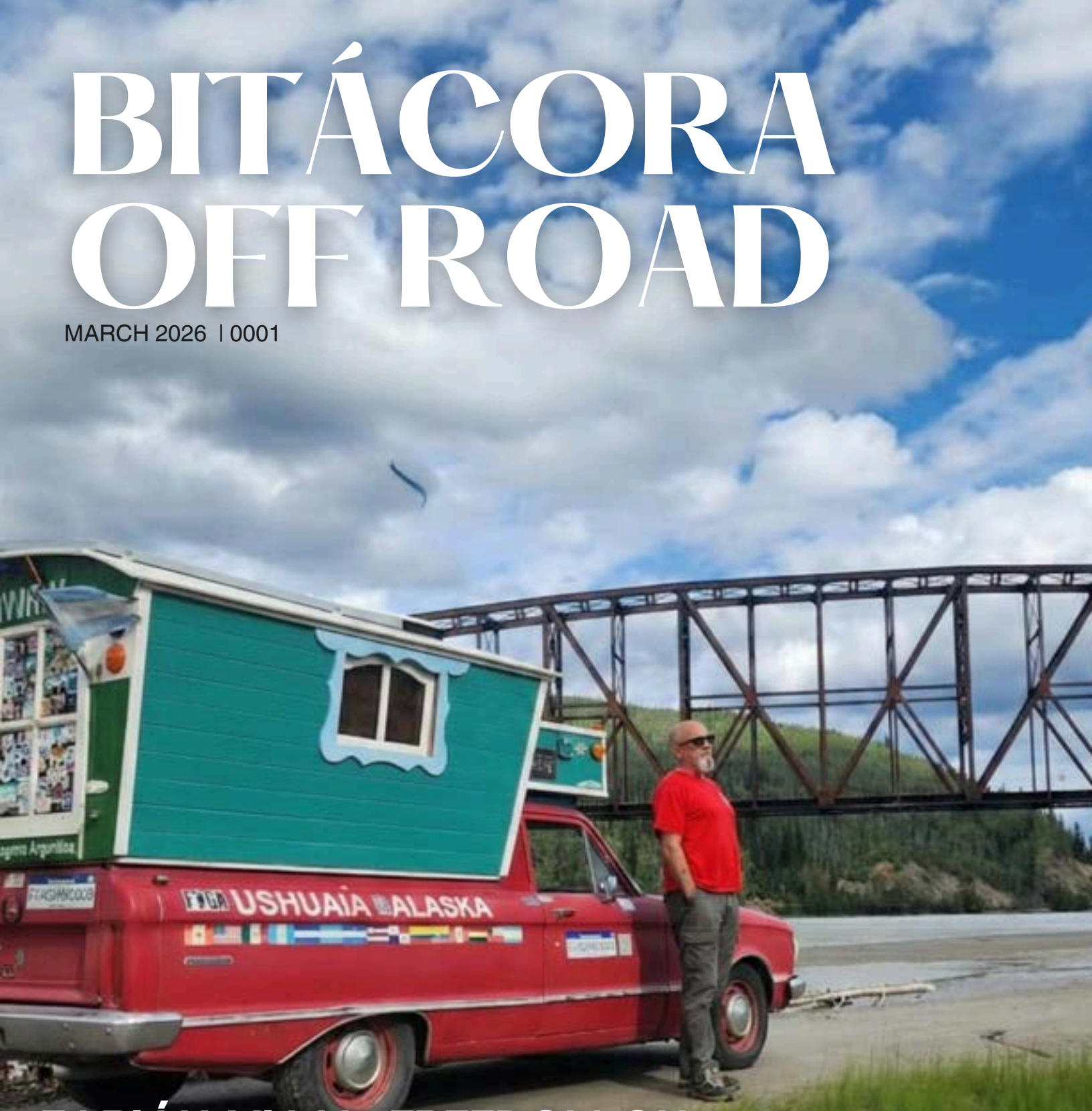
BITÁCORA OFF ROAD

MARCH 2026 | 0001



FABIÁN VIAJA: FREEDOM ON WHEELS

Mate, the road, and the Ranchero: An in-depth chat with the guy who made simplicity his flag.

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Mi Casita Nómada: Living on the move
Bitácora Off Road: Reinventing yourself as many times as necessary
Dogs vs. Extreme Cold: The Vet's acclimatization guide Facts, tips, and more.

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IF YOU ARE A TRAVELER AND WANT TO GET IN TOUCH

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There is a space for you in the magazine

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WELCOME TO

BITACORA OFF ROAD



The Kilometer Zero of Our Digital Campfire

Every great journey begins long before starting the engine; it starts with an idea, a map on the table, and, almost always, with the advice of someone who has already traveled that route.

Throughout our kilometers at Bitácora Off Road, if there is one thing we have learned, it is that overlanding and nomadic life aren't just about epic landscapes or dealing with mechanics in the middle of nowhere. It is about the tribe. About those headlights you cross on the road, the chats at the campsites, and the unconditional support network that forms among those of us who decided to make the world our home.

That is why this magazine was born. This is our editorial "Kilometer Zero".

We felt the need to create a space that went beyond our own coordinates, an open platform designed by and for the community.

We want these digital pages to function as that central campfire where we all gather to share.

This magazine is not just ours; it is a collaborative map. If you are a hardcore traveler, if you are planning your first trip, or if you are simply passionate about following the trail of those who live on the road, you have your space here.

Welcome to the first issue. The road is open, we take the leap together!

Macarena Orozco

Gabriel Jara

"The best luggage for the road is a simple life and the willingness to share it. The rest, we find along the way."



BEHIND THE SCENES

Sometimes we keep photographs that we don't share on our social media, but they do remain in our memories or travel albums. The same happens with anecdotes: you arrive at a very popular tourist spot and, far from relaxing and enjoying it, you realize that the line for the 'perfect photo' is endless.



Key West Florida

Place a photo caption here.



By Macarena Orozco
Photography courtesy of Fabián

FREEDOM ON WHEELS

FABIÁN VIAJA

An epic journey of over 30,000 kilometers where a Patagonian and his classic Ford Ranchero defied all the rules of overlanding to connect Ushuaia with Alaska.

@fabianviaja



By connecting Ushuaia with Alaska, Fabián Figueroa broke all the rules of overlanding.

This true Patagonian achieved the feat at over 60 years old aboard a classic Ford Ranchero, equipped with a handcrafted wooden camper. Over his more than 30,000 kilometers, he overcame mechanical breakdowns in the middle of nowhere that led to the unusual "Mustang-ization" of his engine in the United States. In the process, he became a digital phenomenon proving that adventure has no expiration date.

Today, touring Baja California at a leisurely pace, he shares with us the intimacy of a journey that defied all logic and transformed him kilometer by kilometer.



FROM USHUAIA TO ALASKA

THE DREAM IN A RANCHERO

By Macarena Orozco Photography courtesy of Fabián



What was the technical—or purely emotional—analysis behind specifically choosing the Ford Ranchero for a 30,000 km transcontinental expedition? How did the idea of connecting Ushuaia to Alaska in a classic car, rather than any other vehicle, come about?

Fabián: All my life I've traveled by motorcycle through South America and the plan to travel to Alaska someday was always there. I planned it on different motorcycles, but over the years I began traveling more in a motorhome and left two wheels aside a bit. I chose a four-wheeled vehicle for comfort, but I didn't want to isolate myself in a large motorhome, which also comes at a huge cost. I bought the Ranchero in 2012, originally, ironically, to load and carry the motorcycles. Additionally, it has a weight strong emotional: it was the trendy brand-new car when I was 15 years old and I treated myself to buying it as a personal whim.

