

February 2020

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Conversions



DasBus Adventure 1978 MC-8 Crusader

By Stephanie K. Stancil

Scenicruisers – Who Knew? (Part 3 of 4)

By Paul von Fange

Opti-Force Electrical

By Yvan Lacroix

We Ran out of Fuel

By Eric Wendorf



PUBLISHER'S NOTE



January is a busy month for Bus Rallies!

On the west coast, many people fled the northern states and Canada and migrated south for the winter. Many people start out by attending one of the many bus rallies in the southwest.

Many started out at the Flixible Bus Rally in Joshua Tree, CA, where we had over 20 buses in attendance. Many were Flixibles, but some were SOB's (Some Other Buses), as they open their gatherings to non-Flixible buses as well. We even had several non-buses there, most were bus owners at one time, but downsized to manufactured rigs that are smaller and easier to handle as people age.

From there we headed to Quartzsite for one of the largest gatherings of buses and other motorhomes in the U.S., as thousands of people descend on Quartzsite to enjoy the warmth of the south. We had four bus rallies going on, the Western GM Rally and the Eagles International Rally, both were held at the same time across the dry creek from one another. There were over 50

buses in attendance between the two groups.

After that the BCI (Bus Conversion International) rally took place just down the road, about a quarter of a mile. Twenty-six buses met up, of all breeds to join together for another week of basking in the sun.

The BCI rally, like the others, invites all types of buses to attend, which consisted of MCI's, GM's, Eagle's, American General's, and Prevost's. During the day, like all of these rallies people hung around camp, spent some time in the big tent shopping, or went out 4-wheeling in their off-road rigs kicking up the dust.

Every night at all of these events, people gathered around the campfire to enjoy food and drinks and talk about where they drove their buses the previous year and where they plan to travel to in 2020.



GARY HATT

Continued on page 63

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MAGAZINE CONTACTS

Published By

Bus Conversion Magazine
661 E Main St # 200-313
Midlothian, TX 76065
(657) 221-0432

Publisher

Gary Hatt
Gary@BusConversionMagazine.com

Editorial

Jorge Escobar
Senior Editor and Art Director
jorge@BusConversionMagazine.com

Accounting/Subscriptions

Sandra VanDenburg
Sandra@BusConversionMagazine.com

Contributing Authors

Stephanie K. Stancil
Yvan Lacroix
Paul von Fange
Eric Wendorf

Online Discussion Forum

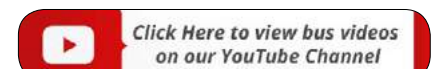
www.BusConversions.com/bbs/
Phil Lyons
Phil@BusConversionMagazine.com

Moderators

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

Website

www.busconversionmagazine.com



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In This Issue

Publisher's Note	2
DasBus Adventure – 1978 MC-8 Crusader By Stephanie K. Stancil	4
Opti-Force Electrical Yvan Lacroix	20
Scenicruisers – Who Knew? (Part 3 of 4) By Paul von Fange	27
We Ran out of Fuel By Eric Wendorf	34
Insurance Q&A - Does the cost of insurance change	36
Cartoon	5
Service Directory	37
Gary's Tip	60
Bus Classifieds	38
Subscription Form	62
Bus Events	44
Bus Chat - LV (Las Vegas) Bus Depot	64

Index of Advertisers

Ardemco	30
Autex	18
Balance Masters	31
B&B Coachworks	6
Byler Rivet	15
Clearsource	11
Custom Instrument Panels	5
Double Decker Buses	33
Engine Heat Protection	63
Engine Power Source	36
Fiberglass Side Kit	57
GiraffeG4	10
Hose and Cable Grip	29
Leisure Coachworks	14
Lloyd DeGerald Services	23
National General Insurance	26
Nature's Head	4
O-So Pure	34
Pacific RV Parts	22
Passport America	9
Pro Auto Works	16
Recovery Room	20
RF Mogul Satellite	13
Roadmaster	19
RV Part Center	58
SmartPlug	27
Straight Line Steering, Inc.	32
Superior Driveline	35
Sure Marine Service	63
Tailtgate Tire Table	21
Trikke4U	28
Turbo Kool	8
Unforgettable Fire	12
Wrico International	7

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DasBus Adventure

1978 MC-8 Crusader



By Stephanie K. Stancil

The beauty of a bus conversion is that it can be (almost) anything you want it to be. From Prevost conversions in the six figures, to school buses for a few thousand dollars, there is likely a bus in nearly every price range. They might have bathtubs, rooftop decks, solar setups, or none of the above.

This story is about our bus conversion, the home we built the way we wanted to, a home for our four kids that can facilitate an off-grid life. It's not perfect, but it's the perfect home on wheels for us.

We bought our bus in January, 2018. It's a 1978 MCI MC-8 Crusader, which started life as a Greyhound coach. Later, it appears to have been owned by a church, and then roughly converted, including window deletion, by the guy we bought it from.



When we bought the bus, this was the bathroom, located in the far aft of the coach.

This coach has an 8V-71, 2-stroke Detroit diesel engine, non-turbo, and an Allison HT740 transmission. Most noteworthy is the fact that we have no idea what the mileage is; the bus does not have an odometer!

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We had hoped to do minimal work as far as making the bus suitable for our needs. It came with an RV toilet and black tank in the rear of the coach (likely original) and a small sink had been added. There were bunk beds and a residential fridge.

We knew that the coach was lacking some amenities that we deemed necessary. We tried and tried to figure out how to work around the existing build, before finally deciding to remove it. This allowed us to rip the carpet out from the floor, as well as, the walls. And that's when we found the rot.



Removing the furniture.

Once we discovered rot along some of the interior walls we gutted down to the frame, and




As we bought the bus (front view). Notice the carpeted walls and luggage racks.

A dinette had been built from four of the original coach seats, and additional captain chair style seating had been added up front. There were two Coleman Mach air-conditioning units installed and a partial hole in the ceiling in preparation for a third. The overhead luggage racks and carpeted walls were intact from life as a Greyhound.

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decided to insulate before rebuilding. The sides are insulated with R13 fiberglass batting and on the floor we used ¾" foam insulation and then a plywood subfloor. This was topped with oak hardwood that was salvaged from a house and looks fantastic.



The bus has been gutted and we are beginning to rebuild. The subfloor and the wiring are visible.

My husband, Marty, used the existing house wiring and added to it. The entire coach is wired for 120V and powered off of either shore power (30A) or our solar setup. The two A/C units are wired separately from the house and require either shore power or generator to run.



Roof of bus with solar panels and roof A/C units mounted.

Our solar system consists of three 300W Canadian Solar panels that were given to us by a friend. (Yes, given! We have amazing friends!) Marty installed them on the roof using a Unirail and bracket hardware.

We have a 2200W Giandel brand pure sine inverter, a 60A MPPT controller and four golf cart batteries, wired in parallel and in series to make a 12V system. The entire solar setup (minus the panels, of course) fit within one of our storage bays.



Painting the walls and the sub-floor is in.

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Re-claimed oak flooring is laid.

We started the build from the back. We relocated the original commode but couldn't remove the black tank. That's just been sealed off. Now, the far aft of the bus is a master bedroom. We built the queen bed frame over the engine firewall that juts into the cabin.

Moving forward is the bathroom, which we partitioned off using pocket doors. This allows us privacy in our bedroom, as well as, privacy in the bathroom and saves the space needed for a door swing. We re-used the RV commode and installed a new 50 gallon black water tank.

We also plumbed it so that it uses grey water to flush, instead of fresh. This has helped us on two fronts; it extends the life of our fresh tanks and lets us boondock longer, while also keeping the grey tank from getting too full. It required an additional water pump, but not much else. The grey tank is also a 50-gallon plastic barrel. All of our tanks are located in the basement storage bays for easy access.



We taped out our layout but gained and lost inches when actually building.

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Finished Product! Our beautiful shower.

Our shower is absolutely gorgeous. Marty deconstructed pallets and re-purposed the wood to make our shower walls. We had the hardest time finding the appropriate shower pan. Because the bathroom is over the tag axle, we needed an offset drain. Every inch counts and we were so close to not having enough room in that spot.

We finally found the shower pan, and Marty plumbed the bathroom. We have a low-flow tankless water heater that runs on propane, again, all stored below deck in the bays. We stained the pallet wood in a variety of colors, and built a three walled shower with a shelf. We caulked the mess out of it, and then painted on seven coats of urethane and a coat of epoxy.

The shower itself is exposed copper pipes. That third A/C cutout fell within the bounds of the bathroom. We knew we didn't want a third unit so we installed an RV vent instead. Now, we can shower under the stars!

Moving forward again, you'll come into the bunkhouse. With four kiddos, the sleeping arrangement that made the most sense to us was a pair of bunk beds. They are slightly narrower than a standard twin bed, to allow for enough walking space down the center aisle. But, they're big enough for our kids. And with the bunks across from each other, the kids are close enough to whisper stories to each other, well after we have put them to bed.



Building the bunk beds with storage underneath.

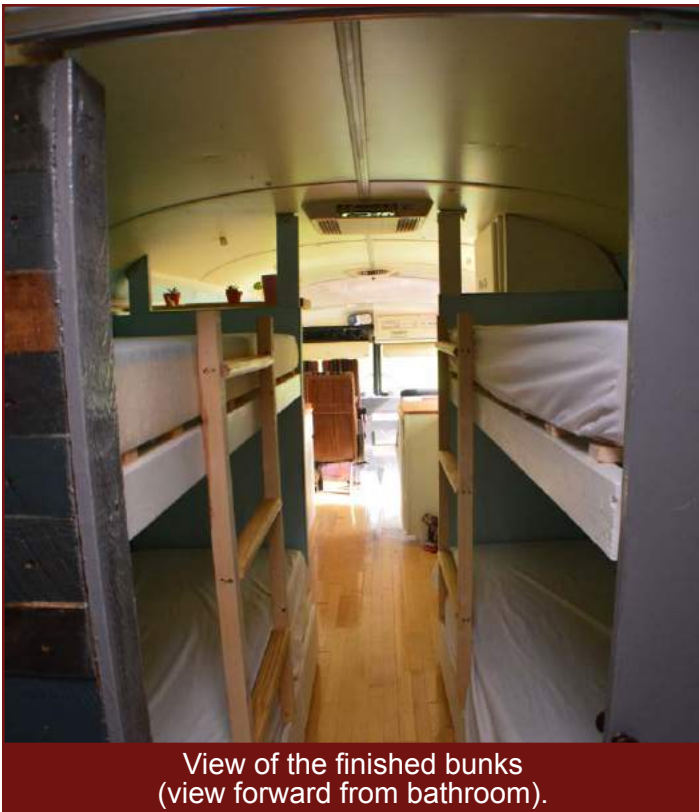
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View of the finished bunks
(view forward from bathroom).

