

## **S8E4 - LIVE with Coddiwomple Overland**

Joey - Hey everyone, we are live on the Overland Podcast. My name is Joey, the Brofessor, along with some good friends of mine that I haven't seen in several months. And y'all are pretty good ways away, but technology has made it where we can sit face to face. And I absolutely love that. I asked Deb before the show if she knew where he was and she didn't know. I thought that's great, you know.

Deb - didn't

Joey - that's the way to do it right? she even got the state wrong.

Bill - she's just riding over there today and we're making our way back from Utah. So, I guess we're about as far west from you as we typically are east.

Joey - Yeah, exactly. Last time I had you on the show, you were about this far east. You were in, I think you said North Carolina, eastern Tennessee, somewhere over there.

Bill - We were in one of the Carolinas, but I don't remember which one.

Joey - Yeah, well, that's really cool. It's good to see y'all. It's been, I guess, since Overland of America, since we saw you, and I got to visit with you a little bit there. Y'all were there with the Teton X trailer people, and we got to go to your meet and greet, and sit around and see your new wrap on the Jeep right after you got it. It looked amazing. It looks so good.

Bill - Yeah. That was one of the highlights of the year was getting that wrap on there. And, hey, Jake and Lena, I've seen your message pop up there. We miss you guys, too. Can't wait to see you all soon.

Joey - Well, y'all have been out in Utah on your way home. What's been going on in Utah? What you been up to there?

Bill - So we've been in Utah a couple of times over the winter. And our trips to Utah have kind of changed. Well, they're changing our lives. I'll just put it that way. We've got a pretty big announcement, a pretty big change coming for Deb and I both and a little bit of a change for the channel, but not really a whole lot. The biggest thing is our service in emergency services. My days as a flight paramedic full time is coming to an end and Deb is going to hang her head set up as well. We have found a trailer that is built to withstand anything we can throw at it. And it has every amenity we could ever dream of. to take that a step farther, the people who build these trailers and own Atlas Outdoors, Kim, Steve, and Ricky are incredible people. And we knew that that was the people that we could see working out a long-term relationship with. so those conversations turned into um into full-time jobs for deb and I both effective march we're going to be doing sales marketing and R and D for Atlas Outdoors.

Joey - That is incredible. That's incredible. And we talked about this when we were at Overland of America. We talked about this because you and I both, all three of us, are in public service. And I like to talk to people who have been in it for a while and say, how much longer you got? How much longer you got? Because I need to compare to see if what I've got compares to what you've got. And we just talked about that and you said I'll be working a while. So, this is a big turnaround in just a few months!

Bill - It was ... it just happened. I mean this was nothing that we planned it really wasn't anything that they had planned either. There was a strange turn of events where we had broken an axle on our way to drop the trailer, the Teton back off to them in November before SEMA. And the axle just happened to

break in St. George. They came out, helped us, got the truck and the trailer off the road, got us all fixed up, and we ended up spending an extra day or so with them. And that's when the conversation kind of started. We ended up going to SEMA, hit the Mojave Road for a few days, and then on the way back through, stopped to talk to them again. And by the time we left that time, we had pretty much... inked the deal for all of us. It was it was a go!

Joey - wow that's incredible! That's good to run into people and actually meet people and work with people that you like you can trust and are actually good people. That makes a huge difference.

Bill - yeah ... and they're incredible people. They're trying to be as innovative as they can when it comes to this trailer. They had some ideas for 2025. And then, of course, being in it and spending time in it, we had some ideas, too. And one of the reasons we went out to Utah this week was to pick up the new trailer for 2025. And this thing is the cat's meow. It has it has every option that we thought of that or upgrade that we thought could make it a better trailer. And then they added some of their own. So, you've seen the 2024 and it was an incredible trailer then. But the thing they've added now is just crazy. So, I can't wait for everybody to see it.