You broke the algorithm barrier by starting a successful digital career. Does your audience analysis suggest that they watch you for the nostalgia of the car, or because you represent the courage to execute a dream that many do not dare to fulfill? How did you manage to build such a strong community?

Fabián: I think I do well mainly because I am over 60 years old and there aren't many YouTubers of that age who are successful on the platform.



@fabianviaja

It catches people's attention to see someone my age traveling in these conditions. Logically, the nostalgia generated by an old classic car adds a lot. Many of those who are 30 today realize, when watching the videos, that reaching 50 or 60 doesn't mean being a useless old man who can't travel; they see that there is still much to live for and do.



@fabianviaja



"Reaching 60 years old does not mean not being able to travel; people see that there is still much to live for and do."

How has your preventive maintenance protocol changed? Do you travel with a 'stock' of critical spare parts or do you rely on mechanical adaptation on the road?

Fabián: I grew up and lived almost all my life in Patagonia, where distances are extremely long and in another era there were almost no paved roads.

You grow up anticipating what can happen on the road. That is why I always carry basic spare parts to help myself or someone else in the middle of nowhere: a fan belt, points and condenser, a set of spark plugs, tools, wire, and electrical tape. It is the school that comes from having driven all your life in Patagonia.

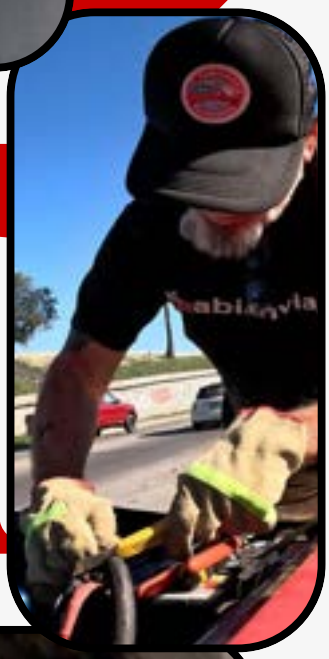
What has been the most serious mechanical failure or logistical error that really made you think: 'This is it, the expedition is over'?



From Patagonia to the far north: The Ranchero marking its presence at the "Welcome to Alaska" sign.









Fabián: The most typical failure was that the thermostat got stuck, the temperature rose, and the cylinder head gasket blew; water was getting into the cylinder, so I had to take off the head and change the gasket. Despite that, it never crossed my mind to end the trip. In life, everything can be fixed except death; ultimately, if the engine was completely done, I'd buy another one and keep going. Curiously, the mechanical story had its climax entering the United States. There, the original cylinder head completely cracked and started spitting steam out of the exhaust.
Luckily, I managed to reach Roseville, near Sacramento, where an Argentine friend has a shop. We took everything apart and put on a cylinder head from a Ford Mustang; so now the Ranchero has officially been "Mustang-ized"!

What was the strategic pause of leaving the Ranchero in Canada during the winter like, and how did you spend that time in Argentina waiting to get back on the road?

Fabián: Winter in Canada is impossible; you simply can't travel, it's just suffering for no reason. I decided to take a break, head back home to take care of personal matters, and use the time to travel through Patagonia. It was great shooting videos there to show my followers from other parts of the Americas what my life is like and the rugged place where I live.

Once the bitter cold in the north passed, I returned to Canada to undertake the final stretch to Alaska.

How do you manage material fatigue, chassis flex, and the weight distribution of your handcrafted wooden structure against the vibrations of gravel roads and high-speed highways?

Fabián: High speeds don't affect me because I travel very calmly, keeping a steady 80 km/h. As for the camper's structure, it has performed wonderfully. I haven't had any issues with breakages, nor has the wood rotted anywhere. The only thing I did as preventive maintenance was repaint the roof to ensure no moisture leaked in. It was built with great care to last, and luckily it is holding up intact.

What did you really feel in the intimacy of the cab when you turned off the engine upon reaching Alaska? Was it absolute euphoria, or did you feel that strange 'explorer's void' seeing that a years-long goal was already fulfilled?

Fabián: Reaching the famous "Welcome to Alaska" sign was like arriving at the next town; honestly, it wasn't that exciting. The true emotional peak for me was reaching the city of Fairbanks.

In my youth, we would look at paper maps and Fairbanks was there, right in the middle of the Alaskan territory. That was my true goal since I was a kid. Curiously, I happened to arrive on a rather ugly and rainy day. Did I feel that explorer's void? Not at all, because I'm not one to load the car onto a ship in Alaska and consider the trip finished. In fact, since I arrived in Fairbanks, about six months have passed where I kept driving, and I've done over 10,000 extra kilometers.

What specific place—due to its harsh climate, its isolation, or its cultural impact—demanded the greatest respect from you and changed your mindset as a person or as a driver?

Fabián: I always say that our mindset changes day by day, without needing to reach Alaska. Every unforeseen event, every satisfaction, and every interaction with people on the road transforms your personality. One particular place doesn't change you. I am not the same Fabián who set out two or five years ago, and I assure you that I will be a very different person in three more years.

What is that anecdote—dangerous, surreal, or immensely human—and how did you experience crossing the different borders on the journey?

Fabián: Honestly, at the borders, I never had any major issues across the whole continent. But the most surreal situation happened precisely at the crossing from Canada to the United States, when I went to the small town of Hyder in Alaska. It was a tourist crossing just to spend the day and come back. I left Canada, and when I tried to re-enter just five hours later, the officer started interrogating me in an exaggerated way. He asked me what I was going to do, how long I was going to stay, if I was going to work there... They treated me as if I had never set foot in Canada in my life! It made me want to tell him: "Dude, I left here five hours ago, what new things are you trying to discover now?"

What is the plan now in Mexico? Will the Ranchero be repatriated as a museum piece, or will it continue indefinitely on the road?

Fabián: On December 5th, my six-month visa in the United States expired, so I crossed the border into Mexico. Now I am traveling through Baja California at a much slower and more relaxed pace. I spend time with more people and stay several days in the same place; in fact, in two and a half months here I have barely covered about 2,000 kilometers.

Sobre el Ranchero, mi idea definitiva es repatriarlo en algún momento; jamás pienso dejarlo tirado en ninguna parte del mundo. Quiero volver a Argentina con él y darle una vuelta final por el país para que la comunidad que nos siguió pueda verlo en persona. Pero por ahora, seguimos en la ruta.

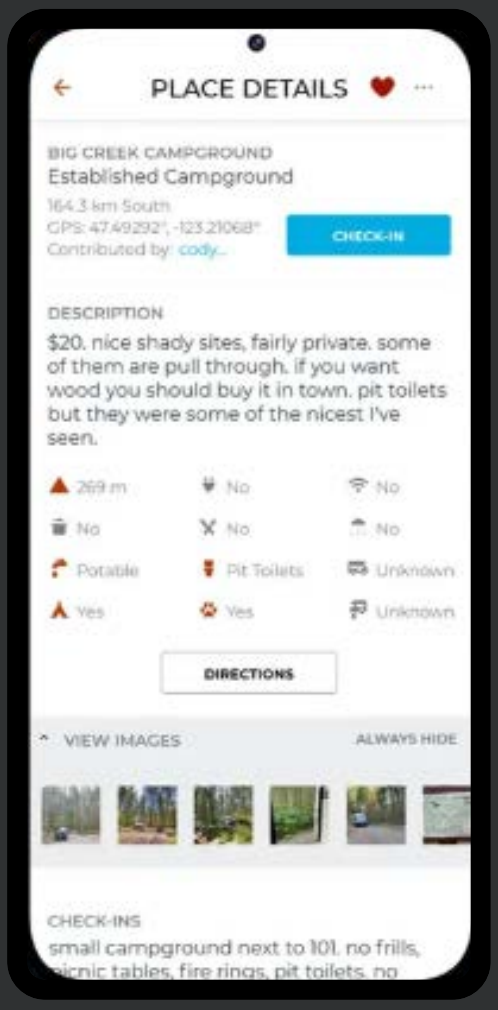








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Mi Casita Nómada

Learning to live in motion without losing direction

A family, a motorhome named Yeti, and a conviction fine-tuned by the road: traveling is not just moving, but learning to inhabit uncertainty. In this conversation, the creators of Mi Casita Nómada talk about the initial fear, the real cost of reaching Alaska, raising children on the move, creative work on the road, and a dream that still points south.



