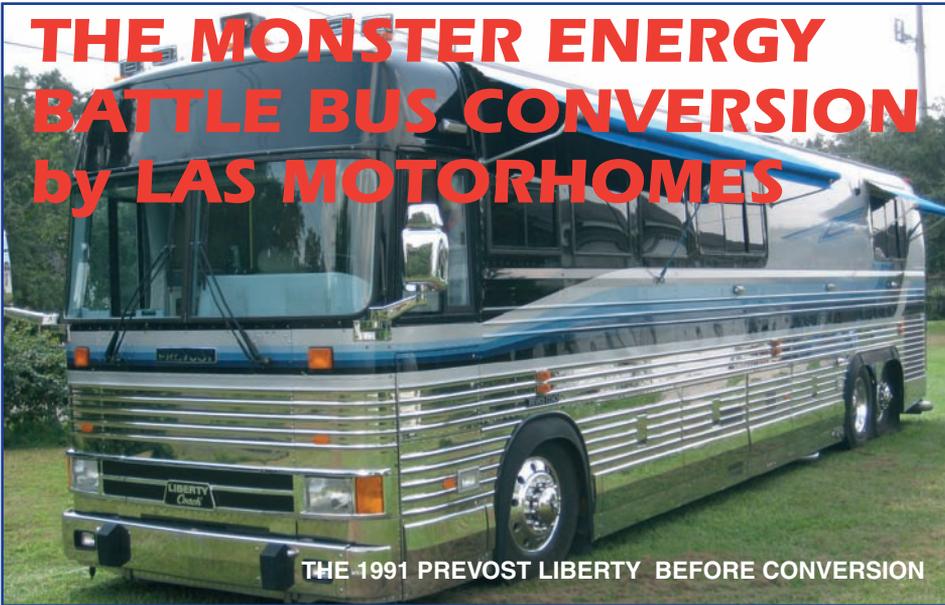
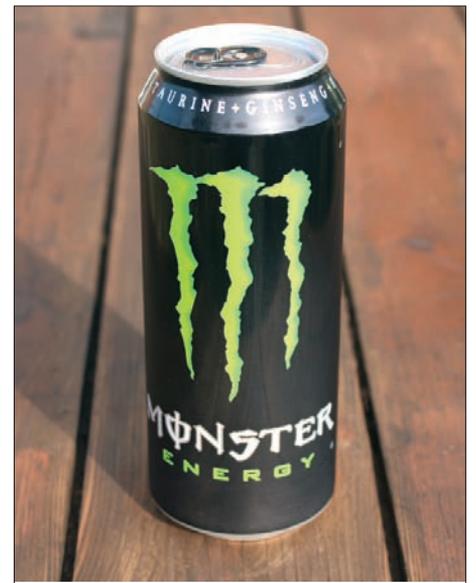


THE MONSTER ENERGY BATTLE BUS CONVERSION by LAS MOTORHOMES



THE 1991 PREVOST LIBERTY BEFORE CONVERSION



PART 2 - THE CONVERSION

John Beeseley

LAS Motorhomes

THE BEDROOM AREA

The original plan was to remove the bed, keep the cupboard on the left side of the bedroom to house the sound equipment, remove the wardrobe at the rear of the

gave me an idea, another meeting was arranged with Monster Energy. Fifty per cent of their ideas were put into the action plan. Not only were LAS gaining more trust we were now allowed to incorporate more ideas into the plan which made the job a little easier. Well ideas are good but they need to be workable and with time not on LAS'S side, we desperately needed to start

pushing forward. A week went by and another meeting.

THE CONVERSION TECHNICIANS

If anyone reading this employs people they might feel sorry for me for a few moments. (Fact 1) - With a project like this it must be done on a budget, especially large companies like Monster Energy.

(Fact 2) - Good staff are hard to find, to which I cannot praise the team I employ enough, but one of them in particular is exceptional with his ideas although he will engage his mouth sometimes before engaging his brain. In one of the meetings he said, "I don't think this white kitchen top is going to look very good, why don't we build a bar?" Then came a brief silence and the response was, "Give me a high five lets do it, it will look fantastic." At that point I would happily have done time for murder. With only four weeks to go and knowing absolutely nothing about beer barrels and coolers, depression set in once again, but as they say every cloud has a silver lining.

HI-TECH LIGHTING, SOUND AND BEER CELLAR

It then started to get a little better over the next week, with things going smoother. I found a good contact who



vehicle to allow more seating room, and then put the TV on the left of what was the bedroom to cover the window. All well and good but the shower and toilet did not look good, unlike Marks & Spencer's we needed a Plan B. So — remove the shower and build a separate toilet, the Prevost does have a washing machine which they want to keep, again it was in the wrong place. We decided to build a new cupboard to house the washing machine. Plan B now gave us twice as much space. We then decided to put the TV at the rear where the wardrobe originally was. Yes, we had started pulling the vehicle apart by this time.

As I mentioned earlier I had seen Monster Energy at Santa Pod and noticed that they used branded fridges which





heavily committed budget, so I kept saying, "No!" One morning I arrived at work only to find the right hand windscreen removed and the fridge standing outside the garage door.

