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January
February
2014

COOL Tears™ *and tiny campers*

Tiny Trailers and Model A's



**Little Guy
Worldwide**
An Interview with
Dylan DeHoff

The Story of Ruby Sue
A family project becomes family fun!

COOL Tears™ and tiny campers

M A G A Z I N E

Vol. 2 No. 1

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Where has Cool Tears been?

Well it's been a while since our last issue. So why so long?

Most of you may have already read the notice on the website or on Facebook but just incase you missed it, here is what happened.

As we continue to grow we learn how to better serve the teardrop and tiny camper community. One of the changes we just made was to label each issue as a bi-monthly issue. It has always been an every-other-month magazine but we used to just label the issue with the month it came out, for example "February 2013." The previous issue was designated as the "October/November issue. This helps avoid confusion. We had some new subscribers who would receive the June issue followed by the August issue and were concerned that they had missed one. However we quickly discovered, after publishing the October/November issue, that the next issue would be the "December /January" issue and that there is a problem with that as well. Would it be "December /January 2013" or "December/January 2014?"

In order to avoid confusion with our readers and our advertisers we have decided to make another adjustment. We decided to make the next issue (this issue) "January/February 2014" followed by "March/April" and continue in that pattern. This keeps all future volumes in one year and avoids a number of complications.

Thank you so much for your patience and support as we continue to grow, learn, and make adjustments to better serve you.

Thank you,

A handwritten signature in black ink that reads "Kevin Cross". The signature is stylized with a large, sweeping 'K' and a cursive 'Cross'.

Kevin Cross
Editor
Cool Tears and Tiny Campers Magazine™



The Story of *Ruby Sue*

By Joe Nunes

One sleepless night while searching on the Internet, I came across a photo of a tiny trailer or camper. I wasn't sure what it was, but I thought it looked pretty cool. I saved a screenshot of it intending to show it to my wife someday. I promptly forgot about it until a year later.

My wife had always talked about buying a camper, but we already had too many hobbies, and we didn't have the funds or the time to pick up another one. We already camp, back pack, scuba dive, kayak, cave dive, ride motorcycles, do woodworking, are leaders in the Boy Scouts ... blah,blah,blah, anyway you get the picture. Well, my wife was on the camper kick again because we had just visited my sister at their campground. She was sporting a brand new, humongous fifth wheel with a spare room and bunk beds. I got to listen to my wife tell me how great a camper would be for the family, and how much fun she had when she was a kid and her family went camping in their truck camper. I nodded and half-listened, but I still wasn't interested. After all, campers were for sissies. We slept in a tent on the ground that we carried on our backs. We cooked our food over really cool tiny backpacking stoves. Who needed all that stuff in a camper?

Shortly after the visit, I came across that photo I saved of what I now know is a teardrop trailer. I looked it up on the Internet and found out that these teardrops are hand built by people who want to get away, but didn't want to buy a truck in order to pull it from place to place. Some were even built for under a thousand dollars. Well, I knew that as soon as I showed my wife the picture, she would be on it like flies on a rib roast, and that was exactly what happened. I said to her "you want one?" With a big smile, she said, "Let's see, I can't stand up in it, and my

kitchen is outside in the back. Yes, I want one!" She promptly starting surfing the net, joined some online forums, and searched for any information pertaining to teardrops that she could get hold of. I figured I created a monster. I knew I was doomed when I came home from work about a week after showing her the picture, and she told me to take the cardboard boxes marked "utility trailer" out of her car. The next day I came home from work and most of the trailer was put together in the driveway. I found her drawing up plans on graph paper for our trailer based on the measurements of that utility trailer.

After the rough design phase, we needed to finalize our dimensions and get the building material home. Once again, my wife's minivan was full of trailer building supplies. Fourth of July weekend was a long three day weekend, so that was the weekend we started the actual build. We settled on 6' wide by 10' long teardrop trailer, with a narrow bunk bed built sideways in the front to accommodate our 12 year old son. Our queen sized bed was in the traditional position front to back on the floor. Since we like to do woodworking, we decided to make her a "woodie". How retro can you get?



As we worked on her, we joked about what to name her. In between painting, cutting and fastening, we tossed the name ideas around, and it didn't take very long before we came up with the perfect one. We decided upon "Ruby Sue". She was named after the little girl from *National Lampoon's Christmas Vacation*. It just seemed to fit, I guess because she was small, cute, and arrived unexpectedly in a motor home.



