



Perfect Pair
Karen and David
Jennings 1956 Nomad
and Shasta
Combination



MOTORHOMES: RETROSPECTIVE, 1973-1978 GMC MOTORHOMES
TRAVEL: EXPLORING DEATH VALLEY NATIONAL PARK IN WINTERTIME

REAR VIEW MIRROR

RICH TRUESDELL

Welcome to Vintage RV Magazine

As a member of the vintage RV community - 1980 Pace Arrow 30 footer, the official motor home of the 1980 Olympic Games in Lake Placid - and as an automotive editor and journalist, I have wondered if there is enough support for a magazine dedicated to enthusiasts of vintage RVs? Surfing the web I think that the answer is a qualified YES.

There are many communities on the Internet dedicated to serving the needs of vintage RV owners. Probably the best developed communities are those communities serving Airstream,

GMC, and Shasta owners. But what about the rest of us?

Then there's the question of how to define the term, vintage RV? For



the purposes of this magazine, our focus will start with RVs that are 20 years or older. We'll make

exceptions but I think that the 20-year rule is a good place to start.

And then there's the issue of producing a magazine that can

serve the interests of readers that span pre-war travel trailers to Class A motor homes featuring first-generation slide outs. That's where I come in, leveraging my experience in launching and editing a number of print publications.

Producing a traditional print magazine is out. As an industry professional I know that the economics to support such an undertaking simply aren't there. This I know from experience as more than a dozen automotive

magazines have shut down just in the last 18 months.

The solution is a digital magazine, such as you are now viewing. As you can see, Vintage RV Magazine was designed from the chassis up to be presented on a computer screen or on a tablet like the iPad. It's not a vertically-oriented print magazine ported to the digital domain. No need to zoom and scroll Vintage RV Magazine to read it. We like to think that with our viewer, we're providing the most magazine-like reading experience available.

But what about readers who insist on ink on paper? We haven't forgotten about you. With advances in digital Print-On-Demand (POD) technology, you'll be able to order a print copy of Vintage RV Magazine from our [web site](#) or from [amazon.com](#).

To be successful we'll need both

readers and advertisers. So each month we'll be looking for contributions from you, vintage RV owners and enthusiasts.

Our [submission guidelines](#) will tell you what is needed. It's not as hard as you might think and with digital cameras, it's really easy to get the kind of top-notch photography that will make this a visually impressive magazine. It's my goal that the magazine can be the epicenter of the vintage RV movement.

While I'm certain that our format will evolve, my plan is to build each issue of the magazine around two features, once covering motorhomes, the other travel trailers. The cover feature on the Jennings' [Nomad/Shasta combination](#) and the [GMC retrospective](#) will give you an idea of how they will look.

Each issue will also a vintage-

focused travel destination feature along with a tech article and reviews of campgrounds from the perspective of a vintage RVer. This means that reader-generated content will be very important to the success of the magazine.

And advertisers will play an important role. As many of you know there is a network of dealers and suppliers that help us keep our rigs on the road. We need their support for Vintage RV Magazine to become a meeting place for all parts of the vintage RV community.

Have questions or want to contribute? Write me direct at richt@automotivetraveler.com. I'd love to hear from you.



Rich

The Perfect Combination



When you combine a restofied Chevy Nomad with a period-correct Shasta trailer, you have the perfect combination for time travel back to 1956. Rich Truesdell talks with Karen and David Jennings about their passion for vintage camping.

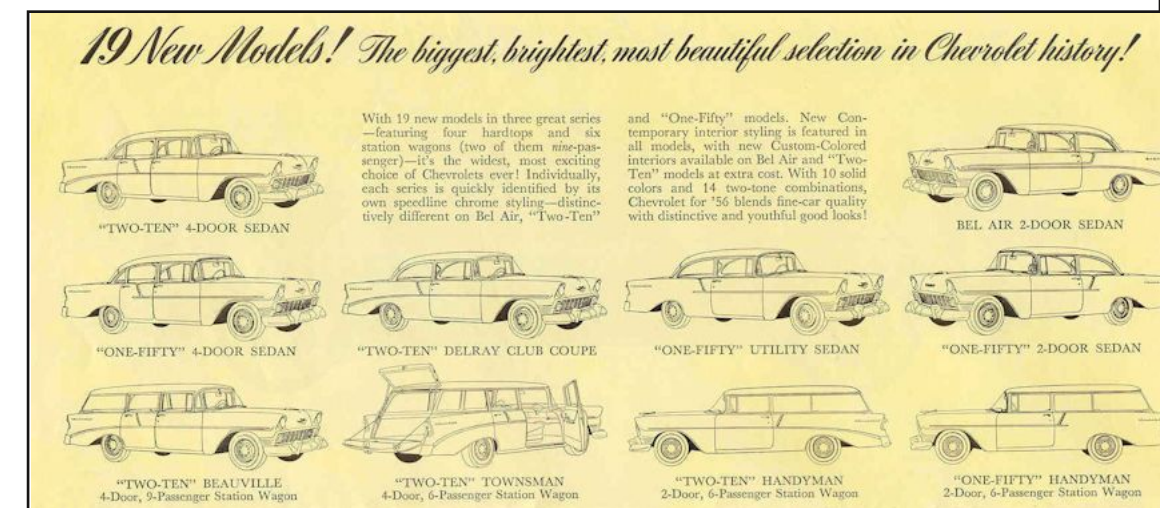


Nineteen Fifty Five marked the 10th anniversary of the end of the Second World War, with prosperity and optimism in the United States at an all-time high. In spite of the ongoing Cold War with the Soviet Union, Americans families, the first of what would be called the baby boomer generation, were enjoying unprecedented prosperity and an ever improving standard of living. Many were migrating from big cities to the suburbs while Detroit expanded model lines to meet record demand. (In 1955, 7.9-million cars were sold, an all-time record at the time.)

Detroit addressed the needs of these more affluent and mobile families with an expanding number of station wagon models. While Ford was the clearly established leader in this category, Chevrolet was competitive with a full line up of what was then called standard-sized station wagons in three distinct series, the One-Fifty, the Two-Ten, and the Bel Air, which was headed up by the stylish 2-door Nomad. (Pontiac, which shared its A-Body platform with Chevrolet, offered the similar 2-door Safari. Station wagon).