Beside the bunks is the kitchen. Our vintage sink sits on one side and a residential fridge on the other. The fridge runs off our solar setup and has the standard freezer-over-fridge design. We installed a few residential cabinets (not many) and a butcher block counter top.

We consciously chose not to install any upper cabinetry. We wanted everything to be as open as possible. Surprisingly, we have more than enough room in our little kitchen, although our pantry sometimes requires a game of Tetris.

We have a small, two burner propane range and travel with an electric toaster-oven that rarely gets used. I did bake a pie in it one time in New Mexico, and did so completely on solar.

The kitchen, living room, and entrance are all open and blend into one another. We re-used the dinette design, with the four original seats and installed seat belts.

We also built a custom couch frame that can be extended into a daybed and features a ton of storage underneath. We didn't touch the cockpit, although we did alter the rest of the dash by squaring it up and building a lip so that plants riding in the dash will be more secure.

I recovered the vinyl on the walls and the door. We painted the ceiling a cream color and the walls blue.

Some of my favorite details are the seat number signs and Crusader emblems that we removed from the luggage racks and re-installed throughout the bus. We love the little touches of history that we were able to preserve, while also converting and updating the coach for our needs.



The living room with the couch extended.



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We literally did everything ourselves. Our entire conversion (from demo to road-ready) took six months. The only time we had help is when a few friends came to lift the massive 1936 porcelain-over-cast iron sink that we purchased.

It weighs about 200 lbs and we only had about an inch of clearance to get it inside the coach. It's in now and the deep double basins are a perfect place to store items (like plants) while we drive or to bathe the younger children.



Finished conversion
(view from rear into the kitchen and living areas).

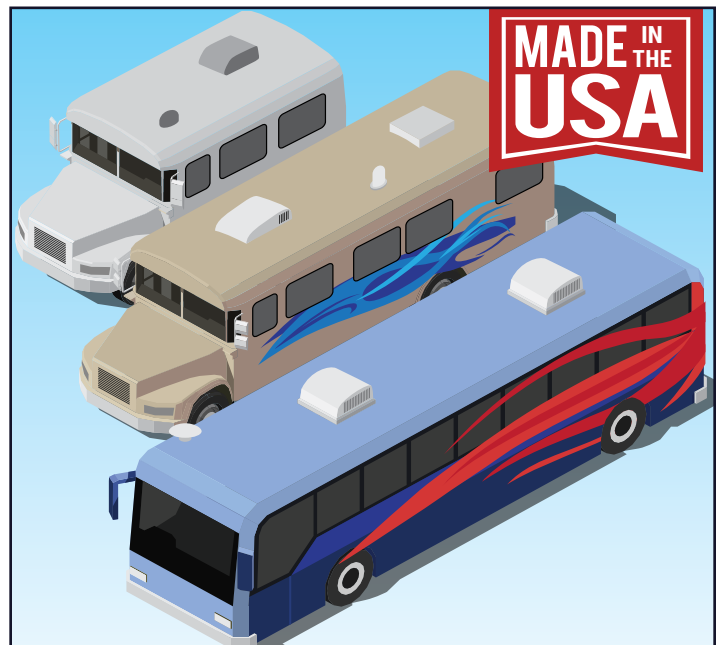


Finished conversion (view from kitchen, looking back into bathroom and bedrooms).



Head on picture of DasBus.

We intentionally built the bus for boondocking. I don't just mean a night here or there; I mean the ability to "dry-camp" in comfort, for weeks at a time. We knew that we wanted to spend as much time as possible in forests instead of campgrounds. Dry-camping has afforded us many more options for overnighting.



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We've slept at parks, farms and museums, as well as, National Forests and BLM land. Even when we do stay at a campground, we can often get a discounted rate since we don't require hookups. Sometimes, staff are confused when we request a "tent space" and also say that our vehicle is 40 feet, but many have been able to accommodate us.

The three main features of our build that allow for comfortable boondocking are the insulation, water, and the solar setup.

The insulation we added reduces our dependence on heating or cooling the bus. As I mentioned, we insulated the floor and walls. We also painted the roof of the bus with a white elastomeric roof coating to seal out leaks and to reflect solar heat. The roof coating made an immediate and noticeable difference in the ambient indoor temperature.

In the future, we may look at replacing the windows to further insulate. For now, we hang thermal blackout curtains year-round, and add reflective insulation in the summer.



Building a frame for the grey and black water tanks.

Our fresh water system can hold 100 gallons. The water barrels are located in one of the storage bays, opposite the grey and black tanks. Fresh water is accessible in the shower and the kitchen sink. This runs into our 50 gallon grey tank, which is used to flush the toilet that, of course, goes into the black tank. We used to run the grey water through a filter but it continually clogged so we removed it.



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We are careful, obviously, about what goes down our drains since we will end up seeing it again in the commode. We haven't had any problems or smells and I think our setup is a good and novel one.

Without showering, we can get by on about five gallons of fresh water per day. This means that our full tanks can supply us for quite a while in the wilderness.

However, we strive to live comfortably as well, so we are not rationing our water usage. We don't use paper plates or paper towels to conserve water and instead, we wash dishes carefully. And we don't skip showers for weeks at a time! We're just more thoughtful and pay more attention to our water usage to maximize our freedom.

Finally, we rely on our solar setup to power the house and provide all the conveniences of modern life. Electricity from the sun is truly magical! With 900 Watts on the roof and a 460 AH battery bank, we have been able to live as we wish and rarely give any consideration to our usage. We've never sat around in the dark!

In the sunny Southwest, we were living high on the hog, running blenders and cooking with the toaster oven or Instant Pot without a care in the world. In a Georgia forest, parked under the shady canopy of massive pine trees, we did have to be a little more careful but still had no problem using lights or watching the TV.

We have discussed adding another pair of batteries to our bank and will likely do so in the future. It's not necessary now but we'd like to travel to the Pacific Northwest without worry...and I like running the blender.

We recently took the coach out on an extended trip. Our roundtrip adventure from North Carolina to Southern Utah lasted 149 days (about five months). 101 of those days were spent off-grid. That's a whopping 68% of the time that we relied on our solar system and our water tanks and includes 86 nights of free camping, a benefit of being off-grid. We put over 6100 miles on the coach during this trip alone. Add that to the existing mileage and...oh wait...yeah, we STILL don't have an odometer...



A look inside the electrical bay.

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Bus Specifications

General

- **Year:** 1978
- **Manufacturer:** Motor Coach Industries
- **Model:** MC8-Crusader
- **Engine:** 8V71 2-Stroke Detroit
- **Transmission:** Allison HT740
- **Vehicle Weight:** Approximately 32,000 lbs.
- **Overall Length:** 40 feet
- **Overall Width:** 8 feet
- **Overall Height:** 10 feet, 10 inches
- **Fuel Tank Capacity:** 175 gallons
- **Miles Per Gallon:** 5 MPG
- **Raised Roof:** No
- **Solar Power:** Yes
- **Total KW:** Three 300W
- **Manufacturer:** Canadian Solar Panels
- **House Batteries:** Four 6V
- **What Type:** Napa (Golf Cart Batteries)
- **Electrical System:** 120V
- **Shore Power Amps:** 30A
- **Inverter:** Yes
- **Size (Watts):** 2200W Pure Sine
- **Manufacturer:** Giandel

Exterior

- **Slides:** No

External Equipment

- **Fresh Water Tank Capacity:** 100 Gallon Capacity (70 + 30 Gallon Plastic Barrels)
- **Black Water Tank Capacity:** 50 Gallons
- **Grey Water Tank Capacity:** 50 Gallons
- **Tank Material:** Plastic
- **Water Pump:** Two 12V Shurflo RV Pumps
- **Water Heater Type:** Tankless Propane

Internal Equipment

- **Stove:** Atwood Stainless Steel (Two Burner)
- **Refrigerator:** One-way (120V) Residential
- **Sink:** 1936 Sanitary Company Vintage Porcelain Over Cast Iron
- **Bed Size:** One Queen (On Custom Frame), and Two (Custom) Twin Bunks

Interior

- **Wall Material:** Painted Luan
- **Insulation:** R13 fiberglass batting
- **Ceiling Material:** Original
- **Flooring Material:** Reclaimed Oak 3/4" Tongue and Groove/Counter Top Material: Butcher block
- **Lighting Type:** Recessed LEDs



By Stephanie K. Stancil

Stephanie K. Stancil has just embarked on a road-tripping adventure with her husband, and their four wild and wonderful children in their self-converted 1978 MCI bus.

An expert in technical training, she is a total novice at roadschooling, off-grid living and peacefully co-existing in 250 square feet.

Stephanie is learning how to align her time with her priorities and (sometimes) documents the family's journey on Instagram.

You can reach DasBus on their Instagram

[@DasBusAdventure](#)

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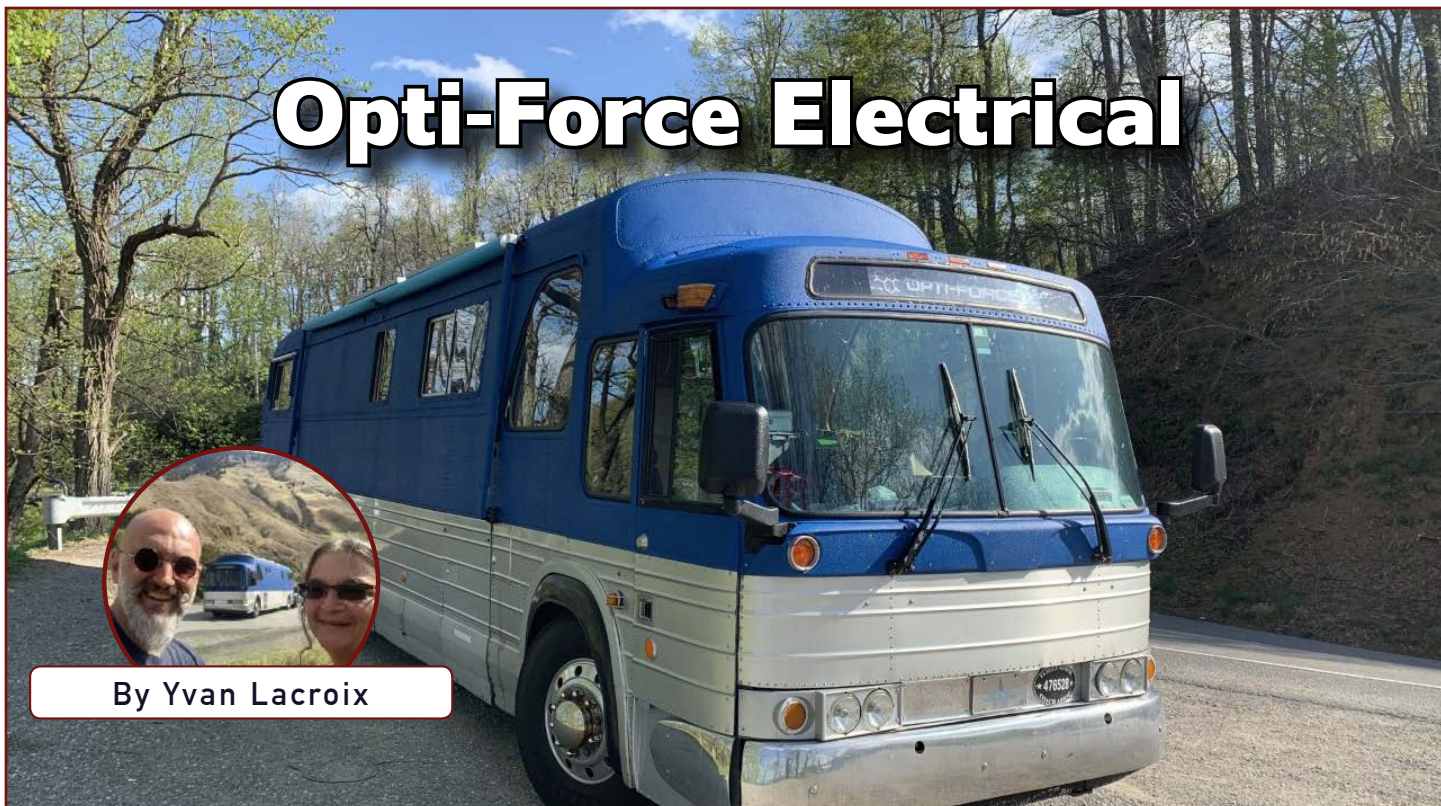
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Opti-Force Electrical



