



Teardroppers of **O**regon and **W**ashington
Serving those who are or wannabe teardroppers

TOW Line

FREE #10 Jan 2005

Published whenever
Marty Boehme – Editor
20232 S Jasan Drive
Oregon City, OR 97045
503-632-6563
teardrops@bctonline.com

A NEW TEARDROP TRAILER SITE HITS THE WEB

This is the official announcement of the new TOW website. Canadian **Ron Cain** is our webmaster. The home page has a description of what TOW is all about and the goals of what we'd like to do with the site's content. Call up the site at www.teardroptrailers.org.

Contributions are very welcome and should be addressed to this editor. So, if you have a technical tip, a story about building your tear or want to share an adventure with your trailer, write us a line or two. We need more teardrop trailer pictures so if you'd like to submit one (max pixel-count of 500) of your tear, send it along with a description of its year, make, history etc.

TIME FOR MIDWINTER POTLUCK

We've just received word from the host guys **Bob Book** and **Jack Jacobson** that the TOW Midwinter Potluck will be held on Sunday, March 13th from one till four in the afternoon. Location: Les Gove Park in Auburn, Washington. The Multipurpose building is the place.

Last year's event was just great as there were a number of teardrops and other vintage camping trailers towed along with the potluck food. This really paid off for some, as other teardroppers were able to offer suggestions and help with problems owners were having with their homebuilts. Saw some great rides that appeared too. This year Bob tells us the camping is available at their place if you want to show up Saturday.

Directions from I-5: Hwy 18 East – Auburn-Enumclaw Exit – Left on Auburn Way S – Left at 12 St. SE – First Left onto "J" St – Drive slowly through the park to Multipurpose building.

For more information, contact Bob at **253-939-6910** or bbflyfish@comcast.net

LAKE SHASTA RALLY – THE 12TH DAM GATHERING OF TEARS

The granddaddy of all teardrop gatherings will come off again this year at Antlers Resort on Lake Shasta. **Grant and Lisa Whipp** who live in Redding, California are the founders of this stellar event.

Very long ago, Grant decided to build teardrop trailers for sale. As time went on, more and more builders started cottage industries. Rebuilding and restoring also took place. As the rebirth of this icon of the past became more and more popular, there was much talk that there should be a group campout. In 1994 Grant & Lisa decided that there had been enough talk and it was time to "just do it!" Thus, this teardrop gathering was born. The location those first years was at a campground at the base of the Shasta Dam (our nations 3rd largest) in far-northern California. The date corresponded with a local celebration of the dam's construction that included a parade in which the teardroppers and many vintage rides took part.

The collectables from the first and second campout are rare. If any teardropper has bragging rights, it's those who were lucky enough to attend these first of many enjoyable gatherings in the mountains of Northern California.

Soon, however, the numbers grew, so the campout site was moved to Antlers RV Park and Campgrounds on the north end of Shasta Lake, 25 miles north of Redding. This year, the dates are April 28th to May 1st. Registration is \$10 and \$11 per night. Contact the universal teardrop trailer site info@teardrops.net for reservations. Or call **530-275-6728**.

LeMAY 2004 FEATURED AN AUCTION OF PARTS CARS

A highlight of this year's LeMay Open House was the sale of many of Harold's parts cars. All had been scattered out into the woods where auctioneers went from one to another selling to highest bidder. I was fascinated with the process, as this was the first time I'd experienced being a spectator at an auction like this. There must have been close to 100 looking on.

Some of the cars were very rare. One was a 1950's Buick that was fairly straight and seemed to have all of its trim. It went for \$8000. A bystander told me it was a very good price as this particular model was one of only a few produced. My brother should have been there because he needs a pair of cast-iron front-end brackets for his 1946 Cadillac. One '46 sold for just \$175! Another late '40's Cadillac sold for a couple of hundred. When the bid was won, I saw several men approach the new owner. I'm sure the guys were looking for small parts and were glad they could cannibalize them off this car. Many parts cars were purchased with profit in mind.

