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8 COVER STORY

Taking Camping Off-Road

By Pat Marsh

5 LETTER FROM THE EDITOR

By Sarah Tucker

15 TEARDROP TIPS

By Camp Inn

16 TEARDROP GATHERING SPOTLIGHT

By Blythe Jones

18 AUTOWBRAKE

By Bob Phillips

22 A LIFETIME IN THE MAKING

By Andrew Kauffman

28 EASTER JEEP SAFARI

By Jeremy Kuchera



Editor

Sarah Tucker

Contributing Authors

Marilyn McCray

Craig Edevold

Blythe Jones

Bob Phillips

Andrew Kauffman

Jeremy Kuchera

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Mailing Address:

Cool Tears Magazine
2600 NE Douglas St
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Letter from the Editor:

Family camping

This past weekend my family camped at Cooper Creek campground just outside of Branson, MO. My husband, an avid hunter/fisher, was ready to try his hand at reaching the daily limit on cold water trout that can be found in Taneycomo Lake which the campground sits on. My daughters and I were excited to kayak in the lake and do a little shopping at the outlet malls in town.



Although the temps soared into the upper 90's and the heat index was well over 100 degrees, we had a fantastic time. Our sight was fairly level but definitely could have used more shade. The campground was full of the "big guys" but we enjoyed chatting with several other campers and of course showed off the teardrop a few times. We ate fire-grilled, fresh-caught trout and enjoyed exploring the lake from the kayaks. Bald eagles had nested just down the bend on the river and several waterfalls offered a gorgeous backdrop to the scenery.

I posted about packing on the Cool Tears Facebook page last week and shared a fellow teardroppers idea on bins with labels. Several folks made comments about not needing to take so much stuff. That got me to thinking about how everyone is different. Yes, we take a lot of stuff with us even when camping but does that make how we camp wrong? Are you a better or worse camper based on the material items you feel necessary to enjoy your time away from home? No two people are going to camp alike and you know what, that's ok! Isn't this all about getting out, enjoying nature and relaxing? So let's take a step back from criticism to accept that fact that we enjoy something wonderful and acknowledge the unique ideas each one of us bring to the table when sharing tips and tricks to make camping more enjoyable!



Until next time...enjoy every sunrise!

SARAH TUCKER

Editor

Cool Tears Magazine™

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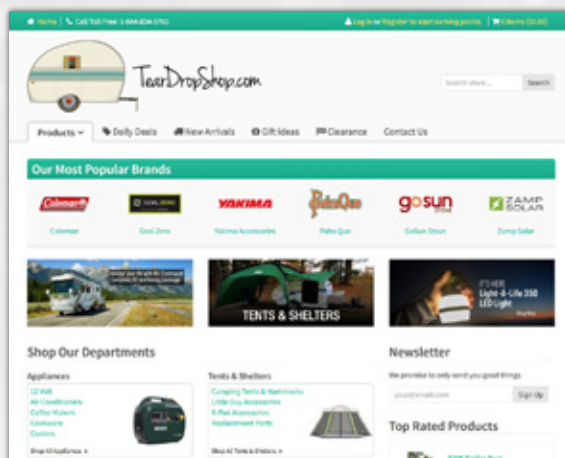
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ON THE TEARDROP TRAIL WITH MARILYN

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/

TEARDROP PEACH COBBLER

A true American classic. Pick up peaches at a farmers market on the way to the camp ground for seasonal goodness. The perfect dessert for a campfire meal.

Serves 8

Preheat oven to 400°

Filling

- 6 cups peeled, sliced fresh peaches
- 1 cup sugar
- 3 tablespoons brown sugar
- 6 tablespoons of all-purpose flour
- Cinnamon, nutmeg to taste

Topping

- 1 tablespoon butter melted
- 1 cup all-purpose flour
- 2 teaspoons baking powder
- 1 1/2 cup sugar
- 2 teaspoons baking powder
- 1/2 teaspoon salt
- 1/2 cup milk
- 1/2 cup water

Wash, peel and slice the peaches then place in a large bowl. Add 1/2 cup of sugar, brown sugar, flour and cinnamon and nutmeg. Mix well. Prepare a 12-inch Dutch Oven with non-stick cooking spray and pour the mixture into the Dutch Oven.

