

BCM

BUS CONVERSION MAGAZINE

February 2023



Sweet Bea - The Bus Life Kitchen – A 2001 Chevrolet 3500 Van Front Mid Bus by **A.J. Forget**

Greyhound's Historical Fleet for Sale (Part 1 of 2)
by **Larry Plachno**

Average Miles Per Gallon of Our Beloved Buses – How to Do Better
by **Sandra VanDenburg**

Buses, Vans, and Nomads in Baja! – Escapar a la Baja, Cuatro
by **Janette and Eric Aldape**



PUBLISHER'S NOTE

Quartzsite Shows and Bus Rallies

**GARY HATT**

“ There were multiple bus events in the Quartzsite, Arizona area in January. It was a bit on the chilly side for the first part of the month but it warmed up towards the end of the month. This sleepy town of 2,400 residents springs to life each January and can draw in almost one million people in bus conversions and other types of RVs. Many, including myself, come here for the Bus Conversion events.

The Joshua Tree Fixible Bus Rally was moved to Dome Rock this year, a boondocking area in Quartzsite where several of these iconic buses rallied up and held their events. I went out to visit one day to say “Hi” to my friends. This group parks in a circle with a campfire in the middle with their lawn chairs all around just like the wagon trains of yesteryear.

The Bus Conversion Road Travelers rally (formally GM Bus Rally) met at Crawford's RV Park in downtown where we all had full hookups for the week. We also had a meeting room available to us where we hold our events and dinners out of the weather. We had a fire pit outside that was keeping us warm from sunup each morning when coffee and fresh delicious donuts were served from Millie's Mini Donuts in town. The fire burned until about 9:00 each night where many bus stories were told. To see a view of the buses at this rally, click here. <https://www.youtube.com/watch?v=1mJLKOCDpX4>

The BCI (Bus Conversion International) Rally was held

at the Rice Ranch North RV Park. This was a great location as we could walk to the Big Tent where all vendors were selling their wares. There were many activities including Potluck dinners, desserts, and even a Chili Cook-off where we all had some great Chili. To see a video of the buses at this rally click here. <https://youtu.be/tWuRI3fhcvw>

For more information about the Quartzsite RV Show and to see the list of vendors and activities click on this link. <https://www.quartzsiterivshow.com/>

After each of the Bus Rallies, many people go home, to Yuma or other warm places. But some move out to BLM (Bureau of Land Management) land in the desert where you can park your rig in one of many boondocking areas free for up to 14 days. Some people pay \$180, and they camp for up to seven months and spend their winters there. With that pass, they have use of the Dump Stations and can get Fresh Water and dispose of their trash. It is an inexpensive way to live and there are activities going on for these Nomads through the winter months.

If you want to join in on the fun, keep an eye on the [Events](#) section in our magazine on page 48. If you would like to join any of the groups, contact the Wagonmaster for each event and let them know. All groups listed accept all types of buses or anyone with an interest in buses.

SYOTR

MAGAZINE CONTACTS

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Sweet Bea - The Bus Life Kitchen – A 2001 Chevrolet 3500 Van Front Mid Bus



by A.J. Forget

What may seem completely unnatural to many, the idea of downsizing one's life to fit in an old short bus was for us almost unavoidable. At the time of our first date, Ayana and I were both recently out of serious relationships. Neither of us was looking for anything, but a mutual friend set us up for a casual drink anyway. We were both also unknowingly working toward solo van life.

On that first date, after a couple of bottles of wine and some good conversation under a starry summer sky, Ayana asked me if I wanted to live in a van. I wasn't sure if she was asking me if I wanted to live in a van with her, or whether our friend had simply let on that I was headed down the dirtbag trail. Instead of answering her question, I kissed her.

That must have been the right answer because only three months later, we were shopping for our first rig. When we were looking with only ourselves in mind, a cargo van seemed like the right choice, but the more we thought about trying to live and work full-time on the road with two of us and a pug, the more we felt like a van might be a bit cramped. We wanted a nice, comfortable living space in which two people could easily work and relax without having to convert any of the furniture every day. Which led us to a short bus.

In many ways, the short bus is the best of

both worlds. It drives easily like a cargo van and almost fits into a standard parking spot (22' is just a little long), but it also has many of the benefits of a bus. For starters, the initial cost is low: our short bus only cost us about 20% of the going rate for a used cargo van at the time.

On top of that, the interior space is large

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The end of the first day of our build. All we managed were taking out a few seats and wall panels, but we were chuffed to have made it that far.

enough to have a standard queen-size bed (with room for a clothing trunk at the foot of the bed), a five-foot-long couch with a table for eating or working, a decent kitchen, and even a wood stove, all in place all the time. Excluding the cab area, we are still under 100 square feet, but the added space, and especially width, made all the difference for us in being able to build a home that would fulfill all our dreams.

So, in October of 2018, after a few weeks of scouring the internet and checking out rigs, we brought home our Sweet Bea, a 2001 Midbus with a Chevy Express 6.5L Diesel van front. After sorting out a few mechanical issues, we started the build.



First day with our new bus!

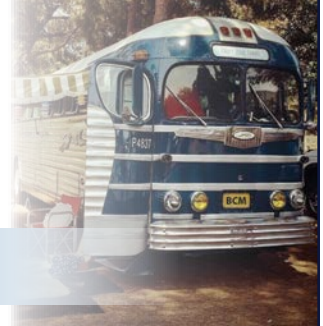


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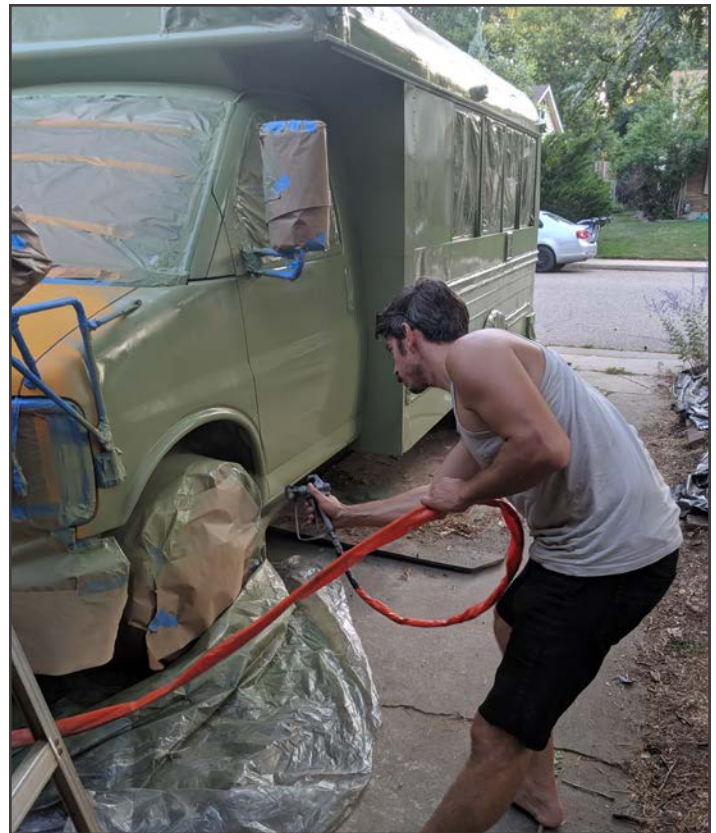
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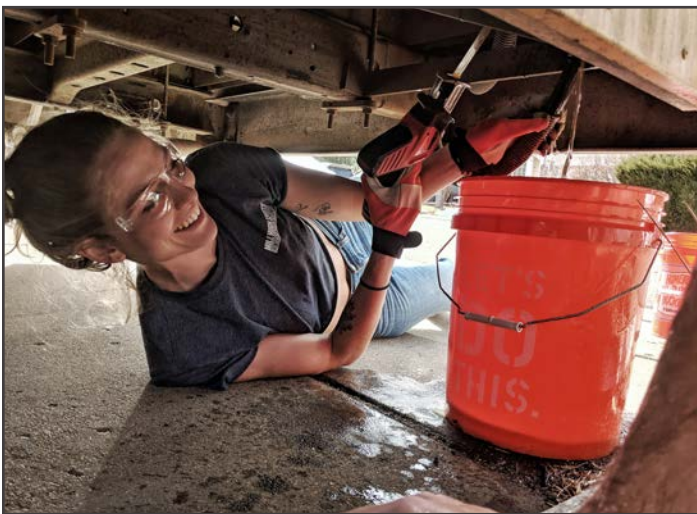
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Adding the floor insulation. While Reflectix doesn't do too much, we couldn't spare any space. AJ's head scrapes the ceiling even with such thin insulation.



The glow-up of Bea. We went simple (and cheap) with an acrylic DTM paint.



Removing the rear heater.



The electrical plans were done the old-fashioned way, with scale drawings on graph paper.

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Neither of us had any construction experience going into this, so it was a learning process. It is not a large space, so each new task, be it plumbing, electrical, or whatever, is relatively small, but it also requires learning a whole new system. The first time through it takes a long time to wrap your head around the intricacies of, for example, wiring your rig. But learning these new skills is half the adventure of the build, and we came out the other side much more capable than we went in.



The cockpit area of our bus.

As I mentioned before, our build has a queen-size bed, a tiny wood stove, and a 5-foot couch with a removable table on a swivel mount. It also features a 70-liter DC fridge, a 3-burner propane cooktop, a [Nature's Head](#) composting toilet, and plenty of solar and batteries to power all of it, so that we can boondock for a couple of weeks at a time before we need to run to town for food and water.



Sweet Bea interior back of the bus.



Blue hour in the Superstition Mountains.



Interior front of Sweet Bea.

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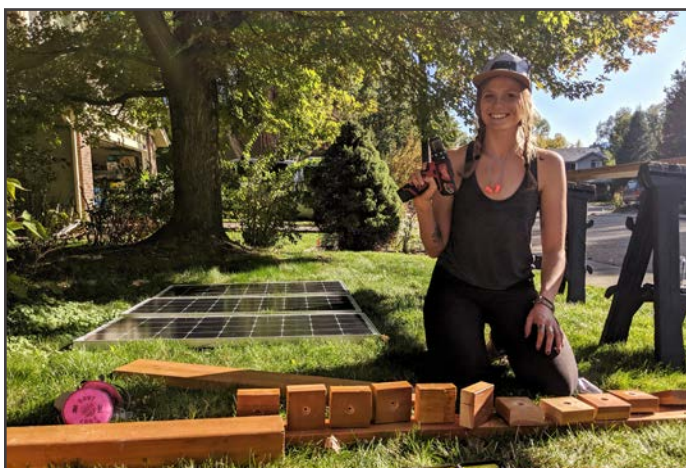
Perhaps the most unique feature of our build is the door. Sweet Bea, as you can see in the photos, no longer has the traditional glass bus doors. Having a safe passenger seat with a second seatbelt was important to us, so early in the process, we made some major modifications to the front. A welder friend of ours closed up the old bus doors and cut down the handicap door to a traditional 30" frame. This enabled us to bolt in a swiveling captain's chair with a lap belt in what before would have been the entryway.



Cutting wood for the roof deck.



Building the Roof Deck.



Metal brackets may be more common for roof decks on buses, but we thought an all-wood build would enhance the treehouse feel of our rig.



Bus Conversion Magazine has a vast collection of many amazing photos and videos of buses.

Photos and videos are all by the late Robert Redden of Redden Archives, the dean of bus photographers who provided photography to leading bus companies and publications.

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Roof deck with a ladder up the side of the bus.

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We may not have built it with dancing in mind, but the roof deck makes a decent dancefloor. Just keep an eye on the edge!



Enjoying the fruits of our labor. Taking in the Grand Canyon on our roof deck.

The roof deck is a feature that draws a lot of attention. From the first day we bought her home, Bea has always felt sort of like a clubhouse to us. That first afternoon, sitting in the bus out on the street drinking champagne, we felt like two kids sitting in an empty fort, dreaming of all the things we might create.

We tried to embody that treehouse vibe in our build and especially in the design of our

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Dinette and composting toilet. It is a small living space!



Closeup of the dinette, featuring the removable walnut table. For our couch, we were able to find pre-made cushions designed for outdoor benches, which saved us a lot of time and money versus the other option of custom-sewn couch cushions.

If you have an interesting bus or have done something out of the ordinary to your bus that other people may want to know about, send us several photos and an article and we will put your bus on the cover for everyone to see and we will also extend your subscription for up to another 5 years.

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"Apparently, the bus restoration show is attracting fans from all over."



The kitchen area on the curb side of the bus.



