

BCM

Conversions

November 2019



Since We Woke Up
By Tawny McVay

Over The Hill. Not So Fast.
By JC Alacoque



Air Conditioning in a Bus
By Gary Hatt

2019 Blytheville Bus Rally
By Tom McNally

PUBLISHER'S NOTE



To Buy or Convert your Own Bus?

You can buy a retired over-the-road seated coach, or a school bus and strip out the seats, luggage racks, and the lavatory, and start building your conversion, as I wrote in the last issue of BCM. But that is just the beginning of your conversion labor and costs.

It is difficult to estimate the cost of converting a bus. Most people make a list of everything they would want in a bus conversion and price it out. Some try to estimate the time it will take to do a conversion. They do so by imagining how long they can do it in, and then double that estimate, that too would be a very conservative estimation. In all actuality, most people spend four times what they estimate it will cost to convert a bus and it will take four times longer as well. Some people spend years converting a bus. These are years that are not spent traveling in their bus.

Another concern is that you can buy a lot of buses cheap, really cheap, some for under \$1000, but you will spend a lot of money and many hours of hard labor bringing it up to the condition it will need to be in, to be safe traveling on the road. You may then have a very nice skeleton to work with, but it will also delay the start of your conversion process by that many months, or years as well.

Wulf Ward, a frequent contributor for BCM, has converted several buses in his lifetime, which you can read about in past issues. He has bought buses cheap and has also bought very nice ready to drive buses. He concluded that you spend about the same amount of money buying a good bus in road ready condition as you would spend for a cheaper bus, and repairing and replacing all of the parts that may be necessary to make it safe to travel in.

Bus conversions are now a buyers' market. There are many very nice used bus conversions out there now that can be bought for significantly less than you can buy a used bus shell and convert it on your own. Sure, it may not be the exact floor plan, or have the exact fabric or floors you may want, but many of these are things that can be upgraded, or modified to your own liking immediately after you buy the bus or later on down the line after you decide what you want to keep and what you want to change.

By buying a pre-owned coach, you will already have the basics you need that cost so much to buy on your own. Most converted buses already have a working generator, fresh, grey, and black water tanks, propane tanks, stove, refrigerator, sink, bathroom, sofa, seats, and everything you need. This is more than 50% of the cost of a conversion. Some people buy a good running coach and strip out the interior and rebuild the inside, maintaining almost everything below the floor. They end up with a bus a floor plan that suits their needs and tastes.

So, buying a used converted bus is an option you should consider. This way, you may be able to obtain a nice running bus and start traveling today, rather than putting off travel for a full year or more while you are building your own bus and scraping knees, knuckles, and busting toes. Injuries will surely happen if you convert your own bus.

SYOTR



GARY HATT

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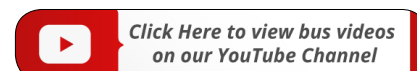
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Since We Woke Up



By Tawny McVay

Once upon a time, we were just two run of the mill personal trainers, recommending protein shakes and running the gym we started in Billings, Montana. We owned a three-story home, new car, and all the cool gadgets a successful business person was supposed to have.

In 2016, we made our first trip out of the country, where we gained some perspective about what actually makes a person happy and fell madly in love with travel. We came back questioning our life choices, the path we were on, and the meaning of the world and our place in it. It was in this sacred space of time that we truly opened our eyes for the first time and saw the world around us clearly - or in other words, **we woke up**.

It was also during this time we came to a stark realization. We worked 14 hours a day at our business in order to pay for the house and car and all the fancy stuff, but never actually got to enjoy it because we were always at the gym. I stumbled onto bus conversions somewhere in the middle of this introspection, and the rest, as they say, is history.

Over the course of the next year we started selling off our belongings, put our home and business up for sale, went vegan, bought a school bus, expanded our education through classes and seminars, started homeschooling our two kids and landed jobs we could do remotely. Almost a year to the day that we brought the school bus home, our life (and bus!) conversion was complete.

Today we travel around full-time in our skoolie,

dubbed Oliver. Mike writes full-time for an online content engine, and I run our online business via our blog and Instagram and do online SEO marketing I learned during our year conversion. Our kids, ages 13 and 14, travel with us part-time and spend the other half with their dad when we're parked at our home base in Montana. Our Great Dane, Apollo, completes Oliver's entourage.

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2004 International RE (Oliver).

Oliver is a 2004 International RE with air brakes that we picked up through a dealer in Billings. He has a DT466 and Allison 3000 in that rear compartment, a combo we waited months to find after talking to numerous diesel mechanics and doing tons of research online. We wanted to make sure we had all the power we needed to push big hills with everything we wanted to put inside.

We had a few must-have items in our design plan.

1. In order to not traumatize us all, the kids' sleeping space needed to be far removed from ours.
2. No center aisle, or split bathroom. Just a personal preference.
3. An open layout, with as few walls as possible.
4. A large bathroom, not some little closet of a shower.



Entrance with front shelves, hooks, shoes, and keys.

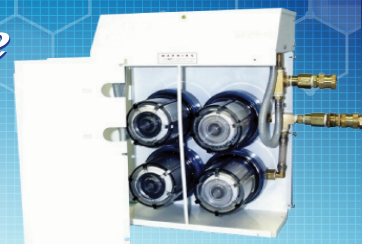
When you walk into the bus there are shoe hooks and a bookshelf on the left, with a coat hook area directly behind the driver's seat. The shelf holds books, keys and an organization station with calendar, grocery list, etc.



View out the front passenger window.

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View from the front to the back of bus.

At the top of the stairs looking down the length of the bus, you are met with our living space in an open plan. We used Pergo Max laminate flooring the entire length, in Ocean Oak. A pullout couch with tons of storage underneath is on the left, the kids' bunks on the right.



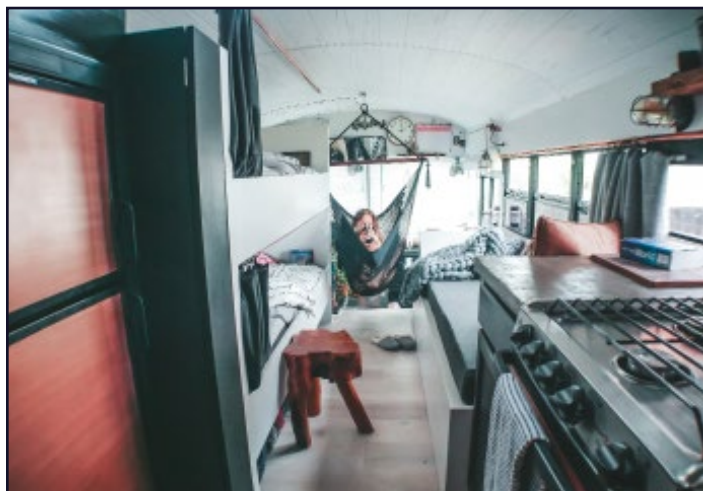
Top Bunk.



Bottom Bunk – Notice Light and Outlets.

The kids each have their own light, outlets and storage bins in their bunks, with additional baskets under the beds that hold their clothes and other belongings.

The couch storage area holds board games and blankets and other household items.



Looking from the kitchen to the front of bus – Notice the hammock chair and TV cabinet.

A hook on the ceiling between the two, beside the driver's seat, is for a removable hammock chair that provides additional seating for guests, or a fun place for a copilot while driving. At the end of the kids' bunks is a hidden closet that opens to reveal a pullout TV that can be watched from the couch, bunks and hammock chair.

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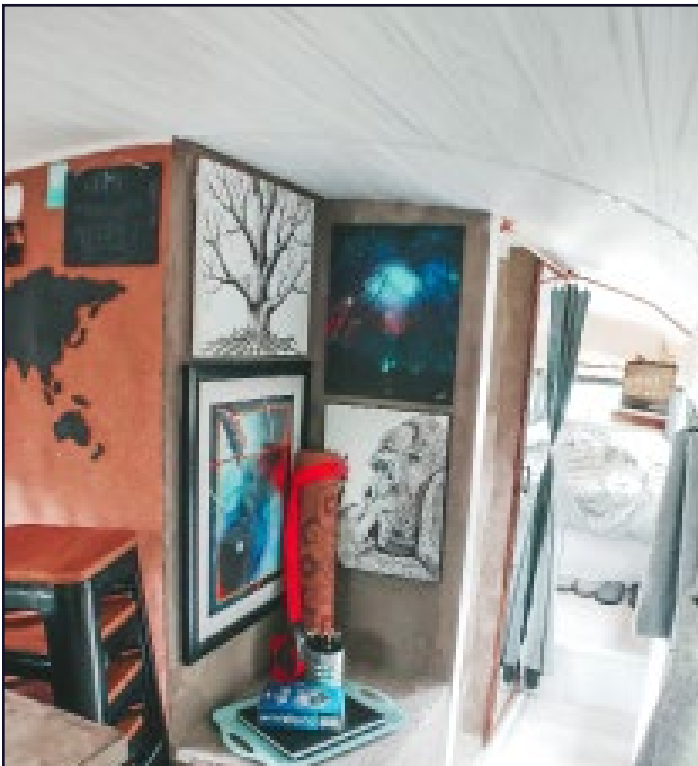
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A view of the Kitchen Area.

At the end of this space you enter the L-shaped kitchen. The counters start at the couch and run along the left, the kids' bunks/TV cabinet back up to the refrigerator and pantry shelf on the right. We have a three-burner Atwood range and full-sized Dometic 3-way fridge that we brush painted rose gold.

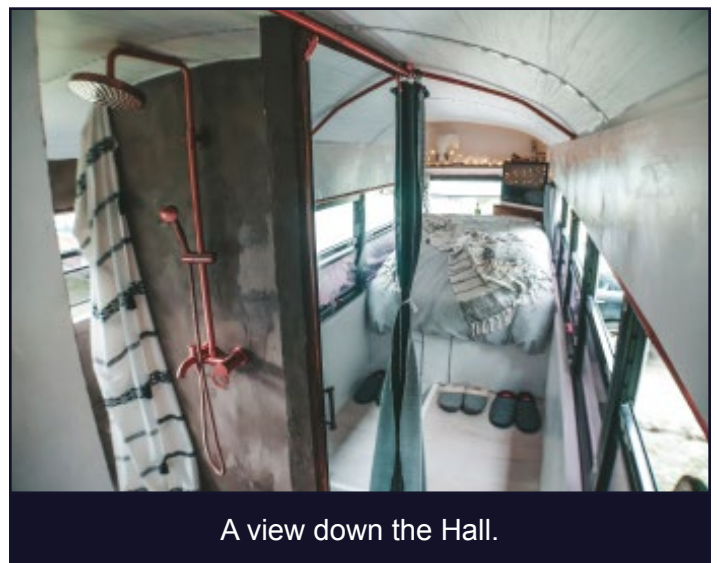
The countertops are a feather finish concrete and one of the things we're asked about most. We made molds out of plywood and then covered them with a special mix from Ardex before sealing them with food-grade waterproof sealer. The sink is done the same way. We made the pantry shelf out of an old wooden map that used to hang in our house, and used bungee style railings to be able to access jars quickly while keeping them safe as we drove.



Our Flex area – Wood stove in the winter, art gallery in the summer.

There's an eating bar built into the back of the cabinets, with four stackable stools that fit into the corner. This space doubles as Apollo's crate. On the wall behind is a large corkboard map that we use to hang fun things from our trips and track where we've been, and built into this wall is our woodstove area.

In the summer, we remove the stove and turn it into a small art area/gallery (we're a family of artists); in the winter it holds a custom metal surround built by my dad, an artist himself, and a vintage Jotul woodstove we found behind a friend's garage. The woodstove area is built of cement board, covered over in the feather finish concrete, with fireproof insulation in the ceiling and the metal surround on spacers for additional safety. In other words, we took no chances.



A view down the Hall.

Behind this wall there's a short hallway. Immediately behind the woodstove is the door to the bathroom, hung barn door style. This door is one of my favorite features in the bus - a solid slab of $\frac{3}{4}$ plywood, beaten up, grooved and stained to look like old wood planks, with a full-length mirror on the front and copper hardware.

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2004 International RE (Oliver)





Bathroom.



Shower with concrete built-in shelving.



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The bathroom is done wet room style, with concrete floors and walls. A copper showerhead is on one wall, with shelves built into the concrete walls for toiletries. A shower curtain pulls all the way around on three sides to create a "stall" during showering while maintaining an open feel the rest of the time.



Bathroom vanity.



Opposite the Vanity, the Shower and Toilet.



Toilet closet with storage shelves behind.