For this seventh LeMay gathering, our teardrop trailers were parked on a luscious lawn area that was at least twice the size of our previous year's camp. This new location was on the opposite side of the main building from last year's location. We were not on in the main traffic area adjacent to the bus stop anymore, but many spectators stopped by to visit.

Don and Claudia East, newcomers from California, arrived with an original 1946 Kit. **Ron and Linda Cain** with daughter were first-timers who came from British Columbia. Their trailer was a restored 1950 Scadabout. Seattle resident **Jim Smith** brought his fantastic woody. This year, it featured an exquisitely crafted birdhouse replicating his TD. **John Blewett** drove all the way from Rhode Island. He was on a quest as he wanted to drive up to Blewett Pass in the Cascades on his way home. In all, we had 14 campers who displayed their trailers.

When we arrived we found that **Bob Book** was directing activities. It was soon learned that **Jack Jacobson**, our regular host, had landed in the hospital with colon cancer. Everyone was concerned and sympathetic. This soon turned to relief as Jack was recovering from an operation that turned up the best of all results. Bob passed the word from Jack about the importance of an examination as a preventative measure. He claimed Jack was keeping a list of us all and checking it off when we reported undergoing the colonoscopy exam!

As usual, we provided all the volunteer help for the "Big Green Building". Many of us had two-way radios that helped communicate between one another. At our Saturday evening "campfire" we all regaled at the story told by **Linda Cain** who told us of being called on her radio from an airplane that had just left Seatac Airport for Hong Kong. The man in the plane wanted to know where Linda was. She told him she was sitting in the Green Building to monitor visitors viewing the car collection. The man was concerned about drinking the water on the airplane. Linda advised not to drink the water. The man told her he was amazed he could talk to someone so far away. It was apparent to us that Linda was amazed also. As the story unfolded, we were all laughing at this strange conversation that Linda was telling us. It all turned out to be a sting! At the end, **Gordie Engelstad** told us that he was using his radio to talk to Linda from camp!

GARY WAMPOLE – "THANKS FOR GREAT TIMES AT CHAMPOEG"

Gary and Shannon Wampole have retired as hosts of the "Great Oregon Campout" held every fall at Oregon's Champoeg State Park. It all started in 1998 at the Shasta Lake campout when Gary arrived with his family for a weekend at the gathering hosted by **Grant and Lisa Whipp**. Gary felt there should be a campout somewhere in the Pacific Northwest. Thus, Northwest Teardroppers was born and Champoeg chosen as the site. It's been seven fun years!

It was rumored that Champoeg 2004 was going to feature a roast pig. And, it did!! What a blast. A father-daughter team served up dressed in hog-heaven masks. All had a great time. Perfect weather too. Leaves were blowing around with the fall colors a great sight.

A committee will run the 2005 campout in Lane County. Look for more information later.

TRAVELING IN A TEAR

By **Jon Gabel**

SPECIES: Teardrop. **BREED #1:** Custom Home Built. **BREED #2:** Factory built

In June, I took my Custom Home Built teardrop (*Breed #1*) on its second trip. I drove north from San Francisco headed for Seneca, Oregon. A round trip of 1800 miles to put a total of 3200 miles on my creation. I built my teardrop on a utility trailer from Harbor Freight. I used this base for two reasons: 1) I am not a welder, and 2) I wanted to be able to remove the teardrop and use the trailer for utility purposes. I found the finished trailer with the teardrop to be extremely stable at speeds up to 75 mph behind my