COVID-19 life movie hour. While getting sick in the bus is never fun, we were excellent at self-isolating while COVID-positive.

deck, making it all out of wood. I think that the ladder on the side is the icing on the cake. Climbing up those 2x4 rungs really transports you back to your childhood. Fortunately, as adults, we made sure that it was all quite sturdy, and that deck is probably capable of holding just as many folks as we could fit up there. Someday maybe we'll try a hot tub.

While the deck was certainly not the most practical part of our build, for us it was one of those magical must-haves, and I can tell you that little in the world beats climbing up there at the end of the day to watch the sunset and share a cocktail and a few laughs with new friends.

In total, our build took around 18 months. We were both working at the time, so most weeks we were only able to put in one or two days. As the months wore on, it became clear that we were not going to meet our initial timeline, so we enlisted the help of Mike at [Satsang Vanworks](#) in Lafayette, Colorado to finish the carpentry. They do great work, check them out.

While we would've loved to do everything ourselves, we learned while building the deck that neither of us is a particularly skilled carpenter, and trying to finish the interior likely would've taken us ten times as long as it took the skilled folks at Satsang. Given our eagerness to hit the road, we were happy for the help.

For those of you math whizzes out there, you

might have already put together the timeline for when we finished the bus. Late 2018 plus 18 months equals... COVID. We held our bus-warming party and finished moving into the bus right as COVID-19 started spreading, which meant that we spent our first six months of bus life stationary in a Boulder, Colorado driveway.

It was certainly not the most exciting start to this new phase of our lives, but it did give us a chance to take some weekend trips and work out a lot of the kinks before hitting the road full-time. Once things settled down a bit, we did finally hit the road in October of 2020, a little under two years after buying Sweet Bea.

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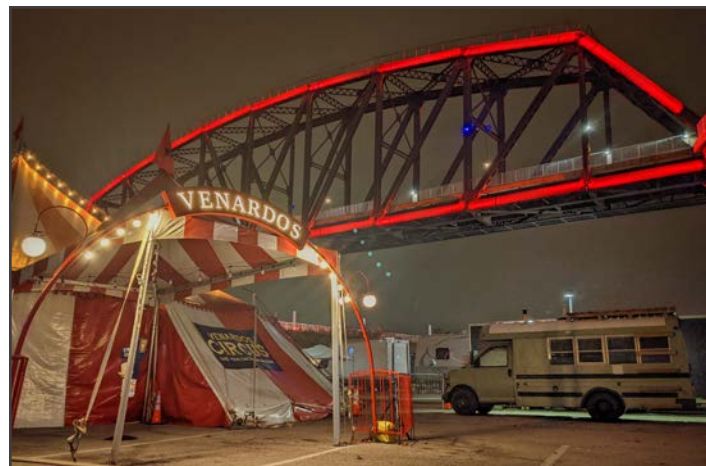
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Spooky Halloween movie night in Sedona.



Sweet Bea at the circus.

Given that the country was still deep in the pandemic, we kept to ourselves for the first chunk of our lives on the road. We would go to town every couple of weeks to buy groceries and refill water, but mostly we just boondocked out on public land. We made a few nomadic friends and traveled as a tightly-knit pod, but it was certainly a more cautious, lonelier bus life than we had anticipated.

Our bus life has been a little bit more work-oriented and a little bit lonelier than expected, with less aimless wandering, but that has opened the door for us to do some other exciting things, like writing a cookbook. During our time in the bus, I wrote [The Buslife Kitchen](#), a cookbook for all bus-lifers, van-dwellers, car campers, and RV residents (as well as anyone else who likes eating really good food).



The Venardos Circus where Ayana worked.

Around the time that everyone was able to get vaccines and the world started opening up again, Ayana was offered a job working for the [Venardos Circus](#). We thought we would be fools to pass up such an iconic vagabond experience, running away with the circus for a year, so we signed on. During our time with the circus, we traveled from Colorado to Florida and then up to Washington, quite literally from one corner of the USA to the other, with plenty of adventures along the way.



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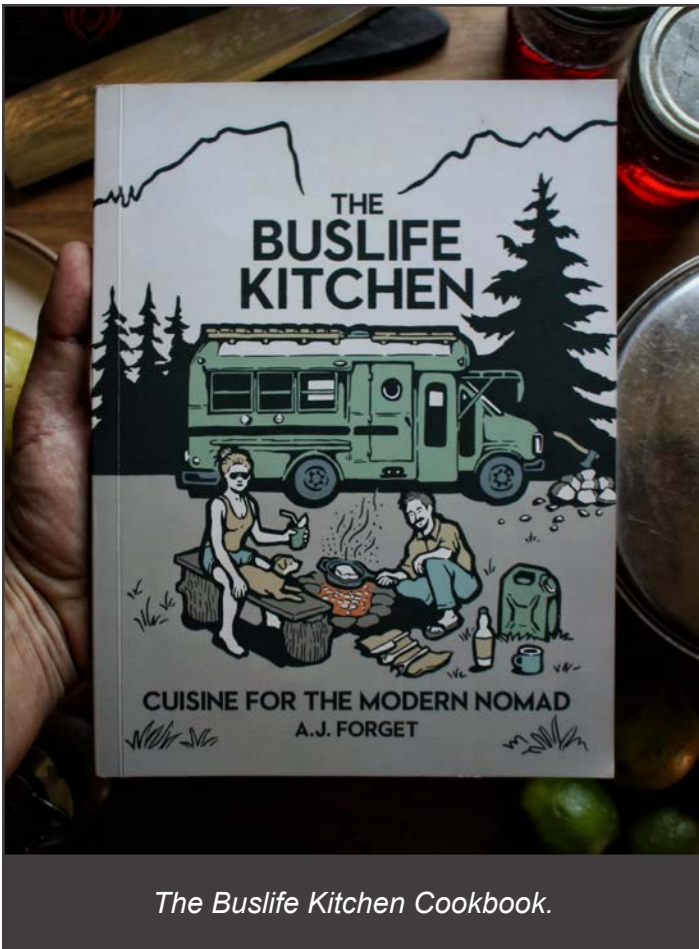
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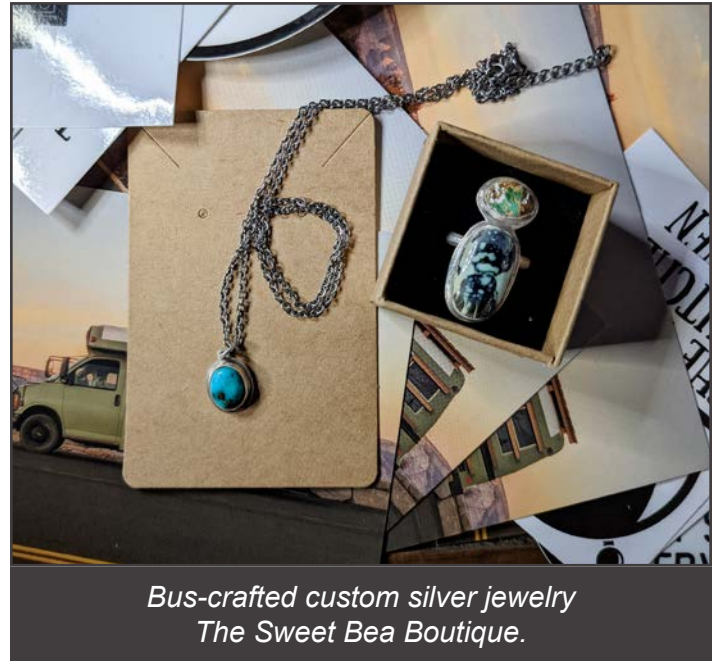
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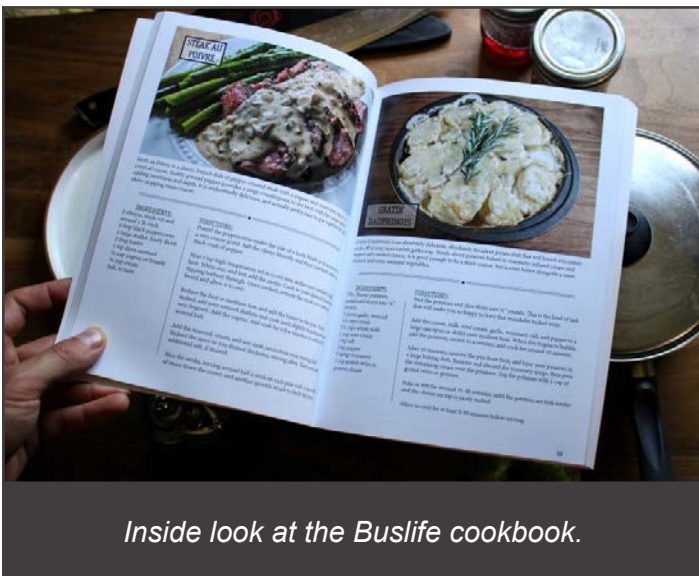
You can find more information online at TheBusLifeKitchen.com.



The Buslife Kitchen Cookbook.



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Inside look at the Buslife cookbook.

The book features over 100 recipes from more than 15 different cuisines, all of which can be cooked on a two or three-burner stove. It has everything from chilaquiles and steak au poivre to poke bowls and pumpkin pie—there's even a recipe for a Thanksgiving turkey in there.

In addition to all those delicious recipes, the book features loads of beautiful photos, cook-

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While I spend my days cooking and writing, Ayana practices [natural dreamwork](#) and makes beautiful jewelry. Give her a follow on [Instagram](#), and send her a message if you are interested in a dreamwork consultation or a custom piece of silver jewelry.

As you can tell, it has been a winding journey for us to find our way into this bus life, but having made it this far, it's clear that this is what we were meant to do. Together, we built our dream home inside a tiny, 100-square-foot short bus and took to the road, not knowing exactly where it would lead. A few years later, what we have found is the freedom to live where and how we want.

Not only do we get to choose what our backyard looks like each day, but more importantly this lifestyle has given us the time to practice the arts that we love, and the chance to try to make a living doing the work that we find most meaningful: connecting with people, helping people, and creating things of beauty.

We've said from the very start that we would keep living this bus life as long as there was enough money and as long as we were still having a good time. While both of those metrics have fluctuated over the years, be it the lows of a cold, winter wind storm or the anxiety and struggle of trying to make a living as an artist, right now there is no end in sight. Once you start living your life so authentically, spending your days where you want and doing what you love, it is hard to consider returning to the ways you left behind.

For now, and hopefully, for a good, long time to come, this little green bus is our house, and our home is the road.

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Bus Specifications

General

- **Year:** 2001
- **Manufacturer:** Chevrolet/MidBus
- **Model:** Express 3500 van front MidBus
- **Vehicle Weight:** 11,000 lbs.
- **Fuel Tank Capacity:** 28 Gallons
- **Miles Per Gallon:** 12.5
- **Engine:** 6.5L Turbo Diesel
- **Transmission:** Automatic
- **Overall Length:** 22'
- **Overall Width:** 8'
- **Overall Height:** 9.5'
- **Solar Power**
 - » **Total Watts:** 300
 - » **Solar Panel Manufacturer:** Renogy
 - » **Controller Manufacturer:** Renogy
 - » **House Batteries:** 300 Ah
 - » **What Type & How Many:** 2x 150 Ah Lithium
- **Shore Power Amps:** 10 (Trickle Charger Only)
- **Inverter:**
 - » **Size (Watts):** 1200

External Equipment

- **Fresh Water Tank Capacity:** 21-Gallons (+ 13-Gallons in Jerry Cans)
- **Black Water Tank Capacity:** Nature's Head Composting Toilet
- **Grey Water Tank Capacity:** 7-Gallons
- **Tank Material:** Polyethylene
- **Water Heater Type:** None
- **Plumbing Materials Used:** Vinyl Tubing
- **Propane**
 - » **Removable or Stationary or Both:** Removable
 - » **Number of Tanks:** Two
 - » **Total Capacity:** 2x 20-lbs.

Internal Equipment

- **Stove:** Atwood 3-Burner Propane Stove
- **Oven:** None
- **Refrigerator:** 70-Liter [Dometic](#) Trucking Fridge
- **Air Conditioning:** 12,000 BTU Electric Unit

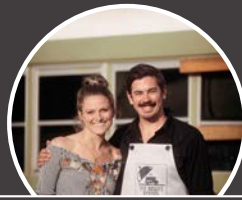
- Under the Bed with an External Plug (Shore Power Only)
- **Heating:** Wood Stove and 12,000 BTU Electric Unit Under the Bed (Shore Power Only)
- **Roof Ventilation:** [Maxxair](#) fan
- **Generator:** 3000-watt Propane-Powered (Just a Backup)
- **TV:** [Nebula](#) Projector
- **Bed Size:** Queen

Interior

- **Wall Material:** 1/4" Plywood
- **Ceiling Material:** 1/4" Flexipli
- **Flooring Material:** Vinyl Planks
- **Type of Insulation:** Spray Foam
- **Cabinets:** 1/2" Birch Plywood
- **Counter Top Material:** Walnut
- **Window Coverings:** [Reflectix](#) and Quilted Blackout Curtains
- **Lighting Type:** LED

Misc.

