

MID AMERICA RV SHOW: A TRIP TO THE BIG SHOW

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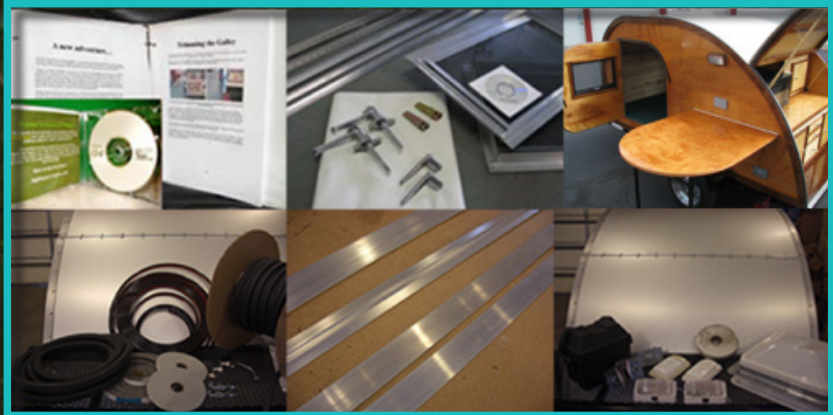
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Magazine

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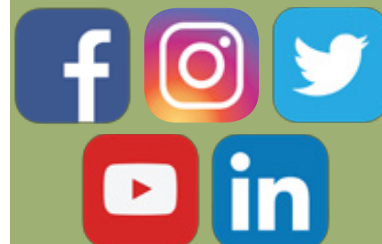
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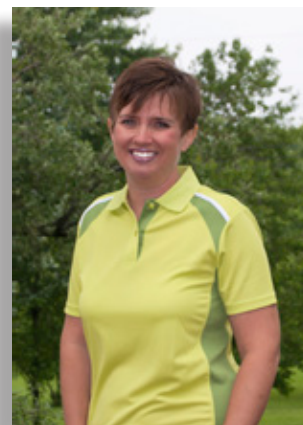
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Letter from the Editor:

A winter campfire

What's the best thing about camping? The list could go on forever, but for me, one of the very top things on my list would be the campfire. Deep conversations, and laughing with my family and simply relaxing around a fire is one of my best motivators to go camping. It doesn't have to be exclusive to summer! However, there are a few extra tricks when it comes to not only getting a fire started in the winter, but also maintaining it.



If you already have a built-in firepit free of snow, you should have no problem. If not, there are a few things you'll need to do first. If there's little snow in your area, shovel what you have aside so that you can start the fire on solid ground. If there's a thick base or too much snow to push aside, pack it down so that you have a solid platform to put a base of logs to start your fire on. Without this step, the firewood is likely to sink into the top layer of snow, making it difficult for you to start the fire, and keep it going.

Unless you already have a pile of logs gathered for your woodstove, getting firewood may be your biggest challenge. Start by collecting fallen timber. Search various areas of the surrounding woods, and keep track of which areas yield useful wood and which ones provide unburnable bark. Even if the wood is covered in light, fluffy snow, it could still be dry enough to burn. According to The Weather Channel, the fluffy stuff has less moisture content, so the worse the snow is for making snowballs, the better chance you have of finding useable wood. If the snow is heavy and packable, try searching for dry wood under thick vegetation.

Even slightly damp wood can be difficult to get going, which is why you may need a little extra help in winter. Try using fire starter from a local outdoor store, such as tubes of fire ribbon and tablets made of petroleum. Fallen pine needles, pinecones, and bark can act as great sources of kindling.

Once you have the fire started, you want to be sure to keep it going—otherwise, your popularity among the crowd could slip pretty quickly. Surround the fire with any logs you haven't used, so the heat of the fire can help dry them out and provide you with an extra stash to add to the fire as the evening moves on.

So take these tips, get out there and enjoy a winter campfire!

Until next time...enjoy every sunrise!