At the same time that Chevy received a completely updated body and the now legendary 265 cubic-inch small block V8, it led Chevrolet to an all-time single make sales record of 1,776,652 units. This included 700 Corvettes.

For 1956 the standard-sized Chevrolets received minor paint and trim changes, remaining America best seller with dealers moving 1,621,004 units in the calendar year. The



Nomad was truly a niche model, which later would certainly enhance its desirability, selling just 7,886 units.

With a wide variety of factory options and dealer-installed accessories, including factory- or dealer-installed air conditioning, Chevrolet truly offered a car for almost every potential buyer. This included stripped-down fleet leaders like the 2-door One-Fifty utility sedan at \$1,734 with 11,196 units

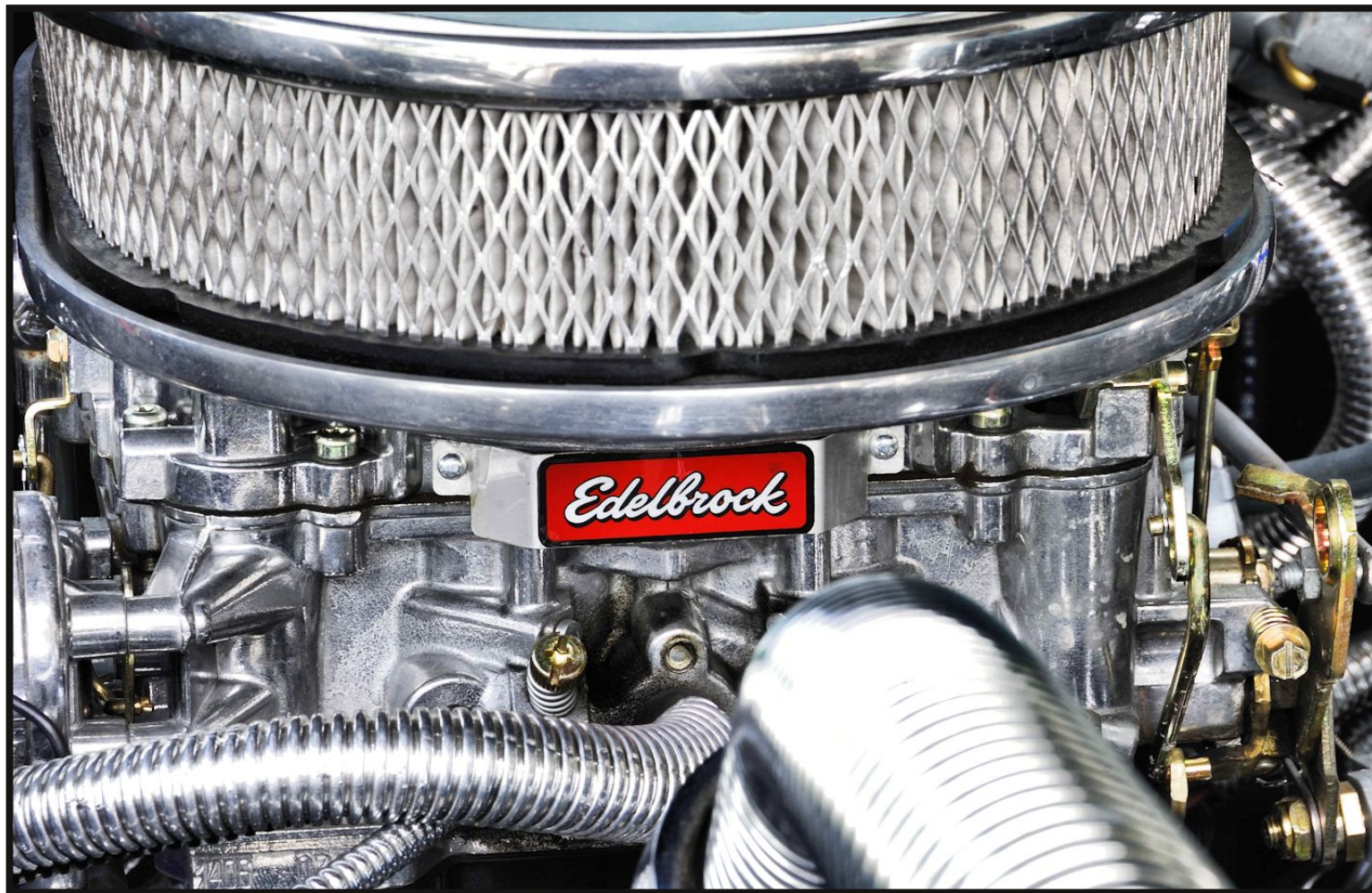
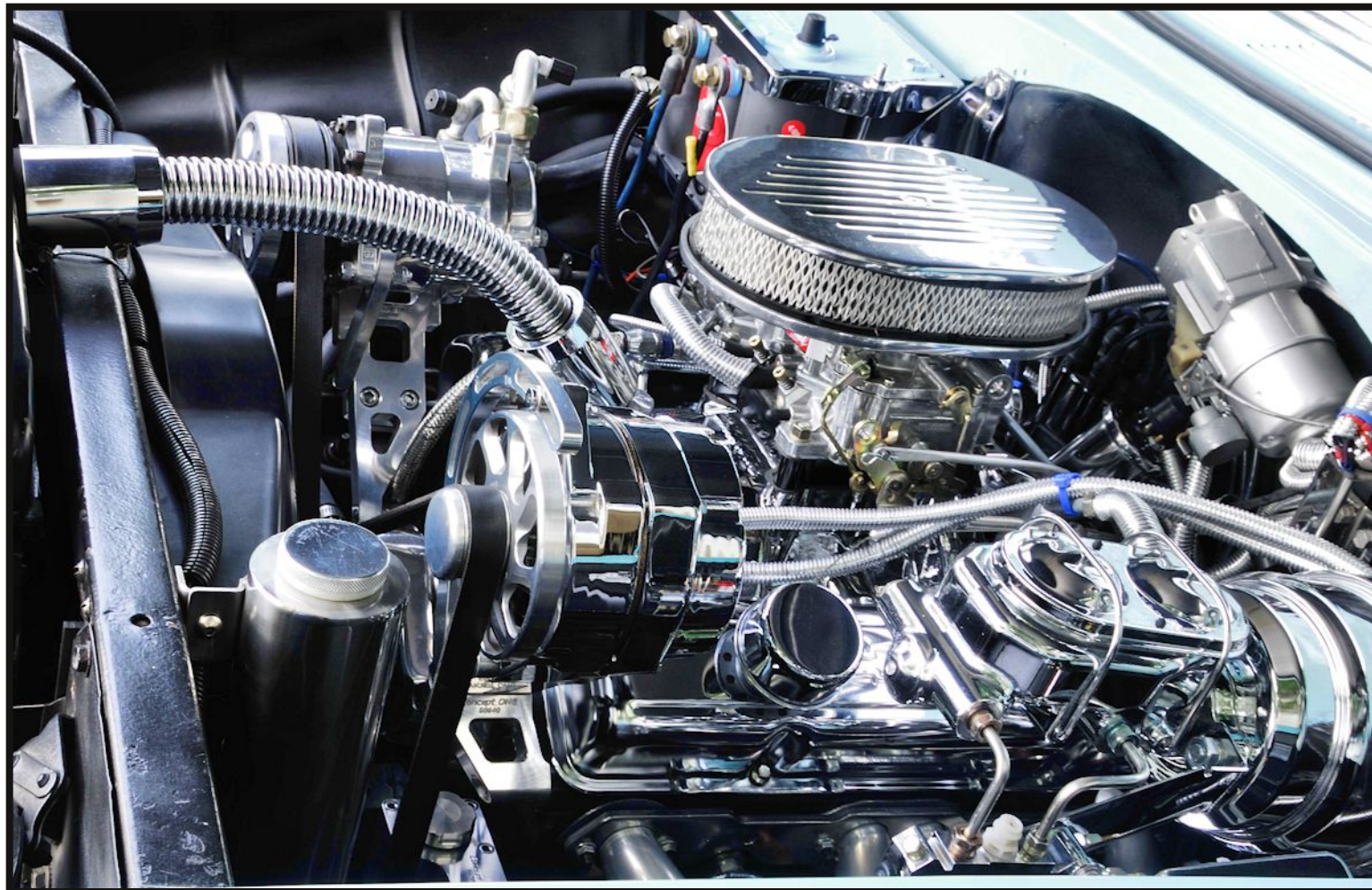
produced, all the way up to the top-of-the line Nomad at \$2,608 This made the Nomad several hundred dollars more expensive than the 41,268 Bel Air convertibles that were produced at a base price of \$2,344.