2500 Dodge diesel pickup. I slowed down quickly upon realizing I had inadvertently got up to such an extreme.

Those of you that travel with a teardrop know the trouble you have with the “un-teardrop” public. Well, I had it in spades! Since I have a custom, forest green, canvas sided, oak trimmed tear, I generate more than my share of interest. One must learn to drive carefully due to the people that follow alongside, those that pass and slow down, and those that take pictures as they slowly drive by. Once stopped for food, shopping, or God help you, the immediate need for a bathroom, you can expect to have to talk to anywhere from two to ten people, all with the same questions. I recall one rest stop, snapping at a gentleman, “Not Now! Wait until I come back from the restroom!” Luckily, he had an understanding sense of humor. “Yes, I built it myself”; “Original plans are from Popular Mechanics Magazine in the 1940’s”; “Yes, you sleep in the front and cook from the back”; “There are more and more of them on the road. Some are restored originals and some are new”; “Anyone can build one or you can buy one already built”; “Check the search engines under Teardrop Trailers”. Etc. etc. etc. Well, if you have one, you have been there and answered the same questions. I have the added “pleasure” of dealing with custom mahogany cabinetry, a wine cellar, a china cabinet for the out-of-pattern Kutani Crane Wedgwood china, inlaid wood counters and fancy hanging teak hatch cover table with cabinet chairs! You should be so lucky.

Having all that attention, is fun...however, it does become tedious after a couple of days. Mostly you realize that it is new to everyone who sees it, and you don't mind going over the same ground over and over again. Really! I did have one bad time setting up in an isolated mountain campground with no one else around. This voice says, “Did you build that?” I looked up, and there was a man in an old and dirty SUV. Same old dog and pony show, I said, “Yep, come on over and look.” What next happened turned the incident into the beginning of a scene from *Deliverance*. He hung around asking strange questions, cracking strange jokes and drinking beer after beer from his cooler. Every time he went to his car, I expected him to come out shooting. I was very relieved when he decided to leave after a long, long 45 minutes. Then I became worried he would come back in the dark with friends. We packed up and left 20 minutes later. Was he crazy? Was he dangerous? Was he harmless? It wasn't worth finding out. We drove far, far away and spent the night among people. Not everyone is normal. There are a few weird ones out there.

On the road, I got lost in Auburn, California looking for a restaurant. As I was driving up a frontage road, I passed a closed-down gas station with new teardrop trailers displayed for sale. Well, you don't pass up a teardrop if you yourself are towing one, so I stopped. Turns out these are Little Guy Trailers out of Elkhart, Indiana - (*Breed #2*). They build a basic trailer for around \$3500 that is worth the money if you don't want to build your own. They build everything from a motorcycle size to a queen size with a forward platform for ATV's. One of the nice accessories they have is a tent that fits into a molding that is attached to the side of the trailer and adds another room off the side door. The down side of these trailers is they are basic trailers with no bedding, cabinetry, or kitchen. However, you can't beat the price! I don't think you could build the basic trailer as well or for less yourself. They appear to be well built, but are obviously from a plant assembly line. I feel they would make a good base for someone wanting to quickly and inexpensively get into teardropping. As for the lack of amenities, it should be fun to slowly do your own customizing. You can find out about them at www.thelittletrailerco.com.

Another pleasant surprise was in Burns, Oregon. Upon seeing my teardrop, I was told of a factory just outside of town that also built teardrops - (another *Breed #2*). Three men (Dick Baird, Merlin LaChapelle, & Jim Busch) that retired from the Beaver mobile home plant when it closed down run High Desert Designs. They have taken all the things they didn't like about mobile homes, improved them, and built a teardrop that is incredibly strong and well built. Strangely they keep the price to around \$5500, which is the average price of a quality homebuilt. The difference is that these trailers are almost unbreakable. Their bottoms are 1½” thick and covered with something that is stronger than fiberglass. They are 5' x 10' x 4'. All the cabinetry is screw, glued, and dadoes into the sides. The trailer is all steel on 12” centers. The overhead ribs are all 3” thick to support a full roof rack dance floor. The trailer is so airtight that the doors won't close unless the back hatch is open. All plywood is multi-layered Birch. They have custom built several trailers for people. One was entirely upholstered and painted the same cameo inside and out, with elk-horn cabinet handles, a roof rack that doubled as a radio antenna that could pick up Hong Kong, as well as a small heat pump for heating and cooling! The fact that these trailers are overbuilt and weigh in at around 1300 pounds does not detract from the low cost. This is a very well build strong trailer that should last several generations of users. They do not come with built-in kitchen, but you would most likely want to do your own anyway. If not, the folks at High Desert Designs would be more than willing to build what you want. They enjoy a challenge, so nothing is impossible in their book. Also, they are just plain fun guys and a pleasure to meet. They're at www.freedomteardrop.com.