Before Alaska, before Mexico, before the mechanical failures, the traveling communities, and the landscapes that today seem inseparable from their story, there was a much simpler and more radical decision: to stop imagining another life and start moving toward it. Itchel, David, and Noah took the first step that led them to the adventure.

Mi Casita Nómada was born from a question shared by many silent travelers before a radical shift: what happens when the life you dream of no longer fits into vacations and demands to become the road.
What follows is an intimate, honest, and deeply human conversation with a family that chose the road not as a postcard, but as a way of existence.



How did the idea of starting the dream of Mi Casita Nómada come about, and what were the fears you had to overcome?

It all started because we wanted to travel, to see more of the world. The way we understood traveling was going out once a year for fifteen days, saving up all year for it, and we realized that exploring so many parts of the world like that would take us too much time.
Then came the possibility of discovering that the nomadic life could indeed be economically viable for us, and that it also helped us travel more.

Until then, what we knew was the more traditional way: traveling by plane, arriving at a hotel or an Airbnb, experiencing vacations from there. But when we saw that it was possible to travel via motorhome, and actually live in motion for much longer, that convinced us. It was also very important to meet other travelers in person; hearing about their experiences was like the fuel we needed to make it a reality.

The main fear was the uncertainty of the unknown. We had never in our lives been in a motorhome. Making this decision meant burning our boats: leaving the life we knew, leaving clients, leaving the house, leaving everything we had in Guadalajara. There was a very strong feeling of betting everything on a dream, with the real possibility that after fifteen days we might say, "No, this is not for us," and we would have to go back and start over. That was one of the big fears at the beginning.

The choice of Yeti prioritized space for the family. How was that decision made? Do you regret the size, or does the interior comfort make up for it?

The first thing we knew when we bought our motorhome—although it didn't have a name at the time—was that it could eventually change. We always understood that you have to adapt to the journey, but also that the house might need changes, improvements, or even be replaced depending on what the road teaches you. We never saw it as something fixed or unmovable.

Today, yes, we've grown fond of it. Now it has a name, it's Yeti, and we do see it as a major part of our journey. But we also know that it isn't necessarily the vehicle required to travel south. Yeti has been a great companion for this entire northern leg, but just as we already had a hard time in some places in Mexico, and before that in certain parts of the United States, we suspect that in South America such a large vehicle could complicate things even more for us.





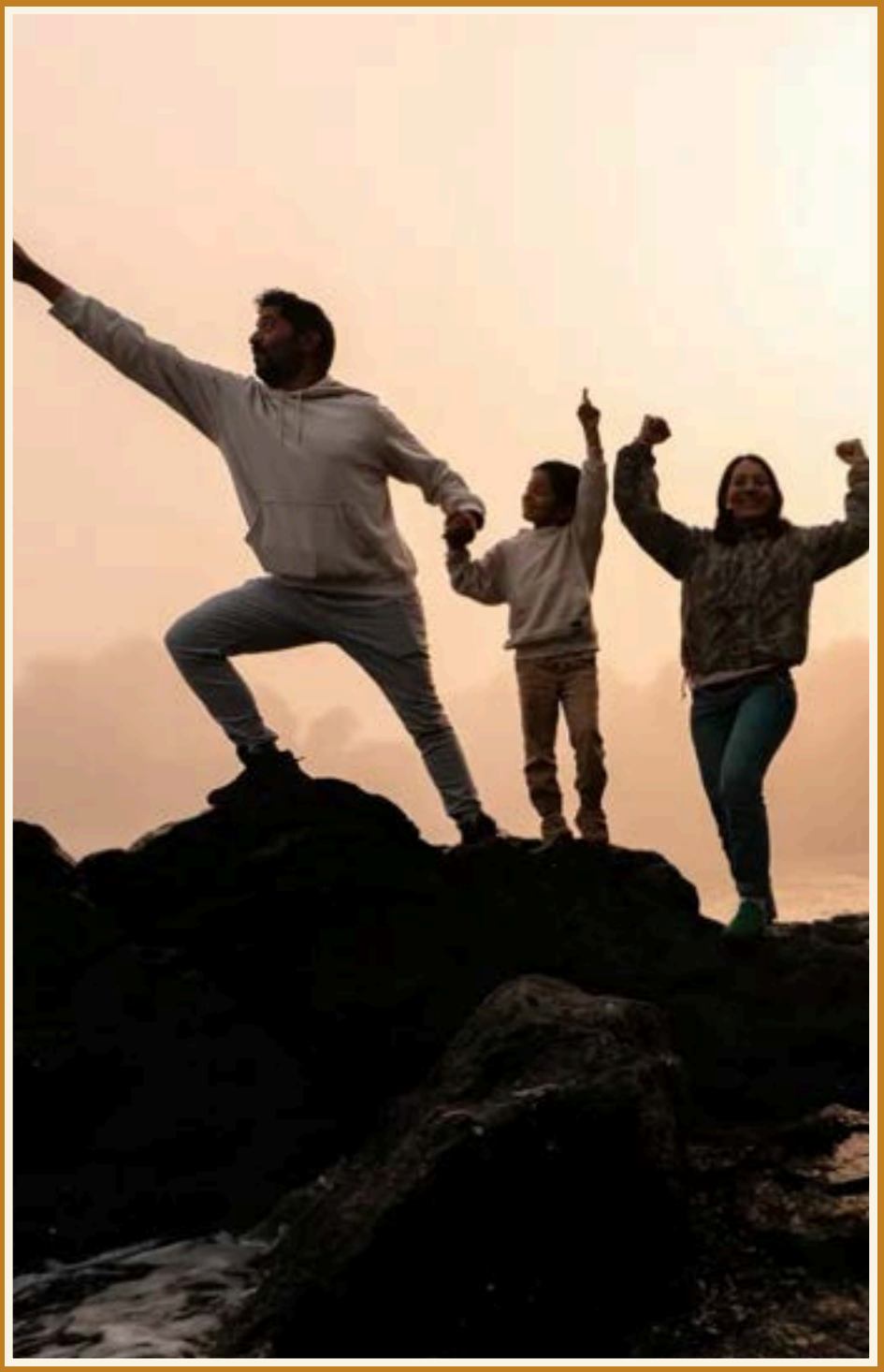
There is something very revealing in the way they speak about Yeti. They do not turn it into a totem, a proof of identity, or an untouchable object. They love it, appreciate it, and acknowledge everything it has given them, but they do not place it above their purpose. In times when many travel stories end up orbiting around the vehicle as a symbol of status or belonging, they remember something essential: a motorhome can be a companion, a refuge, a setting for memories, and an extension of the home, but it remains a tool. The core of the project is not the size of the motorhome, but the life that space allows them to sustain.

