



BUS CONVERSION MAGAZINE

October 2023



The Sasquatters – A 2003 Thomas EF Skoolie
by **Dustin McCorkle**

A GM Parade – The Futurliner (Part 1 of 2)
by **John Swartley**

A Cool Idea for Your Bedroom
by **Dave Galey**

Skoolie U.P. 2023 - A Teen's Point of View
by **Persephone VanDenburg**



PUBLISHER'S NOTE

Fall Travel Season is the Best



GARY HATT

“ Fall is in the air, and this is my favorite time of year to travel. The air is cooler, campgrounds are less crowded, and fewer people are on the roads.

Once the kids go back to school in September, many families move their RVs into storage, settle in for the winter, and concentrate on school and learning. The hot summer in most parts of the country is over and the smoke from forest fires starts dying down.

In the fall, there are fewer RVs in rest areas and road-side parks, and for those of you who stay in RV parks, most of those places thin out significantly after Labor Day, especially the non-destination RV parks that are along the highways that cater to people resting on their way to their destinations.

Many campgrounds, especially those within a few hours' drive from major cities, may still have several RVs parked in select sites, especially travel trailers and 5th wheels that are purchased to park in these campgrounds from spring to fall to be used for weekends and holiday getaways. But many spaces start opening up this time of year when vacations are over, thereby providing the rest of us with more places to enjoy, and reservations in most places are no longer required.

For those of us fortunate enough to be able to travel this time of year, we can also enjoy traveling with less crowd-

ed facilities in tourist areas. Dump stations are less crowded, and it is easier to get into the tourist attractions along the way. National parks, especially those far from cities, thin out substantially this time of year, so we can better enjoy Old Faithful and other areas without having to wait for those darn tourists to move out of our way so you we find a place to park.

Stepping out of your bus in mid-summer when the temperatures are in the triple-digits generally means getting in and out quickly and if you have dogs, you must be concerned about their feet getting burned on the pavement. In the fall, you can take your time and smell the roses a bit longer, and your pets can enjoy the outdoors more as well.

If your only means of cooling the inside of your bus while traveling is by running the onboard generator to run your air conditioning as I do, this is one less chore you need to deal with in the fall months. You may even save burning an extra half-gallon of fuel per hour. Once it starts cooling off outside, there is no need to run your A/C and hence your generator, making your camping experience cleaner and quieter.

There are several reasons why people prefer traveling in the fall. You probably have your own. That being said, get out there and explore what the country has to offer before snow starts flying.

SYOTR

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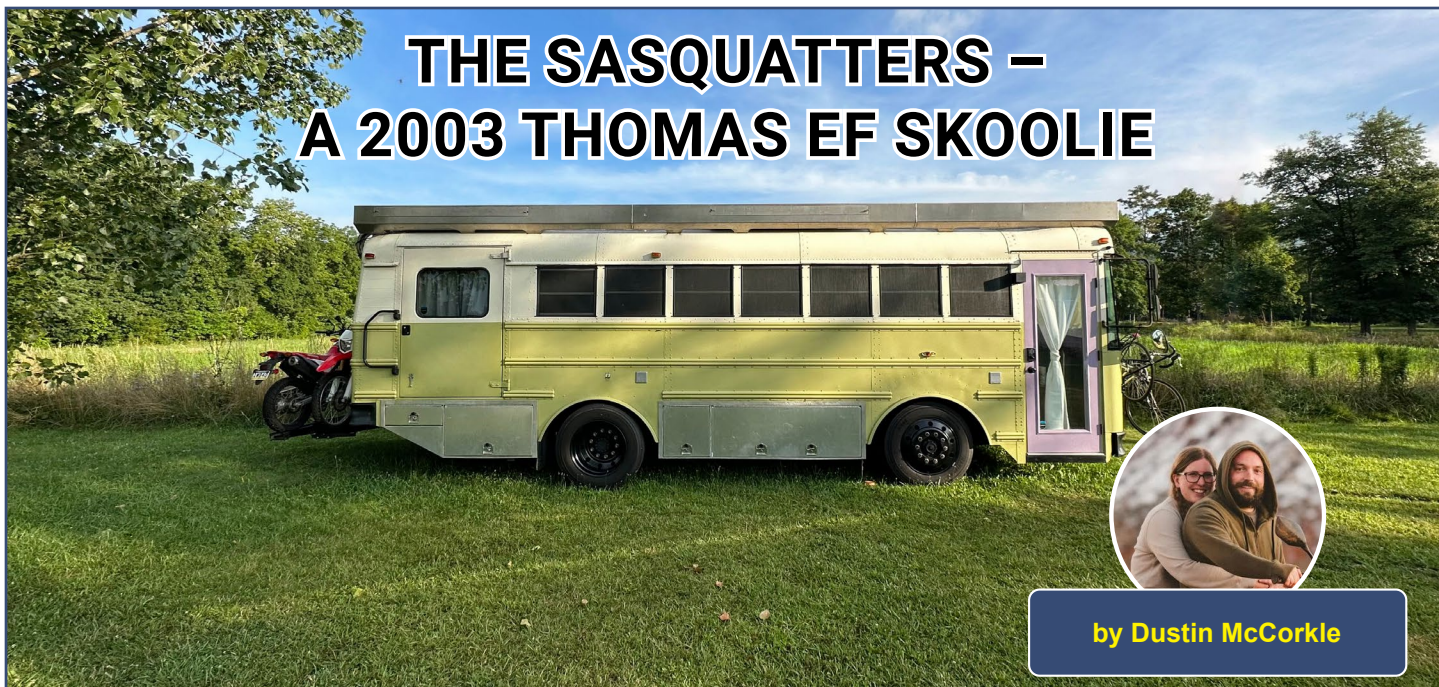
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THE SASQUATTERS – A 2003 THOMAS EF SKOOLIE



by **Dustin McCorkle**

As a Boy Scout growing up in Colorado, I had my fair share of camping adventures. But it was a transformative summer spent traveling the country with my aunt and uncle in our family camper that truly ignited my passion for life on the road. Holly wasn't as lucky to experience such wanderlust during her upbringing. So, when we crossed paths in 2014, we both knew we wanted to hit the road together, embracing a nomadic lifestyle.

\$25,000 Starcraft travel trailers to extravagant \$500,000 Entegra coaches, they all seemed to share one disappointing characteristic: a sense of cheapness.

It surprised me that over the past 25 years, nothing seemed to have changed within the



Camping with my parents.

Naturally, our quest for the perfect camper began. We scoured dealerships and attended countless camping expos, hoping to find a gem among the sea of options. From modest

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RV industry. Sure, the half-million-dollar RVs boasted some desirable features that the more affordable trailers couldn't match, but the exorbitant costs remained unjustifiable. Besides, owning a luxury RV of that caliber was never in our realm of possibility.

Disillusioned with the idea of purchasing a new RV, we turned our attention to the used market, hoping to find a gem that we could transform into our dream home. However, our quest for a pre-loved RV quickly unraveled as we encountered stained carpets, cracked fiberglass shower pans, and roofs on the verge of collapsing. It became clear that buying used was not the ideal route for us either.

Sometimes life has a way of making us wait for the right opportunity. So, we reluctantly put our travel plans on hold while I pursued my university education and Holly focused on her career.

The longing to hit the road persisted and in December 2016, when fate intervened. I stumbled upon a captivating camper build that turned out to be an old school bus. It sparked a long-forgotten memory of mine when I had shown Holly a converted bus during our early days together. It was in that moment that we realized bus life was calling our names.

"How hard could it be?" With an impulsive decision fueled by excitement, we placed a deposit on a bus in Florida and booked plane tickets for the following weekend. In a whirlwind of enthusiasm, we emptied our living room and taped out a scaled bus floor plan, yes inside our house.

We settled on a 2003 Thomas EF bus,

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Laying down a scaled bus floor plan in the living room of our house.

Keeping up with the Bus Industry

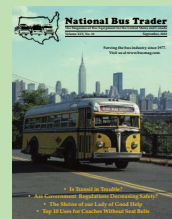
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Digital since January of 2021.

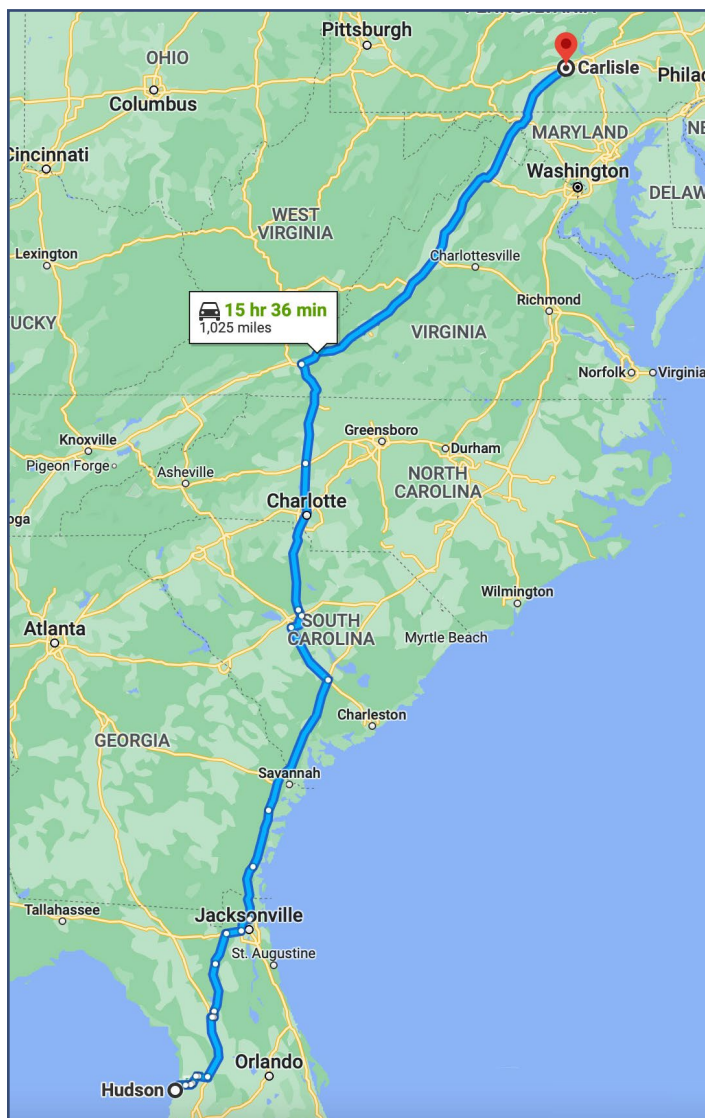
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equipped with a CAT3126 engine and an Allison 2000 automatic transmission. Its low mileage, decent tires, and compact size made it an appealing choice for us. We embarked on a two-day road trip, driving the bus all the way from Florida to Pennsylvania, bubbling with excitement to commence what we thought would be a six-month conversion.



