

# BOM

\$6.00 CANADA | \$5.00 US

VOLUME 19 | NUMBER 11



**Cover Story: “Eleven Feet Tall and Bullet Proof”**  
Installing Classy Cabinets • Bus Maintenance: Simple Solutions  
Interior Inspection Part 2 • Replacing Air Wipers With Electric  
Texas Bus Roundup • Product Review: New Navigation Software

# Bus Owner, Drive That Bus!

MIKE SULLIVAN

This year you have seen announcements for quite a few bus rallies mentioned here. That is not by accident. There are many possible trips to enjoy with your bus and you should indulge in as many as you will enjoy and can afford. I know, that last word restricts many of us. But rallies are an especially great opportunity to get away and enjoy your bus in the company of others who also enjoy theirs and make good friends. They also give you an unbeatable opportunity to get new ideas for yours.

A couple months ago I closed my column welcoming new bus nuts and encouraging them to take their buses out and use them throughout the conversion process. Tin tenting as needed and then starting to use the new features as they build them. That advice applies to all bus owners though. Too keep that dream alive you must indulge in it as often as your circumstances allow.

One of the saddest things I see way too often is people who have lost their bus dream. Either the bus is sitting out in back rusting and rotting or they are putting a partially converted bus up for sale. They ran out of time, or out of money or simply out of the dream because it sat there as a huge work project for years without any benefit to the family unit (the latter point often causes the time and money issue).

Another great sadness I see occasionally is the abandoned bus because the owner passed on before completing it, and they never used it. I think there are many of us that find the work itself to be rewarding and enjoyable. Even so, something is missed out on if the bus doesn't get used now and then during the conversion process. Even more so if the bus owner has a spouse and/or kids still at home. They have to accept the many hours that the bus owner is spending time on their own working on the bus. So they do need to experience some positive use of the bus or it becomes an object of resentment.

That leads to another point. Whenever possible, get the family involved in the work side of the dream too. I have had the opportunity to talk with several people lately from both sides of that situation. And in every case they remembered the experience as one of the greatest things they had done in their life. They got in on the DIY satisfaction; they gained a vested interest in the bus dream and most of all it helped further build their familial relationship.

So I implore you, use that bus. Get your spouse, kids, and grandkids involved in the use of it and the work on it. Even if only on local camping trips and working on small mini projects within it the experiences will be solid gold. Make it a true family project. You will surely feel the love every time you step on board.

## ADVERTISER'S INDEX

Ardemco.....	47	Moose Creek Motor Cabins.....	45
Autex.....	14	Precision Machine.....	17
B & B Coach.....	15	Premier Coach, Inc.....	31
BusesOnline.com.....	31	R & M Fiberglass.....	21
Byler Rivet Supply.....	7	Recovery Room.....	2
Choo Choo Express Garage.....	42	Redden Archives.....	39
Coach Information Network.....	9	RV Safety Systems.....	13
Engine Power Source.....	15	The Bus Parts Store.....	40
Fastening Systems International.....	11	TNC Enterprises.....	40
HwyBus.com.....	29	Winlock Galey.....	32
Mary Moppins.....	13	Wrico International.....	18

**PUBLISHED BY**

Bus Conversion Enterprises, Inc.  
135 Prater Road Rossville, GA 30741-4688  
Phone: 863-303-4008 FAX: 877-783-1667  
E-mail: info@busconversions.com

**BOARD OF DIRECTORS**

Mike Sullivan, President  
Chad Laines, Vice President  
Phil Lyons, Vice President

**EDITOR, ART DIRECTOR**

Chad Laines

**BBS MODERATORS**

Nick Badame  
Jack Conrad  
K.J. "Frank" Franklin  
Paul Lawry  
Phil Lyons  
Mike Sullivan

**CONTRIBUTORS**

Larry Plachno | Dave Galey | Wendy Crosby  
Mike Sullivan | Anja Lewis | Sean Welsh  
Steve Gaines | Ted Boothroyd | Dave Galey  
Paul Lawry | Don Smith | Miguel Gaglio

**CORRECTION**

In the September feature article about Ron & Sharon Mead's 1959 Flxible VL-100, we incorrectly listed their online blog's web address. The correct address is: <http://ourbusandus.blogspot.com>

## RECOVERY ROOM RV INTERIORS

- FLEXSTEEL FURNITURE • REUPHOLSTERY
- DAY/NIGHT SHADES
- VALANCES & HEADBOARDS
- FLOOR COVERINGS • MATTRESSES

Plus experienced RV designers to help coordinate your choices for a beautiful RV interior



Authorized Distributor of  
**Flexsteel.**

**951-688-4829**

Fax: 951-688-4729

6344 Industrial Ave., Riverside, CA 92504

[www.recoveryroomrv.com](http://www.recoveryroomrv.com)



Family owned & operated for over 20 years

**COVER STORY**  
**Eleven Feet Tall and Bullet Proof**  
by Larry Plachno



**BUS MAINTENANCE**

**10** More Simple Solutions  
by Mary Findley

**TECHNICAL**

**16** Replacing Air Wipers With Electric  
by Miguel Gaglio and Mike Sullivan

**PRODUCT REVIEW**

**18** Microsoft® Streets and Trips  
by Wendy Crosby



**HUMOR**

**28** Rude Awakenings, Strange Expressions  
by Don Smith, AKA Boxcar Okie



**TECHNICAL**

**Still Got the Urge**  
by Anja Lewis

**SAFETY**

**30** Inspection Interior  
Part 2  
by Ted Boothroyd



**COMMUNITY**

**Texas Bus Roundup 2010**  
by Paul Lawry

**36**

**TECHNICAL**

**Installing Classy Cabinets**  
by Dave Galey



*I have a great deal of admiration and respect for anyone who has the knowledge, expertise and time to convert bus interiors for themselves or others.*

LARRY PLACHNO

I have managed two bus garages and worked in a third, so I am not unfamiliar with the shell portion of a converted coach. While I will occasionally tackle a repair job or adjustment, I tend to leave the conversion work to people with more ability and time than myself.

The most recent three conversions I have purchased were all converted new. I came along and purchased them after much of their original cost had depreciated but while they still had a minimal number of miles. As I recall, they had 34,000, 270,000 and 190,000 total miles when I purchased them. By coach standards, they were still being broken in.

Custom Coach of Columbus, Ohio converted the most recent three coaches I have owned. While I admit that I drool over those pretty Prevost conversions, the durable Custom Coach interiors are more suited to our travel needs. I occasionally joke that we pick a coach by letting the kids throw balls from the back to the front. If nothing breaks after five or six balls, then that is the

coach for us.

My wife, Nancy, loves buses and comes along on virtually every bus trip, whether business or pleasure. In addition, we bring our children, relatives and sometimes our staff with us. As a result, we need an interior that is more practical and durable than fancy, has a side bath and lots of closets.

This is the story of Custom Coach #2419. The shell was built by Motor Coach Industries on their assembly line in Winnipeg that also built Greyhound and tour coaches. The shell would have been trucked to Pembina, North Dakota where the coach was completed. Its serial number is S14316.

Since the coach was built for Custom Coach as a shell, it did receive certain modifications. The most obvious being the installation of a 8V-71-turbo engine that apparently was not used on commercial coaches. However, keeping with standard practice at that time, the windows were left intact. Space was provided for ad-

ditional switches while a spot light was installed.

The coach with an empty interior was driven to Custom Coach Corp. in Columbus, Ohio where the interior was installed. Records show that the coach was originally converted for a stockbroker in the Los Angeles area. It was delivered in January of 1981 and carried Custom Coach #2419.

Several people have commented that at the time this coach was delivered, it was most likely the most expensive converted coach ever built. While most features were standard Custom Coach, it had three unusual features for the time. One was that the back bedroom area was bullet proofed and originally did not have windows. The second was that an elaborate state-of-the-art entertainment system was installed immediately behind the driver. This is connected to selector boxes around the coach where you can plug in earphones and select from TV, radio, and various sound tracks for your audio entertainment. The third was a special water filtration system that serves both the back bedroom as well as the galley area.

When the coach was weighed, it showed 12,700 pounds on the front axle and 24,780 pounds on the rear axles for a total of 37,480 pounds. This is fairly typical for a 40-foot Custom Coach MCI conversion.

After several years of use, the original owner of the coach sold it to someone named Anderson who in turn sold it to a pilot for Southwest Airlines living in Plano, Texas. This owner put a lot of effort into maintaining the coach. He brought it back to Custom Coach in Columbus for service including substantial work on the generator. A doctor in Nebraska then acquired the coach.

While we already owned a Custom Coach, we purchased this one primarily to update and improve it. It would also allow my number three son and his family to accompany us on trips. It was brought to MCI in Des Plaines, Illinois twice for work on the coach shell. We drove it to Creative Mobile Interiors in Grove City, Ohio twice for work on the conversion systems. CMI has former Custom Coach employees on its staff who are familiar with this coach.

Several major systems and components were replaced or repaired including a new microwave, new two-way roof vents, and enough of the bullet proofing was removed in order to put windows in the back bedroom.

The coach has a 50-amp landline and can be fully hooked into water, sewer and electric at a campground. This coach was used at the recent MCI International Rally at a campground in Delaware, Ohio.

As I already mentioned, this coach is powered by a Detroit Diesel 8V-71-turbo engine. The turbo obviously makes the coach peppier on hills. The transmission is an

*I occasionally joke that we pick a coach by letting the kids throw balls from the back to the front. If nothing breaks after five or six balls, then that is the coach for us.*



*Continued on Pg. 6*

## Walking into the coach you will notice that the buddy/co-pilot seat is double wide for two people...



Allison HT754 five-speed automatic. Major systems and components include the standard Custom Coach 12.5 KW Kohler generator, a tow package with rear hitch and plug for towing a car or trailer, two awnings (one on each side), both 12-volt and 24-volt battery chargers, an inverter, an electric water heater, both a 12- and 24-volt water pump, fresh water and black water tanks.

There are three battery systems: coach, house and generator. Standard 8D batteries are used. Typical of Custom Coach, #2419 is all-electric

The coach is equipped with regular coach heat and coach air conditioning for use while driving. While parked, there are four electric heaters with individual thermostats spaced throughout the coach with a fifth electric heater in the bathroom. There are also electric heaters in the underfloor luggage compartment. Two central "house" air conditioners can be used while parked. One is located behind the dinette and opposite the galley. The second unit is located in the bedroom.

The exterior of the coach is painted with DuPont Imron. A spare tire is located behind the front bumper. Inside the coach battery compartment are two 8D batteries and on-off switches for all of the three battery systems. The coach and house batteries (both 24 volt) can be connected to take advantage of charging while going down the road or when the 24-volt battery charger is on.

Inside the front luggage compartment is an air conditioning compressor, the house battery system, and a garbage box below a chute from the galley. However, most of this compartment is open.

The center luggage compartment contains the Kohler generator and its cooling system. On the curb side are the external controls for the generator which will slide out for service. There is also one 8D battery for starting the generator. On the street side of this com-

partment are the two battery chargers and the inverter.

Most of the space in the rear luggage compartment is used for the water tanks and related items. Located here are the black and fresh water tanks, the water heater, the central vacuum system, and two water pumps (one 12-volt and one 24-volt).

Special equipment in the engine compartment includes a block heater and an oil reservoir. Above, in the blower box, is an automotive-type alternator that is used for charging the generator battery. This arrangement is fairly typical of Custom Coach.

Walking into the coach you will notice that the buddy/co-pilot seat is double wide for two people and has an adjacent map/reading light on a gooseneck. A switch-operated (electric over air) drops down a trap door to cover the step well. Typical of Custom Coach there is a fold-up tray centrally located at the front of the coach that includes cup holders.

The driver's seat is electrically adjustable and was recently rebuilt by CMI. Both the front and side dash controls and gauges are standard MCI but additional conversion controls have been added. There is a spotlight, a Jake Brake, and a backup camera. A standard handle on the front dash is used to open the door.

Above the driver's windshield is the typical elaborate Custom Coach control panel. Included is a rotary switch for shore or generator power along with a gauge showing input voltage. Circuit breakers are provided on two legs for 110-volt circuits including heating, air conditioning, battery chargers, range and microwave.

Toggle switches are provided for both DC and AC circuits including 12- and 24-volt lighting, individual air conditioning units, the block heater, and each battery charger. There are several gauges including battery condition gauges for all three battery systems. Also on



Continued on Pg.8



**RIVETS & TOOLING**  
**BYLER RIVET SUPPLY**  
**800.325.3147**  
**www.BylerRivet.com**

## Shavehead Rivets

Call for a free sample.

We sell Shaver Tools.



“A Blind Rivet With a Solid Rivet Appearance”



Sealants  
Adhesives



Bulb-tites



Solid Rivets



Aluminum Umbrella Caps



POP Rivets



Monobolts

**Drill Bits • Threaded Inserts • Clecocs • Blind Rivets • Rivet Tooling • Tool Repairs**



**2118 Parkside Ave. Irving, Texas 75061**

## Less than 200,000 miles... “...still being broken in.”

the upper panel is a remote start for the generator and a new driver's radio was installed by CMI. Inverter power can be fed to the front or rear television circuits.

One major feature of the area immediately behind the driver is the two openable Peninsula windows with screens on both sides of the coach. Nancy really likes this feature because it provides delightful ventilation when heating or air conditioning may be inappropriate. Coloring and drapes have a Southwest Indian decor. A drape is provided for privacy while parked at campgrounds.

Located immediately behind the buddy seat is a two-person love seat or settee. Behind this is a dinette with cup holders that makes into a bed. Above this area is a pull-down bunk.

Immediately behind the driver on the street side is the elaborate entertainment system in its own cabinet with a TV at the top. To the rear of this the coach originally had two revolving captain's chairs with a center table. However, these were removed and replaced by a standard size couch. Hence, the front part of the coach sleeps three or four people comfortably.

Above the main salon area and galley are two new bi-directional electric vents in the roof.

Behind the couch on the street side is a fairly elaborate L-shaped galley. It includes a sink with faucets for regular water, filtered water and an instant hot. There is a work counter, an electric stove and oven, and a new microwave. Cabinetry and storage space is provided both above and below. There is a garbage chute leading to a box in the front luggage compartment.

Opposite the galley, on the curbside, is a refrigerator with a freezer compartment on top. Immediately to the rear of the refrigerator is an “appliance shelf” for items such as toasters or a coffee maker. A cabinet is located above while there are drawers below.

To the rear of the galley area is a hallway leading to the back of the coach. On the curbside are four closets.



One has a safe for valuables.

Opposite the closets, on the street side, is the bathroom. Included is a sink and cabinet. On the forward side is a toilet while the shower is towards the rear. There is an edge on the shower so it can be used as a small tub for kids. As with other areas of the coach, both AC and DC lighting is provided.