- **How long have you owned your bus?** 3.5 years (as of April 2022)
- **Did you do the conversion yourself?** Yes, with some help.
- **How long did it take?** 18 months
- **Notable Features:** Wood stove, roof deck, and original bus doors were removed and the handicap door was cut down to size so that we could install a swiveling captain's chair as a passenger seat.
- **What would you do differently next time?** Probably sacrifice the woodstove and put in a diesel heater instead. We love the stove, but it takes up a lot of space that could be storage and is less practical than a diesel heater. Also probably add an oven and increase the size of the refrigerator and water tanks.

by **A.J. Forget**

A. J. Forget is a chef, writer, photographer, and self-proclaimed dilettante. He left a career as a wildland firefighter to pursue his lifelong passion for writing and his outlandish goal of modern nomadic life.

He is the author of *The Buslife Kitchen*, a cookbook focused on cuisine for the modern nomad (available on [Amazon](#) and at [TheBusLifeKitchen.com](#)), which he wrote while traveling full-time in a converted school bus with his partner, Ayana, herself a silversmith and dream worker. They have been on the road since 2020, traveling in pursuit of natural beauty, grand adventure, and the tastiest food out there.

You can find A. J. Forget's work at [TheBusLifeKitchen.com](#) or on Instagram at [@the.buslife.kitchen](#).

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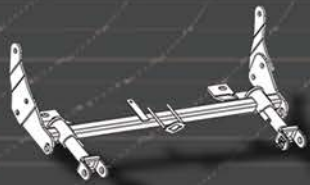
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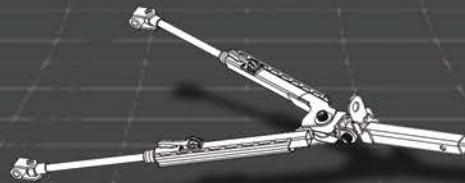


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Greyhound's Historical Fleet for Sale

(Part 1 of 2)



by Larry Plachno



For some people, their first encounter with the Greyhound Historical Fleet came in 1979 at the first Bus Bash in Beaver Meadows, Pennsylvania at Baran Transit Lines. Greyhound graciously brought the newly-restored Mack to the event and put it on display. This photo was taken during the bus parade of that event by Robert Redden. NBT ARCHIVES.

Editor's Note: This article was originally printed in the January 2023 Issue of National Bus Trader Magazine. It has been reprinted with the permission of Larry Plachno.

Towards the end of 2022 FlixBus decided to put most of the Greyhound historical bus fleet up for sale. Approximately a year earlier, on October 21, 2021, FlixBus had announced its acquisition of Greyhound Lines from First Group, its then current owner. First Group has extensive operations in Europe and also other holdings in the United States including First Student, the school bus operation. FlixBus has been growing in Europe in long distance bus operations. The company provides online sales and support for many lines while working with bus companies to actually operate routes and schedules.

Michaud Bus Appraisals, LLC was selected to handle the sales. Spike Michaud had been active in the well-known Michaud Bus Lines in Salem, Massachusetts. In more recent years he, assisted by his son Jim who also runs the

Keeping up with the Bus Industry

Since 1977 *National Bus Trader* has been covering the bus industry in the United States and Canada every month with special emphasis on buses and equipment.

Issues include bus industry news, people in the news, articles on new models, new technology, company profiles, trade shows and new trends. Interesting topics have included battery-electric buses, in-depth articles on industry leaders, the buses of John Madden, trends in the transit industry, alternative fuel trends in Europe, foreign buses sold in the United States, plus a question and answer column, a photograph section and a column from an industry expert.

Digital since January of 2021.

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BusesOnline.com Web site, has been active as a leader in appraising buses and working with many companies on fleet sales and valuation. Most of the historical fleet is being offered with prices set on individual coaches.

The Greyhound Historical Bus Fleet had an interesting origin back in the 1970s under the direction of Fred Dunikoski, one of the most respected and liked Greyhound leaders. Fred originally started to work for Greyhound at the age of 16 because he was too young to enlist in the military for World War II. He was employed as a clerk and typist in the dispatch office of Central Greyhound Lines in New York which was then located in a shop in Long Island City.


In 1942, Fred turned 17 and was able to enlist in the Marine Corps. He had an impressive military record starting with being assigned to the battleship Texas and participating in the Normandy invasion of Europe. Later he served in the Pacific and was involved in the battles of Iwo Jima and Okinawa. After returning to civilian life, Fred returned to the Greyhound office and shop in Long Island City. He became the administrative assistant to the supervisor of drivers for both Central Greyhound Lines of New York and New England Greyhound Lines. One of Fred's friends introduced him to his kid sister, Rita. All of them had attended the same schools on Long Island. Fred married Rita, starting a marriage that would last until his passing 64 years later.

Credit for originally creating the Greyhound Historical Fleet goes to Fred Dunikoski, one of the most loved and respected leaders at Greyhound. Faced with selling the first production Scenicruiser, Fred decided to keep it, and it became the first bus in the Historical Fleet. Fred and his wife Rita are appropriately shown here in the front seat of a Scenicruiser in 2010 at a Scenicruiser gathering in Texas. NBT.

Fred's abilities were noted by Greyhound management and he soon began moving up the ladder. In 1949 he was promoted to dis-


patcher and in the early 1950s he was dispatching for Pennsylvania Greyhound Lines and working at the Pennsylvania Greyhound Lines station on 34th Street in Manhattan. What may have started his interest in historical buses came in 1954 when the first Scenicruisers arrived at Greyhound. Fred was the dispatcher on duty for the first Scenicruiser dispatched by Greyhound, a run from New York City to Miami. The bus was Pennsylvania Greyhound Lines P-5446 which carried serial number PD4501-001, the first production Scenicruiser.

In the following years Fred continued to move up the Greyhound ladder and into corporate management. In September of 1956, Fred became superintendent and terminal manager at Albany, New York. October of 1969 found Fred at Greyhound headquarters in Chicago with the title of system-wide director of transportation for Greyhound Lines. A meeting shortly after his arrival in Chicago set the stage for developments that would lead to the historical fleet.



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Credit for originally creating the Greyhound Historical Fleet goes to Fred Dunikoski, one of the most loved and respected leader at Greyhound.

Fred was called into the office of Chairman of the Board G. Trautman and President of the corporation Ray Shaffer. As someone who had come up through the ranks, Fred was asked what he thought was needed to improve the bus line. Fred suggested that the fleet was too old and the company should be buying 400 new buses each year instead of only 200. At that time the company was selling about 200 used buses annually. Fred was challenged that if he could increase used bus sales to 400 per year, the company would then buy 400 new coaches. Fred accepted that challenge, put in a toll-free phone line, got an advertising budget and amazed everyone by selling 416 buses.

In May of 1970, Fred was upgraded to system wide vice president for transportation and in August of 1971 moved to Greyhound Corporation's new headquarters building in Phoenix. In April of 1976 Greyhound began looking to sell used coaches outside the United States. In particular, they were trying to avoid letting the unique Scenicruisers end up in other domestic fleets. There was little success with this so Fred ended up selling used Scenicruisers along with other coach-

es from the Greyhound fleet. It is somehow coincidental that the first two Scenicruisers



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This Greyhound publicity photo was taken on May 1, 1982, the opening day of the Knoxville World's Fair. By this time the Yellow Coach 743 and ACF-Brill had joined the Historical Fleet. Greyhound sometimes provided drivers in period uniforms: Sam McConnell with the Mack, Jim Bowen with the 743 and Emory Hysell with the Brill. NBT ARCHIVES.

sold by Greyhound were purchased by Spike Michaud and ended up as buses 181 and 182 in the fleet of Michaud Bus Lines.

It all started when Fred found PD4501-001 on the list of Scenicruisers to be sold. He undoubtedly remembered his involvement in sending it out the first time when he was a dispatcher in New York City. Fred told his staff that he was reluctant to turn loose of 001. While other Scenicruisers were in better shape, the decision was made to hang on to 001. It was sent to Miami for restoration work that started what became the Greyhound Historical Fleet.

Based on available information, it appears that the second historical bus was the 1931 Mack. It was restored and was shown by Greyhound at the first Bus Bash in 1979 in Beaver Meadows, Pennsylvania. Both the Mack and the Scenicruiser were displayed at the ABA Baltimore Marketplace in December of 1980. The historic fleet continued to grow by adding coaches newer than the Scenicruiser from the Greyhound fleet. These were typically selected for appearance and condition rather than by serial number. Older coaches were acquired from other sources, restored and painted in Greyhound colors. While there were larger collections of historic buses, the Greyhound Historical Fleet not

only showed a high state of restoration but the coaches were also in operating condition.

Fred Dunikoski was promoted to the top in 1983 as the president and chief executive officer of Greyhound Lines. This ended in December of 1986 when Greyhound Corp. de-

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Taken on May 4, 1985, this photo looks into the Greyhound Shop at Dallas, Texas. By this time the PD4151 Silverside had joined the Historical Fleet. Over the years parts of the Historical Fleet were usually housed at different locations. TOM LANGFORD.

cided to concentrate on other activities including meat packing and soap by announcing it was selling Greyhound Lines to an investor group headed by Fred Currey of Dallas. The Historical Fleet was included in the sale.

The bankruptcy of Greyhound Lines in 1990 prompted the sale of some of the historical units, particularly duplicates, but the bulk of the historical fleet remained intact. It appears that the sale of Greyhound Lines ended efforts to expand the historic fleet. It is interesting that while a Scenicruiser was included, the MC-6 and MC-12 were not. While original plans most likely included both the PD4104 and PD4106 models, neither survives in the current historical fleet.

In the following years, Greyhound Lines went through additional ownership changes with Laidlaw, First Group and now FlixBus. The Historical Fleet survived and some of the coaches were put on display at various events and shows. What was probably the biggest project of all was Greyhound's 100th anniversary celebration. Commemorating the start of Greyhound in 1914 when Carl Eric Wickman began running a Hupmobile

between Hibbing and Alice in Minnesota, the company organized a nationwide tour.

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The 1931 Mack BK is the oldest bus in the Greyhound Historical Fleet. It represents one of the best examples of conventional (front engine) highway buses of that era. Indications are that it was the second bus selected for the Greyhound Historical Fleet. NBTARCHIVES.


Running from east to west across the United States from May through December, Greyhound had both a North and South tour stopping at major cities. In addition to several of the historic coaches, modern coaches and historic items were on display.

This brings us up to current times. First Group had been under pressure from stockholders to divest itself of Greyhound Lines. The result was that on October 21, 2021 FlixBus announced that it had acquired Greyhound Lines. Founded in 2013 in Germany, the company manages an extensive long distance bus network in Europe as well as some rail operations under the FlixBus and FlixBus brands. Prior to the acquisition, Michaud Bus Appraisals was hired to appraise the entire Greyhound fleet including the Historical Fleet. This was not the first time that Michaud Bus Appraisals had appraised these buses.

In late 2022, FlixBus made the decision to sell seven of the eight vehicles in the Greyhound Historical Fleet. They elected to retain the 1914 Hupmobile since Greyhound traces its heritage back to Hibbing, Minnesota that year. Carl Eric Wickman took a new Hupmo-

bile that had not been sold and used it to start a bus route from Alice to Hibbing, Minnesota. An interesting side note is that what was then

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Greyhound's bankruptcy in 1990 prompted the sale of the extra buses in the Historical Fleet. The 743 with two-and-one seating that had been used to provide the power train for the restored Yellow Coach went to Alex Lock in California. He sold this coach later and it has been restored. ALEX LOCK.

Alice is Hibbing today because the town was moved to allow access to iron ore using open pit mining. Today's Greyhound Museum is located on that original route.


It was not unexpected that Michaud Bus Appraisals LLC was selected to handle the sale of the historical fleet. Founder Spike Michaud is a well-known bus expert. His son, Jim, represents the fourth generation of family members in the bus business. Jim's great-grandfather, Mike Michaud, founded a bus company in 1914, the same year that Greyhound was founded.

Information offered indicates that every one of these buses have been restored to museum-like quality both inside and out. All are as close to original as possible including running gear and drivetrain. All of the buses run and drive. They participated in the Greyhound 100th Anniversary tours in 2014 that crossed the United States. They were a huge hit everywhere they stopped and drew large crowds.

