vehicles on display ranged from a 1908 White to a 2018 MCI, Prevost and Van Hool. Also during the day, a 1945 Aerocoach owned by the Museum was unveiled. Although previously restored mechan-

ically by ABC Companies, this past year, the interior restoration was completed by Infanti Bus and Coach Upholster, of Linden, NJ as a donation to the Museum of Bus Transportation. This restoration meant the complete removal of the seats, and new fabric and cushioning was installed using the correct era. Another restored bus, also was also unveiled. A 1951 ACF Brill was restored and sponsored by Krapf Coaches. ACF Brill build a few school buses based on its C31





38 Vendor Tables Held Everything.

transit model, and the Museum of Bus Transportation has one of these rare buses. Also, Greyhound Bus Lines brought out a new Prevost to be placed on display, which included it's Wi-Fi and 110 electrical plugs. It was an interesting combination of early 1900 buses with no air conditioning next to 2018 models not only with air conditioning, but video players, Wi-Fi and electrical connections.

Besides the 35 buses that are in the fleet of the Museum of Bus Transportation, another 33 buses from around the country also were on display. A large contingent from the New Jersey Transportation Heritage Center were on display. Also, school buses, motorcoaches, and custom designed coaches made their way to Hershey, PA for visitors to take tours and take pictures. These rare buses and coaches make



Scenicruiser on Display.

for a very unique gathering all in one location.

The 38 vendor tables held everything from pictures to toy bus models, to all types of other bus memorabilia. Many of the vendors commented that this Spring Fling was noticeably larger in attendance, and many reported great sales. Having access to that much bus memorabilia is an important part of the annual Spring Fling open house.

This year, Bernard Bus Parts held a silent auction on behalf of the Museum, and had some great older parts for sale, including a center real clearance light set from a 4014, as well as a steering wheel from an Eagle. Awesome Diecast was also present with all sizes and types of diecast buses and motorcoaches. Other vendor tables also included other Bus Muse-



Bus Vendors Selling.



School Buses on Display.



Trailways Theme.

ums, including the Pacific Bus Museum, Bus Boys Collection from MN, and the Greyhound Museum from Hibbing, MN.

This year found four trophies handed out, as well. Best Conversion Bus went to Mike Middaugh's 2001 Prevost XLII, Best School Bus was awarded to Katrina Falk's 1988 Crown, Best Historic Bus went to the Friends of New Jersey Transportation Heritage Center's 1953 TD4512 and Dan and Stan Holter's Richfield Bus Company's 1973 MC7, which they brought from Minnesota, earned the Trophy for Greatest Distance.

Another returning feature at this year's Spring Fling was the Parade of Buses around the main campus. The buses line up in the lots behind the main building and circle the building. This means climbing a steep incline to get to the front. This rear drive is a favorite location of many to hear the engines digging in the make the climb. The sounds of air horns filled the air as well, as drivers and passengers waved. Making its first appearance was the newly acquired Trailways "Eaglet" that was donated to the museum by Martin Kramer of Indianapolis, IN. The "Eaglet" was one of the many stars of the parade, and there were many who threatened to attempt to tuck into their trunk to take it home.

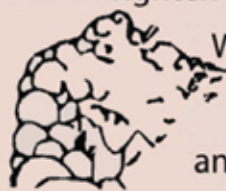
ALL AMERICAN URETHANE

Firm it up!

Tighten it up!

Warm it up

and keep cool!



Specializing in Polyurethane
Foam Insulation for Buses

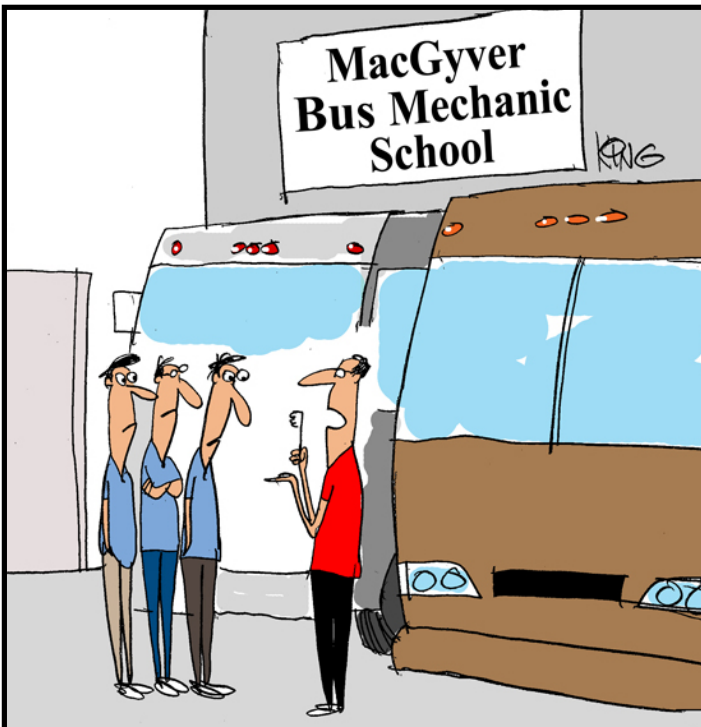
Spray Foam Insulation in your bus:

Do it Right!

Mobile unit will travel, shoot and grind.

20 Years of experience

Fred & Laura Bubolz
951-359-7597



“At this school your tools will consist of a toothbrush and a paperclip.”

A new feature this year was a special “VIP Package” that was sold prior to the Spring Fling. Attendees who were members paid \$10.00, and non-members paid \$17.00, which included the entry fee to the event. This VIP Package gave purchasers an opportunity to hear special presentations by the Museum Board Members, have a personal guided tour of the Museum and ride on one of two special buses in the Parade. It was well received and is expected to be brought back again next year.

Wolf’s bus line once again provided the shuttle service between the Museum’s main campus and the George M. Sage Memorial Annex where much of the fleet was displayed, as well. Also, Lakeland Bus Lines lent a group of mechanics to help get the fleet ready.

The next large event this year at the Museum of Bus Transportation will be the Annual Membership Business Meeting on November 3rd in Hershey. This meeting will be where the membership of the Museum has the opportunity to discuss the operation of the museum over the past year, as well as learn the outcome of the voting for Board of Director positions. However, this year will also include a special guest speak, Mr. Pete Conroy of Anniston, Alabama who will be speaking on the Freedom Rider’s National Park

in Anniston, Alabama as well as the events that took place with buses in the 1960s Civil Rights Movement. The presentation will be part of the new exhibit being displayed about the Freedom Riders and will be shown around two of the buses in the Museum’s fleet on the main floor. This presentation and the exhibit will be open to the public in the afternoon of November 3rd. More information on the event will be available on the Museum’s website, www.BusMuseum.org, as well as the Museum’s Facebook page, www.Facebook.com/BusMuseum.

