



Cruisin' Classic.

Our family started RV'ing by purchasing a new 2010 24' Fleetwood Quest built on a Sprinter van chassis. While the chassis was a great powertrain, the "house" quality left quite a bit to be desired. A long-time friend convinced us to consider bus ownership and we started busing with a GM 4107 in 2012. However, I always wanted a 4106, "the sports car of coaches", and after a long search, eventually we were able to get one in 2017.

Cruisin' Classic is a 1962 GM 4106 bus that formerly served as a coach for Las Vegas Tonopah Reno lines (LTR). LTR buses are prized by collectors because the company was known to have an excellent maintenance program, and the Nevada service environment offered little corrosion. One of its sister coaches is in the [Pacific Bus Museum](#).

Ron Brown of Pine Grove, CA originally converted our 4106. He bought it around 1988 from a gentleman that was going to convert it in Sacramento. Ron was a cable splicer for the phone company before he retired, so the electrical work is very high quality, it has several unique features, and both ends of the wire are consistently labeled. Ron converted this bus as his personal "demo" coach, and he also converted two MC-7's for others over the years. The conversion took place gradually over approximately 13 years.

The second owners after Ron, was a family in Sacra-

mento, who after a short ownership and careful consideration decided they wanted something smaller, so we purchased the bus from them.

The bus features paint by John Stahr, who painted coaches for Marathon around that time. The Cruisin' classic theme was created by Ron, as well as the Coyote, which Ron says is him sitting on a rock howlin' at the moon. The paint scheme is a combination of features from four sketches that John Stahr did.

The bus originally had an 8V71 with a Spicer 4-speed transmission. Later, Ron got a deal on a Grumman 870 bus that had the parts for a completely upgraded

STRAIGHT LINE
Steering, Inc.

Straight Line Steering, Inc.
1802 Smith Ave
San Jose, California 95112
(408) 289-9850



We Specialize in Remanufacturing

• Power Steering Gears	• Control Valves
• Manual Steering Gears	• Steering Cylinders
• Power Steering Pumps	• Rack and Pinions

www.straightlinesteering.com



Water Filters - Selecting the Right Material for POU/ POE Filters by Robyn Gordon

In an increasingly crowded world, the need for clean water concerns everyone. RV consumers should carefully consider the various types of water cartridge medias when choosing pre-filtration and post filtration for their water systems.

Most filters are made from selected materials to form a barrier against suspended dissolved solids. Filter designs include: loose media filters with grains, resins, particles lying in beds or loosely packed in column form; and cartridge-type filters that may contain membranes, fabric bonded ceramic, pre-coat, or cast solid-block media.

We will look at the different types of sediment filters:

1. Pleated Filters

The pleated filter is manufactured from one of three materials.

Pleated paper is the most economical material but cannot be effectively reused. These filters tend to feed on the cellulose portion of the media. What also can happen is that bacteria can get trapped in the pleats which can cause harm.

The second type of pleated filter is a cellulose/polyester, which is the next most economical material and a better medium because it offers the filtering ability of a cellulose with the strength of polyester.

The third choice of pleated filter is polyester and polypropylene, which are the most expensive filter materials, yet they are strong enough to handle repeated washing and reuse.

2. Depth Filters

Depth filters usually have a 3/4" to 7/8" porous wall

that captures particles winding their way through the material. The most common materials are polypropylene, cotton, or resin-bonded cellulose. These materials are spun, string-wound, or vacuum and machined.

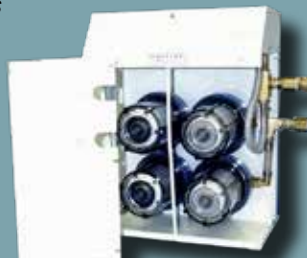
String wound polypropylene cartridges are manufactured from polypropylene, and fine fibers are bonded and spun to form a solid structure. Water flows through the twisted paths, and sediment is trapped within the filter.

These cartridges are used to filter large amounts of sediment or fine sediment. They have graded densities, with a lower density at the surface and a higher density in the center. Sediment is trapped throughout the entire cartridge since water is forced through the path between spaces in the cartridge.