Understand, that there are many other teardrop builders out there. (You can find them on the web at; www.teardrops.net if you aren't already there.) These two I just happened to run across on my last trip. For those of you that don't own one of these fun camp trailers, you need to look into it. Those of you that do, already know the fun and attention they create.

VINTAGE TRAILER RALLY, August 19-22, 2004

By **Katie Boehme**

Nine teardroppers enjoyed more than fifty vintage trailers at this year's Tin Can Tourist Rally in Deming, Washington. **Pat and Joanne Ewing** did a *first class* job planning this four-day rally. An unexpected article in the Seattle newspaper produced a record turnout. Despite a heavy rain on Saturday, all had a good time. Some smiles, laughs and pleasures of the weekend included: The fun "Wanted Poster" featuring a silly photo of **Terry Engelstad** posted in the old trailer used for registration sure surprised Terry! I especially enjoyed the one-of-a-kind innovative green trailer put together by a Boeing engineer many years ago. It had a side tent room, a kitchen running down the outside of the trailer with many do-dads and the potty built in the steps up to the bed (this was plumbed to a waste barrel). A sliding table let you eat seated on the end of the bed or you could slide it over and extend the kitchen counter space. Very clever!

We heard fun story from a couple that bought an old Spartanette trailer. Seems they passed it driving to work every day and desired to own it. They learned the owner "George" had died after living there in the same location for 30 years. The estate did a conference call between the three interested buyers and had a phone auction. The couple had researched the price and won the bid. They gutted "George's trailer" (as they came to call it), saving primo vintage parts. They kept wishing they had a photo of George. They were delighted to find a wallet with George's driver's license – the surprise was they also found \$150 in the wallet! On another day they unscrewed a power outlet cover and discovered \$300 folded inside. This discovery made them *immediately* unscrew all outlet covers where they discovered \$500 more! They have enlarged George's picture to proudly hang it in the trailer and are most grateful for his help in financing the remodeling.

Everyone enjoyed touring all the vintage trailers and of course the teardrops fascinated the crowd. I still think the jewel of the show was the Kit trailer owned by **Gary and Sally Lodholm** of Gig Harbor. Sally's Southwest decorating inside is just charming and really highlights the beautiful wood interior. Many of you saw their trailer on the Fourth of July weekend at the Carnation Fourth. It's fully restored now.

Saturday we had a humongous potluck in the very large covered shelter which adjoined the kitchen building. Great food – much more than you could possibly sample. More than a hundred people attended. The teardroppers of course showed off their culinary skills with their Dutch oven delights. Doug Keister, the author of "Silver Palaces", (one of his three books on trailers and perhaps his 20th + book) showed a wonderful slide show of his trailer photos and told of his adventures in putting the book together. Very entertaining and the slides by this professional photographer were a joy to see. We learned that on Friday he took pictures of a lot of our teardrop trailers so maybe we'll see a book devoted to these icons of the past.

Be sure to put this one-of-a-kind event on your calendar for next year. You'll enjoy it!!

PACKING BEARINGS A GOOD IDEA

By **Marty Boehme**

In getting ready for the 2004 Spring Fling, I thought it would be a good idea to do some preventative maintenance on my teardrop trailer. It was finished in 2002 and having 11,000 miles on its log, it was probably time to repack the bearings.

What a job – especially if you've never done it before. I had installed the bearings onto the 3500 pound-rated Dexter axle assembly two years ago, but did not remember exactly what I would find as I removed the wheel, the grease cap, the cotter pin from the castle nut, the nut itself and finally, the big washer. Removing the nut was no problem because it's never suppose to be real tight. More on the proper tightening of the nut later.