The Museum of Bus Transportation is a 501(C) (3) non-profit organization completely run by volunteers interested in the preservation of the history of the Bus and Motorcoach Industry. The museum houses various models of transit, school bus and motorcoaches from 1915 through the 90s. It also has the most complete timeline of the bus and motorcoach industry, along with various bus memorabilia of all types, including old bus toys, uniforms, and signs. It is an educational facility with various special exhibits at various times showing the ways that the bus industry has played an important function of the History of the United States. More information on the Museum of Bus Transportation can be found at the website www.BusMuseum.org or by “liking” the Facebook page at www.Facebook.com/BusMuseum.

Mark Szyperski



Mark Szyperski is the Board of Directors Vice-Chair for the Museum of Bus Transportation (MBT). He has spent his entire life in the Passenger Transportation Industry. Often he was met with challenges with which he needed help, and over his years, Mark has created one of the largest networks of professionals with Industry Experience to meet the needs of those who work in Passenger Transportation. Having worked with hundreds of Passenger Transportation Companies all over the World, he has the ability to take the best of the best to create solutions to organizations issues.

Mark may be reached at:
Marketing@BusMuseum.org



Laundry in a Bus

by Gary Hatt



Splendide after installation.

Do you have laundry machines in your bus? Some people love them and some people hate them. Some people would rather use the space for a closet or other storage as many remove a perfectly good set of machines to obtain more storage. Some say any machines that will fit in a bus are too small to do all of your laundry. In this article, I will discuss the Splendide washer/dryer because that is the combo unit I am familiar with and I am on my third machine.

I have had two buses with the Splendide washer/dryer combination unit in them and I love these machines. I like them so much, I just had one installed in my Eagle which came with a dishwasher (which I never use) but no W/D unit because the previous owner only took short trips, generally less than a week as he primarily used the bus for two to three day business trips.

I dislike Laundromats because most people that use them are low-rent kind of people and you never know what was in those machines before you put your clothes in. They may have just washed a load of dirty diapers or greasy clothes in the same machine you put your white dress shirts in, you never know.

I have had a couple of bad experiences in laundromats in my life. One time I came back to find my

clothes taken out of the dryer and thrown all over the floor. I never did figure out why, but my roommate and I suspected it was a disgruntled neighbor, but we never discovered what his problem was.

Another time, I put my clothes basket in a small laundry room on a table to be queued up for when the machines were finished and came back a very short time later to discover someone else had put his clothes in the washer before I returned, completely ignoring the fact that my laundry was next. Thankfully, I had some diesel fuel in my apartment so I helped him out by pouring about a cup of this great cleaner in his load. Then I took my clothes elsewhere. I suspect he had a hard time getting that smell out of his clothes if he ever did. But I'll bet he never butted in front of the line at a laundromat again. He gave me the hairy eyeball for several months after that for some reason. I never admitted to doing this, but I think he knew.

You can of course find laundromats in many campgrounds and in almost any city where you will be trav-

Dometic
Sealand Tanks, Toilets & Systems




PRODUCT No.	651001
MODEL No.	510 Plus
COLORS	White or Bone
BCM Special	349 ⁹⁵

Tanks: Over 400 Sizes To Choose From

Heavy duty rotomolded constructed. One piece, non-corrosive high density polyethylene Fresh, Gray, Black water holding tanks.

We also carry
LED Electronic
Tank Monitor Panels.

ARDEMCO INC.
- Dealer inquiries welcome -
800-253-0115
www.ardemco.com
902 W 18th St., Costa Mesa, CA 92627

[Click Here For Our Online Catalog](#)



Cabinets before demolition.

eling. Some folks don't mind laundromats and they take a book (or phone or tablet) to read while doing a few loads of laundry. Laundromats also have the advantage, if they are not too busy, to do several loads at one time. You can do all your laundry in a couple of hours, if the machines make it through both cycles

without any problems, which I find does not always happen with some of the machines I have used. I have seen many commercial washing machines stop halfway through the cycle and when you come back 30 minutes later, your clothes are all water logged and sometimes must be put in a different machine and started all over again. Some of the low-rent laundromats are not well maintained and many have machines that are out of service much of the time. This happens in many budget RV parks. Also, laundromats are generally hot and sticky during the summer and not the most comfortable place to have to hang around while waiting for your laundry to finish.

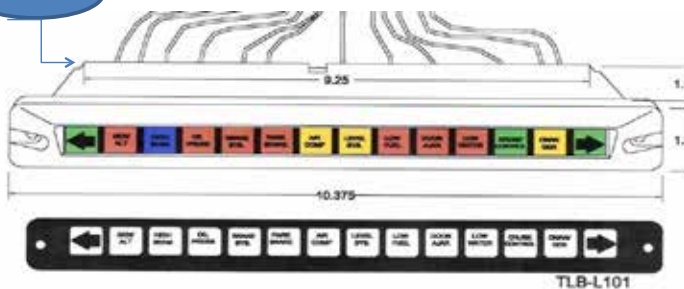
Some folks prefer the stackable units in their bus which is fine. I agree they are a better option than the Splendide washer/dryer combo especially if they are 220V machines. The wash cycle time will be about the same but the dry cycle time will be about half of the Splendide machine which is nice if you have a lot of clothes to wash. I had stackable units in an apartment where I lived and I use them in my timeshare and they work very well. Not as well as full size household machines, but good enough for one or two people. The Splendide machines take a loooooooooooooong time to dry clothes. One load can easily take three hours to complete. They only use 110V so they cannot get as hot as a 220V machine.

Custom Instrument Panels Warning Light Panel for Buses

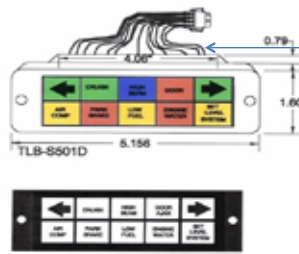


We have several warning lights to choose from. Please visit our website

184.49



154.79



NEW!
Now you can order our light bar to replace your original warning lights with a new look. Just pick the model that best fits your needs. Some modifications and wiring required.

28585 Valley Dr., Albemarle, NC 28001

(Tech) (704) 985-0171 – (Orders) 800-462-7635 – (Fax) 704-985-0173

www.custominstrumentpanels.com - Email: cipdash@sbcglobal.net & cip@windstream.net



Splendide has two basic models, one vented and one non-vented. The ventless model removes the condensation to dry the clothes and it does not require outside venting. However, it does require five gallons of cold water per hour of dry time so, you had better be hooked up to a fresh water source to use one of these. It also takes about twice as long to dry as the vented model.

Therefore, the vented model is preferred if you can install a vent to outside of the bus. I have had both, and much prefer the vented model even though the vent sometimes clog up with lint. The vent-less model is acceptable if there is just no way to vent it such as if you live in an apartment and you have plenty of time to wait for clothes to dry. I had a vented model installed in my Eagle.