The first few kilometers on the road, what do you remember the most? Any anecdote that stuck with you?Mi Casita Nómada:

What we remember the most is a feeling. We had been driving for a very short time, perhaps barely a hundred kilometers, when suddenly a song we really like came on. We turned up the volume, started singing, almost dancing while we drove, and at that moment we started to cry.

It was like truly realizing what we were doing. It was no longer the project, it was no longer the idea, it was no longer the preparation: it was happening. That was one of the most powerful moments of those first kilometers. We understood that this was already real.

We also remember that we spent some time parked before hitting the highway, sort of caught between one thing and another, but the day we finally rolled out we said: "This is happening now." That feeling from the first day left a deep mark on us.



Great beginnings are rarely announced with fireworks. Sometimes they arrive in the form of a familiar song, unexpected tears, and the sudden certainty that the dream no longer belongs to the future. In that minimal scene—a highway, loud music, voices singing, and pent-up emotion—there is something universal: the instant when imagination gives way to experience. It is no longer about planning a different life. It is about being inside it.





Did you have any knowledge of Yeti's internal and external mechanics? How did your mechanical safety protocol change? Do you travel with tools or spare parts?

Mi Casita Nómada: No, the truth is we didn't know anything about mechanics. There was never a protocol of "I have to learn this before leaving" or "I have to take a class." What we did know was that we weren't mechanics and that we were going to need support. That's why from the beginning we got a go-to mechanic who, to this day, we still consult for anything.

But we also kept learning along the way. We have searched on YouTube for the brand, the model, the problem; we carry a scanner that usually throws codes at us, and it has already happened that it gave us a couple of codes, we understood what part it was, and we ended up changing it ourselves without needing to take it to a shop. I (David), for example, had said my whole life that I didn't like mechanics nor did I want to know anything about that. But this life forces you to open up. We bring tools, we carry spare parts, and we are open to getting our hands dirty. We don't hold back thinking, "I don't know, so I'm not even going to open the hood." We have taken parts apart, checked things, and tried to understand.

Now, we are also very aware that in the end, there is a complex part of the engine that a mechanic is best suited to resolve. So our approach has been just that: learn what's possible, intervene when we can, and rely on someone who knows when necessary. So far, bless Yeti, we have done very well and haven't gone through anything serious.

On the inside of the motorhome, it was also quite a process. The house is different from the cab. The engine is one thing, and the house is another. And in the house, there were many things we didn't understand: how the refrigerator works, how each system is used, how to turn off something that's beeping, how long a certain thing lasts. We came to understand all of that over time, often even recording videos on our phones to remember later which button did what.

After two years of nomadic life, what has been the most difficult part, and what have you learned from the constant change?

I can say that just now, after two years, I finally feel in tune with the sway of constant change. I really struggled with it. Nomadic life wore me down a lot emotionally at the beginning. I can compare it to someone who gets on a boat and throws up: the boat might be beautiful, the journey might be incredible, but there comes a moment when the motion overwhelms you.
And I feel like that is what happened. We were used to a life where everything is more controlled: you know you have electricity, water, who to turn to if something fails, where to go shopping, which bakery is nearby, who knows you. Not here. Here it is a constant uncertainty.
But now we no longer see it as a bad thing. It has a very alive, very nourishing side. We learned to flow and, above all, we learned to find our own pace. It also happened that, since this was an unknown world, we wanted to imitate certain ways of traveling, as if there were a right way to do it. And little by little we realized that our pace was different. Identifying it gave us a lot of peace of mind.



Honest answers are always appreciated: the idea that adapting to a nomadic life does not happen in a few weeks, nor in an emotional video, not even in a single season. Sometimes it takes years. There is a rare maturity in acknowledging that movement, even when freely chosen, also tires, disrupts, and demands a profound emotional reorganization. But perhaps that is where one of the keys to their story lies: not idealizing change, but learning to inhabit it until it no longer feels foreign.

What has the traveling community and the people you cross paths with along the way left you with?

I think this is one of the parts we have learned the most from and enjoyed the most. The way people interact on the road is very special, because even though sometimes you only cross paths with someone for a few hours or a few days, everyone gives so much of themselves. Everyone wants to be kind, to help, and to share.
And it is not about making a good impression. It is because we all know that it is ephemeral, that it will end, that we probably won't see each other tomorrow. So this moment is enjoyed that much more. There is a lot of solidarity because we understand what it is like to live traveling this way.
And it doesn't just come from other travelers. People who live a more conventional life also look at you differently, they approach you, ask questions, and show interest. We have discovered a very large and active community, something that even in a city takes years to build. That makes us feel very happy with this lifestyle.



How has this life influenced your creative and textile side?

Itchel: That is also why I am very happy with Yeti, because it is big and has given me space to keep threads, materials, and be able to continue with that side of things. Although, of course, the complicated part is that creating on the road is not the same as in my studio in Guadalajara. There, I had everything in plain sight, all the time, and I could create more easily. Here, everything involves opening, taking things out, laying them out, selecting, and then putting everything away again.

But I have also come to understand the creative process in a different way. The places end up being an inspiration. I made a piece in California, another in Utah with those colors, and I made a white piece inspired by the snow we touched for the first time as a family, with Yeti and with Noah.







The truth is I really love developing that. I have missed it, because nomadic life has consumed a lot of my time, along with being Noah's teacher, and managing my physical studio in Guadalajara absorbed me quite a bit. All of that meant I didn't develop my textile creativity on the road as much as I wanted to. But this year I am looking for a balance. I miss weaving more, I miss creating more, and that is the idea: to give more weight to that part.



Where can people buy your creations? How can they contact you, and how do you handle shipping?

Itchel: Right now, there are two distinct paths. On one hand, there is Plumbago, which is my textile brand that continues to handle medium, large, and custom-made pieces. That is still being operated out of my studio in Guadalajara by the team I have there.
On the other hand, there is everything I make on the road, which is the side I am going to start growing more and that has me very excited: unique, one-of-a-kind pieces created along the route. We will be posting those on the social media accounts for Mi Casita Nómada and also on Plumbago's Instagram and Facebook. The Mi Casita Nómada website is also up and running now, and those pieces will be available there too.
As for shipping, what we do is quite practical: since we started the trip, the pieces I have sold are shipped whenever we arrive at a point from which we can dispatch them. People have been very patient, and it has worked out well for us because we almost always find a place to ship from. So, I quote the shipping, give the customer the price of the piece and the freight, and we ship it out from there. I am very excited to be able to weave more and create more pieces on the road.



@plumbago

David, as a professional photographer, how do you balance the need to document from an artistic side versus the algorithm?

David: Existential response of the moment... No, the thing is, let's see. On one hand, if I answer quickly and simply, I truly believe YouTube gives you opportunities. It's one video a week; you have the opportunity to be who you want to be, or the opportunity to give YouTube what YouTube needs. The truth is, when you want to do 100% what you want to do, it's likely to fall right on one side or the other. When I say "one side or the other," I mean whether YouTube likes you or doesn't like you.

So, when YouTube doesn't like you, I sometimes find myself making several videos featuring only things that I like, which YouTube doesn't really care for. And saying "YouTube doesn't like it" makes it sound like a robot or something. In reality, it's people, and it works exactly like someone putting an ad in a news program or a newspaper—everything functions the exact same way.