SARAH TUCKER

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ON THE TEARDROP TRAIL WITH MARILYN

Marilyn McCray is a published author of a cookbook titled *Canning, Pickling and Freezing with Irma Harding*, the International Harvester's fictional spokesperson. Marilyn and her partner, Jim Kerkhoff, travel in a beautiful teardrop to promote the book and she has graciously agreed to share some recipes with us in a regular column. Be sure to check out her book at teardroptrail.com/equipment-and-supplies/

CHICKEN AND RICE IN A DUTCH OVEN

We had seen a demonstration of cast iron cooking at the Lake Bob Sandlin Gathering of the Southwest Teardrops and Vintage Trailers in September of 2016. The park rangers were experts and their presentation whetted our curiosity about cooking in cast iron. We have been acquiring cast iron cookware at flea markets.

This recipe can be made in a large #10 Dutch Oven with lid, cooked in an oven or over a camp fire. The rice will get the full benefit of all the juices from the chicken seeping into it while it cooks.

- ☐ 5 - 5½ pound roaster (giblets removed) or 5 pounds of cut up chicken parts bone in and skin on
- ☐ 2 cups of uncooked long rice white
- ☐ 3 cups of chicken broth or water
- ☐ ¼ cup melted butter
- ☐ Paprika, thyme, ground pepper, garlic salt or use a premixed seasoning.
- ☐ Worcestershire Sauce

Combine rice with broth or water with melted butter and Worcestershire Sauce in the Dutch oven. Place chicken over the rice, back down.

VARIATIONS:

Make it Mexican – Rub Mexican or Fajita seasoning on the chicken. Substitute tomato juice for broth or water.



Serve with lime wedges and salsa.

Make it Greek – Add a tablespoon of oregano and 4 tablespoons lemon juice to the rice before cooking. Sprinkle with parsley.

COOKING METHODS:

In the oven – preheat at 375°
Cover and place the Dutch oven and cook for 90 minutes the oven. Add 15 minutes per pound for larger chickens.

Slow cooker or crock pot – Cover and cook on low for 4 to 5 hours.

On the campfire – Cover and place the Dutch oven on glowing embers, the legs of the oven should keep it elevated ½ inch above the embers. Place 14 coals on the top of the oven and 7 underneath the oven. Keep some extra hot coals ready just in case you need them. Cook about 2 - 2 ½ hours.

The rice will have risen two inches and the chicken should be tender and white when sliced. A crust of browned rice will cover the bottom and sides of the Dutch Oven. A cast Iron delicacy!



PLANNING A *Caravan* Trip



by **Steve Troyke**

I am a planner. I got it from my Mother and I just can't shake it. She was the original Clark W. Griswold (Christmas Vacation) before Chevy Chase was. Our family traveled the country for 3 weeks every summer in the 60's tent camping. Four kids would be stacked in the back of a station wagon like cord wood and off we went. Mom had every day planned out before we left. There were always fun and educational things to do and we saw 46 states, Mexico and Canada as campers. So now as an adult, I am just like Mom. We still have her manila envelopes stuffed with old travel brochures from all our trips.

Now I just save those things to my favorite places on the computer. On this trip, Tina and I were the planners for the most part. What does all this planning have to do with our trips? When you have 5-6 trailers traveling together, good planning is a must. Since some of us still work, we can't just drive around looking for 6 camp sites together. We have a certain amount of ground

we have to cover and a date we must arrive back home. So that means reserving sites before we leave. This makes it certain we have a place at the end of a long day and it allows for late arrival. Most private campgrounds will work to keep us all together. Due to the size of our trailers, we can use some of the smaller sites that the big rigs can't fit in and so we get a little separation from





the big guys. If we are staying in state or National Parks, we do a phone blitz in the evening. Once a park has been chosen, we pick a site for each of us and we all go on at the same time and reserve our own sites. Private parks, while not our first pick of places, usually are easier to work with. They will often let one of us hold 6 sites till everyone can get them a deposit. Some just ask that you pay when you arrive.

Communication

We all have phones, but they do not work in many areas. On our early trips we used CB radios and this last trip we used walkie-talkies. That worked best. If we needed gas, a bathroom or saw an interesting place to stop we could all hear and talk to each other over the walkie-talkies. They are not expensive and really made things easy.

Meals and site seeing

We are all friends and enjoy each others company. For the most part, we do all the site-seeing days together. It's important that everyone gets to do their own thing, and so at times we go separate directions. It also helps that several in the group have little to no interest in planning anything so they are happy with whatever we do. We most often have our own breakfasts, lunches and usually pack food to-go if we are leaving the trailers for the day. While traveling with the trailers, we look for a rest area

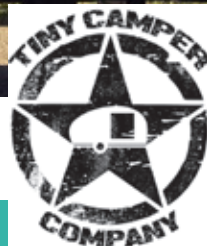
About the group...