Our 1,025-mile-route home to Pennsylvania.



Proudly driving our bus back home.

However, our journey into bus life was not without its obstacles. As we began removing the seats and interior metal paneling, we encountered our first major roadblock: the recessed L-tracks holding the seats in place refused to budge.

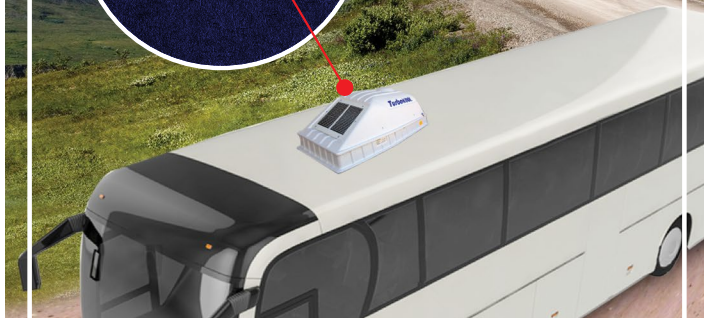
Rust and wear had taken their toll on the nuts

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and bolts, rendering them nearly impossible to loosen. We resorted to using a circular saw to cut away the wooden flooring surrounding the tracks, granting us access from all angles. Yet, even with this unconventional approach, we were faced with a daunting task of trying to cut 480 stubborn bolts.

To expedite the process, we used 4" Dewalt XP angle grinder with cut-off wheels, slicing through the tracks and bolt heads with swift precision. It was a relief to overcome this challenge, but it also served as a stark realization that our six-month timeline might have been overly optimistic.



Cutting out the L-tracks.

Once we regained momentum, we encountered yet another hurdle—flooring. After careful consideration, we chose a Luxury Vinyl Plank (LVP) flooring with a real wood texture.

The winter of 2016 saw us diligently installing the flooring, only to discover in the summer of 2017 that the vinyl planks had begun to curl and warp due to the heat, which put the conversion on hold. When winter 2017 came

around the planks had begun separating, leaving large gaps between each plank. A disappointing setback, but we were determined to find a solution.

After extensive research, we decided to remove the damaged vinyl planks and install commercial-grade LVP flooring throughout the bus. It was a time-consuming process, but the result was a durable and aesthetically pleasing flooring that could withstand the rigors of bus life.



Warped flooring with some added relief cuts.

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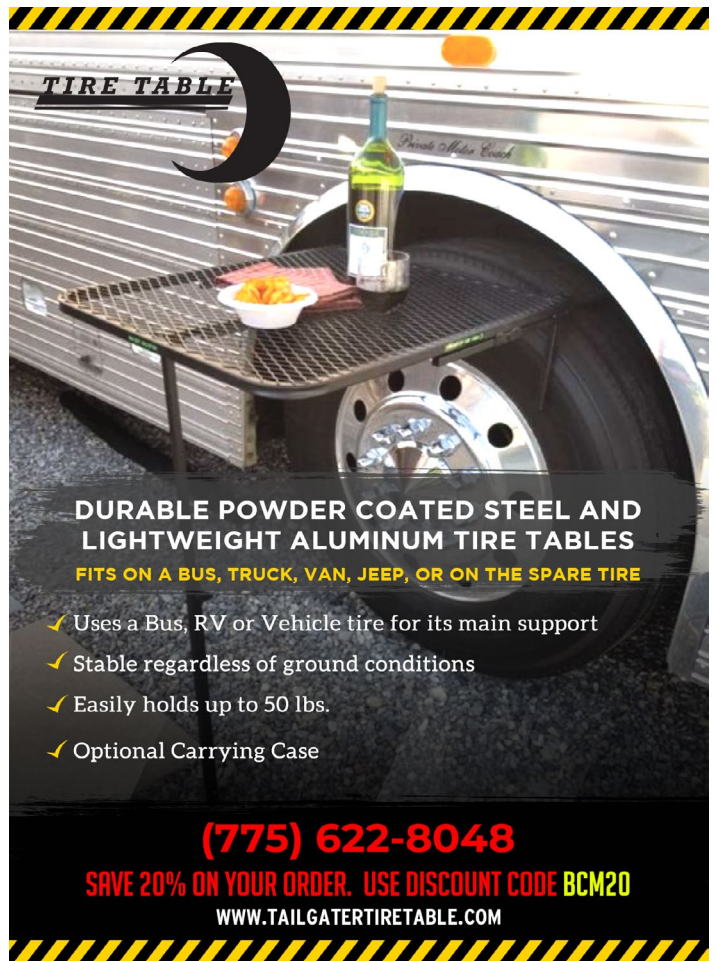
Precision-cut solar rack pieces, awaiting seamless fabrication.

Amidst the chaos of the flooring debacle, we found ourselves engrossed in multiple projects on the side. Our creative energy flowed as we designed an aluminum solar roof rack, constructed eye-catching pallet walls, and installed Lewmar yacht hatches to flood our compact 216 sq. ft. space with natural light. Unfortunately, the installation of these skylights proved as challenging as our previous undertakings, requiring multiple reconfigurations due to their shallow positioning after the solar rack was put in place.

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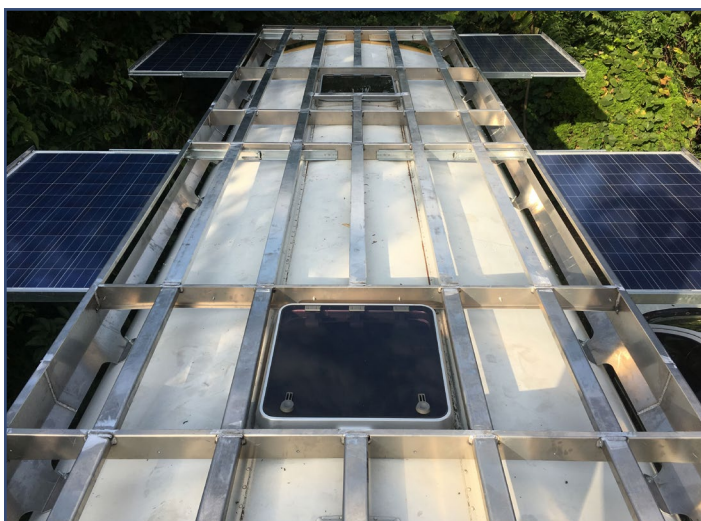
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Solar rack fabrication in full swing.



Solar panels in their retracted position.



Solar panels in their extended position.



Completed solar rack installed on the bus.

In the spring of 2019, my university hosted an Earth Day celebration with a focus on water conservation. Word spread among my Geo-environmental Science department about our bus conversion project, and we were invited to showcase our bus at the event.

Still sporting its bright yellow hue and the Earth Day event just weeks away, we had to tackle another task: painting the bus.



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Painting the bus before the university's Earth Day celebration.

As novices in the realm of vehicle painting, we waded through the sea of online misinformation and settled for a paint roller application, which surprisingly yielded decent results.

It took every second of our three-week timeline to complete the painting endeavor, battling with the elements and direct sunlight. Nevertheless, we arrived at the event with a fully painted bus, resembling a nearly finished conversion. Shortly after, in the autumn of 2019, I graduated from the university, and we rewarded ourselves with a well-deserved break in the captivating Yucatán Peninsula.

Following our Mexican adventure, we re-engaged with the bus project, drawing inspiration from Holly's culinary enthusiasm to mold the bus's blueprint, placing the kitchen at the heart of the design, and fostering a space perfect for entertaining guests.

We sought practical solutions like soft-close drawers and hinges, pull-out shelving, and spice racks, eventually discovering the perfect products for our needs: [Rev-A-Shelf](#). Collaborating with them to bring their prod-

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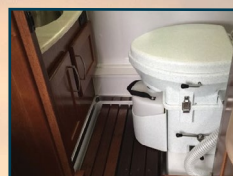
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ucts into the tiny home market proved highly satisfying, as their quality and functionality exceeded our expectations.

Our cabinet space was maximized with ingenious additions like a slide-out waste bin, tiered cutlery drawer, pantry pullout, base cabinet filler, and a tip-out tray hidden behind the sink cabinet's false front. We also seized the opportunity to further optimize our space by adding toe kick drawers under each cabinet, neatly storing essentials like foil, wax paper, and reusable silicone bags.



Rev-A-Shelf soft close pullouts installed in the kitchen.

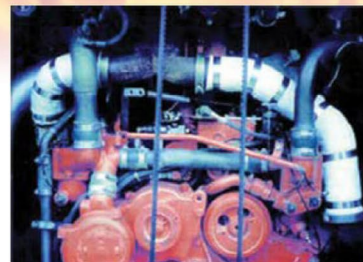
Throughout the bus conversion process, we embarked on a journey of downsizing. We transitioned from a 1,312 sq. ft. house to an 875 sq. ft. apartment, shedding unnecessary belongings. However, being an avid collector of vintage toys, I couldn't part with everything, so we secured a small storage unit to house the items that evaded sale or donation before our move.