Originally fully bullet proofed, the master suite in the rear now has a window on each side with blinds. Overhead are two bi-directional vent fans. Most of the Custom Coach MC-9 bedrooms had the bed in the center with a small nightstand on each side. However, this coach has the bed against the street side wall with a larger cabinet on the curbside. This cabinet includes a hide-away bar with an ice compartment, wine cooler and filtered water. Behind the forward-facing bed is an infinity light and a shelf. A small panel with switches is located on the curbside of the bed.

Located on the forward side of the bedroom is a shelf for a television set. Below this are drawers for clothing and personal items. There is also a small closet adjacent.

An interesting feature of this coach is that it has not reached a total of 200,000 miles from the day it was built. By coach standards it is still being broken in.

**BCM**

Whether fortunately or unfortunately, our son recently received a major promotion and now has 36 IT professionals under him. He has become so busy that he has not been able to use the coach. Rather than let it sit, we are putting it up for sale.

Being a low-mileage Custom Coach it might appeal to someone who would like a low-mileage professional conversion at a relatively low price. What with the closet space, the side bath and the dinette and bunk in front, it would also be very suitable for a family with a couple of kids.





# ELECTRICALLY SPEAKING

Welcome to *Electrically Speaking*, where I answer your house electrical questions.

SEAN WELSH

One of the problems I often encounter with homebrew electrical systems or repairs is the use of improper materials when making electrical connections. For example, I often see spade or ring terminals secured to studs with steel washers, and I have seen all manner of unsuitable tape wrapping finished connections.

I have a buddy who writes a similar column in boating magazines, and we occasionally swap war stories at boat shows. Apparently, the improper washer problem is even more prevalent in the boating community, where there is a mind set that if something needs to be metal, then it should be stainless steel, and he's seen hundreds of installations where someone has used a stainless washer in place of the required copper one.

The problem with this is that steel, with a resistivity of 180 nano-ohm-meters ( $n\Omega\cdot m$ ), and especially stainless, with a resistivity of 720  $n\Omega\cdot m$ , is not nearly as good a conductor as copper, at just 17  $n\Omega\cdot m$ . Having a steel washer in the circuit path can degrade the performance of the system, such as causing insufficient voltage. It can also lead to sometimes dangerous overheating of the connection.

Copper washers should be used when making electrical connections to threaded terminals, especially if they are to be used underneath or in between ring or spade terminals. If the ring or spade terminals are in direct contact with one another and with any device the threaded terminal is part of, then a steel washer can be at the very top of the stack, just below the nut, to hold the stack together. When the washer is the last item on the outside of the stack, it is not in the main path of the current.

Recently I mentioned the copper washer issue in a bus conversion forum, and a reader asked if simply drilling a hole in a penny would work. The short answer is "no," for several reasons – not counting the subject of defacing US currency.

Modern pennies are mostly zinc (97.5%) with only a very thin (2.5%) plating of copper. Zinc has a resistivity of 59  $n\Omega\cdot m$ , more than three times that of copper. Moreover, zinc is among the least noble of all common metals, and any moisture at all will result in galvanic corrosion and pitting of the zinc, further weakening the connection. Lastly, even if pennies were still 100% copper (not since 1857) or even brass (1962-1982), the fact that there is an embossed design on them would mean a significantly reduced contact area with the adjacent surface, increasing resistance above acceptable levels.

Most electrical terminal strips with threaded posts are supplied with copper washers (they may be tinned, giving them a silver appearance), and copper washers are available on-line from specialty retailers. It is well worth the time and the few extra cents per washer to use the proper item when making your electrical connections. **BQM**

To submit a question for consideration in the column you can email it to [questions@OurOdyssey.us](mailto:questions@OurOdyssey.us) or send it to me in care of the magazine at:  
Bus Conversion Enterprises, Inc.  
135 Prater Road  
Rossville, GA 30741-4688



## Coach Information Network

[www.CoachInfo.com](http://www.CoachInfo.com)

Phone: 770-789-7467

Email: [coachinfo@4csons.com](mailto:coachinfo@4csons.com)

Manuals available for most brands/models of buses.  
Maintenance Manuals, Parts Manuals, Operators Manuals  
Most are available in either print or CD versions.

# More Simple Solutions

The spirit of adventure and call of the open road tug at your heart until you find yourself winding through the majestic Colorado Rockies. Suddenly an unmistakable loud “boom” throws your coach out of control and you into a sweat as you bring your rig to a stop.

After inspecting the tire, you realize the closest town was 30 miles back and is so small that when someone on one end of town sneezes, someone on the other end responds with “God bless you.” The town’s only sign was not in front of a gas station and the next whistle-stop is 50 miles down the road.

A quick glance at your records indicates the tires have traveled less than 15,000 miles and the tire that blew showed no sign of a puncture. What caused the blowout? Let’s take a look at the proper care of tires, awnings and a few annoying nuisances.

---

MARY FINDLEY

---

## TreadLightly

Outside of an unexpected nail puncture, proper tire maintenance assures safe arrival without the worry of being left stranded on a dusty, dirty trail. Tire manufacturers recommend the following care:

- 1) Drive between 50 and 100 miles a month. As wheels turn, oil within the rubber is pulled to the surface where it lubricates and protects tires against drying and cracking.
- 2) Clean tires three to four times a year using an aggressive scrub pad. (See note) Tires must be scrubbed to remove the naturally occurring oxidation. If you are full timing or your coach is out in the elements all year, scrub them four times a year otherwise three times a year is sufficient.
- 3) Never clean tires with degreasing agents, cleaners made to remove heavy soils, orange based cleaners or liquid dish soaps. These cleaners are formulated to break down grease and oil. Over time and continued use, they break down the tire’s rubber weakening its structure. Use either baby shampoo or powdered laundry detergent. Powdered laundry detergent

should never be used to wash your coach. It contains fillers, often sawdust that will scratch the paint. If regular cleaning does not remove the oxidation, the tire may be defective and should be inspected.

**Tire Treatments:** Watching a storm develop over the Kansas plains gives an insight into what happens when treatments are used on tires. It takes time for the storm to brew into a tornado but trouble is building on the horizon. Most tire treatments contain petroleum distillates that slowly over time, deteriorate the rubber. Only tires don’t come with an alarm system that warns you of oncoming problems and you end up stranded on a Rocky Mountain pass. Combine tire treatments with the use of heavy duty cleaners and you have the makings of a Class 4 storm.

**\*Scrub pad notes:** Scrub pads come in various colors. White is a gentle non-scratching pad, which is not vigorous enough for tires. The darker the color of the scrub pad the more aggressive it scrubs. Yellow is the next step up from white followed by bright red, green, gray,

dark red, brown and finally black. Look for a bright red or green scrub pad or try an SOS pad.

### Wheels Just Keep on Spinning

Most wheels are either aluminum or sealed. Sealed wheels have a shiny appearance. Consult your owner's manual to determine your wheel type. Never use a metal polish on sealed wheels. The abrasive action of metal polishes will remove the sealant.

Before cleaning sealed wheels, spray them with a cleaner or Mary Moppins' CleanEz. Wait five minutes and wipe clean. Shine, clean and polish aluminum wheels by using a metal polish like AlumiBrite, carried by Mary Moppins.

\*Mary's Simple Solutions: Head to the hardware store for some sponge paint brushes. The end is thin enough to clean under the lip of the wheel and around wheel nuts. A cotton toilet bowl brush found in some grocery stores does a quick job cleaning around the brake holes.

### Awnings

For an afternoon of entertainment, watch the body-bending tricks people use to clean awnings. Always re-

move dust and grit before rolling up awnings. Awnings shift during travel so any grit caught in their folds will break down the fabric as you travel.

To wash awnings, first brush off the debris then throw a bucket of water with baby shampoo or Mary's CleanEz on the awning. Spread the mixture around using her Lambswool Wash and roll the awning up for 30 minutes. Remember Mary's number one rule: give your product time to work. Rolling the awning up for 30 minutes cleans the top and bottom at the same time. Unroll, scrub, rinse and thoroughly air dry.

Add two to three cups of hydrogen peroxide (purchase a fresh bottle as old peroxide loses its effectiveness) in your bucket of water to remove mold or mildew. Test a spot for color fastness then follow the above directions. Rinse with one half cup of food grade distilled white vinegar per gallon of water. The heat from the sun also kills mold spores so leave awnings open for a few days in the hot sun.

Tree sap is difficult to bust off awnings. It always lands in the middle of the awning where it's hard to reach so - good luck. The only safe way I know to remove sap is to freeze water in a zip lock bag or use a blue ice pack. Haul out the ladder and scoot the ice across the awning using Mary's Lambswool pad and

*Continued on Pg. 12*



## Blind Rivets and Tooling FOR BUS CONVERSIONS

**PT-100-C**  
Air Hydraulic

**D-100-C**  
Hand Hydraulic

**Sioux**  
Air Drill

**Rivet Head Shaver**  
HS310-6B

*Shave Head Rivet Specialists!*

Nutserts®

Rivnuts®

AVK Inserts®

Plusnuts®

Interlocks®

Bulb-Tite® Shave Head

Pop Rivets

Monobolts®

Avex® Style

Q Rivets

Magna-Grip®

Clecos

**FSF FASTENING SYSTEMS INTERNATIONAL, INC.**  
www.fsfrivet.com

Authorized Tool Repair Center for:

Tel: 800-344-2393 - sales@fsfrivet.com

# More Simple Solutions [continued]

extension handle until it lands on top of the sap. Let it set 30 minutes. Now tape a plastic scraper to your handle and scrape off the sap. Go easy as to not puncture the awning. Mary Moppins will not be responsible for damaged awnings so put the "caution children playing" sign out and slow down.

## I Can See Clearly Now

Glass is porous. When bugs muck up your windshield they immediately soak into the pores of the glass. Then along comes the sun and bakes them for a few hours during afternoon travel. Busting them off the windshields used to require excessive elbow grease until the invention of microfiber. Microfiber is made from 80% polyester or plastic, which scratches. It scratches the bugs off windshields with minimal effort. Never use it on sealed, painted or finished surfaces.

Glass is the only surface that is safe enough for use with microfiber. Mary's microfiber pads come as a pair, one to wash and the other to dry and they attach to the same pad holder as the Lambswool Wash. If you have microfiber pads, use the course pad to wash and the softer pad to dry. Mary's concentrated window cleaner, Benya, leaves windows sparkling and streak free.

A word of caution about applying a treatment like RainEx to your windshield: don't. The chemicals in products like RainEx can block the chemicals used to repair a rock chip. There are chip repair companies who can circumvent this issue, although success is not guaranteed.

**Wiper Blades:** When traveling, clean your windshield wiper blades monthly to remove road fumes. Cover them when parked longer than a day. Heat coming off glass is 10 to 15 degrees hotter than the outdoor temperature. Reflected heat quickly dries the rubber resulting in frequent replacement. Extend their life by covering them with wiper blade covers or pipe insulation.

## Decals and Stripes

You have been faithfully washing and waxing your coach. Only the decals and stripping may be pulling away from the surface or oxidizing. There are two culprits charged with the crime of inflicting unnecessary wear and tear on decals and stripping. One is the use of harsh degreasing cleaners and the other is petroleum distillates found in most waxes.

Heavy duty cleaners dissolve adhesive including the

ones used to bind decals and stripes to the side of your coach, boat, motorcycle or other people transporters. Then wax is applied, which usually contains petroleum distillates. When you need to remove a sticker from a surface what do you use? Sure, good ole WD40, which contains petroleum distillates. The distillates dissolve the adhesive on the back of the sticker so it can be removed. Those same distillates found in waxes dissolve the adhesive on the strips and decals. Mary Moppins' Advantage is specifically formulated without petroleum distillates making it safe for decals and stripping.

Decals and stripping also oxidize and lose their color due to the use of heavy duty cleaners, distillates and exposure to the elements. Now that you know what causes the problems you can avoid them. Now, let's find solutions.

If your decals or striping are pulling loose they must be removed since they cannot be re-attached. First grab a concentrated all purpose cleaner like Mary's CleanEz or a heavy duty cleaner. Then snag two non-terry cotton cloths like old tee-shirts and dampen one with water. Next grab a hair dryer and a can of WD40 with the red tube attached to the nozzle.

Work on dry pavement. Plug the hair dryer into an extension cord and set it to the highest heat. Begin by heating one end of the strip until the adhesive loosens allowing you to pull the strip away from the surface. Wind the strip up with the adhesive side facing inward to prevent the adhesive from sticking to other surfaces.

When the entire strip has been removed, work in small sections spraying any remaining adhesive with WD40. Immediately remove over-spray and drips. Wait a few minutes then pour CleanEz onto the damp cloth and wipe the surface to remove the remaining adhesive and WD40. Rinse with 1/4 cup food grade distilled white vinegar per quart of water.

**Word of Warning to the not so wise:** Use of a heat gun to speed up this process will only result in damaged paint, a bruised ego and an expensive paint job.

If the decals or striping are oxidizing but are not peeling, remove the oxidation by pouring concentrated CleanEz on a damp cloth. Wipe over the strip or decals. Wait a few minutes and rinse with the vinegar and water solution above. Alternately you can use a can of foaming tub and tile cleaner like Lysol or Dow. As much as my green side dislikes the use of aerosol cans, the spray bottles do not work so use the can.



Finish by applying Mary's Advantage, which is distillate free. The polymers in Advantage that protect paint from UV ray damage, protects decals and stripping from further oxidation.

**UPDATE: Cleaning Aluminum Sides**

Hindsight is wonderful isn't it? In my first article I didn't mean to slight those of you with aluminum sides. Let me back track a moment and cover the proper care of aluminum.

Aluminum siding can be polished, sealed or painted. Both sealed and polished aluminum sides oxidize with time. Further, the sealant on aluminum sides wears down over a period of four to five years so it is important to use a good protectant like Advantage to maintain the sealant. Test your coach for oxidation by pouring a bit of aluminum polish like Mary's AlumiBrite on a cloth. Rub a very small spot for one minute. Any grey showing on the rag indicates oxidation. If your coach was sealed, the sealant has worn away and needs to be removed then reapplied. Oxidized unfinished aluminum requires a good polishing to restore the shine. No residue on a cloth means the aluminum is sealed and

not oxidizing.

First wash an unsealed or polished aluminum coach with Mary's CleanEz or other organic cleaner. Never use dish soap, phosphorus based cleaners or products like Simple Green on any sealed, painted or unfinished surface whether it's aluminum, fiberglass or stainless steel. These cleaners are made for heavy duty degreasing and will strip the wax or sealant off the sides and dull aluminum. Wash with lambswool to prevent scratches.