Several in this group have traveled before together on trips to Colorado and Wyoming and this year Utah. We have 3 Jeeps in the group and our trips center around camping and off-roading. Nothing too dangerous since we have to travel 1000 miles home. Our ages range from 59-72, with some retired and some close to the finish line. This group is from several states as well. Darrel from NE, Joe from TX, Tina and Jerry, Glenn and Opal and I (Steve) are from IL. Betsey and Craig are owners of the Camp Inn factory and are from WI. Everyone of us met through teardrop camping. Some as customers of Camp Inn and others from attending Tear Jerker events. **LIFETIME FRIENDSHIPS HAVE BEEN MADE THROUGH THESE LITTLE TRAILERS.** When ever possible we camp together on weekends during the summer. Glenn is an accomplished trailer builder also. He has made 15 different trailers over the last several years. I believe you did a piece on his Caboose build. Several in the group enjoy photography and we work that into where we go and when. Early birds get the worms and the best light.

or a small town park. Dinner is most often cooked and eaten as a group. We will plan a few meals in advance and take turns contributing to the them. Occasionally, we take turns cooking while some do dishes.

The trip to Utah was planned to spend time Jeeping in and around Moab. The Illinois people left their homes and met us at a predetermined place on the interstate heading west. We picked up Darrel, the next morning west of Omaha. He sat on an overpass and waited for us to radio ahead when we got close. Then he became the tail gunner. The next night, we stopped at Rifle Gap State Park in NW Colorado for the evening, where we met Joe from Texas. We visited the waterfalls in the morning which is the best light and then drove the last 3 hours into Moab. The plan was to stay at Moab Valley RV park for 6 nights. We were all in a row together, away from the big guys. For an RV park, it was great. The best part was it's location to Arches National Park as it was only 2 miles from the entrance. We arrived early, just after 7am for two reasons; one was to beat the crowd, the other to get ahead of the heat. We were there the first 2 weeks of June and temps did hit 100. But every evening, around 9:30, a cool breeze came in and it was like the feeling you get when you open the refrigerator door. It made sleeping perfect with temps in the low 60's and a breeze.

Arches was stunning and worth getting up early for. We were some of the first cars in the park. By 10am, when the tour buses and the late sleepers arrived, parking was already a problem. After hiking to a couple of the



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Arches, we moved further into the park to stay ahead of the crowd. I highly recommend this park, but do go early if you are going in high season. A couple days we did Jeeping out into the back country; places cars can't go. Moab was also very close to Dead Horse Point State Park and Canyonland National Park. Again, we were out early and arrived first to Dead Horse. It had beautiful views of the Green River and the Canyon Floor. After a short visit and hike around part of the rim, we headed to Canyonland, which was only about 17 miles from Dead Horse Point.

A couple hours in Canyonland up on the rim allowed us to see the trails down to the canyon floor. Just inside the entrance to Canyonland is a dirt road called the Schafer Trail. The trail requires a high clearance vehicle and is not for the faint of heart. But it takes you down to the canyon floor. Here is a link for you..

<http://www.dangerousroads.org/north-america/usa/591-shafer-trail-road-usa.html>
There are several trails off this main trails to explore the canyon. If you remember the movie, Thelma and Louise, the scene where they drove



off the cliff was filmed out there. This was the most stunning day of scenery I have ever had. If you do nothing else in Utah, spend the day driving this trail. If you continue on the main trail it will eventually take you back to Moab, saving you the back tracking on the two lane road.

After our stay in Moab, we headed toward Capitol Reef National Park and a couple days stay at Thousand Lakes RV Park. This is where Betsey and Craig joined us. This was our base for Capital Reef and the Fruita area. This was an interesting place and much different then Arches and Canyonland as there were trees and grass. It has lots of green and an old barn and cabin down from the visitor center. Be sure and get to the cabin in the early morning, as they sell homemade pies and huge cinnamon rolls that are to die for. There are also some petroglyph's (Indian graffiti) to see along with some native flowers and weeds.