At the same time that Chevrolet was leading the post-war sales boom, American families, with new found disposable income, looked for new ways to spend it, and increasingly, recreational vehicles, specifically travel trailers, moved to fill this need. Probably best known, to this very day, is Airstream, whose aircraft-inspired, rolling silver palaces have become, like the Tri-Five Chevys, American icons.

Lesser known was the Shasta, whose distinctive “canned ham” shape and later, side-mounted wings, were a common sight on American highways from the forties through the eighties. Recently the line has been reintroduced by Coachman, with the 17.4-foot Shasta Airflyte recreating many of the classic Shasta elements in an updated format.

All of this background brings us to this month's feature vehicle, or should we say vehicles, Karen and David Jennings' 1956 Chevy Nomad station wagon and Shasta trailer combination. Karen and David, who call Southern California home, are





part of a growing trend of enthusiasts who tow their vintage restored trailers with equally period-correct cars, pickups, SUVs, and in some cases, classic trucks.

Karen and David have, over the years, owned a number of classic cars and vintage trailers starting with a 1957 Chevrolet 210 station wagon. Their first trailer, bought while raising their two now grown daughters, was a 1960 Shasta found in the RV Trader and pulled with their 210 wagon. “I remember cruising up Highway 1 to Big Sur and having people give us thumbs up and snap pictures of us,” says David. “Back then we had no idea how popular that little Shasta would become. Once the girls had grown we sold that Chevy and Shasta. We turned our attention to muscle cars. My favorite was our 1968 Chevrolet Camaro SS. It was Le Mans blue and a rocket on four wheels. I remember setting off the neighbor’s alarms in their cars as I rumbled down our street. We also have had the pleasure of owning a 1967 Ford Mustang and ended up giving that car to our daughter April when she turned 18. How excited she was to be able to cruise around in that classic. The love for classics seems to run in our family. Our daughter Laura bought a 1956 Chevy

sedan as her first car.”

In the summer of 2006, with their nest virtually empty, David and Karen decided it was time to begin their search for their dream car, a Chevy Nomad. Their search led them to Florida and to the dealer Specialty Auto, who on the front page of their web site displayed a beautiful turquoise and white 1956 Nomad with just 98,000 miles on the clock. Specialty Auto sent David dozens of pictures of the car, then equipped then with a 265 cubic-inch V8, Concept 1 pulleys, 350 Turbo Hydro-matic transmission, power brakes, bias-ply white wall tires and a Vintage Air HVAC system. David and Karen bought the Nomad without even driving it after flying down to Florida.