Jim Michaud commented: "We are extremely familiar with these particular antiques and have a long history of not only appraising

antique buses but restoring several ourselves over the years. It made sense for us to represent these buses for sale." Jim went on to say: "Although we are sad to see these bus-


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es go up for sale, it is an honor to represent them and to make sure they go to the proper buyers who will preserve them for generations to come. "Asking prices have been placed on the individual coaches and additional details can be found in listings on [BusesOnline.com](https://www.BusesOnline.com). Following are some details on the individual coaches presented in chronological order.

1931 Mack BK Parlor Coach

Many people are not aware that the Mack Brothers built buses before they built trucks. Their Model BK to a large extent represented a new and higher level of development in conventional buses. Replacing the Mack AL chassis, the new BK was introduced in 1929. It boasted better brakes and a new and larger engine. Powered by Mack's largest engine, an inline six-cylinder 525 cubic inch gasoline engine, it was reportedly capable of speeds of up to 70 miles per hour. The BK provided seating for up to 33 passengers in seats with window curtains and had a fancy rear end that was designed to imitate the styling of a railroad observation car.

The Mack BK remained in production for five years while 544 buses were built. All of them were purchased by Greyhound. This model might have remained in production longer, but the Depression years cut into ridership and bus sales. However, the Mack BK became a major part of the Greyhound fleet in the 1930s. On some occasions when this bus was put on display, Greyhound provided a driver in a period uniform to show off the coach and answer questions. The asking price for the Mack BK is \$225,000.

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by **Larry Plachno**

Larry Plachno has spent most of his life working in the bus industry. He purchased his first bus in 1963, worked for bus companies and owned bus companies including Executive Commuter Coach and Wisconsin Illinois Stages.

He has owned several bus conversions including three by Custom Coach. Since 1977, he has served as the editor of National Bus Trader.

You can contact Larry Plachno at Reception@BusMag.com or visit the website: [BusMag.com](https://www.BusMag.com)



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Average Miles Per Gallon of Our Beloved Buses – How to Do Better



by Sandra VanDenburg

It is even financially manageable anymore to travel in a large rig?

The price of fuel has been climbing year by year, month by month. This article was inspired by comments from our Bus Nuts on the BCM Forum and our Facebook Community Group.

I know our Bus Nuts are screaming at me “Hell, yes, it is!” And as a full-timing Bus Nut and dweller, I couldn’t agree more. It will take a lot more than high fuel prices for me to park this bus for good. Besides, if you were to travel, even in a fuel-efficient car, your hotel/motel costs as well as the cost to eat all of our meals out, would be much higher than traveling in a bus conversion. But let’s see what kind of mileage we have going for different types of motors and transmissions.

Now, I will get yelled at or at least fussed at if I don’t mention that there are a multitude of factors that can affect your buses fuel mileage, things like; the air pressure in your tires, the weight of the bus, the weight you are towing, what you have on the roof or hanging off the side, are you traveling on level ground or in mountainous terrain? Are you driving at

highway speeds or in stop-and-go traffic? The list goes on and on.

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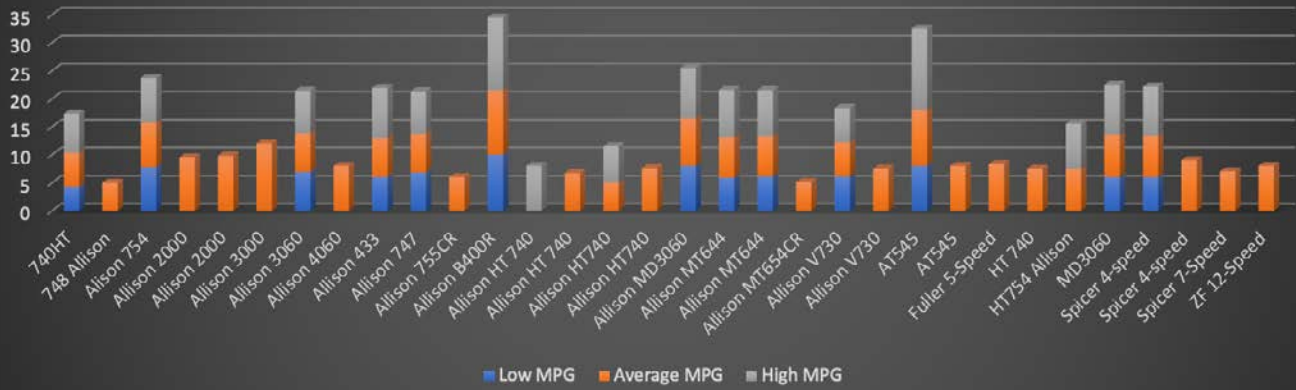
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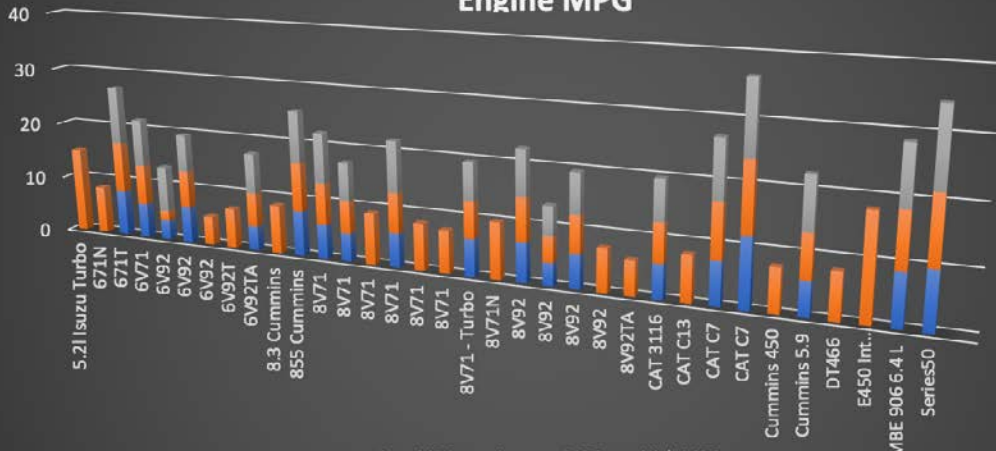
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Okay, so the data tells us some of these engine types are not getting as good of fuel mileage as others are getting.

Now, what is left to do, then to do better? I think we should investigate some ways to increase our fuel mileage. A lot of these you guys probably know, but this magazine is for all kinds of Bus Nuts, even the ones just getting started. So, let's see if we can teach any new dogs old tricks and old dogs new tricks. Better yet, let's just learn.

1. Complete your regularly scheduled maintenance.
 - Replacing a dirty air filter can increase your mileage by up to 10%.
 - Use the correct weight oil for your engine and the climate you travel in.
 - If you opt for synthetic oil, you can increase your average MPG by more than 2%.
 - "A faulty oxygen sensor can reduce mileage by up to 40 percent." – KOA.com
2. Buses are designed to optimize efficiency between 55 and 65 MPH. So, drive those speeds and you will get the optimal fuel mileage for most buses.
 - Don't accelerate too fast, i.e., no Jack-rabbit starts!
 - Set your cruise control on level ground if you have it to keep your speed steady.
 - "Slow, gradual acceleration and deceleration are easier on your engine, your brakes, and your wallet." - ToGoRV.com
3. On city streets, try to "cruise" or hit as many green lights as you can. The more you stop, the more you have to accelerate. Slow down as you are approaching a yellow or red light to try to time it so you do not have to completely stop. If you have a Jake break, use it.
4. Avoid idling your engine for too long.

- If you are sitting in a parking lot or waiting for a train to pass, or the draw bridge to return to normal, you can shut off the engine. However, shutting down your engine for a one-minute stop at a traffic light will do more damage than it is worth, and you will also be buying a lot more starters.
5. Keep your tires inflated to the factory specifications.
 - Not only does this increase your fuel mileage by up to 3%, but it also reduces uneven wear or even just plain wear and tear on your tires.
 6. Have your bus front end aligned.
 - "Improper alignment can reduce fuel efficiency by as much as 10%." - Investopedia
 7. Think about the weight of your vehicle, tow equipment, and tow vehicle.
 - Every pound you add to your rig has a negative impact on your fuel mileage.

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Think about it. Even the small stuff can add up. Cough, cough record collections, or even print magazine collections. Even full fresh water and grey and black water tanks can reduce your fuel mileage

8. Fill your fuel tank when it is coolest outside. The morning and evening of each travel day are best.
 - “Fuel is dispensed by volume. If you fill your tank when it is coolest outside—early in the morning or late at night, and avoid the heat of the day—the fuel will be denser. As a result, you will get more fuel for the same amount of money.” – Investopedia
9. No Air in, No air on.
 - By not running the A/C you save on fuel mileage. Just as well, if you keep the windows closed you will maintain the aerodynamics of your bus. Wait... are buses aerodynamic? Not really, but every little bit helps.
10. Stay in one place longer.
 - Try to keep the large vehicle hunkered down more often. Make camp and enjoy the area you are in.
 - Try and get to know an area intimately instead of breezing through places.
 - As they say, take time to smell the roses.
11. Try filling up when you see a low price on fuel.
 - Use money-saving gas apps like [Gas Buddy](#), [Gas Guru](#), [Waze](#), etc.
 - Join loyalty programs and use them when you can.
 - Become familiar with the combined taxes of fuel in each state and try to avoid the states with high fuel taxes.
 - Stay on BLM (Bureau of Land Management) land or the [Army Corp of Engineers](#) campgrounds rather than the more expensive RV parks.

12. The worst thing you can do for a bus is to let it sit for long periods of time. When that happens, seals dry out, fuel gels, tires rot, etc. You really should operate your bus at least monthly to keep everything lubricated and working and this includes running your generator, if you have one, under load.

When fuel prices are hitting record levels, as they were last summer, fuel mileage is more important than ever. It hurts every time you fill your tank. However, if you are a full-timer, hobbyist, traveler, or weekender almost all will agree it is worth the sacrifice.

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by **Sandra VanDenburg**

Born and raised in Sacramento, California, Sandra has always felt a pull to explore. With her husband and two children, ages sixteen and four they travel America in their 1995 Thomas Saf-T-Liner (The Enterprise).

Sandra and her family have been full-time Skoolie dwellers since May of 2018.

Sandra started with Bus Conversion Magazine as the Administrative Assistant and Sales Representative, in September 2019.

They have no plans of slowing down, as the travel bug has grabbed ahold of them.

You can follow the #Buslivin adventure on [Facebook](#), [Instagram](#) and [YouTube](#).

You can also contact Sandra via E-Mail: Sandra@BusConversionMagazine.com

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Buses, Vans, and Nomads in Baja! Escapar a la Baja, Cuatro



by Janette and Eric Aldape

So, you want to go to Baja this winter for the 4th annual [Escapar a la Baja](#) van/bus/over-landing gathering (February 1st - 6th, 2023 on Playa Tecolote outside of La Paz). You've hear about it for the last three years from your friends who have gone south for the winter (or have gone to the other [Lost Time gatherings](#)), and you want the endless beaches and warm weather, and you want to take your bus, van, or big rig? Well, don't worry because with a little consideration you won't have a problem.

There's a wealth of information about traveling in Baja that you can find elsewhere, but here are a few considerations for your bus or van that we learned during our seven months there last winter.



Looking south over Playa Tecolote at Sunrise.

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Looking north over Playa Tecolote.

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and you need to find a company that will write a policy for your unique vehicle. [Baja Bound](#) is the best at doing this. A bonus is that they know all the mechanics, tow companies, etc. on the Peninsula.

Narrow Lanes

You need to really, really, REALLY understand your rig's width before going to Baja. Several of the main highway lanes are super tight, the small-town streets (especially [Mulege](#)) are nearly impassable in a bus or large rig, and many off-beaten-path destinations are no-goes in the rig.

Before going on detours off main roads read all reviews and talk to locals. [Talk Baja](#) on Facebook is a wonderful resource, as is the Escapar a la Baja WhatsApp Group. Fortunately, large RV owners have been coming to Baja for decades, so there's always someone in the know.



The many vehicles of Escapar a la Baja.



New friends, morning coffee, and doggos.



People slowly waking up in the early morning.

Sand

Be prepared to get stuck. It happens to nearly all of us beach-crazed nomads. Scout all your beaches on foot before driving and make sure you have a full-size shovel, treads, tow rope, and know some strategies.

Many deflate their tires if they become stuck, and even do so beforehand for the traction their entire trip to Baja. We plan to add an air

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hose to our air brake or air ride system which will enable us to re-inflate our tires via the bus.

Also, remember not to panic. Both locals and tourists get stuck daily in Baja, and it's an incredibly kind and helpful community. We've seen a small tow truck pull a 40ft bus out of the deep sand.

On another note, have the [Green Angel's](#) phone number saved. It's a free tow/mechanic service with English-speaking operators. They may not be able to help a large rig but can get you in contact with someone who can.

