
SOI News

A Newsletter for Owners of Scamp Travel Trailers

Fall 1999

ScampCamp '99

By five pm on Tuesday, September 21, everyone had arrived for the ScampCamp in Newberry, Michigan - eight Scamps total. Although there is no "official" record, ScampCamp '99 was most likely the largest gathering of Scamp Owners with their trailers in history. Fourteen participants and two dogs (our mascots; Vanilla and Tasha) were ready for a 5-day adventure in Michigan's eastern U.P.

As you might guess, if you know anything about Scamp Owners, the first order of business was an inspection tour of each Scamp - two 13 foot, a 16 foot and five 5th wheel models. Differences between various models and years, along with any neat modifications or additions, were topics endlessly discussed. By 7 pm the excitement had dwindled enough so the group could gather for a hot dog/brat roast followed by the ritual campfire chat. As expected, these campfire gatherings turned out to be a regular nightly event.

Wednesday morning offered a fine

fall day for our trip to Tahquamenon Falls and Whitefish Point. Upper Tahquamenon is one of the highest waterfalls west of Niagara Falls and made a dramatic setting with the red and gold leaves of the early fall colors. Shortly after noon, we gathered at the lower falls for a picnic lunch along the Tahquamenon River.

and seagulls. We capped off this remarkable day with an outstanding dinner of whitefish, barely out of the cold waters of Lake Superior. According to the cook, "if they were any fresher, they would still be swimming."

An overnight rain and cooler temperatures didn't dampen anyone's enthusiasm for Thursday's drive to Sault



ScampCamp '99 Campers L-R: John Haag, NY; Allen/Hazel Jeffery, MI; Merle/Beverly Lilly, FL; Doug/Ginny Smith w/Tasha, MI; Arlan/Barb Hogsett, CO; Bruce/Tena Milne, NY; Rod/Sharon Cranson, MI; Lloy Bishop, CO.

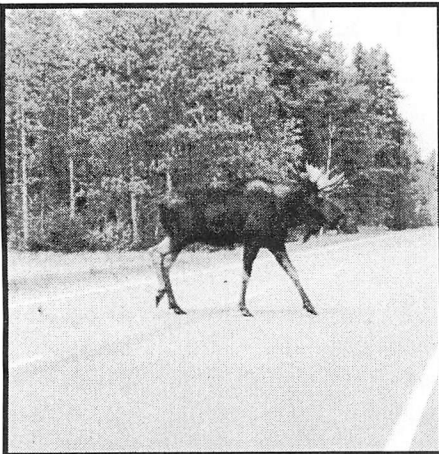
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After leaving the falls, the high point of the day (and perhaps the entire camp) occurred a few miles west of Paradise. A massive adult bull moose posed along side the highway before nonchalantly ambling across the road directly in front of us. Getting this huge wild animal to perform in this way was difficult, but it came off nicely!

Whitefish Point provided numerous opportunities - the Shipwreck Museum, a light station, the bird sanctuary and, of course, a great stretch of Lake Superior shoreline - complete with waves, sand

Ste Marie and a multitude of attractions. The Soo Locks on the St. Marys River allows the huge lake freighters to move between Lake Superior and the lower Great Lakes. We had just enough time to check out the Soo Locks Visitors Center before climbing the viewing stands to watch the Edwin H. Gott move into the Poe Lock heading for Lake Superior. At more than 1,000 feet long and over a hundred feet wide, this ship seemed to completely fill the lock as it rose over twenty feet to the upper lake's elevation.



A huge Michigan bull moose ambles across M-123 near Paradise, MI. He seemed to perform just for our group.

After a great lunch at the Ojibwa Hotel, we drove out to Point Iroquois Light Station where it hugs the Lake Superior shore along the base of Whitefish Bay. The first light here was completed in 1857 and, with subsequent additions, served one of the most dangerous sections of Lake Superior until decommissioned in the early 1960's. Fortunately, the U.S. Forest Service has refurbished Point Iroquois Light Station and opened it to the public. Now, we can step back in time to see how light keepers and their families lived in this remote part of Michigan's U.P. and climb the 72 steps to stand where the light shown out to warn ships as they headed into the St. Mary's River and the Soo Locks.

Friday found us heading for Munising and the Pictured Rocks National Lakeshore. Our first stop was Miner's Castle. It's a massive "sea stack," the relic of the ice age resting on five million year old sandstone cliffs which form the main attraction of the park. A short drive into town brought us to the Miss Munising tour boat just minutes before its scheduled departure to examine three shipwrecks lying on the bottom of the harbor. After another seafood lunch at a local eatery, we were on our way to the old Munising Coast Guard Station to check out their display of a life saving boat. This facility was

constructed in the 1930's at Sand Point but now serves as headquarters for Pictured Rocks National Lakeshore. Munising Falls, tumbling dozens of feet over the sandstone cliffs at the head of a deep winding valley, was our last stop for the day.

The last evening around the campfire was even better than the previous nights. Everyone had enjoyed several days of scenery, fall colors and, most of all, the companionship of new found friends. Arlan and Merle's stories kept us all laughing each evening and who didn't find Doug's experience raising and racing sled dogs most fascinating? The opportunity to see and talk with Scamp Owners about one of their most prized possessions was much more exciting than anyone ever imagined. And, of course, Beverley's bottle of Michigan maple syrup will live on forever - even if she never gets to make us pancakes at ScampCamp 2000 at Highlands Hammocks next January.