The Splendide WD2100XC is a relatively small unit, smaller than most apartment models. They measure 33-1/4" High x 23-1/2 Wide x 23-3/8 Deep. You can only wash about a half load of clothes (if that) compared to normal household units. But the good thing is, they only take up about half the space as the stackable units. If you have a family to do laundry for, this machine could run practically full time and it may not be feasible. Because I travel alone most of the time, capacity is a non-issue to me.

In the past, I have put in a load of laundry before leaving for work then remove the dry clothes when I get home. This worked fine with me. I generally do laundry about two or three days per week under normal conditions with these units. Because it is in my bus, I can be doing other things while the unit is running.

Now that I am traveling full-time and working in my bus most days, it is easy to toss in a load after breakfast and remove it about lunchtime. If necessary, I could toss in a second load after lunch and remove it just before dinner for example if I just return from a trip with a lot of dirty clothes. It is recommended that you remove the clothes after the wash cycle and shake them out so they will dry better and won't be all clumped in a tight bundle which results after they spin in the drum. So, that does involve some intervention but it only takes a couple of minutes to do that and not absolutely necessary if you are away during the cycle.

The only problem I have had with Splendide machines is that the door latch is made of very weak plastic and I broke two door latches. They do not make replacement latches so, you have to buy an entire door if you break the lock to the tune of about \$180. If you use one of these machines, be sure you treat the door gently as this the door latch is poor design and has not been improved in several years as far as I know.

Pacific RV Parts

We can assist you with any and all of your RV Parts needs.
All in stock orders usually ship the next business day.



Dometic Penguin Duo Therm
13,500 BTU Cool-Only
Air Conditioner
\$645⁸⁸



Maxxfan Ventilator
White RV Roof Vent
\$248⁸⁸

www.PacificRVParts.com

Welcome to Pacific RV Parts
The Best Source for
all Your RV Parts.

If you need RV Parts or
Accessories for your:

Bus Conversion - RV - Motorhome
Trailer - 5th Wheel - Toy Hauler
Camper - Tent Trailer

We specialize in Velvac RV Bus Mirrors.
www.VelvacRVMirrors.com

We are here to serve you with
Great Pricing & Excellent Service!

(888) 600-4845

info@PacificRVParts.com



Suburban SF-30Q
30,000 BTU RV Furnace
\$715⁸⁸



Suburban 10 Gallon
RV Water Heater
\$425⁸⁸



Cabinets showing drawers before demolition.

The other problem with the Splendide machines that I have experienced, is that the exhaust vent tends to clog up about once per year, and will no longer dry clothes. You have to remove the top of the machine, then reach down in the back, remove a rubber boot, which is part of the exhaust vent, and clean out the lint.

I was told that if you run a cycle of one cup of vinegar through the Silk cycle monthly, it should prevent this problem. This is a very involved procedure since

you must stop, reset the machine, and start it three times to ensure the machine fills up to about half full. I believe this helps, but it has been a couple of years since I have had one of these units in my bus. For the full procedure, contact Splendide and they will send you instructions that will help flush out your vent of the built-up lint to hopefully prevent you from having to do it manually.

If you must manually clean the vent, it is quite a chore since it is very difficult to remove the vent, clean it, put

We at *Bus Conversion Magazine* like to hear from our readers. If you have any comments, suggestions, gripes, questions, or just some information you would like to pass on to us or our readers who are **Bus Nuts like you...**

Visit us on the Internet:
www.BusConversionMagazine.com

Folow us on Facebook:
[Facebook.com/BCMagUSA](https://www.facebook.com/BCMagUSA)



Call us on the Phone:
 (657) 221-0432

Send us an email:
Gary@BusConversions.com



Cabinet after removing existing drawers and doors.

it back in again, and it is easy to get cut on the sheet metal during the process. I cut an access hole in the back of my previous unit to make the job easier, but it is still no fun to do because again, it is a poor design when you need to clean the vent as it is so inaccessible.

There are times when I just want one item washed such as when I step in a mud puddle or I have to get my crawl suit out to work on the bus. I don't want to hang it up dirty or put it in the clothes hamper and potentially get my nicer clothes all greasy. When I am done working on the bus, I can toss it in the laundry machine, remove it three hours later, and hang it up ready for the next repair or grease job. Because the machine goes from the wash cycle to the dry cycle automatically, you can also toss in your laundry before going to bed and remove them when you get up in the morning which is nice for a crawl suit you removed at the end of a day. You can't do this with the separate washer and dryer machines.

So here I am at Leisure Coachworks in Fontana, CA having a new (to me) Splendide washer/dryer unit installed in my Eagle which I bought last year in Quartzsite. I will be spending a lot of time in my bird now

that I moved my office in and it will be very convenient to do laundry while working on the best bus magazine out there.

Leisure Coachworks did the complete installation. They removed some drawers and cut into a cabinet in the kitchen. They removed an ice maker, which I never use, and relocated an Aqua-Hot radiator. They cut out the cabinet a bit bigger and slid the unit in under the kitchen counter where it will be very convenient to access. They estimated it would take three days, start to finish, but once they cut in to my bus, they discovered it was overbuilt compared to many of the stick-n-staple units (no surprise there) and they could not run the water lines and vent where they had originally planned so it took them an extra day to complete the project.

This was no big deal since they provided me with a conference room, in their office, where I set up my computer and big screen monitor and worked on BCM whilst they were working on my installation. Each evening, they moved my bus out of the shop to the front of their building where they have several 30A service hookups for overnight guests. They also provide dump service for folks who would be here for

longer periods of time. They do everything they can to make your stay comfortable while they are working on your coach.

They also clean your coach at each end of each day so you can comfortably stay in it at night. While I was there, there was one customer that had been there for several months since it took a long time for the insurance to approve all the work he needed done.

Now that my laundry machine is in, I am so happy. I can wash my dirty clothes that I have been queuing up for a couple of weeks now a few at a time. Even though I dislike going to laundromats, schlepping my laundry around town, carrying it into a laundromat, stuffing a pocket full of quarters in a machine, having to haul detergent and static eliminator sheets around, I find it quite fulfilling doing my own laundry in my bus. Each load is about a three-beer job so I don't feel that is too unreasonable.

I also like the ability of having the capability of doing a load of laundry while driving down the road. There have been many times I have tossed in a load, started my genny, headed down the road, and arrived with fresh clean clothes. It does use up some of your fresh water, but if you start out with plenty of water and if you have a fresh water source where you are headed, you can generally do a load or two on your way to your destination (depending on the size of your water tanks). I feel it is a good use of my time especially with the washer/dryer combo as it works unattended.

I also have allergies, so I like washing my sheets and towels a bit more than the average person. The other nice thing about having your own machines while on the road, is you can toss in a single shirt or towel anytime to wash them if necessary without having to wait for a full load to justify a trip to a laundromat. Many RV owners travel with just a few combinations of clothes so you may have to do a quick load of laundry before going out for the day.

If you need any modifications done to your bus, such as a washer and dryer installed, be sure to contact Leisure Coachworks as there is nothing they can't do. They currently have 22 employees that have been working on motorhomes for several years and if they can't complete any project you need done on your bus, nobody can.