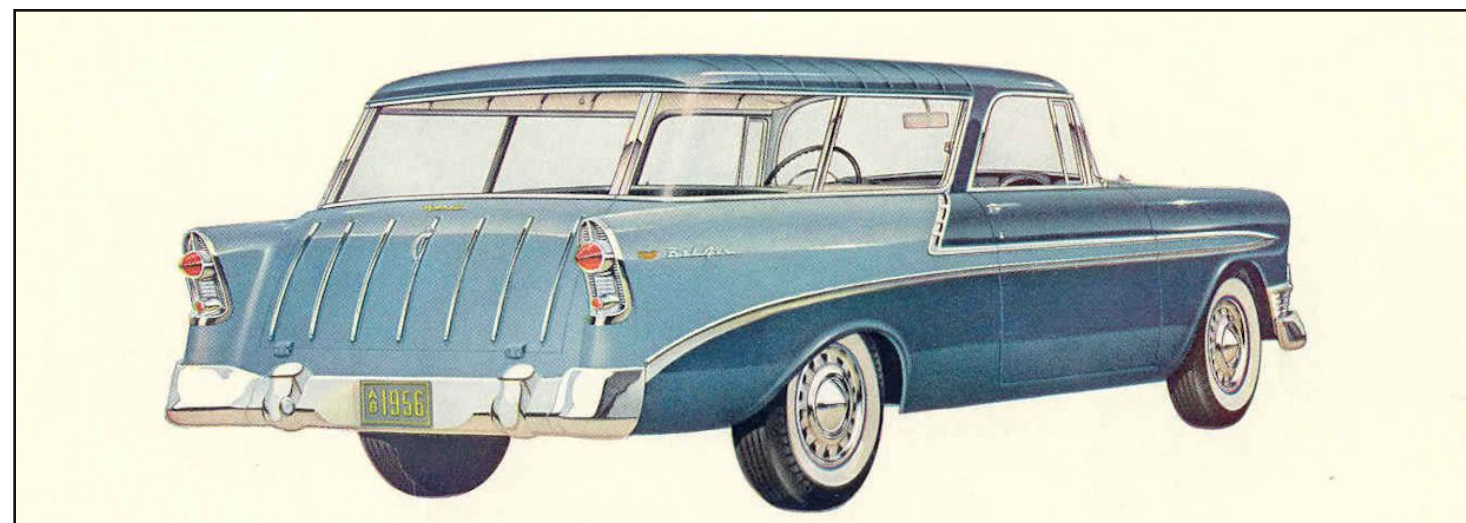
Although the original small block 265 V8 ran fine, David wanted more. Taking the route of many Chevy enthusiasts, he purchased a GM 350 crate motor from Guaranty Chevrolet in Santa Ana, California, replacing the 265 with the crate motor. David dressed up the engine compartment adding a little chrome and polished aluminum. The first component he polished with Endurashine was the Edelbrock Permastar intake manifold, followed by the aluminum water pump, polished carburetor, and

polished fuel pump, all from Edelbrock. To improve driveability he added a mini-starter, Permasteer power steering reservoir, and a new radiator along with a 16-inch electric fan on the radiator. These and many other parts were purchased from Danchuck, a supplier well known in Tri-Five Chevy circles.

Locally, Crown Valley Transmission replaced the 350 turbo transmission with a 7R400, adding a stainless throttle cable, and Lokar flexible dip sticks for the engine and transmission. Drivelines, Inc. in Irvine upgraded the driveline while South Coast Welding in San Juan Capistrano fabricated a new exhaust system, modified the rear of the car with an airshock system, and added a custom-made trailer hitch. The suspension is new from front-to-back, handling and cornering were enhanced through the installation of Helwig sway bars front and rear.

Danchuck also supplied the stock-looking rear LED taillights and the upgraded gauges. Front brakes were upgraded to discs, a smart idea as from the start David anticipated using the car to tow a vintage trailer and at the same time he ditched the bias ply tires for BF Goodrich radial white walls, which really is the finishing touch when combined with original-style wheel covers.

What's great about the Jennings' Nomad, especially when it's towing the Shasta, or parked together, is how "right" the combination looks together. And best of all, from the outside, it looks like any other show-quality restored Nomad. But with its upgraded drivetrain, easily capable of towing the Shasta, the safety of disc brakes, and the comfort of air conditioning, it's a combination that Karen and David have no hesitation driving anywhere.



Bel Air Nomad

Like the better known Airstream brand, Shasta has its origins before World War Two when in 1941 Robert Grey started building mobile trailers for the US military for use in remote

locations. By 1952 the original name "Cozy Cruiser" was replaced by the name "Shasta" as part of a contest. These early Shasta trailers were manufactured in a plant in Van Nuys,

California, literally in the shadows of the huge GM plant, which by coincidence, built standard-sized Chevy's like the Jennings' Nomad. The Jennings' Shasta is a 1956

model 1500, with its signature "canned ham" shape and retailed at the time for around \$1,000. Besides the model 1500, Shasta offered a larger model 1800 that included a





toilet/shower lacking in the 1500. In 1958 the 18-foot Airflyte was released, incorporating more than 50 improvements, including more windows and a sleeker, more aerodynamic shape. Constructed from wood and aluminum, they were joined by the 19-foot long, 8-foot wide Deluxe model which also had an integrated toilet and shower compartment.

The Jennings' Shasta features a lovingly restored birch interior, characteristics of the pre-1965 Shastas when the birch was replaced by paneling. Also characteristic of the Shasta design are the side-mounted

wings, a design element, in wood and aluminum, that was added to the exterior in the late fifties.

When asked why they decided on a Shasta rather than the better known Airstreams, Linda explained that they had an Airstream previously and after Dave spent about a week polishing it for the annual Newport Dunes rally, she made the suggestion to sell the Airstream and restore a 1956 Shasta to match the Nomad. "We both always loved the birchwood interior of the Shasta trailer and to be honest I think I had reached my limit on spending countless hours polishing the Airstream," says David.



In August 2007 their search began and after looking in all the usual places - Tin Can Tourists, eBay, Birchwood Beauties, and the Vintage Shasta Club - and missing out winning several auctions - they found a 1956 Shasta on Craigslist about 30 minutes away in Norwalk. It was in good shape overall but the interior needed



work. With the help of local suppliers like Capistrano Hardwoods in San Juan Capistrano, they were able to restore the interior to its former glory.

Next was their hunt was for the aqua, period-correct, boomerang-style counter top laminate. Not wanting to have the material shipped, they located a suitable pattern at Frost Hardwood and Lumber in San Diego and even though neither had ever laminated a countertop, they did the work themselves.

The next item was finding Marmoleum flooring and they found a large selection at Linoleum City in Hollywood. They wanted to avoid a cluttered look inside the trailer so they added a just a few extras, like the Kit Kat clock, vintage ice crusher,

vintage mirror, chenille bedspread and a few other vintage items. To complete the project, they had awnings made for the front and back and side. For the exterior paint to match the Nomad they turned to Blue Mountain in Grand Terrace.

The final result speaks for itself. Overall the look, especially in a campground setting, like at the Canyon RV Resort in Anaheim Hills, California, where we were welcomed with open arms for our sunset shots. At twilight, it was 1956.