By Yvan Lacroix

In designing Opti-Force 1's electrical system we had a few primary goals. First was safety, safety not only in how things are put together and work, but since we use Opti-Force 1 in temperatures ranging from -20 to 120F we never wanted to be stranded without electricity to run heat (even our diesel fired Aqua-Hot requires electricity). For this safety we have built in many redundancies.

Next was simplicity, with the redundancy of multiple sources we didn't want a system that needed hours of study to use and understand. As with most, economy was also a factor, both in installation and in use. It's easy to just fire up the generator and run everything from there, but since we are based in Canada where Diesel fuel is hovering around \$5 a gallon, solar was a route we wanted to take. Finally repairability was factored in, no matter how well something is built, one day it may need to be repaired or modified.

Opti-Force 1 was an existing conversion when we started, and helped us guide our choices as to what we would do for the future. In digging through the bus to renovate, it was evident too, that the previous conversion was well built in many respects, but in terms of electrical safety left little to be desired.

We quickly decided to strip out all the existing house wiring after finding a spaghetti bowl of wires, tangled, in places wires should not be.

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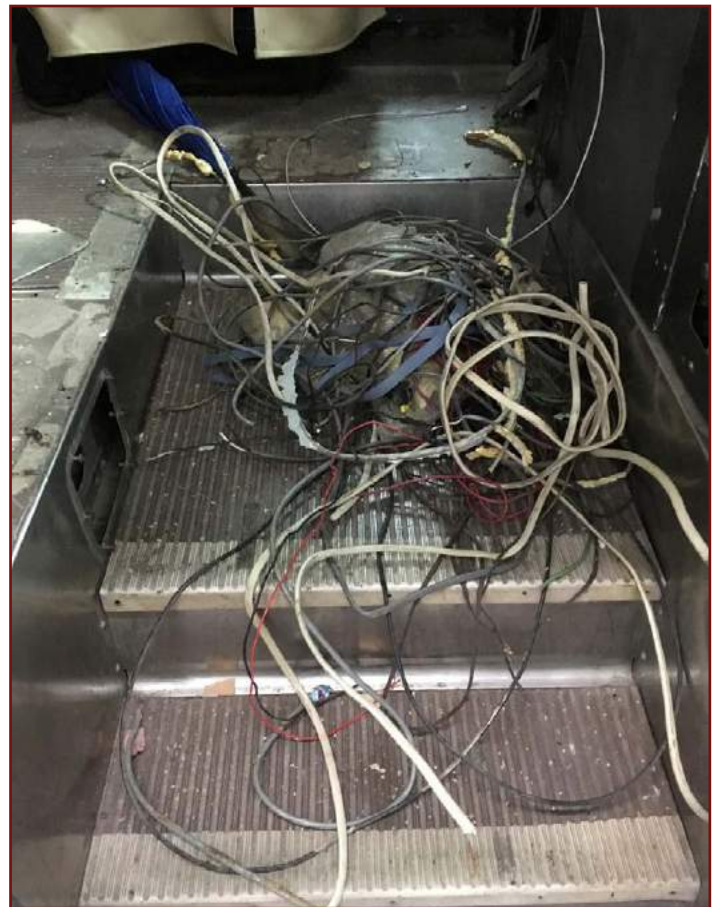
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This was what we found inside the electrical boxes. Not reassuring.



Some of the many wires we removed.

Some were burned, some had screws through them, some were fatigued, some were live but going to nothing, and other electrical fires and shocks were waiting to happen.

This discovery also led to another important design decision, now we have no wires running through walls. All the wires are easy to access for inspection, modification, or if needed repair. Wires are run along the ceiling of the bays, or accessible under or in cabinets.

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More wires that we removed.

In taking apart the old system something else struck us as slightly counterintuitive, the solid copper wires had weathered the previous 30 years much better than the stranded wires.

Going into the renovation we started with a plan to do all stranded wires, but after seeing the old wiring, I contacted the manufacturer of the solid 14/2 "Romex" wire to find out their recommendations, and they support using solid core wire in RV's. So for all our 120V AC we went solid core 14 or 12 gage, for the 12V system we went with 12 gage stranded.

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These were wires that had current flowing through them behind the walls. Pretty scary!



These bare wires were also behind the walls and had current flowing through them.

Redundancy is a big part of our system. We have four choices for power: solar, engine alternator, generator, and shore power. The solar and alternator are tasked with charging the eight deep cycle 6V batteries, the generator and shore power also do that as well as power some of the outlets, the Mini Split heat pump (it can also run off the battery bank), water heater, Aqua-Hot heating element, and the block heater.

The Battery bank is located in the center of the rear bay with the generator. All four power sources keep it charged, and from there most of our power needs are serviced. We chose lead-acid batteries to keep the budget down, but to keep safety up we added Thermoil to each battery. Thermoil significantly reduces the gassing of batteries (before adding Thermoil the battery bank consumed over a gallon of water per month, now it's less than 16oz).



The electrical panel before renovations.

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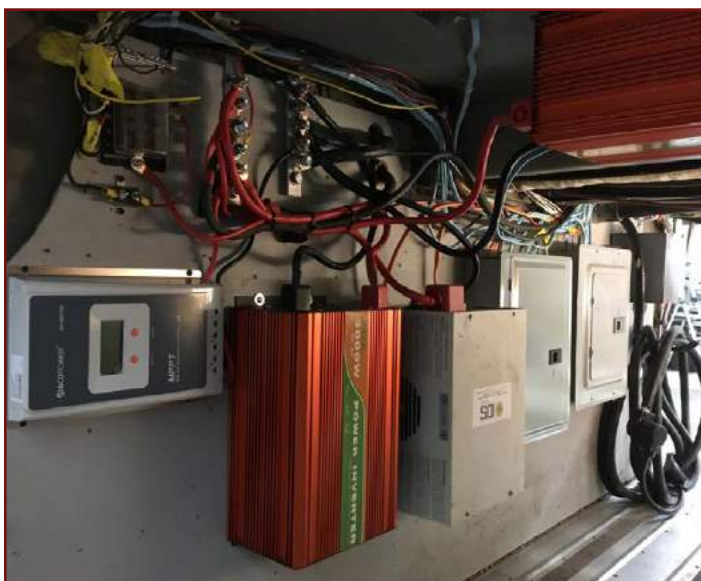
The electrical panel now
(Pictured from the left side of the bus).



Solar Panels on Opti-Force 1.

propane, and if the temperatures drop below 50 at night we light up the Aqua-Hot.

While running down the road we had a second 12V alternator installed (Opti-Force 1 has a 24V system for running the bus). The alternator supplies more than enough power to keep the batteries charged, even running at night. The factory bus A/C was removed by the original converters, so we use a mini-split to keep us cool as we drive.



The electrical panel now
(pictured from the right side of the bus).

The solar system starts on the roof with four Canadian Solar 320W panels (39" x 77" each), these go down to three solar controllers. The reason for three, is shade across part of a panel drastically affects its performance, so the front and rear panels each have their own 30A controller, the two center panels are joined together to a 40A controller.

We have a monitor in the coach that tells us the state of the solar system. When in moderate temperatures the solar system is all the battery bank needs to keep it charged, even while using the mini split for A/C or heat. When we are running only on the solar system we heat our water with

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Should the battery voltage drop to 12V, the generator starts by itself, and runs for one hour, ample time to recharge the batteries. We have a household fridge, so keeping power alive is important for that. Important to note, that the auto start feature has never actually been used, our batteries have never gone that low, but it's nice to know it's there.

Finally for the rare occasions we are not boondocking, we have a 50A shore power cord.

To get power to the lights (LED's everywhere) we used 12 gage stranded wires. Each light has its own fuse, and we ran both live and ground wires for each, not using the bus chassis as a return ground. We have a fuse box located in one of the kitchen cabinets for most of the interior lights, another on the bay electrical wall for everything in the bays that runs on 12V (lights, 12V power outlets).

For the 120V AC we have three inverters, one is a modified sine wave Xantrex Freedom 458 2000W that is also our battery charger. The other two are generic Chinese 3000W pure sine wave. The Xantrex powers the fridge and a few outlets that don't have electronics attached to them. One

of the pure sine wave inverters powers the majority of the outlets in the bus, the other only is used for the Mini-Split.

All three inverters each feed a 30A receptacle. The breaker box that is divided amongst the Xantrex and the first pure sine wave inverters has two 30A plugs that are connected to those receptacles. Should one of the main inverters take an unexpected vacation, we simply need to unplug it and plug it into the spare/mini-split inverter.

In use, the system has proved to be both simple to use and reliable. While it may not fit everyone's needs it's worked for us as we have wanted it.



By Yvan Lacroix

Yvan and Sylvie are fun loving grand parents and teachers, they travel the world teaching detailers how to improve quality, efficiency and safety. Their current bus is, a 1973 GMC 4905A Called Opti-Force 1.

This is their second conversion (See the first in the February 2018 issue of BCM), and they are taking their time doing it, and making sure it's ready for their love of traveling and boondocking.

You can follow along in the renovation of Opti-Force 1 on Facebook [@optiforce1bus](#).