For the oven, use either a Dutch Oven or prepare a baking pan with non-stick cooking spray, pour the mixture in and cover or top with foil.

For the topping, mix sugar with butter in a bowl. In another bowl, mix flour, baking powder, baking powder and salt. Combine milk with the two mixtures for the batter. Use a large spoon to place the batter across the filling. Do not stir. Sprinkle remaining sugar over the topping.



Cooking options:

On the campfire – Make a campfire with at least 21 charcoal briquettes. Cover the Dutch Oven with lid. Arrange 17 hot coals on top and 8 on the bottom. Every 15 minutes, rotate the Dutch Oven 1/4 turn clockwise and the lid 1/4 to the right. Cook for 45 minutes to 1 hour, until the filling is bubbly and the topping is golden brown. In the oven – preheat to 350°

Cover and cook for 1 hour, until the filling is bubbly and the topping is golden brown.

Boy Scout Peach Cobbler:

Learning to cook peach cobbler over an open campfire is a very scout-centric experience, a right-of-passage for most boy scouts. Here's a variation on the Boy Scout dump peach cobbler.

- 2 – 30-ounce cans of sliced peaches, in syrup
- 1 package of white or yellow cake mix
- Ground cinnamon to taste
- 4 tablespoons of butter

Place a 12-inch Dutch Oven over 15 hot charcoal briquettes. Pour contents of peach cans into the Dutch Oven. Spread dry cake mix evenly over peaches. Sprinkle cinnamon over all to taste. Cut butter into equal slices and arrange on top. Put lid on top of Dutch Oven and place 10 hot charcoal briquettes on the lid. Bake for about 45 minutes or until the filling is bubbly and the topping is golden brown.

Remove from heat. Serve warm in bowls with cream, ice cream or whipped cream.

TAKING CAMPING **OFFROAD!**



**How I Lifted My T@G with
a Dexter Axle Lift Kit**

By Pat Marsh

There is so much more to see in the world if you venture off the asphalt roads and explore those less traveled gravel and dirt back roads. Expanding your travels to include destinations that lie off-road can give you an unforgettable experience—one that isn't shared by most travelers.

My T@G Max soft overland camper allows me to do just that, and getting it was not too difficult or expensive. When I first saw this T@G trailer, I knew it would fill my basic travel and camping needs, but I wanted more; I wanted an off-road capable trailer. But at the

time that I was shopping for one in 2015, the T@G was not offered in an off-road version.

I knew I couldn't take just any camper off the asphalt; a traditional model lacks the ground clearance for higher off-road terrain without bottoming out, and it doesn't have space for tires that can handle the rough off-road terrain (like open fields, rocky pastures or small mud or water crossings). So I had a decision to make: Do I buy a lesser equipt trailer, one that's already off-road ready? Or do I modify one myself, and gain a sense of ownership and accomplishment as an added bonus?



I grew up under the guidance of my father, a great man who created, invented and built just about anything and everything. If he did not like the way something worked, he found a way to make it better. I decided to follow in my father's footsteps and transform this trailer into

something that could take me onto those back roads.

With a little research I found an easy, economical way to transform this already capable T@G trailer into a soft overland off-road trailer: Lift it. I ended up learning that in a weekend's time, you can convert this trailer—or any trailer with a Dexter axle—to really give your camping adventures a lift.

THE LIFT

To lift your trailer for off-roading, the first thing

you'll need to acquire is the Dexter frame spacer kit (I used model P/N K71-723-01 for #9 axels, which increases the lift by 2.63 inches). At the time of this post, the axle kit I purchased cost just under \$80, which is quite reasonable. Most T@G trailers have the Dexter #9 axle already installed, but make sure you confirm that yours does, too, so you purchase the correct kit.

Another important note: My 2015 model did not come with the brake package; if your trailer has it, you may need to lengthen the wiring to accommodate the lift. Be sure to consult the manufacturer of the brake system for details.

Start by jacking your T@G trailer seven to eight inches off the ground. If you don't put it up to this height, the trailer will not be high enough to accommodate the tire reinstallation after the lift kit is installed.

Important: Do not use trailer stabilizers to support your trailer while you work. Use proper equipment—such as jack stands—at each corner, and make sure they are suitable for the trailer's weight.