Pleated and depth filter cartridges are generally used as a pre-filtration in point-of-use (POU) installations. Depth filters cost less and capture particles smaller than the filter's hole size. The advantage of pleated filters is that the surface area may be eight to 12 times greater than the surface area of depth filters. The decision to choose between these styles of filter cartridges may come down to personal preference or the application desired.

POINT OF ENTRY WATER SYSTEM

Unit is portable and delivers up to 4 gallons of filtered water per minute. 5 micron sediment filters remove small debris. Half micron carbon filters remove chemicals and small parasites. Then the water is exposed to a high intensity UV lamp to destroy bacteria and viruses. Clear filter housings aids monitoring of the filters.



**For more information contact Aquafied at
(800) 676-7873 Aquafied is a subsidiary of O-So Pure**



Battery Maintenance

by Gary Hatt

Installing Hoses Between Batteries.

Wet cell batteries require maintenance. I have replaced all the batteries in all of my buses at least once and I can tell you that batteries are not cheap. 8D batteries start at \$170 each and I need two for my Eagle. Every time I replace them, I am out \$340 plus tax and the price is not going down.

In the past, I used six 4D deep-cycle batteries for my house batteries in my Eagle. They are also very expensive. If you leave your bus at a shop, with irresponsible people, and they run them down completely as it happened to me, then you are looking at spending a lot of money. I was not having any luck with 4D batteries and they were also very heavy so I changed my all electric bus over this year to eight 6V deep-cycle Trojan batteries. I am much happier with those as they are not only lighter but they also hold a much longer charge.

I would like to have AGM batteries that I don't have to maintain as I had in my Sportsmobile, but the price for these went out of sight a few years ago. Unfortunately, I can no longer afford these. I discovered quickly with lead-acid batteries, that if you do not periodically check the water level, the water level gets low, and that they go bad really quickly.

I always tell everyone to check their water level monthly since you do not want to run your batteries dry. I used to put off checking the water in my batteries as long as I could because they are difficult to get

to, they are hard to fill, and it is difficult to check the water level. Some people even have to disconnect their batteries from their system before checking the water level so they have better access. With a battery

NATURE'S HEAD®

Self-Contained Composting Toilet

Saving Our Water for Tomorrow

 **FREE YOURSELF**
From Black Tanks and Pumpouts.

**All Stainless Hardware
Full Size Seat
Fits in small places
5 Year Warranty
No Chemicals
Urine Diverting
Exceptional Service
Made in USA**