Joey - Well, I'm glad that they actually visit and listen to people who actually get out and use it. There's a lot of trailers out there that you can tell that people that make them don't use them.

Bill - Right. And, you know, the things that they have, you can tell that they're not overlanders.

Joey - Yeah. And that's good that they listen to your input and put it into practice.

Bill - Yeah. They're from North Dakota. They bought into the business and then ended up buying the whole thing. I heard Ricky say it this weekend. He said, right now, we're not avid overlanders, but we love to build things. Obviously, you guys love to use it. The perfect combination is you use it. As a matter of fact, another big announcement is we have taken all of the things that we've learned over the last few years and multiple trailers and there it will be debuted in one of the earlier shows this year. So, we're excited for the little bit smaller Appalachian X instead of the Teton X. I might say in addition to the Teton X.

So that barking in the background, that's Aspen. I'll give you a little tour here. Say hi, Aspen.

Joey - Aspen is not exactly excited about the crackling ice that y'all have going on in the. in the lake behind you.

Deb - No, every time it pops, he barks. Yeah, we're sitting beside a reservoir in Colorado at a little over eight thousand feet and it's frozen. But if you walk outside the camper, you can actually hear it freezing. So, it's pretty weird. And he's not a fan of it.

Bill - So we had the track T-van, and that was just a trailer that X-Grid wanted us to pull and spend some time in and give them some exposure to try to sell those. I think they may still have one or two left there between Knoxville and Vegas, but we spent some time in it and then moved on to a different model. That was the really cool thing about it. The arrangement we had with X-Grid was... Go ahead, Joe.

Joey - Oh, I was just saying, I could tell after you started pulling a trailer, once you moved on from living actually in your Jeep and you started pulling a trailer, you actually tried out several different trailers before you landed with the one you've got.

Bill - Yeah, and really it wasn't a plan to land with one particular one or the other. The arrangement was that we would pull trailers and use them on the channel for X-Grid in exchange for them getting exposure and showing people and feedback. Showing people what trailers they had and then getting feedback of, you know, if there's any things that need improvement or what we really liked or didn't like about them. So that was really neat for us to be able to have the chance to explore multiple different trailers and then figure out what we really liked and what we didn't, rather than just walking through one at a show and hoping that we liked it when we bought it.

Joey - Now, how did your life change from, say, living in, you know, inside the Jeep or on top of the Jeep, rooftop tent or whatever, to actually pulling a trailer? How did your overlanding life change moving into a trailer?

Bill - Deb, I'll let you answer that one.

Deb -It's nice. It's warm. It's cool with the air conditioner...

Bill - Setup time is minimal and you can pull up and in literally just a couple minutes you can pop the top on this thing and you're set up. It's got airbags for leveling so we don't even have to stack rocks. And what we found over the last few years is the majority of places that we go are not so difficult that we can't pull a trailer with us. And if there are places that we want to go that we need to unhook, then we can just set up base camp and go out and explore and then come back to base camp.

Joey - Do you enjoy base camping like that?

Bill - We've done it a few times and I think we're going to enjoy it more. Now that we've got time to do it. But, you know, that that was the rush before was when we did have time off. It was it was just like everybody else. You were running and pushing as hard as you could push just to make sure that you see everything you could possibly see. You didn't want to have any downtime because you were afraid, you're going to miss something. So, I think I think we'll do more of that in the future.

Joey - Well, the trailer that you've got is really nice in the fact that you've got room to move around. You can stand up in it, sleep in it, do a lot of things in it. So, you can actually get out of the weather and function instead of just having a place to sleep.

Bill - And that was one of the things that we really liked about this camper was the fact that in bad weather, there's enough room. You can sit four people very comfortably in here. Nice Laguna table. And you can sit here with an induction stovetop and cook a meal or whatever. You got plenty of room. So that's one of the biggest things that we liked about this one.

Joey - So that trailer that you've got, you've got a kitchen inside and outside.