Regrettably, our new apartment lacked sufficient driveway space for the bus, so we relocated it to Holly's parents' countryside abode, a 20-minute drive from town. This change brought its own set of challenges, as the nearest Lowe's was now a 40-minute trek. Nevertheless, we persevered and continued working on the bus whenever possible, even as we faced the relentless winter of 2019 and our landlords' dismissive attitude towards repairing our malfunctioning furnace. The heating predicament proved to be the tipping point that propelled us to complete the bus.

We dedicated ourselves wholeheartedly to wrapping up the lingering projects we had been endlessly tinkering with over the years. The question of whether to include an indoor shower had been a constant debate, but realizing we hadn't allocated space for clothing storage settled the matter. We prioritized closet space over an indoor shower, knowing we already had an exterior shower installed. Finalizing this decision furthered our progress on the plumbing and electrical systems.

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The new storage space.



Reinstalled, unpainted ceiling.

Amidst the incessant bleeding of pine knots, the white-painted semi-gloss surface of our ceiling reflected the verdant hue of the grass outside, casting a green tint on everything within the bus, we were determined to rectify this chromatic conundrum, so we tore it all out and replaced it with unpainted natural wood.

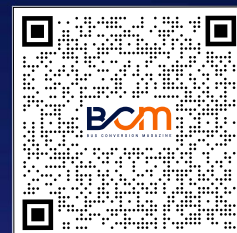


Holly meticulously painting the ceiling white.

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Not wanting to keep the original bus doors for security reasons, we endured an eight-week wait, while our specially ordered door with storm-resistant hurricane glass was manufactured.

As a local woodworker meticulously crafted our black walnut countertops, the fall of 2020 enveloped us. Eager to showcase our finished bus, we shared a photo of the interior on the woodworking subreddit. The response was heartening, to say the least.

A creative soul from California caught wind of our project and reached out, beckoning us to their land—a veritable maker's paradise adorned with tiny houses. The proposition of building buses for others had never crossed our minds until then.

Despite the grueling labor of the preceding weeks, much remained to be done. Propane was absent, solar power untapped, and a plethora of touch-up work awaited our attention. The allure of California beckoned, and so we pressed on with our bus conversion. Holly had spent the past few weeks cooking outside on a modest camp grill, highlighting the urgency of installing the propane system.

Unfortunately, as fate would have it, the California dream fizzled when city authorities caught wind of the abundance of alternative dwelling units (ADUs) on the property. It was a crushing blow, dampening our spirits just as our solar power system yearned to be unleashed in the California sun. The anticipation of embarking on our grand adventure grew unbearable.

During the spring of 2021, a young couple on the cusp of parenthood sought our expertise in converting a bus. The timing was serendipitous, as we had begun entertaining the notion of converting buses full-time, transforming our passion into a means of sustenance. Though our own conversion had spanned three laborious years, I was confident that I could now complete a bus conversion within a mere eight weeks.

After ironing out the details, I packed my trusty tools and embarked on a journey to

Philadelphia, where I spent the next six weeks weaving my craftsmanship into their bus. The experience served as a crucible, honing my skills with each passing day. While toiling in the City of Brotherly Love, fate intervened once more, as another couple from Las Vegas, inspired by our work, sought to sell their house and embrace a life of travel in a compact yet cozy short bus.



Midway through the Philly build.

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The cedar bathroom coming together.

By this juncture, we had amassed sufficient funds to venture beyond the confines of our home state. However, our altruistic endeavors in aiding fellow wanderers had momentarily eclipsed progress on our own bus. Nevertheless, we embraced the opportunity in Las Vegas, realizing that time was of the essence as the countdown to the completion of our bus officially commenced.

Yet, an obstacle of considerable magnitude loomed before us—the absence of fabrication shops capable of designing and crafting underbelly storage boxes. The smaller local shops proved inadequate for the mammoth task at hand, while the larger facilities were booked solid, with their schedules extending well into our desired departure time frame in the fall of 2021.

Thus, while I focused on completing the bus in Philadelphia, Holly diligently scoured Pennsylvania for a metal fabrication shop willing to undertake the job. After numerous calls, a glimmer of hope emerged—a shop willing

to undertake the task, albeit with a 12-week turnaround time. This respite would grant us the opportunity to conclude the remaining work required before embarking on our long-awaited journey.



Manx enjoying his built-in bed and succulent garden.

As the sweat trickled down our brows and the rhythmic hum of power tools filled the air, we found ourselves facing a crucial decision during our build—a need for alternative transportation.

We craved the freedom to explore the open roads, venture into the unknown, and conquer grocery runs with ease. That's when the idea of dirt bikes revved into our minds, offering an obvious solution. The VersaHaul double motorcycle carrier promising to transport our adventurous steeds on its sturdy frame. And so, we had a class 5 hitch installed, sealing the deal.

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But our journey didn't stop there. With unwavering determination, we wired in our Victron solar equipment and BattleBorn battery bank, a symphony of clean energy orchestrating our power needs. The Wostman composting toilet made way for the Separette Tiny model. And when the long-awaited call came, informing us that our toolboxes were ready for pickup, excitement coursed through our veins.



Cutting the sheet metal in preparation for the toolbox installation in the middle of the bus.

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More preparation for the toolbox installation in the rear of the bus.

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The week that followed marked our final days in Pennsylvania, as we carefully organized our gear, ensuring every tool found its rightful place within the newly fabricated boxes, relishing in the harmonious alignment of our build. Yet, amidst the joy, a tinge of sorrow lingered. Our time had come to bid farewell to Holly's supportive family, who had stood by our side throughout our arduous three-and-a-half-year journey.

After five days of traversing the vast landscapes, savoring the aromas and flavors of various mouthwatering BBQ joints along the way, and burning \$1,200 worth of diesel fuel, we arrived in the glittering oasis known as Las Vegas.

Here, in the city of dreams, our business venture, **Nomad Nooks**, was set to bloom. Winter 2021 unfurled its chilly embrace, and with meticulous dedication, we poured our hearts into completing the conversion for our first official clients. But amidst the hustle and bustle, we made sure to partake in the city's offerings, seizing every opportunity to experience the magic of Las Vegas.

We hiked through the majestic Red Rocks, conquered the peaks of Mount Charleston, and delved into the fiery embrace of Valley of Fire. Our adventurous spirits led us to Arizona Hot Springs, where we immersed ourselves in nature's soothing thermal waters.

We chased the allure of Gold Strike Hot Springs and basked in the serenity of Lovell Canyon. And as the clock struck midnight on New Year's Eve, we pedaled through the neon-lit streets, witnessing the grand spectacle of The Vegas Strip's legendary fireworks display.

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Las Vegas left an indelible mark on our journey, introducing us to remarkable individuals who would become lifelong friends. The tapestry of our memories is woven with encounters and shared stories. As February 2022 drew near, we set our sights on Utah, aiming to explore before embarking on our upcoming project. We set foot in Virgin, a small haven nestled against the mountains, parking our bus in a secluded spot on Sheep's Bridge Rd.

As we prepared to settle in for a couple of weeks, fate intervened with a muddy twist. The rear tires of our bus spun helplessly, trapping us in the unforgiving embrace of mud. The unsettling feeling of being stuck washed over us, but salvation arrived in an unexpected form.

A local hero, known for his YouTube channel, offered a helping hand. The rumble of a heavily modified Corvair, affectionately called **MORRvair**, heralded his arrival. Together, we orchestrated a triumphant escape, capturing the entire adventure [on video](#).



Free from the muddy entanglement, we sought solace on the drier side of the camping site, unloading our trusty dirt bikes, and venturing into the pristine wilderness of Zion National Park. Over the next two weeks, we surrendered ourselves to the majesty of Zion, conquering its trails and scaling its lofty heights. Angel's Landing and The Narrows etched themselves into our souls, leaving an everlasting impression of awe and adoration.

Returning from one of our shorter hikes, we found ourselves greeted by a sight that



Hiking the Narrows in Zion National Park.

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marked a novel experience in our journey—a neighboring bus! A wave from a distance ignited an immediate connection, compelling us to approach their campsite.

Matt and Ariel, the charismatic duo behind [OurZooPlusTwo](#), welcomed us into their home. We dined together, engaged in lively board game sessions, and forged bonds that felt like they had weathered the passage of time. We found comfort in the presence of kindred spirits, bridging the gap created by our absence of family during the holiday season.

Our time with OurZooPlusTwo left an indelible mark on our hearts, a testament to the transformative power of human connections. Tempting as it was to prolong our stay in Virgin, the calling of our next build rang, urging us to embark on a new chapter... And so, with bittersweet goodbyes, we veered towards Arizona, ready to embrace further adventure.



*Rippin' round Sheep's Bridge Rd.
Photo Credit: AMW Studios.*

Amidst the arid beauty of Arizona, a golden opportunity came knocking. A&E, the esteemed television network, reached out to feature our bus on their new show, Living Smaller.

The prospect of being on television rekindled our enthusiasm for working on the bus, urging us to undertake an essential task before the nation's cameras graced our modest dwelling—a bathroom door. For months, a mere curtain had separated the sacred space, but with the deadline looming, we found our-

selves at Lowes, procuring pine boards destined for transformation.

Setting up our mobile workshop on the expansive lands of Marble Canyon, we embarked on a race against time, crafting our new door with the utmost dedication. As the final touches were added, the door stood as a testament to our resilience, a tangible symbol of progress.



Constructing the bathroom door.

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But before the cameras rolled, we sought solace in the grandeur of nature. Our feet led us to Horseshoe Bend, where we marveled at the awe-inspiring beauty etched into the contours of the land. Soon, we found ourselves on the outskirts of the majestic Grand Canyon, immersing ourselves in its enchanting trails. Bright Angel to Three Mile Resthouse and South Kaibab to Cedar Ridge bestowed upon us vistas that surpassed our wildest dreams, sweeping us into a realm of profound appreciation for the Earth's raw magnificence.



*A raven perched on a tree.
South Kaibab trail, Grand Canyon National Park.*

In a delightful twist of fate, our paths intertwined once more with the charismatic duo, Devin and Breanna, affectionately dubbed **Basically Nomads**. Roaming the awe-inspiring vistas encircling the Grand Canyon, we were destined to converge. Rekindling the friendship that had ignited months prior in Pennsylvania we once again enjoyed each other's company, sharing stories and creating cherished memories during our wild but brief reunion.