To restore the shine on polished aluminum or remove the remainder of a sealant, you will need a buffer and a dozen polishing bonnets. You will use a number of bonnets as you polish. Work with a good metal polish like AlumiBrite. Pour the polish on your bonnet the work from top to bottom. You can hand buff aluminum but be forewarned the shine will likely be uneven.

After polishing, clean your coach to remove any residue. Then apply two coats of Mary's Advantage or your distillate free protectant to protect the shine. The polymers build a protective barrier but also leave a slick finish so road grime slides off during regular washing. Reapply twice a year to maintain the shine and reduce oxidation.

Avoid washing sealed or painted aluminum with

*Continued on Pg. 14*



**The Right Tools for Any Cleaning Job**  
go clean with Mary Moppins

- Wash & Dry without ladders
- Clean & Condition Leather & Vinyl
- Treat your cabinets right
- All purpose green cleaner
- Shine and Protect
- Polish aluminum
- Remove oxidation, scratches and water spots

**And more. If it needs cleaning, turn to Mary Moppins**

**Tired of cleaning tips that don't work?**  
Then reach for Mary's "Complete Idiots Guide to Green Cleaning." Thousands of people have turned to Mary's book for effective, green cleaning tips to solve all their cleaning problems. Available at <http://www.goclean.com>.

**800-345-3934      www.goclean.com**

**RV Safety Systems**

**EG-400 Fire Detection and Suppression System**

**SilverLeaf Electronics**  
Electronic Engine Monitor/Gauge Systems  
Full-Line Distribution/Service

**PressurePro Tire Pressure Monitor**

---

**Discounts offered to the readers of BCM.**

Jim Shepherd  
rvsafetysystems.com  
Email: [jim@rvsafetysystems.com](mailto:jim@rvsafetysystems.com)  
1.888.349.0704 [toll free]

heavy duty cleaners like the ones previously mentioned. Baby shampoo or Mary's CleanEz works just fine and will not deteriorate the sealant or strip the wax.

NOTE: Always hand launder polishing bonnets or pads in a bucket of sudsy water. Never wash them in a washing machine. Whatever has come off onto the pad or bonnet will adhere to the sides of the washer and transfer to other wash loads. **BOM**



Mary Findley is a veteran cleaning expert, author of *The Complete Idiot's Guide to Green Cleaning* and owner of Mary Moppins. Mary's cleaning tips appear in magazine such as *This Old House*, *Real Simple*, *Woman's World* and *Woman's Day*. Her dedication to all things green has led her to presenting sustainable living seminars to help organizations, businesses and individuals rid their lives of toxic chemicals and engage sustainable living practices. Reach Mary through her website [www.goclean.com](http://www.goclean.com) or call 800-345-3934.



## REDUCE THAT UNWANTED HEAT WITH E.H.P.



### E.H.P Rollboard

Stops heat and noise dead • Efficient • Economical

#### Easy installation

No special tools • No mess • No heat storage

**Cuts down heat by 50%**

Used by Airstream Mfg.  
and professional coach builders



## E.H.P.



31352 Via Santa Maria, San Juan Capistrano, CA 92675

949.661.8482

[engineheatprotection.com](http://engineheatprotection.com)

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

## AUTEX

AUTOMOTIVE DEVICES

Manufacturer of AIR to ELECTRIC Windshield Wiper Conversions Kits  
Replacements for: MCI, EAGLE, PREVOST, GILLIG, RTS, NEW FLYER, NABI, NEOPLAN



#### Features and Advantages

- Easy to Install:** Bolts directly to factory mounting points. No cutting or drilling required.
- Adaptable:** AUTEX electric conversion system utilize all original equipment wiper arms and wiper blade components.
- Installation Kit:** RH and LH mounting brackets with BOSCH motors. (12/24 Volts) Preset wire harness with controls, variable interval and 2 speeds (wiper arms & blades are optional)
- Extended Wiper System Life:** Smooth and quiet electric power eliminates erratic operation and abuse of wiper components.
- Reliable:** AUTEX systems have been fleet tested under the most extreme conditions.

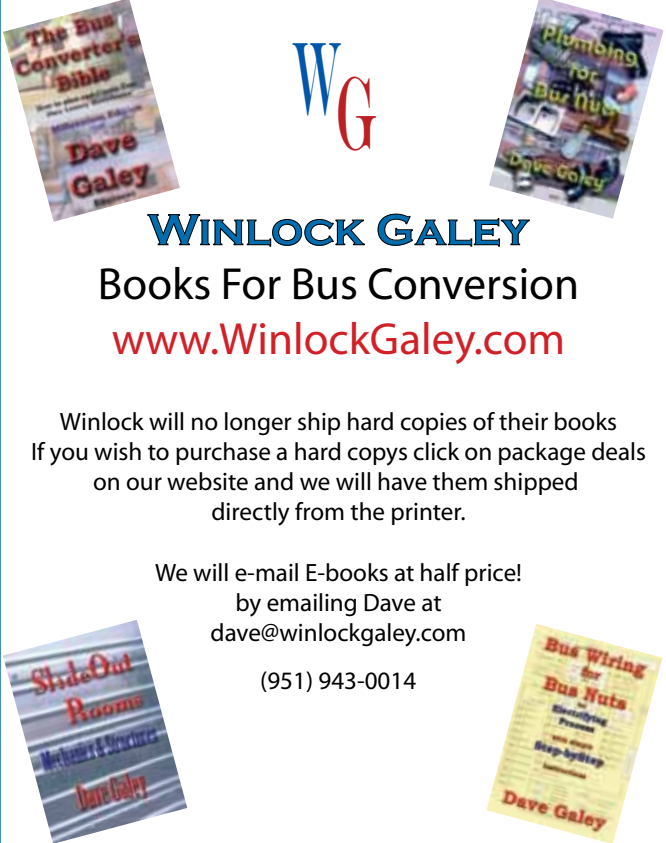
Autex Automotive Devices Ltd.

1301 Travis Ave Staten Island NY 10314

Tel: 718-983-9898 - Fax: 718-494-4975

Email: [customerservice@autexacs.com](mailto:customerservice@autexacs.com)

[www.autexacs.com](http://www.autexacs.com)



**WINLOCK GALEY**  
**Books For Bus Conversion**  
[www.WinlockGaley.com](http://www.WinlockGaley.com)

Winlock will no longer ship hard copies of their books  
 If you wish to purchase a hard copy click on package deals  
 on our website and we will have them shipped  
 directly from the printer.

We will e-mail E-books at half price!  
 by emailing Dave at  
[dave@winlockgaley.com](mailto:dave@winlockgaley.com)  
 (951) 943-0014

**B & B  
 COACH WORKS**



15 years of COMPLETE custom fabrication  
 experience. Conversions on any make:  
 specializing in Eagle '45 stretches. Coach  
 widening: 96" x 102", Slide-Outs, Remodel  
 & Repairs on ANY motorhome or bus  
 conversion.

WILL SHIP: Radiator spray systems, engine  
 doors louvers, air steps for entry door and  
 much more.

4350 S. Arville, Unit 6  
 Las Vegas, NV 89103  
 Call today for conversion specs and photos  
**(702) 873-4415**

**Generators for the many roads ahead.**

- Commercial grade quality and competitively priced!
- 7KW to 100KW generators, powered by a rugged Kubota or Cummins diesel engine.
- RVIA-approved models and a wide range of options available.
- Enclosed units feature convenient single side service and removable doors for easy access to maintenance parts.
- Experienced support staff to help guide you, including electrical and mechanical engineers.

**Generator service in the Atlanta & Charlotte areas.**

- From simple repairs to complete replacements, we handle it all on most makes and models.
- Convenient interstate access.
- Mobile service available!

**TOUGH Kubota STUFF**

ROLL OUT & ENCLOSED MODELS AVAILABLE!

**CALL TOLL-FREE:  
 800-374-7522**

Charlotte / Atlanta  
[www.enginepowersource.com](http://www.enginepowersource.com)



# Replacing Air Wipers With Electric

## The Autex Solution

One feature that most buses came with that many of us don't like that much are the air wiper and windshield washer systems. That's not to say that they were a bad idea. When they were in new condition, getting used fairly regularly and given routine maintenance in an experienced shop I'm sure they worked very reliably. But over time rubber parts age inside the hardware just like the wiper blades themselves do.

MIGUEL GAGLIO & MIKE SULLIVAN

The problem is that they are out of sight/out of mind so they don't get monitored and sitting there, often months at a time, in the extreme heat in the front of a closed up bus, without getting used, the rubber parts harden and can develop leaks. And when you are out on a vacation trip and the system stops working when you need it, you are often out of luck unless you brought your own spare parts.

The solution many choose is to replace the air wiper/washer system with an electric one. Certainly this is a project that some are entirely comfortable with building their own system from scratch, modifying or building brackets, etc.

But for those who prefer a simple "plug & play" approach, with simple instructions, backed up by a warranty and easily obtained replacement parts available from good friendly people – there are electric wiper conversion kits available from Autex Automotive Devices. These kits are available for virtually every model of bus and include adjustable interval wiper functionality.

The most difficult part will likely be removing the old air wipers/washer. There will likely be some seriously rusting nuts and bolts in the process. Be sure to have a can of PB Blaster or similar penetrating lubricant. But if you are doing a bus conversion, you are no stranger to dealing with rusted bolts.

After disconnecting your existing wiper controls from your bus air supply, use a DOT approved cap to seal the line. Remember, that is your air supply system, the same one that powers your air brakes

and, on air ride buses, the suspension.



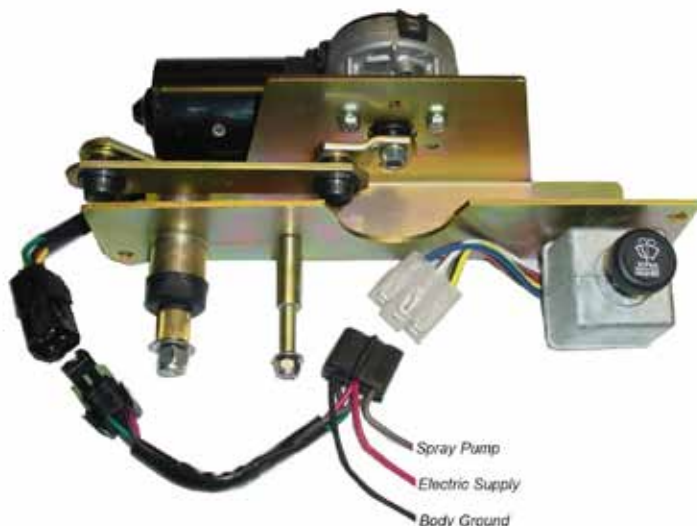
Once you have the old system out, installation couldn't be simpler. The electric wiper motors come with mounting plates that will simply bolt in where the air ones came out. On kits for buses where the wiper motor is positioned apart from the wiper arm mounting stud, new linkage arms are included. Replace any removed access/trim plates (depends on bus model) and install the new wiper arms on the shafts.

**Autex Automotive Devices is the manufacturer The AutoClear System. The AutoClear System is a family of heavy duty windshield wiper system products resulting from over 15 years of research and testing in the most demanding climates.**



Installing the electric washer pump may require drilling a 3/4" hole in the side of the existing plastic washer fluid reservoir tank and mounting the pump there. No big deal.

The electric controls will mount into the holes that the air wiper controls came out of. It even comes with a pre-built wiring harness to connect them. All you need is access to a 10A supply of 12V DC, typically available from one of the unused breakers/relays near the driver area. (If you tap a higher amp source, just add a 10A inline fuse to the connection.)



Connect the red wire from the new wiper harness to that 12V source. Connect the black wire to a reliable chassis ground. Connect the brown wire to the washer pump. That should do it. Now the plugging part is done, you are ready to play!

You can order these kits by calling Autex at 718-983-9898 or by visiting their website at [www.AutexACS.com](http://www.AutexACS.com).



# Custom Stainless & Coach Parts





any custom bus part!

Brake Kits  
Calipers  
Hubcaps  
Duralite Charge Air Coolers

Custom Grill Inserts  
Headlight Covers  
Tail Light Covers  
Custom Stainless Steel Tags

Our service department can do complete 3 axel coach alignments and coach body repair.  
Call Paul 662-213-7875 or David 662-231-5509 [www.precisionmachinetupelo.com](http://www.precisionmachinetupelo.com)

# Product Review: Microsoft® Streets and Trips

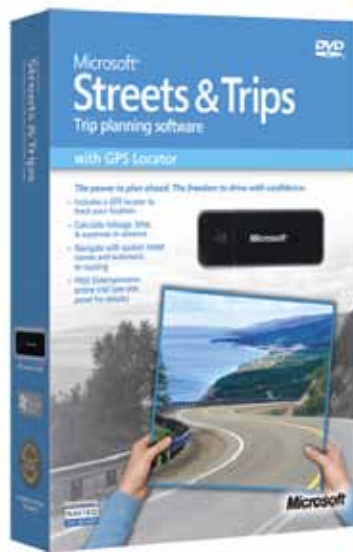
I have to admit that before we picked up our bus in May of this year, I had zero personal experience with a GPS. I knew what they were, of course, and that when I sold stuff on Craigslist, the buyers easily found their way to my house using one.

WENDY CROSBY

When we picked up the bus, we had a Garmin Nuvi (Model #200W) that Jim's dad loaned us. A GPS was pretty essential, actually, since the speedometer didn't work and there was no odometer. It was nice to know how fast we were going and to be able to calculate distance. This was especially important since we were brand new at this bus thing. The Garmin worked fine. Even without a GPS, the trip from Las Vegas to Kansas City is pretty easy to plot, but having a route mapped out and knowing ahead of time what to expect up ahead was helpful to us. The Nuvi sat on a little padded beanbag on the dash. We did not use the voice feature on that first trip.

When we had the opportunity to review Microsoft's Streets and Trips package, we agreed immediately because we knew we would have to give the Nuvi back to Jim's dad eventually. Since we had just bought a bus, we probably wouldn't be spending a few hundred dollars on our own GPS anytime soon.

There are two versions of Microsoft Streets and Trips 2010, one with just the software and mapping capability. It retails for about \$49.99. The version we tried is available online for around \$69.99. This version is equipped with a GPS locator a little bigger than a flash drive that plugs into a USB port on your laptop. (Fig. 1)



Your LAPTOP? I know—that's the first thing I thought too. I have to have my laptop fired up to navigate? How is that going to work?

So we put it to the test. I loaded up the software and plugged in the GPS at home before we actually went anywhere. There wasn't much in the way of instructions, but it is fairly intuitive. I have used both MapQuest and Google Maps—Streets and Trips is like a full-blown four-color version of those. That's when I started to get sucked in.