Bill - So this one has a it has a sink inside. It has a sink outside, has a full propane kitchen outside. But it also we have a portable induction stove that we can set. We can set it right here. I just know we can set it right here and fix coffee when it's thirty degrees outside like we did this morning. And not have to go out and freeze ourselves to death.

Joey - That's cool. Somebody asked, will you be at the Southeast Overland Expo in Florida next month?

Bill - Yes, we will be there.

Joey - OK. Well, one of the things we talked about before the show came on was your Gladiator is right now in the shop. Anybody who follows you know the big story that's going on with that. And you having to pull the trailer has really taken a toll on your motor, your gas mileage, and all that. But you are having some major, major upgrades done to the Gladiator. Tell us what's going on with that.

Bill - So over the last few years, we started pulling January of 2022 with that truck. And from that time till now, it had one hundred and twenty thousand miles on it. Hey, Arla how are you doing? Hope. Hope Tony's doing better. So, we decided this year that it was going to be time to maybe do something. We were getting ready to go full time, and we wanted to have some reliability. Initially, I had talked about maybe buying another Gladiator, especially when they teased it putting the hurricane motor in them. So, after that, they really didn't know when they were going to do it. and you know we're getting at best eight point two miles to a gallon when we're pulling, we're only getting just over eleven when it's empty So it was time to make a change. The thought was whether we buy a new one and then we've got another payment, another insurance, and we're not going to get rid of that orange one. That thing is built exactly the way we want it. So, we were going to have two payments at that point. And one of them was just going to have to sit at home. So, a friend of ours, Matt and Dawn, we were all sitting around a campfire and Matt and I just started joking about, well, we ought to just put an AMW Hemi in it. And then we've got the perfect vehicle. Deb slept on it that night. The next morning over coffee, she said there, she says, maybe you ought to do that. Check on the price. And if it's half price of what it would take to buy and build a new Gladiator, why don't you just do that? That was Sunday morning. At Monday morning, I ordered it.

Deb – He didn't give me a chance to change my mind

Joey - hey you know us men you give us a little bit we're not going to let go of that rope

Bill - all I heard was yes and it was it was on!

Joey - now Bill I'm not a Jeep guy, you know, I've never owned one, never had one. So, when you talk about an AMW Hemi, tell me what that means. Cause I have no idea what you're talking about.

Bill - All right. So, America's most wanted four before is located, just outside of Detroit, Michigan, Holly. And they have partnered with Mopar, with Jeep, to build high-performance Jeep Gladiators and Wranglers. All of the parts, everything, the engines are crate engines straight from Mopar. It's all factory stuff. When you have one of their conversions done, not only do you get all new parts, but you get a new warranty to go with it. So, this project, their projects are engine, radiator, all the front accessories, all the computers, new wiring harness, transmission, transfer case, drive shafts, headers, stainless steel exhaust. And then when we leave, we'll have another three-year, 36,000-mile warranty on a powertrain that is a Mopar powertrain. And Jeep dealerships will honor that warranty.

Joey - Wow. So, are they a part of Jeep? Are they licensed by Jeep?

Bill - They are licensed by Jeep.

Joey - Okay. Yeah, they are licensed by Jeep. Man. So you're going to be doing a whole bunch of sound videos next to your exhaust. I see it now. I see it now.

Bill - Yeah. There will be a lot of sound bites. Because there's nothing that sounds better than a Hemi. You know, and when it comes out of a Jeep, it just, it's, I don't know. It's, it's just a little bit cooler when it comes out of a Jeep. It's not supposed to be there, but it is.

Joey - Right. Yeah. Well, That's so neat. So how is that going to change power-wise, fuel-wise, all that stuff for you in the future, pulling that trailer?