We framed and attached the wood floor to the trailer frame and under coated it with paint on truck bed liner. After the floor was coated and attached to the trailer, it was time to draw the

shape of her sidewalls. As my pencil point touched the plywood in order to draw out the radius for the front of the trailer, we had our first...well, umm, "disagreement". This was Robin's drawn out design, and it was to strictly be followed, but I am a journeyman carpenter, and I have my own ideas. So after drawing and erasing, then drawing and erasing, we agreed upon the correct radius and line to cut on.



I cut out the radius, and our son, Charlie traced the cut piece out onto the plywood for the opposite side. Now we were officially started. We had two walls attached for the outside wall skin, and the 6' horizontal spars for the interior ceiling skin framing were in. For the skin we used 1/4" birch veneer plywood that isn't weather

proof, so we used a product called CPES (clear penetrating epoxy sealer) to water seal her. This product basically plasticized the wood and replaced the saps and moisture with epoxy. We put three coats on her as recommended by the manufacturer. We still need to varnish her with a UV protectant varnish to avoid fading and wood discoloration.



The spars are 2x4's ripped down to 1-1/2" x 1-1/2" to create a 2" overall wall and ceiling thickness.

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Robin, Charlie, and I insulated the walls and ceiling with rigid foam insulation after we completed the 12 volt and 120 volt electrical wiring. We visited the local RV swap shop, Sands RV in Madison, Ohio, that sells new and used RV parts, and we bought four windows, a 12 volt vent, electrical panel, trim pieces, and 12 volt lights. We also drilled the owner and his workers with many questions about tear-drops and campers. I knew nothing about campers, and since I had never slept in a camper prior to the build, I had lots of questions. These pros were a lot of help, and we couldn't have done it without them.



After about three months of waking up early on Saturday and Sunday mornings, hauling the tools and "Ruby Sue" out of the garage, she finally took shape and was ready enough for our first outing.



Our first trip didn't start out well. Our maiden voyage was to be a 2 hour drive to a campground near Lake Erie for two nights. After packing her up and heading out, we were five miles into the trip when we blew a tire on the freeway. Apparently, the fender supports on the utility trailer were rubbing the inside of the tire until it blew. I had to change the tire, not get hit by a car or a semi, get to the store before it closed, and buy two new tires. While in the store parking lot, I had to remove the fenders and replace both tires. The entire time we worked on the trailer in that parking lot, people kept stopping to look and talk about how they liked her, where did we buy it, and how could they get one.

Well, our two hour drive turned into five hours. We did eventually arrive, and people's heads turned. Everyone gathered around our Ruby Sue. We actually won a prize for most elegant camper at the Halloween event. We were a hit! The biggest kick that I got out of our trip that weekend was the



microwave that we installed. I was able to eat popcorn and watch TV in our new teardrop trailer. I am used to roughing it in the woods and eating spam and gorp. I do like spam and gorp, but a movie and popcorn on a camping trip wasn't too bad either. My wife liked the fact that she didn't have to crouch on the ground to use a backpacking stove. She



could stand full upright and use her kitchen counter! We worked on the teardrop from July 4th to October 4th, and we still have a few things we need to finish in the spring, but we all did our part to get her done...cutting, screwing, gluing, insulating, electrical. Our twelve year old helped every step of the



way. Yes, we had some tough times. We got tired and cranky. Sometimes we didn't understand each other's visions. I still don't understand why my


wife had trouble holding up the hatch by herself while I screwed the hinges down. But we did it as a family. We are proud of what we did, and we had a great time.



Our family is looking forward to this summer when we can take Ruby Sue to the east coast to camp on the beach. After that, my wife tells me we are going to drive to Utah to see our oldest son. Our adventures have just begun.


Want to see more? [Watch the build video here!](#)





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Little Guy Worldwide

An Interview with Dylan DeHoff



By Kevin Cross

I think everyone has heard of Little Guy teardrop camping trailers. It may be the first one I ever saw up close when I became interested in tiny camping trailers. There is so much going on right now at Little Guy that I thought it might be time for us all to find out more about what's new at. So I recently contacted Dylan DeHoff, the Vice President of Sales, and he was kind enough to take some time to answer a few questions.

Can you give us a brief history of Little Guy Worldwide?