The outer bearing extracts easily. In fact, it came off the axle spindle first. Then I removed the heavy hub assembly. Turning it over, I knew that the inner bearing was hidden behind the grease retaining seal. The proper way to remove the seal is to take a large flat-bladed screwdriver or small pry bar, hook it on the inside of the seal, press down on it and simply pry it out. Now throw it away as it's can't be replaced. Sometimes this does not work so another way to remove the inner bearing is to pound

the bearing out by sticking something through from the other side. You'll probably damage the bearing and seal this way.

I forgot to tell you that you have to buy a new seal as well as a new cotter pin (it's sacrilege to reuse a cotter pin) before you start this. You can buy parts as well as two new sets of outer and inner bearings for less than \$25. If you don't have to use any of the bearings you can take them back for a refund. It's usually a good idea to buy ahead so that you don't have to chase parts in the middle of the job.

Clean both the outer and inner bearings. I've found that garden-variety paint thinner works well. Carefully examine the bearings to see if they need replacing. Sometimes heat will cause them to wear when the grease dries out. Spin the bearing by hand to feel for it to slightly grab as it's turned (this is called "rough spots" on the bearing). Throw the bearing away if you find it's failed in this way.

The best grease to use is one designed for boat trailers. It's very water resistance and sometimes is blue in color. I use "Sta-Lube Boat Trailer Wheel Bearing Grease."

To repack a bearing, rotated it in the grease to smear it with a heavy layer. Then spin it by hand to work it in. Repeat this a couple of times. If you have a supply of vinyl gloves, it's a good idea to use them for this operation. Cleaning up is easier when gloves are used.

You first have to install the inner bearing. Place it into the hub so it fits the contour of the tapered innards. Position the new grease seal with its rubber seal flange up. Now take a block of wood, lay it on the seal and pound it in place with a hammer. It's in place when the outer part of the seal is flush with the wheel hub.

Turn the hub over and pack more grease on the inside if you wish.

Speare the hub onto the wheel spindle, install the outer bearing, put on the big washer and screw on the castle nut (castles facing out). Tighten the nut until it is just snug and the hub spins easily. Then back off the nut to the next castle gap and install the new cotter pin. I usually clip off one of the tangs as it protrudes and then bend the remaining tang towards me and up.

Reinstall the grease cap after you've also loaded it with extra grease. Carefully pound it in place until it seats properly (it will stop and is very easy to see).

You're ready for happy and carefree traveling with your teardrop trailer.

ROUTE 66 OR BUST – STREAKING ACROSS AMERICA

By Wendy Hughes-Jelen

It started with a vision of something small to sleep in behind our beloved MINI. After much searching, we found the world of teardrops. After finding a local builder and waiting for it to be finished (with customizations of course!) we contemplated a trip suitable to the scale and magnificence of the MINI/teardrop combination we soon would have. We easily settled on the mother of all pilgrimages, Main Street USA, the mother of all roads, Route 66. We didn't know much about it or the history, but got books and maps and did a lot of careful planning before striking out on the grandest adventure of our lifetimes to date.

Our teardrop arrived just in time for the Fourth of July and we had a few dry camping runs (and one rainy one) in Washington State in July and August before heading out on our grand adventure. We departed Seattle on Sept 11th headed for a whirlwind tour of the heartland of America. We knew that 700 miles a day, scheduled for the first three days to get us to Chicago ASAP was ambitious—and never realized how tiring sitting and driving can be. We saw more sunrises in those two weeks than we've seen in over ten years, and drove until too bleary eyed to go any further, passing out at the next rest area along with the big truckers. The campground/RV park reservations served as good goals, and a great place to roll into at sunrise and shower at before moving on.