Green Angels: [+1 \(800\) 903-9200](tel:+18009039200) or dial 078 from a local phone.

And of course, if you get really stuck, just call Baja Bound.

Crossing the Border

We electronically filled out FMM (Multiple Immigration Form) to avoid having to park & wait on the Mexico side of the border. Several friends had issues being able to pay at the border and parking can be limited and difficult for big rigs (especially in a caravan).

Tecate has a large parking area on the right side, and Mexicali has one spot that can handle a bus on the left. Do not cross at Tijuana / San Isidro.

Always look presentable and take off your sunglasses at borders and checkpoints. Be respectful and you should have zero issues.

Purified Water

We were initially worried about being able to find potable water in Baja. Turns out there are Aqua Purificato's in all the towns. Parking for these little shops can be challenging and several of the streets/alleys are very narrow and difficult to back into. We had no problems filling up our 75-gallon tank for less than \$10. Sometimes the Aqua Purificato did not have

a hose which could make it more difficult. We did have luck using our [Water Bandit](#) to Mac-Gyver a couple of the water dispensers.

Grey Water / Pumping



Escapar brings its own porta potties and does a beach cleanup on Sunday morning.

There are dump stations in all major towns and in many of the RV parks up and down the peninsula, and you can check on Talk Baja or WhatsApp for specific information. Do *not*

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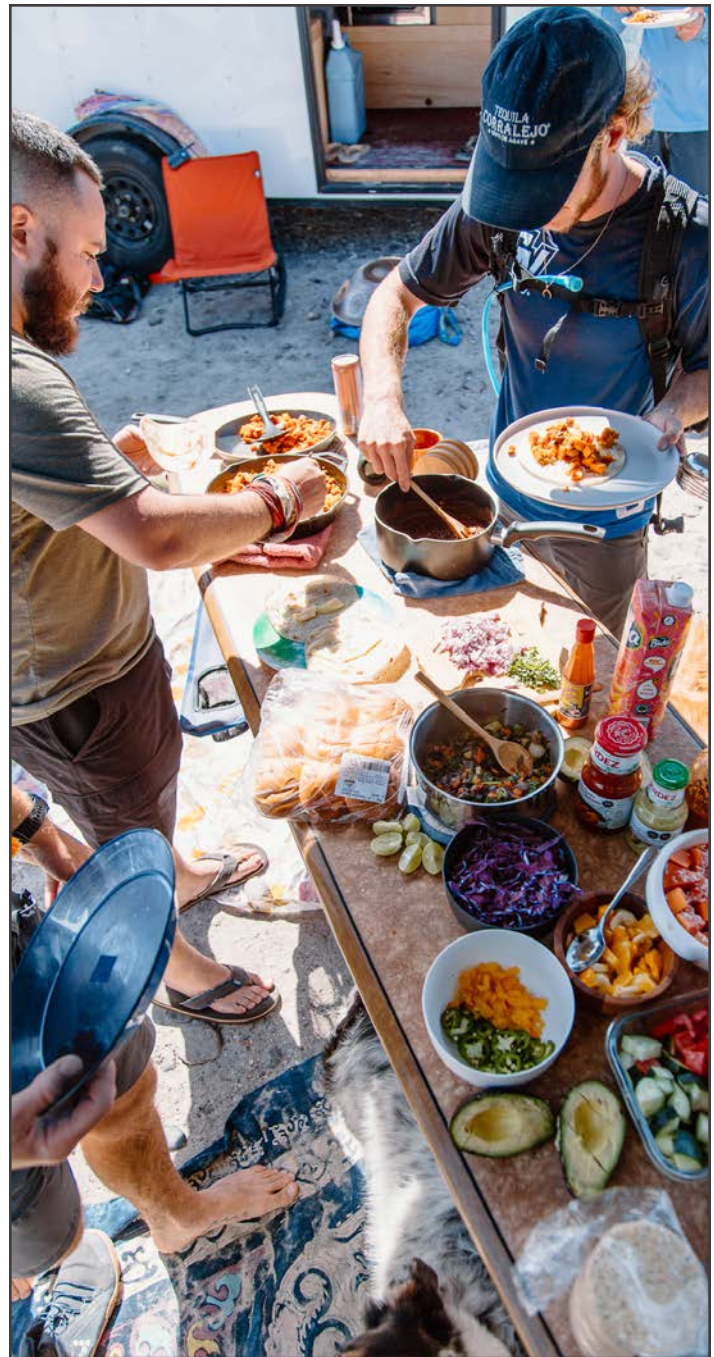
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dump your grey water on the beach, as it is one of the surefire ways to end up in trouble with law enforcement in Baja.



Raul and his Sonoran hotdog cart.



One of the many impromptu community meals - Picture credit to Simone Arora.



Sandy Vans hosts a OneWheel race.

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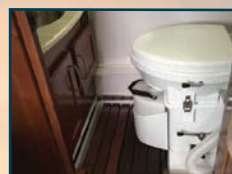
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Pablo.

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If you would like to attend [please RSVP](#) and let them know how many are in your caravan, and what kind of interactivity you have, and if you would like it added to the official schedule.

Click the link below to see a video about this event.

<https://www.youtube.com/watch?v=Zeh4dxy-8WTw>

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Playa Balandra.



by Janette and Eric Aldape

Eric and J quit their corporate jobs and have been nomadic since 2018. They started out traveling to National Parks in a Toyota 4Runner which turned into living in a yurt while volunteering at a **WWOOF** farm in CA. Afterward, they volunteered in Senegal, West Africa with Peace Corps.

When the pandemic hit, and all volunteers were sent home, Eric and J decided a Skoolie was the perfect solution for their adventurous lifestyle. They have been full-time in their 28' International Skoolie since March 2020 and have explored 30+ states and Baja Mexico.

Recently they have found a balance between traveling and volunteering/working on various farms. They have a passion for farm life and love using local fresh ingredients for crafting dinners and cocktails in their Skoolie kitchen.

Follow their journey on
Instagram [@CampAldape](#)

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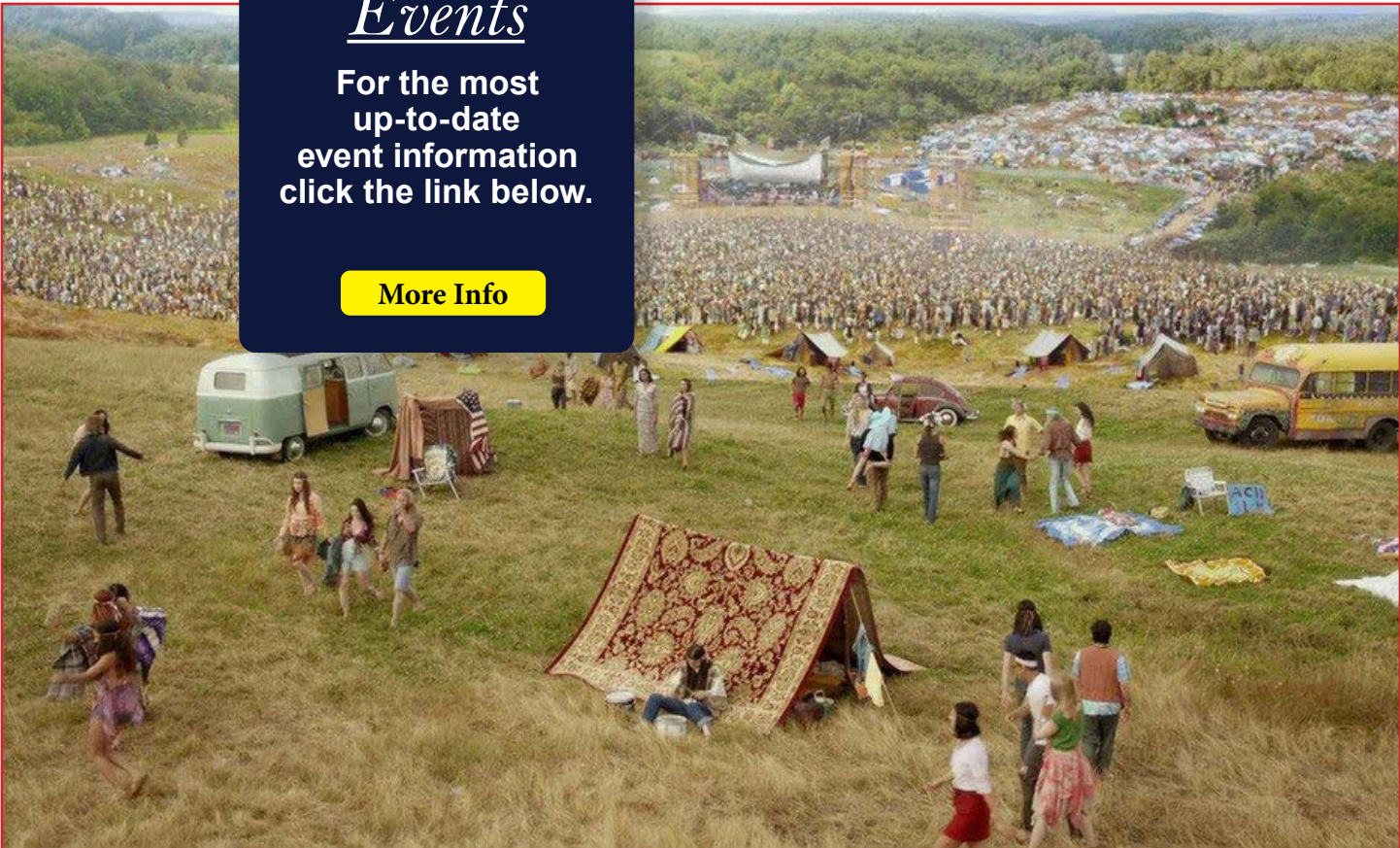
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Events

For the most up-to-date event information click the link below.

[More Info](#)



Before attending any rallies, please contact the Rallymaster for the most up-to-date information.

February 2023



Escapar A La Baja
February 3-5, 2023
Baja, CA

<https://www.escaparalabaja.com/>



Mexican Connection Caravan
Introduction to RV Travel in Mexico
February 15 – March 8, 2023

[Get the details here: \[http://www.mexicanconnection.com/m/\]\(#\)](#)

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The 6th Annual Skoolie Swarm
February 18-27, 2023
Melrose, FL

Contact: Travis and Michelle Mattson
SkoolieSwarm@gmail.com

*March 2023*

TinyFest California
 March 11-12, 2023
 Del Mar Fairgrounds
 San Diego, CA

<https://www.tinyfest.events/california-san-diego-2023/>
Contact: info@tinyfest.events

[More Info](#)

SEBN Spring Rally
 March 15 -18, 2023
 Perry, GA

www.SeBusNuts.com
Contact: Darlene Montesino
LockTech@tampabay.rr.com

[More Info](#)

Secret Solo Female Vanlife Event
 March 2023 (TBA)
 Palm Springs, CA

<https://thejournaloflosttime.com/the-lost-places>



Wind River Rally
 March 22-25, 2023
 Hudson, WY

<https://www.windriverrally.com/>

April 2023

Weird Wild West
 April 21-23, 2023
 Bisbee, AZ

<https://www.weirdwildwest.net/>

May 2023

Descend on Lost Sierra (Time to Yonder)
 May 26-29, 2023
 Lost Sierra, CA

<https://www.descendon.com/>
Contact: [Hello@DescendOnBend.com](mailto>Hello@DescendOnBend.com)

*June 2023***The Museum of Bus Transportation/
AACA Museum Spring Fling 2023**

June 9th & 10th, 2023
Hershey, PA

Contact: AACA Museum
Click [HERE](#) for more info

**The Bus Fair**

June 23, 2023 - Seminars
June 24-25, 2023 - Main Event
Oakridge, OR

<https://thebusfair.com/>
Contact: lowdown@thebusfair.com

July 2023**2023 People's Tiny House Festival**

July 8-9, 2023
Ranch Events Complex

<https://www.facebook.com/peoplestinyhousefest>

**Holy Toledo!**

July 14-16, 2023
The Oregon Coast

<https://www.holytoledogathering.com/>

**Skoolie U.P. 2023**

July 31, 2023 - August 7, 2023
Gould City, MI

Contact: Jennifer Walenski
SkoolieUp@gmail.com
<https://www.facebook.com/events/5425912754160311>

September 2023

Bus Conversion Travelers' Rally
September 26, 2023 - October 2, 2023
Verde River RV Park
Camp Verde, AZ

Contact:
Robert Pimentel
SilverSport61@yahoo.com
Ed Vanlandingham
Edvan2361@gmail.com

Do not make reservations with the park. Contact Robert or Ed for more info.