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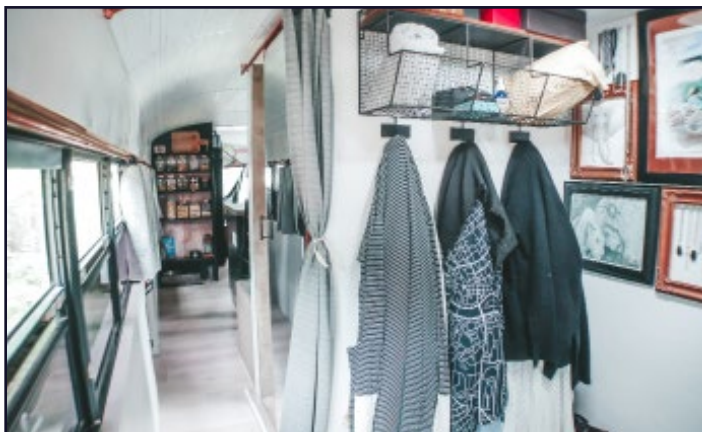
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The bathroom counter is stained wood, with a small basin sink. Under are the utility closet on one side, and a Splendide washer/dryer combo on the other. Our composting toilet sits on one of the wheel wells in its own little closet, with a shelf behind that holds towels, toilet paper and other toiletries.



View from back of bus looking forward – Looking into Closet, past Bathroom, to Pantry Shelves.

At the end of the little hall you come into our master suite. We put a lot of effort into making this space both functional and utterly to die for comfortable.

The queen-sized platform bed has three huge pullout drawers built into the front, and a ton of storage space around them accessed by four different pull-up hatches for ease of use.

Many people choose to wall off the rear engine compartment, but I couldn't handle losing that large rear window, so we turned it into a reading nook instead by painting it and adding an upholstered pad and pillows to the area. I can't tell you how comfortable it is to sit there with a book with that window wide open. Our "closet" is an open set of hooks and shelves on the wall, and we even have a small TV shelf at the end of the bed.

The bus is powered by a 600W solar system made up of six 100W panels, matching charge controller, 1000W inverter and 600Ah of batteries, all from Renogy. We have a Victron Bluetooth monitoring system that helps us keep track of our levels, and can charge via the solar, shore hookups or alternator while we drive. My brother designed and installed the system for us after hours and hours of figuring out exactly what we wanted, and also helped us wire in our exterior camera system that has four cameras at all angles around the bus when we drive.

I should mention, at this point, that both my brother and my dad are RV techs and helped us out every

step of the way. My dad, besides building our wood-stove surround, also custom made our front door using two of the original bus windows, helped us reinforce the metal floors and built out our entire plumbing and propane system.



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We have two 40-gallon white water tanks for fresh water, as well as an individual drinking water system inside the bus. We chose to forgo a gray water tank to save space and weight, and instead have our water plumbed directly to the outside. In spaces where we can't just let it drain naturally outside, we carry a small portable gray tank that we can position under the outlet. Our propane system consists of two 30-gallon tanks that power our stove, fridge and ventless/tankless hot water heater.

Under the bus are four large doors that lead to a huge compartment that holds our water tanks, propane tanks, electric system and storage, all boxed off in their own units and vented where appropriate. On top of the bus, besides the solar panels, are a 6x8 deck and additional cargo rack system where we carry our bikes.

The biggest piece of advice I would give aspiring Skoolie converters? Don't give up. Nearly every part of the process had its roadblocks and setbacks, it took us three times longer than we thought it would and there were times we almost gave up in utter frustration. Just to mention a few notables, we blew up our first charge controller due to an oversight, the temporary door we built to bridge the gap until our custom

one was done fell apart while we were driving and one of our water tanks got a crack in it shortly after installation and had to be replaced.

Editor's Note: *This is also why you install tanks and other things so they can be easily removed later if they need to be repaired or replaced.*



Under the bus – Water Tanks, Propane, Batteries and Storage.

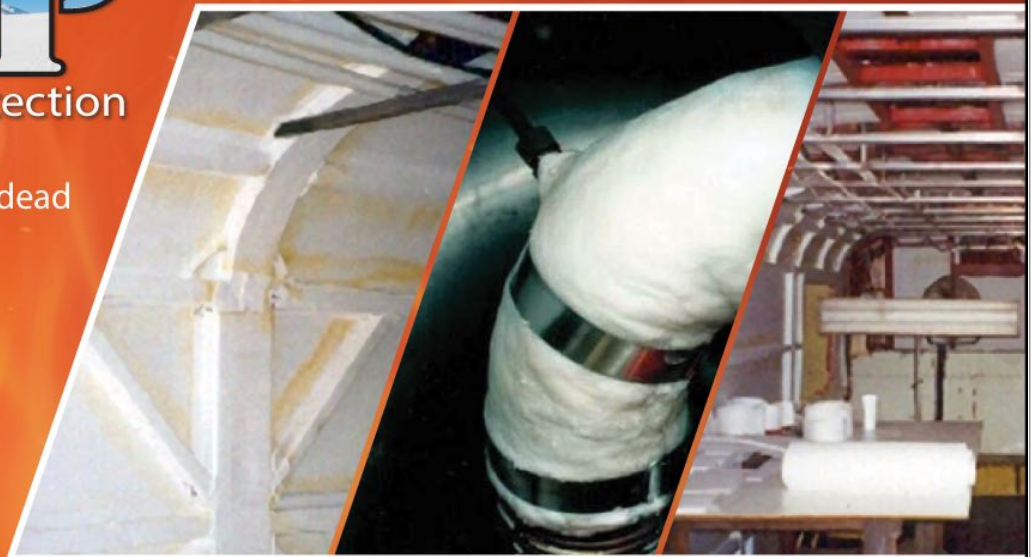
We had to redo and rethink things time and time again. It took time to find online jobs we could do remotely, time to learn new skills for those jobs, time to adjust to homeschooling the kiddos, and more time than I can even fathom to convert the bus.

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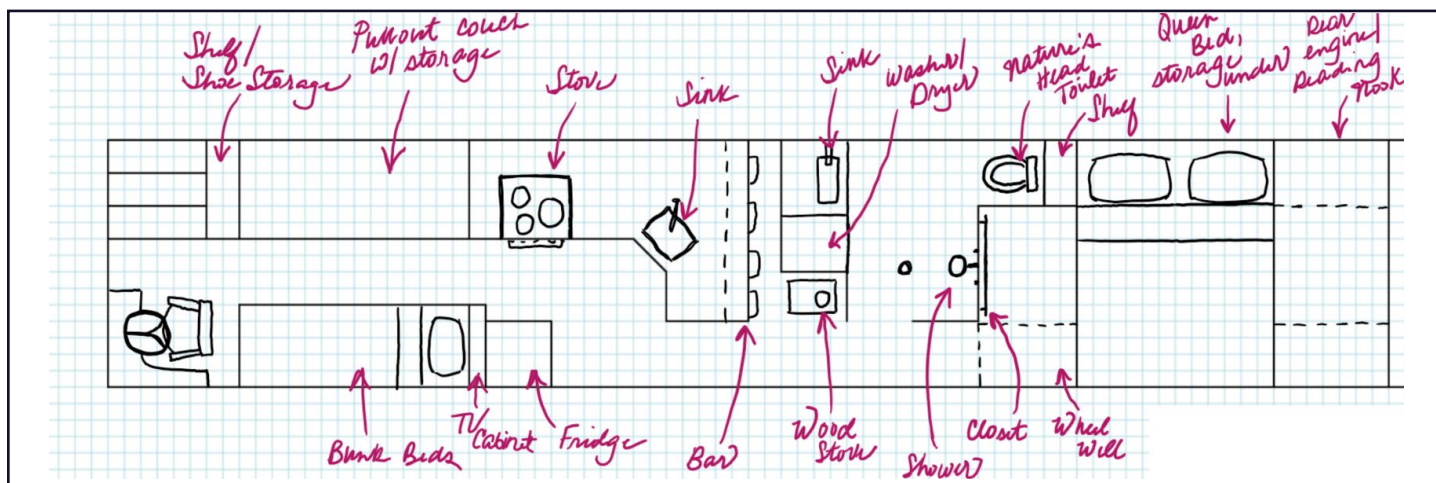
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It was time well spent.

Today we live full-time in our bus, moving whenever and wherever we want. The entire conversion, start to finish, cost us about \$20K. We were able to pay off all of our debt and fund the bus by selling off everything else we owned, which means our financial obligations are at a minimum and allow us to work the hours we choose. Since then, we left our home base in Billings to travel for a month down the Pacific coast and into the desert.

And you can too. With a little determination and hard work, just about anything is possible.

To follow along on our adventures, you can find us on our blog, www.sincewewokeup.com, or on Instagram and Facebook @sincewewokeup. For further questions about the build, feel free to email us at info@sincewewokeup.com.



Floor Plan.



"I don't know how he got that bus into the office, but please tell him to convert it on his own time."

Want to be Famous?

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Send a photo of the inside and the outside, and we will contact you about including your story in our magazine. Everyone who submits a feature article will receive a free 5-year extension to their subscription.

We also are in need of non-feature articles as well. If you have a non-feature story you would like to submit about something specific about your bus or a trip you took in your bus, send it along too.

If you have interesting photos about any bus or bus features, send them along. All non-feature articles and photos will receive a free 1-3 year subscription to the magazine, depending on how extensive they are.

This magazine is written by Bus Nuts, for Bus Nuts and without your articles, there would be no **Bus Conversion Magazine**.

Email your information to:
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BUS SPECIFICATIONS

General

- **Manufacturer:** IC Corporation
- **Model:** RE, Serial #961138
- **Year:** 2004
- **Fuel Tank Capacity:** 100 gallons
- **Miles Per Gallon:** 8
- **Engine:** DT466e
- **Transmission:** Allison 3000
- **Overall Length:** 40'
- **Overall Width:** 8'
- **Overall Height:** 11'
- **Raised Roof:** No
- **Solar Power:** Yes
- **Manufacturer:** Renogy
- **Total KW:** .6
- **House Batteries:** 6
- **What Type:** AGM
- **Electrical System:** 12V & 120V
- **Inverter:** Yes
- **Size (Watts):** 1000
- **Shore Power Amps:** 30

Exterior

- **Slides:** No

External Equipment

- **Fresh Water Tank Capacity:** 80 gallons
- **Is Black and Grey Water in one tank?** No
- **Black Water Tank Capacity:** None
- **Grey Water Tank Capacity:** None (we only use a portable gray water tank so that we can recycle the water into other uses like gardening, otherwise it's plumbed directly outside with the ability to be directed wherever we choose)
- **Tank Material:** Plastic
- **Water Heater Type:** Gas and Electric
- **Plumbing Material Used:** Copper PVC PEX

Internal Equipment

- **Stove:** 3 Burner
- **Oven:** Propane
- **Microwave:** No
- **Convection Oven:** Yes
- **Microwave/Convection Combo:** No
- **Refrigerator:** 3-Way (Gas/12V/120V)

Bathroom:

- **Toilet:** Compost
- **Air Conditioning:** None
- **Heating:** Jotul Wood Stove
- **Wall Material:** Wood, Fiberglass insulation,

and feather finished concrete

- **Ceiling Material:** Original, Peel and Stick wallpaper
- **Flooring Material:** Pergo Max laminate in Ocean Oak
- **Roof Ventilation:** Original Hatch
- **Generator:** No
- **TV:** One 32"
- **Size(s):** 32"
- **VCR:** No
- **DVR:** No
- **Blu-ray:** No
- **Satellite:** No
- We have a PS4 and use Verizon's MiFi system for internet, with a signal booster/repeater to pick up other signals.
- **Bed Size:** Twin Queen How Many: 1 Queen, 2 Twin bunks, 1 pullout couch
- **How long have you owned your bus?** Since May 2018
- **Did you self-convert?** Yes
- **If No, who did the conversion:** Friends and



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Family: My dad and brother, who are RV techs, helped with the plumbing and solar install. We did almost everything else ourselves.

- **How long did it take?** Almost one year
- **What inspired you to do a bus conversion?** Various online research for me, the documentary Expedition Happiness finally helped me convince Mike.
- Electric/Gas/Propane
- **Wire Type Used:** Romex (solid)
- **Propane:** Removable
- **Number of Tanks:** 2 Total Capacity: 60
- **Things that you would do differently next**

Water System

- **Hot Water Heater Tank:** On-Demand/gas
- **Water Filter:** No
- **Material used for water lines:** PEX
- **Water pump Manufacturer:** Flojet
- **Volume:** 2.9 GPM

Interior

- **Insulation:** Fiberglass batting
- **Type wood used for walls and cabinets:** Poplar, oak and maple

- **Counter Top Material:** Feather finish concrete over plywood form
- **Kitchen Appliances:** Atwood three burner range, Dometic refrigerator
- **Window Coverings:** Sun control window film, DIY curtains with blackout backing and burlap front
- **Lighting Type:** Pendants and mounted wall sconces
- **Sound System:** Wireless bluetooth
- **Entertainment info:** (TV etc.) Samsung 32" TV connected to PS4 (Netflix and Amazon Prime)
- **Satellite Dish:** None

Add any other notable features on your bus conversion that may not be on the list:

- We have a deck on the roof.
- There's a removeable hanging passenger seat in the front that we use while driving or when other people are over watching TV.
- The couch is a pullout with under storage and a guest bed.