The remaining white cabinets needed to be mat black, we then needed to decide, "What process do we need to carry out this transition?" First we decided to use laminate, then the material we were using to wrap the exterior, neither worked. A few sample paints were used and found that a matt black with a slight metallic effect would be the easy way out. One more meeting and a "No" to that idea. Matt black had to be used which produced another problem, as you could not fill the original handle holes to fit larger or smaller handles. The search for 3" handles was on. People in large companies who make

supplied me with the beer cooler and equipment. The lighting had already been sorted, although I needed a good idea of how to flood the white roof with green light. High intensity LED strips had been tested, but if you looked at them for too long you would strain your eyes. One member of my team called Lee came up with the idea to build a centre panel and fit the strips along the edge. The first attempt that was made ended up being too heavy and had to be scrapped. For the second attempt an aluminium frame was built with lights fitted on the edge, then with a piece of ply cut to 40mm larger than the frame it looked like we were getting somewhere. Then we added three speakers to the front one and covered it in black leather, then suspended it from the roof with the back one, but left the speakers out because of their size and the fact we had already got 5 speakers in the rear. We didn't want to blow the windows out of the vehicle when someone wound the volume up. One more box ticked.

THE FRIDGE AND CABINETS

Lee had taken charge of the project from the off and wanted to get rid of the original white fridge because it was too big and it was white. With a new microwave to buy and a fridge we would turn over another £1,000.00 of my



a lot of these decisions have no concept of the fall out you can have. To spray the cupboard inside the vehicle would require air fed masks for the sprayer, but you also have to have a good extraction system as not to get over spray on the wood work you have already painted, and the preparation. Just to spray the interior panels an extraction system had to be designed, the wood work filled, primed, rubbed down, then two coats of top coat applied and that was after the whole interior was masked.

ESCALATING COSTS

By now costs were escalating, it was time to look at the budget. LAS didn't turn out bad projects due to set budgets, to achieve the best we have been known to go over

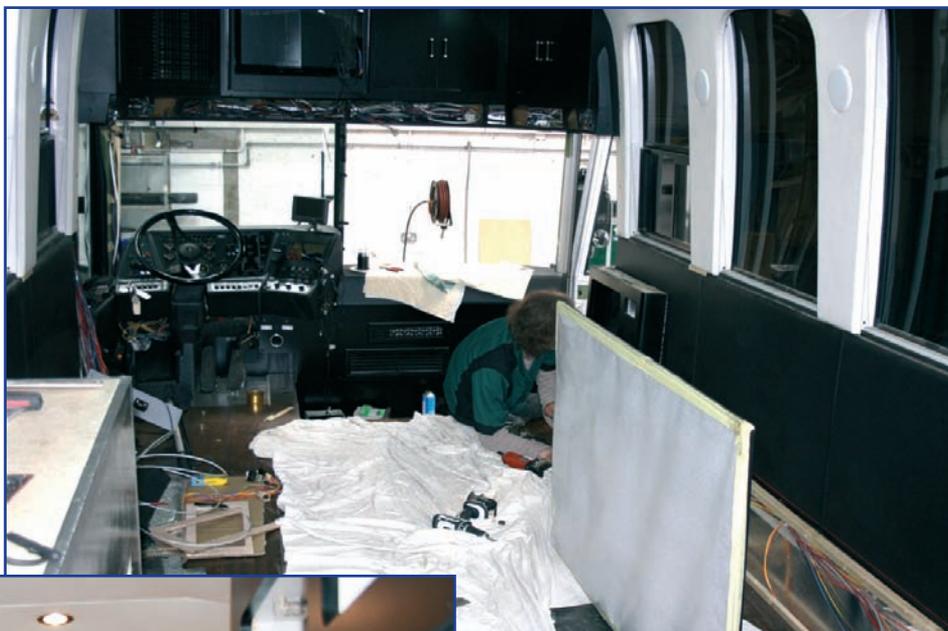


budget and this was one of those occasions. With everything going ahead as it should the wooden floor decision was left as late as possible because we could not see what we thought would look best until later, a dark wood was chosen.

TIME WAS NOT ON OUR SIDE

As time was not on our side some operations had to be sub contracted out, which LAS is not in the habit of doing because you can lose control and also the high standard of quality. I was right to be worried as the bar came made of gloss black instead of matt black, the quality was very poor, and will have to be replaced when the vehicle returns back to us (if it ever leaves us).

The bank holiday weekend was fastly approaching and we were nowhere near



which caused a minor fire whilst we were working on it, adding another 8 hours onto our already very long day. The dedicated team worked all night to get the vehicle ready, and 4 hours before the vehicle was due to be collected (05.00) I had to start sending staff home as they were too tired to carry on, and at this point we knew we were not going to make it.

NEXT MONTH THE CONVERSION CONTINUES AS THE DEADLINE APPROACHES

because our design was very complicated and time consuming. Although the vehicle had been wrapped and looked good, it needed 8 hours of LAS's time to paint some of the detailed parts that could not be wrapped. Our new fibre glass department that opened a month ago came into its own when a new air conditioning ducting needed to be constructed. With the bank holiday used up we were now struggling for time and looking like we were going to fail, a new plan needed to be hatched quickly. I rang and asked for more time, and my request was rejected. To make things worse the vehicle had a suspension level fault



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