Phil Lyons, our Forum Moderator, purchased a 1995 45' MCI DL3 bus. They tore out the inside and they are completely rebuilding the inside and painting the outside. His bus remodel will be in a future article.

Subscribe for only \$19 dollars a year BusConversions.com

You will have 24/7 access to the current issue and all back issues of *Bus Conversion Magazine*.



Gary Hatt



Since July 2012, Gary Hatt has been the Publisher of *Bus Conversion Magazine*. Gary does most of his own work on his buses with the help of mechanic friends. He has owned tents, truck campers, travel trailers and stick-n-staple motorhomes, until he bought his first bus in 1997 which was a 1972 MCI MC-7 Combo. When he had a chance to buy a 1983 MCI MC-9 Log Cabin bus with larger windows he jumped at the chance. In Thanksgiving of 2014, Gary bought a 1967 Model 08 Eagle and has since been living fulltime in that.

Gary may be reached at:
Gary@BusConversions.com



A Division of Alfateers RV Service Center

During the 2008 depression, due to a downturn in the economy when RV's manufactures were especially hit hard, Alfa Leisure, Inc. closed its doors after building motorhomes and travel trailers for over 35 years. Jon Goldstein was their Service Manager. He and Richard Olivas made some calls to get some money together to buy the companies data and many of the parts required to continue to service these coaches. At the time, there was a six-month backlog of work on the schedule. Jon and Richard knew that nobody other than them could deliver the service that their existing customers had grown accustom to.

Leisure Coachworks reached out to some of their highly skilled employees and asked if they were interested in joining the new company so they could retain qualified and skilled workers that were already

familiar with building motorhomes and trailers. Many agreed to come on board. They also bought all of the fixtures and molds from Alfa so they could continue manufacturing OEM replacement parts. Three months later, they opened their doors in Fontana, CA and started servicing units.

They started with six employees, all from Alfa and after being in business for 10 years now, they have 22 employees. Most came from Alfa and the remaining employees came with some form of RV background so they know how RVs are designed and what it takes to repair, upgrade, and service them.

Since then, they branched out to work on all types of motorhome, trailers, and buses. They specialize in modifications that make a motorhome, trailer, or



They work on many different types of motorhomes and bus conversions.

bus look like the original motorhome and not like an afterthought, as some companies tend to do.

They work with customers to agree on the best solution to do modifications and upgrades before they start on any job. They do not start the job until both Leisure Coachworks and the customer agree on the work to be done and what they expect the result to look like.

They have a 10 bay facility so they have plenty of room to work on several coaches at a time. They also have hookups for seven coaches outside of their building so people having work done can remain on the property each night while the work is being completed during the day. This is convenient as many people travel from as far away as New York and as far north as Canada to have work done on their units. Many owners live in their units full-time and they like to get maintenance items and upgrades done while passing through southern California. Year after year they gain more and more repeat customers.

They worked on close to 420 units in 2017, so it is not a small operation. Many people come back multiple times to get additional work done as maintenance and upgrades are required. They schedule their visits several months in advance for when they will be in the area. In addition, they schedule their maintenance annually such as oil and filter changes in the engine and the generators as well. Leisure Coachworks uses high quality products for all their work because once they complete a project, they don't want it to fail after it leaves their facility.

Leisure Coachworks also deals with all extended warranty companies and many coach manufactures. They also work with many local RV dealers and manufactures that bring their RVs to them for repairs and upgrades. Leisure Coachworks is equipped to do all types of repairs required to get folks back on the road.

They offer a 90 day warranty for their basic maintenance to complete remodels so they stand behind their work. They also will shampoo your carpet and wash the exterior after most major repairs so you will have a good looking and dependable RV when it leaves their facility.

You can visit them at 14620 Rancho Vista Drive in Fontana, CA or you can call them at (909) 428-6775 or email them at support@leisurecw.com. Check out their web site at www.leisurecw.com to see a full list of service and don't forget to check out their online parts store with a full line of high quality parts at great prices that are normally shipped within 24 hours of order. They stock everything from exterior compartment doors to LED lights and a lot in between, perfect for that custom bus conversion in need of the right parts to finish that project of your dreams. They are open Monday – Friday from 7:30 AM to 4:30 PM and are closed on Saturday and Sunday except by special appointment.

Watch a video of the mock-up of Phil Lyons, the Bus Conversion Magazine Forum Moderator's, 1995 DL3-45 bus conversion here: <https://www.youtube.com/watch?v=DT75sOHG51c>.



Overnight Parking with Hookups Available.



For Immediate Release
Contact: Brad Carson
July 17, 2018
Complete Coach Works
Phone: 800-287-7253
bradley@completecoach.com

CCW Announces Award for ZEPS Conversion of Montebello Bus Lines New Flyer Buses

RIVERSIDE, CA – Complete Coach Works (CCW), the largest U.S.-based bus remanufacturing company, is pleased to announce it has been awarded a contract by Montebello Bus Lines (MBL) for the electrification and rehabilitation of three New Flyer buses.

The economy's shift towards sustainability has influenced MBL's decision to remove its gas hybrid system and convert to Zero Emission Propulsion System (ZEPS) buses. The process of remanufacturing improves the service life of the bus and avoids material waste, resulting in operational savings that benefit the environment. "We are looking forward to our first all-electric buses. We believe this is going to be a positive first step toward the next generation of our vehicles moving forward," stated Director of Transportation, Tom Barrio.

When completed, MBL's remanufactured buses will include new CCW ZEPS electric drive systems, composite floorings and light weight seating, electric air compressors and power steering pumps, electric HVAC systems, all LED interior and exterior lighting, paint/graphics, suspension, steering components, and brakes.

CCW is extremely excited to work with MBL toward its goal of improving the quality of public transportation for residents of the communities. CCW ZEPS buses will provide a viable alternative to fossil fuels and help America in its continued leadership in clean energy. "We believe our all-electric ZEPS drive system supports responsible development. We are confident that this rehab project will improve service for Montebello's neighborhoods and surrounding cities" stated Kevin O'Brien, General Sales Manager at CCW.

###

Complete Coach Works (CCW) is the largest U.S. bus remanufacturing and rehabilitation company and the leading provider of a vast array of transportation solutions with over 30 years of dedicated service in the transportation industry. CCW is a pioneer in the business and strives to continually provide cleaner air through innovative design and engineering, resulting in the world's first and only remanufactured all-electric battery powered bus. Regardless of how small or large the job, CCW provides an exceptionally experienced team of over 350 experts, committed to customer service and satisfaction.

Montebello Bus Lines is the third largest municipal bus operator in Los Angeles County. Its primary responsibility is to provide transportation services to residents of Montebello and neighboring cities. With a fleet of 66 buses, MBL serves over 8 million passengers a year throughout the communities of Alhambra, Bell Gardens, Boyle Heights, Commerce, Downtown Los Angeles, East Los Angeles, La Mirada, Montebello, Monterey Park, Pico Rivera, Rosemead, South Gate and Whittier.