So, sometimes we have patience, sometimes we don't, and sometimes we get frustrated simply because a video doesn't work. But I think that's very well-known among YouTubers, at least among travelers: the place where you are experiencing the most beautiful moment is probably the one people won't watch, but the place where your engine broke down is the one that will get the most views.

So, sometimes that's just how it is, and it's complex, to be honest. Life doesn't always command that immediate, clear, or obvious attention the way an engine breakdown or a robbery—which happened to us recently—does. The everyday life, the landscape, as you mention, is complex to capture because we don't fake absolutely anything in our lives, so we don't look for fake clickbait. But it is true that finding that exact balance can be difficult. We aren't looking for sensationalism in our lives.

So yes, that is a complex part, it's true. But in the end, all of this comes down to how you are going to tell your life story and how good you are at telling it. For me, it becomes something very complex and highly interesting: getting to know oneself and understanding how I am going to tell our story in an interesting, rich way that feels satisfying enough for someone to sit down and watch a screen for thirty minutes.

Something I had never done before is study narrative, and I think now is the time. Truthfully, in the end, it feels good to know that you can tell a story. Right now, I think I still have a long way to go on that front, but it's like... I am reaching that knowledge, and I think it's thanks to the feedback from YouTube. So, as uncomfortable as that conflict you mentioned might have been at certain times, I believe the takeaway in the end is exactly that: learning something new. And I like that too. I think this applies to life in general: knowing how to tell a story.











What home education system has worked for you in the most comprehensive and organic way with Noah? Have you joined any homeschooling communities?

Noah is currently in elementary school, in second grade, and what we envision is accompanying him at least through all of elementary school with our direct support. We are not under any traditional educational system as such; instead, we are working with books, educational materials, and a much more accompanied and flexible approach.

The idea is that later on, when he finishes this stage, he can formally accredit his elementary education through an exam. That is what we are envisioning for this first phase of his education.

In addition, we are part of a homeschooling community from our hometown in Mexico, and it has been a perfect complement for Noah. Once a week, he meets virtually with other children who homeschool, and they do different activities through an initiative called Aprendizaje Orgánico (Organic Learning), which is on Instagram.

That project runs very nice bimonthly cycles where, based on a single topic, they develop many different areas. For example, they once worked on the topic of pirates, and from there, the children studied geography, sciences, conducted experiments, and approached different fields of education. For now, that has worked very well for us and we have felt comfortable with it. Later on, we will see what middle school will be like, but for now, that is the focus.

@micasitanomade

Mi Casita Nómada: I think it was one of the most contradictory moments we've had on the trip. Because yes, Alaska has that Holy Grail status, of being a major milestone, one of those points that were very important to us. But the process to get there was very hard.

It was many hours of driving, a significant amount of money—higher than we had anticipated—and on top of that, we had mechanical breakdowns. It broke down twice, in very uncomfortable places, in the middle of the woods, right on the route, in places where you truly feel the immensity and the isolation. All of that drained us significantly in terms of energy. We felt frustrated because we were supposed to be happy about fulfilling the dream, but there was also an immense physical and emotional toll.

And when we finally arrived, something very powerful happened: we realized we had been suffering over the future. We were afraid it would be too cold, that we would have to leave Alaska in a hurry, that we would end up too isolated, that we wouldn't find people, or that the difficult seasons would catch up with us. And upon arriving, we understood that many of those things didn't even exist yet. They were mental projections.

So it felt like a redemption. We said: we are here now, we have to enjoy this moment. We need to stop stressing over what hasn't happened yet. And I think that was one of the most powerful lessons Alaska left us with: that you can enjoy a dream even when the path to get to it was very difficult.

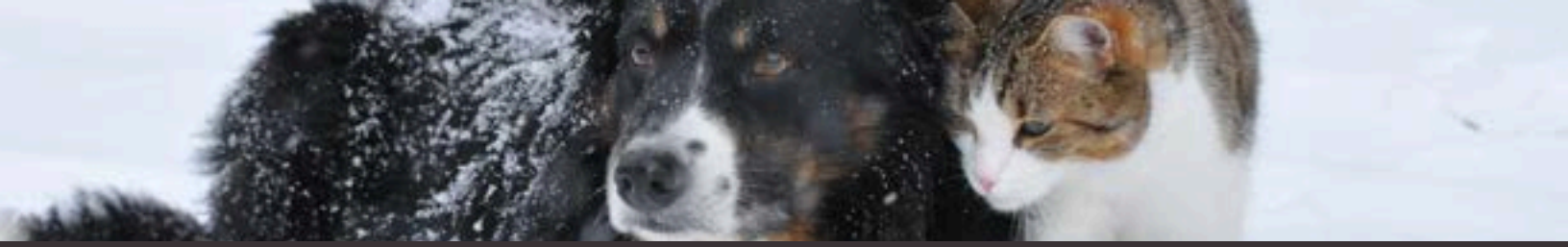
We don't look back on Alaska as a horrible part of the trip. On the contrary. Today we see it as a very intense, very challenging, but also very eye-opening experience. It made us realize that we don't want to keep traveling against the current, rushing, feeling like the only important thing is arriving. We want to keep traveling our way, with presence, planning as best as possible, but without losing ourselves in the process.







YouTube
@micasitanomade



Neither human nor fragile:
THE TRUE ADAPTATION OF THE TRAVELING DOG



Dr. Gabriel Jara
Médico Veterinario / Viajero

Traveling with a dog demands understanding their biology, not projecting our own.

Traveling with a dog forces us to understand something basic: they do not experience weather the way we do. And yet, a large part of the problems I see on the road stem precisely from that—interpreting their body through human parameters. We humanize the dog, projecting our own weaknesses, our fears, and our poor environmental tolerance onto them, forgetting that their physiology is completely different. A dog is not a person with fur. They have a different way of regulating temperature, a different relationship with the environment, and a genuine capacity for adaptation that we often do not allow to work.

In the traveling community, this is seen a lot. Just step out of the camper in winter and someone will tell you the dog is "going to freeze," that it needs boots, a coat, or to go back inside immediately. This happened to us many times in Manitoba. But our dog was born and raised in the Birch River area, an environment where adapted dogs live with extreme cold from a young age. A dog like that does not face winter the same way one raised strictly in a heated indoor environment would. Their body develops acclimation: it changes the quality and density of the coat, adjusts its behavior, improves peripheral tolerance, and regulates energy expenditure based on the environment. That does not mean they are invulnerable or that any exposure is fine, but it does mean they can tolerate very low temperatures with far more capability than people imagine.

The same thing happens at the other extreme. When we arrive in hot climates like Cancun, the opposite idea emerges: that the dog cannot adapt to the heat and that any exposure is dangerous. Again, the problem is not recognizing the real risks, such as heat stroke, but assuming that the only way to care for them is to prevent them from adapting. The traveling dog can also acclimate to the heat, provided that the process is progressive and they have access to water, shade, rest, reasonable schedules, and close observation.

Not all tolerate it equally: age, body condition, skull shape, respiratory status, coat type, and general health all play a role. However, it is one thing to respect physiological limits and quite another to raise an animal incapable of facing normal environmental variations.



Traveling with dogs should not consist of putting them in a bubble. It should consist of learning to read them. An adapted dog moves differently, seeks shade or shelter, regulates its activity, pants when appropriate, changes its rest periods, and displays clear signals when something is wrong.

The handler traveling with animals must observe more and project less. Because often, through excessive intervention, we end up blocking natural adaptation mechanisms that are a normal part of canine biology.
From a veterinary perspective, caring is not humanizing. Caring is understanding species, context, and individual. The traveling dog does not need us to treat them as a human fragile to the weather, but as a competent animal, capable of adapting if given time, experience, and the right basic conditions.