There was so much detail. The menus and toolbar are elegant and clean and extremely simple to navigate. With just a small amount of poking around,

even the most computer shy old bussers will be typing in addresses and planning trips in no time. Once you have your trip planned out, you can locate nearly EVERYTHING in the vicinity of any place on your route. Restaurants have their own separate tab on the "Find Nearby Places" option and every choice from Armenian to West Indian is available. A separate Places tab locates everything from ATMs to wineries. By creating a Pushpin, you can add any destination to your route.

One of the most important features of the Streets and Trips package is that you once you have created your route, you can download it to another GPS device either wirelessly or by USB connection. If you choose



Figure 1. GPS locator unit is small and unobtrusive. Plugs into your USB port.

to download by wireless connection, the Streets and Trips software will search and download the correct plug-in for your device. This allows you to take advantage of the extensive Streets and Trips mapping ability, and use a conventional dashboard mounted GPS instead of your laptop.

I started planning a few trips that were coming up, both in the bus and other vehicles. This would be a good chance to give the whole laptop deal a try. The three vehicles I tested it in are a 1995 Toyota Tacoma pickup, a 1962 Ford Falcon and, of course the bus, a 1981 MCI-9.

The first trip was to a family event in a not too nearby small town. I was traveling alone and taking the pickup, so I reasoned that I could just position the laptop on the passenger seat and go from there. I had fooled around with the software at home and gotten the GPS going, but this was the first moving test.

One thing I'm not crazy about is the touch pad control on a laptop. Maybe I'm old fashioned, but I always prefer a mouse. Naturally, a mouse is not a possibility while you are going down the road alone, and even the touch pad was iffy, in my case, anyway. This would be a good way for me to gain more experience in that area, whether I wanted it or not. I gassed up the Toyota after positioning the laptop on the passenger seat with a small pillow to prop it up and keep it more or less

level. The Streets and Trips GPS locator was enabled and the Navigation Pane was turned on. After agreeing that using a laptop could be dangerous while driving, and then clicking on I Accept, I took off for the event.

Just in case, I had used the Get Directions feature to print the route so if all else failed, I could still get there without relying on the laptop. In the printed directions, I was pleased to see that when turns were indicated, not only did it tell you to turn right or left, it also gave the direction you would be heading (East). Just like any other mapping software, each step of the route indicated the mileage until you would be taking action, just as you would expect. I did not have the voice feature enabled during this trip; I had not figured it out yet, plus I had the laptop and directions to pay attention to. I decided that was enough for the maiden voyage.

The on screen set up is very clear and the menus are easy to navigate. While traveling, the screen consists of a GPS pane on the left, the Navigation Pane and specific directions below the Navigation Pane including distance traveled, time till arrival and how far remaining on route (See Fig. 2). In the Navigation Pane, the map can be arranged to Keep Position Centered, Use Dynamic Turn View or Rotate Map to indicate Direction of Travel. The Navigation Pane can be extended to full screen for a larger map view.

*Continued on Pg. 20*



## Diesel Generators the Strong, Silent Type



*Wrico International carries a full line of coach conversions parts & accessories...*

- > **Wrico Generators**
- > **Xantrek-Trace Inverters**
- > **Webasto Hot Water Heating Systems**
- > **Cooktops & Waterheaters**
- > **Automatic Transfer Switches**
- > **Generator Autostart System**

*Engineered specifically for Bus Conversions*

**Kubota Powered | Water Cooled | 1800 RPM | Direct Drive**

**Easy To Service | Rugged and Trouble Free**

**ECONOMICAL & QUIET!**

***New & Used Gensets Available***

**WRICO INTERNATIONAL**

**P.O. Box 41555 | Eugene | OR 97404**

**541.744.4333**

## Product Review: Microsoft® Streets and Trips

The type on screen was quite large and readable, both in the GPS Pane and the Navigation Pane. Your travel speed is indicated in the GPS Pane (see Fig. 3) along with an arrow visually indicating your direction. About four miles down the road, the screen saver came on and I had to finger the touch pad to make the screen come back. That was no problem, but I made a mental note to remember to turn off

the screen saver on future trips. Shortly after that, the MPH went to 0 and the GPS locator unit obviously was not working. I thought perhaps it had lost its view of the satellites; it requires a clear view of the sky. Since I was going about 60 MPH, I decided to rely on the Streets and Trips printed directions and those far surpassed other mapping services. I had abandoned MapQuest long ago in favor of Google Maps for accuracy and current information's sake. The Microsoft Streets and Trips directions are the best and most accurate of all these. I found my way there and back with no problem.

Before the next trip, I spent more time familiarizing myself with the software and concluded that the MAJOR FAIL on the initial voyage was most likely Operator Error. From what I've learned since, when I got gas, apparently, the GPS feature had turned off and I just hadn't restarted it. That was easy enough to fix.

For the next trip, the laptop was much more feasible. This adventure was in the bus and included a varied route including the Texas Bus

Roundup in Durant, Oklahoma. The laptop rode easily on a rubber backed floor rug beside the passenger seat and was powered by the inverter, so it didn't even run down the computer battery. There was no glare on the screen and the Passenger/Operator was a little smarter this time and kept the GPS enabled. We also enabled the voice feature and selected US English "Anna" as the voice.

In the TTS (Text to Speech) feature on the laptop, she and "Sam" were the only options. Jim was disappointed; he wanted Homer Simpson as the voice. DOH!

As mentioned earlier, we had also downloaded the route to the Nuvi for a comparison and the Garmin was mounted on the dash on its little beanbag. For this route, Streets and Trips had located everything we asked for, from dump stations and fuel stops to Mexican restaurants—we used the Pushpin feature to add them to the route. Once you have made your query, selecting a choice pinpoints it on the map. It's practically impossible to get lost or make a wrong turn, which, for new bus owners like us, is reassuring and one less thing to worry about. We didn't even print the directions out for this trip. Construction information is updated continually and several detours were already mapped into the route and they showed up on the screen.

Since the bus is noisier than a car and the laptop was alongside (and operated by) the passenger, the volume could have been louder. The Garmin has a loud and distinct voice but it was also right next to the driver. The Streets and Trips volume setting is determined by the laptop, and it was behind us but this was not a problem. The mapping features are so good in Streets and Trips that you really don't need "Anna" to guide you anyway. A few times on the way home, the Streets and Trips GPS locator lost its signal and GPS Navigation was unavailable (Fig. 4). The map still showed, however, and the satellite was always picked up again quickly. The laptop was much better suited for the bus and being the passenger, I could even use the mouse! We stopped at several of the places we had added as Pushpins, discov-

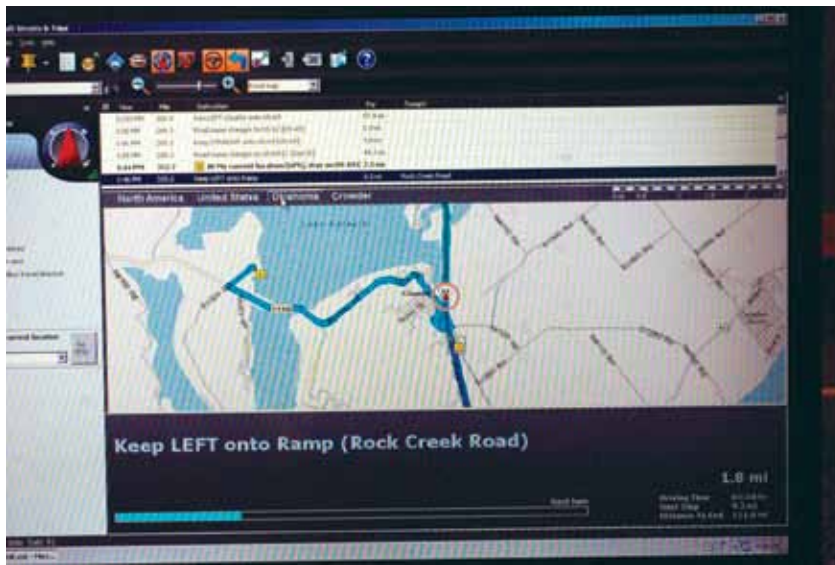


Figure 2. Interface and menus are distinct and easily readable.



Figure 3. GPS Pane shows MPH, exact GPS location, direction you are heading and lots more!

ering some we would return to and others we could easily remove from the route.

One evening in the bus, we were fooling around with the software and decided to see if it would give us directions to our beachfront lot in Xcalak, Mexico. The lot is about six kilometers north of Belize on the



Figure 4. Navigation suspended briefly when signal is unavailable.

Caribbean in a fairly remote area and we did not think it would be able to give us a route. To our surprise, it did come up with a route through Mexico City. We knew that was to be avoided, so by simply dragging the route over to the Gulf coast, we found a very workable future route for the bus that ended up on roads in Campeche that we were familiar with and take us straight into Xcalak. It also included construction information for bridge-work, detours and dates of each. Needless to say, we were very impressed by this ability that will be very useful to us in the future. When trying to extend the route a little further, we were able to get to about Guatemala City, but not on to Panama. New frontiers await!

The third trip was a day trip to Blue Mound, Kansas in the 1962 Falcon. For this trip, I changed the preferences to include no interstates and more back roads, but still had to do a little dragging around on the map to get the rural route I wanted. The laptop rode easily on the bench seat and perhaps, because of the large windows in the Falcon, the GPS never lost its signal. I didn't print out the directions beforehand this time, I knew the software and on-screen map would be good for the entire trip even if the GPS did lose the signal temporarily.

Besides the ability to download a Streets and Trips route to any GPS, either wirelessly or by USB, you can also import a .GPX file generated by any GPS system into Streets and Trips. Flexibility and accessibility is totally built into the system. The interface is very easy to navigate and use and explore. Even

with the added cost for the GPS locator in our version, the price is right, and much more affordable than buying a full-blown GPS. We also liked that we could explore the various aspects of the software and mapping, perfecting routes for future trips. When we had some downtime, we mapped out several upcoming trips.

For the three vehicles we tested it on, the bus was far and away the most suited for using the laptop and GPS locator together. For another vehicle, especially without a passenger, it is most feasible to either download the Streets and Trips route to another GPS device or go with the printed directions generated by Streets and Trips, simply because of the logistics of using the laptop while driving alone. In the bus, the passenger could monitor the route easily and keep the driver advised. Since we always travel with a laptop anyway to download photos and check email, Streets and Trips will always be a part of our travels from now on.

**BCMI**

Wendy Crosby is a freelance graphic designer and photographer. See Wendy and Jim's bus at [www.mightybus.wordpress.com](http://www.mightybus.wordpress.com).



**(503) 743-2211**  
**(800) 350-1656**

## BUS CAPS

New Renaissance Style

Front & Rear Kits for

MCI 8-9-96 and 102 A-B-C-Ds

Also Available: Parts for MCI 5-7 Raised Roof caps available for most models.  
GMC 4104-4106-4107-4108-4903-4905, Eagle, Prevost, AM General, RTS & more.  
[www.rm-fiberglass.com](http://www.rm-fiberglass.com)

**R & M FIBERGLASS**

P.O. Box 796  
Turner, Oregon 97392

# Still Got That Urge

Apparently, this engine's previous owner lives 3 minutes from the garage where my buddy Mark keeps his bus. An ol' timer of sorts, this guy apparently used to fix up RVs and buses, do some conversion work, and then, of course, sell them. He's getting up there in age, and with some coaxing from the wife, has decided to shed some projects and slow it down a bit. The engine was supposed to be a replacement for one of his buses, which he had bought to swap in, then decided not to follow through

ANJA LEWIS



The summer had drawn to a close, and poor Urge sat patiently in the squishy, damp field. The whole season had passed him by with only a few small visits from me, and really only to retrieve a few tools that I had needed to do some work to my VW rabbit. I had done a full "restoration" on the VW, including an engine rebuild, which I thought of as "practice" for the bus engine, and

a good introduction to the workings of a simple diesel engine. I had the machine work done by a local company called SPAR Automotive Machine. It had taken me weeks to find a good place to bring my precious VW engine parts. I would try a place, and be met with hostility, people not taking me seriously, and ridiculous prices. So when I walked in the door of SPAR with my

engine block and was greeted by a friendly smile, and was actually taken seriously, I was psyched. "I want to take part in as much of this as I can so I can learn!" I explained to Gary, the owner, "So if you'd be so kind, I'll let you know my work schedule, and I can come in when I am off to watch what's being done. If this isn't okay, I will take my business elsewhere!" Gary had no objections. Between clients, I would run over to the machine shop in my fancy work clothes to watch my cylinders being honed, or use the awesome tool to replace the rings on my pistons. When the engine work was done, I thanked Gary profusely, "What can I do to repay you ever?! You were so helpful!" He smiled and told me to take the VW by when I had the engine in and running. I did just that, and took him out to dinner. He made a comment about how good I must feel now that I have finished my project. "Oh no!" I told him, "I mean, I feel AWESOME, but my projects are only beginning!! You see, I have this bus..." and out came the story. The bus was sinking into the ground, the bus had to be moved from the property because the owners were moving, I have this engine... etc. "Why don't you move it up to the shop?" he asked me, "You can put it in the parking lot, and you can do your work here on the pavement!"

After a couple hours of weeding and sweeping the pavement, I had cleared the perfect spot for my bus. I didn't waste a second. Two days later, I called a local towing company, and Urge arrived in Pawtucket, two minutes down the road from my tiny apartment. (Note: for those of you who are on the BCM forums, there is a funny part to this story! The tow truck was unable to get my Urge all the way into the parking spot, so my friend Jesse came to the rescue with his Mercedes Unimog to air up the bus, and to pull it forward into the allotted space! This is also the first time that I have "driven" the bus, so it was all-around a fabulous day.)

The floor came back up, and the extensive sanding, welding, and painting of the floor rails commenced! (Note #2: Since this project is still under way, the "after" pictures will come in a later article!)