For more information, please contact Brad Carson at (800) 287-7253 or e-mail
bradley@completecoach.com

##

BUS CONVERSION SERVICE DIRECTORY

When you contact our advertisers, please let them know you saw their ad in *Bus Conversion Magazine*.



BusesOnline

Largest Online Marketplace
Buses/Parts/Collectibles
BusesOnline.com

Michaud Bus Appraisals, LLC

Brentwood, NH 03833
(603) 814-1085
BusAppraiser.com

Mobile Internet Information

for RVers by RVers
RVMobileInternet.com

Mobile Bus Conversion

Help and Tech Support
(877) 755-1936
RvingOffGrid.com

Sandblasting and Rustproofing

No Job Too Big or Too Small
(773) 858-3473
MenAtWorkSCS.com

National Bus Trader

Bus Industry Magazine
(815) 946-2341
BusMag.com

Royal Coach

Bus Models and Memorabilia
(717) 691-1147
RoyalCoachBuses.com

Skoolie Homes

School Bus Conversions
Kingsport, TN
<https://skoolie.homes>

For information about placing your ad in our Service Directory either email Gary@BusConversions.com or call the office at (657) 221-0432.

Ads start as low as \$17/month

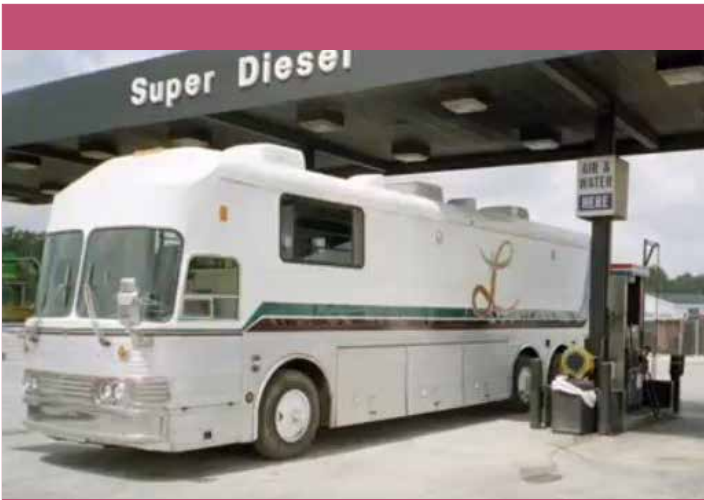
Gary's Tip:

To learn more about how to convert, maintain, and travel in a bus conversion, check out our **Books on PDF** section under our **Members** tab. These are all now available for reading with your subscription absolutely FREE. Check them out at <https://www.busconversionmagazine.com>. Note: You can log in with the same username/password as you use to read this magazine.



Available Titles:

- Bus Converters Bible
- Bus Wiring for Bus Nuts
- Plumbing for Bus Nuts
- The Joys of Busing
- The Adventure of My Life
- Motorcoaching Bible
- Black & Blue Highways
- Busin' Bits
- Fascinating Fastener Facts
- The Gospel of Gauges
- Slide-out rooms – Mechanics and Structures
- Classy Cabinets for Converted Coaches
- Eagle Planning Sheets



1968 Eagle Model 05

Price: \$30,000

Contact Number: (910) 893-8892

Bus Year: 1968

Motor: 8V71, 4 Speed Spicer

Bus Location: Buies Creek, NC

Sellers Name: Gene Lewis

[Click HERE for more info.](#)



1975 MODEL 05 EAGLE

Price: \$55,000

Contact Number: (360) 636-2895

Bus Year: 1975

Motor: 3406 B Model Cat 400 HP

Bus Location: Longview, WA

Sellers Name: Vic Crane

[Click HERE for more info.](#)

To see more bus conversions for sale, click [HERE](#) to visit the Classified Ads on our Website.



1974 MCI 8 Bus Conversion

Price: Reduced Price! \$35,000

Contact Number: (707) 315-6606

Bus Year: 1974

Bus Location: Vallejo, CA. 94591

Sellers Name: Daniel

[Click HERE for more info.](#)



1965 MCI Conversion Bus

Price: \$69,000

Contact Number: (954) 298-7507

Bus Year: 1965

Motor: 4500K Allison Transmission

Bus Location: South Florida

Sellers Name: Linda Rucerito

[Click HERE for more info.](#)



**ANOTHER BUS
SOLD IN BCM**

MCI MC-12

Bus Year: 1998

Motor: Series 50

Bus Location: Riverside, CA



1989 Eagle Conversion

Price: \$60,000

Contact Number: (865) 399-1993

Bus Year: 1989

Motor: Allison Automatic Transmission

Bus Location: Kingston, Tennessee

Sellers Name: Gail

[Click HERE for more info.](#)

**To advertise your bus for sale
for only \$99/year, call us at (657) 221-0432.**



1966 GMC PD 4107 Buffalo

Price: \$25,000

Contact Number: (928) 203-0272

Bus Year: 1966

Motor: 8V71 Diesel

Bus Location: Sedona, AZ

Sellers Name: Pat Hicks

[Click HERE for more info.](#)



1988 Prevost XL

Price: \$60,000

Contact Number: (540) 272-4331

Bus Year: 1988

Current Miles: 52,614

Motor: 8V92 Detroit Diesel

Bus Location: Florida

Sellers Name: Carolyn Christian

[Click HERE for more info.](#)



1979 GMC 4905

Contact Number: (775) 771-1930

Bus Year: 1979

Motor: 8V71 Detroit Diesel

Bus Location: Florence, AZ

Sellers Name: Grace Westwood

[Click HERE for more info.](#)



1987 MCI-9

Price: \$29,999

Contact Number: (406) 521-0651

Bus Year: 1987

Motor: Detroit 6V92 Turbo DDEC &
HD 740 Allison Trans

Bus Location: Montana

Sellers Name: Gary Ferguson

[Click HERE for more info.](#)

To sell your bus to people looking for and who understand what a bus is, advertise with us.



1984 Eagle 10 – 8" Roof Raise

Price: \$58,995

Contact Number: (937) 548-0686

Bus Year: 1984

Motor: 6V92 Detroit Diesel

Bus Location: Greenville, OH

Sellers Name: Becky Collins

[Click HERE for more info.](#)



1995 Dina

Price: \$49,000

Contact Number: (773) 858-3473

Bus Year: 1995

Motor: Allison B500

Bus Location: Chicago, IL

Sellers Name: Wulf Ward

[Click HERE for more info.](#)

BCM

If you own a bus conversion or an RV or are considering building your own or purchasing one, you should subscribe to **Bus Conversion Magazine**. This is the only periodical dedicated and authored by Bus Nuts like you. The majority of our articles come from our readers, both amateurs and professional bus converters, who share their experiences of building, maintaining, living in and traveling by bus.