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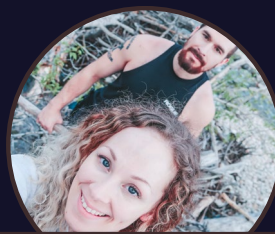
- The TV is in a hidden built-in that pulls out from the kids' bunks.
- There is a breakfast bar built into the cabinets that doubles as a dog crate.
- Wet bathroom
- The master bedroom has a platform bed that offers tons of storage space, with four independent hatches to gain access.
- We turned the rear engine compartment into a reading nook instead of the popular option of walling it off.

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By Tawny McVay

Mike and Tawny McVay travel full-time in their bus, Oliver, with their two teens and a Great Dane. Mike is a Navy vet who loves all things outdoors and jumps in every body of water their travels take them to, and Tawny would happily live out of a backpack if it meant she could see the world.

Both love finding the best vegan meal in a new city, traveling without plans and weekend long Netflix binges. They both work remotely writing content for SEO companies, continuing to train via video chat and helping other small businesses with their social media presence.

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Over The Hill. Not So Fast.



By JC Alacoque



This article is a synopsis covering the driving techniques that are necessary to prevent engine and transmission overheating going up the hill, and to prevent running away with smoking hot brakes on the way down the other side.

It is intended to be educational for the newbie Bus Nuts. Those of you without the commercial driving experience, who find themselves at the wheel of a newly acquired twenty ton vehicle with air brakes who haven't driven anything bigger than the family SUV. Following are some answers to questions you were afraid to ask.

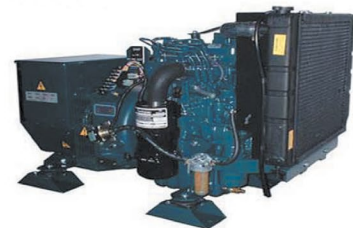
Driving Uphill

Some uphill grades are several miles long, and can be steep. Six to eight percent doesn't sound like much in a car, but can be taxing for a bus cooling system, especially in the summer heat.

The most common drivetrain in our buses are still the

2-stroke Detroit Diesel that was ubiquitous across most brands until the 1980's, when modern electronically controlled 4-stroke engines became the norm. These old 2-stroke mills, such as the 6-71, 8V71, and the 6V92 and 8V92 Detroit's are still great reliable engines. But they produce twice as much heat as a new 4-stroke engines, because there is compression and

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JC's MC5 and Jeep toad.

combustion on every stroke, compared to every second stroke on the latter. Add the fact that the engine and radiators are at the back of the bus, without the benefit of ram air such as in a truck, and the challenge of shedding that heat is evident.

It is most important to ensure that your cooling system is in good working order. Clean radiators inside and out is a must. Properly fitted and intact radiator shrouds, so the air goes through the radiator, not around it. The fan, or squirrel cages in an MCI, have to be in good shape, clean, and spin as fast as intended, without the belt slipping, and the fan clutch in good order, as the case may be.

Another thing that affect cooling is the air intake. Make sure it is not obstructed, and has a clean filter. The exhaust has to be as free flowing as possible. You don't need back pressure in those old diesels. The less the better. Some Bus Nuts have removed the stock muffler and replaced it with a resonator, which doesn't have baffles. It is noisier, but gives a little more power and better cooling.

Facilitating air flow through the engine compartment can also help in cooling. On a hot day, the rear doors can be latched open for maximum air flow. Louvers in the back and side doors can be permanently fitted with good results as well. Some people install air scoops on the sides of the radiators on MCI cars to force ram air into the radiators at speed. I don't think they do very much, other than make the bus look like a tired old clapped out church bus.

With everything in good shape and well maintained,

the bus should run cool at around 180F in most conditions. I love driving my bus in ambient temperatures less than 90F. I can enjoy using all the power the 6V92 has to offer, without seeing the temperature gauge go over 190F. But, in the summer heat in the 90's and above, good driving techniques become paramount. Even before going uphill, a bus will heat up

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when pushing a hot head wind in the summer.

Lugging the engine makes the most heat. If, with the pedal to the floor, the bus is not accelerating, or slowing down, with black smoke out the exhaust, it is lugging, or struggling, and will overheat fast. You need to do it a favor, and down shift into the next lower gear.

These two strokes need to be driven at high RPMS to spin the fan fast, and to circulate the coolant a lot to keep the temperature in check. The power band with usable torque is approximately between 1600 and 1900 RPM, so driving it in that range is the best.

A lot of these buses are equipped with an Allison HT740 four speed, or an HT730 three speed in the GM cars. They need to be shifted manually to keep the engine spinning in the desired RPM range. They are not smart like modern transmissions, and up shift too soon. They also down shift too late when going uphill, and lug the engine.

Get to know the shift points, either by speed on the speedometer, or RPM on the tachometer, and make a habit of shifting manually. That is usually around 1500 rpm at the low end, and governed speed at the high end (2100 RPMish).

The best is to be climbing a hill with about 3/4 throttle on the pedal, at about 1900 RPM, in a gear where the bus is happy, without lugging. In my bus (MC5 with 6V92/Allison HT740), it is third gear up a 6% grade, second gear up an 8% grade. Turn on the 4-way flashers at 40 MPH or slower, and enjoy the view... And occasionally you can pass a loaded semi and feel like you are the king of the road.

The most important gauge is the coolant temperature. Do not let it go above 200F. Down shift as much as necessary. Pull over if needed and idle for a few minutes until the temp goes down. A blown engine is very costly and inconvenient to replace, especially on the side of the road in another state.

The later model 4-strokes will climb hills a lot faster and cooler, but the same driving techniques apply. Their torque power band is lower in the RPM range than in the 2-strokes, but they need to be driven with care as well. Also the modern transmissions, such as the Allison B500 that are in a lot of late model buses since the 1990's, are very good at shifting in the proper gear, at the right time and RPM, by themselves. You can put them in drive, and go without worrying about shifting uphill or down.

Automatic transmission fluid gets hot, more so than

engine oil, partly because of the torque converter that is slipping when not in lock-up mode. That hot oil is typically routed to a shell oil cooler that also cools the engine oil. So, the transmission cooling is added to the engine cooling for the radiators to dissipate. That is a big challenge. Some buses are fitted with an auxiliary transmission oil cooler upstream of the engine mounted oil cooler, and that helps considerably.

A manual transmission does not generate nearly as much heat, and does not need external cooling. But most people nowadays prefer an automatic over a stick shift as they are easier to drive for most people, especially younger people that never learned to drive a car with a stick shift.

Radiator misters can also help cooling when all else is not enough. A simple system is piped from the fresh water tank. So, with the water pump on, a solenoid valve operated by a switch on the dash is opened, and water sprays the on radiator fins. Some people prefer a mist, others use more water out of 1/16" or even 1/8" holes to douse the radiators. That is a very good way to bring the temperature down, either as a band aid, if the cooling system is not as good as it could be, or as an additional measure for a soup-ed up motor with more power than stock.

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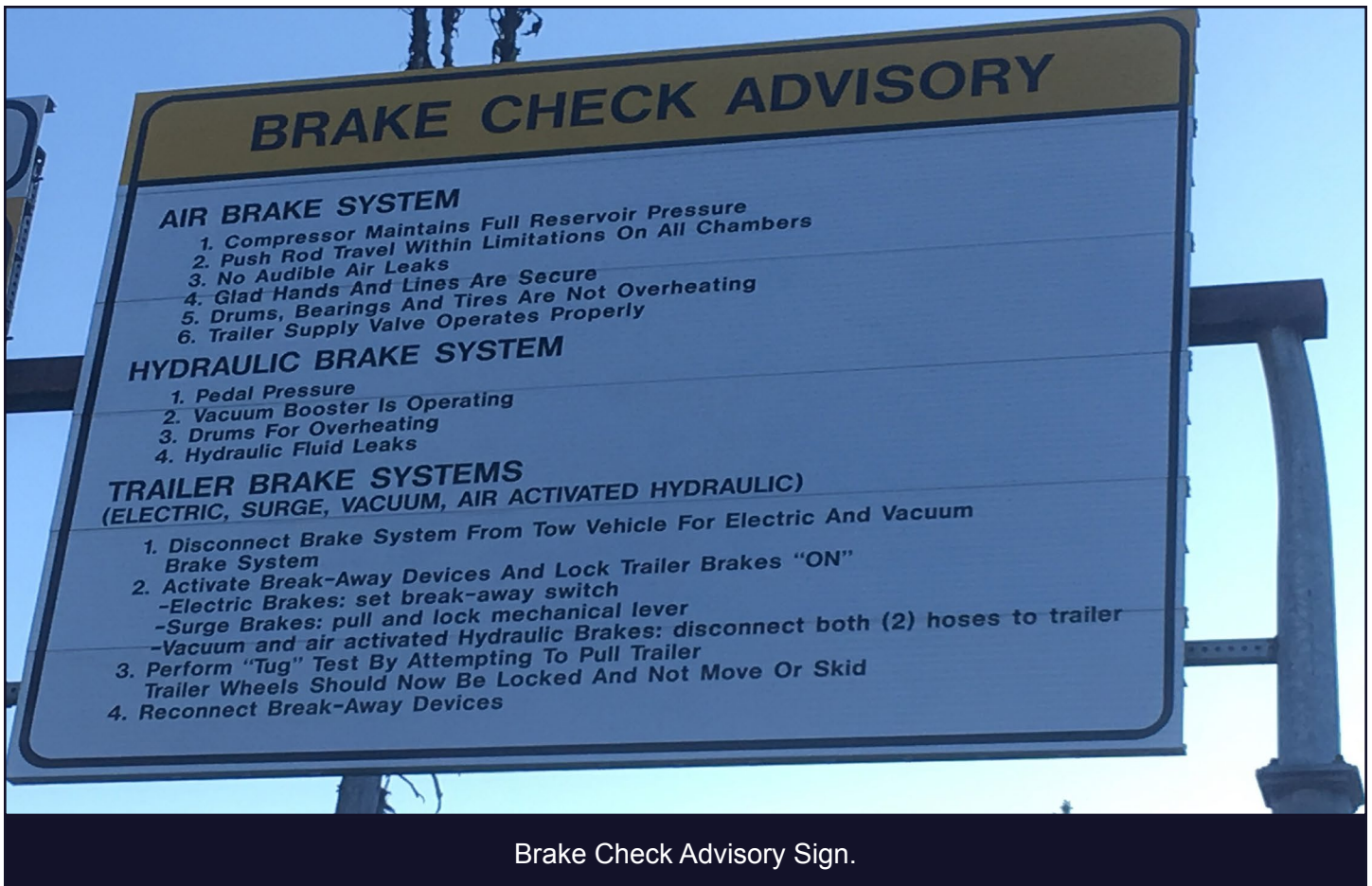
Driving a ten ton bus, and as much as a 140,000 pound B train semi down a long mountain grade requires skills that are normally taught by a driving

school for obtaining a Commercial Driver's License, by an employer for new drivers, and through seat of the pants experience. Reputable bus and trucking companies will not turn an inexperienced driver loose on mountain roads without some training, or two to three years' experience. The skills required in mountain driving are beyond entry level.

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Yet, anyone in North America can buy an old bus conversion and drive it out with an ordinary driver's license, without knowing anything about air brakes, or having any experience driving a heavy vehicle. At least in every Canadian province, an air brakes endorsement is mandatory to drive an air brake equipped vehicle. It is usually a Friday night and all day Saturday and Sunday course.

I know you Americans don't have to do that, but I recommend studying your states CDL (commercial driver's license) manual to learn the basics of air brake systems. These manuals are available on-line on the states DOT (Department of Transportation) sites. Also, do an internet search for air brakes and all kinds of helpful information will come up, including Bendix manuals on the subject.

As the operator of your vehicle, you have a moral and legal obligation, or "duty of care" to drive any vehicle safely. Sooner or later, you will eventually find yourself in British Columbia, Colorado, Western Pennsylvania or West Virginia, and you better have a thorough understanding of how to manage long downhill grades in a heavy bus.

The first thing to do, is to know and make sure the bus is in good working order. You have performed a

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pre-trip safety inspection before leaving, so that is covered. You should double-check your brakes at the top of the hill like the truckers do, by stopping at the brake check pull off area and verify that:

1. The air compressor is maintaining full reservoir pressure.
2. The brake slack adjusters are set within proper limitations. I know you can't crawl under the bus to do that, so that must be done at home on a regular basis.
3. There are no audible air leaks.
4. The drums, bearings and tires are not overheating. Just feel with your hand, or use an infrared thermometer.

Overusing the brakes will quickly overheat them. Normal operating temperature for a properly functioning brake is about 250C (500F). A hot, smelly, smoking brake is about 425C (800F). Dangerously overheated brakes can reach 1000C (1800F). They glow red, and may lead to tire fire. The heat expands the diameter of the drum so much that the shoes cannot effectively press against them to brake. Also, the brake lining materials lose some friction capability at high temperatures. And this is when you have a runaway situation, with the "check underwear" light flashing, and

desperately looking for a runaway lane, if there is one.