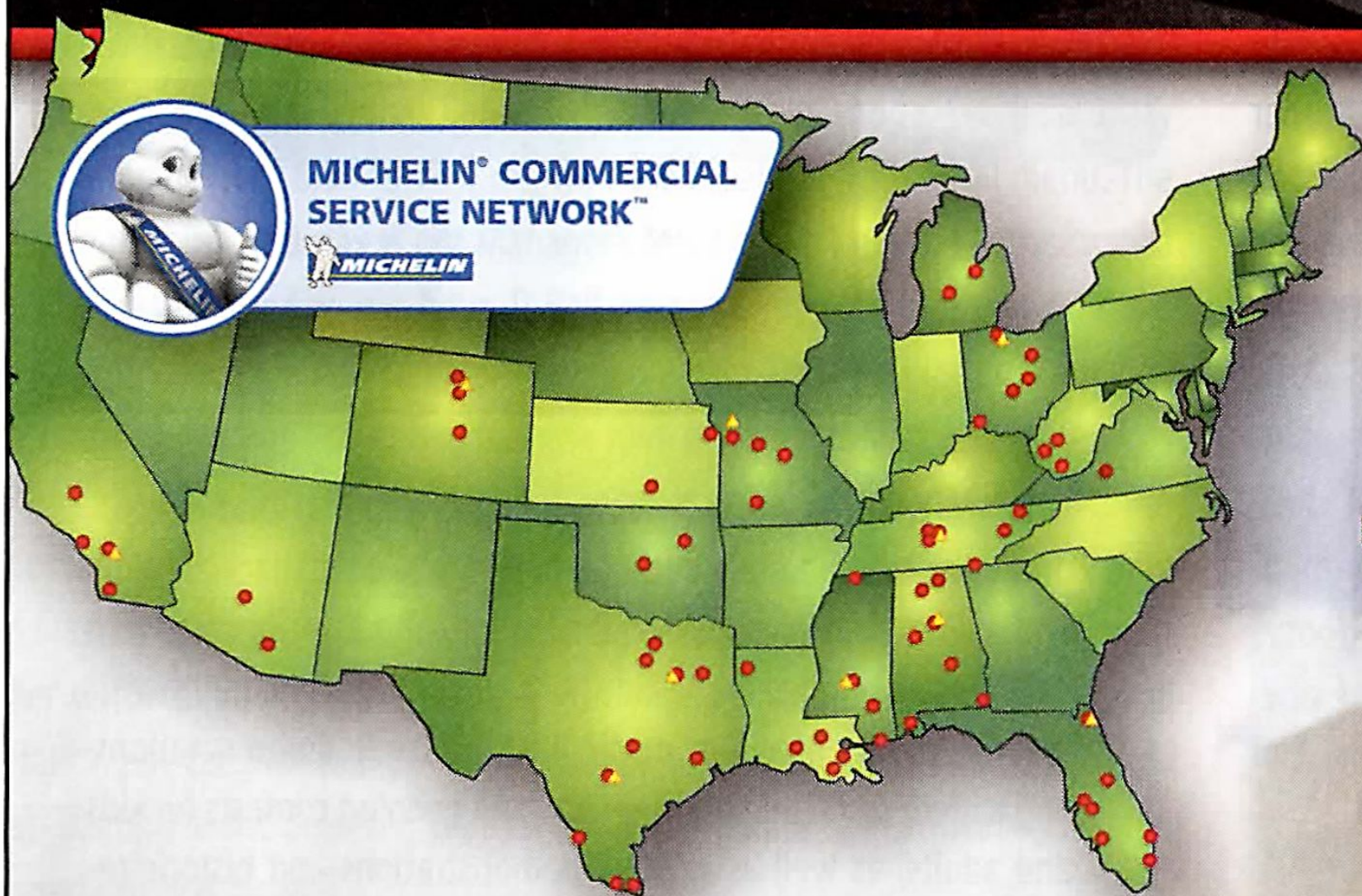
Shasta continued to grow throughout the sixties, expanding their line in several directions. But the first OPEC Oil Embargo hit the recreational vehicle industry especially hard and severely impacted Shasta. In 1975 Coachman Industries purchased the brand and in three factories, got the company back on its feet. Recently, they have introduced the retro-inspired Airflyte model that while it shares its overall look with the Jennings' trailer, it features high tech construction and is loaded on the inside with modern amenities like a flat panel LCD television. Yet for all its comfort and convenience, we seriously doubt that the Jennings would even consider a swap of their 1500 for a brand new Shasta Airflyte.

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Retro road trippers find the ideal home on the road in Seventies-era GMC motorhomes. Richard Truesdell takes an in-depth look at how GM's engineers set out to redefine the recreational vehicle as a front-wheel-drive, space-age-inspired motoring machine.

For much of the 20th century, General Motors was at the forefront of design innovation in the widest variety of transportation devices. Nowhere was the company's spirit of ingenuity more evident than in the creative development, engineering, and marketing of the 1973 to 1978 GMC MotorHome program.

Although I have never taken a vacation in a recreational vehicle, not even a travel trailer, I have long been fascinated by all forms of what are essentially portable hotel rooms. When it comes to the most inventive recreational vehicles ever built, the leading candidates in my opinion are the revolutionary motorhomes GMC built from 1973 to 1978.

That's right, GMC. Now, I know what you're picturing: a motorhome built on a GMC chassis, not a GMC-designed and manufactured motorhome. But you would be just as wrong as I was when I first came across these classics. The 1973 to 1978 GMC front-wheel-drive motorhomes remain the only such recreational vehicles built in house by a major automotive manufacturer.

General Motors designed the GMC MotorHomes from the ground up at a time when America's car company owned 50 percent of the domestic market. In those heady days, no concept, no matter how outlandish at first glance, was beyond the company's grasp.

Designed to be a halo vehicle for the entire GMC line, the motorhome would leverage the expertise GM teams had accrued in designing and building both trucks and commercial

buses. GM's experience with reinforced plastics literally underpinned the construction of the RV's space-age-looking body.

Powered by a modified version of the Oldsmobile Toronado's innovative big-block, front-wheel-drive drivetrain, the GMC MotorHome set standards for recreational vehicle design that remain unsurpassed.

Moreover, almost 35 years after the last unit rolled off the specialized assembly line, these classics of the American road have engendered a cult-like following among classic motorhome aficionados.

I discovered these unique vehicles almost by accident while on a knowledge quest for

background information on the Cadillac Eldorado. (The Eldorado is related to the Toronado due to the similarity of their front-wheel-drive drivetrains.)

Unlike most of its contemporaries – boxes built upon a rear-wheel-drive truck chassis supplied by one of the Big Three – the GMC MotorHomes were built on a chassis specially developed for use as a motorhome.