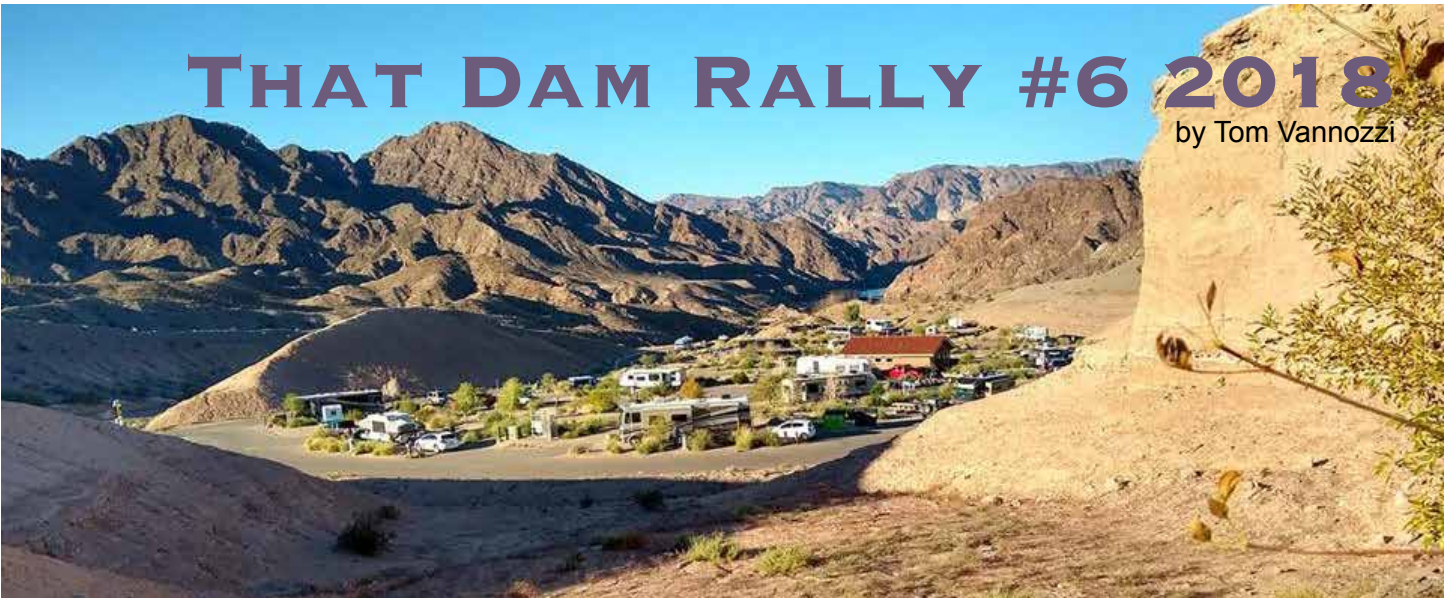


\$35 Off online toilet purchase.
Use code BC1911 at checkout.
Offer expires 12/31/2019

www.NaturesHead.net
251-295-3043

THAT DAM RALLY #6 2018

by Tom Vannozzi



Willow Beach RV Park

The Dam Pre-Rally

The Willow Beach RV Park and Marina on Lake Mojave, has an unusual layout in that the spaces are very large. Sections A, B, C, and D each surround large gravel mounds, covered in natural Mojave plants. The mounds are about 10-12' high or about even with the roof of our buses.

The 2018 Dam Rally was held from November 2 – 4 at Lake Mead RV Village in Boulder City, NV. There was a pre-rally at the Willow Beach RV Park in Willow Beach, AZ from October 31 – November 1. Both were NRG's (Non-Rally Gatherings) where no activities are scheduled. You simply show up, meet with other Bus Nuts, and swap lies about bus conversion travel. NRG's seldom charge a rally fee and everyone is expected to contribute something, even if it is a can of nuts for everyone to enjoy.

Some folks prefer NRG's over an official rally, where events are scheduled throughout the week with pre-planned activities throughout the rally. The folks that enjoy NRGs like them because they can go where they want and when they want. Others like to go to a regular rally where activities are planned so they have something to do every day. Some of the larger rallies even have seminars to attend, but they are not so common with the bus rallies anymore.

There are different types of bus rallies for different types of Bus Nuts. Even at an official rally, with pre-planned activities, you are free to participate in the events or go out on your own. Frequently, at rallies, people take a day off from the activities and go into

town or go out exploring to see what the area has to offer. Some extend their stay an extra day or two, or come early to go out and explore. All while, they make sure not miss any of the rally events.

There were eight buses at the pre-rally and 14 buses at the main rally. Even though some folks signed up too late for the main event, they were able to secure a



- Tow your rear-wheel and 4WD automatic transmission vehicles with ease.
- Quickly disconnect your vehicle transmission while sitting in the driver's seat.
- Tow all four wheels on the ground.

Find an Authorized Dealer online today!



SuperiorDriveline.com
1.855.447.3626





BUSES IN GERMANY

by Wulf Ward



XX

Editor's Note: This article was written over 20 years ago but never published. Some of the information may be out of date but it is still an interesting read.

First I'd like to say that I am happy to be back at home after an exhausting vacation in Europe, which included about 4,000 miles on the German Autobahn. I also spent some time in Austria and the Czech Republic.

I took pictures of buses and interviewed bus drivers before and after Stuttgart. I like to write about the Neoplan factory first because my visit to Neoplan was one of the main reasons I went to Germany. Alan Midgley was kind enough to show me around. It was easier for me to speak in English about buses with him than German even though both of us also speak German.