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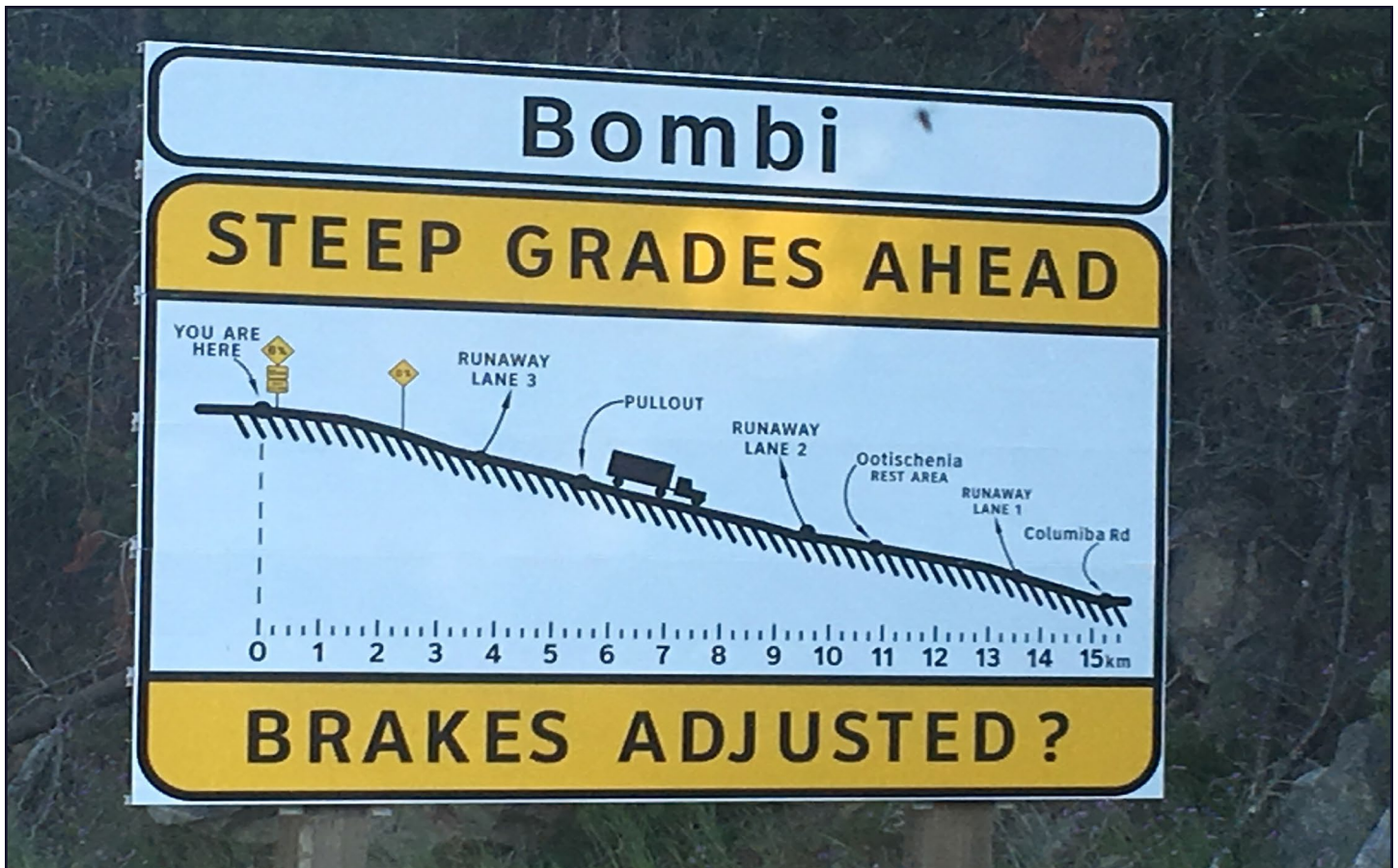
So, you have to descend the hill in a gear that does not require the use of the service brakes. If the bus is not equipped with an engine brake such as Jakes, that gear might very well be one or two lower than it would take to go up this same hill. Jake brakes allow going down a little faster, like one or two gears higher, depending on the kind of transmission.

You must use engine braking only. Save the service brakes for emergency stops, that is your backup plan. What if the engine brake fails? What if you come

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around the corner, and traffic is stopped? Or, there is an animal standing in the lane? That is what you are saving cool brakes for.

If you find yourself in too high a gear, brake now while the brakes are still cool to slow down enough to downshift into a lower gear. If the engine is slowing you down too much, do not upshift. Press the accelerator pedal to speed up a little, and to disengage the Jakes. If the bus is equipped with a two speed (or more) Jake, you can toggle between the one and two position as required. The hill might get steeper around the corner, so you'll be glad you haven't upshifted. Jakes are most efficient at high RPM, like between 1800 and 2000 rpm.

An engine brake is nice to have, but not essential. Just use as low a gear as necessary, without the need to apply the service brakes to slow the bus. Turn on the 4-way flashers at less than 40 mph, and don't worry about the traffic behind you. You can go down a hill a hundred times too slowly, but only once too fast.

Back in the 70's and 80's, we were taught to use a steady, light brake application if necessary, going downhill. It was later found that the system does not always apply equal brake pressure on all the brakes, especially on multiple axle vehicles where there are variations in push rod adjustment between wheel ends, and/or axles.

Nowadays, the stab method is preferred and taught at driving schools. You apply the brakes hard enough to slow down, then let go, and repeat if necessary. So all brakes are effective, and they have a chance to cool off somewhat between applications.

With miles you will build up some experience, and get to know your bus. For instance, I know that I can go down an 8% grade in second gear with the Jakes on, a 6% grade in third, and 5% and less in fourth gear (6V92/4-speed Allison). Your bus will vary, depending on engine/transmission combination, Jakes or not, etc.

Remember, if a loaded B train at 140,000 lbs. can be controlled downhill without using the service brakes, so can a 25,000 lb. bus conversion.

So, venture forth, up and down the hills of our beautiful countries. Drive defensively and conservatively, and never park your bus in front of a runway lane! Some other Bus Nut might need it.

Click HERE to see a video of how Escape Ramps work.



By JC Alacoque

JC Alacoque has been a bus nut since he started driving buses for Brewster Transport in the Canadian Rockies in 1973. He still drives buses and tractor trailers part time in the winter and summer all over the Canadian and American West. He and his wife Valerie travel in their 1977 MCI 5C conversion as much as possible. They live on a horse and grain farm near Blackie Alberta, just South of Calgary.

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Air Conditioning in a Bus



By Gary Hatt



This bus has built-in roof air conditioning.

When I was in my 20's, I watched Captain America ride his chopper across the west in Easy Rider and I was stoked. I thought, I need to see the western side of the U.S. and travel free as a bird. I knew I would love to make a long road trip and took a summer off to hit the road.

I had a 1972 Toyota Hilux pickup and drove it across the states from my home in New Hampshire to sunny California. I was in heaven. Toyotas were very expensive back then, I think about \$2995.00 new, LOL.

I could not afford a new one on my limited paycheck, so, I bought a used one without air conditioning. In New Hampshire, hardly anyone had air conditioning in their house or their cars and chicken farmers like me certainly could not afford a vehicle with such luxuries.

After traveling a bit through the south I decided, maybe A/C would not be a bad option after all. In the southeast it was hot and muggy. I would sweat like a pig when driving at high noon and wondered why anyone would want to live there.

Once I traveled west of Texas, the humidity started dissipating and I dried out some. Sleeping in the back of a Toyota pickup with a cap on the back became a bit more comfortable at night after the sun went down. But, driving during the day was a bit uncomfortable, especially when driving into the sun in the late afternoon. Driving with all windows rolled down at 60 MPH really tires you out.

Most of you have probably not experienced driving through the south without A/C because most of you

are much younger than me, LOL. Now, you probably have to special order a car without air conditioning as it seems like every car in the U.S. now comes with it. Most young people have credit cards now, so money is no object and they will buy the nicest car that appeals to them.

Back when I was first traveling, there were no credit cards, except for rich people who did not need any

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money. We all carried a wad of cash in the cubby hole (glove box) instead. We had to carry a lot of money to pay for fuel back then as a gallon of gas was topping almost 35 cents a gallon, so we had to plan our trips to go downhill more than uphill to conserve fuel.

This was before the days of the GPS. All we had back then were paper maps that took up the entire front seat, but folded to fit in the glove box. The small town I came from was hard to even find on a paper map, as it was always in the fold in the middle where everything was worn out.

Back then, I used to keep a bucket of cold water in the front seat of the pickup and dip a washcloth in it every few miles or so, and slap it on my face and T-shirt to keep cool and stay awake. I drank a lot of water too. After the ice was gone, I would stop at the next motel and get another free bucket full.

We didn't have those annoying rumble strips back then, if you fell asleep you would end up in a farmer's field so you wanted to ensure you stayed awake whilst driving. Eventually, an Arizona native taught me to drive in the south at night when it is much more pleasant outside, after that bit of advice I started putting on more miles after the sun went down.

As for bus travel, some entertainer type buses came with air conditioners called OTR (Over the Road) air. Almost all the tour buses now have factory air. Some school buses have them now too, but we never had them in the school buses we rode in. But then the countryside, where I lived, was always much cooler than the city.

If you are converting an old bus (like mine which is over 50 years old) it costs a LOT to repair the factory air conditioners once they start to age. To fix all of the leaks and replace any lines that are rusted through, or

have holes in them. Also, to upgrade them to the new freon, which is required of most vehicles now, can be expensive. Therefore, most people just remove the old A/C system, the condenser and compressor to free up that space to store a generator or something else they need in that bay instead.

Most people install usually two or three roof air conditioners in a 40' bus. This is usually a much less expensive option than fixing the OTR air and works well enough for most people, and they enjoy the extra bay space.

When I drove from Phoenix to southern California the first time, I tried all three air conditioners. Two out of three of them worked, but not all that great. Also by sitting in the hot Phoenix sun for three years, the plastic was very brittle and the inside shroud was looking pretty shabby.

So, my plan was to install one new A/C unit each year to spread out the cost. I ordered an Atwood Air Command heat pump air conditioner after reviewing them online and talking to the company representative.



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They seemed like a good choice and the company guaranteed me that it would work as fine as any other RV air conditioner. The salesman told me that it would blow more air than most of the air conditioners out there. As it turned out, I think the salesman was the one blowing air.

I ordered the Air Command from Blair Pacific RV Parts www.PacificRVParts.com. Blair said he did not know much about these new units, but suggested I give it a try based on the specifications we had at the time.

When the Air Command arrived, I removed the old air conditioner, slid it down the ladder and I discarded it. I tied a rope on the new box and went up the ladder to the roof of my Eagle and pulled it up the ladder, where I unpackaged it and installed it on the existing 14" hole. The Air Command was quite a bit lighter than the other older air conditioners I have worked with, which seemed nice at the time.

I never took the Eagle out of SoCal that year, as I had a real job then that prevented me from taking the bus on long trips. So, all was well with the new A/C unit that year. It seemed to work flawlessly and was quieter than most of the A/C units I have had in the past,

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and I could control it without getting up off the sofa because it has a remote control, which was nice.

The next year I decided to replace the second old A/C unit that did not work very well. I decided I kind of liked the Air Command so, I ordered the second unit from Pacific RV Parts. It arrived and I removed my old A/C unit and replaced it with the new one. I drug it up the ladder. Replacing an A/C unit is only about an hour job by yourself if you have the right tools at the ready.

After getting the second air conditioner installed, and replacing my second 20 year old unit, things were better. Two new air conditioning units cooled the bus down really nice in SoCal.

That summer I decided to head north to Thayne, WY for a month. My route took me through Las Vegas. As I was coming into Vegas on that hot summer day, when the outside temperature reached 107 degrees, both of my new Air Command air conditioners shut down. My generator was running fine, but the Air Commands were not blowing any air. The other older unit was pumping out chilled air still.

I pulled over at the next rest area and attempted to restart my Air Command units. The lights would come

on, but they wouldn't even burp. Because the lights came on, I knew they had power. I even tried my microwave to ensure I had full voltage and it ran fine.

The Air Command seemed like a good idea at the time, like I said before. The salesman explained to me that their heat pump would work in the hot summer heat as well as in the cold winter because it can be used as an conditioner in the summer and a heater in the winter.

However, after I studied it a bit more and started asking around, an Air Command will only heat the bus when the temperature is above 40 degrees. The salesman did not tell me that. So, when I go skiing in Tahoe, the Air Commands will not work well. They will also not cool the bus after the ambient air reaches 107 degrees.

Another concern I have with the Air Commands is that they have a touch pad control panel, which seems like a great idea. This is fine when they have 110V feeding them, but if they do not have power, you cannot turn them off. So what you say? Well, if you are running three air conditioners on your generator and you turn off your power, then plug into a 30A outlet, the breaker will blow. You either have to turn off the



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power on each of them before shutting down your generator, or run really fast after plugging in to try to turn each one off before the breaker gets too hot and trips. Another solution is to turn off the circuit breakers for two out of three of them then plug it into the 30A receptacle.

I called Gary Bennett of B&B Coachworks in Vegas who has converted a LOT of Eagles www.bbcoach.com and told him about my problem with my Air Commands shutting down when driving through Vegas.