One of the most beautiful drives in Utah is Route 12, the All American Hwy. We stayed at Kodachrome Basin State Park as our base for Bryce Canyon National Park. It is a very nice park and near by is Grosvenor Arch, which is an easy hike from the parking lot. Jerry and Craig, our resident mountain goats hiked up the side all the way to the top. I offered to stay on the ground and take their pictures. Bryce Canyon is stunning, but crowded during high season. They do offer bus service that runs continuously all day which allows you to get on and get off at any sites or overlooks. But as I said before, we got there early, as soon as the park opens and we drove to each overlook with no issues. By the time we left, the lots were jammed with cars. Early morning also made for the best pictures. We skipped Zion National Park for 2 reasons, mostly time constraints but also because you could not drive in, you needed to ride a bus everywhere. With the size of our group and the length of time it would take, we chose a few

smaller out of the way sites to see instead.

Our last main site was Monument Valley Navajo Tribal Park, in the SE corner of Utah. Along the way we stopped at Coral Pink Sand Dunes State Park and Glen Canyon Dam in Page AZ. Also Hovenweep National Monument, a Puebloan Ancestral Masonry village in among the cliffs. It was very interesting and worth a couple hours to see. Monument Valley Navajo Tribal Park was beautiful and so worth the visit. We stayed at Gouldings RV Park. They had us all in a row again, the park was clean and organized, they also had a laundry which was nice. This is the closest camping to the entrance. It cost about \$20 to self drive through the park. There are tours available with you ride in the back of a customized pickup truck. DO NOT do this as it is hot and very dusty. Every time we saw a tour come by the people looked miserable, and dirty. The road that drops you down to the canyon floor was very rough and passenger cars had a hard time and several turned around. Once past this rough entrance the road was fine for a car. Craig made the whole trip in his Subaru Outback. If you go, stop at John Ford Point (Famous western movie director) and have your picture taken on a horse out on the point. Mr. Ford used to sit out on the point in the evening and plan his next movie.





Prices on the Indian reservation are high, so bring your own supplies before you get there. Make sure and stop out at mile marker 13 for the famous picture of the road disappearing into the monument. Forrest Gump stopped running here and went home. We stopped and took a group shot there, Camp Inn offers custom t-shirts for sale at their annual gathering in September. The prior years shirt featured Mile Marker 13. They must have had a premonition, because this trip had not even been talked about when the shirts were designed. So we all wore those shirts for our group picture.

This was an awesome trip. About 4K miles and 17 days but we all had fun and remain good friends to this day. Soon we will start to plan another group caravan trip.

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Teardrop Trailer perceptions

Most people are curious about these little trailers. They ask, Do you sleep in there? Does it get bigger? Is that for your dog? Do you get claustrophobic? Does it have a bathroom? Do you mind if I look in it? The first time I took my trailer out I camped alone. I wanted to see if everything worked and if it leaked. As I was busy making dinner in my Camp Dutch Oven I saw a fellow staring at my trailer from the road. When he saw me looking at him, he asked if he could come in and look. I said sure, and gave him the "tour" I was going to have to get use to giving. After a 10 minute visit he thanked me and walked away. I noticed he was camping across from me in a giant 5th wheel, with several bump outs. He had a big dully pickup and a satellite dish on a tripod. I never saw him outside the rest of the weekend. The big trailers and motor homes don't know what to think about us. I see them walk by and look at "the little people" and wonder why anyone would

consider sleeping in such a tiny trailer.

On the way home from another trip, Joe and I stopped over night at an RV park along the Hwy in Mitchell SD. Most people there were travelers. We pulled into our sites, got out, opened the galleys, pulled out some chairs, mixed a cocktail and looked at the map to make plans for the next days travel. Neither of us even unhooked the trailers. We set up in 5 minutes, but watched as these big rigs took an hour to setup. The next morning I opened the hatch and started making a sandwich for breakfast. A guy walks by, looks at my trailer and says, “you must be divorced.” I laughed and said “yea, this is all she left me.” We were back on the road in a few minutes and he still had an hour breaking camp before he could leave.



KITCHEN SWING-OUT



Once, you have taken the proper winterizing steps necessary for your teardrop, step back and relax while dreaming of that first spring camping trip.

by Sarah Tucker

Several weeks ago I ran across an amazing photo that intrigued me enough to dig a little deeper for more information. What I found out about this Kitchen Swing-Out was so awesome that I knew it had to be shared for all our readers to learn about. While the Swing-Out might not be a good fit for every tiny camper, the info contained here just might give you a few ideas for your own camper.