From The Editor's Desk

It's Time to Move Ahead - As I have noted in previous issues of the *SOI News*, the reason for establishing the newsletter was to learn how much interest existed in a Scamp owners group. So far, things seem to be going well. What would constitute "success" in this matter? Would a membership of 100 be enough? Or would it require 200? Perhaps even more would be necessary?

But wait, let's not get ahead of ourselves. There is something to be said for "slow" steady growth in such an endeavor as we are discussing here. As this issue is placed in the mail, it is going to about 125 Scamp owners. That

number is an increase of about 90 since the first issue was mailed in early May - a growth of about 300%. Now, doesn't that sound quite impressive?

Another aspect that speaks loudly for the formation of a Scamp Owners group is the steady interest received to date. I get several inquires every week asking about the newsletter, sometimes more than one a day. Many of these arrive via E-mail, a very convenient and economical method of handling requests. Campfire discussions at ScampCamp '99 also provided much encouragement to move ahead with an organization of Scamp Owners.

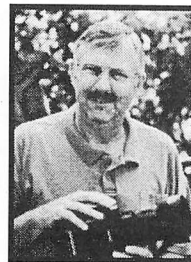
After evaluation of all the information I have received to date, it has become more than apparent that a Scamp Owners group is viable. To that end, I have decided to move ahead with such an organization. The following article outlines the initial effort - I hope you will join and support this effort by returning your comments, suggestions, and Charter Membership Application.

Rod

Charter Membership

As I have mentioned to many of you, my original thoughts concerning the newsletter was to learn if there was significant interest to establish a group of Scamp Owners. With over a hundred twenty-five names on the *SOI News* mailing list, I have concluded there is adequate interest to establish such an organization. An application to become a Charter Member of Scamp Owners International is enclosed for your consideration.

If you have been receiving the newsletter, your Charter Membership Application will be partially complete. It reflects the information about you and your Scamp that has been provided to date. Please check it for accuracy, make any corrections, and complete the sections that are blank before returning it



Rod Cranson
Editor

with your membership fee in the enclosed envelope. Also, I would encourage you to make any additional comments and/or suggestions you may wish to add.

Finally, I have enclosed an additional Charter Membership Application in the event that you know of another Scamp Owner that may be interested in joining our group.

Destinations

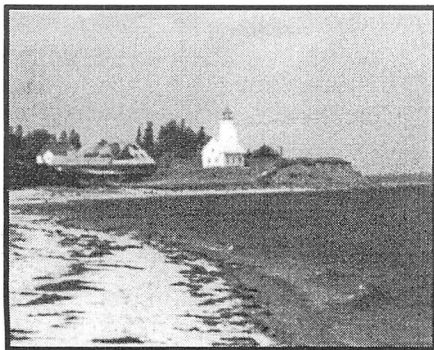
Scamping to Canada's Prince Edward Island

by Bruce Milne

Prince Edward Island is one of the Maritime Provinces of Canada. It is situated 9 miles off the Atlantic coast of Canada. Only 139 miles long by approximately 25 miles wide (at the widest point), it is a place we have returned to visit many times, because it is truly a land of enchantment.

Lucy Maud Montgomery's book, *Anne of Green Gables*, pushed the island into the public's eye, and as a result tourism is a major island industry, along with farming and fishing.

Before you visit the island, it is strongly recommended that you view the video movie "Anne of Green Gables" filmed in 1985 and starring Megan



The lighthouse in Panmure Island Provincial Park captures the scenic nature of Prince Edward Island.

Follows, Colleen Dewhurst and Richard Farnsworth. It truly captures the "spirit" and magic of the island. Viewing the film will greatly add to your enjoyment of the island when you visit.

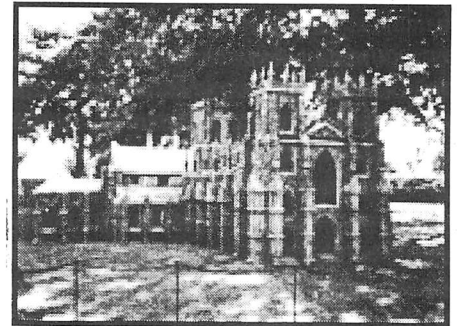
From our home in upstate New York, Prince Edward Island is approximately a 2 to 2 1/2 day trip. For many years the only access to the island was by ferry, and when we first visited the island in 1963, we had to back our travel trailer on to the ferry. Not fun!! Now there is a wonderful bridge (Confederation Bridge) that spans the 9 mile distance of the Northumberland Strait.

Once you arrive on the island, there is much to do. Festivals are held on the island just about every weekend of the summer months. To get a wonderful information packet about Prince Edward Island, campgrounds, maps, etc., call 1-888-PEI-PLAY, or contact their web site www.peisplay.com, or e-mail a request to tourpei@gov.pe.ca.

We have traveled to all corners of the country in our 1981 13' Scamp, but Prince Edward Island (PEI) continues to draw us back about every other year. It is a wonderful place to relax, get away from the hustle and bustle, and see a part of Canada that has remained relatively unchanged over the last 100 years.

The Mi'kmaq Indians first settled the island and called it "Abegweit", which means "land cradled in the waves." The French explorer, Jacques Cartier explored the island and declared "the land was the fairest to be seen." With a population of approximately 136,000, the island has maintained its country charm. With the exception of a five square mile area around the town of Cavendish (center of Anne of Green Gables activity), the island remains pretty much as it was many years ago.