Gary told me that they never install Air Commands in the Vegas area because they do not cool well enough in the hot weather. This was very disappointing to hear after just installing two new Air Commands for about \$1500. I wished I had called Gary before purchasing them.

The one thing that was a selling point for me is that these units have a remote control so I can operate them from the cockpit when driving down the road. I also can start and stop my Wrico (www.wricointernational.com) generator from the cockpit as well so, I can have all of the A/C I need while driving.

So, I could be cruising along at my usual 62MPH and start getting a bit uncomfortable, especially when driving in the summer into the sun, I could start up my generator and then grab my Air Command remote control that is velcroed to my dash and turn on the air conditioner. I can also adjust the temperature and fan speed as well.

This spring, I was ready to replace my third 20 year old A/C unit. It had failed by now due to old age and I was ready to try something else. Something, I hoped would not shut down when it got hot outside because I planned in traveling on the southern states in the summer too.



Coleman Mach 3.

I talked to Cliff Allen who lives in Arizona and he told me the same thing. He said he installed an Air Command once on a bus and ended up removing it a short time later. He advised against using an Air Command in the south. Both Cliff and Gary implied that they work very well where it does not get hot, which really does not make much sense to me. If you live in the south, you need to look at a different brand of air conditioner. Trust me.

After talking to them, I decided to install a Coleman Mach 3 unit. I called up Blair at Pacific RV parts, he indicated this is the unit he sells the most in the after south not which, is also where he is located. Blair said, for where I plan to travel in the southern states and in Mexico, people have had really good luck with these. So, I had Blair ship me one.

When the Coleman arrived, I shoved it into the back of my SUV and drove it over to Mike's RV Service in Stanton, CA. Mike has used these units a lot. I left the A/C unit there until the next day when I drove the bus over, Mike and I spent about an hour with a forklift replacing the remaining old unit with the new unit. We tested it out and all was well. It blew very cold air.

The Coleman seemed to blow more cold air than the


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Air command in front (right), Dometic Mach 3 in center of bus (left).

Air Command ever did. It was a bit nosier, but not really that much. The disadvantage of the Coleman unit was that the only way you could get heat out of it was to install a heat strip on it. In my past experiences with heat strips, the moving air makes the wind chill factor feel cooler than it is without the heat strip turned on in the first place, with no air flowing. So, I did not order the optional heat strip.

The Coleman also did not have a remote control to operate the unit from the driver's seat, so it is either on or off when driving unless you have a copilot, which I do not always have. However, I kept my front Air Command in the front of my bus (for now), so if I need to make small changes in the air temperature whilst driving down the road, like while driving towards the North to driving towards the West in the afternoon, I could do that with that unit but you cannot do that with most air conditioners.

If I had ordered the Coleman with the wall thermostat, then I could have controlled it from the cockpit, but I didn't want to have to run wires because my old units all had the controls on the units themselves so snaking a new wire would require extra work.

If I needed more air when driving, I would pull off at the next rest area and turn on one or two more units,

so all three units would be cooling off the rig during the hot part of the day, or more often than not, when driving on a hot afternoon heading west with the sun beating into my front 4' high picture window.

The next time I drove through Vegas it was about 110 degrees outside. The Air Commands stopped working as I approached the hot city but the Coleman ran like a trooper. It was not sufficient enough to cool down the entire bus, but it kept me relatively cool.

Because I had all three units running on my 40' bus up until that point, the inside temp of the bus and the furniture and everything else was already pre-cooled, so the coach did not get too hot inside.

Eventually I will replace the two Air Commands with

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Coleman's, so I will have adequate cooling capability for driving in the southern states. Now I know why some entertainer coaches have six A/C units on their roof. It is very hard to cool off a tin can going down the road, especially if it has been sitting a while in the hot sun and everything inside is already super-heated.

I also understand now why some folks keep the OTR air conditioning in their buses. Most of them will cool down the inside of a bus cold enough to hang beef in and would do it very quickly. My MC-9 was like that and I loved the sound the A/C unit made when I kicked it on and it came roaring to life, and blew a plume of dust across the parking lot. LOL.

OTR air can be a bit expensive to maintain which is why many people remove them, but they provide the ultimate in air conditioning. I heard from professional bus drivers that the new bus A/C units can cool off a bus to a very comfortable condition, in a hot summer environment within just a few minutes.

The only problem with OTR air is they only work when the big engine is running, which works well for passenger buses but not so well for those who use their bus on camping trips. I guess they would work fine if you left your big diesel engine running all night like

truckers do, but your neighbors in the RV park may object to that.

Some high end buses now have basement air conditioners that will run via an inverter on a large bank of batteries. I have heard they work very well in a normal climate.

I used to have a class B Sportsmobile van that had a roof A/C unit and seven solar panels on the roof. That roof air would run up to two hours before the four AGM batteries ran out of juice, but most vintage buses do not have sufficient battery power to run a roof air at all, but we are getting closer all the time. This can be done however, with a large battery bank if you have the money and the room.

There are other tips and techniques to keep your bus cooler, rather than investing in more air conditioners, that many people use. One thing you can do is to close off the bedroom and other back rooms when you are driving down the road to keep the air conditioners from having to cool the rooms not in use. Many people have doors and some people have curtains like I do. That helps keep the cool air in the front of the bus where you need it during the day. Some people hang curtains behind the front driver's seat



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so one A/C unit will only cool a small area where the passengers are.

The rear engine in a bus, especially the old 2-strokes produce a LOT of heat. They sure do sound nice to us Bus Nuts but, they fire twice as often as the newer 4-strokes, so they generate more heat. Most of the heat gets blown to the outside air, but some of it also comes up into the bedroom.

I know when I finish driving my bus for the day with my Series 60, my bed is nice and toasty warm. This is nice in the winter because I can go back and lay down and fall right to sleep. However in the summer, I usually sleep on the sofa at least the first part of the night until my bed cools down enough to crawl into.

I also close my electric shades on the sunny side of the bus even when driving on a hot day. This prevents the sun from beating in and heating up everything inside the bus, which heats up the air around it. By closing my shades, it creates an air pocket which traps the air between the window and the shade, and prevents it from transferring into my living quarters.

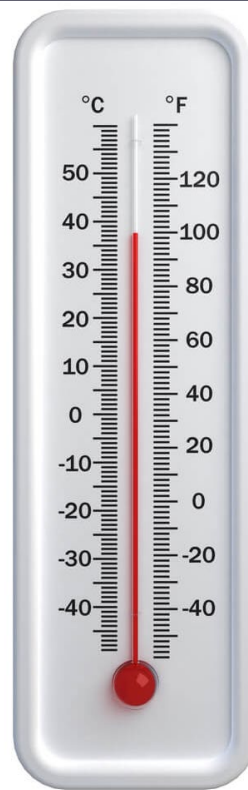
I also had limousine tint put on all of my windows and that helps tremendously. I forgot the numbers, but you can definitely feel the difference if you stand behind a window with no tint on it and a window with tint on it. I tested it when I was having it installed.

While parked you can also put a screen on the outside of your window. I have a Magna Shade <https://www.magnashade.com/> for my windshield and front side windows. This too makes a huge difference by keeping the sun off the windshield.



Magna Shade Windshield Cover Keeps Heat out.

If I know it is going to be over 100 degrees during the day, I will start my air conditioners before it gets above about 72 degrees inside the bus. At 72 degrees I am very comfortable. Over 80 degrees, especially with



When it is 100F degrees outside, it is hot.

no air flow, and it becomes hard to work on a computer designing the greatest bus magazine in the world!

When driving on not so hot days, my rule has always been to drive with several windows open until it reaches 90 degrees inside. To me, 90 degrees is tolerable with the wind blowing through my hair. But at that time, I usually stop at the next rest area or side road, and close the windows and turn on one or more A/C units. Of course, if it is expected to get close to the triple digits that day, I don't wait for it to get to 90 degrees.

By kicking on the A/C units when the temperature is approaching 72 degrees, you are cooling off the walls, furniture and everything in the bus early, to get a jump start on the cooling. Then when it does get very hot outside, the A/C units do not have to work as hard to maintain the room temperature. The walls and furniture and everything else will already be pre-cooled and will help keep the temperature down when it gets very hot outside.

If you have sufficient air conditioning 90% of the time, but the other 10% of the time it is just too uncomfortable to be inside, you can go to one of many stores and get a portable A/C unit. I had one that was 12,000 BTUs and I kept it behind the driver's seat in my MCI. It helped a LOT on those hot days.

I also used one on those not so hot days when I just need a little bit of cooling, because they are much quieter than the roof airs and they do a very nice job. It is much easier to carry on a conversation in person or on the phone with one of those running than a noisy non-ducted roof air. I vented mine through the driver's ticket window, which I removed on the hot summer days.



Portable room Air conditioner.

These portable units usually come with castors, so I removed the castors to prevent it from rolling around when I moved the bus. Just like anything in your bus, you should secure it down if you plan to travel with it.

In the cold part of the winter here in SoCal, when it would get down to a frigid 55 degrees, I would remove the portable unit and put it in storage and get out my little electric fireplace for a more romantic mood. Even though most can also heat your bus, I didn't use mine for heating the whole bus, but it does help take the evening chill off.



Electric Faux Fireplace.

Insulation in your bus helps maintain the temperature more than anything else. The better the insulation you have, the less A/C you will need and the lower your power draw, and your power bill if you are paying per KW.

The best insulation out there is the Engine Heat Protection insulation, which Jay Leno even uses in some of his race cars to keep the heat off the firewall. To learn more about the ultimate in insulation and to see one of Jay Leno's Stanley Steamers click here: <https://engineheatprotection.com/>. To read an article about this insulation, read Yvon Lacroix's article in the September 2018 article titled [Comfort Year Round with EHP](#).

I hope you learned a bit more about bus air conditioners, so you will be better equipped for heating and cooling your bus. I hope you will be more comfortable in your bus from now on. Traveling in a nicely air conditioned bus is not only more comfortable, but safer as well.



By 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 and traveling full time in that.

Gary can be contacted at
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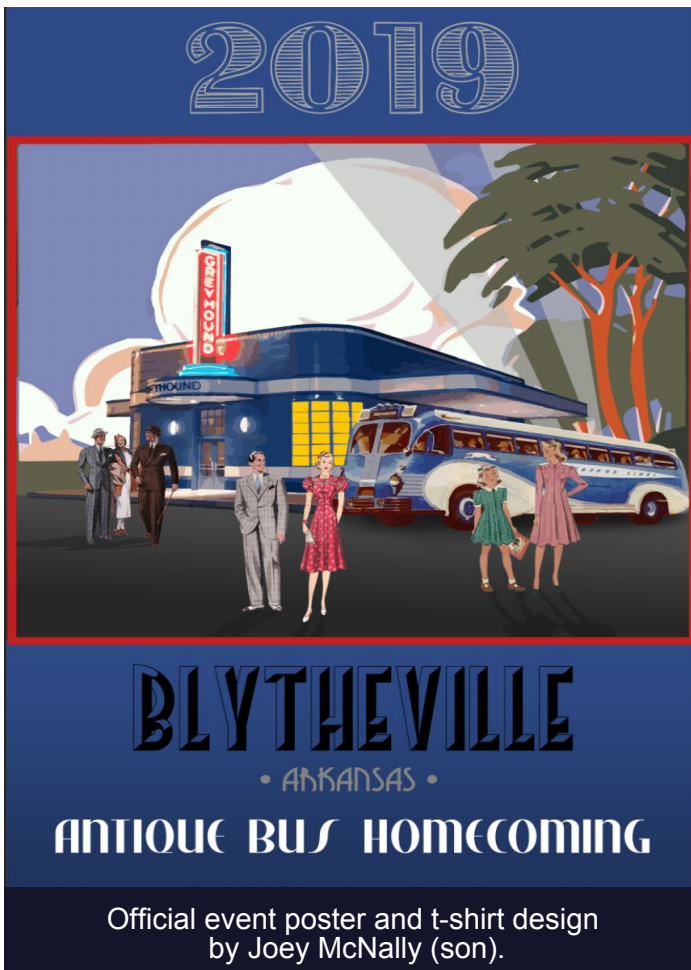
2019 Blytheville Bus Rally



By Tom McNally

When I saw the Blytheville (pronounced locally as “Bly-ville”), Arkansas’, former Greyhound bus depot for the first time in the early 2000’s, I knew it was something very special. The building was boarded-up, appeared very dilapidated, and had a realtor’s “for sale” sign outside. A diamond in the rough, as us car and bus guys would say.

prior I had purchased a seated 1956 Greyhound Scenicruiser to restore to original livery. My wife and I were initially enamored with the crazy thought of buying the building, restoring it, and living there. Never mind the realities of moving to Arkansas without jobs, a place to store all of our possessions, and (most importantly) how we would afford it!



2019

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Official event poster and t-shirt design
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Our dreams dissipated in one phone call to the realtor's office; the building had been sold to the city and was to be restored. After the immediate disappointment wore off, this was excellent news. We made contact with the Main Street Blytheville preservation group who was heading-up the refurbishment plans, over the next several years.