The GMC team constructed a totally integrated package that placed all drivetrain components up front, resulting in a flat floor just 14 inches above the road. Combined with a very low step-in height (about the same as a

contemporary truck-based body-on-frame SUV), it broke away from all motorhome conventions of the time.

The GMC MotorHomes were powered by a front-to-back-mounted 455-cubic-inch Oldsmobile V8 (downsized to 403 cubic inches for the last two years of production, 1977-1978). The engine was combined with a GM-designed Turbo-Hydramatic 425 automatic transmission placed alongside the engine. The result was an extremely compact layout.

This marvel of packaging efficiency employed a wide chain drive to connect the output of the longitudinally oriented engine to



the transmission. The final drive was connected directly to the transmission, and power was fed to the front wheels using half-shafts that ran under the front portion of the engine.

To maintain the flat floor front to rear, the engineers at the GM Tech Center in Warren, Michigan eliminated any sort of traditional rear axle. In its place, they substituted an equally innovative rear suspension: a tandem pair of wheels on each side mounted on bogies, which rode on pins attached to the sides of the low-profile frame.

The result was minimal intrusion into the cabin. With the exception of the wheel wells – which are concealed behind cabinets – the rear suspension does not intrude into the living space.

A further innovation was the use of airbags for the suspension system. These gave the GMC MotorHome the benefit of an automatic leveling system that could adjust ride height, as well as level the cabin when parked at a campsite.

Compared to the competition, GMC MotorHomes were exceptionally compact, measuring either 23 feet long on a 140-inch wheelbase or 26 feet long on a 160-inch wheelbase.

Yet they were surprisingly spacious on the inside. No matter the length, all GMC MotorHomes measure 96 inches wide (the maximum allowed at the time) and less than 110 inches high (a figure that includes the standard roof-mounted air-conditioning unit).

Inside the cabin, the floor-to-ceiling height measures 76 inches. The vehicles boasted a low center of gravity,



which contributed to class-leading driving dynamics of which other motorhomes could only dream.

The GMC MotorHome deviated even more from its competitors in the area of body construction. Instead of using the typical wood frame covered with aluminum, GM engineers employed a rigid welded-aluminum frame mounted on a traditional steel ladder frame using body isolators to

With their expertise in molding the complex panels for the Corvette, GM's designers specified that lower body panels for the GMC MotorHome be constructed from molded fiberglass.

save weight. The body itself was designed with weight reduction in mind throughout.

With their expertise in molding the complex panels for the Corvette, GM's designers specified that lower body panels for the GMC MotorHome be constructed from molded fiberglass below the body's waistline. The upper side body and roof panels between the ends are sheet aluminum.

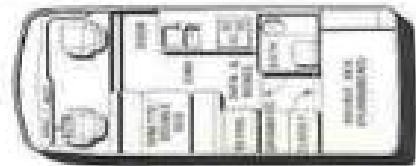
Without the wood frame found in most other recreational vehicles, GMC

The 23-foot MotorHome. 4 floor plans available.

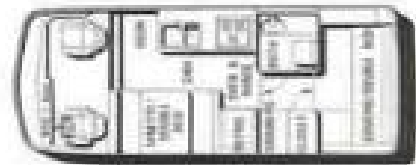
Like the 26-foot MotorHome, the 23-foot gives you a lot of choice. You have the same choice of four interior color combinations. As well as six exterior colors.

In the living room, you have two modules to select from. In the rear bedroom, there are four available. One of them even lets you convert the rear bedroom into a dinette.

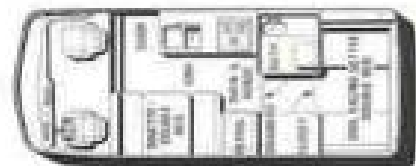
And the single front passenger seat can be replaced with an available swiveling dual passenger seat!



Base Floor Plan 23-1



Floor Plan 23-2



Floor Plan 23-3



Floor Plan 23-4

(Does not include 26-foot model)

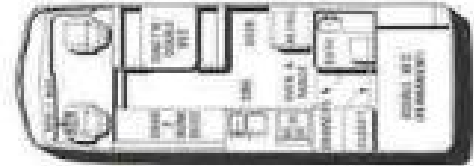
The 26-foot MotorHome. 11 floor plans available.

Everybody doesn't have the same size family. Or the same travel plans. So we've made it easy for you to order almost any combination of interior modules to match your

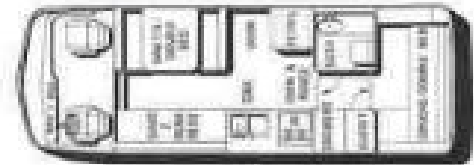
MotorHome to your ideas.

There are two different units that fit in the right side of the living room. Three possibilities for the left side. And three different layouts for the rear.

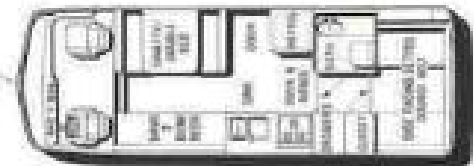
And for even more variety, the passenger's seat in the cockpit can be replaced with a dual passenger seat.