Lilia Kilmer was kind enough to pass along photos and answer a few of our questions.

HOW/WHY DID YOU COME UP WITH THIS TAILGATE IDEA?

My husband was doing a search and saw something similar on a 4RUNNER on Google. Looking deeper into it he found a woman with a teardrop who'd had it built by SoCal Teardrop. The company eventually discontinued this because it was too hard to build.

WHO CREATED IT FOR YOU?

Our teardrop was built by Mike at Wanderlust Overland . Mike agreed to do the tailgate, even

though it was as difficult as SoCal had said.

WHAT ARE THE DIMENSIONS OF THE TAILGATE?

24" deep 66" wide and 24" high

WHAT IS YOUR LEAST FAVORITE THING ABOUT IT?

The break in period, at first it was a Royal PITA to open. Now it's perfect.

WHAT IS THE BEST THING ABOUT IT?

EVERYTHING! It is so strong and sturdy I can sit or stand on it. It gives us ample food prep space.





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The owner of Wanderlust Overland, Mike, graciously sent more details on the building of the swing-out.

The Kitchen Swing-out was originally developed and designed by So-Cal Teardrops. They built a few of them but ultimately decided to pull them off their option list as they were just too labor intensive to keep up with, given their already heavy load in their shop. Wanderlust Overland originally did not offer it as an option either but we had so many inquiries about it, including it being a deal-breaker for some, that we gave in and decided to tackle it using So-Cal's design. The Kilmer's Swing-Out was the first one we built and it definitely held up to its reputation as a tough project to execute properly. We had some setbacks and we ended up having to invest into more precise tooling for our fab shop, as our first attempt did not function in a manner that met the quality we put into all of our products. We ultimately ended up being happy with the end results after acquiring the proper equipment to pull it off and building a few iterations until we got it just the way we wanted it.

Our Off Road and Rough Road trailers come with pretty stout chassis from the start but we reinforce them in key areas to withstand the extra torque involved with having a swing-out hanging off the back end of the trailer. A large 100 lb.+ spare wheel and tire, fold down sink and prep table, and a hot water heater all attach to the swing-out. With some of our customers spending literally thousands of miles off pavement with their trailers, we had to build it to withstand years of abuse and still open, swing, and close easily every time.

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In my opinion, it would be pretty tough to add a swing-out like this to an existing trailer that was not designed for it. There would be quite a bit of chassis reinforcing to be done. Simpler and lighter designs would be a possibility to add just a small prep table or sink but would not be able to handle much weight or use and abuse.



A few words of encouragement for those that are wanting to add something like this to their own teardrop build:

1. There will definitely be some trial and error getting the design right in order for it to function properly. Build, test and re-test before painting or powder-coating the chassis and swing-out.

2. This is NOT a project for a beginning welder/home fabricator to tackle all by themselves. It would be very frustrating at best and at worst, an improper design or weld could lead to a rather large piece of metal breaking off the back of your teardrop. Collaborating with a local shop to help nail down the design and do some of the precision tube bending, notching, and critical welds could really help make the process go smoother and ultimately be more rewarding in the end.

3. Having a swing-out makes for a very nice area for extra galley work, almost like adding a nice cook and prep island to your home kitchen. However, it does come with some drawbacks: One of the main draws to the teardrop design is the ability to stop, open the galley hatch and be grabbing something to eat or drink within seconds. Having the swing-out adds an extra

step in getting to the galley and closing the galley up afterward. Another drawback is that the extra kitchen space is not protected by the hatch like the rest of the galley, this is not a deal-breaker but just something to think about when inclement weather camping.

Ultimately, I don't think a swing-out is for everyone, and yet could be indispensable for others. For those that really enjoy making larger meals, prepping and breaking down lots of raw food items, having an external sink to wash everything up and not have to worry about carrying extra tables, a swing-out would be well worth the extra work or investment.

For those who like to camp more simply, mostly cook pre-prepped meals or just make sandwiches and don't want the hassle of the extra steps involved, it would definitely not be worth the investment in time, materials or money to have someone else install it.