While in route to Memphis (for decent BBQ and good music), we stopped by to inspect their progress. The smallest details were not overlooked and the beautiful building restoration was completed in 2010. We then pitched an idea to Main Street Blytheville about hosting a national antique bus show. They immediately loved the idea as it was a chance to highlight their Greyhound depot gem.

We made plans for nearly two years and settled on early spring 2013 for the rally. The streets surrounding the (circa) 1937 depot were all closed during the 3-day event to provide parking for coaches to dry-camp. After the overwhelming success of the 2013 rally, the city immediately started asking how soon we could do another show there.

I travel a great deal for work, so planning another rally would have to wait. I also thought that these shows should not happen every year, or be scheduled too closely, as they would lose their unique status. In my opinion, that is what the Blytheville rally has come to mean—it's magic.

Thanks to the amazing hospitality shared with all participants by the citizens of Blytheville. The business owners, town officials, and general public seem to genuinely care about their little town and they could not be more generous or gracious to their bus visitors.

Our mission for 2019 was "if it ain't broke, don't fix it". Therefore, 2019 was planned as a carbon copy of 2013. The exception being we would take a closer day-trip than occurred in 2013, where we took busloads of participants to Elvis Presley's Graceland in Memphis, Tennessee.

The 2019 Blytheville Arkansas Antique Bus Homecoming took place September 27th through

the 29th. The Blytheville Chamber of Commerce hosted a meet and greet for early arriving participants on Thursday evening, September 26th.



Patrick and Gena Boudreaux's GM PD-3751 "The Big Easy" (background) and Nick Nelson's 1947 PD-3751 Silversides (foreground).
(Cris Garcia photo)



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They graciously provided hamburgers, sides, and beverages for all Homecoming attendees. Live music was included and everyone had a great time mingling with event participants and locals alike.

The festivities kicked off Friday morning with a trip 30 miles south of Blytheville to Dyess, Arkansas. We had about 75 people (among three antique coaches) make the trip to the Dyess Colony, Johnny Cash museum, and his boyhood home.

From the Colony website:

"The Dyess Colony was created in 1934 as part of President Franklin D. Roosevelt's New Deal to aid in the nation's economic recovery from the Great Depression. As a federal agricultural resettlement community, it provided a fresh start for nearly 500 impoverished Arkansas farm families, including the family of music legend Johnny Cash. The colony has been resurrected through the restoration of several historic buildings open to visitors. The Dyess Colony Visitors Center, located in the Colony Circle at the former site of the theatre and pop shop, is the first stop. It includes a gift shop, orientation video, and exhibits. The Dyess Colony Administration Building next door houses exhibits related to the establishment of the colony, lifestyles of typical colonists, and the impact that growing up in Dyess had on Johnny Cash and his music. From the Colony Circle, visitors are shuttled to the Johnny Cash Boyhood Home, less than two miles from the Colony Center. It is furnished as it appeared when the Cash family lived there, based on family memories."

The tour was both historically interesting and a sobering reminder of the tough life rural folks from Arkansas endured during the Great Depression.

Upon return to Blytheville Friday afternoon, the historic Greyhound depot was open for tours, as were all of the participant's coaches. Thanks to Erin Langston-Carrington of Blytheville Book Company for providing an air-conditioned indoor vendor/swap meet space throughout the antique bus event.

Friday evening "The Dixie Pig" restaurant of Blytheville provided an authentic BBQ dinner, with all the fixings, and pecan pie for dessert. To top-off the evening fun, Farmers State Bank of Blytheville hosted a real live, old-fashioned ice cream social, making delicious ice cream sundaes to order.



Tom McNally's Western Greyhound Lines 8149 Scenicruiser (seated PD4501-771) parked beside the restored Blytheville, Arkansas terminal building. (Cris Garcia photo)

A local blues band played outside the Greyhound terminal until midnight. Main Street Blytheville had a campfire near the stage that made for a relaxing atmosphere. Several rally goers utilized

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the rare photo opportunity by parking their coach next to the Greyhound depot and capturing the iconic glowing neon of the art deco styled building. Other towns have restored bus terminals, but none offers the total access we get in Blytheville.

Our bus event was planned in conjunction with the 39th annual Blytheville Chili Cook-off and Street Festival that took place on Saturday. Cook-off contestants filled sample chili cups (for a one-time \$5 fee) for the public, and awards were given to the contest winners. Chili flavors for all tastes were available from mild to wild.

During the street festival, different vendors offered food, beer, and arts/crafts. Games and inflatables were also available for the kids. Thanks to Tobye McClanahan of Mailboxes & Beyond and all the Main Street businesses for providing awesome gift bags for the bus participants.

There was an antique bus parade through downtown Blytheville on Saturday evening at 6 p.m. Most rally participants took part in the parade, as

did the cheering citizens of Blytheville that lined Main Street.



Enthusiastic parade goes welcome a GM PD-4106, as it passes under one of the arches along Main Street. (Cris Garcia photo)

We had a police escort and Mayor James Sanders of Blytheville lead off the parade, riding upstairs in my Scenicruiser. The enthusiastic crowd really seemed to enjoy this unique parade experience.

We had 43 coaches in attendance with about 150 participants. The furthest (Paul and Sonja Collyer) travelled from Saskatoon, Saskatchewan, Canada, 2700 miles, one-way.



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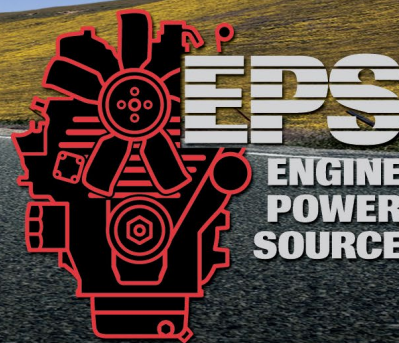
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Three host hotels were available as we had several antique bus enthusiasts attend that do not own their own coach or, like myself, only own a seated coach. Several nice examples of Eagles, Silversides, Buffalos, Flxible, Scenicruisers, PD4104, PD4106, Prevost, MCI, Bluebird, etc. were all there.



Gene Russell's 1948 PD-3751 GM Silversides
(Cris Garcia photo)

I cannot take credit for the success of these events. That credit goes to L.C. Hartsfield, a local volunteer who heads-up the Visitors Bureau in Blytheville, whose dedication to his hometown is beyond compare. What really makes Blytheville, Arkansas, special is the people. They make all the work and miles traveled worth it and leave us wanting to return repeatedly.

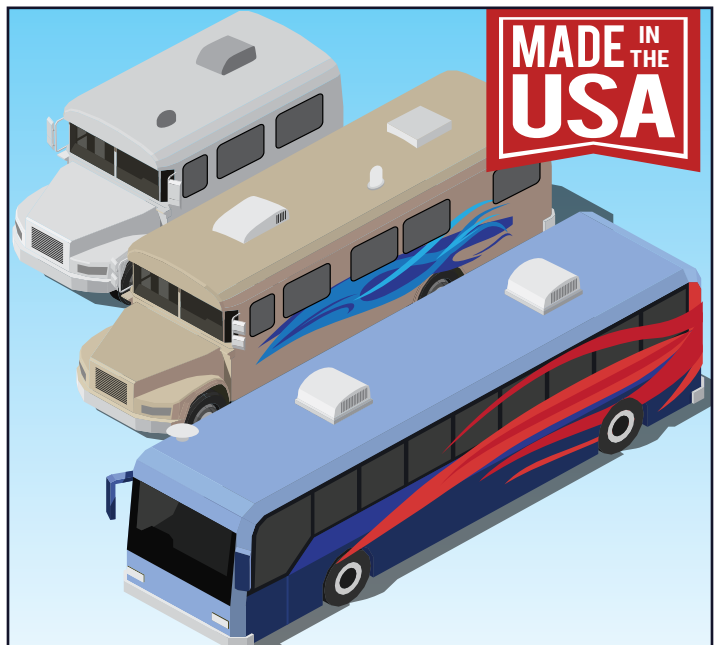
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2019 BLYTHEVILLE BUS RALLY PICS



Dick Bruner's Bluebird conversion. (Cris Garcia photo)



George Showman's Flxible leads Steve Skeid's Starliner along the Blytheville parade route. The two friends made heroic efforts to attend the homecoming rally, as it was Steve's Starliners' maiden voyage, being purchased and immediately driven to the rally en route to his Ohio home. They endured an overnight 4 hour roadside alternator repair, but were undeterred, and were both big hits at the rally. (Cris Garcia photo)



John Thompson's 1947 GM PD-3751 Silverline looks right at home parked at the circa 1937 Greyhound terminal. (David Waxon photo)



Stan Holter of Bloomington, Minnesota brought his seated MCI, MC-8 to the Antique Bus Homecoming event. (David Waxon photo)



Returning to Blytheville Friday afternoon from the Dyess Colony tour. (Cris Garcia photo)



John Thompson's beautifully converted Pacific Greyhound Lines K554, 1947 GM PD-3751. The bus was converted by Paradise Coach, located in Coburg, OR. (Cris Garcia photo)



David Waxon captured Gene Russell's converted GM Silversides along 5th Street in downtown Blytheville, Arkansas. (David Waxon photo)



The proud owner of Greyhound Scenicruiser PD4501-292, Larry Presnell of Greenback, TN. A converted coach wearing the last paint scheme worn by cruisers while in Greyhound service, the 1976 Bi-centennial "Pepsi-Cola" livery. (David Waxon photo)



Unique photo opportunities abound in Blytheville.
(David Waxon photo)



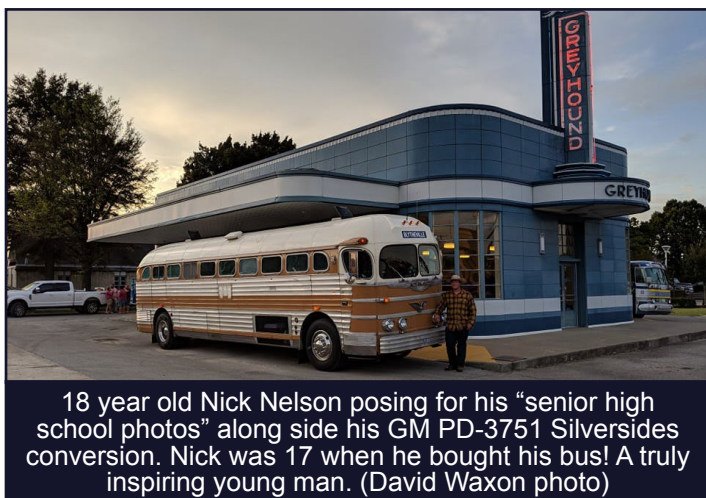
Aboard the Scenicruiser, en route to Johnny Cash Boyhood home museum in Dyess, Arkansas.
(credit to photographer)



Coaches parked at the entrance to the Johnny Cash boyhood home - Dyess, Arkansas.
(credit to photographer)



Main Street Blytheville provided campfires for the rally. (credit to photographer)



18 year old Nick Nelson posing for his "senior high school photos" along side his GM PD-3751 Silversides conversion. Nick was 17 when he bought his bus! A truly inspiring young man. (David Waxon photo)



Elise Tagg and David Waxon.
(Blues band performing in background)



John Thompson travelled from Canada with his Silversides. (David Waxon photo)



Tj, Annalee, Darla and Tim Hoekstra, enjoying the campfire near the Greyhound terminal Saturday night. (credit to photographer)



View from the Johnny Cash home window.



Interior view from John Thompson's PD-3751 GM Silversides, as the antique coach parade kicks-off. (David Waxon photo)



Converted GM PD-4106 and a PD-4104 parked near the Greyhound terminal. (David Millhouser photo)



Early arrivals enjoyed a meet and greet cookout Thursday evening, provided by Blytheville Chamber of Commerce. (credit to photographer)



The view to the West at dusk. 2019 Blytheville Antique Bus Homecoming.



Rebecca and Brian Ewer's GM PD4104 conversion.
(TJ Hoekstra photo)



A scene that would not have been possible in 1960's Blytheville, as Trailways never serviced the town. (David Millhouser photo)



Richard Goldberg's 52K original mile Custom-Coach converted Buffalo.
(David Millhouser photo)



Rally participants, David Millhouser and Fred Rayman, near the indoor vendor/swapmeet area.
(David Millhouser photo)

School year and yearbook completed at last

As the year 1965 was distinctive for the Caruthersville area, so is every year distinctive at CHS. For each year marks the end of a period of preparation for the future.

The Cotton Blossom Staff would like to thank Mr. Floyd Smith and Mr. Don Schaefer for their patient assistance in preparing the yearbook.

The Staff has tried and hopefully succeeded in clearly and completely recording the school year 1965 for future reference and enjoyment.



"Guard this precious package all the way to Camden, Arkansas," plead Cotton Blossom Staff members Paula Simpson, Susan Pinion, and Susan Burns as they mail their year's work, the completed copy for the 1965 "Cotton Blossom."