In 2003, a businessman in Canton, Ohio was feeling a little nostalgic. Reminiscing of days from his childhood, he set out to have someone build him a teardrop trailer. That single memory evolved in to what is today Little Guy Worldwide.

At the inception, a couple of brothers from Elkhart, Indiana had 1 order to build a single teardrop trailer. So inside of an old garage came the resurrection of this unique design...and then it spurred something larger. The trailer itself was so different that it started to catch second, third and fourth glances. After seeing it, naturally people started talking about just how cute, neat and little it was – hence, the name ‘little guy’ almost immediately assigned itself to the trailer. Not too long there after, a few dozen of ‘Little Guys’ were produced and sold across the country, most notably to classic car dealers.

For the next couple of years, these cute little trailers continued to multiply and find themselves sprinkled around from coast to coast, particularly within the used car community. Sales had escalated to the point where a couple hundred a year were being sold. At this time, they were more or less still viewed as a novelty item rather than a viable camping alternative to the masses. In 2005, the Silver Shadow line was birthed – providing a classic, retro alternative to the modern looking Little Guy. This addition to the Little Guy line cast a wider net and helped spur sales over the next couple of years.

In 2007, technology and education started to come together and move Little Guy Worldwide into the next stage of it's growth. Utilizing the internet, pursuing uniquely effective advertising venues and good ol' fashion cold calling slowly built a formidable dealer network – selling a few hundred units a year. With more feedback from a greater viewing audience, the line grew again – introducing the RT and Rough Rider models. Over the next couple of years, sales scaled upward,

topping out at over 450 units for the 2009 model year. Still something was holding us back. Things had become stale, quality issues began to arise and costs started to soar. So in late 2009, Little Guy Worldwide responded by partnering with Pleasant Valley Teardrop Trailers to bring manufacturing home to Ohio. Pleasant Valley had built Silver Shadows for Little Guy in the past and while the decision was a difficult one the surface, it was without question, the most pivotal choice in the company's 6 year history. With relocation, came change. Little Guy offered more standard features, increased options, new designs and a huge emphasis was placed on quality. It was then that the dealer body (as well as the ultimate consumer) knew that Little Guy Worldwide was listening to them.

Since 2010, Little Guy Worldwide has grown over 500%, welcomed new members under the Little Guy



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Most people I talk to say that Little Guy is the largest manufacturer of teardrop trailers. Approximately how many trailers do you manufacture each year?

This year we will build close to 1,500 trailers

If our readers want to purchase a camper from Little Guy do they need to come to Ohio to pick it up?

Customers can purchase a trailer through our large dealer network that covers almost the entire United States, Canada as well as other countries including Chile, Australia and Japan. They can choose to pick it up from the factory to save on shipping charges, a lot of customers are starting to pick them up from the factory so they can tour the factory while they are here.



Little Guy campers are offered in a number of sizes and configurations to fit the customer's preferences and needs. What is your best selling model?

The best selling model is the Little Guy 5 Wide Platform. It is 5 feet wide with a Queen size bed and only weighs 900 pounds. It will come standard with 12V/110 power and graphics. It is part of the Little Guy lineup so it has a more modern look to it as opposed to our Silver Shadow lineup which fills our second and third best selling slots. Number 2 is the 5x10 Silver Shadow and number 3 is the 6x10 Silver Shadow. The 10' long Silver Shadows come standard with 12V/110 power, black retro fiberglass fenders and a birch wood finish throughout the entire trailer.

I know you offer a variety of options. What are your most popular options?

The most popular options right now would be the sink, stove and fridge options, the stargazer window,



and window shades. The stargazer window is great because it lets light into the camper and it really helps you not feel cramped inside. Teardrops are very popular and attract attention so the window shades really come in handy sometimes if you are inside and wake up one morning with a crowd of people around you!

Beyond specific trailer options Little Guy also sells other accessories and camping gear. Can you tell us more about that?

We have an online store that is growing all the time. We sell covers, tents and awnings for all of our teardrops as well as some other camping accessories. The website is TeardropShop.com and we will be adding more products and want to come out with a membership program very soon.

Little Guy recently came out with a fairly unique trailer called myPod. Can you tell us more about it and the thinking behind it?