After you have jacked and stabilized your trailer and supported the axle, you can then loosen and remove the four (two per side) stock fasteners

between your frame and axle.

Once the fasteners are removed, lower the axle, keeping in mind that the front side (the torsion side) will rotate down as you lower the axle.

When you have adequate space between your frame and axle, slip the lift kit's spacer into place, with the open side facing inward, positioned above the axle and below factory mount.

Install eight bolts, washers, lock washers, and nuts (four of each per side). Tighten the frame mounts, but only snug the axle mounts. This step is essential: It will allow you the wiggle room to center the axle on the frame. Use a precision ruler to center the axle on the frame, leaving equal distances on both sides. Once the frame is centered, tighten all fasteners to 80-100 lbs/foot.



THE HITCH

For the next step in my T@G MAX soft overland project, I took a ride to Great Lakes Forge in Chicago. I was able to meet Greg Russell, the owner and developer of the Lock 'N' Roll hitch system, which is designed and manufactured at Great Lakes Forge.

Greg and I sat down in his shop so I could learn more about Lock 'N' Roll trailer hitches. He told me about the design, the growing pains and the capabilities of this system. Greg has been working with metal since the age of 10, and his facility's projects range in usage from rail transportation to works of art. He also knows the sport of off-road exploration, and has taken trips to places like Australia to testing his hitch system (which led to Greg obtaining patent rights for his Lock 'N' Roll system in many international markets).

Greg is serious about his product, and that's evident at Great Lakes Forge; I can see why his three-axis system is gaining popularity. This is why I decided on the Lock 'N' Roll system for my soft overlander.

Note: When I researched hitches, I learned that a conventional two-inch ball type hitch might not be

suitable for off-road use. This is important, because if a two-inch ball type hitch is articulated beyond the working capability of the hitch, the trailer can separate from the tow vehicle. So be sure you purchase the appropriate hitch for your intended use.

NEW HITCH

Installation of the new hitch took a couple of friends and me about five hours to complete. We left the old hitch 50-degree angle



plating structure, mostly on the frame. We then positioned the new Lock 'N' Roll 50-degree wedge into place over the top of the old wedge.



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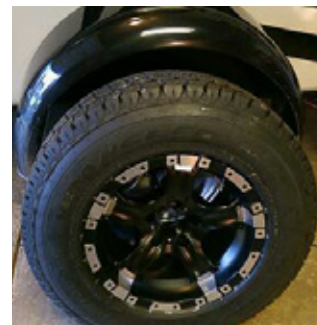


With the addition of some spacers, we welded all components onto the frame. If you are not a welder, I suggest you have a trained shop do this project for you. The installation and structural integrity that comes with proper welding is crucial.

PUTTING THE RUBBER ON THE ROAD

If you choose to lift your trailer and use the stock tires, you will have lifted your frame from 12 to 15 inches off the ground, but your axle will remain at a nine-inch clearance. But a set of new tires can get your T@G clearance up to 18 inches and your axle to a height of 12 inches.

To get my T@G Max really off-road ready I decided to install 15-inch tires that can handle that rough terrain while giving me more clearance.



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The crew at Discount Tire and I settled on Goodyear Wrangler P225/75 R15 tires, with Chaos 5LG 15-inch by 8-inch rims (with a bolt pattern of 5-114.30, offset

of -19 and backspace of 3.75 inches).

Whichever rim you choose for your new tires, make certain that your center bore is large enough to fit over your axle hub. The final fit of my setup was spot on; side clearance was sufficient, which gave plenty of room for the shell, and the look was exactly what I wanted.

FENDER TRIMMING

Now the fenders needed some help; with the new tires and the suspension travel, my new lift would have made contact with the original style fenders.

The good news is you can leave your fenders in their original positions with this lifting project; they only need trimming for a proper fit.

I decided to trim three inches off of the fenders, on an equal radius to the tire, and then install

Pacer Performance 2.5" Flexy Flare heavy duty no-lip fender extensions (part number 52-170). I installed the flares to the fenders with stainless steel bolts and fiber-locking stainless nuts instead of the fasteners that came with the flaring.

Update: Some readers have reported that they have done this modification and only needed to trim two inches off each fender, and I personally like the look of the two-inch trim better than my three-inch trim. But adding the rubber flex flare does add another dimension to the fenders, giving them both an impressive look and sufficient wheel debris clearing coverage.

