



# SOI

## News

Fall 2000

Scamp Owners International

Volume II Number 4



(photograph by Elmer Voigt)

**Elmer & Lynne Voigt's Refurbished 1985 16 Foot Scamp in Their Front Yard**

See pages 8 - 9

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## From the Editor's Desk

While most of you are reading this newsletter, I will be enjoying the spectacular views afforded along the Skyline Drive in Shenandoah National Park. Some SOI members will be sharing that experience with me by joining other SOI Members for the Shenandoah ScampCamp. I hope to provide a report of our gathering in the Winter Issue of the *SOI News*.

Even as we visit Shenandoah National Park, it's time to think about our annual gathering at Highlands Hammock State Park in Sebring, Florida. ScampCamp 2001 is planned for January 23 - 26 (Tuesday - Friday), 2001. That meeting will mark the beginning of Scamp Owners International's third year. Take a look at your calendar and plan to join us for a good time in Florida's sunshine and warm temperatures. An information sheet is available for scamp camp 2001, just let me know if you would like to receive a copy.

A special thanks goes to each SOI member who has contributed information and ideas to share with other Scamp owners. This is what makes our Scamp group work. As I read SOI Membership Applications, modifications and changes, travel destinations and solutions to problems or questions rank high on the interest list of SOI members. If you have something that you would like to share with others who have a Scamp, why not send me a note? Don't be overly concerned about a "polished" version - just jot down your idea with as much detail as needed for another Scamp owner to understand. And, don't forget, photographs are important.

It seems like only yesterday that the first issue of our newsletter hit the mail to a few Scamp owners. By the time we gather for ScampCamp 2001 the *SOI News* will reach the mailboxes of nearly two hundred members - actually nearly 400 people as most Scamps belong to a couple. When I sent the first issues to

about thirty Scamp owners, I wondered if there would be enough interest to support a newsletter. It appears that question has been definitively answered!

I have had several requests about receiving the *SOI News* via E-mail. At this time that is not possible. Over the past few months, however, these questions have made me think about the possibility. In addition, I have been asked about a web site for SOI, so have also been considering that possibility. No promises, but it would be nice to offer both these services to SOI Members.

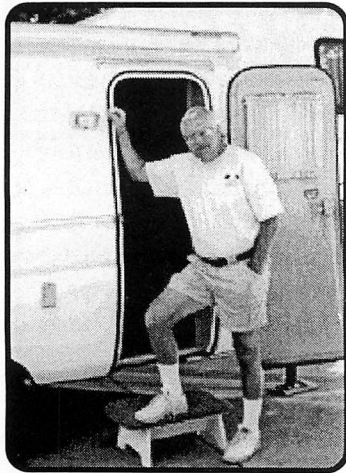
Special T-shirts and ball caps for SOI Members are now available. These items will be available at any ScampCamp I attend, but they may also be obtained by mail - more on this matter in a future issue.

Lansing, Michigan, is rarely a travel destination for anyone on vacation. Consequently, we were thrilled when Leon and Janice Greisen, SOI Members from Oregon, stopped to visit on their way east during the last weekend of August. Sharon and I were treated to a great tour of their 1995 Scamp deluxe 16' including a number of modifications they have made.

And finally, it is time to sign-up for next year's *SOI News*. An SOI Membership form is included with this issue for you to update with any changes in your status.

Hope to meet many of you at a campground somewhere across this great nation in the future.

Rod



**Rod Cranson**  
Editor

*Preparing the Scamp for the October Shenandoah National Park ScampCamp. Is that the new SOI T-shirt he's wearing?*  
(Photograph by S. Cranson)

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## ScampCamping the West

by Zane Perry

I am an outdoors man all the way. I do about everything and I use my Scamp in a lot of these adventures. It comes in very handy. One of my adventures is white water rafting. Last summer I went to Idaho and went on a seven day rafting trip on the Salmon River. Half of the trip was driving out there and back pulling my Scamp.

My girlfriend, Crystal, and I left home in Gilbert, West Virginia and drove to St. Louis on I-64. St. Louis is a days drive from Gilbert. Our aim was the Arch. You can camp under the I-70 and I-64 Bridge south of the Arch. They have electric hookups only. It costs \$10. You should try to plan on staying over night under the bridge and visiting the Arch when they open up the doors. If you don't and visit later in the day, you will have a one to two hour wait. But that is O.K. if you like museums, movies, and gift shops. They have all three that you can visit while you are waiting.

After the Arch, we headed west on I-70 and made it halfway across Kansas where we stayed five miles north of I-70 in a campground at Wilson Lake. We have a routine. While Crystal is getting the inside of the Scamp ready for cooking or bed, I am hooking up everything outside and unhooking from the truck if needed.

