The Motor Car Trailer

Going Camping with a Portable Canvas House

MOTOR camping shelter and sleeping equipment is for the most part quite different from that used in any other kind of camping. The sort of equipment the motorist chooses will probably be picked from three general classes. There are: first, the trailer; second, the tent or combination tent and bed arrangement without a trailer; third, the bed arrangement in the car itself without a tent.

That which follows is a description of the trailer. It treats for the most part with the trailer as a type; perhaps a composite picture of a half dozen different makes. These vary to some extent in cost and equipment.

In all cases, the initial expense of the trailer is greater than in that of the other two types of equipment referred to above. The cost may run from somewhere over one hundred dollars to well over two hundred. But in any case, you receive full value for your money; perhaps a closer approach to home comfort than is to be found in any other type of motor camping.

The trailer is an unpowered vehicle drawn behind the car. It carries the complete camp equipment—beds, tent, stoves, cooking kit, and food. Also extra baggage; suit cases, for instance, such as usually clutter up a car. This means, of course, that you have the full freedom of the car to yourself—which is a distinct advantage.

Upper drawing shows a trailer of the flat roof type being opened for camp. Drawing to left shows it about ready for sleeping

tracks of the car. The coupling can be attached to any make of motor car.

The body which has the two wheels of the average trailer support is a securely braced box about seven feet long and four feet wide. The weight of this vehicle varies of course according to make; it may fall somewhere between five hundred and seven hundred pounds. The trailer may be capable of carrying an additional load of say 1500 pounds.

You may think that such a load would pull, bump, and rattle. But the trailer has exceptionally good cushioning properties and follows along silently and easily, provided you keep within common sense speed limits. Forty miles an hour is fast enough for anybody and the trailer will run along safely at that speed. It takes corners without any trouble.

One manufacturer tried the experiment of towing his trailer behind a motorcycle on a trip of more than a thousand miles; which is proof enough of its ease of pulling. It is estimated that the additional power to pull this trailer is less than one quarter of that which the same weight in a motor car would require.

The trailer while on the road doesn't look its weight. It is just a low, fairly inconspicuous box on wheels covered with a tarpaulin. It is packed so compactly that one would hardly guess that you were towing a full rigged canvas house. That is what a trailer really amounts to. Take off the cover and you find quite a surprise box. The trailer is much more than a carry-all. When you make camp, the trailer itself becomes your home. It is a bedroom, dining room and kitchen, all in one—practically a portable house ready for light housekeeping. You simply unhitch the coupling from the car, wheel the trailer to the spot where you wish to camp, and then open it up in somewhat the same way one would a motor car top.

Upon which two large beds, each large enough to sleep two people and having steel springs and mattresses, fall easily into place. These beds are built in as part of the trailer. They are several feet above the ground and there is room enough under each for a cot if you need it.

The floor of the trailer also is some distance above the ground and a bed can be rigged up there as well. Both of the large beds flange out over the wheels and this leaves floor space for a dining room table. The beds serve as seats. Covering all is a spacious tent with windows; there is usually as much as six to seven feet of head room above the floor.

This portable canvas home can be rigged into shape for eating and sleeping in from five to ten minutes. A food box and also a refrigerator are

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A trailer of the peaked roof type both on the road and all set up. Note the beds, dining table and refrigerator and food boxes

One manufacturer makes a four wheel trailer, but in most cases the trailer is equipped with a single pair of wheels on pneumatic tires; sometimes solid tires are used. In almost all individual makes you can take your choice between the two. Those of pneumatic have obvious advantages and are quite inexpensive so far as wear and tear go.

The trailer tires usually wear much better than those on the car itself, due to the fact that they are not subject to the strain from the driving mechanism of the car. The trailer is connected to the car by some sort of special coupling with free play and the tires creep along easily in the

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