SUBSCRIPTION FORM

Online Digital Subscription - Circle One:

1 Year (\$19) 2 Years (\$34) 3 Years (\$44)

Monthly Digital Magazine
Recurring Subscription \$1.75

BILLING INFORMATION

Name:

Address:






City:

State:

ZIP Code:

Country:

PAYMENT OPTIONS

-  Mastercard
-  Visa
-  American Express
-  Discover
-  Check or Money Order

Card Number:

Expiration Date:

 /

Month

Year

RECIPIENT INFORMATION

Same as Billing

Name

Email:

Mail this form to:

Bus Conversion Magazine

Attn: Subscriptions

661 E Main St # 200-313

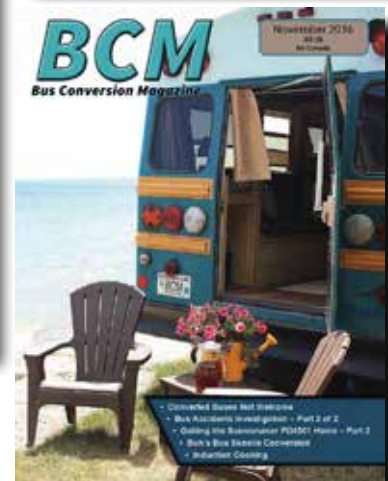
Midlothian, TX 76065

**Click here to sign up
online to start your
subscription immediately.**

**Your subscription will
also allow you to read all back
issues of BCM
online absolutely FREE.**

**You will also have access to
several Books on PDF about
building a bus conversion.**

www.BusConversionMagazine.com





Black and Blue Highways

Preface

A few years ago, I read a book by Least Heat Moon called BLUE HIGHWAYS. This was a story of the author's voyage across the U.S. in a van where he took only the back roads, (the highways on the map in blue) instead of the major thoroughfares; those printed in red.

In this journey, he met many interesting people and I enjoyed this book immensely. In fact, I have reread BLUE HIGHWAYS several times over the years.

This account is my own blue highways, but because of a few breakdowns and an attack of a mysterious malady, I borrowed author Moon's title with a little embellishment. My title, with tongue in cheek, implies a few bruises along the way.

I hope you enjoy my version of Black and Blue Highways.

Dave Galey
Fall, 2000

This is the Preface to Dave Galey's Book on PDF [Black and Blue Highways](#). In it he writes about his travels in his converted bus and some of the things he runs into which is very similar to what you may have experienced or may experience in the future.

To read the entire book, go to our website www.BusConversionMagazine.com and select the **Members** tab and choose **Books on PDF**. You will have to log in to read this book in Flipbook format and you will find it an enjoyable read.

You will find several **Books on PDF** to enjoy in this section and as long as you have a membership (subscriber) you will be able to enjoy this collection of Dave Galey's books.

Dave Galey



Black and Blue Highways

Introduction

My beloved, Roberta, and I own one of those do-it-yourself motor homes we concocted from an old highway bus. Now, I realize this conjures up images of a yellow, snout-nosed school bus with a smoke stack sticking out of the roof and a psychedelic paint job. Some may concur with the paint job since it's color is pink. But, we call it mauve and this makes a difference.

We spent about three years building this coach and we carefully inspected every bus conversion we could find, taking pictures and measuring this and that before we started. A floor plan was finally adopted and the measuring twice and cutting once was begun. Often we got it backwards (measuring once, cutting twice), but our utilization of space is incredibly efficient. It has a walk-through bath with pocket doors and a closet along one outside wall.

After it was completed, my partner informed me she wanted a side aisle with a bathroom which could be closed off, so she could peacefully meditate with no possibility of interruption short of a fire. So much for careful planning.

Now it was time to come up with an appropriate name for our creation. Our first home built bus, ten years earlier, was christened, *Thunderbird*, to honor the fact it was a transmutation of an Eagle bus. Not wishing to plagiarize from myself, I felt

Dave Galey

compelled to come up with an original name, so I selected a name never used before (on a bus), *Enterprise*. People have asked me if we named it for the star ship or the space shuttle. I reply, “Neither, it is named for the 1936 America’s cup defender, the J boat, *Enterprise*”, or sometimes I say, “Yes.”

This do-it-yourself, home-built, shade-tree project has all the good stuff a guy and gal would want. Mechanically, it boasts a back-up camera, hydraulic levelers, an automatic transmission, a big motor, power steering and over 600 gallons of liquid capacity divided between fuel, fresh water, propane and waste tankage. Plus, it has two full baggage compartments empty and available for essential junkage. The living quarters proudly lay claim to two color televisions sets, a microwave oven, a VCR, a Hi Fi, a queen bed and space for a lot of people to drink. It has been said our bus sleeps two, feeds four and drinks eight.

It has been asked by some of our friends why we built all these comforts into a 40 foot bus. What will you do with it? Where can you park it? The answer to the first question is: it kept us out of the bars and minimized our couch potato activity¹. Question two: travel. And finally, we can park it in any K-Mart parking lot, and occasionally a Nieman-Marcus parking lot if the security guard doesn’t chase us out.

A fourth question came up after we finished our behemoth. Now that it is done, what are we going to do with it? Obviously, we never gave this question

Black and Blue Highways

a great deal of thought. It's kind of like winning the lottery; it's a lot more fun playing and anticipating. Once you have won, what do you do? Spend, spend, spend. Well, in our case it had to be, travel, travel, travel!

Now, you can plan to travel, travel, travel, but it's not easy to break loose and do that. The first few years we traveled in caravan with other friends of folly. We would attend weekend rallies where we all sat around and swapped lies and proudly displayed our unique solution to age old problems of comfort on the road.

Finally, Roberta and I decided it was time to make a trip on our own. We had always traveled in the company of other buses as a caravan. Caravanning in converted buses is a really good idea since many of us have built our own rigs and occasionally a minor breakdown might occur, and it is useful to have commiserable companions (or is it commiserating). These commiserations² may be just a bit of sympathy, a trip to the parts store, or a full blown knuckle-busting, grease-under-the-nails, head bumping, back wrenching, nut twisting, loud cussing, neck straining labor. But, I digress.

The first thing we did was to pick a destination. Since we live in the prairie of Southern California, we selected Nova Scotia as our target. What could be better than a giant diagonal across the US to the furthest reaches? We also decided it would be nice to

Dave Galey

see New England in the fall, but not essential. So, after 85 seconds of consideration, we opted to leave in the spring with a totally undetermined time limit. Nobody would miss us for a month or two. . . maybe three (maybe never!)

Our next problem was how do we protect our little house on the prairie while we are absent? We did get burglarized while on a rally one week so our concern was real. We considered bribing our daughter who lives 30 miles from here and would have to drive another 30 miles to work. This idea was dropped since we remember what she cost us as a teenager. Finally, Robbie said, "Wouldn't it be neat if we had a sweet, honest couple living in their RV in our backyard to guard our property while we are gone?" I cautiously replied, "Yep, but where do we find this rare and unusual couple?"