I had to take my fenders off in order to trim them, mostly because I had not seen anyone who had done this mod to a T@G trailer before, and it took some trial and error. Trimming the fenders while they're on the trailer instead is possible, and it might be a safer method. The sides of these trailers are very thin and easy to damage. Of course, if you trim your fenders while they're still connected, do it before your new tires go on.

If you decide to remove the fenders, though, remember that the fender screws go into a thin fiberglass skin with only styrene core. They are also glued on, so you should be careful in the removal of the fenders, the installation of the flares, and the re-gluing and screwing your fenders back into place as suggested.





NOTHING LEFT BUT THE DRIVE

With a little fresh paint on your new hitch, you now have a completed soft overland trailer. This rig is capable of anything you can throw at it (with the exception of boulders and hardcore crawling, neither of which was my intention with my build). The hitch is super quiet and it's a breeze to hook to my tow vehicle, even working by myself.

Our maiden trip was the Wisconsin Adventure Trail, and she did great, even with many moments of four-wheel low and rear lockers engaged. Surprisingly, this whole project cost me less than \$1000, but it added much more value in the expanded usage and the sense of accomplishment I gained.

Update: Since first lifting the trailer, I have put over 20,000 miles of unlimited use on my T@G, and I have several more trips planned for 2018.



TEARDROP TIPS



TRAILER LIGHTS

1. At the beginning of every trip, you should check your trailer lights thoroughly.
2. Check marker light, turn signals, brakes, and license plate lights.
3. Check the turn signals a second time while holding the brake on.
4. Once you have initially checked that all of your trailer light functions operate correctly, you can do this abbreviated test for the remainder of the trip:
5. Turn on your headlights and hazard (4 way) flashers.
6. This will test all the trailer lights at once.
7. A single walk-around will inspect them all.
8. You should check your trailer lights every time you hitch up your trailer.
9. Even if you didn't unhitch at night, check your trailer lights in the morning before traveling.
10. If your trailer lights aren't all working when you plug in the trailer, try wiggling or plugging and unplugging the connector a few times. This will cause the contacts to rub together and remove any mild corrosion or dirt that may have accumulated. For heavier corrosion, you should use a spray contact cleaner, or scrape the contacts until shiny metal appears.
11. Applying some dielectric grease to the contacts will help reduce new corrosion.
12. The second most common problem with trailer lights is a bad ground wire connection. A tell-tale symptom of a bad ground connection is: tail lights dimming when the turn signal blinks.
13. Plug-In testers are available for most trailer connectors. These will help you determine if the problem is in your trailer or in your car.
14. Carry some spare bulbs with you when you travel.
15. Many tow vehicles have fuses for the trailer lights and brakes. Check your car's owner manual for the location of trailer fuses.

**A special thank you to Craig Edevold
with Camp Inn Trailers for these tips.**

Watch monthly for more great camping helps!
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TEARDROP GATHERING



***Editor's Note:** Teardrop gatherings happen in all shapes and sizes but they really are wonderful when they involve inviting the community to experience what we all know as something very relaxing and fun. Reader Blythe Jones from Blanchester, Ohio shared her experience this past month.*

The 2nd Annual Whiskey City Regatta took place in Lawrenceburg, IN along the Ohio River on June 15 & 16, 2018.

The headliner was the APBA tunnelboat hydroplane races; with music, food, and a Glamping Show to entertain folks between heats. Nine campers braved high heat and humidity to chat with over 200 visitors. Vintage units included Serro Scottys and a Flyway, with 2 modern NüCamp teardrops (our T@B and a friend's T@G) rounding out the show.



Since it was a Glamping event most of the practical camping items were left at home, with plenty of planters, interesting decor & accessories stealing the show. Comments about the surprising room & comfort of the teardrops were plentiful- it was a pleasure to show off our Tabradorable and make new friends!

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BRAKE CONTROLLER COMPANY MAKING WAVES IN TINY CAMPER INDUSTRY



by **Bob Phillips**

Autowbrake, a trailer-installed braking system, is catching on with manufacturers of teardrop campers, some of whom are now offering it as a standard option. Teardrop builders Camp-inn, ScampRV, NuCamp and Taxa Outdoors are currently using or testing the Autowbrake.