Beautiful beaches abound! A definite "must see" is Prince Edward Island National Park, just outside of Cavendish. Take the drive to the end, and stop and stroll on the many deserted beaches and coves. The swimming is great. Warmed by the Gulf of St. Lawrence, the ocean is



This scale miniature castle at Woodleight Replicas is typical of many models of famous English buildings.

usually a constant 72 degrees (F). If you are lucky, you may witness the local residents harvesting Irish moss, which usually drifts in to shore after a storm. Large work horses dragging a crude board behind, march through the water gathering the moss, which is used to make a wide variety of items from tooth paste to ice cream. Another interesting tourist attraction is the Woodleigh Replicas, located near Kensington. The founder of this beautiful site spent his entire lifetime constructing in miniature the great buildings of England, including a replica of Buckingham Palace that you can walk through. The workmanship is phenomenal. Surrounding the many buildings, are beautiful English gardens.

In Cavendish, you can visit the Anne of Green Gables house, play a round of golf on the Anne of Green Gables golf course, or visit several amusement parks in the Cavendish area. Over the years, Cavendish has become somewhat commercialized, although not as bad as many of our more touristy areas in this country. There are several private campgrounds in this area, if you wish to stay in the Cavendish area.

When you send for your PEI tourism package, ask for the provincial parks campground booklet. There are many provincial parks on the island, with spectacular views of the ocean (but not many trees). Prince Edward Island National Park has many campsites, but it is often full. We prefer to stay at a private campground in South Rustico

called Cymbria Campground. It's a wonderful campground with a view of the ocean, a pool, miniature golf course and public golf course just down the road. It's extremely quiet, and a wonderful place to "unwind."

There are bicycle tours, boat tours, deep sea fishing, festivals of all kinds (Celtic music in particular), along with many other activities, and, they are all described quite well in their free tour book package. One of our favorite activities is to just jump in the car and go off for a day's drive along the many "trails" marked on the map, such as the "Blue Heron" scenic drive, the "Lady Slipper" scenic drive, "King's Byway" drive, etc. You will see many wondrous sites such as cows grazing on "prime" water frontage, fishing villages that look pretty much as they did 100 years ago, and neat farms, meticulously kept. There is a lot of iron in the island soil, so the predominant color of the land is RED!

Charlottetown is the capital of PEI, and a beautiful city. They have completely rebuilt the waterfront area, and it's a delightful walk through the little shops that circle the marina on the waterfront. Panmure Island Provincial Park features one of the prettiest beaches on the island, as well as a lighthouse. Pt. Prim Lighthouse is another interesting lighthouse, and is the only round brick lighthouse in Canada. If you like lobster, PEI has many great restaurants, including the famous "Fisherman's Wharf" restaurant in North Rustico, just a few miles from Cavendish.

In summary, if you are looking for an "unspoiled" part of the world to visit, with great beaches, beautiful scenery, PEI is worth considering. We generally take the Maine turnpike all the way to the end, cross into New Brunswick at Houlton, Maine, and pick-up route 2 which follows the beautiful St. John River across much of New Brunswick. While you're in the area, stop at Hopewell, New Brunswick, at "The Rocks" Provincial Park, and watch the

tides change (a 54 foot change) over four hours. Also, a trip around the Cabot Trail in Nova Scotia is not too far out of your way, while you are in the area. Gasolene may appear to be expensive, but when we were in PEI this summer (1999), we got 45% on the dollar, so a \$20 campground only cost us about ten dollars. Hope to see you there sometime. This would be a great place to have a "ScampCamp!"

Editor's Note: Bruce & Tena Milne split their time between a home in Penn Yan, NY and a Florida park during the winter when not traveling in their Scamp.

On The Cutting Edge

Technology has offered many new innovations to assist with the day to day operation of a recreational vehicle. Using solar energy is one of these gaining a foothold with many RVers. When sunlight falls on certain materials, some electrons are excited, freed from the atom, and are able to move (known as the photovoltaic effect). Such a "stream" of moving electrons is commonly called electricity and can be used to do useful work. With a recreational vehicle this electricity can charge a storage battery used to power the electrical needs of the RV.

Direct current electricity (current moving in one direction only) is produced by solar panels built of many "cells" composed of certain material, for example the element silicon. Although the photovoltaic effect has been known for over a hundred and fifty years, it has only been in the last few years that efficient solar panels have been available. Using a series of solar panels designed especially for use on RV's, it is now possible to provide much of the electrical power required, especially in areas with abundant sunshine.

There are several types of solar panels; Concentrators, Crystalline Silicone Flat Plate Collectors, and Thin Film Systems. Only The Crystalline

Silicone and Thin Film types are adaptable for use with recreational vehicles. As usual, there is a trade-off in the selection of either of these types. Crystalline Silicone is the most efficient but also is the most costly. Another disadvantage is their rigid structure compared to the Thin Film Systems. Even though less efficient, the Thin Film Systems are flexible and can be used on curved surfaces.

It is not possible to use the electrical current produced by solar panels directly, the amount is too small. Batteries are necessary to store the electricity produced and are just as critical as the solar panels themselves. It is best to use deep cycle or marine batteries because they can withstand frequent deep draining and recharging.

You must keep in mind that solar power is produced slowly and best used for long duration low power loads. It isn't available 24 hours a day and batteries must be used to store the energy generated. In addition, an inverter is necessary if you wish to convert the DC power saved to AC electrical current that most uses need. Solar panels and the electricity they generate may be an option if your philosophy is that electrical power is a luxury to be enjoyed when available, but not an absolute necessity. When all the costs of using solar energy is considered, you'll likely find it will take a long time to achieve breakeven compared to other energy sources.