Bill - So, what they're telling us, as of right now, we drove it up there to drop it off, and it was completely empty. We had taken everything out of it. The only thing it had on the outside was the roof rack. We got 11.3 miles to a gallon. What they're telling us is based on the way that the engine package that we picked the more modest of the Hemi's I guess you'd say, but they're saying that we should expect between fifteen and eighteen miles to a gallon while we're empty and not pulling anything. And then when we start, when we tow, and I told him, you know, weights and all of that, they're expecting we should be between twelve and fifteen miles to a gallon while we're towing. So that's already better than we were empty.

Joey - That's doubling your mileage almost.

Bill - Yeah, absolutely. And, you know, a lot of people say we're going to have to buy premium fuel. Yeah, that's true. But I still think that the miles per gallon is going to offset the difference in the fuel cost.

Joey - Yeah, I agree. I agree. Plus, having that much power, it's going to be that much more enjoyable, especially going out west where the land's not flat. And you'll be actually able to pull some hills without wondering if you ever get to the top or the little engine that could. you know, trying to make it to the top.

Bill - Or watching the temperature gauges climb and hope that they don't get to the top of the mountain.

Joey - No kidding. Well, that's so exciting. You have got a lot of exciting things that are happening. And if you just joined us, if you come in late, Bill just knocked us off our seats right off the bat within the first five minutes. So, if you missed that, he and Deb are both retiring from public service. So, you're going to keep your certifications, but y'all are going full time with Atlas Outdoors.

Bill - Yes, sir.

Joey - That is incredible. Well, normally I have people come on here and introduce themselves, but everybody knows y'all. And so, I didn't want to say that. But you both usually hit the ground running. And this summer, when my wife and I were about to take off up into the Northeast, your videos are the ones that I pulled up. And I said, you got to watch Bill and Deb. They went up into... The Northeast, they went up into Maine. They did all this stuff overlanding. We got to watch where they went. And my wife said, who is that? I love his voice. I love his voice. His most calming, soothing voice I've ever heard. And she said, we got to watch all their videos. I was like, okay, well, I've already seen them once. We'll watch them again. But y'all hit the ground running now. And you have done a lot. You have done a lot of the Transamerica Trail. How was that? How was the Transamerica Trail?

Bill - Transamerica Trail has been very interesting. We've only hit a few pieces of it. We did Virginia, North Carolina, into Tennessee, through the eastern part of Tennessee and into Georgia. We probably

picked the worst time to go through the North Carolina section of, of any time that you could do it because we done it this just late fall, right after Helene. So, you know, but what I wanted to do with that video was not just explore the trans American trail. We've heard a lot of people talk about how devastated that area is. And it absolutely is. But there are a lot of places down there that are still open for business. And the general idea down there is everybody needs to stay out of North Carolina. because nothing's open when it's actually opposite. There are a lot of places that are still open and are still begging for tourism. If not, they're going to be just as broke as everybody else. So that was kind of one of the reasons we wanted to go do that. We wanted to make sure that we stayed out of everybody's way as far as where the destruction was. But we also wanted to show that there was... opportunities to go there spend some money and maybe help in another in another way.

Joey - recently you've been on the Mojave road tell us about that.

Bill - Mojave road was different. That was the first time Deb and I had ever really been to California so to be able to follow that old road, and the history that goes along with it through the desert, was really cool. So, I just see a guy popped up here on the screen, Joey. That's my partner on the helicopter. Oh, well, Sam says big money to say that.

Joey - So, yeah, he says they'll be missed in public service. Bill's one of the best flight medics ever do it. And both of them are some finest people. Yes. Uh, totally agree.

Bill – Joey do you remember Sam? He's a, he's the guy that was just right. Just right.

Joey - Yeah. That's awesome. Well, I've heard a lot about the Mojave Road. I haven't seen it. And also, we had some people on here ask when they expected the Jeep to be done. And you said within the next week or so, right?