You may contact Yvan at:
yvan1lacroix@icloud.com

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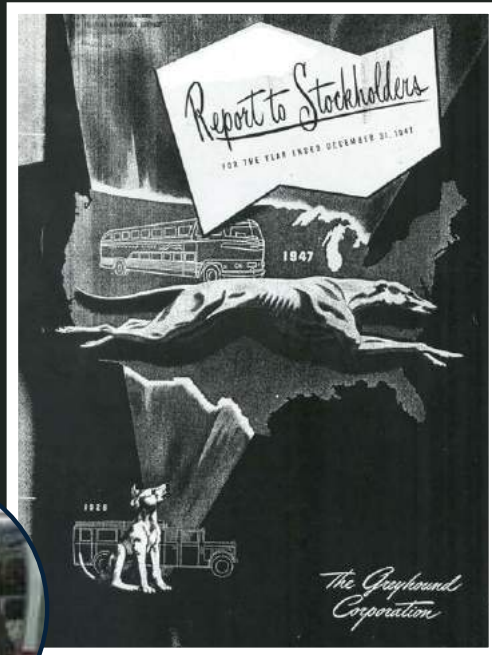
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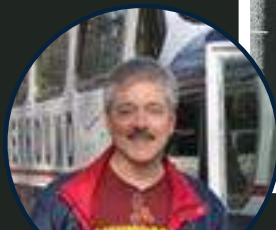
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By Paul von Fange

This is the third in a four-part series adapted from Scenicrusing: The Greyhound Scenicruiser Story by the author.

1950

For the Scenicruiser, this year brought both delays and promise. The company reported:

"Construction of 'Scenicruiser' buses necessarily has been postponed because of shortages of materials. However, the experimental model of this revolutionary new type of motor coach has been operated on a regular schedule between Chicago and St. Louis, and this schedule was recently extended from Chicago to New Orleans. Public reaction, as shown by thousands of questionnaires returned by passengers who have ridden the Scenicruiser, indicates that this bus, with its greater seating capacity and vastly improved visibility and comfort for passengers, presents new opportunities for the expansion of scenic road travel on the highways."

No other details on or pictures of the Scenicruiser, or GX-2, appeared in this report.

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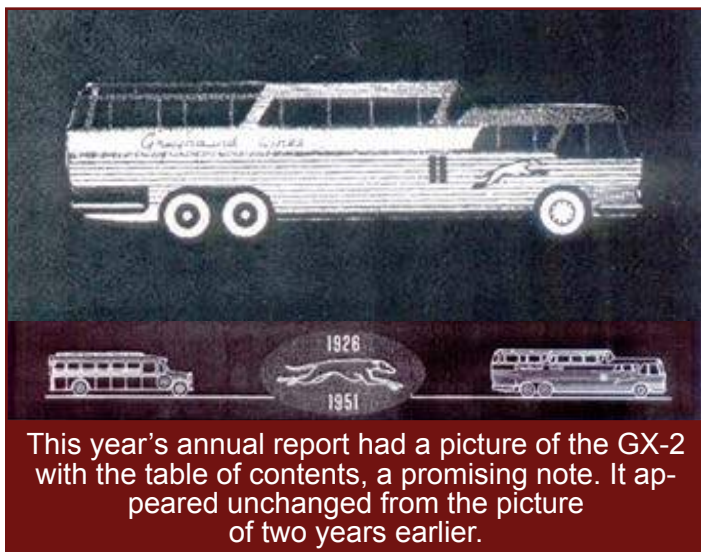
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This year's annual report had a picture of the GX-2 with the table of contents, a promising note. It appeared unchanged from the picture of two years earlier.

1951

Much more detail on Scenicruiser plans, as well as insights on the delays, was given in this year's report. The company decided to keep standard bus replacement orders to a minimum in 1952, given that specifications for the Scenicruiser were being prepared for production. At this date in March 1952, the company hoped to order new buses "in the near future" with deliveries expected in early 1954.

A few more details on the bus were revealed:

"The new 40-foot Scenicruiser buses will have a seating capacity of 45 passengers and greatly improved standards of passenger comfort. This increased capacity will make possible a reduction in second sections [an additional bus on the same route the same day] and also higher revenue per bus mile. The dual axles of the Scenicruiser will overcome weight restrictions by distributing the weight of the vehicles so that less weight is placed on the highway, per axle, than with conventional buses."

Apparently, final seating configurations weren't yet determined. While the Scenicruiser was designed to hold 45 passengers, it had 43 when manufactured, due to the space required for the lavatory. It would be known by the manufacturer as PD-4501, or Parlor Diesel, 45-seat capacity, first model. The comment on the dual axle rear wheels was part of an effort to gain regulatory approval for a new bus that was both heavier and longer than the norm.



United States map showing in which of the states operation of a 40' bus was permitted.

The remainder of this section on Greyhound equipment in the report focused on state regulations and its 40-foot length. By the time this annual report was written, forty states and the District of Columbia had approved this new configuration of weight and length. However, with eight key states not approving, intercity travel on the new Scenicruiser would be difficult, having to avoid California, Texas, Idaho, Colorado, Nebraska, Missouri, Delaware, and New York. Greyhound stockholders living in these states were encour-

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aged to influence the liberalization of bus length regulations.

Orville Caesar, Greyhound's President, closed with a sentence that would be remarkably accurate in its prediction, even though he could not yet have known what would eventually transpire:

"Now Greyhound begins its second 25-year cycle of service to the Nation – with every prospect of making it as progressive and successful as the first quarter century."

1952

This year once again promised the Scenicruiser for 1954. But there was also news of a technological development that would be seen in buses built just prior to the Scenicruiser, as well as in that long-promised bus. Orville Caesar announced the two buses to the shareholders:

"In 1952 the extremely vital project of producing finer motor bus equipment reached a new peak, with the development and testing of two outstanding new buses – one type scheduled for delivery early in 1953, and the other in 1954."

The bus for 1953 was the PD-4104 (Parlor Diesel, 41-seat capacity, fourth in the series), an innovative new bus distinguished by its bright aluminum siding and revolutionary "air ride." This latter development replaced metal leaf springs with a system of air suspension. It also featured large, tinted picture windows shaped like a parallelogram with rounded corners and slanting toward the front of the bus. Both components would accompany the Scenicruiser as well. Regarding the second bus, the report said:

"Scheduled for construction and delivery in 1954 is the Scenicruiser, a dramatically new type of motor coach, the product of many years' research and testing. This greatly advanced model will not only incorporate the air suspension principle, but because of its new design will provide the smoothest and quietest ride of any bus equipment yet developed. The Scenicruiser will also provide other impressive advantages affecting passenger comfort and operating efficiency."

There will be additional room for passengers, more spacious seats, an observation deck for greater scenic enjoyment, washroom facilities, and other new and attractive appointments."

Later in the equipment section of the report, it was revealed that 1952 saw the completion of the road tests for the experimental model (GX-2) of the new Scenicruiser. Final specifications were being assembled since a "contract for the manufacture of these buses has been signed and deliveries are scheduled for 1954." The bus was to incorporate "entirely new and advanced features of bus design and construction."

It is not clear from this information whether the buses about to be built were to look like the GX-2 or like the eventual Scenicruiser. The comment that this bus would have "an observation deck" is language characteristic of the GX-2. But the success of the air suspension in the PD-4104 and its inclusion in the new Scenicruiser suggest that the design changes had been made and the GX-2 styling would undergo some changes.

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1953

In this annual report the specific GX-2 styling was clearly gone, and the well-known form of the Scenicruiser was on display in great detail. Of course, by March 1954, when this report was produced, the real thing was under construction at GM's T&C facility in Pontiac, Michigan. While details of the 40-foot length limit status in the remaining eight states are not mentioned, Greyhound must have seen the goal in sight to continue moving forward so aggressively. And, by October 1954, every one of the 48 states would approve this new length.

Of all the annual reports, this one is the Scenicruiser issue. The last two pages, 27 and 28, are a chapter detailing all the features of the new bus. The back cover is a full-color foldout with a sectional view of the entire bus, and the outside of the foldout has a full color photo (or drawing) of the bus at a scenic location.

The inside first page, with the table of contents, has a blue-line drawing of the Scenicruiser covering the bottom third of the page. Under it are the words, "1954 The all-new Greyhound Scenicruiser, soon to be introduced into service on American highways." Almost every other page in the report has a silhouetted graphic of the Scenicruiser in a circle, alternating in all white and all blue.

The President's letter, on page 5, highlighted two major accomplishments in 1953. One was the "drastically new Air-Suspension Bus" with its "exceptionally smooth rid[e]."

"An even more significant development was the completion of plans for production and delivery of Greyhound's new Scenicruiser, which will be in system-wide use during 1954. This revolutionary bus, to be produced exclusively for Greyhound, also incorporates the Air-Suspension Ride and many other travel innovations."

The equipment section of the report included the fact that "On order for future delivery are ... 500 of the advanced new 43-passenger Scenicruiser buses, equipped with Air Suspension..."

The final two-page Scenicruiser update went to great lengths at highlighting all the new features the traveling public would enjoy. They included:

- Spacious, elevated rear passenger deck
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- New type of individually-controlled reclining seats
- Added "leg room"
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- Utilization of structural parts of the body framing and walls as air ducts for radiant heating or air conditioning
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- Individually controlled smoke vent above each seat "enables a passenger to smoke as much