October 2023

Moonlanding
October 6-9, 2023
Sky View, NM

<https://moonlandinggathering.com/>

Eagles International FMCA Rally
October 11 - 15, 2023
Gulf Shores/Orange Beach, Alabama

[More Info](#)

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Monday, March 13, 2023

Arrival – We can park in overnight dry parking onsite at the fairgrounds for entry on March 14th.

Tuesday, March 14, 2023

8:00 am - Caravan entry into convention as an FMCA chapter

3:45 pm – Chapter Fair meet and greet (we have a table reserved). All members please plan to attend. Located in Reaves Arena.

6:30 pm - Dutch treat dinner – location to be determined.

Wednesday, March 15, 2023

Convention and RV Expo officially starts. There will be an opening day parade. More to come.

8:00 am – Light breakfast, coffee and juice will be provided at SE Bus Nuts campground area. Bring your own chair.

Members attend seminars and exhibitors on their own throughout the day.

2:30 pm – Southeast Bus Nuts Business Meeting – Seminar 8, McGill Marketplace. All members please plan to attend (will need to ensure a quorum in present for any voting).

6:30 – Dutch treat dinner – location to be determined.

Thursday, March 16, 2023

8:00 am – Bring your own breakfast and chair to the SE Bus Nuts campground area. Coffee and juice will be provided.

Members attend seminars and exhibitors on their own throughout the day.

Eagle Rally



Eagles International FMCA Rally in Gulf Shores/Orange Beach, Alabama October 11th-15th, 2023. Save the dates, details will be coming soon. This rally will be during the 50th Annual National Shrimp Festival and is sure to be a blast!

Mark your calendars for the 50th Annual Shrimp Festival on October 12-15 in Gulf Shores. This food-focused festival features 50 local and regional vendors serving crab cakes, conch fritters, lobster, Cajun pistols and many other types of delicious food. While here, you can enjoy fresh Gulf shrimp boiled, fried, steamed, and just about any other way you can imagine. The highlight of the event is, of course, the shrimp, but there is much more to enjoy!

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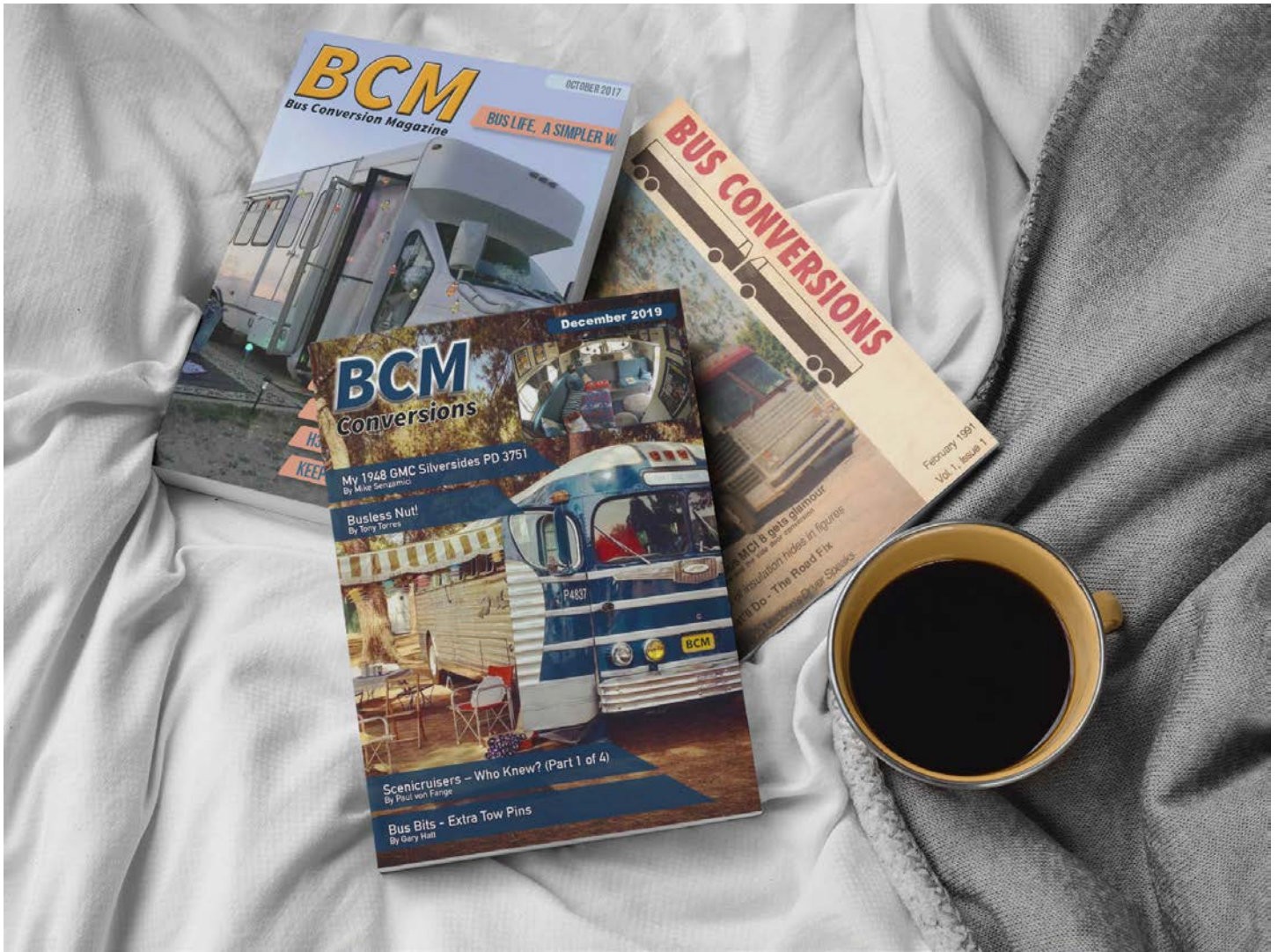
If you or someone you know is hosting a bus, van, nomad rally or gathering, we invite you to send us the information so that we can announce it here in the magazine for Bus Nuts and Nomads alike.

You can send it to us up to one year before the rally date, so that we have time to get news of your event out there.

Then after the event, send us photos and a story about the event. We will make your event famous, so even more people will want to attend your next event.

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Northwestern Bus Nuts
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Southeast Bus Nuts
<https://www.sebusnuts.org>

Pacific Bus Museum
Freemont, CA
www.pacbus.org

Museum of Bus Transportation
Hershey, PA
<https://busmuseum.org>

Transit Museum
<http://www.transitmuseumsociety.org/>

AACA Museum Inc.
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<https://www.aacamuseum.org/>

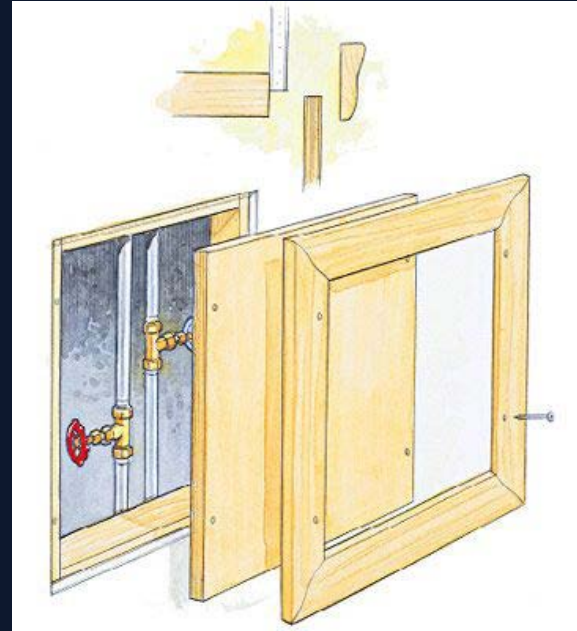
Here are some of the bus groups we work with on rallies and events.
To have your bus group added, send us an email with your information.
Gary@BusConversionMagazine.com



Gary's Tip



When running plumbing lines and wiring in your bus, always leave an access cover over any place there are connections. If it is in a cabinet or some location not readily visible, take a photo before putting the cover on, then staple the photo to the outside of the cover so anyone looking for problems will know what is behind the access covers. You may forget what is behind there, and the new owner will definitely appreciate it if something goes wrong that they have to diagnose.



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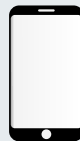


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By Gary Holt

Lithium Batteries for Bus Conversions
Part 1: By Jerry Mark

No BA3 - Composting Toilet for Under \$100
By Gordon Lund

The GM Rally in Quartzsite, Arizona
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The Mammoth - A Double-Decker Resturant
By Steve Bink

You Just Bought A Yellow School Bus, Now What?
By Jerry Mark

Why a Bus? - Rebuilding the Conversion (Part 2 of 3)
By Jerry Mark

Lithium Batteries for Bus Conversions (Part 5 of 5)
By Jerry Mark

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Big Blue - A 1976 MCJ Challenger '88
By Richard Killion

Six Simple Strategies for Maximizing Solar on a Small Budget
(Part 2 of 3) By Stuart Galinski and David Huchison

Heating a Bus Conversion to Provide Shelter for the Homeless - The Dignity Bus
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The New Jersey Historic Bus Festival
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Continued by Joe Thomas

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GM PIDs Search and Beyond
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The Glavst Bus
By Colin Fubun and Peter Oliver

Boondockers Welcome - A Hosts' Perspective
By Brian Fay

Lithium Batteries for Bus Conversions
Part 3: By Jerry Mark

Painting the Lacrois Cruiser
By Paul Larson

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March 2020

The Magic School Bus, Scenicrusers - Who Knew? (Part 4 of 4)
By Jerry Mark and Fung

Bus Drivetrains
By Jerry Mark

Road Fix - Keeping the Toad Running to Power the Bus
By Paul Larson

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May 2020

The Enterprise - 1990 Thomas MYP Saf-T-Liner
By Linda and Gary Huchison

Lithium Batteries for Bus Conversions
Part 2: By Jerry Mark

Rust Repair 101 - "Mad Scientist Garage" MCJ 3400
By Mark Demick

WiFi Where You Wander
By Jan Green

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November 2020

Birds-nestle - A 1988 Blue Bird TC2000
By Arnie and Dana Holmes

2019 Western GM Bus Club Rally
By Andrew Nelson

Five Questions to Ask Yourself Before Converting a Bus into a Home
By Andrew Nelson

How Nonprofits Make Money on the Road
By Chris Conroy

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October 2020

The Big Hairy Deal - 1985 MCJ 95A3
By Brian Smith

The School Bus Drought of 2020
By Andrew Reed

Bus Camping Checklist (Part 2 of 3)
By Brian Smith

Wood Burning Stoves in Bus Conversions
By Gordon Lund

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To see the list of articles in each issue, click [HERE](#)

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September 2020

Voltage Shocks! - 1985 GMC Superior School Bus Conversion
By John Jenkins

Why a Bus? - Electricity and Lighting (Part 3 of 3)
By Jerry Mark

Bus Camping Checklist (Part 1 of 3)
By Brian Smith

World's First Motor Bus
By David Huchison

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Since We Woke Up
By Steve Bink

Over the Hill, Not So Fast.
By Jerry Mark

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By Jerry Mark

2019 Blytheville Bus Rally
By Jerry Mark

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BY JANE EARY

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TOAD DRIVING
CHRIS PENS

GM QUARTZSITE RALLY 2019
ROBERT PINCELTE

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BY JANE EARY

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My 1968 GMC Silversides PD 3751
By Jerry Mark

Busless Nut!
By Jerry Mark

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By Robert Furbush

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By Gary Holt

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BY JOHN JENKINS

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BY JOHN JENKINS

PULLING A SERIES 80 OUT OF A DONOR BUS
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GREYHOUND BUSES THROUGH THE YEARS
PART 1
BY COLIN FUBUN

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BY JANE AND APPLE CAMPBELL

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BY WILLY WARD

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By John Jenkins

Clear Water for Your RV
By John Jenkins



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Fiberglass Rolls for Bus Siding

Located in Evergreen, CO.

1/8" thick x 41 & 1/2" wide each piece of fiberglass. As shown in pics, smooth white on one side & rough glass on "underside". Total of four pieces with best calculation of 35' each in length.

Reduced Price:
\$1,250



Gary Hatt
Gary@BusConversionMagazine.com
(714) 614-0373

Have something for a bus to sell?
Contact us for our listing fee.