Next came the engine. I once again contacted Liam with the big truck, gave him a copy of September's BCM with pictures of his truck in it, and enthusiastically took off down the road once more in the big Ford, consuming fuel at a rate only slightly better than my bus will. Gary invited me to keep my engine inside at his shop, so that the forklift will be available to move it around, and, when the time comes, assist in installing it into the bus. We positioned it on the floor near the office where it gets quite a bit of attention from the customers. "We now have a new system for labeling engines!" explained Dave, the chief mechanical engineer at SPAR, "See? There's the small block (pointing to an engine on the

shelving), the big block (another Chevy right beside it), and the MEGABLOCK!!!(pointing to my Detroit Diesel)"

BCM



BOM



MISS NOVEMBER 2010





1980 MCI MC-9

*All Aboard!!*

# Bussin' 11

*Fun For All!*

**December 29, 2010 through January 1, 2011 Arcadia, Florida  
(at the Turner Agri-Civic Center)**

**Activities For All:**  
**Swap Meet/Flea Market/Craft Sales**  
**Vendors**  
**Seminars**  
**Round Table Discussions**  
**Swapping Lies, Kicking Tires  
& Talkin' Busses**

**Especially For the Ladies:**  
**Crafts**  
**Seminars**  
**Book Exchange**  
**Antique District Nearby**



**Room for over 200 Buses!**  
**50 Electric Sites Available**  
**Early Arrivals OK**  
**starting December 26**  
**Rally Fee \$75**  
**(\$85 after Dec. 1)**  
**for up to 2 people/coach.**  
**\$40/additional person.**  
**Children under 12 free!**  
**Camping Fee:**  
**\$5/night dry**  
**or**  
**\$25/night electric**

**11th Anniversary of the greatest thing since sliced bread!**

**Entertainment!**  

**Wednesday Night  
Ice Cream Social &  
Get Acquainted Party**

*Impromptu  
Jams  
Anytime  
the Urge  
Hits!!!*

**Thursday Night  
50's-60's Dance  
Hula Hoop & Best  
Dressed Contests!**

**New Year's Eve  
DJ Dave!**

**Food!**  

**Mornings**  
**Coffee, Tea, Juice and  
Fresh Baked Donuts/Bagels**

**Group Dinners on Wed. & Thur.**  
**(Wed - A through K Bring a Dessert  
Thur. L-Z Bring a Desert)**

**Other foods available for purchase  
from caterer at lunch and various times.**

As Always: Scheduled Activities, Seminars, Vendors and Entertainment may change without notice.

For more information or directions contact Jack & Paula Conrad

Phone: (863) 993-3683 or (863)444-3400

Email: jconrad@busnut.com

*New Friends!*

*Old Friends!*

**Sponsored by Bus Conversions Magazine & SE Cruisers Chapter FMCA**

**NEWS FLASH: THIS WILL BE THE FINAL BUSSIN' RALLY!**

*Bussin' 2011 will be the last Bussin' rally. After 11 years of doing this rally we are ready for a break. This decision was only made after much discussion between Paula and I and many close friends. If someone is interested in taking it over, please let me know. We will help you with contact information for our sources and paperwork required, etc. Although it is not copyrighted, we do ask that if someone decides to use these dates for a new rally, that they do not use Bussin in the name of their rally. This will allow their rally to build using its own identity.*

*In the first ten years we had approx 1400 coaches attend our rallies. There are only a few left that attended all 10 previous rallies. I won't mention the names for fear of forgetting some of them. We have many great memories from these rallies. We are a little sad about not continuing, but we both feel we need a break from hosting rallies. In addition to the Bussin' Rallies, we also hosted and co-hosted rallies for the SE Busnuts and SE Cruisers. A special thanks to all that volunteered through the years and continue to volunteer this year. Without you, these rallies would not have happened. We still plan to attend rallies and travel in our coach, just not get involved in organizing the rallies. Thanks to everyone for all the memories. ~ Jack & Paula Conrad*

## Bussin' 2011 Registration Form

Name \_\_\_\_\_ Spouse/Companion \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Phone: \_\_\_\_\_ Email \_\_\_\_\_

BUS: Make \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_

Parking area desired: No Generator Area \_\_\_\_\_ 24/7 Generator \_\_\_\_\_

Occasional Generator (no generator from 10 PM to 7 AM) \_\_\_\_\_ Electric \_\_\_\_\_

Handicap \_\_\_\_\_ Vendor \_\_\_\_\_

Vertical Stack: YES \_\_\_\_\_ NO \_\_\_\_\_

FMCA Number (If Applicable) \_\_\_\_\_

Would You Like To Volunteer? Parking \_\_\_\_\_ Serving \_\_\_\_\_ Misc. \_\_\_\_\_

Would you like to do a seminar or craft? Subject/craft \_\_\_\_\_

Date You Plan To Arrive \_\_\_\_\_

Rally Fee: Through Nov. 30 \$75.00 Beginning Dec. 1 \$85.00 Rally Fee \_\_\_\_\_

Additional People: Number \_\_\_\_\_ @ \$40.00 each \_\_\_\_\_

(Children Under 12 Are Free)

Camping Fee:

Dry Camping \$5.00 per night Electric, water \$25.00 per night \_\_\_\_\_

(Electric limited to first 50 paid reservations) TOTAL \_\_\_\_\_

Check Number \_\_\_\_\_ Cash \_\_\_\_\_

Please make checks out to Jack Conrad. Rally fees should be mailed to Jack Conrad, 1538 SE West Farms Road, Arcadia, Florida 34266

If you have any additional questions, you can contact us by mail at this address or phone (863) 993-3683, Cell (863) 444-3400 or email [jconrad@busnut.com](mailto:jconrad@busnut.com)

# Rude Awakening-Strange Expressions



DON SMITH, AKA BOXCAR OKIE

**W**hen I was but a small lad, which was quite awhile ago, trust me, I would ask my Dad for money, and he would reply, "Do you think money grows on trees?" I of course, would reply ... "Yeah." He would then say, "well, go outside, find a tree, and pick me some!"

Strange expression.

My daddy used to have this other saying (expression) he would use, he would say, "One of these days, boy, you are going to be in for a rude awakening." I used to sit around and wonder about that, and of course, why we had volleyballs, important stuff like that.

We have volleyballs incidentally, because we need a place to store air, I thought everyone knew that. My mother bless her heart, used to say, "If you think this is over Mister, you have another think coming!" ... My little sister was ... "I was so upset I was b'side myself!"

Here is another one, my buddy recently offered up .... "I slept like a baby" .... What does that mean? A baby wakes up every other hour for cryin' out loud, someone sleeping like that suggests to me, that they could possibly have an over-active prostate, serious stuff.

Strange expressions, each and every one.

In my very first encounter with bus people, I met some interesting folks, and I heard some expressions that I had never before heard of. For instance, I am sitting talking with a guy, and out of the blue, with no prompting from me, he offers up .... "I Love My Eagle."

I immediately thought to myself ... Strange expression. I can't believe a guy would say something like that. How do you love an inanimate object such as a bus?

Not knowing this person's mental history or his thought

processes, I just shrugged it off and filed it back somewhere for future reference. I mean "Jeeze Louise, I just met a guy named Norma Jean and another guy they all called Cat Skinner," perhaps it is best to just sit back and observe for awhile.

While we are at it? If you hear the expression, "there is more than one way to skin a cat?" STOP IMMEDIATELY and seek professional help. (Now all you cat lovers, don't PM me on this, the box is full)



So anywho .... Not long ago, late one night, outside Van Horn, Texas, (a place where 3.6 billion people have never been) I dropped off a hill and reached over and set the jake. Opening the small turnpike window, the air was thick with the smell of summertime, the aroma of



greasewood and the desert filled the cab.

Two forty-five A.M. and all is right in my world, no serious traffic, the old bus barked in the night sailing downhill at seventy plus. The grandkids are sleeping in their respective haunts, our old hoopie porpoised a little and purred a deep throated melody in the dark.

The reverberation from the jake sliced the night like a sharp knife, not a trooper in sight and the fast lane is all mine. One more item off my bucket list of life, I truly feel circumspect.

Reaching over and lowering the volume on the CD Player I listened intently to the sound of the Detroit which I have to admit, was playing music to my ears. Slowly I turned to the right and said to my wife out of nowhere ... "I Love My Eagle!"

Then, almost immediately, as if by reflex I muttered .... "Gawd, I don't believe I said that."

My wife of course, did not have a clue as to what I was talking about. She had that calf looking at a new gate for the first time look on her face and I offered up nothing in return. She just shrugged her shoulders and blew it off. And believe it or not, that was okay.

You see, some things are better left unsaid and unexplained, and that includes strange expressions.

See you in the fast lane ...

BCO

1983 model 10-S, 892T, Daddy's Hobby

BCM



# HwyBus.com

Providing buses for the conversion market and preowned conversions.



## Now offering:

MCI 102 C 3 8V92 DDTA, (1988) auto, great running rust free bus with 6'10" headroom and new rear cap. Ready to be delivered or picked up at \$17,500. 1990 model at \$19,500

MCI 102 A3 6V92 DDTA Auto. (1988) Rust Free! Has day party bus interior, seats 36, 5 tables, mini galley, TV's, curtains ready for charter, tailgate parties or kids team bus \$14,750

MCI 9 6V92 DDTA with 47 reclining seats, cold A/C, very straight body, 4 TV's, curtains, good tires, straight body, no rust ready for service \$10,500

MCI 8 6V92 DDTA with Auto. Has been a well cared for church bus the last 14 years. Traded in on new bus. Very very clean and rust free, ready to go at \$7,000.

Moose Creek Motorcabin: MCI 9 - Knotty Pine interior, fresh engine and transmission. 6KW diesel gen set. Roof Air, This is the true hunters dream vehicle! Come see it and drive home at \$39,500.

If you have a conversion question or need information on any of these buses, please call Mike at 562 972 2158

Coaches are located in southern CA or Northern AZ, depending on when you call.

Call Mike: 562.972.2158

Mike@HwyBus.com

# Inspection of the Interior

## Part 2

Some months ago, I made the recommendation that owners of bus conversions use a checklist for what we might call a readiness or road worthiness inspection. This inspection is primarily done to nearly guarantee your safety and those who share the road with you. This month, we'll cover some safety equipment that is optional on your part, but should be available on all rigs, at least as I see it.

---

TED BOOTHROYD, THE SAFETY GUY

---

**Accident Kit** – An accident kit is nothing more than a pouch full of papers. Often, your insurance company will provide a kit for you. If you happen to be involved in a crash of some sort, you will have an easy system of gathering information. The more information you can document, the easier it will be to deal with afterward. This pouch or envelope should contain:

- Insurance papers, policy numbers, phone numbers
- A copy of vehicle registration
- A working pen or pencil
- A small pad of personal phone numbers for help
- A sheet or card to write down pertinent names/numbers of witnesses and others involved
- A diagram sheet to document crash logistics
- A list of medications and health information that responders should know

The crash is nerve-wracking enough, so make things easy on yourself when it comes to the paperwork. When you do your inspection, just make sure all the proper documents are in place and pad and pencil are still there. It would not hurt to have a disposable camera available as well.

**First aid kit** – Unless you and your traveling companion are medically qualified, a first aid kit does not have to resemble a doctor's bag. At the same time it shouldn't be a Band-aid and a cotton ball either. First aid kits are handy to have in all vehicles, especially RV-

ers who are often off the beaten path. Upon inspection, make sure it has all the supplies you like to carry and that it has not been rendered inaccessible.

First aid kits can be purchased at some automotive supply stores, your local American Red Cross chapter, and at medical supply houses in your area. I highly recommend having one in all vehicles.

**Fire extinguishers** – As a retired firefighter, I could make this really boring for you, but I would rather impart information that will make a difference when it comes to your safety. I'll start by asking you to recall how much money you have tied up in your rig. Next, I will recall all the fires I have been on involving RVs, buses, and motor homes. Folks, they burn like cardboard. Once the interior has caught fire and gets a stronghold (about a minutes worth), if you can't control it with a good fire extinguisher, it's time to get out and watch it burn. If you are in a remote camping area, it will likely burn to the ground. The least sized fire extinguisher I recommend for your type of use is a unit rated 2A:10BC. If you have a small extinguisher with a rating of 5 or 10BC, it will not douse twiddly dee and is only good on electrical fires and petroleum fires. These are bargain house fire extinguishers designed for the folks who go on the cheap because a fire will never happen to them. Ideally, the best extinguisher will have a metal head that screws into the tank, and costs around \$40. A good 2A:10BC rated fire extinguisher is a one time purchase and can be refilled over and over again. The added 2A with the BC rating ensures that it will extinguish ordinary combustibles like paper, cloth and wood.



When you check the fire extinguisher, the pressure gauge should show full, and nothing about the extinguisher should be compromised including access.

**Triangles/Flares** – It is important and sometimes required that heavy vehicles carry warning devices of some kind. Even if it is not required in your state, it is certainly prudent to carry road flares or triangles to alert other drivers of your presence if you have to stop along a roadway. The warning triangles are usually three in number and kept in a package of some sort. Your inspection should assure their presence and accessibility. Road flares are very visible day or night, but they burn out. I recommend using a road flare or two in conjunction with the triangles.

Just to digress for a moment; most states have a specific way they want the triangles to be set-up. Review what your state requires if in doubt, but here is what works well in most cases. If you are stopped on a one-way road or divided highway, place your triangles in order 10', 100' and 200' behind your coach. If your position is very dangerous such as on a hill or a curve,

place a triangle 100' in front of your vehicle and the other two at 10' and between 100' & 500' behind the vehicle depending on the level of danger. If there is no separation of your vehicle from oncoming traffic, place a triangle 100' in front of the coach and 10' and 100' behind. Use road flares if you have them.

**Spare bulbs and Fuses** – Many vehicles will have a dedicated compartment for spare fuses. If you have one check it to see if you have spares available. Replenish as needed. It is often handy to carry spare bulbs for fixtures that you yourself can work on. Check and replenish as needed.

**Tire chains** – If you travel where tire chains are likely to be required, you will of course have them on board. I recommend that folks actually practice installing a tire chain about once a year or so because you will not enjoy refreshing your skills in a snowstorm. Once you are skilled at getting the chains on and off, you can do it pretty quickly when needed. Be sure to carry a tarp to lie on and associated items for this task

*Continued on Pg. 32*



## PREMIER COACH INC.



**SIMPLE MODIFICATIONS TO COMPLETE CONVERSIONS**

ROOF RAISING | UPHOLSTERY CABINETS | SLIDE OUTS  
ELECTRICAL | PLUMBING | WINDOW REMOVAL/REPLACING

*Located in Southern California...Serving the Entire U.S.*  
[www.premiercoachinc.com](http://www.premiercoachinc.com)

1946 EAST OCCIDENTAL STREET  
SANTA ANA, CA 92705

**714.259.7555**  
**FAX: 714.259.7575**

## BUY & SELL

**THIS EXIT**

# MOTORHOMES

**Also: Motor Coaches, School Buses, Mini-Buses, Transits, Limousines, and More...**

- Huge Classified Section for Parts
- Extensive Services Directory

There are no other hidden fees or commissions - just one low monthly charge!

**Shopping for buses will never be the same**





**BusesOnline.com**

## Interior Inspection Part 2 [continued]

(gloves, over-alls, & tools for example). During your inspection, make sure the chains are not tangled or missing parts. I like to lay the chains accordion style in their container.