I am converting a Neoplan Spaceliner, so I hoped to gain some pointers from the people at Neoplan. Sadly, I am no smarter about my bus then I was

Tanks, Toilets & Systems

PRODUCT No.	651001
MODEL No.	510 Plus
COLORS	White or Bone
BCM Special	349 ⁹⁵

Tanks: Over 400 Sizes To Choose From

Heavy duty rotomolded constructed. One piece, non-corrosive high density polyethylene Fresh, Gray, Black water holding tanks.

All the comforts of home
China bowl is rinsed with fresh water from onboard demand system. Integral anti-siphon vacuum breaker protects portable water supply.

Easy to clean: Durable china resists stains and scratching.

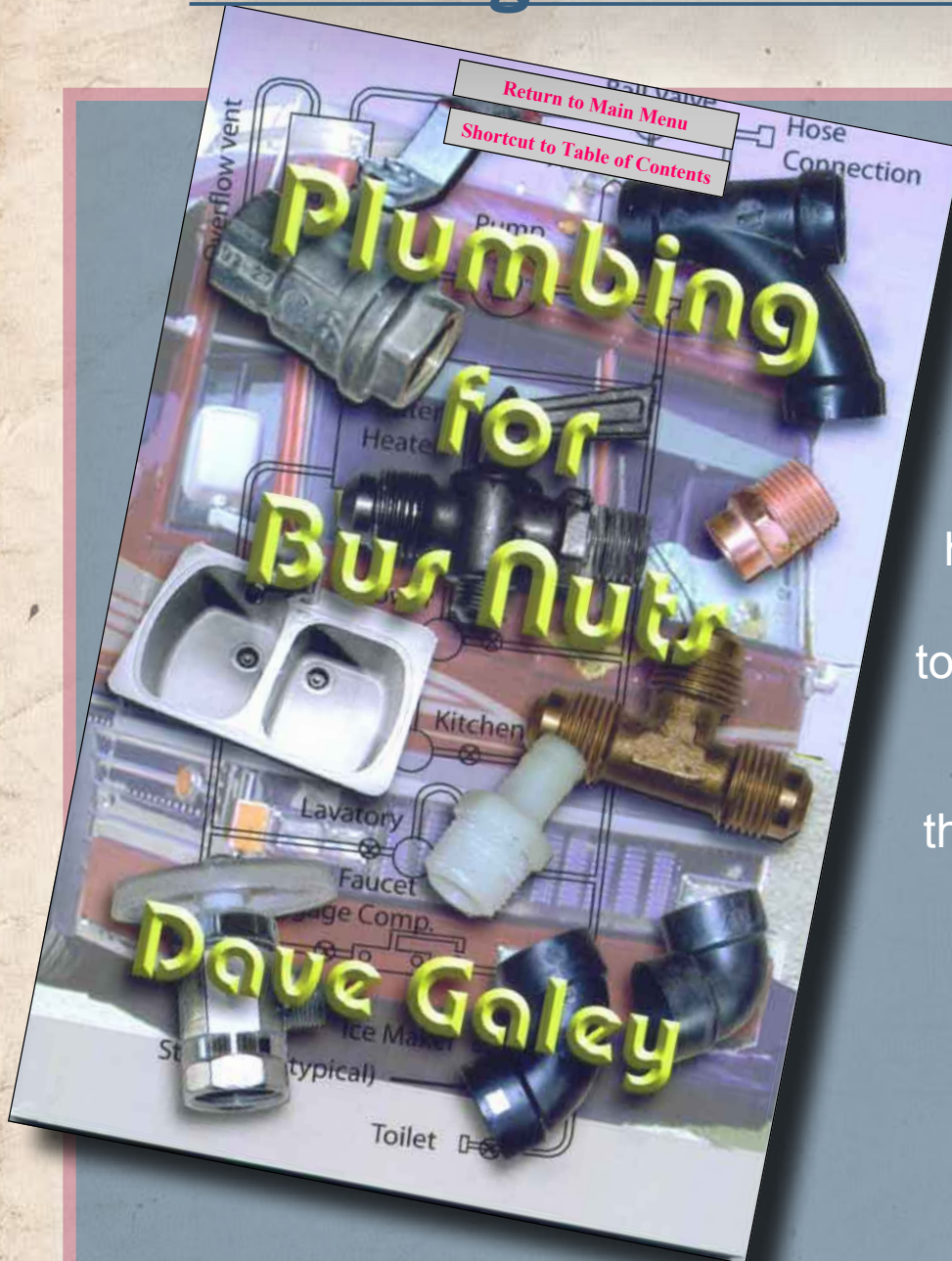
Proven reliability and easy maintenance

We also carry LED Electronic Tank Monitor Panels.