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A TRIP TO THE BIG SHOW



by Sarah Tucker

In the middle of cold winter months, the camping industry can enjoy a few brief moments of respite in the form of RV Shows. These shows draw rv enthusiasts from all over, seeking to check out hundreds of new travel trailer models, campground sites, accessory vendors and so much more. While these shows generally draw only the large rv models, with the surge of economical campers, one is sure to find a handful of smaller campers among the “big guys.”

Early January always brings the Mid-America RV Show to Kansas City, and this year myself and family made our way downtown in the midst of a nasty cold front to check out the sites. This show is put on by the folks at Good Sam which means a deep discount is offered to all Good Sam members. Bartle Hall in Kansas City was full to the brim

this year with over 150 of the very latest makes and models of recreational vehicles from dealers around the Greater KC area. Classes were offered that included weight and tire safety, Properly Matching Trucks to Trailers and Driving - What Every RV Driver needs to know.



In the center of that massive crowd of huge travel trailers, sat Dana Parsons from Missouri Teardrop Trailers. Dana took a 2018 nuCamp T@B 400 to show what you can get in a tiny camper. It's always fun to get to personally check out campers from teardrop manufactures and nuCamp certainly did not disappoint with this high

quality small sized camper. Notice I did not call it a teardrop. While yes, it does boast that vintage teardrop style in shape, it is much larger than standard teardrop. Cool Tears did a Facebook live video feed from the event to show what the inside of the 400 looks like and some of it's new features.

T@B 400 TEARDROP CAMPER FEATURES

- Alde Heat and Hot Water System
- 3 Speed Fantastic Fan
- Ohio Amish Rich Real Wood Cabinetry
- Aluminum Frame Construction Technology
- Storage Cubbies
- Dual Awning Rail
- Screen Door
- Alloy Wheels and Spare
- Fiberglass and Azdel Sidewall Construction
- Air Conditioning Unit
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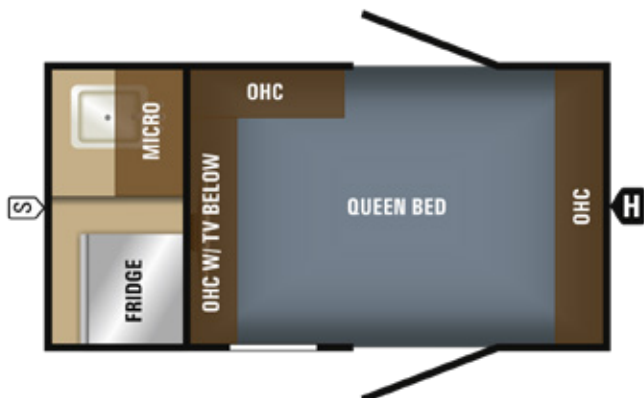


After visiting with Dana and seeing the T@B 400, we walked around the show to find the other “small sized” travel trailers. Most of the large manufactures are catching on to this tiny camping movement and have introduced their version of a “teardrop.” Please keep in mind, these campers do not fit the standard, vintage definition of a teardrop camper. But for those of you looking for something a touch larger than a teardrop, or for those of you who like to stay up to date on the rv industry, you might find some of these models intriguing.

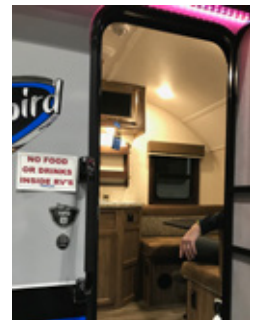
JAYCO HUMMINGBIRD



With a weight of about 3,000 lbs., the Hummingbird is Jayco's smallest travel trailer line. Only one model was available at the Mid America show but according to their website, several more models will be available in 2018, including the one shown below that is certainly closer to the teardrop ideals.



FROM JAYCO: Throughout each model you will find modern conveniences such as a microwave, 3 cu. ft. refrigerator, and even a wet bathroom for your convenience. There are quite a few touches throughout each model that set the Hummingbird apart from any other ultra light travel trailer. Inside you will also find screwed-and-glued cabinetry, decorative window treatments, and an added touch that you will love includes some smoked glass inserts. Choose from a variety of models, and after you select your model, then choose from one of three decor colors.