**Jack** – If you carry a jack, look to see that it is where you want it to be and that all implements are also with it. Occasionally remove it and check for proper operation.

**Seat belt cutter/window breaker** – This tool is available at most automotive supply stores. Many people have not heard of it, or they see one and do not know what it is. The tool is a strange looking item and is often sold as a combination seat belt cutter and window smasher. This tool is for your own safety and should be kept within reach of the driver. If you are in a crash and cannot get out of your seatbelt for any reason, the cutter will help to release you or passengers who are trapped. The window smasher is for exactly that; smashing your way through a window if the exit is blocked or damaged. This instrument is very inexpensive and should be carried in all vehicles. Your inspection is to make sure it is still where you want it to be.

**Loose items secured** – There is nothing quite as refreshing as a pot of coffee in the morning. But having it smack you upside the head during a hard stop is not nearly as refreshing. Take a walk through the coach and secure anything that could fly around and injure you or your crew during emergency stops or, if you are hit by another vehicle.

Next month we continue with the next section of your walk around inspection. At the end of this series we'll reprint a copy of the inspection checklist in case you missed it earlier. Have fun, be safe. **BCM**

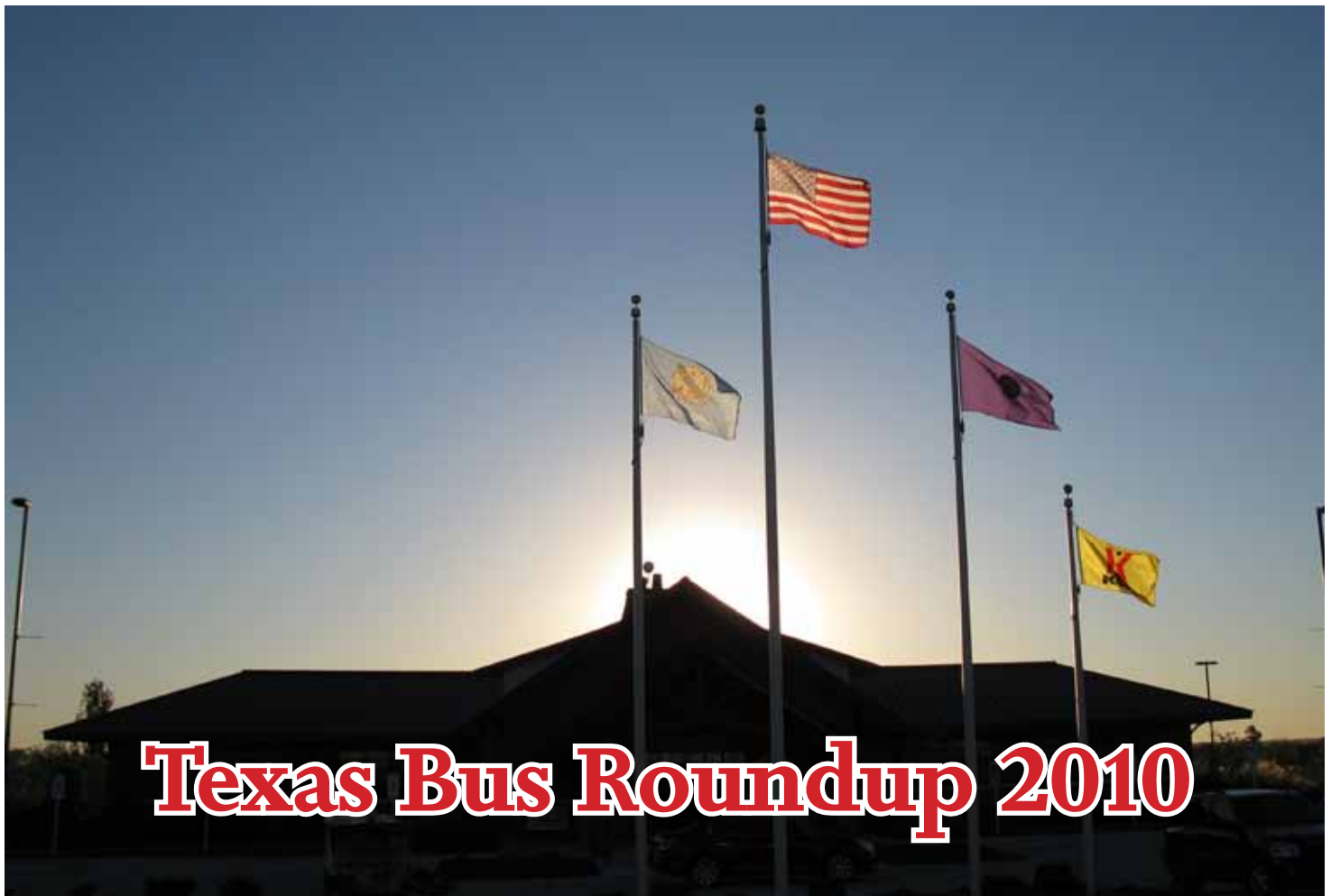


This is a combination flashlight, seat belt cutter and window breaker.



Ted Boothroyd is a retired fire captain from Santa Rosa, CA. His driving teeth were cut on all types of fire apparatus. After retirement he worked for Golden Gate Transit as a transit bus driver and trainer. Now retired again, Ted is a free-lance writer of fire science and safety related topics.





## Texas Bus Roundup 2010

**O**ur Fourth Annual Bus Rally took place on Sep. 30 – Oct. 3 in Durant, OK at the Choctaw KOA. We had 24 coaches attend this year. MCI, Flxible, Prevost and Silver Eagle were represented along with one Fleetwood and an Eagle travel trailer.

---

PAUL LAWRY

---

Sonnie Gray chose the location for this year's event since we outgrew the Denison, TX location from the past years. (It is just across the river.) What a great place to have a gathering! The staff at the KOA was very accommodating, making sure we had everything we needed. My first thought when I saw the kitchen and dining hall was, "This is it!" The kitchen is commercial grade with anything and everything needed to prepare meals, from pots and pans to glassware. The dining hall was spectacular with seating for around 100, a fireplace with wooden statues of a Choctaw Indian and an Eagle on either side. They gave us free tickets to see Don Williams in concert on Friday evening. For those who don't know, he is a Country Singer from back in the day when Country music was popular with the likes of Johnny

Cash and Hank Williams. Instead of picking us up in one of their small shuttle buses they gave us a ride in a full sized coach. (Imagine that poor bus driver, realizing he had all those critics on board!)

We had an arrival barbeque on Thursday evening. The KOA had a man-sized stainless steel grill for our use and it produced some tasty burgers and dogs. Those of you who helped Becky and I prepare, set up and clean up for this are greatly appreciated.

Our Friday night potluck main dish was supplied by Rod and Kija Chapman. Enough seafood and chicken gumbo was prepared to feed Cox's army! The ladies provided the side dishes, salads and desserts..... mmm good! The fellas.....well you know what they

*Continued on Pg. 34*

# Texas Bus Roundup 2010 continued

do best!

Thursday evening's potluck main dish was supplied by Jeff and Darlene Boecker. They prepared delicious beef stew and cornbread which was more than enough to feed us hungry campers. Then if that was not enough - side dishes, salads and desserts from the female bus nuts! If there is one thing that we do well, it is eat!

The rest of the time when we weren't eating was spent swapping stories, comparing fuel mileage (yea right) and just plain good fellowship. There were no other planned events other than each owner had their coach open for viewing. Saturday night was spent at the onsite fire pit. The KOA supplied us with enough firewood for several campfires. This place has it all!

We had several returning bus nuts and some attended for the first time. It was fantastic getting to know the newcomers and catch up with the veterans. One couple from Kelso, WA came in their Prevost. Laura and Wilbur are very good friends with a couple in Vancouver, WA we have known for several years. They spent 10 years building their coach. Both are retired now and are able to spend time enjoying their gorgeous coach. One couple came looking for Sonnie Gray. They were having problems with the starter on their Eagle 8V92. Sonnie got them fixed up with a repair shop who installed it the next day. We convinced them to stay for the rally. They pulled an enclosed trailer with a '39 Chevy inside. It belonged to his Grandfather! Talk about keeping it in the family - what neat history.

"The Class of '47" Flxible Clipper came again this year. It was great to see Richard and Bernice in their really neat Flx. This is an amazing, well put together coach. We also had two other Flxible's, both of them Hi-Level's, also at last year's rally. The Flxible owners shared stories with us on their trek to Loudonville, OH for the Flxible Rally that was held this past June. That was the home of the Flxible factory in its heyday.



Dreamscape arrival.

We also had a surprise visitor from the Durant Daily Democrat newspaper. He took lots of pictures and will do a story for the local paper. The young gentleman was amazed at seeing so many old coaches in such pristine condition. He said it was the best assignment he'd had in a long time.

Our rally was the first of three

over a 10 day period. The next event was the Eagles International Bus Rally in Branson, MO. Then Christy and Larry Hicks' rally in Carthage, MO was last. I planned the date for our rally to hopefully create interest for Eagles heading to Branson. It worked out great as there were 12 that made the trek. I like to refer to this as "The Bus Rally Trifecta."

States represented were Arizona, Washington, Nevada, New Mexico, Colorado, Oklahoma and of course, Texas. More pictures can be found at <http://texasbusroundup.ning.com/> and at Wendy Crosby's bus blog <http://mightybus.wordpress.com/> under Texas Bus Roundup 2010 Style.

For those of you who have never been to a bus rally, you are missing a great time. Besides the larger rallies such as Busn' USA and Jack and Paula's annual event in Arcadia, FL; these smaller rallies are a great way to get together. If you can't find one in your area, or can't make the long journey to the larger ones, plan one of your own. Pick a good bus friendly location. Put the word out on the Bus Conversion Magazine Forum and they will come. It really doesn't take much time to organize one; people will volunteer to help make it happen. If you can't find volunteers, appoint them!

Becky and I would like to thank everyone who attended to make this year's rally a great event!

**BCM**

# Snapshots Texas Bus Roundup 2010



Sunrise over Rocky Point, Ft. Gibson Lake.



Wilbur Bradbury's Prevost.

# Installing Classy Cabinets

So you either built or bought some really great cabinets for your bus conversion. Cool! No doubt about it, they are going to look great and get a lot of use for years to come. But first you have to install them so they stay where they belong. No worries, this extract from Dave Galey's book *Classy Cabinets for Converted Coaches* will provide some good insights on it. The book in its entirety is available for purchase in electronic format in the BCM Online Store at [www.BusConversions.com](http://www.BusConversions.com).

DAVE GALEY

Cabinets should be installed so they don't come loose. . . duh. . . Pretty smart statement, huh? So much for the observation of a dummy!

Cabinets mounted to the floor are really a no-brainer. The kitchen counter cabinets may simply be screwed to the wall with a few screws. How many? You might ask. Each screw will hold a load of several hundred pounds, so I recommend a screw through the runners (or rails) at each bulkhead of the counter carcass. It is also a good idea to add a screw through each cleat at the base of each bulkhead. This will insure your counter will stay in place in case you ever roll your bus. Don't laugh, it happened to a friend of mine.

The overhead cabinets represent a little more of a challenge. Every structure must have a foundation. In the case of your overhead cabinets, the foundation is your wall and your ceiling. The wall will gener-



Photo submitted by Ted Gilbert.

ally have adequate strength to support a cabinet but it must also be supported from the ceiling. This can be a problem unless a little forethought was used. If your interior headliner is installed, as it should be before installing the cabinets, hopefully you placed

furring strips in the right position to support the overhead cabinets.

I am a firm believer that all cabinets installed in a bus conversion should be removable. I don't mean they should be put ins with quick disconnects, but I do feel if anything can go wrong it will (Murphy's Law). And, especially in, or around, appliances such as microwave ovens, air conditioning evaporators and that sort of thing. The key word is maintainability. Anything which is mechanical must be removable.

To illustrate this condition, once I had a failure with a 240 volt land line plug. I always leave my rig

plugged in at home to a 240 volt source. As you are aware all our modern coaches have a land line capable of connecting to 240 volts at the newer parks. My failure consisted of sending 240 volts to my TV, my VCR and my microwave oven. The TV was easy to repair . . . just replace a fuse. The microwave oven was built into a cabinet over the cook top. I had to remove the cabinet to remove the microwave, but with forethought, it was a simple job of screw removal (the number shall remain secret) and I was able to examine the unit and determine that it must go to the appliance repair shop. I didn't learn about the VCR until we were on a trip and wanted to use it. It was a loss so a replacement was obtained at K-Mart.

I digress. Try to design all your cabinet installations so they may be removed if necessary. Now as to these overhead cabinets, plan your ceiling superstructure so you know where your furring strips will be after your head-liner is in place.

The average overhead cabinet will weigh about 3 to 4 pounds per lineal foot plus maybe 50 pounds of canned goods and other stuff. So lets

figure a total weight of 100 pounds per lineal foot of overhead cabinet. This will give us a safety margin of maybe four, or more. If we hang the cabinet with screws mounted into fir furring strips, the table suggests we need a screw about every 10 inches. So, a four foot long cabinet needs only 5 screws to hold it in place. See the screw strength table below. This just doesn't feel strong enough. So a little redundancy in design won't hurt. Our bus doesn't have to fly, so a half ounce of additional weight won't ground us. And, we may take a trip to Alaska, or through Mexico and you don't know what a little vibration or impact loading might do.

My recommendation for mounting overhead cabinets is with clip angles on the lower shelf and on the top of the face frame. Space your screws at about 10 inches apart. If you want more insurance, use continuous angles or cleats.

The cabinet should be open on the inside so the headliner is visible and a clip angle should be fastened to the wall and the lower shelf, and the face frame should be secured to a clip angle attached to a furring strip.

**Screw Pullout Load in Pounds with 3/4" Penetration**

Size	Diameter	Fir	Oak	Walnut
#6	.138	74	188	106
#7	.151	80	206	116
#8	.164	88	224	126
#10	.190	101	260	146

**BCM**



# DON'T MISS THE BUS... RENEW TODAY!



**MAIL or FAX this coupon with payment to:**

**Bus Conversion Enterprises, Inc.** • 135 Prater Road • Rossville • GA 30741-4688  
or call with credit card: 863.303.4008(EST) or FAX toll free: 877.783.1667

**Check Appropriate Box**

Bus Conversions Print Magazine

- 1 year: \$38
- 2 years: \$70
- 3 years: \$99
- 1<sup>st</sup> Class US Delivery: \$68/yr.
- Canadian Delivery: \$68/yr.
- International: \$99/yr.