An ad in the newspaper might really attract some wierdos and none of our friends were interested, but we did get some offers to park in their backyards while they traveled. So, with a small degree of misgiving, I posted an offer in several RV supply stores. Our offer was free rent with electrical and water hookups in exchange for sentinel service.

A week, or so later, the phone rang and a brassy sounding woman was responding to our notice, so with some degree of trepidation, I gave her directions to our house. A little while later, Bev and Chuck showed up. They turned out to be a little

Black and Blue Highways

indeterminate, past middle aged, *Snowbirds* from Canada, enjoying our local warmth, in a 30 foot motorhome. We discussed their duties of fighting off invaders and displaying our place as a hub of activity to discourage snoopers, while in return they might enjoy our hospitality consisting of water and electricity. We understood that occasionally, they might have to leave for an hour or so to dump their holding tanks. It was further agreed we would run a phone line out to their coach and Robbie and I would call home every week to check on things. And, we agreed, they may use the telephone for personal business as long as they paid the bill.

Chuck and Bev moved their coach into our backyard about a week prior to our departure. This gave us a chance to become acquainted, and to decide whether we trusted each other. We did, so a few days before we left, I backed the bus out of the barn, then pulled forward making a hard left and nosed the coach up to the back steps of the house. This makes it a little easier to load all the junk we thought we might need. It's funny, we would probably never be more than 30 minutes from a market during the whole trip, but we felt we had to pack as though our destination was the Antarctic.

Like a yacht with its tender, we have a small car we tow behind our bus. This allows us to park in a convenient location, disconnect the car and explore our milieu. I might add our little tow car is an *ess-you-*

Dave Galey

vee (SUV), also known as a sport utility vehicle and we got it before SUVs were COOL! In addition, our little tow car has a paint job to match our bus and the color is *mauve*, not pink!

We were finally loaded with everything we needed to survive the Antarctic and ready to leave. I brought our tow car around to the back yard, parked it out of the way and then started the bus, built up air so I could release the brakes and backed it out of it's slip (another yacht-like analogy). The tow car was connected, the house alarm was armed, house locked, we boarded and slowly crept out of our safe harbor. It was the last weekend in April. Our great adventure began.

You can read the entire
114 page **Book on PDF**
on our website at
www.BusConversionMagazine.com
by choosing the **Members** tab
and then **Books on PDF**.



EVENTS

For the most up-to-date Event Information Click Here:

<https://www.busconversion-magazine.com/events/>

Horn's Estate and Coutry Club Resort

September 13 - September 16
Spokane, WA

For more information contact event host:

Pat Horn (509) 570-3024 and
Ann Horn (509) 570-3159
Dan Altimor (509) 720-9265 and
Judy Altimor (509) 720-9159

Branson Seven Day Eagle Rally

Branson, MO
October 3 - 9, 2018

Contact: Byron Pigg
85eagle15@gmail.com

more info,
page
66

River Vista Resort Rally

Oct 4th - 7th
20 River Vista Drive
Dillard, GA 30537

Contact: Craig Bowen
Bowen3117@gmail.com Registration
will open shortly on our website
www.sebusnuts.org

The 66th RVIA California RV Show

Oct 5th - 14th
Fairplex in Pomona, CA
\$1 off show admission with this ad!

Contact: Tom Gaither
Tgaither@rvia.org (775) 772-3023
www.TheBestRVShow.com

Hood River Valley Harvest Festival

Hood River County Fairgrounds
Oct 11th - 13th

Contact: Al Roeske
candle100@comcast.net
(541) 954 0676

Texas Road Runners and Converted Bus Roundup

October 18 - 21, 2018
Choctaw Casino KOA
Durant, OK

Contact: Jere and Ronnie Brannon (903) 756-5665
jeronnie@yahoo.com
Anyone who plans to come
needs to call or email us, NOT the RV park

Birthday Party for Big Blue

(Gillig Classic School Bus)
Saturday October 27th, 2018 at 10:00 A.M.

Woodward Park
7775 N. Friant Road, Fresno, CA 93720

**Dam Rally**

November 2-4

Pre-rally Aug 31 – Nov 1 at Willow Beach RV Park
268 Lakeshore Rd.
Boulder City, NV 89005

Contact: Tom Vanzozi

tomvinlv@gmail.com

Call (702) 293-2540 for reservations

Ask for parking in rows 8&9

Call (928) 767-4747 for reservations for the pre-rally

Post New - Year's Rally in Florida

January 03-06, 2019

Stay Tuned As Details Develop

Contact: Craig Bowen

Bowen3117@gmail.com For more

information about our events

visit our website

www.sebusnuts.org**Post New - Year's Rally in Florida**

January 03-06, 2019

Stay Tuned As Details Develop

Contact: Craig Bowen

Bowen3117@gmail.com

For more information about our events

visit our website

www.sebusnuts.org**Flxible Owners International
Winter Rally**

January 5 - 12, 2019

(Rally January 10-12)

Sportsman's Lodge
2019 Sportsman's Lodge
Joshua Tree, CA
ALL BUSES WELCOME!

Contact:

Matt Merz (562) 715-8526

Larry Jones (505) 379-3978

jones.lp@worldnet.att.net**Eagle International Bus Rally**

January 17 - 20

Quartzsite, AZ

Contact: Byron Pigg 85eagle15@gmail.com

(417) 840-9343

To see drone footage from 2016, click here:

<https://www.youtube.com/watch?v=b8DhYxq-k0Y>**Western GM Coach Invitational Rally**

January 17 - 20

Quartzsite, AZ

Contact: Robert Pimentel

(510) 703-1338

To see drone footage from 2016, click here: [https://](https://www.youtube.com/watch?v=ZAvXETy2xuU)www.youtube.com/watch?v=ZAvXETy2xuU**Spring 2019 Rally**

April 11-14, 2019

Palmetto Cove Campground

Cleveland, SC

Contact: Mike Heron

mikeheron@bellsouth.net

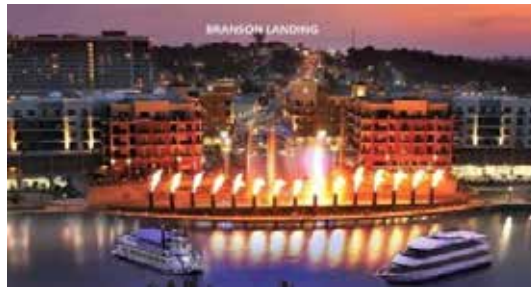
Stay tuned for more information

and visit our website

www.sebusnuts.org**Having a rally? Let us know! We will help you spread the word.**

If you or someone you know is hosting a bus rally, we invite you to send us the information so that we can announce it here in the magazine for Bus Nuts. Please send it to us up to nine months before the rally date so that we have time to get news of your rally out there. Then after the rally, send us photos and a story about the rally. We will make your rally famous.