The page above was copied from Charlie Jones (Caruthersville, MO.) 1965 high school yearbook. Charlie drove down to the Blytheville rally to share his Greyhound memories. He is the 14 year old boy in the photo. The photo was taken at the Caruthersville, MO. Greyhound station. The yearbook staff was sending off their finished project via Greyhound Scenicruiser! Charlie and his wife rode my Scenic in the Blytheville antique bus parade, and had a wonderful time. The caption reads: "Guard this precious package all the way to Camden, Arkansas," plead Cotton Blossom staff members Paula Simpson, Susan Pinion, and Susan Burns as they mail their year's work, the completed copy for the 1965 "Cotton Blossom".

(photo courtesy of Charlie Jones)



Five of the seven GM Silversides in attendance all parked together, and were all open for tours.
(David Millhouser photo)



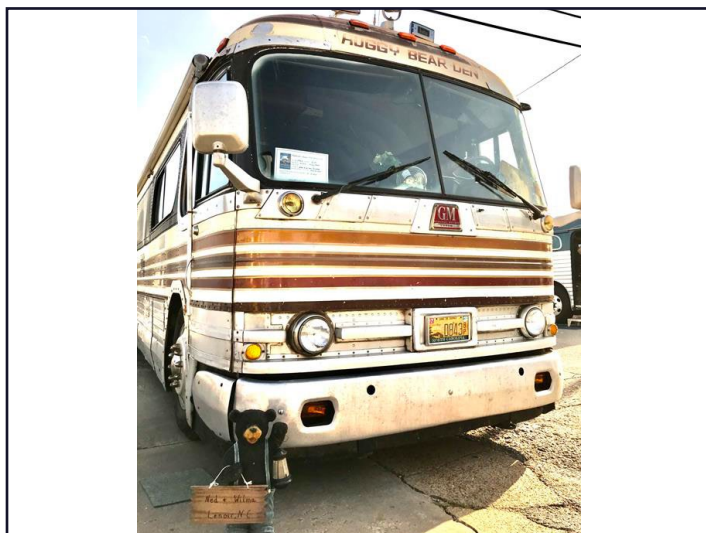
Participants board coaches headed to the Dyess Colony and Johnny Cash boyhood home museum.
(David Millhouser photo)



"Iron Horse", a fantastically converted Eagle, parked near the Blytheville bus terminal.
(David Millhouser photo)



Jim Daleiden's GM PD-3703 (foreground) and Dave Evans PD-3703 (background) made a rare sight to see together at the Homecoming rally.
(David Millhouser photo)



Ned and Wilma Sanders (Lenoir, NC)
"Huggy Bear Den" GM PD-4104.
(David Millhouser photo)



Mike Kitsock models his Trailways driver uniform of yesteryear beside his Greyhound buddy, and a seated MCI, MC-6. (David Millhouser's photo)



The Dixie Pig restaurant of Blytheville catered the Friday dinner at the Greyhound depot.



Scott Crosby, known as the "Bus Grease Monkey" is a travelling vintage bus mechanic who specializes in Detroit 2-cycle Diesel repairs. He travels the entire country full-time in his 1947 GM PD-3751, at right in photo. (David Millhouser's photo)



By Tom McNally

Tom McNally Started collecting antique cars in high school. He wanted to make a switch to more historically significant vehicles, and bought his first Greyhound Scenicruiser in 1997. Since then, he has acquired a Trailways PD-4104, 1947 PD-3751 Silversides, and the EXP-331 experimental Greyhound Scenicruiser prototype. All of Tom's coaches are fully seated, and restored as close to original as possible.

Tom and his wife Hari enjoy organizing antique bus rallies, and using their antique fleet for family trips. Tom is also an avid collector of antique bus memorabilia, and has established a museum within his bus barn.

Tom can be reached at:
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1975 Prevost La Mirage Bus

PRICE: \$88,000

Contact Number: (928) 242-1275

Bus Year: 1975

Motor: Series 60

Bus Location: Prescott, AZ

Sellers Name: Elnora

[Click HERE for more info.](#)

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1962 PD-4106

PRICE: \$28,000

Contact Number: (719) 661-1932

Bus Year: 1962

Motor: 8V71

Bus Location: Colorado Springs, CO

Sellers Name: Shirley

[Click HERE for more info.](#)



1989 Prevost XL

PRICE: \$15,000

Bus Year: 1989

Engine: Detroit 8V92T

[Click HERE for more info.](#)



Bristol VR

PRICE: \$25,000 US

Contact Number: (714) 614-0373

Bus Year: 1980

Motor: Gardner 6lxb

Sellers Name: Gary Hatt

[Click HERE for more info.](#)



BRITISH LEYLAND

PRICE: \$23,000 US

Contact Number: (714) 614-0373

Bus Year: 1992

Motor: Cummins L10, Diesel, 6 cylinder.

Sellers Name: Gary Hatt

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1984 MCI Bus Conversion

PRICE: \$7,500

Contact Number: (618) 841-2195

Bus Year: 1984

Bus Location: Southern Illinois

Sellers Name: Angie Crowder

[Click HERE for more info.](#)



1981 MCI

SOLD
ANOTHER BUS LISTED
IN BCM HAS SOLD
[Click HERE for more info.](#)

**1968 Eagle Model 05****PRICE REDUCED: \$20,000**

Contact Number: (910) 893-8892

Bus Year: 1968

Motor: 8V71, 4 Speed Spicer

Bus Location: Buies Creek, NC

Sellers Name: Author 4

[Click HERE for more info.](#)**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

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**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.](#)**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.](#)



1990 SETRA 40' BUS

PRICE: \$20,000

Contact Number: (406) 853-0931

Bus Year: 1990

Motor: 6V92 Detroit motor

Bus Location: Montana

Sellers Name: Justin Dighans

[Click HERE for more info](#)



1987 MCI-9

PRICE: \$29,999

Contact Number: (406) 521-0651

Bus Year: 1987

Motor: Detroit 6V92 Turbo DDEC and

HD 740 Allison Trans

Bus Location: Montana

Sellers Name: Gary Ferguson

[Click HERE for more info.](#)

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1965 MCI

SOLD

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IN BCM HAS SOLD**

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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.](#)



1990 Prevost LeMirage XL

PRICE: \$52,000

Contact Number: (224) 856 5364

Bus Year: 1990

Current Miles: 96,000

Motor: Angola. Detroit Diesel 8V92

Bus Location: Campton Hills, IL 60124

Sellers Name: Rosemary Sayre

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1984 MCI 9

PRICE: \$35,000

Contact Number: (605) 759-1385

Bus Year: 1984

Current Miles: 852,000:

Bus Location: Sioux Falls, SD

Sellers Name: Brian Wheeler

[Click HERE for more info.](#)



1974 MCI 8 – 871 Detroit

REDUCED PRICE: \$5,000

Contact Number: (218) 329 6246

Bus Year: 1974

Motor: 871 Detroit with Allison Transmission

Bus Location: Hawley, MN

Sellers Name: Rick Peterson

[Click HERE for more info.](#)





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.

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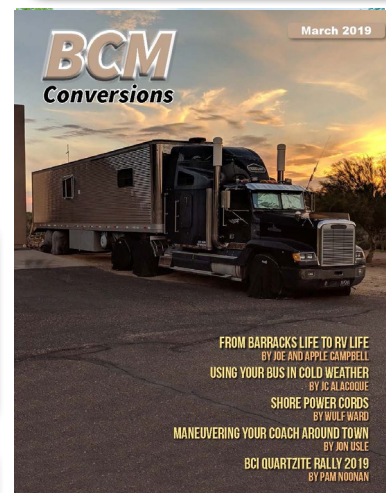
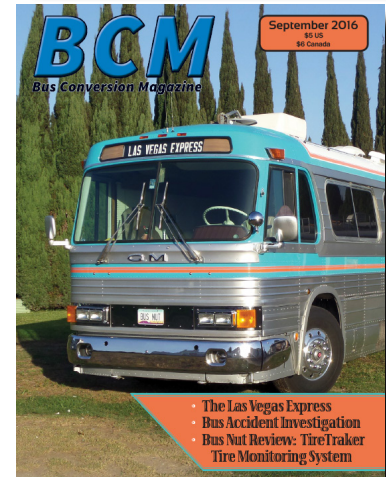
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BUS EVENTS

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Event Information Click Here:

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January 2020

**Fixible Owners International
Winter Rally 2020**
January 09-12

Sportsman's Club
6225 Sunburst St.
Joshua Tree, CA
ALL BUSES WELCOME!

Contact
Matt Merz (562) 715-8526

Click
Here

Southeast Bus Nuts Autumn Rally
Lou Kirk's Residence
January 9-12, 2020
Saint Cloud, FL

Rallymaster: Lou Kirk
For more information go to:
www.sebusnuts.org

Eagle International Bus Rally
January 15-19, 2020
Quartzsite, AZ

Contact: Byron Pigg
85Eagle15@gmail.com
(417) 840-9443

Watch Video

Western GM Coach Invitational Rally
January 16-19, 2020
Quartzsite, AZ

Contact: Robert Pimentel
(510) 703-1338
SilverSport61@yahoo.com

Watch Video

Skooliepalooza 2020
January 20-27, 2020
Ehrenberg, AZ

For More Info

Click Here

BCI Quartzsite Arizona Rally
January 21-25, 2020
Quartzsite, AZ

Contact:
Tony Saraceni: (307) 250-6966
bcitony@aol.com

February 2020

Escapees Mexican Connection Rolling Rally

Feb 12 – 26 (and beyond)

Starts in Potrero Park, CA

Contact: Gary Hatt

Gary@BusConversions.com

(714) 614-0373

To read more about this rally click on
the article about last year's rally

[Click Here](#)

March 2020

5th Annual SoCal Mini-Rally

March 27-29, 2020

Bonelli Bluffs RV Resort & Campground
(Formally East Shore RV Park)

Contact: Buck Trout

BuckTroutShow@gmail.com

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(800) 809-3778 Request to park in Section B
www.bonellibluffsrv.com

August 2020

Fixible Bus Rally

Loudonville 2020

August 27-30, 2020

Loudonville, Ohio

Rally Captains

Brian & Crystal Santin

briansantin@gmail.com

[Click
Here](#)

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. You can send it to us up to 11 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

FLXIBLE 2020 WINTER RALLY



**SPORTSMANS CLUB
6225 SUNBURST AVE
JOSHUA TREE,
CALIFORNIA
JANUARY 9 - 12, 2020**

Wagon Master: Matt Merz (562/715-8526)

We're happy to be going back to the Sportsmen's Lodge in Joshua Tree this year for our winter rally. Our rally will be a little early, so there will be plenty of time to enjoy the events in Quartzsite.

This event is not limited to Flxible buses - as always, we welcome FSOB's (Friends in Some Other Brand).

Jere's famous "hobo stew" will be concocted on Wednesday (the 8th) this year, before the official start of the rally on Thursday, January 9. For new participants in the rally, this event means you bring your contribution to the stew (vegetables, canned or fresh); add it to the mix, and give the pot a stir. The result is always different, always delicious!

The rest of our schedule hasn't been finalized yet, but you know you'll be treated with some great food and activities. And don't forget to bring your raffle items for the highlight of the rally - our annual raffle.

In order for the Wagon Masters to know how many participants to plan for, please complete the registration form below and send it with your non-refundable registration fee of \$5.00 (\$10.00 for non-members - \$5.00 is refundable when you join the Club), payable to Matt Merz, 5139 Bellflower Blvd, Lakewood CA 90713, no later than December 31, 2019. (If you can't get your registration in by that time, let Matt know that you'll be there [email: mattbethmerz@yahoo.com] - and we'll collect the registration fee at the rally).

Names of Participants: _____

Address: _____

Phone: _____ **Coach:** _____



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HOME OF THE ORIGINAL
MOTOR COACH
AUGUST 27-30, 2020**

MARK YOUR CALENDAR NOW!!!

Don't miss out on this monumental Bus Rally!

We're excited to bring the original home of the motor coach* back to the helm of Bus Conversion Rallies with several energized events. Saturday morning will include the Flexible Bus Parade through downtown Loudonville which will feature a Bus Show as the motor coaches park in the middle of downtown Loudonville – this will provide a showcase of Buses unlike any seen before in Loudonville – the original Flexible Bus Factory is just two blocks off of Main Street!!