Bus Conversions E-Magazine

[Sent as .pdf sent via Email]

- 1 year: \$28

Name \_\_\_\_\_ year/type of bus \_\_\_\_\_

Firm/Organization \_\_\_\_\_

Address \_\_\_\_\_

e-mail address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip code \_\_\_\_\_

Country if foreign \_\_\_\_\_

Phone \_\_\_\_\_ FAX \_\_\_\_\_

Credit card# \_\_\_\_\_ Exp. \_\_\_\_\_

Signature (if paying with credit card) \_\_\_\_\_



# Building a Slide Out

Kentucky Steve's Blog

Disclaimer: I don't have a clue what I am doing! This blog is for your entertainment only so please don't try to hold me liable for you trying something as stupid as me. Thanks.

STEVE GAINES



## The bus just got a whole lot bigger!

*This is slide out number two in its roughed in stage. It is for the sofa and refrigerator. Even though work is slow to none at the shop I don't seem to have any trouble find work on the bus to be done...lol...*

*Editor's notes: Please notice the extensive large tube framing and angled braces Steve built around the opening. Even on a chassis beam supported bus like an Eagle, Prevost or Setra, it is very important to establish added strength around the opening to prevent binding of the slide out.*



## Another view of that slide out

*This slide out, just behind the drivers seat is 13 feet long and 30 inches deep. The stick of steel in the middle is just a piece of light gauge steel I tacked in to hold up the roof in the middle while I welded the roof ribs in. I wanted to bow the middle up just slightly as to allow any wind blown water that gets by the slide out toppers to run off and not puddle up. The bow is only to the inside and will not be seen once the cabinetry is in place.*



## Now that's a big room for a bus!

*I can't put into words how "roomy" the front of the bus feels now. With both front slides extended, the room is 13' wide and 13' long – 169 square feet!*



## Front corner of drivers side front slide out

*Time to make a radius so the corner fits properly over the wheel well.*



## Slide out corner radius

*I started by rounding a piece of 1 1/2 by 1/8 inch steel to fit the same radius I put on the wheel well plus 1/2 inch to get the finished bottom.*



## Slide out corner radius

*Here's the bottom tacked in.*



## Corner radius finished

*For a time line, this radius took me about 4 hours to complete. I only have simple hand tools to work with so something like this really sets the clock to ticking. Here it is finished on the front and back as well. This finished the front slide out so it was time for some rust bullet.*

Join us next month as Kentucky Steve's conversion adventures continue. You can also visit his blog on-line at <http://ourbusconversion.blogspot.com>

## Visit the Bus Conversions Magazine Online Store



Our Online store is growing. You can now shop for back issues of Bus Conversions Magazine, Bus World Magazine, posters, print books, eBooks, and more.

The Encyclopedia of Buses Volume II is now available to download from the BCM online store. This one-of-a-kind book provides dimensions, specification and features on a wide range of buses (86 Pages) including:

Eagle, GMC, MCI, Neoplan, Prevost, Setra, Van Hool, and more.

<http://www.busconversions.com/store>



### Save Your Back Issues

Protect and organize your *Bus Conversions Magazine* back issues. Keep this valuable source of information fresh and available for reference. Slipcases are library quality. Constructed with heavy bookbinder's board and covered in a rich maroon leather grained material. A gold label with the *Bus Conversions Magazine* logo is included for personalizing. Great for gifts!



*Satisfaction Guaranteed!*

**One - \$15 Three - \$40 Six - \$80**

*Add \$3.50 per slipcase for P&H. USA orders only.*

Send to: TNC Enterprises Dept. BCM, P.O. Box 2475  
Warminster, PA 18974

Enclose name, address and payment with your order. (No P.O. boxes please) PA residents add 6% sales tax. You can even call **215-674-8476** to order by phone.

**Credit Card Orders:**

Order fulfillment and card billing are handled by TNC Enterprises directly. Visa, MC, AmEx accepted. Send name, number, exp. date and signature.

To Order Online: [www.tncenterprises.net/bcm](http://www.tncenterprises.net/bcm)

## THE BUS PARTS STORE

<http://thebuspartsstore.com>

- |                           |                        |
|---------------------------|------------------------|
| <b>ELECTRICAL</b>         | <b>HARDWARE</b>        |
| Battery Terminals & Lugs  | Gas Springs            |
| Bonded Fasteners          | m-Struts               |
| Busbars & Terminal Blocks | Hinges                 |
| Cable Ties & Mounts       | Handles                |
| Circuit Breakers          | Multi Point Locks      |
| Clamps                    | Single Point Locks     |
| Cable Glands              | Cam Locks              |
| Electrical Connectors     | Latches & Catches      |
| Fuses & Accessories       | Door Check & Lid Stays |
| Heat Shrink Connectors    | Drawer Slides          |
| Heat Shrink Tubing        | Weatherstripping       |
| Stainless Ties & Banding  | Edge Trim              |
| Tapes & Chemicals         | Rivets                 |
| Tools                     | Truck & Trailer        |
| Wire & Cable Protection   | Accessories            |

## THE BUS PARTS STORE

**661-310-3749**



# SERVICE DIRECTORY

<p><b>Buses For All Needs</b> Conversions, Charter, Limo, Shells 562.972.2158</p>	<p><b>New &amp; Used Bus Sales &amp; Services Directory</b> www.BusesOnline.com</p>	<p><b>R &amp; M</b> Raised Roof Bus Caps 800.350.1656</p>
<p><b>Premier Coach Inc.</b> Simple Modifications to Complete Conversions 714.259.7555   800.467.7135</p>	<p><b>Engine Heat Protection</b> Reduce Underhood Heat 949.661.8482</p>	<p><b>Winlock Gale</b> Books for Bus Conversion 915.943.0014</p>
<p><b>RV Safety Systems</b> Fire Detection   Safety 1.888.349.0704</p>	<p><b>Fastening Systems</b> Blind Rivets &amp; Tooling 800-344-2393</p>	<p><b>Ardemco, Inc.</b> RV tanks, toilets, and systems 800.253.0115</p>
<p><b>Engine Power Source</b> Generators Designed To Go the Extra Mile 800.374.7522</p>	<p><b>B &amp; B Coach Works</b> Complete Custom Fabrication 702.873.4415</p>	<p><b>Byler Rivet Supply</b> Shavehead Rivets 800.325.3147</p>
<p><b>Wrico International</b> Diesel Generators... The Strong Silent Type 541.744.4333</p>	<p><b>Custom Stainless &amp; Coach Parts</b> 3 Axle Coach Alignments www.PrecisionMachineTupelo.com</p>	<p>Advertise your business in the BCM Service Directory. \$50.00 per month or \$500 per year For more information contact us at ads@busconversions.com</p>

## STERLING CLASSIFIEDS

### 1994 Eagle 15 - 45' American Carriage Conversion



Originally converted for football great Reggie White by American Carriage of Tehachapi, CA. It was converted from a Factory Hi-Driver Shell that was never a seated coach. Evidently he didn't use it much because it only had 14,000 miles on it when I bought it. I have put another 90K miles on it. Additional photos available on request. Will consider accepting trade-in of an older Eagle conversion.

Features and Specifications:

- Cummins ISX 565hp Eng. (65K since new)
- Allison B500R Trans. w/35K on rebuild
- 4 New tires, 4 at 80% tread remaining
- 20KW Wrico Generator (1750 hours on it)
- HWH Leveling Jacks,
- All electric
- 14' x 3' Living Room Slideout by HWH,
- OTR Heat and Air & 4 Roof Air Units
- 10 Gallon Stainless Electric Hot Water Heater
- Hurricane Hydronic Heat w/2 Comfort Hot Supplemental Heaters
- Large Sunken Shower Stall
- Microphor Toilet
- Splendide Washer/Dryer
- 6' long Hanging Closet
- Amana 21cu.ft. Side by Side Ref/Frzzr
- 2 burner stove/GE Convection Microwave
- In Motion Satellite Rcvr, 20" & 13" TV's
- Kenwood DVD/CD,
- 2 VCR's
- Onkyo Tuner/ Amp
- King size bed in rear,
- Sleeper sofa
- Convertible dinette.

**Contact Keith**  
Phone: 251-443-9590  
email:kaymar76@gmail.com

# STERLING CLASSIFIEDS

## 1989 MCI 102 A3



1989 MCI 102A3 powered by 8V92 DDTA, auto trans rust free bus. The bus runs great and smoke free. Smooth sided for the new look. Has 6 foot 10 inches headroom for a great conversion coach to RV or even a limo bus. Located in southern CA. Did I mention rust free?

**\$15,000**  
562.972.2158

## 1997 MCI 102-D CoACH



- 60 Series Detroit
- Allison Automatic Transmission
- EL front update
- Windows Skinned
- New Paint
- 3 Roof A/C's
- Ready for your conversion

**\$63,500**  
Easter's Auto & Bus Sales, Inc.  
276-627-8650 or 276-629-4777  
www.easterbussales.com

## 1967 MCI 5A



Ready to go! 35' 22,000 miles on 8V71. Jake brakes. 647 Allison automatic. Wood cabinetry. Solar panels. 100 gallon fresh water tank. 100 gallon grey water tank. New tires. Ross steering. Central heat, 7 kw Onan generator. Sleeps 6. This is a must see!

**\$25,000** OBO  
530.299.3387

## 1965 GM PD 4106



**\$20,000**

Complete overhaul on 8V71 engine.

New brakes, drums, tires (front and back), air compressor, Sheppard steering, voltage regulator, gauges, air conditioner. All new wiring: 12/2 THNN wire, 2500 Trace inverter with turbo charger, Six 6 volt batteries and two 8 D starter batteries. 100 gallon fresh water tank, 55 gallon gray water tank, 40 gallon black tank, 8500 BTU cat heater with thermostat control, solid oak interior, rebuilt transmission, screens on all flip-up windows, 21 foot awning.

Contact Bob and Marty Hamilton

22701 Wyman Road | Rodman, NY 13682

Phone: 315.232.5020 or 315.767.2031

e-mail mhamilton@citlink.net

## 1955 SCENIC CRUISER CONVERSION BY LIBERTY



This bus was the June 2006 cover/centerfold feature in BCM! It has a fresh 8V71 with a 740 Allison. She is a beauty. And the professionally designed graphics suggest what you will find when you get on the road - she is a runner too. Made for a comfortable drive, this bus has cruise control, power steering, Michelin tires and all new air bags. The Scenic Cruiser is a real 50's icon, but this bus didn't get left behind in the 50's. It has been well maintained and has many modern amenities for both the trip and the destination. For example, it has 3 roof airs running good and cold, the awning is in good condition, it has a tile bath, and a fully appointed kitchen that even includes an ice maker and a blender for making great cold beverages and treats for the young of all ages. Last but not least, it features a 20KW Kubota generator to power all the comfort and fun in this all electric coach!

# STERLING CLASSIFIEDS

## 1981 MC-9 Conversion



Low Miles!

### BCM Featured Bus - May 2010

Runs and stops like new. Only 250,000 total coach miles. Only 35,000 miles since out-of-frame engine rebuild and new transmission. DD 6V92T paired with Allison 754. New brakes all around inc. linings, drums & cans.

Looks great too! Beautiful 5-coat Imron paint job. Alcoa Aluminum rims and tires with 95% tread remaining.

Other features: 10KW Powertech Genset (low hrs), Inverter w/auto transfer switch. 2-13500Btu roof airs, propane furnace, window & main awnings, sleeps 6 comfortably.

Located in Texas.  
Call John at 409-886-4434  
**\$75,000**

## 1999 PREVOST H3-45



- 60 Series Detroit
- Allison Automatic Transmission
- Raised Roof
- 2008 Front
- 5 a/c units
- Primed & ready to paint
- Southern Coach
- 1-Owner
- 60k tem

**\$95,000**

Easter's Auto & Bus Sales, Inc.  
276-627-8650 or 276-629-4777  
www.easterbussales.com

## 1985 PREVOST XL40



Royale Conversion, 142K miles, Detroit Diesel 8V92 475 hp, auto 5 speed Allison, 325 gallon diesel capacity. 15 KW diesel generator. New first class interior. Granite, Corian counter tops, light oak cabinetry, light leather upholstery, big fridge. WebastoHW Heat, built in Cruise Aire Conditioners. All new Michelin tires.

**ONLY \$110,000**  
253.606.1256

Call owner, Burton at 253.606.1256 or  
Email  
nationalconcretecutting@msn.com

## 1963 GMC 4106 - 35'



DD 8V71N & original transmission (auto trans available). 200 gallon fuel capacity. Onan 6.5KW propane gen. Tires are in very good condition. Other features include 2 roof air conditioners, tile shower, brand new awning (installed but hasn't been used yet) and tow hitch in the back.

All cabinetry is handcrafted hardwood meticulously done by a true perfectionist. Professionally reupholstered leather driver & passenger seats. The exterior was painted by a professional in Phoenix.

Other than 3 trouble free trips around the country, this bus has been stored in our enclosed garage we built for it. Just no other way to say it, this is a GREAT bus!

**\$40,000**

Located in Arizona. Call Bobbie at 928-472-7669

## CHOO CHOO EXPRESS GARAGE

423-260-1290

423-645-7456

- 20 Years of experience with bus engines, drive trains, and other systems.
- Specializing in Detroit Diesel 2-stroke MUI engines.
- Also experienced in DD 4-stroke, Cat & Cummins engines.
- Shop rate \$55/hour.

### Full Service Oil/Filter/Lube

**\$219**

Includes: 1 oil filter, 2 fuel filters, 6 gallons\* Chevron Delo® 40wt for 2-strokes or multi-weight for 4-strokes, check trans. & diff. fluid, brake inspection & bleed air tanks, full undercarriage inspection.

\* Additional Oil: \$12.95 per gallon

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

# STERLING CLASSIFIEDS

## 1989 EAGLE 20

2008 CONVERSION



NEVER USED: 14' slide-out, 470 hp DD 60 series, Allison 4-sp, 2 stage Jakes, 10 kw generator (100 hrs), 3 ducted roof A/C, bus air, sat. TV (26" flatscreen) with surround, eight 8D AGM house batteries, two 8D start batteries, propane water heater and forced air heating, Gaggenau cooktop, 165 gal. fresh tank, 165 gal. grey/black tank, Joey-bed slide in front bay, back-up camera, air ride driver's seat, Big Foot levelers, brushed stainless steel household size refrig/freezer, Microflush toilet, combo washer/dryer, GE Profile convection/microwave oven, queen island bed. Designer fabrics used throughout. Sliding shelves in galley and pantry. This coach is loaded! More photos available.

emerycrush@gmail.com or call:  
(951) 333-2430  
**\$89,000**

## '84 MCI MC-9 CONVERSION



EXCELLENT  
CONDITION

FEATURED IN  
BCM  
APRIL  
2005

DD 6V92T, Allison 4 speed auto transmission, Webasto hydronic heating, 2 roof airs, 8kw diesel generator, Flexsteel furniture, custom tables, rear queen bed, large bathroom, new tires/Alcoa, aluminum rims, Professional Imron paint job. Located in Arizona.

dj.hanson@comcast.net or call  
253.740.2737 Carol  
253.740.0639 Jim

**\$59,500**

## MOVE THAT BUS '77 PREVOST CONVERSION



Great 40' diesel pusher coach. New tires, new batteries. Detroit Diesel 8V71 and 6 speed manual transmission. Runs Great! Queen bed, pull out sofa bed, shower, 3-way refrigerator (110V, 12V or Propane powered). Backup camera. 6KW generator. 3 roof airs. Propane furnace (new). 100 gallon fresh water tank. 100 gallon black/grey tank.