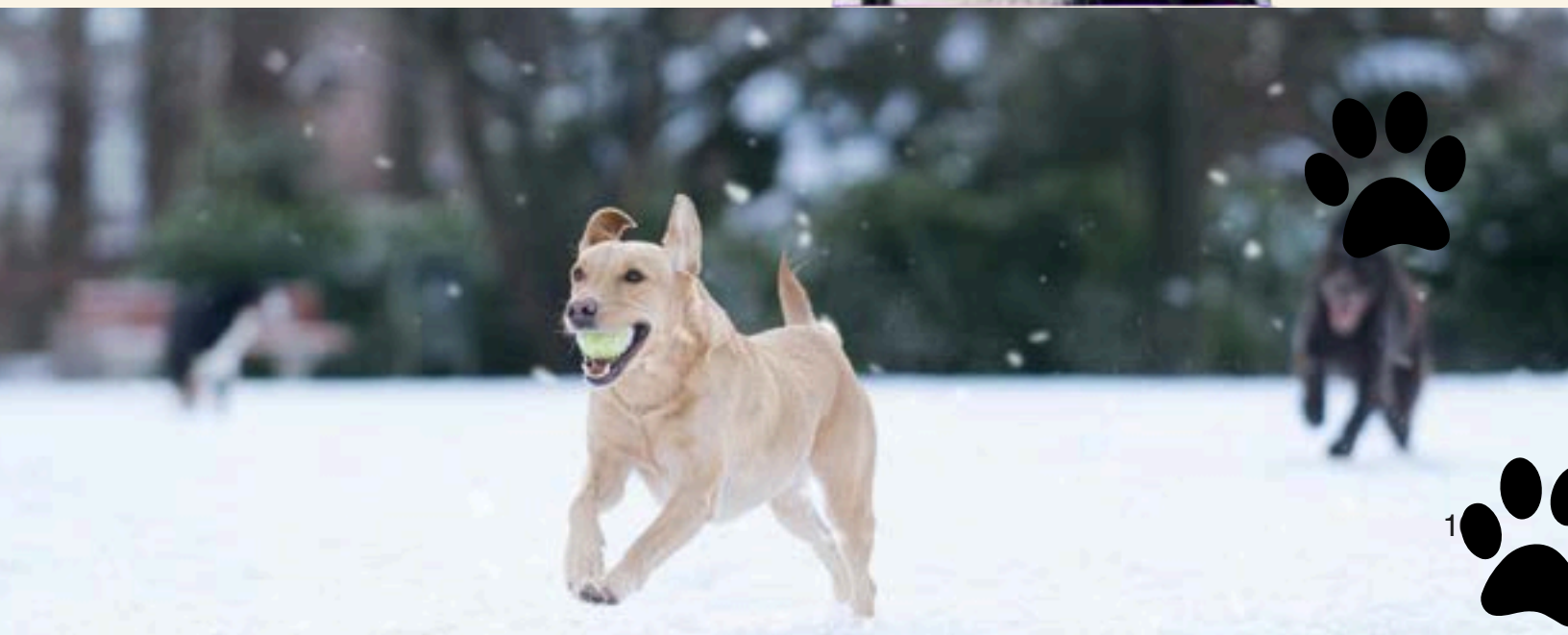
Neither the extreme cold of Manitoba nor the humid heat of Cancun are evaluated based on what we would feel in that place. They are evaluated based on the dog's physiology, life history, health status, and capacity for acclimation.

On the road, the real challenge is not overprotecting the dog, but rather accompanying them in an intelligent way. This implies observing them, knowing their normal behavior, and giving them the space for their organism to do what it knows how to do: adapt. A traveling dog does not necessarily need more accessories, but a handler capable of reading signals, adjusting routines, and understanding when they are facing normal adaptation versus when they are facing an actual problem.

From a veterinary perspective, traveling well with a dog does not mean avoiding every environmental stimulus, but managing it correctly. Many times, the greatest obstacle is not the cold, nor the heat, nor the route itself, but our tendency to turn the animal into an emotionally humanized version of ourselves. And when that happens, we stop seeing the dog for what it truly is: an organism equipped to respond to its environment, provided it is allowed to do so with time, sound judgment, and respect for its biology.








MONSTER
JAM



CAPITÁN FANTÁSTICO (CAPTAIN FANTASTIC)

- *Director: Matt Ross*
- *Reparto Principal: Viggo Mortensen, George MacKay, Samantha Isler.*
- *Duración: 1h 58m (118 min)*
- *Género: Drama / Comedia independiente*

La historia sigue a un padre que cría a sus seis hijos en los bosques del Pacífico Norte, enseñándoles tácticas de supervivencia, literatura clásica y pensamiento crítico, muy lejos de las pantallas y los centros comerciales. Es una película que te hará reír, llorar y preguntarte si la verdadera "Matrix" es esa vida tradicional.

El veredicto del viajero: 5/5 estrellas. Una clase magistral sobre el amor familiar y el equilibrio entre los ideales radicales y la realidad del mundo moderno.



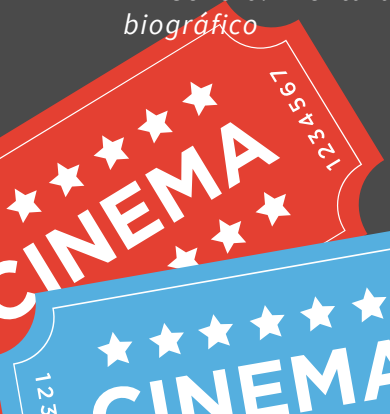
HACIA RUTAS SALVAJES (INTO THE WILD - LA HISTORIA DEL "MAGIC BUS")

- *Director: Sean Penn*
- *Reparto Principal: Emile Hirsch, Marcia Gay Harden, William Hurt.*
- *Duración: 2h 28m (148 min)*
- *Género: Aventura / Drama biográfico*

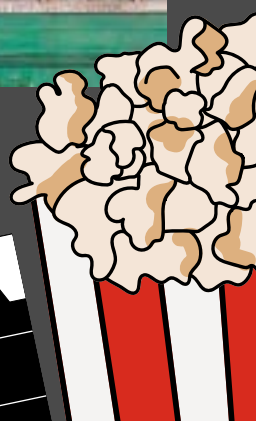
Basada en hechos reales, es el relato definitivo sobre soltar todas las amarras. Cuenta la historia de Christopher McCandless (Alexander Supertramp), un joven brillante que dona todos sus ahorros, quema sus tarjetas de crédito y se lanza a la ruta hacia la naturaleza salvaje de Alaska.

El veredicto del viajero: 5/5 estrellas. Un viaje visual y espiritual imperdible, con una banda sonora acústica de Eddie Vedder que se convertirá en la lista de reproducción oficial de tus próximos kilómetros.











Recetas Cocina en ruta

(POR FAVOR, COMPARTAN LAS RECETAS QUE MAS DISFRUTAN EN CADA VIAJE)

BANANA BREAD

INGREDIENTES

- Bananas maduras: 3 unidades (mientras más pecas tengan, mejor sabor).
- Aceite: ½ taza.
- Azúcar: 1/2 taza de azúcar blanca y ½ taza de azúcar morena.
- Huevo: 2 unidad (batido).
- Vainilla: 1 cucharadita de extracto.
- Polvos de hornear: 2 cucharadita.
- Sal: Una pizca para realzar los sabores ½ cucharadita.
- Leche : ½ taza
- Harina: 1 ½ tazas de harina de trigo (todo uso).