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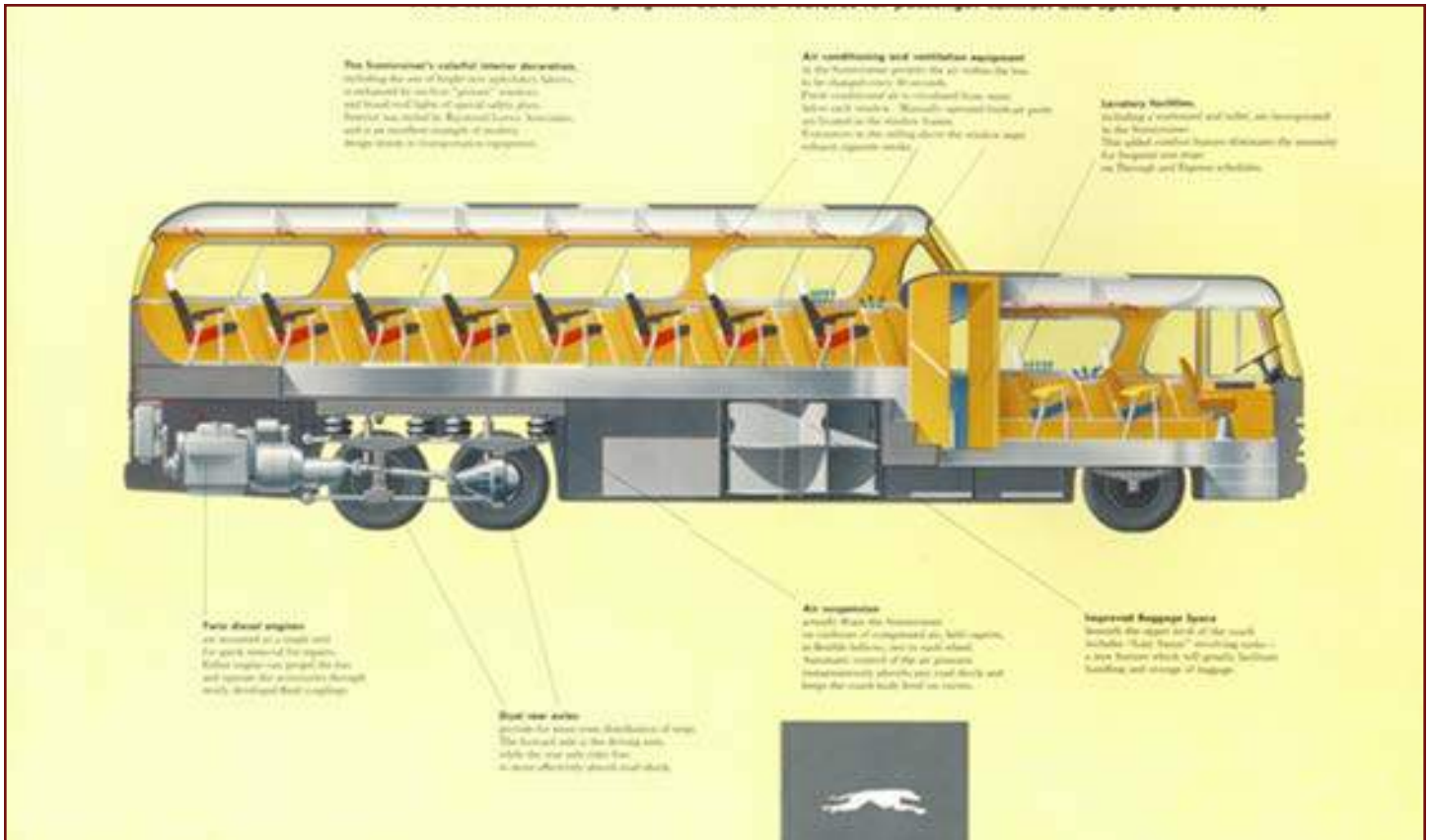
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Cutaway View, Scenicruiser, 1953 Annual Report (From the author's collection and used by permission of Greyhound Lines, Inc.)

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By Paul von Fange

Paul von Fange unexpectedly discovered the Greyhound Scenicruiser in 2009 and has been on a quest for its story ever since.

He has ridden thousands of miles on these buses, attending the 2010 Scenicruise in Amarillo, Texas, the 2011 Scenicruise in Grand Canyon Caves, Arizona, the 2011 Gathering of Buses in Hibbing, Minnesota, the 2013 Ghosts of Highway 61 in Blytheville, Arkansas and the 2017 Busboy Rally in Evansville, Indiana.

He served as a volunteer at the Minnesota Transportation Museum, working to restore Scenicruiser PD - 4501 - 739. His Scenicruising videos can be found on YouTube by searching for “paulmontry.”

Any additional evidence for the Scenicruiser history can be sent to him at paul@scenicruising.com

His books and more links are available at www.Scenicruising.com

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By Eric Wendorf

On the early morning of September 22, 2019, sometime after 1:00 AM, my wife and I were heading south on I-49 and exited a ramp at highway 175 in search of a fuel station called Relay Station. We had been driving our vintage 1989 Silver Eagle Bus all day and knew we were close to empty.

Our fuel gauge doesn't work but doing the math would have put us at the station with enough to spare. However, after exiting and approaching the stop, our trucker's GPS said to turn left but it was obvious that there was something to the immediate right lit up like a station but due to the angle of the corner, it was hard to tell so naturally, we listened to the GPS and turned left.

Traveling about $\frac{3}{4}$ of a mile further, we ran out of fuel and the bus engine turned off. There we were coasting down the road looking for a place to pull over and found nothing. I had no choice but to stop and think things through. It was quiet and completely dark and with the opportunity I walked outside to relieve myself.

I kid you not, ten seconds later, on a road so dark and far from civilization, a car approached from the east toward our bus and as it got closer, the squad car's blue lights came on turned around and lit up the back end of the bus. I was so relieved, in a few ways!

I waited by the back of the bus with my ID in hand and waited for the officer to approach. It was Sgt. Thomas, #224. I explained I ran out of gas seconds before he arrived and simply was in the dark trying to figure out my next move before he pulled up. I told him I had a spare diesel five gallon container that I could pour in the tank to see if that would start it.

Not much longer, Deputy Jones, #232, arrived and with their flashlights assisting me I was able to empty the container and give the engine a try. Unfortunately, it didn't start. Sgt Thomas has knowledge of military vehicles and some diesel mechanics. He assessed the situation well, believing that the issue was within the fuel filters, because they must be completely full in order for a diesel engine to run properly.

With Deputy Jones' assistance, we drove to the Relay Station to fill up the empty fuel container I had and purchase another. Can you believe they charged me \$35.00 for a five gallon container?!

The proposed idea was to pull the fuel filters, one by one, see if they were full or empty and simply swap them out with the new ones. I keep on board spares and fill them with new fuel, and dump the rest of the containers in the tank. Incredibly, my wife and I did this process for the first time in about 30 minutes with both officers watching, guiding, and reminding us of

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Eagle turned Phoenix.

the steps which can sometimes be forgotten under tiredness and duress.

When it was all done, I turned over the engine and it sputtered. This went on for some time, but each time getting more and more life out of it. Since my batteries were getting low, I connected a battery charger to them since I also had an inverter/generator.

Deputy Jones received a call and had to leave, but Sgt. Thomas was patient and he was sure it was just a matter of time before it would start. As a precaution, he did make a call to a wrecker service which I agreed to because honestly, it was getting later in the morning and I had already been driving since Fort Worth.

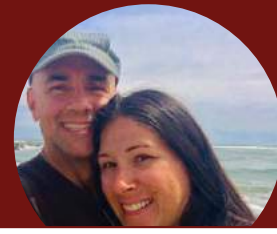
I really didn't know if it would turn over but incredibly, the engine finally started and belched smoke, and screamed as I hit the pedal making sure it didn't stall out. Luckily, it didn't stall and idled like it should a minute later.

Sgt. Thomas canceled the wrecker service early enough and it was time to go get some fuel! Sgt. Thomas was very courteous leading the way east toward Bell Supply where we made a turnaround in their lot and headed back toward the exit in which we started toward the Relay Station.

It was a long day to begin with, and an even longer night, but a special thanks goes out to Sgt. Thomas and Deputy Jones for their patient assistance in what my wife and I thought would be a much worse situation.

Since then, we continued on our way back to Florida safely and remind ourselves to never, ever let the miles get ahead of us before refueling. As a reminder to all of this, there is a \$35.00 gas can in one of the bus bays that I labeled, "Compliments of Relay Station. Don't run out of fuel again!"

Thank you all for your dedication and service.



By Eric Wendorf

Eric Wendorf and his wife Maria, became bus owners in December of 2018. Their '89 Eagle, model 15, which they named Fawkes, is more like a Phoenix because, like the Phoenix, the bus has given them an opportunity to live many new lives and adventures, especially for Maria because she has never seen the country before!

Eric is a musician for children, putting on music and movement programs in schools, libraries, festivals and campgrounds around the country. Maria assists Eric with the programs and is learning washboard and percussion instruments!

Since March of 2019, they've been on the road full time and have already traveled to 18 states starting with Florida where their home base is.

You can contact Eric at:
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*The information provided is designed to give helpful advice on the topic discussed. It is not intended to provide legal or any other type of advice and is not meant to be a thorough discussion of every issue that a person should consider or may encounter. Eligibility, coverages and discounts may vary. The content herein is for descriptive purposes only. The exact protection provided is subject to the terms, conditions and exceptions of the policy contract issued.

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Gary@BusConversions.com or call the office at (657) 221-0432.

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sending in articles about your product or service.



1990 SETRA 40' BUS

PRICE: \$15,000

Contact Number: (406) 853-0931

Bus Year: 1990

Motor: 6v92 Detroit motor

Bus Location: Montana

Sellers Name: Justin Dighans

[Click HERE for more info](#)

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



1960 Bristol, Model Lodekka Conversion

PRICE: \$66,000

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

Bus Year: 1960

Motor: 10 litre Gardne

Bus Location: East Coast ports

Sellers Name: Gary Hatt

[Click HERE for more info.](#)



1970 MCI 7

PRICE: \$20,000

Contact Number: (805) 937-9540

Bus Year: 1970

Conversion Year: 1987

Motor: 8V71

Bus Location: Central Coast of CA (805) 937-9540

Sellers Name: David Gandola

Click HERE for more info



1961 GMC PD-4106

PRICE: \$32,000 US

Contact Number: (602) 790-5187

Bus Year: 1961

Motor: DD 6V92TA

Sellers Name: Carol Hall

Bus Location: Tucson, AZ

Click HERE for more info.

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



1993 British Leyland

PRICE: \$29,400

Contact Number: (714) 614-0373

Bus Year: 1993

Motor: 10 litre Gardner

Bus Location: East Coast ports

Sellers Name: Gary Hatt

Click HERE for more info.



1962 PD-4106

PRICE: \$22,000

Contact Number: (719) 661-1932

Bus Year: 1962

Motor: 8V71

Bus Location: Colorado Springs, CO

Sellers Name: Shirley

Click HERE for more info.



Bristol VR

PRICE: \$25,000 US
Contact Number: (714) 614-0373
Bus Year: 1980
Motor: Gardner 6lxb
Sellers Name: Gary Hatt

[Click HERE for more info.](#)



BRITISH LEYLAND

PRICE: \$23,000 US
Contact Number: (714) 614-0373
Bus Year: 1992
Motor: Cummins L10, Diesel, 6 cylinder.
Sellers Name: Gary Hatt

[Click HERE for more info.](#)

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



1984 MCI Bus Conversion

PRICE: \$7,500
Contact Number: (618) 841-2195
Bus Year: 1984
Bus Location: Southern Illinois
Sellers Name: Angie Crowder

[Click HERE for more info.](#)



1989 Prevost XL

PRICE: \$15,000
Bus Year: 1989
Engine: Detroit 8V92T

[Click HERE for more info.](#)



1968 Eagle Model 05

PRICE: \$20,000

Contact Number: (910) 893-8892

Bus Year: 1968

Motor: 8V71, 4 Speed Spicer

Bus Location: Buies Creek, NC

Sellers Name: By Eric Wendorf

[Click HERE for more info.](#)



1989 Eagle Conversion

PRICE: \$60,000

Contact Number: (865) 399-1993

Bus Year: 1989

Motor: Allison Automatic Transmission

Bus Location: Kingston, Tennessee

Sellers Name: Gail

[Click HERE for more info.](#)

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



1995 Dina

PRICE: \$49,000

Contact Number: (773) 858-3473

Bus Year: 1995

Motor: Allison B500

Bus Location: Chicago, IL

Sellers Name: Wulf Ward

[Click HERE for more info.](#)



1975 MODEL 05 EAGLE

PRICE: \$55,000

Contact Number: (360) 636-2895

Bus Year: 1975

Motor: 3406 B Model Cat 400 HP

Bus Location: Longview, WA

Sellers Name: Vic Crane

[Click HERE for more info.](#)



Nobody is going to know it's For Sale unless you advertise it here.