Nestled in the midst of this idyllic wilderness, we had the great fortune to meet up with **Brian Bear Butler** the amiable virtuoso behind **Tiny Home Tours**. Together, we set out on a creative journey, capturing the true spirit of our nomadic haven, soon to be appreciated on their channel.

Brian's infectious enthusiasm and effortless energy worked wonders, soothing Holly's qualms and imbuing a tranquil confidence as we readied ourselves for the imminent lime-

light of our forthcoming tour video, set to air on A&E.



*Holly and Brian filming for the
Tiny Home Tours channel.*

After bidding farewell to Devin, Breanna, and Brian, we headed to Valle, Arizona. The road that led to the **HipCamp** location chosen by the producers of Living Smaller proved to be a challenging drive.

It was amidst this tumultuous journey down the washboard road that we faced a moment

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of panic—Holly's dirt bike appeared to be gone. However, upon closer inspection, we discovered that the straps had come loose from the VersaHaul carrier, and the bike was wedged between the two ramps. The rain started to fall, compounding our concerns.

Fortunately, a kind local man noticed our predicament and came to our aid. With his assistance, we managed to dislodge the 320lb bike and safely reposition it on the ramp just as the rain intensified. Relieved, we resumed our journey, shortly reaching the HipCamp location where we would be filming the next day.

But Mother Nature had one more surprise in store for us—rain turned to snow overnight, blanketing the area with an inch of fresh powder that melted at dawn, transforming the terrain into a mud pit.



Parked at the HipCamp location in Valle, Arizona.

Despite the muddy conditions, the film crew arrived, and we dedicated a long, eventful day to the filming process. Towels became our allies as we tried to contain the mud, and despite the challenging circumstances, the day was filled with laughter and camaraderie. After 10 hours of filming, we wrapped up the segment and prepared for our next adventure.

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Holly filming our A&E segment with John (left) and Brandon (right).

Before heading east, our yearning to explore one more national park drew us southward to Saguaro. While I encountered Saguaro cacti in Lake Havasu during my childhood, the grandeur of Saguaro National Park in southeastern Arizona left me awe-struck.

We embraced the opportunity to hike among these magnificent, century-old giants, captur-

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ing their splendor through our photographs and video. Although our time in Saguaro was brief, it left an indelible impression on our hearts.



Hiking in Saguaro National Park.

As our journey continued, we set our sights on the eastern horizon, ready to embark on our next conversion. Our seven-month adventure had been nothing short of extraordinary, filled with remarkable experiences and encounters within the vibrant community of nomads. While we relished the warmth of family gatherings and summer activities upon our return, our wanderlust burned bright, eagerly anticipating the day we would venture out once again to explore and discover more of this wondrous world.

~ In loving memory of Helen & Duane McCorkle ~



Back at base camp in Pennsylvania to begin our next conversion.



BCM has a vast collection of many amazing photos and videos of buses.

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

Click here to view what videos and photos are available.

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Bus Specifications

General

- **Year:** 2003
- **Manufacturer:** Thomas
- **Model:** EF
- **Vehicle Weight:** 23,000 lbs.
- **Fuel Tank Capacity:** 35 Gallons
- **Miles Per Gallon:** 8
- **Engine:** CAT 3126
- **Transmission:** Allison 2000
- **Overall Length:** 27ft. (30ft. with the VersaHaul)
- **Overall Width:** 8ft.
- **Overall Height:** 10ft.
- **Raised Roof:** N/A
- **Solar Power:**
 - » **Total KW:** 1,020W
 - » **House Batteries:** 810Ah
 - » **How Many & What Type:** Three BattleBorn Lithium
- **Shore Power Amps:** 30A
- **Inverter:**
 - » **Size (Watts):** 3,000W
 - » **Manufacturer:** Victron

External Equipment

- **Fresh Water Tank Capacity:** 100 Gallons
- **Black Water Tank Capacity:** N/A
- **Gray Water Tank Capacity:** 40 Gallons
- **Tank Material:** Polyethylene
- **Water Heater Type:** On-demand Propane
- **Plumbing Materials Used:** PEX
- **Propane:** Two Removable 40lb. Tanks

Internal Equipment

- **Stove/Oven:** Propane (Unique)
- **Microwave, Convection Oven:** N/A
- **Refrigerator:** 12V (Unique)
- **Air Conditioning:** Mr. Cool Minisplit

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- **Heating:**
 - » Mr. Cool Mini split 15K BTU 115V
 - » Dickinson Marine P12000 propane fireplace
- **Generator:** Champion 2,500W dual fuel
- **Internet:** Starlink
- **Toilet:** Separete Tiny
- **TV:** Two 32" Samsung PC monitors
- **VCR, DVR, Blu-Ray, Satellite:** None
- **Bed(s) - How Many and What Size:** One Full-Size

Interior

- **Wall & Ceiling Material:** Wood
- **Flooring Material:** Luxury Vinyl Plank



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- **Type of Insulation:** Closed Cell Spray Foam
- **Cabinets:** Wood
- **Countertop Material:** Dark Walnut
- **Lighting Type:** LED

Miscellaneous

- **How long have you owned your bus?** 5.5 years
- **Did you do the conversion yourself?** Yes
- **How long did it take?** 3 years
- **Notable Features:** Cabinet pull-outs, pallet walls, skylights, cat bed in the dashboard.

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**Dustin McCorkle and Holly Helm**

Holly has nearly fifteen years in the healthcare industry and an endless passion for wildlife photography. Dustin has a background in computer information systems and holds degrees in Business and Geo-environmental Science. Together, they turned their love for the environment into a full-time conversion business called Nomad Nooks.

Holly and Dustin live and travel full-time in their bus and have no plans of stopping any time soon. They are working on several big projects in the next several years and hope that you will follow along and support them on their journey.

Find all of Holly and Dustin's links at:

<https://Sasquatters.com/social>

Interested in a conversion? Contact them at:

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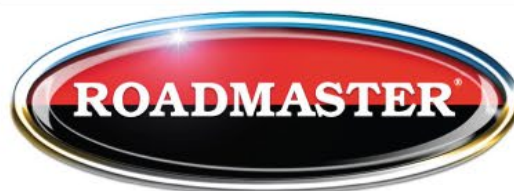
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A GM PARADE – THE FUTURLINER

(PART 1 OF 2)



by John Swartley

After walking through the 1933 World's Fair in Chicago, GM'S VP of research, Charles Kettering, decided they needed to take their science and technology on the road to all the towns across America utilizing the Parade of Progress program. The "E" was left off "future" so GM could copywrite the name "Futurliner".

The Futurliners were custom-built vehicles designed by Harley Earl for the Parade of Progress promotion. The Parade of Progress debuted in Lakeland Florida February 11, 1936, using eight Futurliners and followed by nine support vehicles. This parade stopped in 251 cities and was viewed by twelve and one-half million people. One must realize that there were no 4-lane highways and the top speed of the "Silver-Topped-Streamliner" was about 40 MPH. The original Futurliners had 4-cylinder diesel engines and a manual transmission. The tours were disrupted in 1941 by the war.

In each town, the parade would terminate at a location where GM would set up a large tent and an information kiosk. This would allow the company to display all their new products. In the second generation Futurliners, the new products would be on display on the stage that was built inside each vehicle. The highlighted displays "predicted" the future

of jet engine technology, agriculture, traffic engineering, stereophonic sound, microwave ovens, television, and other innovations.

In 1952 with the country headed for prosperity, GM rebuilt the eight original Futurlines

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1952-56 FUTURLINERS

and built four new ones. The refurbished and new vehicles were equipped with the new "Jimmy-Six" gasoline engine and automatic transmission with a two-speed "splitter" which gave the Futurliners an 8-speed transmission. The driver had to crawl under the vehicle to shift the two-speed splitter.

The new Futurliners were 33 feet long, 8 feet wide, more than 11 feet tall, and weighed more than 12 tons. The Futurliners featured

heavily styled art deco, streamlined bodywork, a deep red side, a white roof, and white sidewall tires. The driver was located centrally with only two more seats for extra drivers. The Futurliners were still underpowered for their weight and the top speed was a little under 40 MPH. The Futurliners were equipped with dual rear and front tires, each of the dual front tires had its own set of bearings and brakes to help it turn easier.

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Setting up for Parade of Progress 1936



Fueling on tour 1937



GM was promoting modern miracles, for the time, to free the housewife from drudgery.