Debes moler (aplastar con el tenedor) las bananas agregar el aceite, la leche, los huevos, el azúcar la vainilla y mezclar todo.

luego agregas la harina, los polvos de hornear y la sal. sigues mezclando. luego lo viertes en un molde y lo pones en el horno precalentado

50-60 min a 160C°/320F°



REINVENTING OURSELVES

as many times as necessary

Macarena Orozco & Gabriel Jara





What started as a leap of faith has become our way of life and, today, our profession. Our history on the road began on the wheels of a converted school bus, a transformative stage that was captured in our book We Took the Leap Together. However, the road demanded we push further.



YouTube
@bitacoraoffroad

Some journeys are born out of curiosity, and others end up transforming into a way of life. Our story began like that of many travelers: with the drive to keep moving, discover the world, and break out of the routine. But over time, we understood that for us, it wasn't just about traveling. It was about learning to reinvent ourselves every time life invited us —or forced us—to do so.

Before becoming Bitácora Off Road, we were Modo Chilensis. That name represented the beginning of a very special stage: hitting the road carrying our roots, with that curious, relatable Chilean perspective accompanying us to every destination. It was the start of an adventure that, back then, was full of plans, dream routes, and the certainty that traveling was how we wanted to live.

But the road, just like life, always holds unexpected turns.

One of the most decisive moments in our history came when we got trapped in Canada during the pandemic, right when the borders closed due to COVID. What seemed like a temporary pause turned into an experience that forced us to stop, rethink everything, and look at our project from a different perspective. From one moment to the next, the journey changed its pace, and also its meaning.

That breaking point marked a before and after. We had to adapt, improvise, and find a way to keep moving forward, even when many of the conditions we knew had disappeared. In the midst of that process, we also experienced a very concrete loss: we lost the license plate to our bus. It might seem like a technical detail, but for us, it was much more than that. It was another blow during an uncertain stage, another sign that the journey we had imagined could no longer continue the same way.

And yet, there was something that was never lost: our traveling spirit.

Because when the original plan falls apart, the only thing truly left is the deep conviction to keep going. And that is what we did. Instead of giving up on the dream, we looked for another way to live it. We reinvented ourselves. We understood that sometimes moving forward doesn't mean insisting on the same formula, but having the courage to change it.

That is how a new stage began.

The vehicle change wasn't simply a practical decision; it was the reflection of an internal transformation. We needed to find a way to travel that was more comfortable, more functional, and more compassionate toward the life we were building. It was no longer just the two of us on the road. Our son was born in Canada, and with his arrival, the way we understood the journey, home, and the future changed forever.



Our small family was joined, of course, by our traveling tribe: our dog and our cat, inseparable companions on this adventure on wheels. So the question was no longer just how to keep traveling, but rather how to create a nomadic life that made sense for everyone. A life where movement was not synonymous with discomfort, but with shared freedom. Where the road continued to be home.

It was during that process that Modo Chilensis began to evolve into something new. The original name was no longer enough, because we weren't the same either. We had changed. We had endured. We had learned to adapt. We had experienced losses, forced pauses, new beginnings, and one of the greatest gifts of our lives: becoming parents.

That is how Bitácora Off Road was born.

Fue en ese proceso que Modo Chilensis comenzó a evolucionar hacia algo nuevo. Ya no bastaba con el nombre original, porque nosotros tampoco éramos los mismos. Habíamos cambiado. Habíamos resistido. Habíamos aprendido a adaptarnos. Habíamos vivido pérdidas, pausas forzadas, nuevos comienzos y uno de los regalos más grandes de nuestra vida: convertirnos en padres.

Así nació Bitácora Off Road.

Más que un cambio de nombre, fue una declaración de principios. “Bitácora” porque queríamos honrar todo lo vivido, cada giro, cada aprendizaje, cada tramo difícil y cada pequeño milagro del camino. Y “Off Road” porque entendimos que nuestra historia nunca fue por la ruta más simple. Hemos avanzado muchas veces fuera de lo esperado, fuera de lo cómodo, fuera de los planes iniciales. Y justamente ahí, en esos caminos menos obvios, encontramos nuestra identidad.

It was during that process that Modo Chilensis began to evolve into something new. The original name was no longer enough, because we weren't the same either. We had changed. We had endured. We had learned to adapt. We had experienced losses, forced pauses, new beginnings, and one of the greatest gifts of our lives: becoming parents.

That is how Bitácora Off Road was born.

More than a name change, it was a declaration of principles. "Bitácora" because we wanted to honor everything we had experienced: every turn, every lesson, every difficult stretch, and every small miracle along the way.

And "Off Road" because we understood that our story never took the simplest route. We have often moved forward outside of what was expected, outside of comfort, outside of initial plans. And precisely there, on those less obvious paths, we found our identity.







Today, we know that the evolution of this project cannot be told without speaking of resilience. It is about that capacity to start over, time and time again, without losing our purpose. It is about looking at a hardship face-to-face and asking: "How do we keep going from here?" Because pursuing a dream doesn't always look epic. Sometimes it looks like paperwork, losses, uncertainty, exhaustion, and tough decisions. But it also looks like love, conviction, and a deep desire to build a more authentic life.

That is, at its core, what we want to convey.

We want our son to grow up seeing that dreams don't always come true in a linear fashion, but that it is worth trying as many times as necessary. We want him to know that reinventing oneself is not a failure, but learning to respond with courage to whatever life places in front of you. That discovering new places is wonderful, yes, but that the most valuable part of the road is often the beautiful people you find along it. And that living with purpose means daring to change, to adapt, and to believe again.





That is the legacy we want to leave him: not just memories of routes, landscapes, and borders, but also the certainty that there are always new ways to move forward. That when one door closes, a different path sometimes appears. And that the true journey is not just about the kilometers covered, but about the ability to keep dreaming even when everything invites you to stop.

From Modo Chilensis to Bitácora Off Road, our story has been precisely that: a sum of transformations. A journey made of love, challenges, family, and movement. Proof that losing things along the way doesn't mean losing your essence. Because although we changed vehicles, names, and circumstances, there was something that remained intact: the drive to discover the world, to share it, and to live true to our traveling nature.

We are still here. More changed, stronger, more conscious. With a son born in Canada, a furry tribe that accompanies us everywhere, and the conviction that dreams are sustained not by the perfection of the plan, but by the persistence of the heart.

And as long as a possible path exists, we will keep writing this traveling story.















MECÁNICA DE AVENTURA

RUTA SEGURA: EL MANIFIESTO DEL VIAJERO -

Lo que revisas hoy determina dónde acampas mañana.



I. LA TRINIDAD DE FLUIDOS



Sangre de Motor
Cambia aceite y filtro antes de salir. Usa sintético para clima extremo.



El Sistema de Vida (Refrigeración)
Revisa depósito y mangueras. El calor no perdona.



Hidráulica y Frenos
Líquido nuevo si >2 años. Fatiga en bajadas es real.

II. EL PUNTO DE CONTACTO

	Componente	Qué buscar & Acción
	Neumáticos	**Desgaste irregular.** Rotación y balanceo.
	Presión	**PSI según carga.** Ajusta cargado a tope.
	Suspensión	**Fugas en amortiguadores.** Reemplaza si rebota >2 veces.
	Bujes	**Gomas resecas.** Engrasa o reemplaza.



III. EL PULSO ELÉCTRICO

1. **Estado de la Bateria:** Prueba de carga. Reemplaza si >3 años.



