Dispersed Camping in a Bus

Post by: neoneddy

I love my bus, I also love being alone in the woods on some back road for a few days to a week or more. I've spent some of my surplus free time looking at national and state forest lands in Google Earth for possible spots to stay. I'm following forest and logging roads to clearings and wondering "Could I get there? And if so, could I turn around?"

I figure, these roads were once used for 80,000lb logging trucks, so why not little ol me at 34,000 lbs. Sounds like you should carry some good bottle jacks, long pieces of carpet, boards, etc for self-extraction. I'm curious if you guys have done much of it.

Post by: Ed Hackenbruch

Your bus was made to run on asphalt, not logging roads.

Post by: windtrader

Hi Shawn,
Under normal circumstances, options for boondocking in the national and state forests are an option. I recently took a look at new restrictions and there are many. So, call the ranger station where you are considering going to get the real status.

When I got my bus the PO basically said stay on tarmac, off the dirt. At a minimus, make that a critical question you ask yourself before steering into the dirt. Even if the dirt looks very solid, once you hit the shoulder all bets off and that applies 100% where the bus is all off the road, and that is the case, you can't leave the bus on the road.

I can tell you from my short life as a Bus Nuts that solid dirt is not solid dirt. I've parked the bus on solid dirt and after some time, a few days to a few weeks, that the bus slowly sinks. Even putting the bus on 2x12 planks, you can see some bowing.

Post by: neoneddy

I've put it in some tight spots and back country NFS campsites that have been some of the best. I'm most worried about that last mile down a less traveled road.

I'd put this on my tombstone "I don't care what anything was designed to do. I care about what it can do." @windtrader, oh yea, this is after 2 nights at Charles Lindbergh state park. We were in the no hookups section of the park made for not 40 foot coaches, but we stuck it back there. I was worried about getting out, I love my traction tires on the duals.

Post by: buswarrior

I can guarantee you, the Bus Nuts who came before us had much larger testicals and sense of adventure than any of us internet surfing wetnaps can claim to... If going off into the wild with a highway coach was easy, or advisable, there would be a tradition for us to follow, and in no way would it be "new"...

I would swap a locking diff axle into a schoolie and hike the fuel tank up a bit for this purpose. Hard surfaces for highway coaches.

Post by: luvrbus

LOL Half the highways in Idaho are unpaved logging roads, the one going from Cascade to Yellow Pine is all dirt same with the one from Garden Valley to Idaho City. I've been over those many times over the years not a problem for me, I will see how the Country Coach handles those this summer.

Post by: Jim Eh

Might be time to nix the leveling valves and install that individual height control system you always wanted. Also a strong - portable electric winch might be a good thing to have. Surf some 4X4 sites to fashion an anchor that digs in the dirt.

After all, did the buses of yesteryear not always travel on gravel/unimproved roads? I 'member as a kid riding in the back of a Greyhound out to the farm in Saskatchewan and most, if not all, roads in Saskatchewan were dirt roads (mud in the rain).

Post by: chessie4905

Wonder what the charge is for towing from way out in the woods? Also, much easier to get the middle of the belly hung up on a hump. Go for it though. We enjoy stranded stories.