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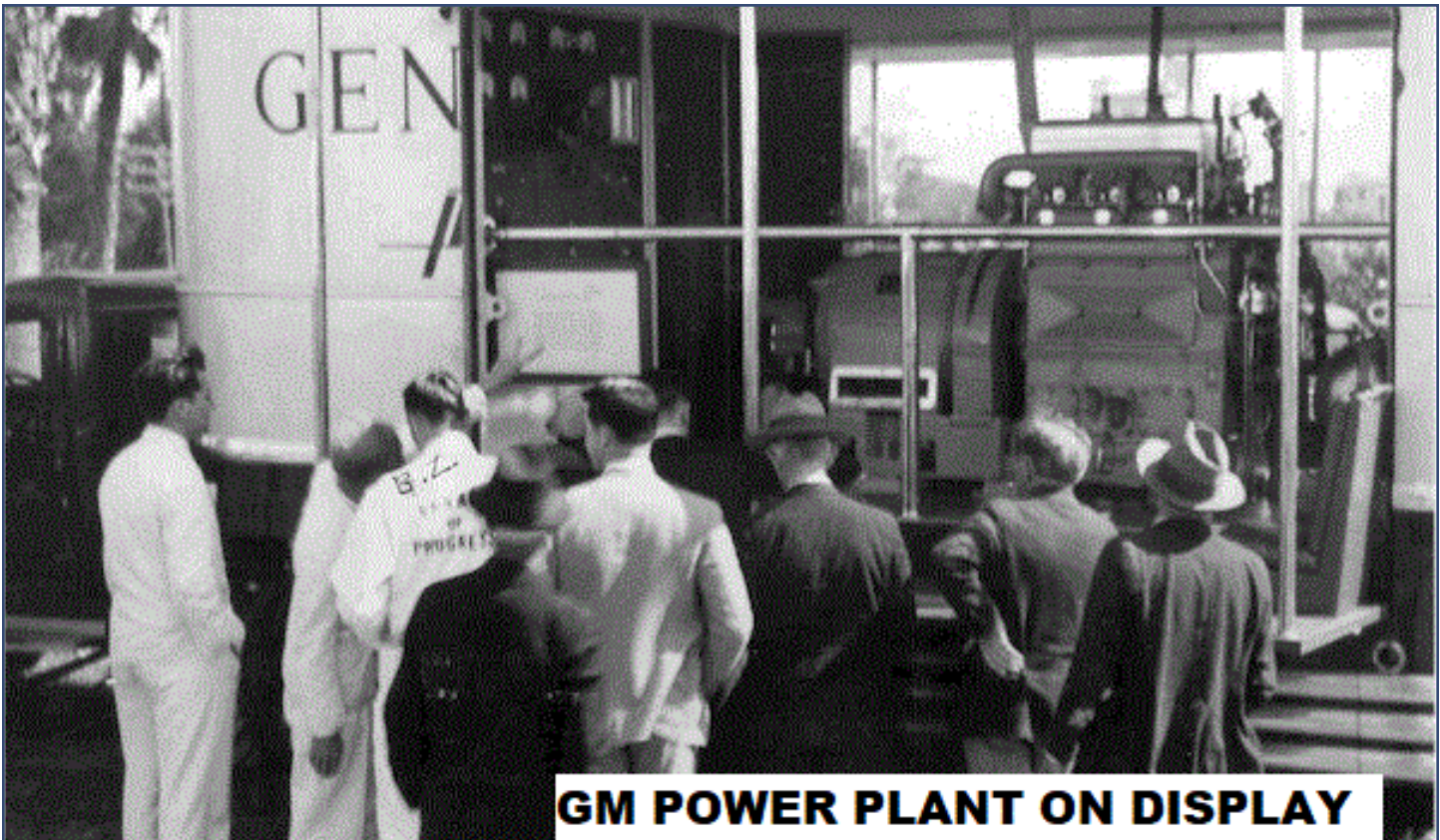
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The diesel-powered generator GM was promoting when electricity was in its infancy.

In the early tours, 1936-1941, a large tent was used to display GM's new products. On later tours, 1953-1956, the displays were in each individual Furturliner. They continued to use large tents to present programs to the audience. Note the portable electric generator mounted in a semitrailer, in photos, that was on display and furnished power to the presentation.

I have read different reports referring to the drivers and staff as being college graduates or Veterans for the 1952-1956 tours. They would hire local extra personnel at each location.

From the list I found on Wikipedia and other sources, maybe I can give a little of the history and possible status of some of the twelve Furturliners. The Futurliners had a 20ft, 8in wheelbase, were 32 feet, 10 inches long, stood 11 feet, 6 inches in height, 7 feet 10 inches wide, and weighed 30,000 pounds. The top speed was 38 MPH. They each had one driver seat and two passenger seats, and the driver was 10 feet off the ground.



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#1 Futurliner was promoting heating and air conditioning, which would be a new product for GM's Frigidaire Department at the time. This actual Futurliner location is unknown currently.

Futurliner #2 was Our American Crossroad. The display started out as a sleepy small town, then the buildings would flip displaying a modern active town. The location of this Futurliner is unknown, the display is now located



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**American Crossroads #1****American Crossroads #2****Futurliner # 3**

at General Motors Heritage Center. (Click [HERE](#) to see an interesting video of the operation of the display online.)

Futurliner #3 had a cutaway of an Allison Jet engine. It had a hydraulic light bar that extended above to light up the display. #3 has an interesting post-tour life I will describe later.

Futurliner #4 had Diesel Power Parade and Power for the Nations Lifelines. I could not find any photos or information on #4; I am sure it is still out there.

Futurliner #5 was World of Science and Versatile Metal, I could not find any informa-

tion on the display, more information on its post-history later.

Futurliner #6 display was Energy and Man plus High Compression Power and Energy.

Futurliner #7 display was Out of City Muddle focusing on urban highway congestion.

Editor's note: This was before the Interstate Highways were built.

Futurliner #8 display was Around the Farmhouse Clock, focusing on modern appliances on the farm.

Futurliner #9 hosted the information center for the tour.

Futurliner #10 was a good example of displays on both sides of the Futurliner. One side had All American Roller Derby, and the other side displayed future designs for automobiles.

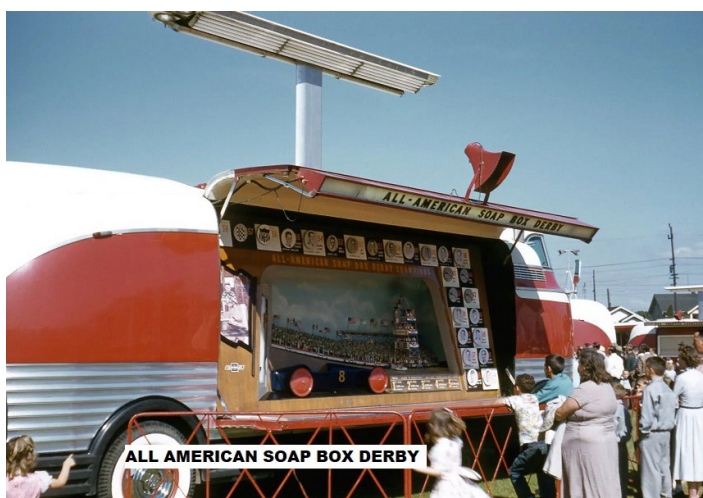
Futurliner #11 display was March of tools and Car is born. Futurliner #12 display was Precision and Durability. I did not find any information on either of these two Futurliners



or Displays.

Under the “successful failure” category of the tours, one of the successful displays was a new “hot item” called television. It did not take GM long to realize they could display their new products via television a lot cheaper and in more homes. After a little over three years people quit attending the displays and the tours were canceled. The mighty Futurliners were “put out to pasture.”

Editor's Note: John Swartley will be continuing his investigative report on the whereabouts of the remaining large red buses in the upcoming part of this article series.



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by John Swartley

Ten years after retiring from AT&T in 1990, John realized he needed something to keep his brain functioning. He bought a computer, (something he swore he would never do) and he started researching and writing his family's history. This started his addiction to researching and writing.

In December of 2012, John's first article was published in Bus Conversion Magazine. He says, “Thanks to Gary for publishing many of my articles I have been able to satisfy my “Bus Nut” addiction.”

To keep busy he writes a newsletter and publishes it in PDF format for about 150 people, whenever he finds something interesting to write about. He writes Swartley, “war stories” about his telephone career that Telecommunication History Group publishes in their Connection news, a quarterly newsletter.

He has written history booklets about the Silver Cliff/Westcliffe and Springfield Missouri telephone companies.

When he is not writing, he keeps busy by helping build hands-on exhibits for the Springfield Discovery Center which he has done for over twenty years.

You can email John with any questions or comments at
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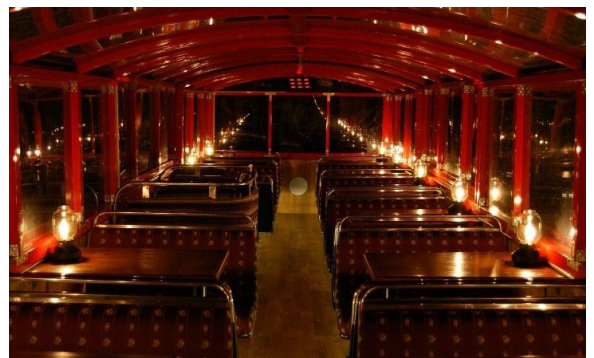
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A COOL IDEA FOR YOUR BEDROOM



by Dave Galey



Editor's Note: This article was originally published in the March 2001 issue of BCM but is worthy of reprinting as it has been a while and this information is still very helpful to many, as hot engines are a problem in many bus conversions.

The engine installation in my Eagle is a standard truck motor. To explain the difference; a truck motor has the turbocharger mounted on top of the air box, whereas the typical bus installation has the turbocharger mounted at the rear with a flat horn to the air box. This way, the bus will have lower headroom and thus maintain a flat floor under the bed. One might ask, "Why use a truck motor?". The answer is, "There are more bargains to be had in take-outs from trucks, than from buses".

Two problems arise from these bargains.

- 1) The additional height of the truck motor must be accommodated. The height is a result of the top-mounted turbocharger.
- 2) Some form of insulation must be provided to keep the turbocharger-generated heat from invading the living space of your coach as it will be very close to your bedroom floor.

The first problem is customarily solved by opening the floor under the bed area. A typical raised bed support framing reinforces the opening cut into the floor to allow the turbo-



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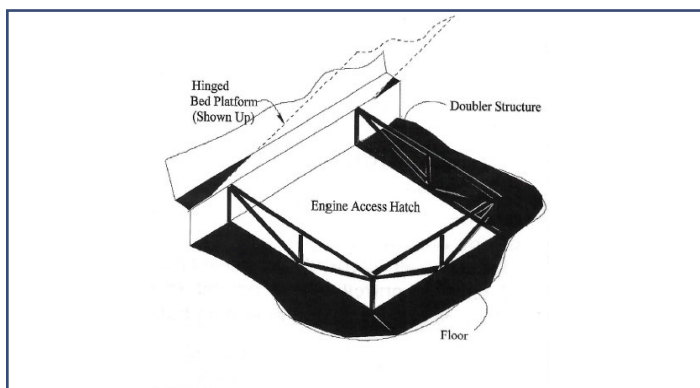
charger and other accessories to occupy this space. This has the additional advantage of permitting easier access for engine maintenance.