The weather as we headed east was ferocious—rain, wind, thunder and lightning, all really cut into our gas mileage and how fast we could travel, since it seemed like we were always going UP hill, and never down (and actually, that's close since Seattle is at sea level and the middle of the country averaged about 6,000 feet). We ranged between 13 and 20 mpg in the first leg. Once we reached Chicago (after three days) we slowed down to 200-400 miles per day, exploring Route 66 sites and museums during daylight hours, then hitting the interstate to "make time" and roll into our next place well after dark. Most mornings we got a decent start, anywhere between 7 and 9 AM, and considering we haven't rolled in until 11 PM most nights, that was very reasonable. The one exception was Shady Jack's Big Red Barn RV Park in Villa Ridge, MO—known to America's motorcycle enthusiasts as probably the best biker bar/campground combination in the country. Here we got to know some of the locals and taught them some of the fancy city drinks (including an apple martini and a drink called an oatmeal cookie). We didn't turn in until after 1:30 in the morning, drowning to sleep in the cacophonous chorus of millions of katydids, mixed in with the crickets and grasshoppers (until you hear it, you can only imagine—it's like a bad

movie). We got up the next morning and cooked breakfast (one of the few times we actually cooked since we were trying to cover so much ground we didn't have time for cooking or dishes). And didn't actually roll until 1 PM

We took our time during daylight hours. We visited a lot of museums and cafes along the route. The best meal of the entire trip was in Baxter Springs, KS, at Café on the Route. It was 5-star! Driving through the Texas panhandle the MINI temperature gauge hit 99 degrees.

Daily we kept our MINI Journal and gas receipts, writing about our adventures. We wanted to call someone and say "we're not in Kansas anymore!" but lack of cell signal in this part of the country thwarted our humor

After five days of Route 66 exploration we rolled into Albuquerque, NM to visit friends, and brought with us rain they hadn't seen in weeks. We stayed for four days, did laundry and slept in a queen size bed and had regular showers. On my birthday (9/22) we rode our bikes along the Rio Grande and had dinner at a great French restaurant. We shipped several boxes home since we were well over our weight limit and every cranny in the car had something tucked into it, even a piece of Crazy Horse Mountain riding on the floor in the back seat.

On the way home we made a run up Pikes Peak in Colorado—we were driving right by it, how could we not go up it? Imagine driving 20 miles up a mountain, the top half was a dirt road, to an elevation of 14,100 feet and there were NO guardrails. It was kind of scary, but also exhilarating. This was Steve's favorite part of the trip, no question, and he plots how he can go back there with his Toyota MR2.

On the last leg of the trip we drove 500 miles a day for two days, then the final push was 850 miles with a sleepover at a rest area in eastern Washington wine country, Prosser. We enjoyed our last sunrise as we headed west and arrived home at 9 AM the Sunday before returning to work and college classes. We went to bed for a couple of hours, then caught up on mail and our loving kitties that missed us so! It was a fabulous trip, and we congratulated ourselves that it went off nearly without a hitch. I vowed to plan shorter driving days on our next adventure, and began plotting our next trip: Napa Valley wine country!

In the end, it was 16 states, 16 days and nearly 6,000 miles.

WHAT I LEARNED AT THE TEARDROP TRAILER SHOW-DISPLAY

BY Dena Pitts

First, there IS such a thing as a dumb question. They are as follows:

Real-life example #1: "Do you really sleep in this?"

Real-life example #2: "Have you ever slept in this?"

Real-life example #3: "Do people actually sleep in them?"

I also learned that little kids are especially intrigued with teardrops. My favorite quote is from a boy not more than four-years old: "It's a TV bed! I love this. I want one of these. It's amazing!" Several other kids (and a few adults): "Can I have one?"

Finally, believe it or not, there are a few folks who just don't get it, when it comes to teardrops: "My husband just gave one away. You can't live in it, you can't haul a horse with it, and it's of no use to me."