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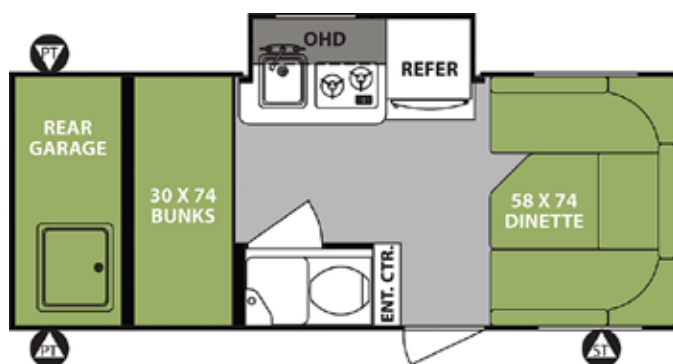
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FOREST RIVER R-POD

While the R-Pod is not new to the small camping niche, they are stepping up their game in an attempt to enter the teardrop world. This particular model, the R-Pod RP-182G boasts a "rear garage" with a hatch lid. While the look is nice, I was not impressed with what appeared to me to be a lot of wasted space. The bunks in this model would be perfect for a family.



FROM FOREST RIVER: The R-pod is build to be pulled by just about anything with a unloaded vehicle weight of under 3000 pounds! At last something small but room enough for the family. The best added bonus is this baby is equipped with diamond plate rock protection at the wheel wells and front wall, axle risers for elevated ground clearance, add the extreme 15 inch tires and aluminum rims and yes, you can take this travel trailer off road.

What's new for 2018: New 2-tone fiberglass, exterior with Diamond Ice/Blaze Blue coloring. New graphics and new rear fiberglass cap. New King Antenna. New entrance door with window. New folding grab handle. New maxair vent in bedroom. New 62" sewer hose carrier, New exterior LP quick disconnect. New fabric (stone). New seamless kitchen counter top color. New recessed cooktop with glass cover. New brown grain dinette table. New lighter grey wood. New wall board. New shaker style bath door. New ash grey night shades, New outside fascia corner blocks, New shower surround.



TEAR JERKERS

CELEBRATING 20 YEARS!

"Life moves a little slower on Teardrop Time"

KEYSTONE PASSPORT ROV

Keystone has launched their version of a small RV in the form of the Passport ROV. This was their premiere launch and I was impressed with the quality of this trailer. It's not small but the representative that was at the show said they have several smaller models planned. The slideout pushes this up a level in the towing category.

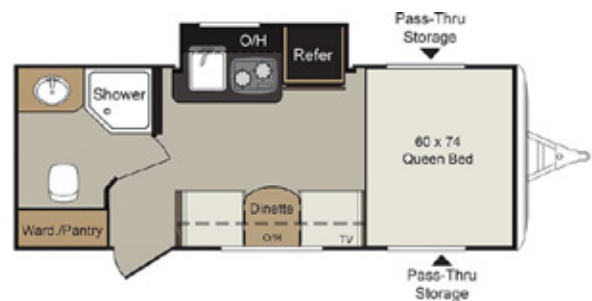
FROM KEYSTONE:

"We know from talking with consumers and our dealers that there is a huge, underserved market. This could be tens-of-thousands of people," said Passport Product Manager Ryan Shuff in a press release. "Many are individuals who have tent camped or camped with their parents but feel an RV is not in their plans because they do not have a large truck or tow vehicle, or that the price is out of reach. ROV provides our dealers with an opportunity to reach out to these buyers with a high-quality camper that is both easily towable and



extremely affordable."

Weighing less than 3,000 pounds and luxuriously equipped, ROV delivers a host of features including a front window to fill the interior with natural light. In addition, ROV offers a fully equipped kitchen with convection microwave, bath, HD TV, roof air conditioning, larger holding tanks, power tongue jack, and Thule patio awning.



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the MODERN camper



by Sarah Tucker

The DROPLET trailer was designed with the modern camper in mind. It was designed around a queen size bed and has fully equipped kitchen within a bright modern insulated shell. This unique teardrop trailer weighs in at just 950lbs and is light enough to be towed by most mid-sized vehicles.





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Trailer Visors

Trailer Cover

When interior designer and engineer, Diane and Pascal from Vancouver B.C., had enough of shuttling camping gear from the basement to the car, they looked for a ready-to-go solution. They thought a teardrop trailer would be the solution, but unfortunately, none were the right fit. Not enough space, few capabilities, lacking comfort and style. Instead, they designed and built their own Scandinavian-inspired mini-camper.