Bill - So, yeah, we heard it run today. They sent us a video clip of it starting today. There's a difference in America's Most Wanted has several different installers throughout the United States. And through my research, what I found was they'll tell you it takes about four weeks to do it. And they get it in, get it running. And I'm sure they do some testing. But AMW, when I called those guys up there, they said, well, we're going to keep it for six weeks. And I said, well, wait a minute. You all are the originators of this. You know it better than anybody. Why do you keep it for two weeks longer than everybody else? He said, because we're going to drive it. And we're going to drive it for probably five hundred miles. And when you come back up to Holly to pick it up, you can drive it to Mexico if you want to, because we know it's going to be right. And, you know, I could have taken it to Cincinnati. I could have taken it to North Carolina and had it done. But I wanted to take it to the guys who knew one hundred percent what they were doing with it, and I had a true guarantee it was going to be. So that's what we did. We know it should be ready. It started today they'll button everything back up and we should go pick it up late next week early the early the week following. So, it will be at SAVE and yes it will be at the Jasper Jeep Jam.

Joey - I'm sure that's why they were getting to that. Well, now we know what the best job in the world is...driving a Jeep after a Hemi has just been put in it. Whoever has that job, they've got a good job.

Bill - Yes. Yes, they do.

Joey - Semper Gumby says, thank you for all your services. First responders. I appreciate that.

Bill - Thank you, Ben, and congratulations on your recent move too. Ben's now part of the full-timers as he retired from public service as well.

Joey - Saw that, and he made a good video on that too.

Bill - Yes, he did. That was good.

Joey - So y'all are coming back from Utah. How was this trip to Utah?

Bill - This trip to Utah was a little cold. But it was sunny. We haven't hit any rain, knock on wood. Very little snow. So, the weather's been pretty nice. Coming back across the mountains now, we're at about 83, 8400 feet, I think. And it's cold. They're giving snow. And the mountain passes tonight. So, I think what we're going to do after we finish chatting with everybody is we're probably going to close this thing up really quick and get on the east side of the Rockies before we get snowed in over here.

Joey - Yeah, I don't blame you a bit. You know, one thing we talked about when you made that announcement at the beginning of the show about going full time is you'll actually get to take your time and see some things and not have to rush or to get some videos out and get to some places and stuff like that. You recently posted that you did 2500 miles in 21 days. And hopefully that's the last time you'll have to do that.

Bill - Yes, that was. Well, hopefully. But I've got to tell you that we. We got another one. We may have exceeded that trying to get to Utah. We were in a bit of a rush to get to Utah. And we did. 1900 miles in 36 hours on our way out here. That was not an overlanding trip at all. That was miserable. And we did not want to do that again. But yeah, that 21, that 2500 miles or so, I would like to split that into turn that into 42 days instead of 21. I feel like we missed a lot. But we're going to do we're going to do Montana this year. But we probably will not try to do that many miles. I want to slow down. We've got some great friends, Teddy and JoJo, I just seen pop up here. Matt and Don are going with us. And we're going to slow down and enjoy things a little bit more than we did. Not that we didn't. That was probably the best trip we've ever done. But we really want to slow down some now.

Joey - Well, from your experiences... there's a lot of people that follow you. You've got, you've got a ton of YouTube followers and out of all the places that you've been. Give me top five that people need to put on their bucket list. Overlanders that do not need to miss.

Bill - Wyoming. Wyoming, to me, is number one. That was totally not what we were expecting, but you can see every western state wrapped up in Wyoming. When we were there, we hit all four corners and crisscrossed the middle of it twice. And there is anything that you want to see is in Wyoming. For me, I love Utah. There's nothing like Utah as well. So that Utah would be another one for me. What about you?

Deb - I mean, I think everybody should experience the beach in North Carolina.

Bill - Yeah, Cape Lookout, North Carolina. Storm and all. Yeah, once you're over there you're there till the ferry comes back to get you.

Joey - yeah, there's no escape until they come get you.