ARDEMCO INC.
• Dealer inquiries welcome •
800-253-0115
www.ardemco.com
902 W 18th St., Costa Mesa, CA 92627

[Click Here For Our Online Catalog](#)

Plumbing for Bus Nuts - Dave Galey



The following is an excerpt from Dave Galey's 116 page Book – Plumbing for Bus Nuts. In it he explains everything you would ever want to know about plumbing your bus conversion.

Although some of the information is dated since it was written in 2005, but most of the information is still valid today.

To read the entire book, go to our website www.BusConversionMagazine.com and select the **Members** tab and choose **Books on PDF**. Members can log in to read this book in Flipbook format and you will find it an enjoyable read.

You will find several **Books on PDF** to enjoy in this section and as long as you have a membership (subscriber) you will be able to enjoy this collection of Dave Galey's books.



Title: Jake Brake Circuit Breaker Size?

Post by: richard5933

I'm putting together the last details on our Jake Brake install for this winter/early spring. Right now I'm working through the wiring plan. I've found the wiring diagram in the GM book for the optional Jake Brakes. It indicates the addition of a circuit breaker to an unused spot. Problem is, it doesn't indicate what size breaker.

When running a 24v system, does anyone know what size breaker is needed to run the Jakes on an 8V71?

Post by: bevans6

MCI's have a 6 amp auto-reset breaker for the jake brakes.

Post by: luvrbus

I use a 5 amp fuse not a breaker. Are you going to waste wire and wire your Jakes for a 2 stage? With a manual transmission a clutch switch will make like easier for you shifting.

Post by: richard5933

Going with single stage - all or nothing; It didn't seem like the two stage made any sense on the 2-stroke engine. A clutch switch is in the plan.

Post by: luvrbus

That will work. The clutch switch is a good idea when hunting for gears. Some people can master it without one, but most have a tough time.

Post by: Lin

There it is again, that "2 strokes need a single stage Jake" myth. Mine is a two stage and I use it on first stage more than on second stage. Must be the placebo effect.

Post by: richard5933

Maybe you can explain. You sound like you're advocating adding the extra wiring to have two-stage Jakes, but the more popular opinion is that the first stage doesn't do enough to make it worth the effort. Aside from your personal experience, why is this a 'myth'?

We had single stage on our 4106 with an Allison V730. They certainly were helpful when driving, but I never considered them too strong or wished we could cut the stopping in half. Now we're installing Jakes on a 4108 with a 4-speed manual. At times the Jakes provide too much help, I figure that the engine/tranny will do the job just fine and the Jakes can be turned off.

Post by: eagle19952

Standard transmission?

Post by: luvrbus

If you are in the mountains or steep grades the 2 stage are not much good. Lin has spent a fortune adding valves to make his transmission lock up to use the Jakes so he has to be in 1st or 2nd gear using his Jakes. The 2 stage Jakes on the Detroit will not hold you back on the descend from Flagstaff to Phoenix unless you are in 1st or 2nd gear at 15mph with people flipping you off. Four strokes have real Jake brakes. Two strokes make noise.

Post by: chessie4905

I'll bet they work fine in an MC-6 with a 12V-71.

Post by: luvrbus

Could be the trucks worked ok with the manual transmission but Greyhound never used Jakes brakes on their older buses. Jakes are a personal preference on a 2 stroke to me anyways. It just makes the oil consumption increase on those old engine also.

Post by: richard5933

At least by 1975 the Jakes were an option from GMC. There are wiring diagrams showing the install for all the various configurations (auto, 4-speed, with/without other options). The only thing not there was the size of the circuit breaker.