*Flexible Buses were built in Loudonville, Ohio and have been memorialized on the logo of the Family Motor Coach Association



Rally Events:

**Private tour of
Landoll's Castle
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Copper Mug restaurant)**

[f](https://www.facebook.com/landollscastle)/landollscastle

**Ohio State
Reformatory Tour
(site where the movie
Shawshank Redemption
was filmed)**

[f](https://www.facebook.com/OhioStateReformatory)/OhioStateReformatory

**Catered meals by
Der Dutchmen &
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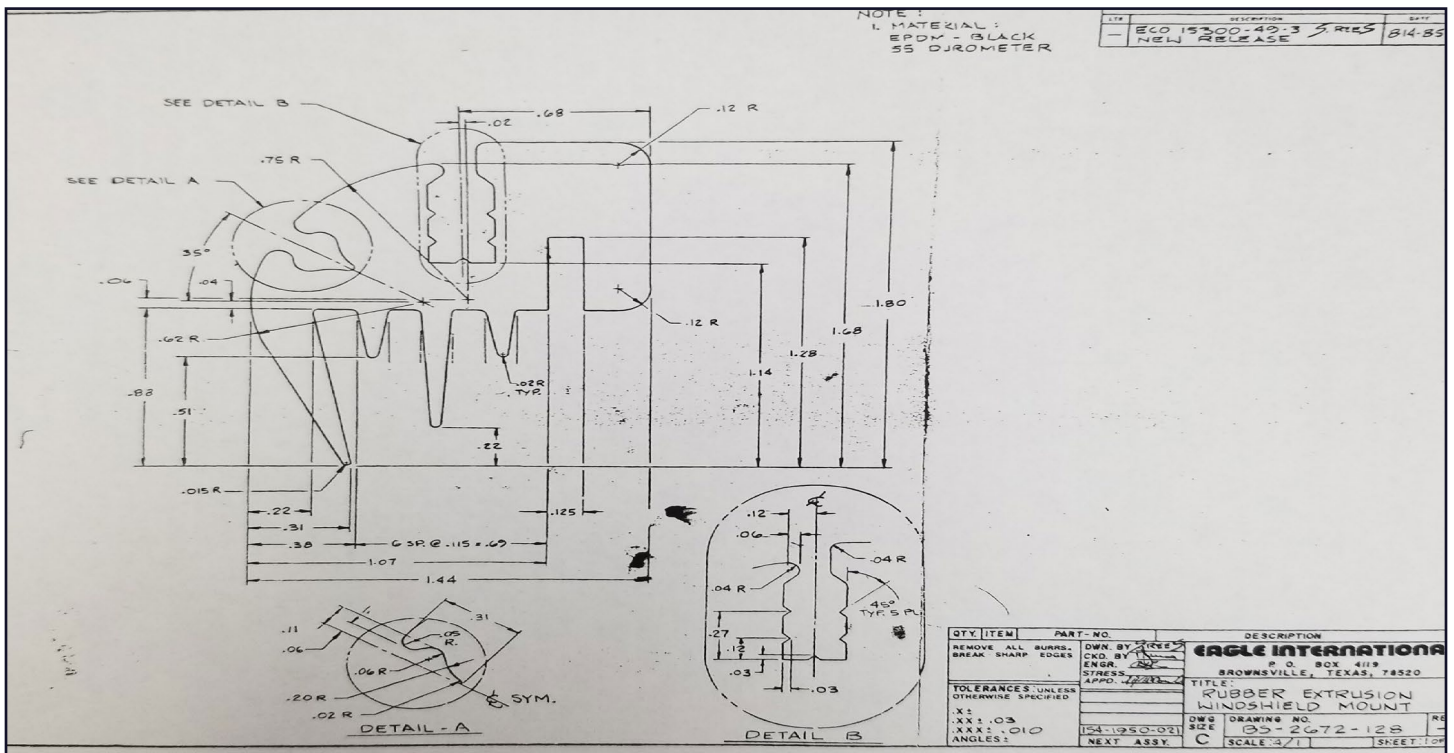
2019 SCHEDULE

January	Quartzsite RV Show	Quartzsite, AZ
February	Az and surrounding area	Phoenix
March 6-11	Destination Rally	Jacksonville, Fl
March 13-16	FMCA Rally	Perry, Ga
April 1-22		Paron, Ar.
May 1-8	419 Pusher Rally	Goshen, In
May 15-24	Tx-ACA Rally	Montgomery
June 5-8	GLAMMA Rally	Allegan, Mi
August	Monaco Pre Rally	Minot, N Dakota
August 14-17	FMCA	Minot, N Dakota
September 18-21	Six State Rally	Shreveport, La
October 1-31		Paron, Ar
November 14-17	Cruisin Cajun Rally	Rayne, La

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Gary's Tip:

On the Home page of our web-site, you can click on this button to scroll through all of the articles that have been in Bus Conversion Magazine since its inception in 1992.



Click HERE to see all BCM Articles available to our Subscribers

The screenshot shows the website's layout with several callouts:

- Top Navigation:** Home, Subscribe, Members, Store, Events, Advertisers, Classifieds, Forum, Cool Stuff, Documents, Help, Contact Us, Logout, Cart, Blog.
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- Main Content:**
 - CONVERSIONS MAGAZINE**
 - Members/Subscribers** have access to the current issue as well as several back issues of Conversions Magazine which includes over 100 issues and over 1000 articles. They also have access to several Books on PDF that explain all detailed steps on how to convert an RV from the ground up. If you are considering converting a bus, truck, van or any type of RV or tiny house or are in the process of converting any of these, or want to learn how to maintain any of these...this information is **priceless**.
 - Now celebrating its 27th year of publication, *Conversions Magazine* continues to be the go-to resource for RV bus conversion enthusiasts (a.k.a. Bus Nuts). Each monthly issue contains detailed "how-to" articles on a wide range of conversion and updating projects.
 - Each issue has a cover/centerfold feature article showing off someone's converted RV including floor plans, photos, unique features, and the people & story behind it.
 - There are also articles on the safe use and maintenance of RVs as well as tips for buying, selling, and selecting a rig for converting into an RV motorhome. Plus travel features sharing information and photos of great recreational travel destinations that are RV friendly.
 - There is a very active online Forum [HERE](#) where bus nuts of all experience levels discuss it all.
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All issues from March 2008 to current are available online for you to read in our Members --> Read Back Issues section. We will be scanning and adding more back issues as time permits.



PRESS RELEASE

ROADMASTER INTRODUCES NEW DELUXE BASE PINS



Base pins are an important safety component of Roadmaster towing systems, as they secure the tow bar to the base plate. For customers that would like pins that are easier to insert and remove, Roadmaster has introduced its new deluxe base pins (part #910049) featuring large, ergonomically-shaped red handles with a tough, plastic coating. The pins are black powder coated for durability, and the lynch pins (which keep the base pins in place) are tethered so they won't get forgotten or lost.

Roadmaster deluxe base pins come

two to a pack and are a user-friendly upgrade to the pins included with the tow bar. MSRP: \$34.86. For more information, contact Roadmaster, Inc., 800-669-9690, roadmasterinc.com.

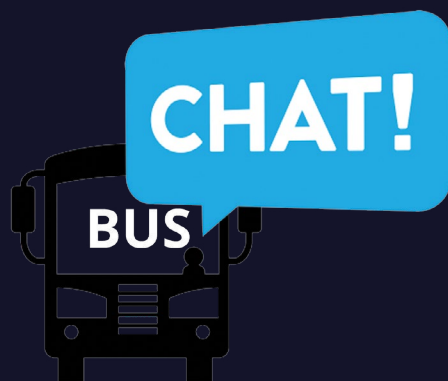
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Roadmaster Inc. is an American manufacturing company whose core products include tow bars, base plates, braking systems and suspension components for the RV aftermarket. Roadmaster engineers, manufactures and tests nearly all of its products at its headquarters in Vancouver, Washington.

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Fuel Discount Program

Post by: RJ

Fellow BusNuts - TSD Logistics, a bulk carrier trucking outfit based in TX, has opened up their discount fuel program to those of us in the RV industry that have diesel rigs. Savings are anywhere from 10¢ to 40¢ per gallon, which can be substantial when we're fueling our coaches. The program is free to join, with plenty of FAQs to answer the most common questions on their website and Facebook page.

They first opened this up via Facebook, and so far, within the first month, over 2000 RVs have signed up. Because of the volume, if/when you do sign up, be patient as they work thru the backlog, it normally takes about 10 business days to get your confirmation call from them. They also have an "expedited" option for those who are impatient.

Here's the link to the program:

<https://www.tsdlogistics.com/services/fuel-program/>

And, to answer a question before it arises, this is NOT a scam!

Post by: lostagain

Sounds good RJ. Nothing to lose.

Post by: belfert

Is this any cheaper than just finding the cheapest diesel price with the Gas Buddy app? Regular gas stations are almost always cheaper than the truck stops. In Fernley, Nevada I found a station that was 40 cents cheaper than the truck stops. That station was really easy to get in and out of.

The big chain truck stops are certainly convenient and easier to get in and out of than most of the cheaper gas stations. There have been stations it wasn't possible to get into with my rig. My last two trips we only stopped at a truck stop once. We didn't plan ahead and needed fuel in a fair-

ly small town. There was Love's and one other station that was more expensive.

Post by: Lin

Sometimes it really looks like truck stops gouge on fuel prices. Of course, that may depend on the area competition. But even if the service only brings the truck stop fuel in line with the cheap neighborhood station, it would be nice for the added convenience, access, and pump speed. Some truck stops even charge less at the front pumps than they do for the truck lot, but getting to the front pump can be a challenge depending on space and competition.

Post by: luvrbus

The only thing that bothers me is giving an outfit access to your bank account. It is stored somewhere and you have groups spending 24 hours a day trying to figure out how they can get it. You have to watch as most all the fuel discount cards have a minimum purchase. For a month or [two] you pay a fee; Wright charged 50 bucks. Read the fine print before you leap.

Post by: Van

No thanks! Not turning my banking info over to some trucking outfit so they can get a bigger discount for fuel than me, regardless of who recommends it.

Post by: Gary Hatt - Publisher BCM

I heard about this a couple of months ago and signed up then. I tried it for the first time yesterday at Loves (which has the best discount) and saved \$50 on 3/4 tank of fuel. If you are concerned about giving them your regular bank account, you can set up a separate bank account and transfer funds in as needed. Some of us are doing that "just in case". But this was also published on FMCA so I assume it is on the up and up.

To use this system, download the Loves app (or TA, Flying J, or Pilot) and log in when you get to the pump and choose the pump number and you can then start the pump without going into the depot. When finished choose to pay with the TSD fuel program and you are done. If you want to go into the station to get a printed receipt you can, but you will see it on your bank statement anyway.

If you want to see your balance or points, you can log into the TSD app which you should also download.



Post by: RJ

Not such an issue if you do like Gary & I have done, which is to open a separate checking account specifically for this program, and transfer funds into it as needed. Just make sure the two accounts are not linked together in any way, should you use the same financial institution. Unless you don't mind paying an extra 20¢-40¢ per gallon, that is.

No monthly purchase minimum, no monthly fees, just a small commission to TSD when you actually use the program. No fine print, either, it's all spelled out in their FAQs at the bottom of the page I linked to.

Quote from: belfert

Is this any cheaper than just finding the cheapest diesel price with the Gas Buddy app?

Brian - Generally speaking, yes. Or at least equal to what you can find on Gas Buddy, but w/o the worry about trying to fit your rig into the islands.

Quote from: Lin

Some truck stops even charge less at the front pumps than they do for the truck lot, but getting to the front pump can be a challenge depending on space and competition.

Lin -

Per the TSD's FAQs page, this program ONLY works on the truck islands, not the front pumps.

Quote from: lostagain

Nothing to lose.

JC - Except for our Canadian Busnut friends. You must have a US bank account for the program to work.

Post by: richard5933

I've been using this system for a few trips now - it works exactly like it says. They help you get a good discount, and they only take a fee equal to 10% of the discount. So, if they get you a \$50 savings they take \$5, so in the end you still save \$45.

The information you're providing them about your bank account is nothing more than you do when you write a check - routing number and account number. If you write checks you probably have given that information to thousands of businesses already. If you're still writing checks, many (if not most) places you send a check are processing them through ACH anyhow, so there is functionally no difference.

Post by: lostagain

I've had an account in an American bank for many years, since both our kids went to school in the US, and we spend a considerable amount of time there. The debit/credit card is convenient.

Post by: luvrbus

The card at truck stop fuel island would do me no good in 30 years I have never used the nasty truck island to fuel my buses I not in that big of hurry to fuel and watch the foam.

Post by: Van

A separate account does not exempt it from being hacked either by the "Dark Web" or some disgruntled TSD employee who feels they deserve a raise. Been down this road once before and it took years to recover and hope it never happens to anyone here (If it has happened to you, you know of what I speak), so no I don't mind paying the extra .20-.40 cents per gallon for some piece-o-mind, to each his own. Call me ol' fashioned I guess. ;)

Post by: Lin

Every year or two one of my credit card numbers gets stolen. This stuff happens all the time, so being cautious is a good thing but doesn't guarantee safety. Van, the thing about using a separate account means that you can just keep enough in it for maybe 100 gallons of fuel so loss can be kept to a minimum if it happens.

Post by: buswarrior

None of those trucks are paying the price showing on the pump, unless they are on the path to bankruptcy. The profitable trucker belongs to a discount program, or has a fuel company card with established pricing. This TSD program is one way, of many, to pay less than the advertised price on the pump.

Post by: RJ

Van - I doubt very seriously that they're uninsured: <https://www.tsdlogistics.com/about/>

Post by: neoneddy

RJ thank you very much for posting this. I saw this for some real world experience. <https://rvlove.com/2019/09/19/discount-fuel-how-to-save-money-on-fuel-with-this-fuel-discount-card/>

Forum content extracted by Phil Lyons, 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=34334.0>

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!