BCM

BUS CONVERSION MAGAZINE

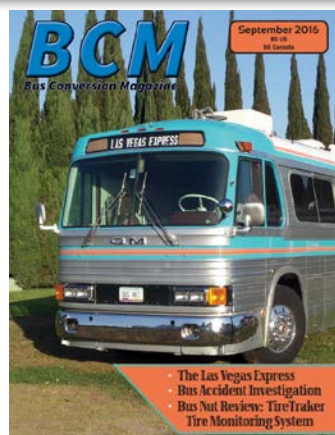
If you own a bus conversion or an RV or are considering building your own or purchasing one, you should subscribe to **Bus Conversion Magazine**. This is the only periodical dedicated and authored by Bus Nuts like you. The majority of our articles come from our readers, both amateurs and professional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

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Bus Classifieds

NEW LISTING



1977 MCI 5C

PRICE: \$55,000

Bus Year: 1977

Motor: 6V92T

Bus Location: Yuma, AZ

Seller's Name: Ed Hackenbruch

Contact Number: (928) 97-83073

[Click HERE for more Photos and Info.](#)

NEW LISTING



1959 Crown School Bus Conversion

PRICE: \$38,000

Bus Year: 1959

Motor: Cummins 350 Big Cam

Bus Location: Agua Dulce CA

Seller's Name: Glen Bell

Contact Number: (661) 549 3513

[Click HERE for more Photos and Info.](#)

**REDUCED**

2001 Thomas Skoolie

PRICE: \$15,000**PRICE:** \$11,000**Bus Year:** 2001**Motor:** CAT (International/Navistar
DT466 7.6 L Diesel Engine)**Bus Location:** South, GA**Seller's Name:** Kyle & Vanessa Orr**Contact Number:** (229) 977-6782

[Click HERE for more Photos and Info.](#)

To sell your bus to people looking for and who understand what a bus is, advertise with us for only **\$99/year.**



1976 MC - 8 Bus Conversion

PRICE: \$15,000 OBO CAD**Bus Year:** 1976**Motor:** Detroit Diesel**Bus Location:** Barrhead, Alberta, Canada**Seller's Name:** Mitchell Holte**Contact Number:** (403) 990-7927

[Click HERE for more Photos and Info.](#)



1988 MCI 102A3

PRICE: \$17,000**Bus Year:** 1988**Motor:** 8V92**Bus Location:** Madras, OR**Seller's Name:** Doug Bonfield**Contact Number:** (541) 591-1781

[Click HERE for more Photos and Info.](#)



1962 Silver Eagle

PRICE: \$19,995

Bus Year: 1962

Motor: 8V71 Diesel

Bus Location: Alpine, CA

Seller's Name: Gary Hatt

Contact Number: (714) 614-0373

[Click HERE for more Photos and Info.](#)



1974 20' Agrosy Motorhome & 24' Travel Trailer by Airstream

PRICE: \$80,000

Bus Year: 1974

Motor: 454 Original Engine

Bus Location: Fort Collins, CO

Seller's Name: Candace Phippen

Contact Number: (970) 219-5108

[Click HERE for more Photos and Info.](#)

Have a bus to sell? List it here for only **\$99/year.**

This would make an
AWESOME conversion or Airbnb rental



Leyland Tri-Axle

PRICE: \$36,700

Bus Year: 1992

Motor: (Cummins L10 US built)
6-cylinder inline diesel.

Bus Location: Baltimore, MD

Seller's Name: Gary Hatt

Contact Number: (714) 614-0373

[Click HERE for more Photos and Info.](#)



2001 Thomas International 1500 Business Conversion

PRICE: \$50,000 OBO

Bus Year: 2001

Motor: DT466 7.6 L

Bus Location: Charleston, South Carolina

Seller's Name: Kelsey and Zak Petersen

Contact Number: (843) 324-4742

[Click HERE for more Photos and Info.](#)



1990 BLUE BIRD -MOBILE DOCTOR'S OFFICE/RV CONVERSION

PRICE: \$15,000 OBO

Bus Year: 1990

Motor: 5.9 12-Valve Cummins Engine

Bus Location: Melrose, FL

Seller's Name: Deb Reed

Contact Number: (352) 682-6242

[Click HERE for more Photos and Info.](#)



2002 International AmTran (OFF-GRID)

PRICE: \$95,000 OBO

Bus Year: 2002

Motor:DT444E (Power Stroke 7.3L)

Bus Location: On the Road. Contact for a Meetup.

Seller's Name: Philippe Missemer

Contact Number: (559) 612-4121

[Click HERE for more Photos and Info.](#)

Looking for a new home for your bus?
List it with us today.



1990 SETRA 40' BUS

PRICE: \$15,000

Bus Year: 1990

Motor: 6V92 Detroit motor

Bus Location: Montana

Seller's Name: Justin Dighans

Contact Number: (406) 853-0931

[Click HERE for more Photos and Info.](#)



1984 Prevost Le Mirage

PRICE: \$45,000

Bus Year: 1984

Motor: 8V92 Detroit Diesel

Bus Location: Boyce, Virginia

Seller's Name: Robert Hill

Contact Number: (540) 550-5655

[Click HERE for more Photos and Info.](#)



1963 Silver Eagle Bus Conversion

PRICE: \$12,000

Bus Year: 1963

Motor: 8V71

Bus Location: Virginia City, NV

Seller's Name: Daniel Bowers

Contact Number: (775) 742-0726

[Click HERE for more Photos and Info.](#)



Bristol VR

PRICE: \$29,000

Bus Year: 1980

Motor: Gardner 6lxb

Bus Location: Baltimore, MD

Seller's Name: Gary Hatt

Contact Number: (714) 614-0373

[Click HERE for more Photos and Info.](#)

**Got a bus gathering dust?
List it here so another family can enjoy it.**



1969 Eagle 05 Bus Conversion

PRICE: \$18,000

Bus Year: 1969

Motor: Big Cam 400 Cummins

Bus Location: Colburg, OR

Seller's Name: Robert Lamont

Contact Number: (503) 780 -2127

[Click HERE for more Photos and Info.](#)



1995 Dina

PRICE: \$49,000

Bus Year: 1995

Motor: Allison B500

Bus Location: Chicago, IL

Seller's Name: Wulf Ward

Contact Number: (773) 858-3473

[Click HERE for more Photos and Info.](#)



1983 MCI MC - 9

PRICE: \$40,000

Bus Year: 1983

Motor: Detroit Diesel 8V71

Bus Location: West Palm Beach, FL

Seller's Name: Shane Bennett

Contact Number: (561) 385-9940

[Click HERE for more Photos and Info.](#)



1999 International Genesis Bus Conversion

PRICE: \$35,000

Bus Year: 1999

Motor: DT466

Bus Location: Belton, Texas

Seller's Name: Morgan Crabtree

Contact Number: (512) 831-2809

[Click HERE for more Photos and Info.](#)

Nobody is going to know if it's for sale, unless you advertise it!
Call us at (657) 221-0432



1991 Double Decker Purple Titan

PRICE: \$29,500

Bus Year: 1991

Motor: Gardner 6 lxb engine

Bus Location: Baltimore, MD

Seller's Name: Gary Hatt

Contact Number: (714) 614-0373

[Click HERE for more Photos and Info.](#)



This would make a great Airbnb for additional income.

1982 Double Decker

PRICE: \$29,950

Bus Year: 1982

Motor: Gardner 6 cylinder in line Diesel

Bus Location: Baltimore, MD

Seller's Name: Gary Hatt

Contact Number: (714) 614-0373

[Click HERE for more Photos and Info.](#)



1992 British Leyland Olympian

PRICE: \$29,900

Bus Year: 1992

Motor: CUMMINS, L10, 6-Cylinder Inline Diesel, US Built

Bus Location: Baltimore, MD

Seller's Name: Gary Hatt

Contact Number: (714) 614-0373

[Click HERE for more Photos and Info.](#)



1980 Eagle

PRICE: \$35,000

Motor: 6V92 Detroit Diesel

Bus Location: Yorktown Heights, New York

Seller's Name: Thomas Cariello

Contact Number: (914) 962-4262

[Click HERE for more Photos and Info.](#)

Buy a bus listed in BCM and we will extend your subscription for another 3 years. Notify us after you buy it.



1966 GMC 4107

PRICE: \$36,500 OBO

Bus Year: 1966

Motor: V-871 Detroit Diesel

Bus Location: Houghton Lake, MI

Seller's Name: David Clare

Contact Number: (517) 304-6408

[Click HERE for more Photos and Info.](#)



1980 Prevost Liberty 40ft and 1973 Volkswagen Transporter

PRICE: \$70,000

Bus Year: 1980

Motor: Detroit Diesel 2 stroke 8V92 Silver Engine - 2005 Chevrolet Cobalt 2.2 Liter Ecotec

Bus Location: Kingman, AZ.

Seller's Name: Mike O'Rourke

Contact Number:(702) 355-2601

[Click HERE for more Photos and Info.](#)



1993 PREVOST XL 40 BY COUNTRY COACH

PRICE: \$85,000

Bus Year: 1993

Motor: 8V92 Detroit Diesel

Bus Location: Cambridge, NE

Seller's Name: Besler Industries

Contact Number: (308) 870-7695

[Click HERE for more Photos and Info.](#)



1966 Crown Coach Corporation HPO

PRICE: \$129,000

Bus Year: 1966

Motor: Cummins BCII 600HP

Bus Location: Redding, CA

Seller's Name: Scott Puhlman

Contact Number: (530) 365-6106

[Click HERE for more Photos and Info.](#)

Have a bus to sell? List it here for only **\$99/year.**



1968 MCI-5

PRICE: \$15,000

Bus Year: 1968

Motor: Detroit 6V71 Turbo

Bus Location: Harbor City, CA.

Seller's Name: Zacher's Automotive

Contact Number: (310) 326-7775

[Click HERE for more Photos and Info.](#)



1987 MCI-9

PRICE: \$22,900

Bus Year: 1987

Motor: Detroit 6V92 Turbo DDEC and

HD 740 Allison Trans

Bus Location: Montana

Seller's Name: Gary Ferguson

Contact Number: (406) 521-0651 | (406) 521-2099

[Click HERE for more Photos and Info.](#)



**2002 Bluebird All American
Open-top School Bus**

PRICE: \$16,000
Bus Year: 2002
Motor: Caterpillar 3126
Bus Location: Harbor City, CA.
Seller's Name: Zacher's Automotive
Contact Number: (310) 326-7775

[Click HERE for more Photos and Info.](#)



Another bus listed For
 Sale in BCM has
SOLD

... (615) 445-9349

[Click HERE for more Photos and Info.](#)

**Nobody is going to know if it's for sale, unless you
 advertise it! Call us at (657) 221-0432.**



1985 Eagle Model 10

PRICE: \$7,500
Bus Year: 1985
Motor: 6V92
Bus Location: Calhan, CO
Seller's Name: James Rogers
Contact Number: (719) 491-9894

[Click HERE for more Photos and Info.](#)



**1965 GM – 4106
 (V730 Allison Automatic)**

PRICE: \$25,000
Bus Year: 1965
Motor: 8V71 Detroit Diesel
Bus Location: Santa Fe, New Mexico
Seller's Name: John Beall
Contact Number: (425) 286-3218

[Click HERE for more Photos and Info.](#)



Our Classifieds Get Results



Need to sell a bus or shell?

**Place your ad here in
Bus Conversion Magazine.**

[CLICK HERE TO FILL OUT OUR ONLINE FORM](#)

If you have a finished, or almost finished bus and you would like us to put it on the cover of BCM and make you famous, send us an email about your bus and a photo of the outside and one of the inside and we will contact you about it. Everyone who submits a feature article will receive a free 5-year extension to their subscription.

We also enjoy 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, or a bus friendly RV park you stayed in, send it along too.

If you have interesting photos about any bus or bus parts, send them along.

All non-feature articles and photos will receive a free 1 to 2 year subscription to the magazine depending on how extensive it is.

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

Email your articles and photos to:

Gary@BusConversionMagazine.com

Looking for a new home for your bus? List it with us today.



1989 MCI – 102C3

PRICE: \$46,500

Bus Year: 1989

Motor: 8V92 Detroit Diesel

Bus Location: Ramona, CA

Seller's Name: Jerry Vega

Contact Number: (714) 720-5888

[Click HERE for more Photos and Info.](#)



HISTORY OF GREYHOUND COLLECTION - THE GREYHOUND MASTER FILE (VOLUME 2)

Early day material, but much stronger on the '70s and up in this volume. It is not all scrapbook either, nor is Volume One for that matter. You have some great stuff in these two volumes. Both volumes can serve as a picture catalog.

[Click HERE to order this video.](#)



Just imagine this. You and your home are on the cover of **Bus Conversion Magazine** for everyone to see. Recognition for your unique conversion and your highly technical skills. People will point, people will stare, and people will say, "WOW! We saw your bus on the cover of **Bus Conversion Magazine.**"

How would you like this to happen to you? Well, now it can. Just write an article about your conversion and send it to us. Add some highlights and some background information, a list of specifications, and several photos. Before and after photos are always nice. If you have a truck conversion, van conversion, or any unique vehicle conversion, we would be interested in that as well. We love conversions of all types.