The MyPod is an extremely lightweight trailer. It has a one piece fiberglass body on an aluminum frame. The base unit will come standard with 12V/110 power



and the Full size mattress, the Max unit will include a 19" Entertainment Center and an installed AC. The MyPod will come in 5 colors: white, silver, red, blue

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and black. Custom colors are available and we can match paint codes.

I understand that Little Guy hosted a gathering earlier this year. Can give us some details about that event and how it went?

This was our first year holding the event, we called it *Tearstock The Rolling Home Tour*. It went very well for our first time, we have about 80 teardrop trailers show up ranging from Little Guy's to T@B's and a



large showing of the older Dutchmen T@B's. It was a great time and we will be hosting the event again in 2014 and after that we plan on having it biannually.

You have recently rolled out a new website for Little Guy. What are some of the changes?

Yes we launched a brand new website on 12/21/13 and it is great so far. It has fully updated and accurate information that we can change at any time we need to. It features a small "Build and Price" section that gives you an overview of what is standard and optional on that trailer and you can build one and send it to a local dealer for a price.

What is the best way for our readers to find out more about Little Guy trailers and accessories?

The best way to find out about our trailers and accessories would be to get on [our website](#) often and follow us on Facebook.



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Tiny Trailers a



*“Driving fast in a Model A is no
and priorities are put into persp
camping in a tiny trailer; outside*

nd Model A's



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pective. It is very much like
de distractions are left at home.”

The love of Ford Model A's brought us together (the Model A was built from 1928 to 1931). We all are member of the national club MARC (Model A Restorers Club). Seven couples call Kentucky home and number eight resides in Indiana. The Kentucky couples are members of Central Kentucky Model A



Restorer's Club (CKMARC). It is a touring club. At least once a month a group up to 20 Model A's tour the back roads of Kentucky. Just an afternoon tour or a long weekend getaway, we experience parts of the country many miss. Driving fast in a Model A is not an option; life slows down and priorities are put into perspective. It is very much like camping in a tiny trailer; outside distractions are left at home.

Meet Mike & Judy (1930 Tudor) and Danny & Tammy (1931 Coupe), the club ringleaders of combining their Model A's and tiny trailers. It was a dream of theirs to drive their Model A's to Alaska and back. What started as a teardrop trailer sketch on a restaurant napkin became reality in 2010.

Their tiny trailers would need to be designed and built light enough to be towed with a Model A and

be able to accommodate two months of camping in a variety of conditions. Keeping with the Model A feel, a woody station wagon influenced the design. By not using the true teardrop shape extra storage was added in the cabin and galley. Weight of the trailer was the most critical factor. The A's have had a few "modern" modifications, primarily for safety. They are pretty much like they rolled off the assembly line 80 years ago, including the 40 horse power engine. For this reason, Mike and Danny decide to use light weight plywood for the trailer walls. Fully loaded the trailers weighed less than 1,000 pounds. Great thought was given when packing. Spare Model A parts would be added weight and take up valuable room, but essential for the journey. Danny incorporated a Model A windshield into the front of their trailer in the case a car windshield would need to be replaced. The additional window really helped with the open feel of the cabin. The galleys were set up for maximum storage and easy use. Not wanting to sacrifice on sleep, custom trucker mattresses were ordered. Function and practicality were essential.

On June 2, 2010, tiny trailers in tow, the two couples left the security of their homes and started an adventure of a life time. Keeping a detailed blog, the couples traveled over 13,000 miles in two months. ck-marc.com/alaskatrip/ is filled with amazing pictures and stories of their daily accounts. It is a worthwhile



read. The June 11th (FAQS) entry answers the top 7 most frequently asked questions while on their trip. The July 16th entry is very close to a teardrop owner's heart. While visiting the Giant Redwoods, the couples learned of a teardrop gathering and enjoyed their time among fellow tiny trailer enthusiasts.