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Camp-Inn Travel Trailers is one of the latest manufacturers to jump on the Autowbrake bandwagon, installing its first unit this past April. ScampRV owners were solidly sold on the Autowbrake system and ordered a thousand units in its first purchase.

Camp-Inn's Cary Winch said the Autowbrake system makes sense for manufacturers because installation is so simple in the construction process. Once the system is explained to customers who are ordering a custom build, it's an option they generally want.

Autowbrake can be mounted anywhere on any trailer. You simply set it once and then just plug-in and go. It makes trailer braking safer and simpler for customers and can be installed without wiring hassles and unsightly dash-mounted controllers.

Cary explained how it all started: "We were working with one of our customers who was trying to figure out how to configure their tow vehicle to pull their new camper they were building. The customer was frustrated with having to learn about brake



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brake controllers and then convey the information to a local shop to have their car prepared for towing. I suggested to them that we install the new Autowbrake so they did not have to do anything on their end. They jumped at the chance and it worked out well. Shortly after that we started offering it as a standard option."

Cary said he learned about the product when Carlton Saunders, a co-founder Autowbrake, sent him an email explaining its merits. "We contacted him right back because we saw this as something that was a great fit for us," he said.

He listed the benefits it provides his customers:

- * Hassles eliminated. Most customers have vehicles with no



towing equipment installed so they have to find a shop to configure the vehicle for towing and have a brake controller installed. "Since most of our customers have no trailering experience this typically proves daunting."

- * Simplifies towing. It is much simpler to operate. The typical vehicle-mounted brake controller requires some adjustment for proper use, which

customers with little or no trailering experience struggle with at first. The Autowbrake pretty much takes care of its self.

- * Improved ergonomics. The typical brake controller is generally poorly mounted in the driver's compartment of the tow vehicle, causing space problems, skinned shins and such. Autowbrake eliminates all of that.





He believes most of his future customers will go with the Autowbrake system for the simplicity. Travel trailer retailers, like Jerry's Camping Center in Madison, Wisconsin, are finding heavy demand for the Autowbrake on its products, including teardrops. Since learning about Autowbrake at a Trade Show, Jerry's has installed 80 to 100 units, according to manager Dan Engdering.

"People have been very happy with the Autowbrake," he said. "They like it because they don't have to wire into their tow vehicle. I'd say we are installing it on at least half of the trailers we sell."

* Multiple towing vehicles. Autowbrake is in the camper so only one brake controller is needed no matter how many tow vehicles are used. Vehicle-mounted controllers are limited to one vehicle. "This helps when changing tow vehicles over the years of owning the camper. With a standard brake controller they would be doing an install in the new tow vehicle each time they change tow vehicles. This saves money and time over the years of ownership."

When asked about teardrop manufacturers installing Autowbrake from the factory, Dan said it makes sense. "It might take away a profit center for us but I wouldn't be averse to that. I think it's a smart idea."

"We are doing three things. We made a big announcement on our Facebook page which created a great conversation about its merits," Cary explained. "We have a great explanation on our website for its use. And the order process for a Camp-Inn camper is very personal and options are all well discussed at that time. So, we get a good opportunity to talk over the merits of the Autowbrake at that time."

"The best part is there is little feedback because the system works so well the user hardly knows it is there and doing its job."





A Lifetime in the Making:

T U R T L E U P T R A I L E R S

by Andrew Kaufman

At the age of 14 I started working at a local trailer sales and repair shop in my home town. This shop was right across the street from my house and the owner was also our neighbor. He had noticed me working around the house and one day came over and asked if I would like a job at the trailer shop. My mother didn't want me to start working that young, however, I had other plans. When I started there I was repairing the trailers, repacking bearings, welding and fabricating, replacing axles, redoing lights and wiring.



"My love for odd things and small spaces seemed to fit the teardrop industry perfectly."

I fell completely in love with trailers. I continued this job for six years, all the way through high school and college. In high school we had a work program for seniors to go to school for half the day and work the rest, so I took full advantage. By the time I was out of high school, I had experience in every aspect of the trailer business, including sales and bringing in new customers. That is when I realized I had a love for customer service and meeting new people. My wife says I have never met a stranger.