DROPLET is a start-up company. The project started in January 2016. The first prototype was produced later on that year. DROPLET is now a fully engineered and detailed product. It is for rent on numerous websites in Canada and the USA to collect user feedback.

The DROPLET is constructed with very few screws. Like most recent boats and aircrafts, the majority of the assembly is made with high strength structural adhesives. This process spreads loads over a wider surface.

- OUTSIDE - Aluminum composite
- FRAME - Structural wood fiber
- INSULATION - Closed cell rigid foam
- INSIDE - Finishing wood laminate

The kitchen space is easy to use and highly function. Both the countertop and backsplash are made of acrylic for easy clean up. Dishes can be hung up and there is ample storage space for food and other cookware in the roll-out storage bin.

- 2 Flash LED lamps
- 12V Fridge with no ice
- 2 burner propane cooking stove
- Recessed sink with closed loop water system

The cabin interior is built around a comfortable 6'' queen size mattress (60'' x 80'' / 1.52m x 2.03m). There is 2 cabinets and 2 shelves at the bed's foot.



A pre-sale campaign, will begin the first of March. The first patrons will have the opportunity to purchase a DROPLET at a discounted price for a limited time. This means that if someone orders at that time, they will receive the trailer by May, in time for camping season!

The trailers are normally priced at \$17,950, but they are going to be selling them around \$14,950 CAD (\$12,180 USD). There will be a limited number of these pre-sale units available for purchase. Sales will be exclusive to Canada and USA. Shipping and taxes are not included in above prices.

This pre-sale will be funding DROPLET's official launch into the market.



This is ample storage for your electronic devices and some clothing. Additional large felt pockets are at arm's reach on each door for the night essentials.

Unlike most teardrop trailers, the DROPLET is bright and spacious. It sports an amazing half dome front window that brings the outdoors inside. All front and side windows are tinted (Bronze - 26% light transmission) for privacy and heat transfer control. For additional privacy, there are magnetized removable covers for all windows.

The 2 doors are designed to allow for easy entrance and exit. The DROPLET has the biggest possible yachting hatch installed. In addition, the AIRstream is positioned to allow for air movement when you're away. Along with the swing out side windows and the side vents, air circulation is all natural. The DROPLET, is without a doubt, an all season camper.

Check the Droplet out at
<http://www.droplet-trailer.ca/>



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TEARDROP TIPS



DRIVING ON GRAVEL ROADS:

Not that long ago, everyone knew how to drive on gravel roads, because MOST roads WERE gravel. Now, they aren't as common so here are some tips for safe driving.

1. Slow down! Gravel roads aren't as safe as paved roads and they often don't have posted speed limits. Unless the gravel roads are wide, dry, and extremely well maintained, 45 mph should be your maximum speed.

2. Loose gravel decreases traction. It can act like driving on marbles.

3. Piles of loose gravel on sides of the road can "pull" you toward the ditch.

4. Dust clouds can obscure your vision. If you are following, hold well back.

5. Passing on gravel is very dangerous (see tip 3 & 4).

6. If you are meeting an oncoming vehicle, slow way down, pull to the side to allow room to pass (remembering tip 3) or even come to a full stop and let them pass you. Wait until the dust cloud clears before proceeding at regular speed.

7. If someone is following you closely, turn on turn signal, slow down, pull over, and let them pass you. It is safer than having them attempt a full speed pass.

8. Wet gravel roads may be muddy. Muddy roads can be very slippery.

9. Pot holes or ruts filled with water are of an unknown depth. Assume they are deep and avoid them or slow way down.

10. If you drive a lot on gravel roads, you will need to change your air filter more often. Remember many newer cars have "cabin" air filters too.

11. Roll up your windows and set your heater/AC to "recirculate" cabin air.

12. Gravel roads can get a "washboard" where there are several closely spaced bumps. These washboards can sometimes go for miles. Slow down and try to find a speed where they don't feel as bad. Going too fast can damage your suspension.

A special thank you to Craig Edevold with Camp Inn Trailers for these tips. Watch monthly for more great camping helps!

DON'T MISS A SINGLE ISSUE



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