Editor's comments. It was great for Dena to write this for us. She got a first-hand view of the spectators that walked past our display. She was sitting next to their teardrop to answer questions. **Mike Rodriquez** had his teardrop in the display as well. Along with **Tom Pitt's** TD was the **Jim and Vi Lanegan** unit. On the floor, we had the **Steve and Peggy Birley** homebuilt teardrop displayed with their Model A. Another floor display was the boat trailer teardrop recently found by **Rob Butler**, the Toon Man seen in street rod magazines. Reporting on the show, one TV clip started out with the reporter getting out of Steve's trailer!

In all, there were 22 TOW affiliates that helped put on the show. We had a group picture taken with everyone wearing the red TOW tee shirt. The Saturday night pizza feed was a great time for sharing swap-meet stories and ideas for next year's theme of "Santa's Back in Town".

JOINT TOUR OF RARE PORTLAND TRANSPORTATION MUSEUM

Getting together with another car club enables us teardroppers the chance to tour the Curtis Trailer Transportation Museum. This is a private museum and opens for groups on Saturdays. Our tour is for April 2nd at 1:00 PM. Members of the Curtis family will be hosts.

Myron Curtis started the trailer business just after WWII. Since then it's grown into two locations in the Portland area. Many years ago, all sorts of transportation related vehicles and trailers started to be collected. The collection is stored in a very large museum-type building located on Curtis' Powell-Blvd

sales lot. You'll see things ranging from horse-drawn sleighs to fire trucks. The collection is one-or-a-kind. It's like a Portland branch of the LeMay collection.

Of particular interest to teardroppers are the displays of very vintage camp trailers. They're right out of the pages of vintage trailer books! You'll never see anything like them.

From I-205 and driving North, take the Powell Blvd exit and go about a quarter of a mile. No sweat, but if you're driving South, you have to exit I-205 at Division/Powell, go to Division (**NOT** Powell), turn Right on Division, go West to 92nd Ave, turn left, go South to Powell, turn left again and drive about one-half mile to the sales lot. Look for the lot on the left. Take the first driveway after passing the sales office, then drive up the hill for a couple of hundreds yards to the museum building. Contact Marty at **503-632-6563** or teardrops@bctonline.com for more info.

THE VERY FIRST INTERNATIONAL TEARDROP GATHERING

Excitement is growing ever since the announcement of this gathering. It was bound to happen as the "hobby" (or some say "obsession") is growing by leaps and bounds. Today, there are more than a dozen web sites of one kind or another about teardrop trailers. The one we need to tune into for the Internal Teardrop Gathering (ITG) is <http://www.itg.teardrops.net/>. The date and place: June 23-26, 2005 in Minden, Nebraska.

This truly international event is one that would be equally accessible by enthusiasts from the east and west coasts. But it wasn't until a year ago when George Thornton of Florence, CO, volunteered to organize such an event. George toured the site last May and found it had some great major attractions, suitable campgrounds with plenty of space, and a most enthusiastic and cooperative staff.

Collectable tee shirts are available now with registration and will be for sale at the gathering. No doubt, there will be other vendoring of related teardrop items going on. Tech sessions related to teardropping are being planned too.

The site is the home of Pioneer Village in Menden. Harold Warp, the founder of Pioneer Village tells us, "For thousands of years man lived quite simply. Then like a sleeping giant in our world was awakened. In a mere hundred and twenty years man progressed from open hearth, grease lamps and ox carts to television, super sonic speed, and atomic power. We have endeavored to show you the actual development of this astounding progress as it unfolded." The collection of pioneer memorabilia seen at Pioneer Village is really astounding.

Kelsey Farrell from Washington's Tri-Cities area has volunteered to be the focus for us in the Pacific Northwest. You can contact him for more information at DzlBoater@aol.com or **509-586-3243**. So far, Kelsey has not organized a tour/caravan. But, stay tuned, as there probably will be more interest in the future. We'll discuss this at the annual Winter Potluck scheduled for Sunday, March 13th.

ITG pre-registration ends May 27th. We must first send \$10 to Grant Whip to get a registration number. Call up [Pre-ITG Registration Form \(pdf file\)](#) to get a registration form For those of us with no computer, write to 12442 Maria Drive, Redding, CA 96003-9569. Then it's up to us to reserve a camp space with Pioneer Village via phone at 1-800-445-4447. Full-sace camping willll cost \$10.00 or half space \$ 7.50 if you want to share the space with a buddy.