**\$19,500 OBO**

717-821-0541 - Dave



<http://www.motorcabin.com>

# MOTORCABINS

## Knotty Bus Conversions



### We Have A "Vacancy"

Moose Creek Motorcabin:  
MCI 9 - Knotty Pine interior, fresh engine and transmission. 6KW diesel gen set. Roof Air, This is the true hunter's dream vehicle! Come see it and drive home at \$39,500.  
Call Mike: 562.972.2158



## EAGLE



This bus was put together right! In-motion satellite, Webasto heat, 13KW Wrico generator, trace inverter, 8 AGM batteries, 3-15KBTU Coleman Roof Airc, Vacu-flush toilet, Washer/Dryer combo, Starjet Paint. Engine has 22K miles on it trans has 5400 I had this bus set up for full timing and things didn't work out for us to go. \$115,000 Call Karl @ 810-275-2221



### 1969 Eagle Conversion

A beautiful wide body. 8V92 rebuilt by Detroit. Wrico 15 KW diesel gen, Aqua Hor heat, 6" raised roof, driver area level with rest of coach, new tires. Health forces sale. Ohio. \$75,000 937-836-3067 - Ron

## GMC



### 1985 Sundance Factory Conversion

On 1966 GMC 4107 - \$35,000  
Appraised 18 months ago at over \$50K (BEFORE furniture was replaced) DD 8v71 w/30,000 miles on out of frame rebuild, 730 Allison auto. Upgrades include: new exterior paint, ceramic roof coating, one new rooftop ac, new refrigerator, new tile in the kitchen, bathroom, and shower, new captains chairs, leather couch, recovered dining chairs to match, new faucets, new b/u camera. combination gray/black tank, 10 gal. electric water heater with an engine loop, air leveling, 10KW gen, queen bed, tons of storage, center aisle bath. Pull out pantry, microwave, gas cooktop/oven, large two door refrigerator. Pull-out dining table. Call 405-376-5280 or 405-410-5280



**1968 GMC Buffalo 40'** - Conv. 95% complete. Runs good. 8V71 Auto. 2 basement aircs, 7000 watt generator. New front tires - rear good. \$14,500 OBO  
Call 517-676-8143 Michigan

## MCI



**1986 MCI Conversion DD 6V92TA/Allison**  
Auto Trans Runs great. Onan 4000 Gen, 140 gal. fresh tank. Sep. blk & grey tanks. Full size shower. Handicap toilet, 2 queen beds, all oak cabinets LP Stove, under counter refrigerator, RV sofa folds out to 3rd bed. 2 recliners. New paint, white w/maroon accents. Located in Payson, AZ.  
Call Mike W. @ 928-978-6725



### 1979 MC-9 2002 Conv

DD 8V71T/Allison 740. 15KW Gen, 2 roof aircs, 100gal fresh water, 120gal grey water tanks (stainless). Michelin tires on front. 4 Peninsula windows. Carpet & wood flooring. Extra clean bus. Asking \$30,000. 618-793-2097 or 618-562-2097 - Located in Illinois.



### 2002 CONV. 1986 MCI 96A3.

Detroit 8V71 auto. Featured in June '03 issue. Sleeps 7. \$105K ea. or 2 for \$200K. More at [www.2moms.org/buses](http://www.2moms.org/buses). [pic] [0709] 903-651-1329 cell. e-mail: [charles@2moms.org](mailto:charles@2moms.org)



**'89 MCI 102C3** - This bus was never used in commercial service. It was professionally converted by Executive Motor Coach. DD 8V92TA, Auto trans, Air ride, 15 KW Diesel Gen., Webasto Htrs, Inverters, Cruise, Backup Cam, Good Tires/Alcoa Rims, OTR & Central AC's, Updated interior: Full Kitchen, Large Closer, Ceramic Shower & Vanity area, Queen Bed. Space avail. for Washer/Dryer Combo. Mechanically sound, Super Clean and in excellent condition! \$75,000 228-219-8200 Jill

### 1988 MCI 102A3 Conversion Shell

DD 6V92T/Allison Trans. Runs Good! Renaissance rear cap, 8 new Michelin tires. Interior stripped, orig. bath & OTR AC removed, reskinned, café doors on bays - ready for conversion! Includes executive driver and copilot seats from a Monaco. Located in Las Vegas, NV. Call Gary at 702-428-2569

### 1978 MCI 8

Incomplete Conversion Rebuilt 8V92T with Rebuilt Allison 740. Less than 2000 miles. Wrico 13kw kubota generator with very low hours. 2 Carrier roof top a/c and 1 Duo-therm belly air. Professional cabinets in rear of bus. Roof raised 12". Spray foam insulation. Too much to list. \$29,000 325-212-0807



### 1965 MCI 5a 35'

Purchased new by Marvin Gaye, converted by Custom Coach. DD 6V92 w/jake, Allison 740 Auto, HD radiators + extra radiator, Shepard P/S, Air Leveling. 2 propane furnaces, 3 built-in elec htrs, 2 roof air, In-motion satt., 26" flat scr TV, 50amp svc w/surge prot., 7.5KW Kubota Gen, Zantrex 2KW Inverter, New 280AH AGM batts, 100 gal waste w/macerator pump, 2dr refer, Corian counter, ceramic commode, stainless shower. \$55K or poss. trade considered. Call Jerry @ 541-520-4775

## PREVOST



### 1984 Prevost, Le Mirage

Only 157,000 Total Coach Miles!  
Reduced to \$99,000  
Phone: 812-756-1111



### 1990 Prevost Liberty

Ferrari red-indigo ivory. 107,871 miles. DD8V92T 475HP w/2stg Jakes., Allison 5-spd Trans, Prevost Air Leveling Sys, Toyo 11R24.5 tires, Alcoa Alum Wheels, 4-8D batts, Zip Dee awnings all around, Wshr/Dryr Combo, Webasto heat, 3 Cruise Aircs, OTR bus air, 12KW diesel Gen w/ 190 hrs. Outdoor elec grill & refig/freezer, cruise ctrl, tilt wheel, 6-way leather power seat, security sys, night shades, sleeper sofa, 2 leather recliners, Conv. Micro, built-in coffee mkr, Corian Dining w/ xtra leaf, Norcold 2 Door ref., Corian counters, Marble tile floor, lots of cabinet space. Call Ken Sanderson 214-534-2049



1952 White/Beck Bus - Rare!  
Original window shades. Restorable condition. Make Offer  
Call 304-536-4005, in WV



### GM 4107 35' Partial Conv.

DD8V71N runs strong. Alison 4-spd manual trans. Roof caps. All but front set of side windows have been removed, skinned over and painted to match bus. Interior partially converted entertainer style w/4 bunks, 2 closets, front & rear parlors. Galley space but no equip. 2 roof aircs. Located in GA. \$4000  
Call Don weekdays at 706-891-1242

## PARTS

### Allison 740 Transmission

1976 Allison transmission from MCI bus behind 8v71. Ran good when we removed it in 1996. Has been stored in my shop since. \$2900.00 or trade for used Motosat. Delivery possible from MT.  
Phone: 406 360 4638

### 2 New Peninsula Conversion Windows

47-1/2" x 23-1/2" - \$300  
248-673-1753 in Michigan

## INFORMATION



### Special Bundle

#### 6 Back Issues of Bus

**Conversions Magazine AND 2 Bus ID posters, a \$40 value for just \$20! [Add \$5 S&H]**

We pick the issues. You receive a great deal and a wealth of bus information for those thinking about building or buying a bus conversion. To order call the BCM offices: 863-303-4008 or place your order on line: [www.busconversions.com](http://www.busconversions.com)

**Advertise Your Bus or Bus Parts Here**

Ads that come with the BCM guarantee.

See Pg. 46 for details.

# BCM Classified Ad Pricing

Type of Advertisement	Features/Limits (text includes spaces & punctuation)	Price per Month	
		1 Month at a Time	3 Months PrePaid
Economy Text Classified	Up to 200 characters of text.	\$19	\$15*
Standard Classified	1 small photo and up to 200 characters of text.	\$29	\$25*
2XL Standard Classified	1 small photo and up to 400 characters of text.	\$39	\$33*
3XL Standard Classified	1 small photo and up to 600 characters of text.	\$49	\$40*
Sterling Classified	Format options: <ul style="list-style-type: none"> <li>· One photo &amp; up to 1000 characters of text.</li> <li>· Two photos (one inset on other) &amp; up to 700 characters of text.</li> <li>· Two independent photos &amp; up to 500 characters of text.</li> </ul>	\$79*  (Bus or RV Sales Only)	\$65*  (Bus or RV Sales Only)
Sterling 2XL Classified (double size)	Format options: <ul style="list-style-type: none"> <li>· Two photos &amp; up to 1500 characters of text.</li> <li>· Two larger photos &amp; up to 1000 characters of text.</li> <li>· Three photos &amp; up to 500 characters of text.</li> </ul>	\$129*  (Bus or RV Sales Only)	\$100*  (Bus or RV Sales Only)
Sterling 3XL Classified	Format options: <ul style="list-style-type: none"> <li>· Two photos &amp; up to 2500 characters of text.</li> <li>· Two larger photos &amp; up to 1500 characters of text.</li> <li>· Three photos &amp; up to 1000 characters of text.</li> </ul>	\$199*  (Bus or RV Sales Only)	\$150*  (Bus or RV Sales Only)
Online Classifieds	Up to two photos & 2000 characters of text.  Additional photos can be posted for an additional fee.	\$19*	\$15*

\* **Guaranteed Classifieds** – If after 3 months it hasn't sold, we will provide up to 3 additional months listing at no extra cost. To qualify for the Guarantee, ad must be for a single item only. Standard Classifieds only qualify for the Guarantee if 3 months are prepaid. Contact us at 863-303-4008 to request the additional free months.

# Tanks, Toilets and Systems

## BUY DIRECT & SAVE! *Hundreds of Sizes to Choose From*



### New Systems Auxiliary Replacements

Heavy duty rotomolded construction.  
One piece, non-corrosive high density polyethylene

STOCK #	GALLONS	L X W X D	HEAVY DUTY	LIGHT DUTY
B-302	200	60 x 36 x 24	750 <sup>00</sup>	N/A
B-392	170	67 x 24 x 24	655 <sup>00</sup>	N/A
B-300	135	76 x 28 x 16	635 <sup>00</sup>	N/A
B-407	135	78 x 33 x 13 <sup>1</sup> / <sub>2</sub>	635 <sup>00</sup>	492 <sup>00</sup>
B-356	130	60 x 30 x 18	610 <sup>00</sup>	N/A
B-328	115	40 x 28 x 26	545 <sup>00</sup>	492 <sup>00</sup>
B-298	110	76 x 24 x 15	510 <sup>00</sup>	492 <sup>00</sup>
B-391	110	95 x 33 x 9	510 <sup>00</sup>	492 <sup>00</sup>
B-433	110	48 x 24 <sup>1</sup> / <sub>2</sub> x 24	510 <sup>00</sup>	N/A
B-427	105	39 x 26 x 26	510 <sup>00</sup>	492 <sup>00</sup>
66W	100	67 x 22 x 16	451 <sup>00</sup>	408 <sup>00</sup>
B-354	95	47 x 33 x 16	510 <sup>00</sup>	492 <sup>00</sup>
B-387	92	72 x 33 x 10	485 <sup>00</sup>	408 <sup>00</sup>
61W	75	54 x 22 x 16	465 <sup>00</sup>	330 <sup>00</sup>



Model AX308BN  
Holding Tank Monitor Panel  
Water Pump Switch  
Size: 3.87" x 4.62"

**\$59<sup>00</sup>**



Model A7749BN  
Fresh/Gray Water Monitor  
Holding Tank Monitor  
LP Gas/Battery Monitor  
Water Pump Switch  
Size: 3.87" x 4.62"

**\$99<sup>00</sup>**



Model AX309BN  
Fresh Water Monitor Panel  
Water Pump Switch  
Size: 3.87" x 4.62"

**\$59<sup>00</sup>**

## Tank Monitor Panels

**JRV, The Monitor System innovator now offers a single tank monitor system for everyone...RV's, Travel Trailers, Tent Trailers, Boats and Slide in Campers**

- LED Electronic Graphics
- Lexan overlays in your choice of colors: white, brown or black.
- Custom colors and silk screening available
- Tank harness included with each panel
- 3.87" x 4.62" ABS bezel in your choice of colors: white, almond, brown or black

## Traveler China Toilets

### All the comforts of home

Traveler china toilets provide all the comforts of home in a gravity discharge toilet for RV and bus applications. Designed to mount over a 4-bolt 3" closet flange in top of holding tank. Water connection is 1/2" MPT.

• **Freshwater operation**  
China bowl is rinsed with fresh water from onboard demand system. Integral anti-syphon vacuum breaker protects potable water supply.

- **Easy to clean** Durable china resists stains and scratching
- **Proven reliability an easy maintenance**



TravelerLite 110

500Plus Series

PRODUCT NO.	MODEL NO.	COLOR	SALE PRICE
621001	Traveler Lite	White or Bone	<b>\$187<sup>50</sup></b>
651001	510 Plus	White or Bone	<b>\$279<sup>50</sup></b>

**ARDEMCO INC.**

• Dealer inquiries welcome •

**800-253-0115**

[www.ardemco.com](http://www.ardemco.com)

778 W. 17th St., Costa Mesa, CA 92627



# TAKE A TRIP DOWN NOSTALGIA ROAD

**\$5.00** Each

Plus \$2 Shipping & Handling or  
Order 6 issues for just \$25, Plus  
\$6 Shipping and Handling



Back issues of **Bus Conversions Magazine** are now available. 18 years of bus information, advice, and shared experiences can be previewed and ordered on line. Our archival library is growing weekly, so check back and see what's new.

Scanned images of the cover and table of contents of each available issue can be viewed at the BCM online store:

<http://www.busconversions.com/store/>