Email your info to Gary@BusConversions.com



BRANSON 7 DAY EAGLE RALLY

BRANSON LAKE SIDE RV PARK, LAKE TANEYCOMO
NEXT TO THE BRANSON LANDING, BRANSON MO.
OCT 3 THRU OCT 9, 2018

BRANSON LANDING ACTIVITES-WATER SHOW EVERYNIGHT

ONE MILE OF SHOPS INCLUDING BELKS, BASS PRO, RESTAURANTS, ALL SHOPS WITHIN WALKING DISTANCE

BRANSON LAKESIDE RV PARK
300 S. BOX CAR WILLIE DRIVE
BRANSON MISSOURI 65616

RALLY FEE \$225 for two people
one coach, includes full hookup
7 nights for first 35 coaches

Note: if you want to stay longer contact the Campground www.cityofbranson.org

TRAIL BOSS BYRON PIGG home phone 417-753-2285 cell 417-840-9343

E-Mail 85eagle15@gmail.com

Please make checks payable and mail to
Byron Pigg 875 Pedelo Rd Rogersville Mo. 65742
Registration deadline Aug 30, 2018

Name(s) _____ Phone _____

Address _____ E-Mail _____

City _____ State _____ Zip _____

Bus Parts Liquidation Sale!

These are just a few of the parts available.
Call John Zahn now to find out more!



R&M Front Cap, Windshield Frame, and Breast Plate for 102-015 Eagle \$1000



Complete Tag Axle Assy for Eagle 01 \$1500



Front and Rear Brake Drums including spindles and hubs for 015-020Eagle \$400 Each



Eagle 01 Rear Torsalistic Suspension \$1,000 Each



Air Cleaner for Eagle 8V92 \$350





**Lloyd DeGerald Services
Mobile Service Center
(501) 258-8426**

**Factory Authorized Service Center For:
Aqua-Hot - Webasto - Hydro-Hot**



www.lloyddegerald.com/locate-me-calendar

2018		
January - February 2018	Quartzsite	Yuma, Phoenix Area, Goodyear, Surprise, Mesa, Apache Junction, Casa Grande
March 9 - 12	Monaco International Rally	Moultrie, GA
March 13 - 18	FMCA	Perry, GA
April 1 - 22	Home	Paron, AR
April 23 -27	RIP	Searcy, AR
May 3 - 9	419 Pusher Rally	Goshen, IN
June 6 - 12	Glamma	Allegan, MI
July 7 - 21	FMCA Monaco International Pre Rally	Gillette, WY
August 8 - 23	ACA Rally	Spearfish, SD
September 9 -22	Six State Rally	Shawnee, OK
October	Home	Paron, AR
November	Cruising Cajuns	Rayne, LA

Click HERE to read all...

Back Issues from 2012-2018 on our website. More are being added as time permits.

www.busconversionmagazine.com/back-issues/



**Have Questions?
Need Answers?
Then Post!
BCM Bulletin Board**

Click Here!





Gary Hatt - Publisher BCM

What is your preference?

- **Side by Side Washer and Dryer**
- **Stackable Washer and Dryer Washer/Dryer Combo i.e. Splendide**
- **Go to the Laundromat**

sledhead

We have a front load washer with a front load dryer on a shelf above it.

NO MORE LAUNDROMAT

ye ha!

Dave

GnarlyBus

We had a combo front loader, but got rid of it because the laundromat is faster for us.

Dave5Cs

Laundromat faster for us. When at Quartzsite be-

cause not good internet we go in town and do the clothes and can get on the internet to do what we need to do at the same time. When on the road we stop and find the local one and just go do it and then have supper somewhere in town. More closet space in the bus without washer & dryer.

DominicM

Prior to full timing I found a used LG Washer/Dryer and loved it. It is extremely slow. But to set it up with a load and go to work. I would get home and my clothes were washed and dried. Due to poor layout on my current coach I will not be getting one until more updates and renovations are complete. The unit I had was ventless so the humidity is my only concern. The unit was a single 120v unit rather than a 120 and 220.

David Anderson

Laudromats for me. Fastest way to do clothes. Space in the bus is at a premium.

LOL spoken well David from a guy who owns Laundromats sorry I had to laugh at that one.

bobofthenorth

I can't recall ever meeting anyone with an RV washer/dryer who actually used it for laundry. Drying beach towels or kids swimsuits - yes. Laundry - no. Laundromat gets it all done in a short period of time with someone else's sewer and water.

windtrader

Our bus came with a Washer/Dryer Combo i.e. Splendide. But as Bob points out, we've never used it yet for doing laundry. I did run it once as a check during the inspection before purchasing it.

chessie4905

Over the years, have heard the same comments against them. The most common one is how long it takes to dry clothes. Maybe if they make a gas dryer version it would be quicker? I guess roof top AC would mask the noise of them running.

How many run them going down the road? Will they work through inverter?



sledhead

The washer we have is a apartment size GE 24" wide and is very quiet and the dryer is the same size GE 120 volt and yes it takes longer because of the 120 volts but DW uses a drying rack for most of the drying

We went for years before I installed them and now
HAPPY WIFE HAPPY LIFE

On the MCI, I had the same units and they were shoe-horned into one of the basement bays side by side

Dave

sledhead

In the Featherlite inside in the bathroom.

Dave

luvrbus

Quote from: bobofthenorth on July 29, 2018, 08:58:04 PM

I can't recall ever meeting anyone with an RV washer/dryer who actually used it for laundry. Drying beach towels or kids swimsuits - yes. Laundry - no. Laundromat gets it all done in a short period of time with someone else's sewer and water.

I know this Canadian that uses his for liquor storage when he heads back north every year. It is just something else to go wrong in a RV full timers one would be worth it maybe, we have always had one I never used one but the wife likes one so there you have it all I did was fix a few leaks.

chessie4905

How many typical BTUs does an average dryer output? I guess they could be useful for additional heat in cold weather. We have a combo in ours. Wife likes it.

luvrbus

My wife also likes the small combo units. She says they do a good job. These new house type energy saving units will take hours to do a load and if I don't get it, then you need to buy special balls for the dryer or they will knot the clothes up. It was a big waste of \$2,500.00 IMO but the chimes have a nice tone. It was trash compactors for a while, ice makers (I have 3 of those take out), dishwashers BTDT, the list goes on but my very favorite is the stinking claw foot bath tub.

Forum content extracted by Gary Hatt. Phil Lyons is the Forum Moderator. To read the rest of this discussion in the Forum, click the following link:

<https://www.busconversionmagazine.com/forum/index.php?topic=33328.msg379848#msg379848>

Discussions like this take place on a daily basis in the Bus Conversion Magazine Online Discussion Forum. To read them go to:

<https://www.busconversionmagazine.com/forum/index.php>

Anyone can read the main discussion board, but to get the most out of it you need to join by clicking the "register" link above the login box in the upper left section of the Forum page.

Registration is free and once registered you will be able to view all the available discussion boards, view images, lookup and contact other members, reply to other members, share your own experiences for others to learn from, and most importantly, post your own questions.

See you on the Forum!