Bill - there's no escape. I think another one that really surprised me was Florida. John Barton and those guys have done an incredible job with the Florida Adventure Trail and it's nothing like anything else

you'll ever see in any other part of the United States. So the F.A.T is twelve hundred or fourteen hundred miles of going through driving through Jurassic Park It's just crazy. And he's recently opened up the SOFAT, which is the Southern Florida Adventure Trail. Hello, Aspen. And it is another twelve hundred miles or so that goes all the way down to the Keys. So, when we leave the Save Expo, we're going to be heading on south and going to hit the SOFAT. And then back up to Jasper. And then back up to the fine folks at Jasper.

Another bucket list...I guess I got one more. Is Alaska. A lot of people think that is an unobtainable adventure. But if you book a flight and go up there and stay one night and then get with Craig and Brooke at Alaska Overlander Rentals, your rental for that vehicle is less than three hundred dollars a night. When we got our motel up there in Anchorage, it was over four hundred dollars a night. So, but that's your travel. That's your place to eat. That's your place to sleep. And it's really not that expensive of a vacation. And the sites up there are just amazing too. So that's one I would say, you know, check into it because you're going to be surprised just how inexpensive it is to do it.

Joey - There's a question asking your travels, what would you find to be your most accurate navigation device?

Bill - That's a good one. We use Gaia primarily. We plan with everything. But when I'm traveling, I use Gaia. There are so many different layers that I can pop on and pop off. I know there's other ones that... Um, that's big claim to fame as well. They have private lands. Well, Gaia has got private lands. They also have fire weather. It has all the layers plus a whole lot more that, that I may want to look at such as MVUM, uh, forest service, attributes, things like that. So, we really like the detail in that some people just don't like that much detail that's fine but when it comes to planning, I use everything. We use Trails Off-road a lot. We use OnX quite a bit with planning but all of my route stuff ends up on Gaia and that's what I use while I'm moving.

Joey - I think you're probably in the majority there, especially with how affordable it is. Everybody talks about how expensive it's gotten, but still compared to everything else, it's still the most affordable thing out there to use.

You have steadily been putting out videos and, up to this point, you've had to balance personal life, work life and YouTube life. How hard is that to do for those out there who are, who are thinking that's something that they may want to do, put out more videos or something like that? How hard is that? Is that to do to balance?

Bill - It's tough. You've really got to want to do it. You've really got to enjoy it. And not just to enjoy parts of it. You've got to enjoy it all. Just to put into perspective, Deb will shoot I don't know. Well, I can tell you in data, for every for every twenty-minute video, we probably shoot somewhere in the neighborhood of 600 gigs of a video. So that just give you an idea. You think about a one-minute shot and if you divide that shot up into four second clips or that's twenty different shots for every minute of video that you produce It normally takes about twelve to sixteen hours to put together a twenty-minute video.

Joey - Wow. And how many videos are you putting out a week? We're doing one a week. And I got to tell you, it's a lot to try to do. Both of us work full time jobs and put together. This week ended up being

a Monday video because we had so many other things going on that we just couldn't get it out on Sunday.

So, we love doing it. We love sharing our journeys. And that's why we started it. It had nothing to do with ever making any money or anything like that. I mean, when we started shooting, when we started shooting YouTube videos, that was for our kids and our grandkids to be able to see what we were doing. You know, I didn't even know you could make money on YouTube. But it's so it's just been a way to chronicle our adventures so we can look back and see what we've done and memories. The kids could see them. And we're just tickled to death that other people like to watch what we're doing and sharing those adventures with us.

Joey - Talk to me a little bit about, just because I guess I don't know the circumstances surrounding it, but the accident that you had when somebody hit your trailer. How was that?

Bill - Yeah, so that, it was just one of those freak things that happened. We were coming back from the Georgia Adventure Trail. We were, matter of fact, we were in a Teton X.

Deb - It's the one that we have been using.

Bill - Yeah, it's the one that we've been using. That you've seen on the last couple videos. So, we come through a ninety degree turn right before we get to X-Grid in Knoxville. And as we start through the curve, of course, it's raining. I mean, Joe, you know.