Two others club members had teardrop trailers at this time. Darrell and Joan (1931 Tudor) planned to accompany the couples on the first leg of the journey, but had to cancel at the last minute. A short time earlier, Roy and Anna made the Alaska expedition in their 1929 Special Coupe, towing their matching yellow teardrop. The idea of camping as a group began



to gain momentum. Kris and Kenny (1928 Sport Coupe) are always up for a project. A craftsman by trade, Kenny built their teardrop out of his "inven-

tory "of spare parts. Arthur and Kim (1929 Fordor) had been interested in teardrops for many years. When joining the Model A Club, they never dreamed it would lead to building a teardrop. Although Jack and Linda (1929 Roadster) live in Indiana, they are part of the camping group. During a Model A National Meet in Lexington, Kentucky the camping group displayed their Model A and tiny trailer combos on the sidewalks of Rupp Arena. Earlier that



day Danny presented a seminar on the building of a tiny trailer and their Alaska trip. At this time Jack and Linda expressed an interest in camping with the group with their teardrop. Close friends, Bruce and Linda (1930 Fordor) are currently building their teardrop. We are thrilled that they will be joining us this spring.

With a little bit of planning, camping as a group is



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very easy. We have found it works well if one couple plans the trip. It starts with an idea and then a group email. What weekend works well for everyone? This can be a little difficult with seven soon to be eight couples. But we all love camping together in our tiny trailers and make it work. Once a date is set, the host couple takes care of the campground and activity reservations. This insures we are all together. Because we are a close group, reimbursement hasn't been an issue. Meals are a breeze.... seven kitchens. The host couple plans a menu and assigns everyone their part. There are a couple of camping staples; Kris's three bean salad and Anna's sticky bun cake. We can count on Tammy for smore makings and mammoth size marshmallows. It took a couple of camping trips to come up with a workable system. Even when the weather isn't cooperating our method flows nicely. For those in the group that camp by themselves, we find group camping much simpler.

Caravanning to location is an adventure of its own. We carry two way radios for easy communication. When planning the route we do our best to stay off the high traffic roads, but sometimes it can't be helped. The rear car will give keep an eye on his tail and when we have a train of vehicles behind us, we do our best to safely pull over and let the cars pass.



Once at the campground, the tiny trailers are tucked into their assigned sites. We unhook and begin to set up camp. Teaming up, canopy set up is a breeze. Personal touches make each campsite inviting. Joan's personal-

ized teardrop sign, Judy's orange lights, Anna's flamingo welcome mats and Kris's retro accessories add charm to their trailers. The most usable campsite is the designated area for meals and evening campfires. Picnic tables are carried over and additional canopies are set up, table cloths brought





out, Christmas lights hung and chairs set around the campfire ring. Camp is set up in a very short time. The guys join forces and scout out firewood. The bow saw is passed around and the men take turns sawing usable sections from a downed limb. In no time, a large pile of firewood is cut, stacked and ready to use.

Since camping as a group we have taken cave tours, gone river rafting, visited Mennonite communities, been antique browsing, went on duck rides, toured historical home sites, dined at local restaurants, attended area festivals and enjoyed plenty of back road touring. State parks and tours of local industry are on the top of our spring 2014 camping list.

Tiny trailer owners understand that questions from strangers are part of the fun when owning something so unique. Multiple tiny trailers being pulled by



Model A's do attract a lot of attention. As a group we have a "take turns answering questions and giving tours" policy. We find it very gratifying to share our hobby with others. We are tickled when asked if it is ok to take a picture. "YES, please do!!"

Our camping group wasn't planned. It evolved out of two couple's dream of exploring Alaska. The common interest of Model A's brought us all together. A

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time or two the discussion of a group name has come up. One suggestion is FATT (Friends and Tiny Trailers). It is a perfect description of who we are. Yes, those who did not experience the Alaska trip would love the opportunity one day, but that really isn't

what our camping group has grown into. It is about friends being together, laughing and enjoying each other's company and when the weekend ends, counting down the days until we can pack up and do it all over again.



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Stepping out and experiencing something new guarantees lasting memories and lifelong friends. If teardrops, old cars, local theater, knitting club, community volunteering or whatever it is interests you, we urge you to act on it. Find what you love and make it happen. Don't let negative comments discourage you. What does it matter if others are claustrophobic and would never camp in a teardrop? In turn when learning about other's pastimes, be positive and if you have to hold your tongue and nod, do so politely.

When you spot a group of Model A's and tiny trailers rolling into a campground, come on over and say hello. Feel free to take all the pictures you want. If you would like a look around, ask for Kris or Tammy, they give the best tours!!!

Happy Camping!!!

Kim and Arthur update their facebook page "Adventures in a Model A" with current camping and touring photos.



Backyard Find!