For additional information on solar energy, solar panels, and batteries, try the following web sites:

www.Siemens.com

www.unisolar.com

www.westmarine.com

NPS says "NO!"

Since the National Park Service (NPS) was established by Congress in 1916, their basic philosophy has been to encourage access to the areas they

manage. As some have noted recently, our national parks have become too successful with this approach. Now, it appears, the NPS is starting to restrict certain activities or offer alternatives to traditional travel arrangements in some parks. Here are a few recent reports illustrating this trend.

Restriction of Private Vehicles: In some of our most popular parks (Yosemite, Grand Canyon) the amount of traffic has become a serious problem. Plans are being developed to remove private vehicles from the popular areas of the park. Visitors will have access via various forms of mass transit like light railroad, trams and traditional railroads. Winds of Change, an article in the July '99 issue of *Highways* by Russ and Tina DeMaris, discuss plans for Grand Canyon National Park. Similar plans are under consideration for Yosemite and other national parks.

Personal Water Craft: A recent report by the NPS proposed rules to restrict personal water craft (PWC) in 25 national park (areas?). Apparently, Voyageur National Park in northern Minnesota has banned all such PWC on federal water. This matter has been a problem for many areas and we will likely hear more about this in the near future.

Alternate Transit: Acadia National Park along the Maine coast has

introduced an alternate way to travel around the island. Visitors may elect to leave their RV's or cars parked and ride a 28 passenger propane-powered bus along one of six routes that compose the park's Explorer transit system.

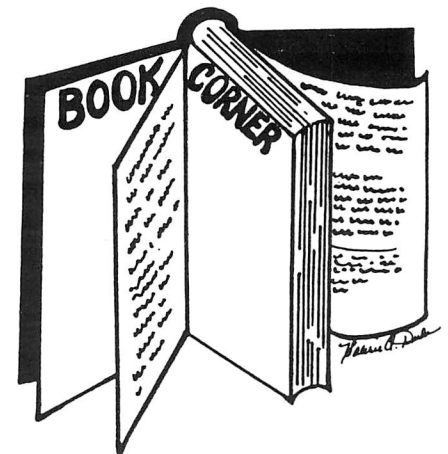
Rock Climbing: The NPS has also started to regulate rock climbing at a popular site in southern California, Joshua Tree National Monument. New rules will restrict techniques and type of equipment that can be used in this sport.

Caravans

Looking through RV magazines yield many opportunities to join a travel caravan headed for any number of destinations. How do you decide which one to select in addition to the itinerary published by the company. Here are some factors to consider.

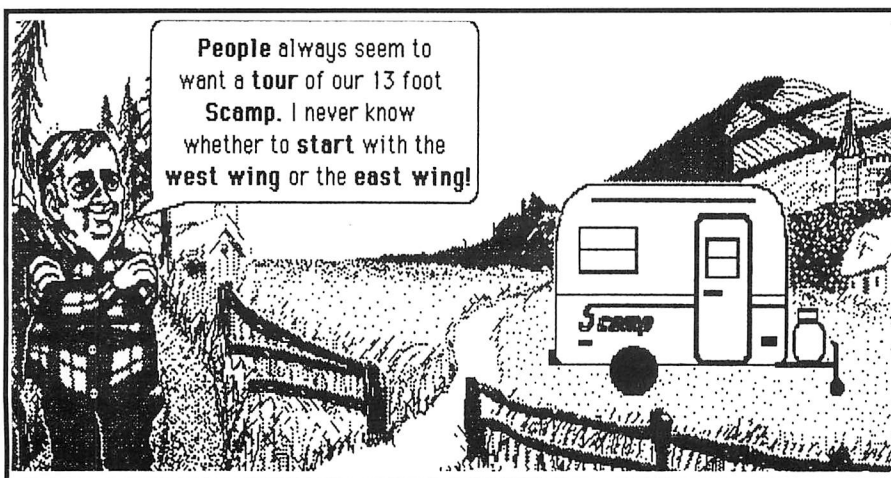
- A professional run operation will know how to deal with the difficulties related to traveling. This is especially important for those new to traveling in an RV in an unfamiliar area or a foreign county.
- A comprehensive operation will handle all details related to the trip, relieving you of the usual day to day concerns associated with visiting a new region.

- A well organized caravan operation will have plans for unexpected events; breakdowns, illness, special needs of participants, weather, road conditions, etc.
- New friendships will be encouraged during the caravan by careful planning of social activities.
- Well run Caravans will be limited in the number of participants allowed to provide the best possible experience.
- Experienced leaders will be assigned to organize and serve during the trip and a complete travel guide should be available to each participant.
- Ask for a few participants that you can contact as references for a particular caravan.



10 Minute Tech - The Book, Bob Livingston, Editorial Director, etal, 1999, © Trailer Life Enterprises, Inc., ISBN: 0-934798-59-1, price \$18.98 (including postage and handling).

Looking for a whole bunch of useful hints and techniques to "customize" your RV? If so, you may find this reference useful. It contains "More than 600



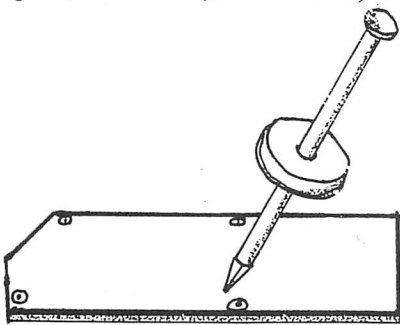
A special thanks to Bruce Milne for this cartoon.