I went to a local community college and obtained a bachelor's degree in industrial technology, focused on machining and maintenance. While in college, I did a three-month internship for a local food production factory. During that summer, I was still working at the trailer shop in the mornings from 7am to 12pm and then I would work second job at the internship from 2pm to 11pm six days

a week. I really enjoyed my time in the factory setting and was offered a full-time job at the end of the internship, however, I decided against it. I finished my associate's degree while working at the trailer shop and wanted to gain some new life experiences, so I started a job at a local machining facility.



It was at this machine facility that I gained experience using CNC equipment. While the job allowed me those life experiences I was looking for, it did not challenge me like I had hoped. It was time to find a new passion. Two years after quitting the trailer shop, I designed my first teardrop trailer.

My love for odd things and small spaces seemed to fit the teardrop industry perfectly. The building process on that first teardrop was a slow process, as I only could work on it on the weekends. I was also only buying everything as I could afford them.



But I was hooked right from the start. It became my life. Teardrops were suddenly being thrown into every conversation I was having. The biggest thing I love about building teardrops is that for me it encompasses all of my skill sets. I have been doing metal work since I was a boy at my families weld shop and I have always had a passion for carpentry. I love every aspect that goes into a trailer so it was a perfect match to start a teardrop manufacturing business.

I finished the first teardrop a year after starting it. My wife and I camped in it a few times and fellow campers flocked to it asking questions and wanting to see inside it. That's when I decided I wanted to do this full time. I sold the teardrop to a couple who were in the market for one and started the long process of starting a business, not knowing the first thing about doing so.



I can't take credit for the business name. When I was trying to come up with a name, I wanted to call it Tortoise Shell Trailers. I designed the logo we currently use around that name and then



shortly after found there was another company named something similar but I really liked the logo. After talking to a co-worker at the time, who now does all of our CAD drawings and helps design the teardrops, about the problem he told me a story. At one of his previous jobs there was a guy that was super slow and laid back about everything. Everybody at the facility gave the guy "turtle up" as a nick name. What is the goal for most campers? To relax and unwind or as we like to say "Turtle UP."

We offer two models of teardrop campers. Our smallest model, the "Squart" is 4'x8' and is designed for the adventurer or vintage enthusiast. It starts at \$4,999 base price and is fully customizable as are all of our trailers.

The Squart can be built for off-road adventures with plenty of ground clearance and knobby tires or be set up to be pulled behind a classic car. The Squart can have a steel or aluminum frame depending on customer preference although all off-road packages are steel framed.

The 6'x10' "Beacon" is our largest model thus far. It features an oversize queen mattress that feels more like a king. It has full sized interior cabinets and a full sized kitchen with upper and lower

cabinets. As far as options go for this model, well they are endless. Solid surface counter tops, like you would find in high end houses, in any color or pattern, on-board water storage, sink and stove combo's, entertainment systems for indoor and outdoor, roof racks, rooftop tents, canopy's and awnings, are just a few of the many options available. You name it and we can probably do it.



The most popular options are definitely the dual Dometic Skylights and the Climate-Right a/c and heat combo. Customers love to bring light into the campers as much as possible and the dual skylights do just that. They also have a built in bug screen

and sun shade that round out a terrific product. The air conditioner is a game changer for some people that used to only be able to camp during the cooler months. They can now camp year-round in our campers.

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makes our trailers super rigid and strong and prevents any separation of the frame and cabin as the miles click by. Our walls are 2" thick and filled with rigid foam isolation, which helps to keep the camper comfortable year round. We use torsion style axles on most of our trailers for optimum ride quality down the road.

My favorite feature, here at Turtle UP Trailers, is the high density polyethylene cabinetry. The cabinets come in some great color options. They are waterproof and will never rot like wood, and they don't shrink or expand with heat and humidity changes. We use the same product high end outdoor kitchens are made of. Our hatch design is unlike that of any other teardrop manufacturer in that it is designed like a hatch on

an SUV. This allows for a rain groove around the hatch to channel water away from getting inside. We don't just keep water out, we make it go where we want.

One of the reasons I started a business was because I really missed meeting customers. Every customer will work with me, the owner, from the start. I believe this develops the kind of family relationship that we are looking for and so that the customer knows that we are fully invested in their project. Do some research on us on our website www.turtleuptrailers.com and I invite you to follow us on Instagram [@turtleuptrailers](https://www.instagram.com/turtleuptrailers) and like us on Facebook by searching [Turtle UP Trailers](#). Please don't hesitate to call me at (217) 898-8404.