The second problem has not been quite so easy to solve until recently. In the past, many have added urethane foam insulation to not only the side wall of the structure but the bed platform also. One layer of an inch-and-a-half urethane foam didn't do the job, so we added another layer. A total of three inches of foam just wasn't adequate to solve the heat prob-

lem and we were running out of space. When we had a 6V92 engine installed we had the motor wrapped with typical sewn fiberglass, fiberfrax, silicone, and stainless-steel wire installation. These insulation wraps are typically \$500 to \$800 and require an experienced installer to add to the engine.

They were originally developed for yacht installation to minimize the heat in the engine room. I have also been advised that an exhaust wrap will add power. This may be true, but I couldn't perceive any difference in my bus.

After installing my larger 8V92 engine,, most of the original engine wrap would not fit, so I opted to simply go with the added urethane insulation as mentioned above. This was not a good idea. After several trips, my co-pilot complained of the high-temperature build-up in the bedroom. Since this was once the source of a coach fire, paranoia syndrome became pretty intense.



Framing over the engine for room for the turbo and access under the bed.



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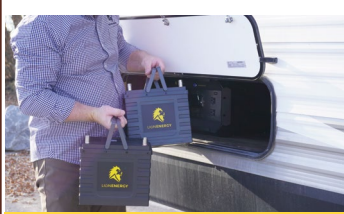
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Urethane foam insulation under the bed area to trap the heat.

Since my genes are rife with thriftiness, (being a cheapskate, that is), I was not prepared to spend another \$800 for an engine wrap, but I did get an ultimatum from the co-pilot, "Do something about that heat or fly solo hereafter!"

After commiserating with one of my mechanic friends, he mentioned a material that was applied wet and molded over the manifolds and turbo to dry and was cured by the engine itself. He promised to find out what it was called and let me know.

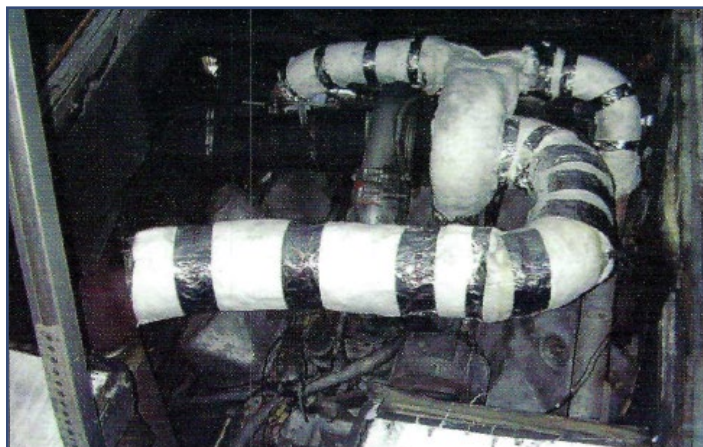
In the past, I have used a material called Rollboard, which is a form of ceramic insulation like blotter material, so I called Engine Heat Protection (EHP), the company that sells Rollboard. Bingo! They had the material I was looking for! Later I learned that they advertised in BCM. (I'm going to hafta start lookin' at that magazine...duh.)

I called Penn Lenson, the owner of EHP, and found out the characteristics of this magic material. It comes as a wet blanket, two feet by three feet, by one-quarter inch thick, in a polyethylene sleeve. And its price is nearly \$100 per unit. I was also advised you could put your hand on a wrapped exhaust pipe with the motor running without being burned.

After pondering this information, I figured this was a bargain compared to the fiberglass engine wrap, so I ordered two blankets. This material also has the added advantage of being fireproof.

Since Penn is almost a neighbor, he delivered them in person and gave me a few pointers on how to install the material. The next day I began the job.

The bed platform was raised, and I began the application. First, however, I used masking paper and mashed it around the parts I was wrapping in order to approximate a template. I then used this template to cut the EHP blanket to the necessary size and shape. It cut



EHP Wet Blanket applied.

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quite easily with just a pocket knife. A sheet-rock knife would also do the job.

One of the cautions was to place paper beneath any area the material might drip to avoid a whitish stain on the part or on any cement floor below.

The material molded pretty easily around the straight section, but there were shapes where it had to be pieced together because of the compound contours. The material has no adhesive properties so masking tape was used to hold it in place until it dried overnight. After drying, it hardens into the molded shape. In order to ensure it remains where it is placed, EHP supplies stainless steel band clamps to wrap around the insulation.

As an experiment on my own, I used metallic duct tape which can be seen in the picture of the finished installation. Our experience is the Wet Blanket as installed, is as effective as the fiberglass wrap, less labor intensive, less money, and may be done by a rank amateur,

(well almost ranked.) Bottom line, I highly recommend it.

One of the neat things about EHP is that it is for do-it-yourself kind of people, i.e. most Bus Nuts, and is an easy and relatively inexpensive solution to keeping the heat out of the bedroom area so you can sleep in a cooler environment.

If you are interested in learning more about EHP's Wet Blanket or Rollboard insulation, visit: <https://engineheatprotection.com/>.



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by Dave Galey

Dave Galey has an engineering degree from the University of Oklahoma, 1952. He spent twenty years as an aircraft structural designer. He did research work in honeycomb sandwich structure, and prepared a design manual while in the aircraft business. While there, he developed reinforced plastic products for the oil industry.

With Hunter Engineering, he designed aluminum processing equipment and later left engineering to become a retail merchant. As a career change, in partnership with his brother, he became an oil producer.

He fell in love with buses many years ago, and converted his first bus then. As a hobby, he has worked on many of his friends buses, and has converted several buses for others. He completed his latest personal coach several years ago.

Dave, with his wife Roberta have traveled extensively throughout the United States, Canada and Mexico in their conversions. Dave has analyzed the structure of buses. When it comes to structural modifications, such as slide-out rooms, he and his friends have developed several innovations. He and his wife have six children, eleven grandchildren and three great-grandchildren.



SKOOLIE U.P. 2023

A TEEN'S POINT OF VIEW



by Persephone VanDenburg

I'm Persephone and I've been traveling around the country with my family in a Skoolie for the past five years. Our journey has been filled with wonderful experiences and we've met some truly amazing people along the way! This summer, we had the pleasure of staying in the beautiful Adirondack Mountains in New York State with our friend Steve from [Dack the bus](#). We had a blast exploring the area and discovering all the hidden gems it had to offer.

Two years ago, we had the wonderful opportunity to attend the inaugural Skoolie U.P. event, where we made many new friends and had a fantastic time. Unfortunately, we were unable to attend last year's gathering.

However, this year, since the event was held nearby, we decided to participate once again. Additionally, Steve decided to join us to socialize with new acquaintances and discover Michigan's attractions, as he had never visited before.

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We better make sure everyone knows what we are up to.



*We saw a giant beer bottle from the off-ramp and just had to take the photo opportunity. Taken at **The Big Buck Brewery**, also a Harvest Hosts location.*



We made it across the Mackinac bridge!

We traveled together from New York all the way to the U.P. (Upper Peninsula in Michigan) and stopped at some beautiful places along the way. After four days of driving, we arrived, and I had a friend waiting there for me whom I hadn't seen since the first U.P. in 2021. One of the things I love most about this event is all the fun activities they have scheduled throughout the week.

There wasn't much scheduled for the first day since most of the first day consisted of settling in and socializing with old and new friends. They took video introductions of most people that were later played on a TV in the pavilion. There was also a scavenger hunt in the welcome packet for people of all ages to participate in. For the scavenger hunt, you had to find people who fit a description as listed on the page.

The checklist included finding someone with skills such as piano playing, being a twin, being a vegetarian, and speaking multiple languages, among others. I participated in this with my friend Caiden and my brother. It

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was a fun way to meet new people and learn more about people. That afternoon they had a game called Question Ball where each person would take turns answering a question that was written on the ball. This was another fun icebreaker. That night there was also a Mexican Potluck which had a lot of interesting and delicious items. Next on the schedule was a community fire with live music and a smores bar.

The next day is Michigan Day. This day includes learning about the state and traditions they have. Some things on the schedule for this day included a nature walk where Jennifer Walenski from [The Bus Story](#) taught people about the plants that grow in the area and about all the different things they could be used for. After her seminar, she then took people on a nature walk and pointed out the plants that she was just teaching everyone about.

Other activities included learning to play a game called Euchre, Michigan trivia, Pasty making, and a game of Euchre. One of the other things I enjoy about this event is that they take you on little field trips if you're feeling up to it. That day there was a trip an hour away to a waterfall hike. I did not participate in this trip, but I heard from many people that it was beautiful and worth the trip. There was also a full moon community fire with a drum circle that night.

Wednesday was beach day!! The morning started off with kids making DIY boats using cardboard and various other materials. Then that afternoon we traveled to Lake Michigan for a beach day. On this day they also had a field trip two hours away to Lake Superior for cliff jumping. So, people had to choose which trip they would rather go on. My friends and I decided to go to Lake Michigan.

The weather started off beautifully for a beach day and when we first got there, they had the cardboard boat race. It was fun to see all the creative boats and try to decide which ones would last the entire race. We then swam for a little and played football on the beach.

That's when the weather kind of took a turn and started pouring. After that, most people got in their vehicles and returned to camp. Even with the weather, the beach day was a blast! Later that evening there was a beach blast party at the pavilion. They had fun beach decorations, music, and food. There were pools of water with squirt guns for everyone to have a water fight. Then they started to play Limbo and of course, my friends and I had to join in. We did a pretty good job and lasted a while.

Thursday was game day. In the morning people were able to create their own game and then take a turn trying everyone's creative games. Next, there was an Uno Tournament then proceeding that a Mario Cart Tournament.



My brother playing Mario Cart for the first time!

My brother participated in Mario Kart and had a fun time playing with kids his age. Next, there were yard games. These games included Corn Hole, Ladder Toss, Three-legged Race, and Tug of War.

I didn't do very well at Corn Hole or Ladder Toss, but my partner and I did great at the three-legged race. The last one to be played was Tug of War. This one didn't last very long and the side I was on lost. Next, was the donut eating contest. You had to eat as many mini-donuts as you could in a minute.