Practical and Money-Saving Ideas from Fellow RVers!" Six hundred seventy-one by actual count. Editorial Director, Bob Livingston, has organized this massive collection of tips contributed by RVers from across the country into fourteen categories ranging from Accessories to Towing and everything in between. Many are illustrated with drawings or sketches that help in understanding the idea.

Here are a couple real short examples to whet your appetite:

From the section labeled MAINTENANCE: *Easy Vent Cleaning*. If you have a problem with leaves and debris getting onto the screens in your roof vents, use a hair dryer - set on cool - to blow through the screens. The "forced" air will blow away the debris. No ladders, no climbing, and it works like a charm.

And from the IN CAMP section: *Nailing It Down*. Many of us use indoor/outdoor carpeting at the entrance to our RV's, particularly when parked on grass or dirt. However, the wind often blows the carpet away from the door. To stop this problem, use four to six 35mm film-container caps and the same number of 20-penny nails. Pierce (drill or punch) the center of each cap, and then hammer the nails into the ground through each corner of the carpet. You may want to install additional hold-downs around the edges. (Hal Cubberley, Live Oak, FL)



A word of caution should be considered, however. Since most RV's are larger with many features not found in smaller rigs, many/most of the items presented do not apply directly to small

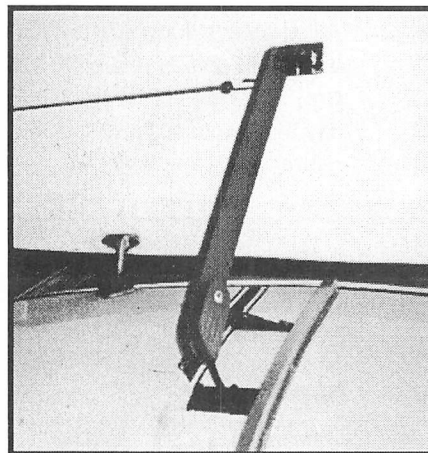
units like Scamps. On the other hand, the creative thinking is there and may serve as a starting point for other ideas that will be useful. Look at it this way, if one technique described in the *10 Minute Tech - The Book* can be applied to your trailer, it could easily pay for this neat reference. In any event, it makes interesting reading. (Norman Latter, Hemet, CA)

K R. Cranson

Editor's Note: Have you discovered a good book on RVing that you would like to share with other Scamp Owners? Why not put together a little review for the SOI News to let members know about it's highlights?

Modifications - Additions

Ray Davis from Greensboro, Maryland, has solved a perplexing problem associated with Scamp's door during a rain. As you undoubtedly know, with all the windows and vents closed due to rain, it can get pretty uncomfortable inside your Scamp.



Raymond Davis' custom built Scamp Door Holder.

See insert for construction details.

Having the door open is a great advantage, but if you use the latch to hold it against the trailer's body the

inside fabric on the door gets wet. Ray has solve the problem by designing and building a "Door Holder" that secures the door in an open, and dry, position under the awning. Check out his easy to construct addition detailed on the inclosed Scamp Modification Sheet.

WWW.On-The-Net

Here are a couple websites you may find interesting - check them out.

In Scamping to Alaska at www.afcon.net/~bmilne/alaska/alaska.htm SOI member Bruce and Tena Milne describes and illustrates their 1996 trip to Alaska. There are many great images from Glacial National Park, the beautiful parks in western Canada, their trip on the Alaska Inland ferries and Alaska itself.

Recreational Opportunities - A new website will help you find locations for all sorts of recreational interests from a data-base of more than 1,800 federal recreation areas. The site, www.recreation.gov, is a joint project of the U.S. Forest Service, National Park Service, Bureau of Land Management, U.S. Fish and Wildlife Service, U.S. Army Corp of Engineers and Federal Highway Administration. It displays a list of 23 activities such as RVing, driving tours, camping, boating, fishing, hiking, historic sites and many others. Simply pick a state and click on a selection to get at links and phone numbers for the desired information, including maps. In addition, links to the federal reservation system for over 40,000 campsites and other facilities are included. (as reported in the September '99 issue of *Highways*)

Scamp Trailer Door Holder

(Modification Sheet # 2)

If your Scamp Trailer is equipped with an awning you have probably discovered that while the awning gives good protection to the door opening when it rains, the door itself has no protection if hooked open against the trailer. If the door could be held perpendicular to the trailer side it would be under the awning and thus protected from the weather in a gentle rain. This would be very desirable when the air is hot and humid and most of the windows and roof vents must be closed.

As shown in the photograph, I have devised a bar that will hold the door in this desirable position. This is my first unit, perhaps it can be made more simply with different materials. What follows is a description of its construction.

See Figure 1, an engineering drawing of the unit. The required materials and hardware follows:

1. Wood piece approximately 20" x 1 3/4" x 3/4"
2. Wood piece 4" x 1 3/4" x 3/4"
3. Heavy Wire piece 8" x 1/8" diameter (stiff coat hanger will work)
4. Screws: 2 - #6 x 5/8" long
5. Screw Eyes: 2 - 1/2" x 3/4" long
6. Carriage Bolt: 2" x 3/16" long w/ washer and wing nut
7. Shock cord about 18" long

Construction

Step 1. Cut the longest wooden piece as shown in the drawing. Round off one end to a convenient radius and angle as shown using a coping saw, saber saw, or disc/belt sander as I did. The other end (A) should be cut to a 50 degree angle.