Easter Jeep Safari



—By Jeremy Kuchera—

Every year for the last 52 years, the Red Rock Four Wheelers put on an annual event called the Easter Jeep Safari. This event is held in Moab Utah.



WHAT IT IS? Easter Jeep Safari consists of trail rides, mostly day long trips, departing from Moab Utah throughout the 9 day long event. The official event is hosted by the Red Rock 4-Wheelers Inc. one of the the local four wheel drive clubs of Moab. Participants provide their own four wheel drive vehicle, take care of their own food and non-alcoholic beverages for the trip. Suggested essentials, beyond plenty of water, include sun protection, and layered clothing in case of changing weather circumstances that are always a possibility during the spring in southeastern Utah.

WHAT DO WE DO? The club "plans the routes and shows you the way". There are no restrictions as to what type make or model of vehicle is used even though the name - dating back to the mid-60s uses the term "jeep", but high ground clearance and 2 speed transfer cases are expected in what ever type of truck you run. NO ATV's or UTV's.

WHERE WE GO? The club official runs usually total around 9 different locations every day, with "Big Saturday" culminating in the largest ever single trail ride departure happening - around 30 groups line up in down town Moab to head off in every direction for 30 different trails!

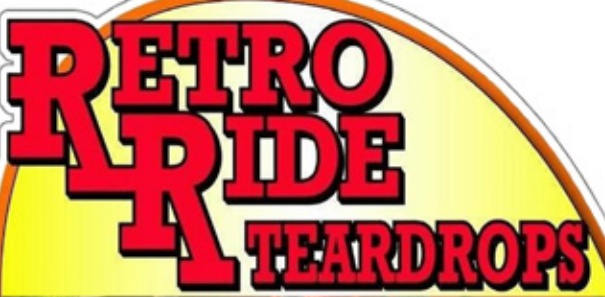

WHAT TYPES OF TRAILS? There is truly something for everyone here in Moab Utah. That is why it is referred to so often as the Mecca of 4wheeling! A few trails are nearly accessible for 2 wheel drive vehicles, while the most difficult runs require seriously modified vehicles - and even then, chances for breaks and body damage still exist. Be sure to check each year for the available run lineup.





My wife and I have been married for 23 years now, this year was her 25th consecutive year at the Safari, and it was my 30th consecutive year. In years past, we've generally taken multiple vehicles, for example, the last five years have entailed taking the one ton diesel, the 32 foot camper, and the Jeep. Not only is this a crazy expensive way to travel, but my wife Becky and I don't get to visit along the way being in separate vehicles.

Last August, a good friend found out I had a small interest in So-Cal Teardrop campers. He insisted Becky and I take his 510XS for a couple weeks and see if we liked the minimalist style of camping. After having my friends for a while, we were hooked to say the very least. The call to So-Cal was made. Sierra Perri was the gentleman I spoke with at So-Cal. They were courteous, informative, and not the slightest bit pushy. After asking where the nearest builder was to me, I was informed that Colorado, Utah, and Wyoming territories had no builder at that time. The wheels in my head went crazy! I spoke with Becky about being a Regional Manufacturing Facility for So-Cal, and how awesome this would be for a retirement job. Within two months, Kaizen Teardrops as born.

**What other builders charge you for,
we include in our base price.**

www.Retrorideteardrops.com
Sales@Retrorideteardrops.com
Made in Central Wisconsin



Our 2018 So-Cal Teardrop, made by Kaizen Teardrops, is a 510XS. Its name is Toby Hind (tow behind.) There are four 5 pound propane tanks, one tank dedicated to an appliance, one to a BBQ grill, one to a furnace, one to a stove, and one to a hot water. It sits on Old Man Emu Springs to clear 37x12.50 Cooper STT Pro's Fuel 17x10 wheels. It has 30 gallons of water, marine interior, and off-road

galley to name just a few options.

This years Jeep Safari was special in that the camper we borrowed went with us. We left the super duty and 32ft camper at home. We visited and laughed together the entire way to Moab. Our lives camping will never be the same with these wonderful little teardrop campers.



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