Call NOW and place your ad.

(657) 221-0432



1987 MCI-9

PRICE: \$29,999

Contact Number: (406) 521-0651

Bus Year: 1987

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

Bus Location: Montana

Sellers Name: Gary Ferguson

Click HERE for more info.

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



1975 Prevost La Mirage Bus

PRICE: \$77,000

Contact Number: (928) 242-1275

Bus Year: 1975

Motor: Series 60

Bus Location: Prescott, AZ

Sellers Name: Elnora

Click HERE for more info.



1984 Eagle 10 – 8" Roof Raise

PRICE: \$58,995

Contact Number: (937) 548-0686

Bus Year: 1984

Motor: 6V92 Detroit Diesel

Bus Location: Greenville, OH

Sellers Name: Becky Collins

Click HERE for more info.

**1990 Prevost LeMirage XL****PRICE: \$52,000**

Contact Number: (224) 856 5364

Bus Year: 1990

Current Miles: 96,000

Motor: Angola. Detroit Diesel 8V92

Bus Location: Campton Hills, IL 60124

Sellers Name: Rosemary Sayre

[Click HERE for more info.](#)**1992 Genesis****PRICE: \$75,000**

Contact Number: (828) 702 9333

Bus Year: 1992

Current Miles: 135k

Bus Location: Hendersonville, NC

Sellers Name: Luke and Rachel

[Click HERE for more info.](#)

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

**1984 MCI 9****PRICE: \$35,000**

Contact Number: (605) 759-1385

Bus Year: 1984

Current Miles: 852,000:

Bus Location: Sioux Falls, SD

Sellers Name: Brian Wheeler

[Click HERE for more info.](#)**1974 MCI8 - 871 Detroit****PRICE: \$5,000**

Contact Number: (218) 329 6246

Bus Year: 1974

Motor: 871 Detroit with Allison Transmission

Bus Location: Hawley, MN

Sellers Name: Rick Peterson

[Click HERE for more info.](#)



BUS EVENTS

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

<https://www.busconversionmagazine.com/events/>

February 2020

Escapees Mexican Connection Rolling Rally

Feb 12 – 26 (and beyond)
Starts in Potrero Park, CA

Contact: Gary Hatt
Gary@BusConversions.com
(714) 614-0373

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

[Click Here](#)

March 2020

5th Annual SoCal Mini-Rally

March 27-29, 2020
Bonelli Bluffs RV Resort & Campground
(Formally East Shore RV Park)

Contact: Buck Trout
BuckTroutShow@gmail.com
Call the park to make reservations:
(800) 809-3778 Request to park in Section B
www.bonellibluffsrv.com

TinyFest California

Tiny Houses * Vans * Skoolies
Feb. 29 & Mar. 1, 2020
Del Mar Fairgrounds
San Diego, CA

www.TinyFest.events
Facebook: [TinyFest Events](#)
Instagram: [TinyFest.Events](#)

[Click Here](#)

April 2020

Southeast Bus Nuts Spring Rally

Central Alabama
April 2020
[Spring SEBN Rally Event Info](#)

Rallymaster Jimmy Clay
For more information go to:
www.sebusnuts.org



May 2020

Museum of Bus Transportation
Spring Fling
May 29th & 30th, 2020

Contact
Events@BusMuseum.org
(978) 424-1019
www.BusMuseum.org

June 2020

The Bus Fair
Oakridge, Oregon
Seminars: June 19, 2020
Main Event: June 20, 2020

For More Information Go To:

Website: thebusfair.com
Instagram: [@thebusfair](https://www.instagram.com/thebusfair)
Or E-Mail: lowdown@thebusfair.com
Note: Camping and tickets are cheaper online, rather than at the gate.

August 2020

Fixible Bus Rally 2020
August 26-30, 2020
Brian & Crystal Santin
630 W Main Street Suite 200
Wilmington, OH 45177

For more information, click Here
MohicanAdventures.com

Fixible Bus Rally
Loudonville 2020
August 27-30, 2020
Loudonville, Ohio

Rally Captains
Brian & Crystal Santin
briansantin@gmail.com

[Click Here](#)

Pacific Bus Museum Annual Open House
August 16, 2020
11 AM - 3 PM
Freemont, CA

For more information, click Here
www.pacbus.org

2020 "Ride and Drive"
Saturday, April 18, 2020
10:30am - 3:00pm
37974 Shinn St. in Fremont, CA

For more info
<https://pacbus.org/ride-and-drive/>

67th Annual California RV Show

October 2 - 11, 2019
Auto Club Speedway
Fontana, CA
\$2 off with this ad!

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

2020 Willow Beach Halloween NR Gathering

Oct 26, 2020 thru Nov 1, 2020
Main Gathering Oct 29, 2020 thru Nov 1, 2020
Willow Beach Marina, AZ

Reservations MUST be made by phone
Cindy at (928) 767-4747
"Reserve in Sections C or D"
"Tell them you are with the bus group"
edvan@q.com

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

If you or someone you know is hosting a bus rally, we invite you to send us the information, so that we can announce it here in the magazine for Bus Nuts. You can send it to us up to 11 months before the rally date, so that we have time to get news of your rally out there. Then after the rally, send us photos and a story about the rally. We will make your rally famous.

Email your event info to Gary@BusConversions.com



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Get ready for inspiration, information, and fun!

TinyFest events are designed to connect you with your tribe, to expand your knowledge and to spark new ideas.

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SPRING SEBN RALLY

April 29th thru May 3rd
WILL BE @ QUAIL GOLF RESPORT
233 QUAIL CREEK DRIVE
HARTSELLE, AL 35640
play@quailcreek.com
www.quailcreek.com
(256) 784-5033

Rooms at the Inn onsite also available \$74.00
(Call ahead for reservations)
(Absolutely no pets in the Inn)

DIRECTIONS: TAKE I 65 EXIT 325 THOMPSON RD. GO EAST FOLLOW
GREEN RESORT SIGNS 3 MILES FROM INTERSTATE 65

HOSTED BY JIMMY & SADIE CLAY
JIMMY'S CELL (256)431-0607 EMAIL: jclay4106@aol.com
CO-HOST, OUR DAUGHTER, BEVERLY MORRISON
BEVERLEY'S CELL: (256) 323-0677 (LEAVE A MESSAGE) EMAIL: newbeverly@yahoo.com

Rally will be held in the pavilion Thursday, Friday Saturday, Sunday check out by 11:00 a.m.

Catered dinner Thursday, Potluck Friday, Catered dinner on Saturday, with karaoke after dinner.

Guys and Gals BRING golf clubs and music instruments!!

Friday or Saturday we will visit the Space and Rocket Center in Huntsville, AL. For those that like to shop that is near Historic Down Town, only five miles away. Also, there is a wildlife refuge ten miles away.

We will have an open house day so people in North AL, can see why we call ourselves BUS NUTS!!!

Come and join us, we will have fun!!!!

Thank, Jimmy Clay



Flxible Owners International

Invites ALL BUS & CAMPER ENTHUSIASTS to our Bi-Annual

Flxible Bus Rally

Loudonville, Ohio

BRINGING IT BACK TO THE HOME OF THE ORIGINAL MOTOR COACH*

August 26-30, 2020



Sponsored by: **Flxible Owners International**

2020 Flxible Bus Rally Schedule

Loudonville, Ohio AUGUST 26 -30, 2020					
	WEDNESDAY 8/26	THURSDAY 8/27	FRIDAY 8/28	SATURDAY 8/29	SUNDAY 8/30
8:00	coffee/donuts	coffee/donuts	coffee/donuts	coffee/donuts	coffee/donuts
9:30		Malabar Farm visit	Ohio State Reformatory Tour		
10:30				Bus Parade (buses park in downtown Loudonville, enjoy local shops, etc)	
11:00					
11:30		bus back to Mohican Adventures Campground			
12:00	Mohican Adventures activities - canoeing, mini-golf, aerial park, & go-karts (15% discount)	board bus for Landoll's Castle	Lunch at City Grille	Lunch at multiple Food Trucks / Restaurants in downtown Loudonville	Checkout
12:30		Lunch at Landoll's Castle			
1:00		Copper Mug Restaurant (included w/ Tour)	bus back to Mohican Adventures Campground		
1:30		Private Tour of Landoll's Castle		Panel Discussion / Lecture Series	Rally Captains: Brian & Crystal Santin. briansantin@gmail.com 614.571.8092
2:00		Swap Meet / Meet-n-Greet with fellow Bus Nuts / Book Swap			
2:30	bus back to Mohican Adventures Campground				
3:00			Ice Cream Social & Flxible Bus Trivia		
3:30	Raffle Items Preview & Bus Award Voting	Raffle Items Preview & Bus Award Voting		Raffle Items Preview & Bus Award Voting	
5:30	Welcome Reception		Raffle Items Preview & Bus Award Voting	Flxible Owners Int'l business mtg	
6:00	Exclusively Yours Catering Food Truck dinner	BBQ Dinner	Potluck Dinner bring a dish to share	Der Dutchman Dinner	
6:30					
7:00	Neighborly Campfire	Live Entertainment & Neighborly Campfire	Outdoor Movie Night & Neighborly Campfire	Raffle & Awards Presentation	
7:30				Neighborly Campfire	

*Flxible buses were originally manufactured in Loudonville, Ohio and have been memorialized on the logo of the Family Motor Coach Association.



This event is open to all Bus Conversions, RVs, Campers, and anyone who has a passion for sharing in the joy of historic Flxible Buses - **come one, come all!!**

What you need to know and do:

REGISTER - complete the registration form and send this, along with your non-refundable registration fees to: (make checks payable to Brian Santin)

Brian & Crystal Santin
630 W Main Street Suite 200
Wilmington, OH 45177



LODGING/CAMPSITES - Reserve your camping site online at Mohican Adventures www.mohicanadventures.com 1-888-909-7400

* * mention you are part of the Flxible Bus Rally to get the discounted rate * *
sites 11-66 are reserved for our group

full hook up sites \$35/night (includes first 2 adults)

+\$10/night add'l guests ages 16+

+\$5/night add'l guests ages 4-15

*if you intend to participate in the Mohican Adventures activities on Wednesday afternoon (schedule/pay for these on your own), you will want to arrive on Tuesday, Aug 25 (camp site discounted rates still apply to early arrivers)

If you are not traveling by bus and/or need local accommodations, we have arranged for special discounted rates at the following locations:

- Rally Registered Individuals & Visitors will be allowed to enter Mohican Adventures for free although they will be required to sign in and receive a pass at the campground office.