Joey - Yeah. It's got to be raining. Got to be raining. But as we start through these ninety degrees turn, I look into the turn and I see a car coming at us. running, forty, fifty miles an hour. I mean, he was moving. And I had enough time to realize that we were going to be hit. They were not going to slow down and make that curve. So, I accelerated as fast as I could, but he ended up hitting us, in the tire, glancing off the tire and hit the trailer in the corner, the front driver's side corner of the trailer. And he hit us so hard that it broke the hitch off of the truck. It snapped where the ball goes through the receiver. It snapped it like glass. So luckily, nobody was hurt. It totaled the Volvo that hit us, knocked every airbag out of it, pushed the engine and everything back into the passenger's compartment. So, it was a big hit.

We moved the Gladiator. It bent the axle on the Gladiator, but we got it towed and moved out of the way. Jeremy Long from X-Grid backed up to the trailer, and we got the trailer raised up, and he put it back on the hitch and drove it the rest of the way to the shop.

Joey - What did that tell you about that trailer?

Bill - That told me that trailer was a tank, and it would be able to withstand anything that I was going to put it through.

Joey - Now, all we saw was pictures. You know, we weren't there to see how hard it was, how fast the car was going. And so that's why I wanted you to tell us that story, because we saw the pictures of the trailer, but we didn't see the accident happen. And times like that will tell you how well something is made.

Bill - So they ended up bringing it back to St. George. They had to replace one of the bars to the tongue. Now, keep in mind that that frame is two by five box tubing. I mean, it's heavy-duty frame. They had to replace one of those arms. They had to replace the front wall because when he hit, he pushed a propane

tank into the wall, but it didn't go through. It just cracked it and pushed it back. So, they replaced the front wall, they replaced the tongue, and then they took a ram and moved the corner back out the eighth of an inch that it was displaced, put a gusset in it, put a wall back on it, and it was perfectly square. Had that been pretty much any other trailer that I have ever pulled or that I've seen, that guy would have gone through that trailer. So this thing is, it's built to take anything that anybody can put it through.

Deb - They said they did more damage trying to fix it than they did what the wreck had caused because it was so hard to take it apart to fix what was broken.

Bill - Where everything is sealed up, where the walls, you know, down next to the, when the frame were sealed and then sealed in the corners. They said they ended up having to replace the corner steel that ties the two walls together. They had to replace it because they actually damaged it trying to get the wall off of it.

Joey - That's not your normal RV.

Bill - No, no, not at all. Definitely not your normal RV.

Joey - Well, I don't want to keep you all a whole lot longer because I know that you're wanting to get over those passes. But tell us where we can see you this year in 2025.

Bill - This year is this year is going to be crazy for us. So, we're going to spend a lot of times on the trails. But that time on the trail is going to be in between a huge number of shows. We're going to kick off with Save in Florida. After Florida, we're going to be going to the Jasper Jeep Jam. And then from Jeep Jam, we will be doing MOORE Expo. From MOORE Expo, we'll be going to Trail Hero X in Utah. We'll be leaving Utah, or Trail Hero X, going straight to Expo West. After Expo West, I'm trying to think. Yeah, I can't think. We actually have June. We'll be going to PNW. We'll be doing the Jeep Invasion, the Great Smoky Mountain Jeep Invasion in August. In September... doing anything in September we have a Patreon we're doing our Patreon ride in September... we've got so many things...half the way we're going to be busy and we're going to hit the Patreon ride and then the other one we're going to do a customer appreciation right for the adults. So, we will be at all the major events with the exception of SoCal and Mountain West.

Joey - Okay. And I also saw that you posted you're going to be in Tennessee next month at a camp out.

Bill - Oh, that's the Brushy Mountain camp. That one? We're trying to make that one. That one's going to be kind of questionable because we may be going to pick up the prototype for the Appalachian X. So, if we have to get out there to get that picked up, we may not be able to make that event. So, the other event that we're probably going to try to be at is the Overland of America event.