Doughnut eating contest.

If I remember correctly the winning number was 14 doughnuts. There was another pot-luck and then following that some bingo.

Friday was color day. This was one of my favorite days during the event. There was a painting craft in the morning then after that paint twister. I decided to just watch the twister. No one was sure how well the paint was supposed to come off, so I decided to just observe. Although it was a lot of fun to watch and there were some great players participating. In the afternoon they had refreshing snow cones.



My brother is helping to paint people for the glow party.

My brother is helping to paint people for the glow party.

Next came the best part of the day which was body painting. The paint was fluorescent paint for the glow party that was just a little later. Caiden and my brother took turns painting me and then my brother and I took turns painting Caiden. My brother refused to let anyone paint him but he had plenty of fun painting others. After the painting, the glow part started. They had black tarps they used to block off the pavilion and had black lights hanging from the ceiling. There were fog machines, laser lights, glow toys, and good music. It was a good night with lots of dancing and laughter.

Saturday was a talent day. I spent most of the day walking around with friends and socializing until the bus games started. The bus games had a series of activities to complete and be scored on. Caiden and I partnered up and started off with the generator carry. We had to carry a generator across the lawn and back all while being timed. Then we had to do the same with a big tire. Caiden just ended up carrying it himself and I ran beside him offering emotional support.

Next, was the 5-gallon water jug carry. There were two that had to be carried so we each carried one. Halfway across the lawn though the handle fell off my jug and rolled away. I chased it and carried it to the line but then after dropping his jug off at the finish line, he came back to carry mine the rest of the way. The last game for the bus games was unfolding and folding a map and we managed to complete that pretty fast.

Next, there was the Chilidog Cookoff. The competition was good with many good tasting chilis. Then there was karaoke. After watching a few different people go up Caiden finally agreed to do karaoke with me. All it took was Frank having everyone vote on whether he should do it or not. Everyone voted yes. We ended up singing Riptide by Vance Joy. After that, I convinced Eliana to sing a song with me and we settled on Kilby Girl by the Back-



seat Lovers which turned out perfect because it mostly involved us doing air guitar. To end the night there was movie night at the pavilion and we watched the new Mario movie.

Sunday was Fun Day. This was a little bit of a sad day knowing it was the last day of the event, but we made sure to have as much fun as possible. In the morning there was a community breakfast which included pancakes, eggs, toast, sausage, and bacon.



My brother joined in on rock painting.

Then there was painting rock craft my brother and I participated in. I saw lots of cool and fun rocks being painted.

Next, there was a water balloon fight which was fun. They had tons of water balloons and squirt guns. I ended up getting very soaked because someone decided to dump a pool of water on me and then I got sprayed with a hose. After getting dry clothes on we headed to the ice cream social where Caiden and I had a debate on whether chocolate or vanilla is better. It's still an ongoing debate.



Community campfire.



Finished product of his rock!

Then Caiden and I went to the escape room. The theme was that you were cursed by a witch and had to find the ingredients for the cure before you turned into a goblin. It took us 15 minutes to complete which is pretty good, but the winning time was 6 minutes.

That night there was a community fire and games. Some games included ring toss and corn hole. They also had some fire spinning which is always cool to watch. They also set off fireworks. That was the end of Sunday, the last day.

The next morning, we woke up and said goodbye, and watched our friends leave. It's always sad saying bye to friends but the best part of this lifestyle is that we know we will see each other down the road and have a great time. Skoolie U.P. is one of the best

events I've been to, and I can't wait to participate in future events!

Some of the buses that were in attendance.

Altogether 83 buses and more than 100 other rigs were in attendance.



Jennifer and Frank Walenski's bus. You can follow them on Instagram at [The Bus Story](#).



Jenn and Kyle Bethune from [Your Hype Couple's](#), Eagle bus conversion.



Dan Aldridge's Flexible, the [FlxAppealBus](#).



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The Beautiful Strength Bus.



The bus in the front is Bret's. You can follow him on Instagram at [GuyFrom865](#). The bus in the back is [Thunderbolt the Wonder Bus](#).



The [Buslvin](#) bus with all of it's BCM info displayed.



The Gable Bus.



Front view of the BCM Info displayed.



There was all kinds of free stuff to pick up from the BCM display.



There was even a **Tailgater Tire Table** display.









by **Persephone VanDenburg**

Meet Persephone, a seventeen-year-old who has spent the last five years traveling around the United States with her family in a converted bus. They have explored all but three states in the lower 48.

This nomadic lifestyle has brought Persephone many wonderful experiences and opportunities for personal growth. Because she was homeschooled during this time, she was able to graduate high school at the age of fifteen. Since then, she has been working summer jobs and continuing to travel with her family while planning her future. Persephone has now joined the United States Air Force and is currently in basic training.

She will always cherish the life of a traveler. She even envisions owning her own bus one day, continuing to explore the world on her own terms.

You can follow her family's journey on [Instagram](#), [Facebook](#), and [TikTok](#).