2. **Alternador:** Verifica carga >14V. Esencial para luces auxiliares.



3. **Iluminación:** Limpia contactos. Visibilidad es seguridad pasiva.



IV. EL "CHECK-UP" DE ESTRUCTURA

- ☑ **Torque de Pernos:** Reaprieta canastilla y soportes.



- ☑ **Limpiaparabrisas:** Plumas nuevas. Visibilidad critica.



- ☑ **Fugas Fantasma:** Limpia motor y chasis para detectar nuevas.



Nota del Editor:

"El overlanding no es una carrera de velocidad, es una prueba de resistencia. Tu taller es tu mejor aliado antes de que la señal de celular desaparezca."

LA CAJA DE HERRAMIENTAS MÍNIMA

- Multimetro
- Kit de Reparación Neumáticos (Tarugos)
- Juego de Dados y Llaves
- Lactor OBDII Bluetooth

Horoscopo viajero

Aries (21 mar - 19 abr) El Sol entra en tu casa de la energía radiante. Marte te empuja a devorar kilómetros, pero detente a cargar baterías, literales y metafóricas. Este mes, los astros aseguran que el sol brillará con fuerza para tus paneles solares. Tendrás energía de sobra para mantener la nevera fría y la música sonando fuerte mientras dominas el camino.

Tauro (20 abr - 20 may) Venus bendice tu refugio sobre ruedas. Este mes el confort y la abundancia son clave. El universo protegerá tus reservas; asegúrate de revisar tus niveles, porque las estrellas prometen que no te faltará el agua en el tanque ni un buen café para las mañanas. Encontrarás ese lugar de acampada perfecto donde podrás echar raíces por unos días.

Géminis (21 may - 20 jun) Mercurio rige tus comunicaciones y la ruta se vuelve más social que nunca. Atraerás a otros viajeros y locales como un imán. Esa fogata compartida o esa charla en la gasolinera te traerán historias increíbles, gente noble y, quizás, el dato exacto de oro que necesitabas para tu próxima parada.

Cáncer (21 jun - 22 jul) La Luna protege tu caparazón rodante. Sentirás una conexión profunda con tu tripulación y tus mascotas. La energía fluye en la cocina del camper; el fuego de la cocinilla será tu altar. Un buen guiso compartido bajo las estrellas te recargará el alma y hará que cualquier rincón del mundo se sienta como el patio de tu casa.

Leo (23 jul - 22 ago) Tu carisma rutero está en alza. Brillas con luz propia, pero el universo te enseñará la magia de la humildad nómada. Te cruzarás con almas generosas dispuestas a tenderte una mano sin pedir nada a cambio, ya sea compartiendo leña o ayudándote a salir de un atasco. El karma te devolverá atardeceres épicos y caminos despejados.

Virgo (23 ago - 22 sep) Tu mapa mental está perfectamente trazado, pero Urano trae sorpresas hermosas. Suelta la aplicación de mapas por un momento. Ese desvío de tierra que no tenías planeado te llevará directo a un paisaje virgen o al lugar más tranquilo para dormir en todo el mes. Confía en el azar del camino; la ruta sabe a dónde llevarte.

Libra (23 sep - 22 oct) Equilibrio en la balanza, armonía en la cabina. Este mes, no se trata solo de equilibrar el peso en los ejes, sino de nivelar tus tiempos. Las estrellas alinean una sincronía perfecta con tu copiloto y tu entorno. Encontrarás el balance ideal entre los días intensos de manejo y las mañanas de descanso tomando mate frente al horizonte.

Escorpio (23 oct - 21 nov) Tu sexto sentido viajero estará afiladísimo. Sabrás intuitivamente qué rutas evitar, dónde encontrar el mejor precio para el combustible y en qué pueblo vale la pena detenerse. Si se presenta un desafío, tu instinto te guiará. Tu capacidad de transformación hará que cualquier obstáculo se convierta en la mejor anécdota de la revista.

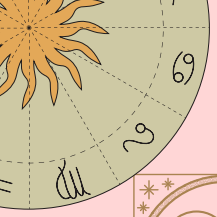
Sagitario (22 nov - 21 dic) Júpiter, el planeta de la expansión, te abre los caminos de par en par. La suerte del viajero está completamente de tu lado. Es un mes excelente para cruzar fronteras; los trámites fluirán sin problemas, las aduanas serán un trámite rápido y los oficiales te recibirán con buena onda. Acelera hacia lo desconocido, el horizonte es tuyo.

Capricornio (22 dic - 19 ene) Saturno premia tu disciplina y tu respeto por los recursos. Tu radar para encontrar lugares seguros, hermosos y completamente gratuitos donde pernoctar (boondocking de primera) estará infalible. Tu buena administración hará que este mes los kilómetros, el gas y la despensa rindan el doble de lo esperado.

Acuario (20 ene - 18 feb) La comunidad sobre ruedas acudirá a tu llamado. Las estrellas potencian tu ingenio, pero te recuerdan que no estás solo. Si te falta una herramienta, un adaptador o simplemente compañía, el universo conspirará para que otro viajero aparezca mágicamente en el momento justo. Es un mes para tejer redes y compartir conocimientos.

Piscis (19 feb - 20 mar) Neptuno te regala paisajes que parecen sacados de otra dimensión. Tu intuición te guiará a los rincones más mágicos y solitarios de la geografía. Mantén la mente abierta y la libreta a mano, porque la inspiración para escribir crónicas, tomar fotos increíbles o simplemente maravillarte con el milagro de la vida en ruta, fluirá sin esfuerzo.





Ideas de Overnight Trip Ideas

Depende del tipo de viaje, el lugar y el tiempo que tengas para programarte. En ocasiones pueden ser estacionamientos de supermercados , pero en otras puedes probar estas opciones busca en tu mapa estas caracteristicas.









El "Dark Sky" Escape: Micro-astronomía de Carretera

No necesitas un telescopio de la NASA, solo alejarte 100 km de la mancha urbana más cercana. Los viajes impulsivos de una noche son ideales para perseguir eventos astronómicos fugaces como lluvias de estrellas o conjunciones planetarias. La clave aquí es la espontaneidad logística: descarga una app de mapas estelares y busca "Dark Sky Parks" certificados. Es el escape perfecto para desconectar del ruido digital y reconectar con la inmensidad del cosmos

El"Basecamp" Fluvial: Siguiendo el Mapa Azul

A veces, la mejor ruta no es una carretera, sino un río. Identifica un punto de acceso a un cuerpo de agua a menos de tres horas de tu ubicación y conviértelo en tu campamento base. Ya sea para pescar al amanecer o simplemente para desayunar con el sonido de la corriente, el agua tiene un efecto regenerativo inmediato. Este tipo de viaje premia al minimalista: una silla plegable, una estufa de una hornilla y el silencio del bosque son suficientes para transformar una noche ordinaria en una expedición.

Cumbres de Gran Altitud: El Despertar por Encima de las Nubes

Un viaje impulsivo a la montaña ofrece la recompensa visual más alta por el menor esfuerzo de planificación. Busca el paso de montaña o el mirador más alto accesible por vehículo. Dormir a gran altitud garantiza aire puro y, con suerte, un "mar de nubes" a tus pies al despertar. Es la prueba de fuego para tu equipo de pernocta y una oportunidad para practicar la fotografía de paisaje con la luz dorada del primer minuto del día, esa que los turistas de hotel nunca llegan a ver.

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TRAVEL MAGAZINE

THANKS