Bringing a teardrop back to life

By Randy Higgins

“I was jogging through a neighborhood in Arlington, VA when I happened to notice an old trailer “of some type” sitting in the backyard of a house. I thought about the little trailer for a few weeks, not realizing it was an old Teardrop. Finally, after jogging by the house several more times I decided to knock on the door and inquire about the trailer.”

In early 2009 I happened to catch an episode on The Travel Channel that highlighted Teardrop Campers. Up to that point I had never heard of, or seen, a Teardrop. I was intrigued by these cool looking little campers.

A few weeks after watching this episode I was jogging through a neighborhood in Arlington, VA when I happened to notice an old trailer “of some type” sitting in the backyard of a house. I thought about the little trailer for a few weeks, not realizing it was an old Teardrop. Finally, after jogging by the house several more times I decided to knock on the door and inquire about the trailer.

A gentleman in his 60’s opened the door and greeted me. I asked him if the “old trailer” in his back yard was for sale. Without thinking, he immediately replied “NO”. He then thought for a brief moment and asked me if I was really interested in the trailer. I told him I thought it would be a cool restoration project to do with my sons. He then told me if I could get the trailer out of his back yard I could HAVE the trailer.....for FREE!

The gentlemen and I walked around to look at the Teardrop. To say it was in poor condition does not accurately reflect the condition it was in. I asked the



gentlemen for the history of the trailer. He told me his aunt in Florida had bought it sometime in the late 50’s and used it for several years. In 1966 there was

some issues with the title and it was brought up to Arlington where it sat in the elements for the next 43 years. The trailer was built by the Aluminum Trailer Company in Glendale, CA. I have searched the internet and have been unable to find any information on the company.

The tires were sunk up to the hubcaps in the ground. The frame, hitch and wiring were rusted and rotted. The interior was cluttered with years of accumulation. But, overall the shell was in great condition with no major damage other than the usual dings and dents. We shook hands on the deal and I came back the next day with a flat bed truck and removed the Teardrop to my house in Manassas, VA.



Restoration began immediately. The Teardrop was cleaned out of all debris and an assessment was made to determine what was going to be needed to restore it. After only 5 minutes I realized that every aspect of the trailer was in need of major work.

We began by removing the body shell and concentrating on the frame.

After checking the frame for square we sandblasted it and installed a new 2” hitch and new





springs. We then primed the frame with Eastwood Rust Converter and then spayed it with gloss black DuPont Centari.

When attempting to replace the wheel bearings I found that they were an odd-ball size and replacements could not be located. The decision was made to buy new axle “stubs” which were professionally welded onto the old axle. New hubs and bearings were installed on the new axle stubs.

The original wheels were huge 16” monsters which were rusted beyond salvage. The tires were shredded from sitting in the ground for 43 years. New 15” wheels and tires solved this problem.



The next step was installing a new 3/4” treated plywood floor which measured out at 4’ x 8’. The “dead space” between the frame rails was converted into a 2’ X 4’ storage bin that is accessed from inside the Teardrop.



Once the floor was complete we lifted the body shell onto the frame and secured it with stainless steel screws. The walls were all insulated with 1/2” rigid foam board and then covered with 1/4” plywood. The



walls were painted and indoor/outdoor carpet placed on the floor. A new frosted glass RV bathroom window was bought on e-Bay and installed in place of the old window.

We had many design ideas for the galley but we could not decide which one to choose from. We decided to complete the galley with a basic counter top with an eye towards planning a functional galley in the future. We are actively browsing the internet and looking what other folks did with their galleys.

There are some amazing designs out there and the ingenuity and vision of other Teardrop owners is quite amazing. To date, we have not completed the galley which is still a work in progress.



Our electrical system was designed around the fact that the vast majority of our camping will be at a campground with electric service available. We use a 12 gauge extension cord with an integrated GFI which runs into a power strip located in the galley.

We just plug whatever we are using into the power strip and it works flawlessly for us. A second power strip is located in the cabin for the TV, AC and other items. We regularly use a coffee maker, microwave, lights and the AC or heater and have never experienced a problem. In the event that we ever go camping off the grid I have also installed a 1200 watt inverter and wiring for use with a marine battery if needed. So far we have never used the inverter. For us, "less is more" has worked very well.

For comfort we installed a 5,000 btu air conditioner that was purchased at a big box store for under \$100. All of the holes in the bottom of the AC were sealed and a single hole was drilled in the bottom of the AC pan to accept a plastic condensate drain hose. The drain hose is routed out the bottom of the Teardrop. Heating needs are handled by a small electric heater inside the cabin.