Below is a list of information you may

want to include. The more information you provide, the more our readers will enjoy your story. Send it to us with any photos (preferably high resolution) you may have of the interior of the bus as well as the exterior.

Your bus will be featured on the cover of an upcoming issue of **Bus Conversion Magazine**, the magazine bus converters everywhere rave about. Not only will you gain worldwide recognition, but we'll also extend your Subscription for five full years.

So, if you think your bus has what it takes, Just Do It! Take a couple of minutes and send us an email with your photos attached. You can also upload them to Dropbox. Now hold your breath, because this is it, your big chance for fame and your bus will be



known the world over.

Things people want to know:

How often do you use your bus? What do you primarily use it for? What year, make, and model is it? Why did you choose this make and model? What year was it converted? Who did the conversion; location and name of the shop? How long did it take? Are you the first owner? Is there an interesting history or background on the bus? What made you decide on a bus conversion over a conventional RV?

Technical Description: Engine; transmission, number of speeds. Generator; type/make/size. Inverter; type/size. Water Tanks; type/size of tanks: fresh, gray, black. Water Heater: Type/size. Fuel tank capacity. MPG. Propane; the size of the tank(s), fixed or removable. Type of plumbing and electrical systems. Exterior Description: Paint color/design, mural-who did it, wheels and tires, raised roof, front and/or rear caps. Solar, how much, and what manufacturer.

Interior Description: Wallcovering, ceiling, countertops, window coverings, floor, colors, lighting. Kitchen; Type of refrigerator- 1/2/3-way, stove and/or oven, ice maker, special features. Bedroom: Location/size of the bed(s), lighting, special features. Bathroom: Side or center aisle, hardware, special features. Living room: entertainment center, seats, tables, and special features. Other: Washer & dryer, security system, back-up camera, driver's seat, passenger seats, insulation, air conditioning, heating, skylights/roof vents.

What do you love best about your conversion? What would you do differently the next time? Do you have any interesting stories, travel, or otherwise? Do you belong to any bus groups? Have you been to any interesting rallies? Other interesting information about you or your bus or your bus adventures? Do you have any social media accounts you would like to mention?

Also, if you have a non-feature article about your bus that tells a story about something unique you did when you converted your bus, something unusual you do for maintenance, or an interesting trip you took in your bus, bus-friendly RV parks you have stayed in, then send us a shorter article and we will gladly run it. If you broke down on the road and have a Road Fix story, people always enjoy how to get a bus back on the road again. Anything bus-related is interesting to our readers and can vary in length from 25 words to 4,000 words

Everyone in the bus conversion community will enjoy learning about your unique bus and how well you like it and everyone is always looking for more ideas on how to convert or modify their bus.

If you are interested, send us an email and we will send you some information to get you started. Email your information to Sandra@BusConversionMagazine.com.



BUS CHAT



What Are Must-Haves in a Bus Conversion?

Post by: Gary Hatt - Publisher BCM

Everyone has their own idea of what goes inside, on, or under a bus conversion. Some people can get by with the basics like a log cabin look and feel, with nothing mounted on the roof, no air conditioning or built in heaters, a 5-gallon bucket for a potty, and no power inverter. All some people have in their bus is two 6V lead-acid batteries, and only 12V appliances. Some people like all the bells and whistles including a microwave, oven, and stackable washer and dryer.

If you were to start converting another bus tomorrow, what would be "Must Haves" in your next bus?

Post by: Icen John

An engine that works.

Post by: Nova Eona

Disposable income!

Post by: dtcerrato

Spare parts including a tire, money for fuel, and extra money when the unexpected arrives.

Post by: luvrbus

In today's world, it would be the foundation for me; a modern drive train. The conversion features are the same fruits in a different bowl.

Post by: luvrbus

Solar and batteries seem to be the most talked about topics on conversions now. People want to have the luxury of having all of their electronic gadgets and be able to use them without the noise of a running generator.

Post by: Gary Hatt - Publisher BCM

Yes. I converted over to Lithium Batteries about

three years ago and added solar two years ago, and last summer, I doubled my solar and lithium battery capacity. The upgrades I made have been the best investment I have made so far. Solar is much quieter than running my generator in the quiet wilderness and my neighbors started talking to me again.

Editor Note: We have several articles about adding Lithium Batteries and why it is a no-brainer on our Blog.

<https://www.busconversionmagazine.com/bcm-blog/>

Post by: luvrbus

I have a question about solar; how long does a panel last on a bus?

Post by: Gary Hatt - Publisher BCM

That's a great question about the life of a solar panel. They say that 25 - 30 years is about the average life expectancy of a solar panel. Some are made better than others. They also degrade by about 0.5% each year, so over the years, they will become less efficient. Anyone paying rent on the space to park their solar panels will get a lower ROI as the years go on, and large solar farms may depreciate them over time to a point where it is financially worth it for them to replace them every few years.

However, on a bus, I am not as concerned about real estate costs, as my roof space is free. But continuous flexing may degrade them even faster. Of course, on a bus, your panels could be partially covered with your satellite dish, a roof A/C unit, or tree limbs, so you will never get 100% efficiency anyway, and unless you park at the equator you will not get the full potential out of any panel. But very few of us, have that option.

Bottom line: At my age, I expect the panels I installed in the past couple of years will last my lifetime, and after that, I personally do not care.

Post by: muldoonman

A 4-stroke motor that you can get worked on anywhere.

Post by: dtcerrato

Or a 2-stroke motor that you enjoy working on yourself!

Post by: Jerry W Campbell

I put my panels on the roof about the year 2000.



They were the most wattage I could get on the roof at the time. 1580 watts. The L-16's, 6-volt batteries, lasted about 12 years. I now have AGMs, 1,600 Amp Hours. My batteries have never dropped below 75% and are usually above 85%. I have a 110-volt fridge and use all my power tools. My inverter and charge controllers have run 24/7 since the first day. The fans have all died but other than that all is OK.

As far as the lifespan of the panels goes, I'm sure they must have lost some of their output, but I can't tell. My educated opinion is that the panels will last longer than you so don't worry about it. The best thing I did was to add linear actuators so I don't have to raise them by hand. I got too old for that.

It's really hard to determine the output of panels. It is totally dependent on the state of the batteries and your charge controller and of course the sun. I have never gotten more than 1400 watts and only that a couple of times when there was cloud lensing. I think that is the right term. My generator just died after 10 years of almost no usage so I'm testing a new one in the southern Arizona rain.

Post by: luvrbus

I have seen RVs in Quartzsite tilt the panels and have ropes to turn the panels to follow the sun and crawl on the roof and wash the panels every day. A starter button would be easier for many of us.

Editors Note: A sprinkler system would rinse off the dust whenever necessary.

Post by: Jerry W Campbell

Just make sure the solar panels are bolted down and there will be no trouble with the wind. I speak from experience. Two of my panels blew off the roof from a gust that had to be 100 MPH. I put the panels down in their frame but did not bolt them down. It was 4:00 in the morning. The wind ripped off the welds from the roof and the entire rack blew off on the ground. Nothing was broken so I had it all welded back together.

The only other thing with the wind was my charge controller would shut down saying "PV COLD" voltage too high, when I was driving in temperatures below about 15 Degrees.

Post by: Jim Blackwood

I'm still waiting on the panels you can roll out and stick directly to the roof. Those will come around

in a few more years and in the meantime, the genny will do ok. I'd still look for the sweet spot between price/availability, complexity, ease of maintenance, and features.

Editors Note: There are flexible panels out now that you can glue to your roof. However experience has shown that due to lack of breath-ability, they breakdown from the heat over time and quit working so many places no longer carry them.

For me, the must-have is still a mid to late-90s MCI 102DL3. It's a whole lot of bus for what you will pay, and it provides a good foundation. Buy the right bus and a lot of what you want is already there. Including:

- 4-stroke engine
- B-500 Alison Automatic
- 80K BTU Aux Heater
- R134 AC System
- Alloy Wheels

And it's likely the floor will be good, the walls and roof are insulated, the overhead bins are attractive and can be retained for cabinetry if desired, the floor rails are useful for anchoring down cabinets and furniture, the large rear bay allows convenient mid-bathroom placement, etc. If you go about it sensibly instead of just jumping in and gutting the bus it can make the conversion pretty cost conscious.

But I still put the onboard-powered leveling jacks up near the very top of the must-have list. That feature is in the cheap/easy/fast triangle, but you only get to pick one.

Post by: lostagain

A good driver's seat is a must. An air-ride seat out of a truck is great. They can be purchased used, off Marketplace for \$300 to \$500. I had a Sears Seating one in my MC-5 that I could sit in for 12 hours easily. Infinitely adjustable, heat, massage, etc. A good seat for the co-pilot is a must too, with a footrest that pops out.

Post by: TommyR

A heat pump for year-round cooling and heating. Ours will produce heat down to -22 F, the best invention in the last couple of years, for a bus IMHO.

The best thing I enjoy about our bus is the heat-



ed floors throughout - very thin film between the AdvanTech plywood subfloor and the waterproof vinyl plank flooring, thermostatically controlled and is the best thing in the morning to feel after getting out of bed.

Post by: luvrbus

I have electric floor heat in my stick and staples job. It works well but uses a lot of juice. I wish mine were tied to the Aqua-Hot heating system and not an electric one. When my stone floors get warm it takes a few hours for the floors to cool and Buddy, my standard poodle doesn't care for it much. I have always had heated bays and fuel compartments that to me is a must-have in our travels.

Post by: plyonsMC9

I would think some of the must-haves would be weather-related - e.g. depending on where the camping/traveling would take place. Cold weather? I second the motion for the floor heating as suggested by Tommy. And redundant heat systems as well, in case something doesn't work - so you're not freezing if there is a failure. Ditto for the hot temps - ample cooling, with redundant systems if possible. Over the years we've had one or another go out and it was not pleasant. In many ways. And for us, a generator that is dependable.

Post by: buswarrior

The cautionary phrase might be: All things in moderation?

A little bit of everything vs. swinging the pendulum hard in any direction. Some fuel-burning heating, some generator, some battery bank, a good quality inverter/charger, some solar, and enough AC for your planned geography. A comfortable place for everyone to sit, both on the road, and while camping on a rainy day.

Post by: Gary Hatt - Publisher BCM

I agree on multiple sources of heat, especially for those living north of the Mason-Dixon Line. Redundancy is always good in a bus conversion, and heat is one of the most important. My bus has an Aqua-Hot system which works on both electric and diesel fuel. But both have failed and one time both failed at the same time. But I also carry small electric heaters which I can use with my Wrico generator running as well as a Mr. Buddy propane heater if all else fails.

I would love to have in-floor heat, but that doesn't

align with my pay scale.

Post by: lostagain

A reliable generator is by far the most important thing on the bus. Solar is nice, but it doesn't help up north when waiting out a snowstorm at the bottom of a mountain pass on the way out in December or January, or North in March.

Post by: Nova Eona

A good TPMS. I was driving home on Christmas day when the TPMS in my Jeep went off to kindly let me know I was losing about 1 PSI/second on the highway. Made all the difference between pulling over and swapping the tire out while it still had air in it vs. potentially blowing it apart at highway speeds. Really makes me appreciate that I've got a TPMS in the bus as well. "Low pressure" is not enough, you want one that'll tell you how quickly you're losing pressure.

Post by: dtcerrato

An onboard air compressor. Over and above air suspension are air brakes. I know this is a safety concern but I'm going to share it anyway. In 2016 on our 1st trip to AK from FL we made it as far as Atlanta, GA where the engine air compressor drive failed. Luckily, we have an electric auxiliary air compressor and at 6.4 Cu. Ft. / min. we made it to Indianapolis, IN where Scott Crosby put us in his bus barn for a week including replacing a cylinder head beside the compressor drive repair. So yes, for all buses. Oh, and I'd like to mention that the compressor drive we put in was from a 1948 Silversides compressor - we love old.

Post by: dtcerrato

We're installing a TPMS on the bus right now and would like to get one for the toad also. In an earlier year while towing our GMC pickup a front bearing pack failed and I pulled it at night for hours (maybe) before I knew it. We had \$2,700 in front-end damage. A TPMS would have warned me earlier as when I discovered it the tire was almost literally gone from the wheel & bearing locking up.

Post by: luvrbus

A good TMS will warn when a tire is getting heat buildup. I think only the TMS inside the tire and wheel will tell you how fast a tire is leaking through. Mine are inside the tire and wheel and tells all, even the RPM of the tire.



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