Joey - That's a good one.

Bill - Well, I hope to. That was the September event. That's the September.

Joey - I know I'll see you at Jasper Jeep Jam. My wife and I are going to Oregon this summer, and we found out the place that we're staying in June is only twenty minutes from where Pacific Northwest is going to be. So hopefully we'll see you there. First time I've ever been there. That's going to be pretty cool.

Well, I hope everybody gets on the Coddiwomple Overland YouTube channel, Instagram, and Facebook. Do you want to give a minute to give a shout out to your sponsors and say thank you to anybody at this time?

Bill – Yeah thank you for that opportunity. We've worked with some great partners. Dan Cummins has been with us for years and years. since we started. X-Grid Campers has been with us for a long time. And since we're going to be moving full time to a single camper company, which is Atlas, and that's where our paycheck's going to come from, you know, we're going to have to separate that partnership a little bit because obviously we can't advertise a lot of other trailers when our focus is going to be the one that we really believe in, and that's the Atlas products. Can Cooker is a new sponsor that came on this year. We started using that thing at Expo East. And it's just fun to use. Deb loves it. She cooks. Dump everything in it.

Joey- It's like the Overland Crock Pot.

Deb - That's it. You can bake everything. You can make cupcakes and cakes and all kinds of stuff in it.

Bill - So Fritz and those guys at Ironman Off-road, they make some awesome products. Aspen, he has his own Ironman camp chair. So, if you're looking for a camp chair for your dog, Ironman is the place to go. And then Commonwealth, of course, Clay, and those guys at Commonwealth Four Before are awesome. They take care of the truck for maintenance and in-between kind of things. And Wes has done an incredible job innovating cabinets inside and out of the Gladiators. So, all those guys have been a lot of help to us, and we appreciate all of them.

Joey - Well, I just can't tell you enough how much I appreciate you taking time out in the middle of nowhere, Colorado, by some place that Deb don't even know where you're at. And just talking to us and videoing us. She said Arizona.

Bill - Yeah. I'll tell you who I appreciate the most, Joey. And that's all the people that have taken the time to hop on here and say hi to us and watch us and watch you and interact with us and the time that they spend watching our videos and our Patrons. We're not doing this for money, obviously. But we're doing this to just get out here and enjoy life and hopefully everybody else will follow suit. And if you can't, then hopefully you can get a little bit of over approve and enjoyment by watching what we do. So that's why we do it.

Joey - Well, I love that you're able to do what you love to do. And it's a dream come true when you get paid to do what you love to do. And I'm so happy for you guys and look forward to seeing what you put out in the future, especially to see if things change when you're able to slow down a little bit and do things a little bit different, maybe not, not 2500 miles in three days. or something like that. So yeah, maybe that'll be the only change, but hey, go ahead.

Bill - Maybe we can do three miles in twenty five days.

Joey - That would be amazing. Well, hey, I appreciate y'all coming on here. Thank you for everybody who jumped on here to listen to us. We're going to let them jump off so they can beat the snow coming back home. And I know that they're itching to get over there and get their feet in that new Gladiator. And I think somebody posted on here they want to see Deb do a burnout. So that'd be a great video. We'd love to see that. All four tires, by the way. All four tires.

We love your videos. We can't wait to see what you put out. You are my wife's favorite YouTube personality, and I can't think of anybody I would rather her like more than you, Bill. Love you guys.

Bill - That means a lot, Joe. All right. Well, everybody come and see us. Got a lot of events coming up this year. Come out, say hi to us, and we'd love to say hi and maybe spend a little time around the campfire with you.

Joey - Well, we appreciate you. Always, y'all be safe. And for everybody that's out there, hope you have a wonderful week. Get out and try something new. And whatever you do, look out for number one. Don't step in number two.