All exterior lighting has been changed to LED which includes the stop/tail/turn lights and running lights.

The exterior was painted black and silver to match the tow vehicle. The original tow vehicle has been replaced with a Jeep Wrangler Unlimited which is red. We are planning to have a vinyl wrap installed to match the Jeep.



The longest trip so far was a 4,500 mile road trip from Virginia through the Southeast US. Other than los-




ing a fender and the spare tire somewhere in North Carolina the teardrop was a dream to pull. We were able to complete the restoration for a little over \$2,000.00 and had a ton of fun doing it.



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Good Times and GREAT Cookin'

By Kevin Cross

This past fall we got together with some friends for a weekend of camping, conversation around the fire and some wonderful cooking. Gatherings almost always include great food but this one was definately all about the food!

I was able to get some good pictures and a lot of great recipes so I thought I would share a couple of my favorites.

It was a very busy start to the weekend with lots of things to get done before we could head out to the park where we were to camp. We rushed around in anticipation and got everything done and got away late but it was all worth the effort. We arrived after dark so it was a bit difficult to find everyone. I am always a little apprehensive about the possibility of walking into the wrong campsite and finding someone I don't know but it seems to always turn out ok. Folks who camp are always so friendly and don't seem to mind at all. They are always understanding and willing to help with directions.

We finally found everyone sitting around the fire having a great time. Of course we jumped right in and had wonderful time!

The next morning the cooking began early. Fires were lit and coals were being prepped for the dutch ovens. These people were serious about what they were doing with tents and awnings set up with prep tables underneath and ingredients everywhere.

The smell of the fire is always wonderful but it was soon topped by the sweet smell of a seeming endless variety of food cooking all around.

One of the first things I noticed was the biggest dutch oven I had ever seen with a great big roast beginning to simmer inside. Most people might say that a pot roast is nothing special but after one bite I knew that was not the case here.

Dutch Oven Roast

When I asked my friend what made it so special, he shared a couple of little tricks of the trade. I loved his response.

“How do you make something as mundane as pot roast taste awesome? You cook it in a cast-iron pot weighing 62 pounds, outdoors, around the campfire



surrounded with friends. My recipe calls for a big hunk of beef, Seared over an open flame, put in the pot with onions, beef base or beef stock, plenty of Cavender's all-purpose seasoning and cooking for several hours, adding water if necessary. At some time, about an hour before eating, add a couple pounds of peeled and quartered potatoes, another onion quartered, at least 2 pounds of Carrots and another shot of Cavender's seasoning. As you may be able to tell from reading this, the exact recipe is not as important as the setting it is cooked in. This recipe can be added to with some chunked up rutabagas with the potatoes. See if anyone can tell the difference, or which one is the favorite. And believe it or not a squirt of anchovy paste will pump up the beef flavor.”

I had never heard of Cavender's and the anchovy paste was a surprise but having eaten a chunk of that awesome roast, I can't argue!

There was another guy there that was very in to the whole thing as well. In fact he had a really cool camp kitchen set up.



He had a great method for cooking some of the best chicken I have ever had. He was kind enough to share his secrets with all of us. So here ya go...

Deep Fried Chicken

Ingredients

- 4 chicken breasts
- 2 c. all purpose flour
- 1 t. salt
- ½ t. pepper
- ¼ t. Lawry's season salt
- 1 qt. peanut oil

Clean all fat and white connecting tissue from breasts (insures tenderness)

Fillet breast horizontally, 2 pieces each. Put chicken in bowl of iced salt water (about 1 T.) Soak in fridge for 1 day.

Remove breasts from salt water & pound out on cutting board. Use long toothed tenderizing mallet, and don't be shy. Breast should almost double in diameter



Put breasts back in FRESH iced salt water and set aside

Mix flour, salt, pepper, and Lawry's in large bowl

Heat oil in tall pot, or dutch oven.

Bring oil to 365 degrees or until a drop of water pops & crackles when you first drop it in (oil must be hot)

Pull chicken from ice water, shake excess water, dredge in flour mixture, & SLIDE into oil. Don't overload your pot with too many at once. Turn when they float.

Remove when golden brown, cool on paper towels and enjoy!



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