BTW, the collectable tee shirts are available at \$10 apiece when registering with Grant.

TIME FOR SNIPPETS

1. *See the next page for a schedule of teardrop events in our part of the world.*
2. A 1936 Cozy Camp tent trailer frame for sale. \$250. John Adams at 503-244-2296.
3. A hot water bottle is a good bet on cold nights in a teardrop trailer. Try it. It works!
4. We've got some helpful hints coming in the next issue about driving long distances.
5. Oregon's automotive cartoonist **Rob Butler** is a TOW affiliate with his boat teardrop.
6. A reproduction 1956 Kom-Pak boat trailer is being made by affiliate **Ron Mecham**.
7. Definition of a teardrop – "a tiny, towable, airfoil-shaped trailer – a rage in the 1940's."

CALENDAR FOR UPCOMING EVENTS

MARCH 13TH – *Midwinter Potluck – Auburn, Washington*

Meet at the Les Gove Park with your food, trailers and rides. See the story in this TOW Line edition. Contact **Bob Book** at 253-939-6910 or bflyfish@comcast.net

APRIL 2ND – *Curtis Transportation Museum Tour – Portland, OR*

This is a tour of a private museum. Call **Marty Boehme** at 503-632-6563

APRIL 28TH – MAY 1ST - *Lake Shasta Meet- Northern California*

Detailed information contained in this newsletter. Contact **Grant and Lisa Whipp** for registration information at info@teardrops.net

MAY 20TH – 30TH - *Spring Fling, Our 7th Gathering – Packwood, WA*

This Memorial Day Weekend features the all-city swap meet in downtown Packwood. Contact **Rod and Trudy Glassett** at 425-760-4967 or glassettgang@juno.com Stay tuned for more details.

JUNE 23RD – 26TH – *International Teardrop Gathering - Nebraska.*

See the story in this issue. The website is <http://www.itg.teardrops.net/>.

JULY 1ST – 5TH – *Carnation Fourth Teardrop Fun – Carnation, WA*

Contact **Ken or Marty Masden** at 425-333-5219 or 36fun@centurytel.net

JULY 22ND – 24TH – *Crusin' the Narrows Meet – Gig Harbor, WA*

Hosts **Gary and Sally Lodholm** are volunteering for this campout. You can contact them at 253-858-6455 or dirtyknees@earthlink.net. More later.

AUGUST 13TH – 15TH – *Kelson Vintage Campout - Covington, WA*

Ed and Linda Kelson are the hosts at 253-630-3423 or raisindy1@aol.com

AUGUST 18TH – 20TH – *TCT Vintage Trailer Rally – Deming, WA*

Contact **Pat or Joanne Ewing** at 360-966-4253 or pre52@verizon.net for more.

AUGUST 27TH & 28TH - *LeMay Open House Campout – Tacoma, WA*

More later. Contact **Jack Jacobson** at 253-927-6568 or castiron43@aol.com

SEPTEMBER 3RD & 4TH – *Oregon Coast Aquarium Car/Trailer Show*

The location is Newport. The show includes teardrop and vintage camping trailers. Contact **Dick Miller** at 541-867-3474 ext 5640 or dickmil@aquarium.org

SEPTEMBER 9TH – 11TH – *Great Oregon Campout – Lane County, OR*

More details later. This is the new location for previous Champoeg campouts.

SEPTEMBER 9TH – 11TH – *1st Canadian Teardrop Meet – Langley, BC*

This event is in conjunction with the Langley Car show - the largest in Canada. For more info contact **Ron Cain** at 250-743-4995 or classicsincanada@shaw.ca.

OCTOBER 14TH – 16TH *NWCCA Car Show TD Display – Portland, OR*

Contact **Marty Boehme** at 503-632-6563 or teardrops@bctonline.com.