Landoll's Castle <https://landollsmohicancastle.com/>

10 minutes away from Mohican Adventures, site of the Castle Tour and lunch on Thursday afternoon (separate fee)

10% discount on rooms - mention code: Flxible

Blackfork Marken Inn <https://www.blackforkmarkenin.com/>

B&B located in downtown Loudonville

10% discount on rooms - mention Flxible Bus group

MEALS - in an effort to provide a more diverse meal plan and offerings we are pleased to have lined up the following:

Coffee and Donuts will be provided each morning in the Campground Conference Center

Wednesday Dinner - there will be a local food truck on site for our rally attendees (meal purchase on your own at the food truck)



Thursday: Lunch at the Copper Mug Restaurant - included with Landoll's Castle Tour

Pasta buffet - meatballs, grilled chicken breast, alfredo and marinara sauces, garlic toast, farmers market display, and a salad

: **BBQ Dinner** (separate fee) 1/4 bbq chicken, 3/4lb ribs, corn on the cob, baked potato, cole slaw, rolls & butter

Friday: Lunch at City Grille following Ohio State Reformatory Tour - pay your own

: **Dinner Potluck at Mohican Adventures** (bring a dish to serve 8 & your own table service)

Saturday: Lunch on own in downtown Loudonville (*food trucks will be present too!*)

: **Dinner Dutch Valley** (separate fee) Amish prepared meal: baked chicken, roast beef, Amish noodles, green beans, salad, bread, desserts

EVENTS - Included with your Registration Fees:

1. **Neighborly Campfires** - every night (wed-sat), complimentary refreshments, bring a chair and get to know your fellow Bus Nuts around a campfire

o firewood donated by



2. **Friday's Potluck Dinner** - a Flxible Bus Rally classic event, always more food than you can shake a stick at! Drinks will be provided.

3. **Thursday evening Live Entertainment** - a local duo will perform classics from Jim Croce, James Taylor, John Denver, and the like!

4. **Daily coffee and donuts** - sponsored by



and



5. **Friday Ice Cream Social** - sponsored by **STELA's Ice Cream Shoppe**

6. **Flxible Bus Trivia** - so you *think you know* about Flxible buses?! See if you can beat fellow bus nuts on the trivia game designed just for YOU!!!!

7. **Swap Meet/Meet-n-Greet/Book Swap** on Friday afternoon - be sure to bring any unused/extra bus parts, books - bus related or not, or other interesting items folks may consider bartering/trading for - who knows you might make a buck and a new friend!

8. **Ask the Expert / Panel Discussion** - we have arranged for expert bus nuts/mechanics to discuss various aspects of working on Flxible buses including those who have done complete bus repowers, restorations, and their fair share of tinkering on buses in general.





9. **Ten raffle tickets** (per bus registration) for Saturday Night Prize Raffle – we’ve already begun lining up plenty of fantastic prizes, including *Bus Conversion Magazine subscriptions!!!*

10. **Outdoor Movie Night** – Come enjoy fresh popped popcorn and a classic bus-themed movie on the big screen! Weather permitting, this event may be relocated inside the conference hall.

11. **Flxible Bus Rally, Loudonville 2020 magnet** (one per registration) – sure to be a sought-after piece of memorabilia!!!

12. **Flxible Bus Rally, Loudonville, Ohio custom sticker** and goodie bag!



13. **Flxible Owners International bi-annual meeting.** This event is for FOI members only – if you aren’t a member and want to take part & get all of the discounted rates for the Rally – simply **JOIN for ONLY \$20 for 2 years!!!** If you might be interested in being more involved and would like to know more about the officer positions which will be elected during the meeting – we will have a designated time to explain all of this during the Potluck Dinner on Thursday evening – we’d be lucky to have you help out!!

14. **Flxible Bus Awards** – we’ll be taking nominations and voting for a variety of awards including Oldest Bus, People’s Choice, Came from Farthest Away, Newest Bus, Best Restoration, Best Repower, and Took the Longest to Restore!

The City and people of Loudonville have devoted much of their history to Flxible buses and a number of the local businesses have really stepped up to the plate to offer sponsorships and donations in-kind to make the Flxible Bus Rally a remarkable event while helping us to keep the costs down for our Rally attendees. We think it only appropriate to showcase to the public and Loudonville community these amazing marvels of engineering. Thus, we have made arrangements with the Mayor of Loudonville, City Council, and the Ohio Dept of Transportation to make the Bus Parade bigger and better than ever before!!

Saturday’s Bus Parade will include a live DJ and announcer, public voting for Bus Awards, 50/50 raffle and a 2-hour viewing of the Flxible buses in downtown Loudonville. The buses will park in the middle of Main Street while the street is blocked off during this time. This will afford the Rally participants a unique opportunity to showcase their buses, tour downtown Loudonville, patronize local stores – many are sponsors of the Flxible 2020 Rally, grab lunch/coffee/ice cream, etc. There will be two food trucks (Exclusively Yours Catering and Grant’s Guac & Roll) also stationed in downtown for additional food options. A gracious



donor has arranged for a 70'x3' sign to be hung over Loudonville's Main Street for 3 weeks leading up to the Bus Parade to increase public awareness of this first-ever event.

Bus owners are not required to allow the public to enter their buses during this time but are encouraged to let folks take a step inside/quick peek of their bus - *it might increase your chances of being voted People's Choice Award and taking home the BIG TROPHY!!*

** Please provide a narrative about your bus: year, make, model, paint colors (this will help the announcer identify which bus he is reading about), where and who you purchased your bus from, where the bus lives now, what it was originally used for, any upgrades/restorations, fun facts, adventurous/humorous travels, anything else fun and interesting about your bus - this will be read aloud and announced by the MC during the Bus Parade - the more interesting and intriguing, the more likely people are to vote for YOUR BUS!!!! - provide this narrative in an email to briansantin@gmail.com

ACTIVITIES!! FUN!!!

Mohican Adventures - <https://www.mohicanadventures.com/>

why just camp when you can do so many other fun and exciting activities right at Mohican Adventures. From River Trips of canoeing, kayaking, rafting, tubing or group paddling, to a climb through the adventurous aerial park, mini-golf, or riding go-karts - Mohican Adventures has some of the best outdoor entertainment for the whole family. We encourage Rally Registrants to book these activities in advance and preferably to take place on Wednesday afternoon but feel free to enjoy them at any time during the Rally (may conflict with other Rally events). Mention you are with the Flxible Bus Rally when scheduling so that you can enjoy spending more time and getting to know other Flxible Bus Nuts while having fun!!! We anticipate the Go-Karts will be a big hit - think of them as buses just smaller, HAHA!

15% discount for Flxible Bus Rally Registrants - mention code: Flxible

Malabar Farm Tours (\$9/person FOI member, \$10/person nonmember; fee includes transportation *limited to the first 46 people to sign-up* departing and returning to Mohican Adventures) <https://www.malabarfarm.org/>

The House Tour is an hour guided tour of the historical Big House owned by Louis Bromfield and has all of the original furnishing and art work that was in the Bromfield home while he and his family lived there from 1938-1956. You will learn about Louis Bromfield, one of Ohio's Authors and Conservationists. The Wagon Tour is an hour guided tour of the grounds, tractor drawn tour wagon. Talks about the history of the farm pre-dating Bromfield (pioneers that settled on the property and historical figures that are said to have visited the grounds) and also some of his farming practices and some of the things going on now.

Landoll's Castle Tour & Lunch (\$22/person FOI Member, \$24/person nonmember; fee includes transportation *limited to the first 46 people to sign-up* departing and returning to Mohican Adventures) <https://landollsmohicancastle.com/>



Enjoy the stately majesty of times past in a luxurious castle. Located deep in the heartland of Mohican country and Loudonville, Ohio, the estate offers unprecedented luxury in its lodging and seclusion. It started with a dream and a love of European castles. During a two-year tour in Europe, now retired Army Veteran, Jim Landoll vowed to himself that if he ever made enough money in his life he would build a castle in America. He did just that and you will learn all about the trials and tribulations of building a castle.....kind of like restoring a bus - you never know what you are getting into!!! HA!

Followed by lunch at the Copper Mug Restaurant - pasta buffet overlooking the peaceful Mohican forest. Pasta Buffet includes meatballs, grilled chicken breast, alfredo and marinara sauces, garlic toast, farmers market display, and a salad.

Ohio State Reformatory Tour (\$17/person FOI Member, \$19/person nonmember; fee includes transportation *limited to the first 46 people to sign-up* departing and returning to Mohican Adventures) <https://www.mrps.org/>

Walk the same halls as history's most infamous prisoners. Immerse yourself into the foundation that formed The Shawshank Redemption - this is the site where the iconic movie was filmed. Whether you're hunting for the paranormal or simply looking to tour the beautiful architecture, you can find it here at The Ohio State Reformatory on our guided tour.

If you are not a member of the Flxible Owners International but would like to become one - we would welcome you to the club and it couldn't be any easier to become a member!

You can save \$\$\$ on your 2020 Rally registration *and* activity fees by simply checking the box on the Registration Form saying "YES I want to be an FOI member!"

As a FOI member, you will be supporting the preservation of historic Flxible buses, receive **Flxible Bus Newsletters** with articles about Flxible buses, and get **Member Discount** pricing at our Rallies.

Be sure to include the \$20 FOI membership fee (valid for 2 years) along with you Rally Registration fees.