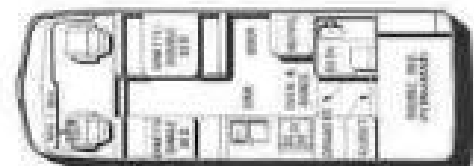
Base Floor Plan 26-1



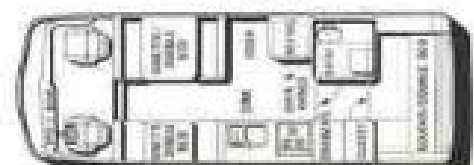
Floor Plan 26-2



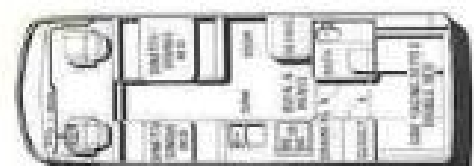
Floor Plan 26-3



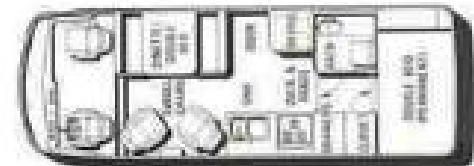
Floor Plan 26-4



Floor Plan 26-5



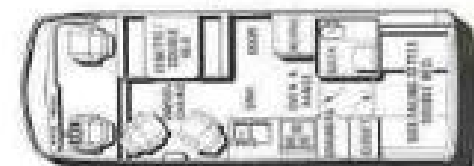
Floor Plan 26-6



Floor Plan 26-7



Floor Plan 26-8



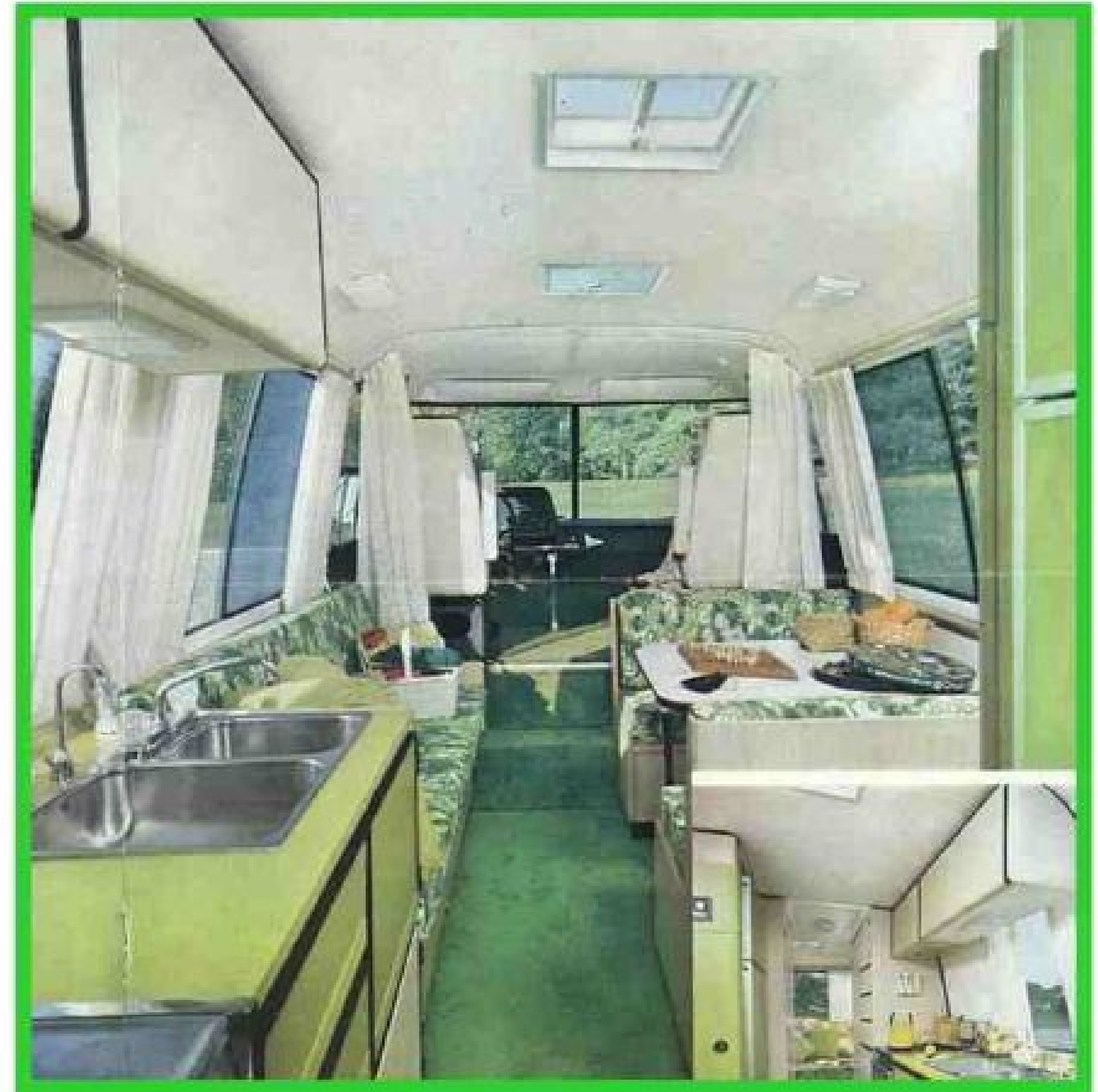
Floor Plan 26-9



Floor Plan 26-10



Floor Plan 26-11



MotorHomes have very little on them susceptible to rot, which contributes to their unrivaled longevity. The GMC version had more in common with the construction of aircraft than with other RVs against which it competed (think boxy, unaerodynamic Winnebagos).

The design of the GMC MotorHomes provided for unrivaled flexibility when it came to outfitting their interiors. The 23-foot models

typically sleep four, while the 26-foot models easily sleep six in comfort.

As the brochures from the era illustrate, there is nothing claustrophobic about a GMC MotorHome. With their huge windows, the interiors are bright and airy. Customers had their choice of myriad interior configurations and a seemingly limitless number of trim combinations.

While GMC offered ready-to-drive

motorhomes for purchase at GMC dealers, the company also sold a shell – the Transmode – that could be outfitted by outside vendors. This allowed for even more floor-plan and personalization options.

Many owners have lovingly maintained their motorhomes' interiors in period-correct Seventies' style, with plaid upholstery and colorful vinyl. Others have modernized their

classics, outfitting them with all the amenities of a 21st-century recreational vehicle. It is not uncommon to find interiors as luxurious as those on a private jet, complete with state-of-the-art galleys, flat-panel televisions, and high-end A/V systems.

Scan the ads on eBay and Craigslist, and you're sure to find running examples of GMC MotorHomes for as little as \$5,000. At that price, expect

GM



The showplace that goes places.

There are two fundamental reasons for buying any motorhome.

Driveability.

And liveability.

A GMC Motorhome is designed to supply both in abundance.

Consider GMC's front-wheel drive. It means there's no driveshaft running from the front to the rear. This allows for a low center of gravity. Thereby contributing to a stable ride.

And in the rear, the wheels are arranged in tandem, one behind the other, rather than side by side.

This arrangement offers several advantages. First, when combined with GMC's air suspension system, it helps to make for a smooth and stable ride. Second, it allows the use of six brakes

rather than four, one at each wheel. And third, it provides impressive room inside. Because when the rear wheels are in tandem, they intrude less on interior space.