Step 2. Cut the short wooden piece to the size and shape shown. The curved end (B') should match the curvature of the end of piece 1 (B) and the other end can have any convenient radius.

Step 3. Using the stiff wire, fabricate the "T" piece as shown. This can be done using pliers or pliers and a vise. (Note: this item corresponds to the shape of the similar door catch already mounted on the side of the Scamp and must be the same size).

Step 4. Trace out the shape of the stiff wire "T" onto the long wood piece at end (A). Using a suitable spade drill bit or hole saw of suitable diameter, cut out the depression approximately 3/8" deep. Use a knife or chisel to cut out the passage from the depressed hole to the end surface. Using the #6 x 5/8" screws attach the "T" piece to the end (A).

Step 5. Trace out the shape of the "T" shaped door holder already mounted on the trailer side wall onto the end of the long wood piece. Note that the centerline should make an angle of 130 degrees with the edge of the wood piece. Use a router or chisels and drills to cut out the indicated depression 3/8" deep. Make certain that it is a snug fit.

Step 6. Drill the 3/16" hole through both pieces of wood as shown and assemble with the carriage bolt, washer and wing nut.

Step 7. Insert the two eye screws as shown. The one at end (B) is used to hang up the holder when not in use. A shock cord can be attached to the eye screw at end (A) with the other end of the cord attached to the bottom of the door to keep the holder in place during wind gusts.

Note: The completed unit can then be varnished or painted as desired.

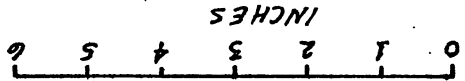
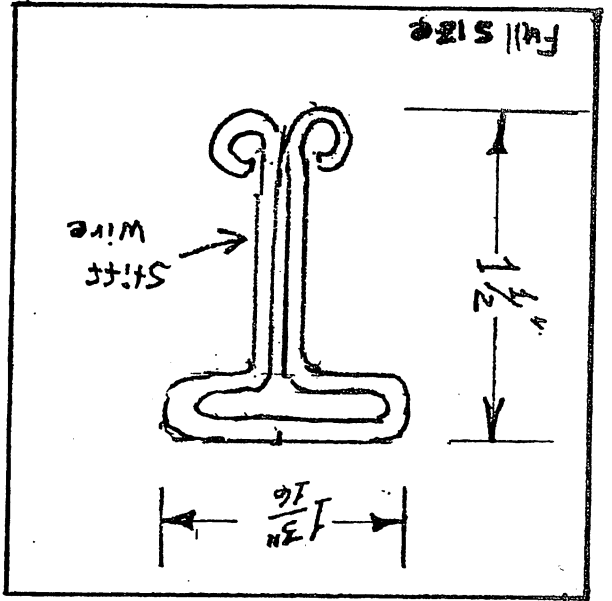
Designed by: Raymond T. Davis, Jr.