Flxible Bus Rally 2020 Registration Form

Loudonville, Ohio - Home of the *original* Motor Coach

Name(s): _____

Last First Spouse/Guest

Children (under 12) _____

Address: _____

Street, PO Box, Apt No, etc City State Zip

Email: _____

Phone: (____) _____

**Registration Deadline:
Saturday, August 1st**

Coach Information: _____

Make, Year, Model

I/We will be attending the Flxible Rally but plan to stay at a hotel/B&B nearby
(Landoll's and Blackfork Marken offer discounted rates, mention Flxible to get the discount)

I/We will be arriving on (circle one): Tuesday(8/25) Wednesday(8/26) Thursday(8/27) Friday(8/28)

FEES	FOI Member	Nonmember	TOTAL
Registration Fee (per bus, non-refundable)	\$ 20	\$ 25	x ___ = _____
Malabar Farm Tours <small>(transportation included, limited to the first 46 to sign-up)</small>	\$ 9/person	\$ 10/person	x ___ = _____
Landoll's Castle Tour & Pasta Buffet Lunch <small>Meatballs, grilled chicken breasts, alfredo & Marinara sauces, garlic toast, salad (transportation included, limited to the first 46 to sign-up)</small>	\$ 22/person	\$ 24/person	x ___ = _____
Thursday BBQ Dinner <small>¼ bbq chicken, 3/4lb ribs, corn on the cob, baked potato, cole slaw, rolls & butter</small>	\$ 12/(adult) \$ 6/(child<12)	\$ 16/(adult) \$ 8/(child<12)	x ___ = _____ x ___ = _____
Ohio State Reformatory Tour <small>(transportation included, limited to the first 46 to sign-up)</small>	\$ 17/person	\$ 19/person	x ___ = _____
Saturday Dinner <small>Amish prepared meal: baked chicken, roast beef, amish noodles, green beans, salad, bread, desserts</small>	\$ 18/person \$ 9/(child<12)	\$ 20/person \$ 10/(child<12)	x ___ = _____ x ___ = _____

YES, I want to be an FOI member for 2 years & get the FOI member pricing - ADD \$20.00

TOTAL: \$ _____

Send this completed registration form to: Brian & Crystal Santin
630 W Main Street Suite 200
Wilmington, OH 45177

Makes checks payable to: Brian Santin



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AUGUST 27-30, 2020**

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Don't miss out on this monumental Bus Rally!

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

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



Rally Events:

**Private tour of
Landoll's Castle
(lunch included at the
Copper Mug restaurant)**

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

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

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

**Catered meals by
Der Dutchmen &
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Brian & Crystal Santin

briansantin@gmail.com



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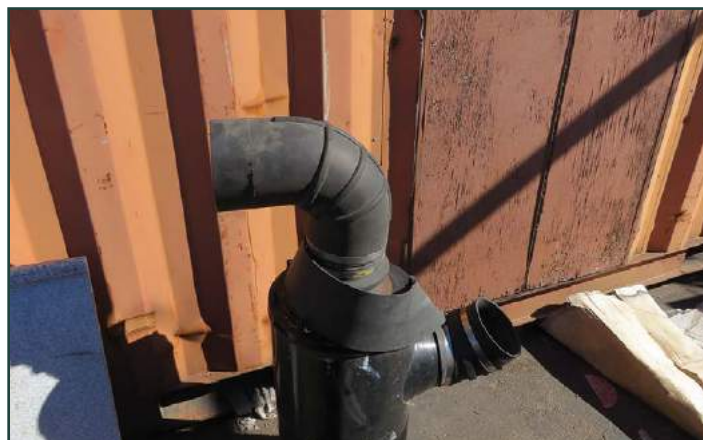
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Bus Groups in the U.S. and Canada.

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



Northwestern Bus Nuts
<https://nwbusnuts.com>

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

Pacific Bus Museum
Freemont, CA
www.pacbus.org

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

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



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Gary's Tip:



This month we changed our TOC (Table of Contents) shortcut from three horizontal lines that generally represent a TOC to a little bus. You can click on the little bus at the top-center of most pages to take you directly to the TOC. Try it now.





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
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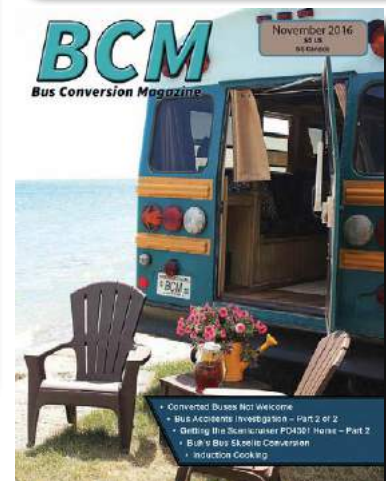
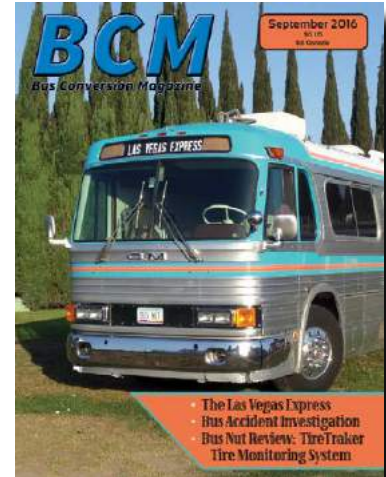
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There are lots of stories to hear about around camp as everyone has a different adventure, with the common denominator being that people like to get out and travel and enjoy their rigs.

The Skooliepalooza event went on in Ehrenburg, AZ, where several hundred converted school buses met up for a week of fun and camaraderie in the desert. Several folks get together for the entire month of January to get away from the cold weather and to continue improving their buses.

Unfortunately some folks park and winterize their buses during the winter and use them only in the summer. In Quartzsite, people were here to get away from the snow shovel and snow blowers where they could sit outside and enjoy the warmth of the weather and the company of fellow snowbirds.

Wherever you were in January, I hope you were safe and enjoying your buses.

SYOTR

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CHAT!



LV (Las Vegas) Bus Depot



Post by: lvmci

1940/50s, I think it was on Main street.

Post by: Van

Ahh the GOOD OL DAYS. Thanks Tom!

Post by: richard5933

It was buildings like that which helped me fall in love with bus travel when I was in college. Now look where it's gotten me...

Post by: blue_goose

For 9 years 1953-1962 I worked across the street from a bus station. First in Lynchburg, VA on fifth st. then in Roanoke, VA. Always love to see the old GMs come and go.

Post by: oltrunt

Yup, the good old days before DOT had gotten out of diapers. I rode a Trailways bus from Charlotte NC to LA, Ca---non-stop (except for fuel, eats and "Bennies"). It was the same driver the entire trip. Oh, I also remember that several sets of new bus tires were rolled in down the aisle for delivery somewhere along the way. This was

the beginning of an eventful Christmas vacation. There's more to tell but I'm already sure no one will believe what I've said so far so I'll leave the rest for your conjecture.

Post by: Ed Hackenbruch

Sounds like the start of a campfire story to me! :)

Post by: dtcerrato

Yes it does but doesn't mean it isn't the truth. Heck one night we were sitting by the campfire & someone fell out of their chair & the whole world shook - we all knew it happened because we were all there! ;D

Post by: TheHollands!

Jack, I'd believe it. Some of the busses I've ridden in SE Asia end up with all sorts of passengers and then freight deliveries that are picked up and dropped along the way. In Myanmar, I had the spare tire wedged against my seat, and I'm pretty sure some folks got bumped from the bus when I showed up, a Westerner fare is worth more than what the locals pay. I bet it was fun back in the day seeing the US by bus.

Post by: oltrunt

Vindicated - Ha! Thanks to The Hollands!

Post by: lvmci

TWA gamblers tour from McCarren to the Sands 1950, via greyhound charter buses.



Post by: lvmci

Las Vegas Review Journal newspaper, November 11th 1943, Saw on Facebook

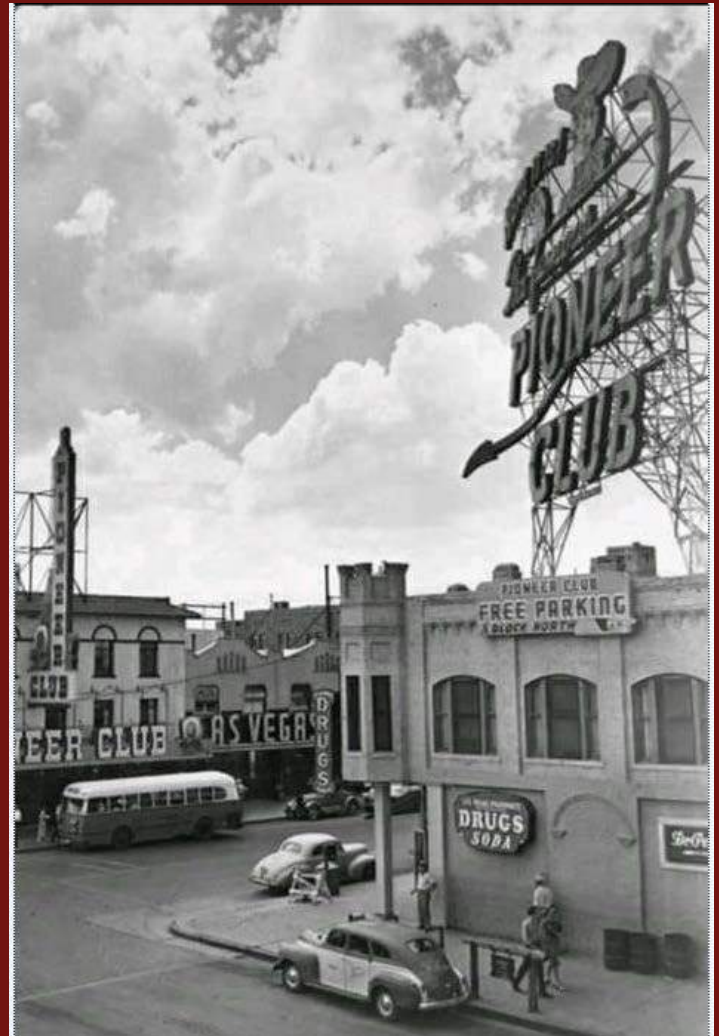


Post by: Van

Wow!

Post by: lvmci

1st and Fremont, Pioneer is where Vegas Vic, Howdy Partner is, 1944, those city buses were around when I was a kid...



Post by: Dave5Cs

Awesome Tom did you shot the pic's, ;) Kidding

Post by: lvmci

Hi Dave, yes with my brownie camera!

BUS SEATS ARE PRECIOUS THESE DAYS

● There are not enough seats nor enough buses to carry everyone who wants to travel.

Persons employed at war factories, shipyards, munition plants, military camps, or other vital war work.
 Industries going to reception centers.
 The boys and girls in Uncle Sam's proud uniforms who are home on furloughs.
 These visiting their own boys or girls in the service.

must travel

To all these persons traveling is necessary. There are so many of them, they fill almost every seat on nearly every bus schedule. Yes, bus seats are precious these days. However, if for some urgent reason you must travel, please consult our agent about the best schedule, the least crowded days, and the most direct route.

AS TO THANKSGIVING: Ordinarily we are able to use extra equipment to handle the extra travel at Thanksgiving time. Now—with all America consecrated to Victory—there are no idle buses. But we hope and pray that by another year we can say, "Come along. We'll take you whenever and wherever you want to go."

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ROUTE OF THE AIR-CONDITIONED DIESEL LINERS

Post by: lvmci

1954 bus lot, 7th and Fremont St, Las Vegas, NV, across 7th street from the El Cortez hotel casino. Two blocks from where LTR bus yard was located





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