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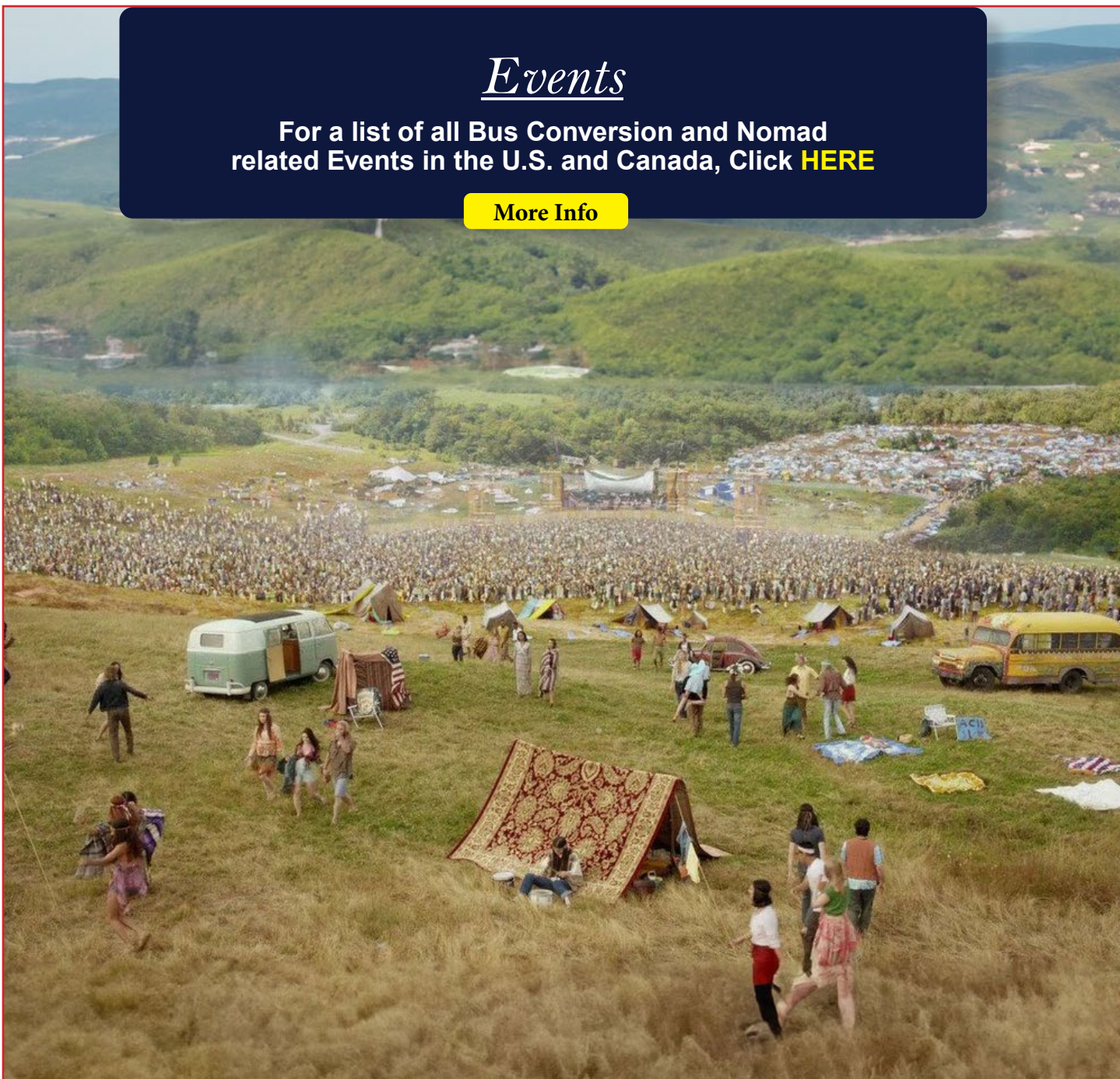
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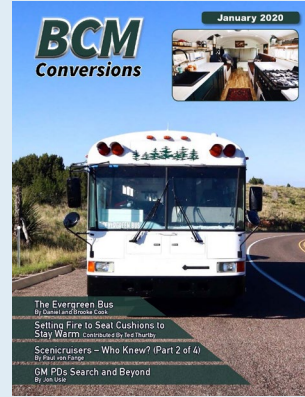
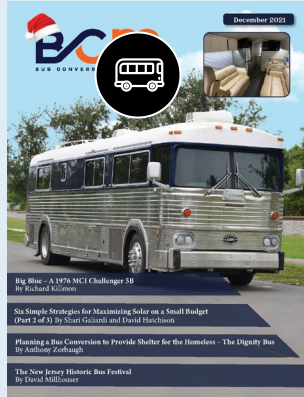
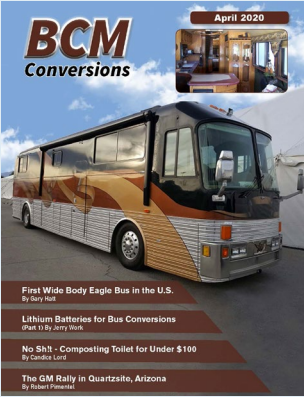
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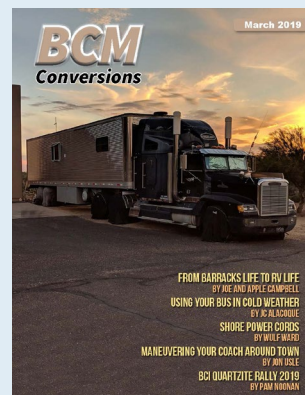
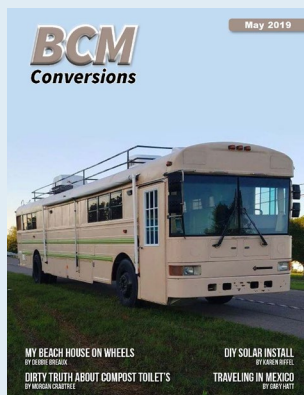
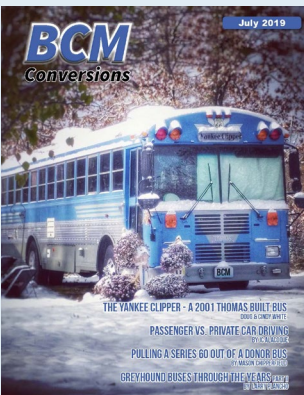
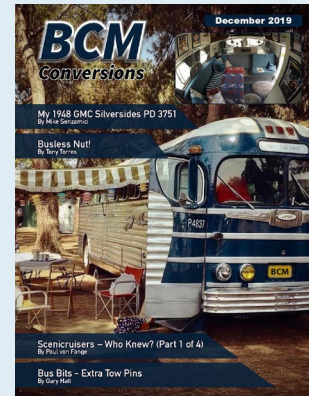
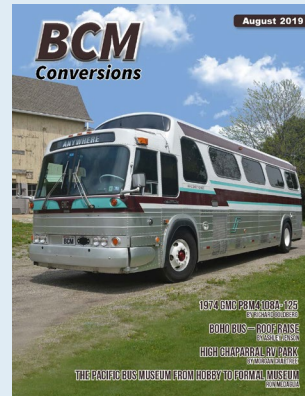
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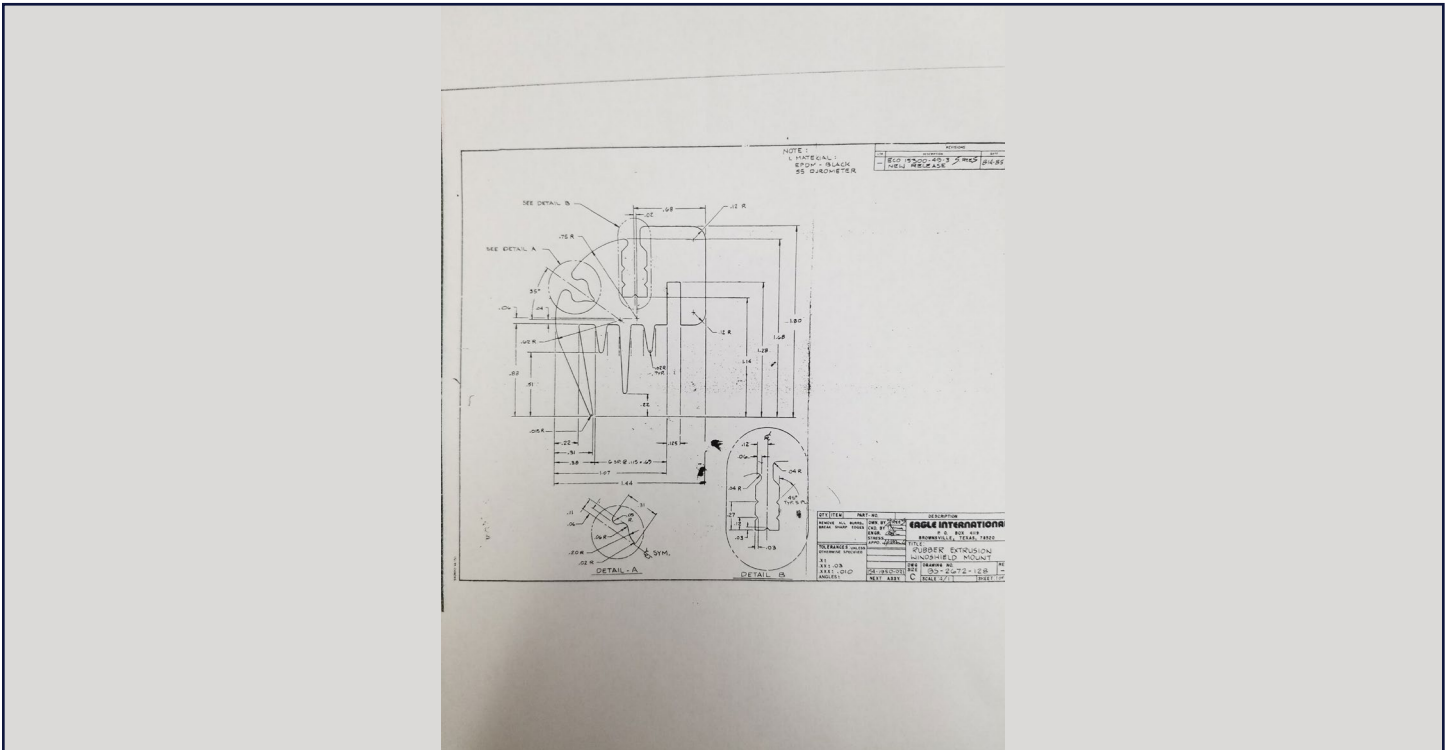
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BUS CHAT



Silver-side or Full Paint Job?

Post by: Gary Hatt - Publisher BCM

If you were to convert another bus from scratch today, would you start with a silver-sided bus or a painted bus?

I ask because about 10 years ago, I saw a painted MCI (I forgot what model now) in a parking lot in SoCal when I was driving around in my car. The driver was outside, but no passengers were around so I stopped to talk to him. We talked for about an hour. He had been driving charter buses for years and we talked about the silver-sided buses vs. the painted buses.

He said something that surprised me. He told me his company was in the process of changing over to all-painted buses now because some high-end resorts will no longer allow silver-sided buses on their property. So rather than lose those contracts, they were now only buying fully painted buses. Apparently, some of the nicer resorts seem to think that silver-sided buses are inferior, older-looking buses.

With so many bus conversions now having more difficulty getting into some of the nicer RV parks, especially since Covid when everyone and their brother seems to be buying an RV, and with the infamous 10-Year Rule, if you were to convert a bus today, would you buy a silver-sided bus or a fully painted bus to start with?

Post by: Dave5Cs

Our MCI-5C is half and half paint on the up-

per and below the top of the wheel line silver stainless steel polished. We have never had the problem of being turned away for age or looks. One place in California near Redding asked for a picture which we sent them, and they said come ahead.

If someone turned us down because of those things we would not want to stay, there anyway. Just sayin'.

Post by: dtcerrato

We love our maintenance-free anodized aluminum. And like Dave said if we ever got turned down, well then, they didn't deserve us in the first place!

Post by: luvrbus

New buses with siding are a thing of the past. Prevost still offers the X3-45 with glued-on siding for motorhomes only. If I were converting a bus today it would be smooth siding with full body paint. Fighting the loose rivets and leaks are not worth it.

Post by: windtrader

If I were buying today metal siding or painted would be low on my checklist as I've not experienced age discrimination thus far, but do not frequent the hoity-toity places where only the pretty and young get to gather. Our destinations are the opposite, only the boondock ready, fully off-grid capable need apply.

On aesthetics, I remain undecided. Metal is classic and we have old buses, painting the metal isn't going to hide that fact. Metal is virtually forever and easy to maintain. What I struggle with is getting past is the flaws that shiny metal shows no mercy. I live with imperfections, still not coming around to viewing them as "character". Painted panels, however, allow for filler and nice smooth surfaces.

Post by: chessie4905

You can always wrap the silversiding. No problem. When the price of fuel skyrockets



and the bus conversion market AND charter coaches market crashes AGAIN those resorts won't be so fussy. Besides, that's a west coast problem. I don't expect to visit out there again.

Post by: [luvrbus](#)

It is not just a West Coast problem. However, that deal seems to be going away. Except for the higher-end resorts which most here, me included, don't patronize to begin with.

Post by: [chessie4905](#)

Yeah, even high-end Prevost's get old in time. Then they'll suffer the same thing, east, west, north, or south. Can't blame them though. A two-million-dollar Prevost doesn't want to associate with Winnebago's and Cousin Eddie's RV.

Post by: [luvrbus](#)

We have friends who own a nice RV park in Boise ID. A guy with a nice bus was complaining about a converted school bus that came for the night. He asked my friend John, "You allow school buses?". John said yep. The guy asked why, and John told him. "See the 110V cord, no roof airs, no sewer hookup, no water, no chairs. They will use my show-

ers and spend maybe 20 bucks in the laundry room then fill with water about 20 gallons and move on the next day and they pay the same amount as you do".

Post by: [freds](#)

Yeah, bloody discrimination. I have a 1980 Prevost which I am now calling a classic!

When I call ahead, I just name-drop Prevost, though when things are tight, I have to send pictures. Then they ask, "what the heck do I have on the roof?" And I must explain that they are solar panels.

Post by: [windtrader](#)

For some, paint can give the impression of being newer. Though making it look less than 10 years old, I'm not sure about that.

Post by: [luvrbus](#)

With factory-made RVs and even the Prevost conversions, all look like and have for years. They can't tell by looking at how old it is. My 2008 model RV is past the 10-year limit, and I never get asked what model year it is. KOAs will sometimes want a photo of the RVIA sticker when you are making reservations.

Forum content extracted by Phil Lyons, our Chief Forum Moderator. To read the rest of this discussion in the Forum, click this link:

<https://www.busconversionmagazine.com/forum/index.php?topic=36829.0>

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To read them go to:

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See you on the Forum!