25660 Brookwood Rd., Greensboro, MD 21639, (410) 482-2393, E-mail:

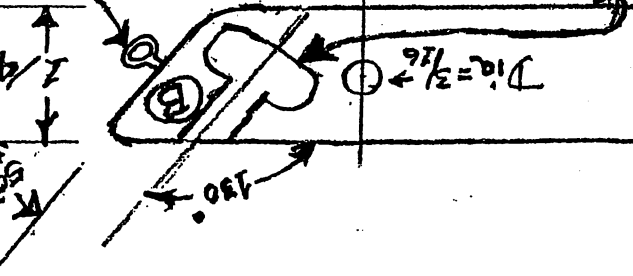
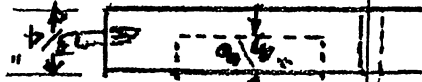
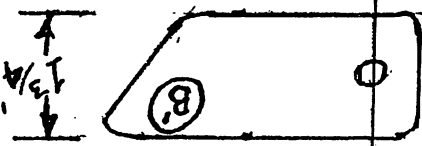
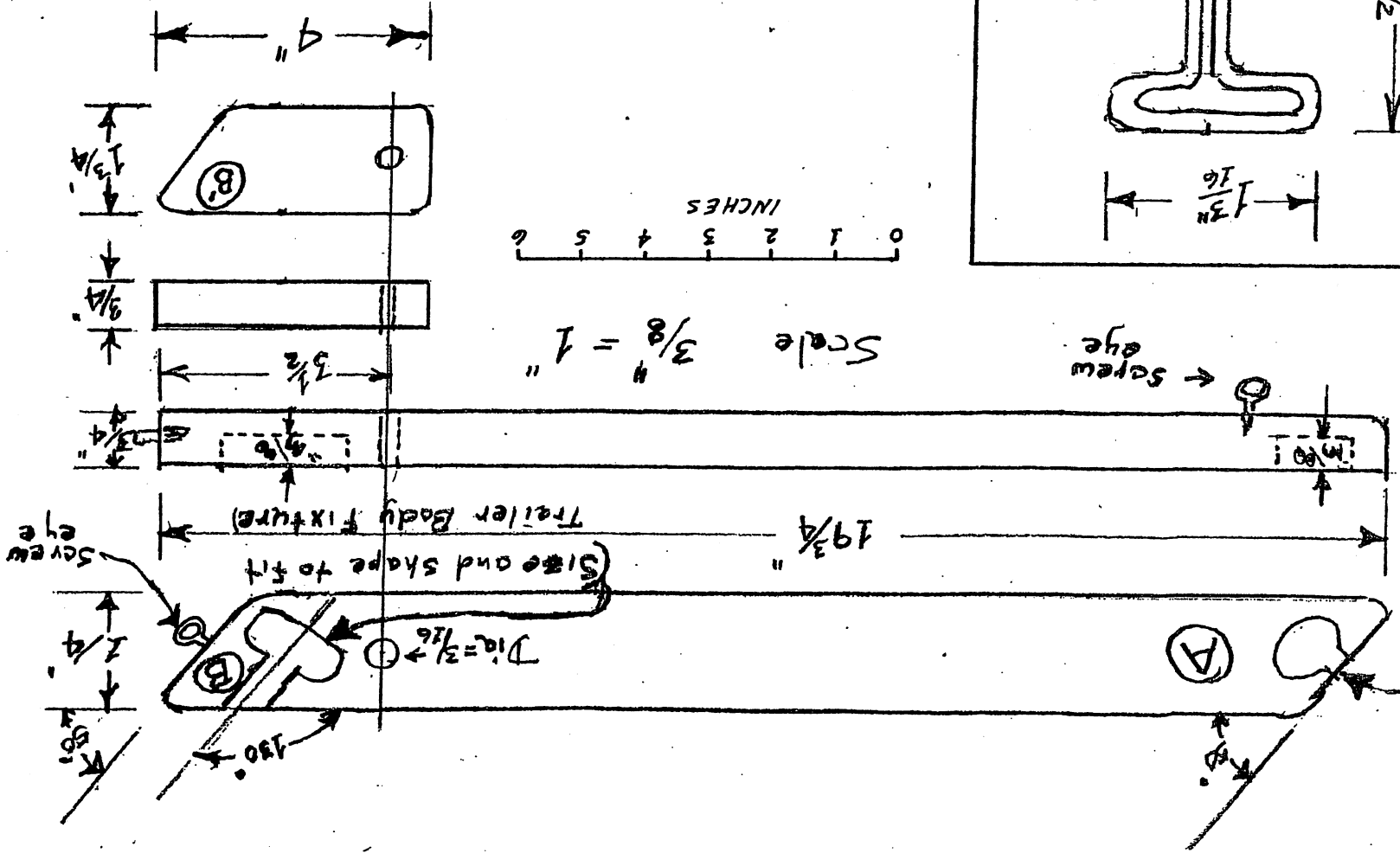
Raymond T. Davist Jr.

August 5, 1999

Door Holder
(Holds Scamp Trailer
Door Perpendicular
to Trailer Body)



Scale $\frac{3}{8}'' = 1''$



Screw eye

Screw eye

A

Trailer Body Fixture

(Size and shape to fit)

Dia = 3/16

R 150

1/4

1/4

3/4

3/4

1 3/4

4

Scale

$\frac{3}{8}'' = 1''$

Full Size

Stiff Wire

1 1/2

1 3/16

INCHES

0 1 2 3 4 5 6

Screw eye

Screw eye

A

Trailer Body Fixture

(Size and shape to fit)

Dia = 3/16

R 150

1/4

1/4

3/4

3/4

1 3/4

4

Scale

$\frac{3}{8}'' = 1''$

Full Size

Stiff Wire

1 1/2

1 3/16

INCHES

0 1 2 3 4 5 6



John Haag's 13' Scamp with his black spare tire cover and bumper extension.

I think an owners' newsletter is a great idea. I would certainly enjoy reading about improvements and modifications that fellow owners make. About three years ago I wrote to Scamp suggesting just this thing, as well as a Scamp get-together at a campground near their factory (central location). (It would be) a great opportunity for Scamp to showcase their new models or hold special tours of their factory. I even sent them pictures of some of my modifications. I never heard from them or even that they got my letter.

It was great getting your second issue of the *SOI News*. I so seldom see a Scamp (out) this way (and) it is nice to know I am not "alone."

My scooter club newsletter is for a certain model Honda scooter. (each issue contains) a maintenance section, anything new from the factory, worthwhile accessories (custom review),

trips taken, unusual uses, amazing feats and an update of new members. We have a national rally get together every year. I was surprised some (members) actually didn't live that far from me. I have signed-up three new members (they had no idea a club even existed) so far just by carrying a form with me. I think you are on the right track to a national organization (for a Scamp group). **John W. Haag, Caledonia, NY**

Editor's Note: John has installed a center brake light and an extension on the bumper of his 13' model to protect the spare tire. He also used vinyl spray paint to change the spare tire cover to black - a nice contrast to the white trailer.

All our experiences have been great with our Scamp. We enjoy going to the Oregon Coast in the Wintertime. When it is cold and foggy here in Medford (Oregon), it is sunny and warm at the coast. . . . We live 82 miles from Crater Lake (National Park), there are so many great places to visit between Medford and Crater Lake. . . . We would enjoy a ScampCamp here in Oregon. . . I fabricated a removable rack with metal box for a 650 watt Honda Generator. Also a place to store leveling blocks. . . We pull our 16' Scamp with a 1988 Cadillac Sedandeville and don't know it is behind us. **Leon & Janice Greisen, Medford, OR**

Got the newsletter in today's mail. Looking forward to more news. We have the 16' trailer. I can only tell you that my enthusiasm for my Scamp seems to increase. We will celebrate its 10 year birthday on July 11, 1999.