Then there's the

liveability factor. A GMC is not only pleasant to look at. It's a pleasure to live in, as well.

The interior is orderly and efficient.

The galley has all the conveniences you could want, including a roomy 7½-cubic-foot refrigerator with freezer. An efficient and convenient range. And a stainless steel sink with double bowl.

The bath is a molded fiberglass module. It's very easy to clean.

And as you can see, the seating area is a joy to behold. With a choice of beautifully coordinated colors, fabrics and floor plans.

We at GMC believe that a motorhome is something you should enjoy every minute—whether you're cruising the Interstate, or parked at your favorite campsite.

A GMC Motorhome is a class vehicle.

And it shows everywhere you look.

Call (800) 521-2806 toll-free, for the location of your nearest GMC Motorhome dealer. In Michigan, call (800) 482-9228.



THE MOTORHOME FROM GENERAL MOTORS

GMC

the interiors to require a total renovation. Still, all but the worst basket cases are candidates for restoration.

Well-maintained examples typically start at \$15,000 or so, with high-end restorations easily topping \$30,000.

[Bethune Sales](#) is one of the online sites offering a great cross section of GMC MotorHomes for sale.

And yes, for you Bill Murray fans, it was a converted GMC MotorHome that became the EM-50 Urban Assault Vehicle immortalized in the 1981 blockbuster and comedy classic *Stripes*.



With their big V8 engines, aerodynamic bodies, advanced suspension, and high-tech construction, it should come as no surprise that the GMC MotorHomes set benchmarks for performance and efficiency. In spite of weighing more than 12,000 pounds, they are capable of reaching 100 miles per hour while delivering eight to 10 miles per gallon.

Their drivetrain components were incorporated into countless GM vehicles built in the Sixties,

Seventies, and early to mid Eighties, so maintaining a GMC MotorHome is surprisingly easy. Prospective buyers will find strong club support and an established supplier base.

For those of you interested in even more details about the design and engineering innovations in these road-going Holiday Inns, take a look at Bill Bryant's three-part series in the [February, March, and April 2004 issues of Family Motor Coaching](#).

The equally excellent GM Motorhome Enthusiast [website](#) (where I lo-

located many of the brochures and images seen here) offers compelling reading if you are as intrigued as I am by these technological marvels.

Over its 103-year history, General Motors has been responsible for many landmark vehicles: the V16-powered Cadillacs of the Thirties, the Tri-Five Chevys of the Fifties, the Pontiac GTO, and, of course, the

Corvette, America's sports car.

GM trucks and tanks helped win the Second World War. The Suburban, marketed by both Chevrolet and GMC, is considered by many to be the grandfather of today's SUV.

And as much as any company in the United States, GM laid the foundation for the middle class. From its assembly line workers to management, the company gave a generation of Americans the ability to buy homes, raise families, and enjoy the fruits of their labor. During the affluent Sixties,

Photo Credits: Pages 1, 2, 3 (lower), and 6 courtesy of GM Media Archives. Copyright 2011 General Motors LLC. Used with permission.



Americans hit the road in record numbers, the summer vacation now a staple of suburban life. Recreational vehicles became ingrained in the fabric of post-War America.

The GMC MotorHomes were

conceived at a time when General Motors could marshal the resources necessary to build almost any transportation device its designers imagined. Although priced beyond the means of many (starting at \$15,000),

this was the RV to aspire to.

Almost four decades after the last one was produced, the 1973 to 1978 GMC MotorHomes remain the standard against which all others are measured.

State of the art at introduction, many of its current owners believe it has yet to be surpassed in terms of ingenuity and versatility – and most would not be seen behind the wheel of any other recreational vehicle. AT

1984 Wanderlodge PT36
\$34,000 or best offer



This is a classic vintage 1984 Wanderlodge PT36. It's been well-kept over the years but I need to let it go to help finance a house addition.

It's what I affectionately call the sports cars of Wanderlodges. Most of this era's coaches are the PT-40 model and that few extra feet makes a difference. This is the shorter version featuring a 330-horsepower 6V-92 engine mated to an Allison automatic transmission with a 3:36 rear end. This combination allows it to really fly down the Interstate. It will run at 75 m.p.h. all day long.

Recent upgrades include great tires and two new Carrier A/C units. The coach has no major body issues and is mechanically very sound. The bus starts easily and has no major leaks or other mechanical issues.

The air system builds quickly and holds for days. All air bags are in good shape and hold for days as well. The radiator was recently rebuilt at great expense, so there are no cooling problems.

The electrical system features good Trojan batteries, two new IOTA chargers. A new power steering line was also installed at the same time as the radiator - 35 feet long, not cheap or easy. A Kohler 12KW generator starts super easy and is

clean as a pin. Both 50 and twin 30 Amp shore lines are there as are all other hookup equipment.

On the inside this PT36 features an in-motion satellite TV that works great. Interior is in good shape, has the cool fold-out wing dining table in front and the smaller dinette in the kitchen. Also has the neat makeup vanity in the bedroom. Sunken shower stall allows a six foot guy to stand comfortably while showering. Queen bed in back with tons of storage throughout.

A new Sharp convection microwave and an original Dometic fridge that works on both gas and electric makes cooking on the road a breeze.

The previous owner added electric color coordinated mirrors. Also swapped out were the electric retractable curtains for custom day/night shades that give it a modern coach look. All lights work, no tears or major issues with upholstery.

I have am including all the original and extensive Blue Bird manuals with lots of service records. Bus has been stored either in garages or carports its entire life as you can see from the condition of the top and A/C units.

All the Zip Dee awnings are intact and in great shape. Original underside tool box is there as are the jack and tire tools. Bus has not been



molested or modified in any significant way. New Dupree Twis-Loc valves on the waste lines. I would be comfortable taking it anywhere.

So what does it need? Normal TLC required of these coaches, the hydraulic leveling system has never worked since I owned it - although I never really tried. Has a crack in the

left front windshield that hasn't grown in the two years I've owned it. Other Bird owners suggested leaving it alone so I've done so. Stored properly every winter with water drained.

The asking price is \$34,000.00 obo. For further information, please contact Erik Sneed at 828/736-1625 or by [E-mail](#).