We have towed it almost 70,000 miles and spent about 475 nights in it. My wife (Jackie) says that if I would take care of things around the house like I do in the Scamp, it would be great. **Jack & Jackie Shapiro, Augusta, GA.**

Questions & Answers

As Scamp owners respond to the *SOI News*, many comments and questions are included in their communications. Here are a few:

Bob & Carolee Anderson (Old Lyme, CT) offer the following comment: feature a "Dear Eve" section to include recommendation to Eveland's Company on modifications, changes or additions they may wish to consider when building new Scamps. Here are some examples; 1) decorative trim on side of trailer to include the door face, 2) modify awning installation to prevent water from running down side of trailer, 3) use a positive locking, flush mounted door handle (truck type). Bob also suggested a number of catchy titles for the newsletter - what do you think? Should we look for a new name for the *SOI News*? Perhaps a contest to select a name?

Editor's Note: Doug & Ginny Smith from Garden, MI, have developed a solution to the awning-water problem for their '99 16' Scamp. Perhaps Doug will tell us about it in a future issue?

From **Russ & Jean Joly** from Monroe, MI: "What would you do if you were buying a Scamp for the first time? What advice would you have to offer for that first-time buyer? What would you add or take off (in the way of options)?"

From **Bill & Grace Smith**, Massapequa, NY, ask: 1. "Has anyone experienced flame out when the furnace was facing a moderate or strong wind? And, what is the solution to this situation?" 2. "Has anyone examined the prospects of using solar generated electricity to charge batteries?" 3. "Who is familiar with weather radios and what brand is recommended?"

If you have questions or answers to questions presented, please contact the editor.

For Sale/Wanted

For Sale - 1992 Scamp 16'. One owner in very good condition and ready to go. Has refrigerator, stove & furnace, toilet, water storage & pump, screen door. \$5200. **Robert Hall**, 718 NW 1st Ave. Grand Rapids, MN 55744-2622. 218-326-5934, E-mail: bandd@uslink.net

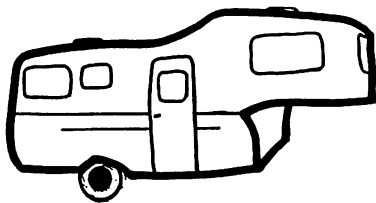
For Sale - 1996 13' Scamp. Contact **Greg Gaston**, HCR 70 - Box 695, LaPorte, MN 56461-9525. Ph: 218-224-2272, E-mail: gaston@northernnet.com

Wanted - 16' Scamp (or 17 foot Casita). Contact **Jim Kramme**, 418 Atlantic City Ave, Grover Beach, CA 93433. E-mail: JRKAMME@aol.com

Wanted - 13' Scamp in good condition, age unimportant, but must be road worthy. Contact **Donald Traves**, P.O. Box 2114, Winter Haven, FL 33883-2114. Ph: 941-298-0537, E-mail: wb4cvh@itlink.net

Wanted - 5th Wheel Scamp. Contact **Carl Epley**, 30 Mallard Point, Dublin, VA 24084. Ph (540) 674-8336, E-mail: epley@vt.edu Carl has never seen a Scamp, any SOI member in his area that would be willing to "share" your Scamp with him would be greatly appreciated.

Note: If you are looking for a Scamp, or any other RV, and have access to the internet, try the following ULR: www.traderonline.com/index.shtml Tom McClusky sent this info and when I checked it, there were six Scamps and a Scamp-like RV listed. It's a great site, give it a try!



The Fifth Wheel

Profile - Merle and Beverley Lilly of Sarasota, Florida, have had their 5th

Wheel Scamp since April, 1993. Since that time, it has been on the road to many locations across the United States and Canada. In 1995 Merle hooked up the Scamp and loaded his canoe for a four month fishing trip to Alaska. Last year the destination was Labrador and Prince Edward Island in Canada. The Lilly's worked into their Scamp naturally as they camped in a 13 foot Bolen before buying their 5th wheel.

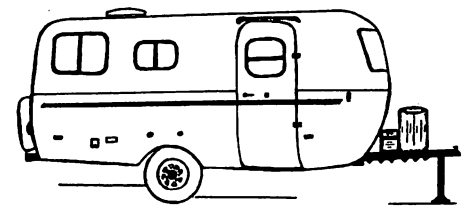
Up until a few years ago they also traveled in Merle's plane, an Emeraude home built. The construction required ten years and only recently was sold due to health problems. Many of their trips, both with their travel trailers and plane, were to the Sun-N-Fun Air Show in Lakeland, Florida. Merle has won a number of rewards at the meeting and served as a volunteer for many years. This year he was honored with a plaque for 25 years of attendance.

The Lilly's traveled nearly 1500 miles to attend ScampCamp '99 in Michigan's eastern U.P. Merle has completed many modifications on his 5th wheel Scamp that he shared with the other participants. Perhaps even more interesting was Merle's stories that recount his experiences during years of flying, traveling and working with boats. Beverley and Merle have shared nearly sixty years of marriage - a really great couple.

Like most Scamp owners will testify,

the Lilly's tell of the interest their Scamp creates wherever they take it. According to Beverley, "We've seen many Scamps - people have stopped to look inside, even when we have it at home getting ready to go camping." Also like other owners, they share information about the *SOI News* when the opportunity arises.

Merle and Beverley Lilly reside at 2356 Arlington Street, Sarasota, FL 34239



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