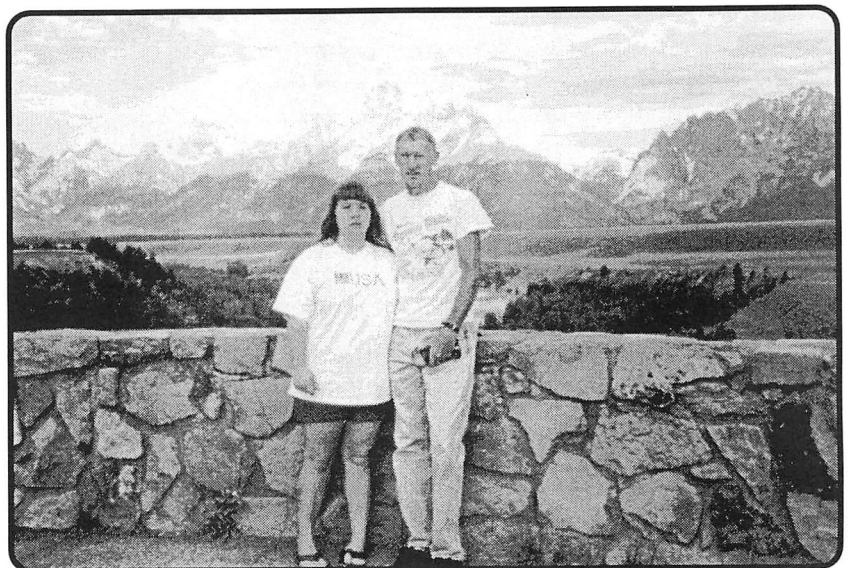
We made some good time the next day. We got up, hooked the Scamp back onto the truck and headed on west to Colorado. We crossed the Colorado-Kansas border about three hours after starting out and headed to Denver. I loved seeing the Rocky Mountains come up in the distance as we got closer to Denver. At Denver, we got on I-25 north to Cheyenne, Wyoming. We stopped at the visitor center to get a map of Wyoming and then headed west on I-80.

A few miles west of Lorraine you can see Medicine Bow National Forest in the mountains to the south. You can see elk,

mule deer, and other animals here. We made it to Rawlins by 7:00 p.m. and stopped and camped at one of several campgrounds located there. Shop around for prices if you need to. Our little 13' Scamp is doing great. My Scamp has a couch-bunk combo. This is great for storage for two people. Crystal uses the top buck and I use the bottom one. You need to mount a bar across the bunks to keep your things from coming out into the floor when moving, however.

We left Rawlins the next morning at 7:00 am. When traveling with my Scamp, I try to leave by 7:00 a.m. and stop by 7:00 p.m. This gives me plenty of time in the evening to set up camp and eat supper then rest or take a short hike before going to bed.

We headed north on Routes 287 and 789. Just before Lander we went south on 28 to Farson then north on 191 to Jackson and Teton National Park. Why I went this route, instead of west on I-80 then north on 191, is because we wanted to see the country. On this route we crossed the Oregon Trail several times and saw some beautiful high country. We stopped at a place called Split Rock where you can look down in the valley and see where the Oregon



*Crystal and Zane enjoying the spectacular scenery of the Teton Mountains along the Snake River in Grand Teton National Park, Wyoming.*

*(Photograph by Zane Perry)*



Trail and the Pony Express went through. We stood on a rock looking down into the valley trying to imagine all the people with their horses, wagons, livestock, and all their belongings going through under us.

Coming down out of the mountains on Routes 191 and 189 just before Hoback Junction, we saw seven Big Horn Sheep on the side of the rock cliff. We visited the Tetons that evening and stayed in a KOA just east of Moran Junction. The next day we spent in Yellowstone National Park visiting all the beautiful things there that we could see in one day. We went to the Visitor's Center, Old Faithful, Fountain Paint Pots, Mammoth Hot Springs, Painted Tree, and Upper and Lower Falls. We went out the west entrance on Rt. 20 and stayed in a Motel around Ashton, Idaho so I could get my rafting gear ready.

The next morning we drove into Idaho Falls and picked up a friend at the airport who flew out there to go on the rafting trip with us. We headed north on I-15, got off at exit 143 onto Rt. 33 for 12 miles and then headed north on 28

through Salmon to North Fork where we left my Scamp while we rafted the Salmon River.

Seven days later we picked up the Scamp and headed back to Idaho Falls where we dropped off our friend at the airport. We then found a laundry mat where we washed clothes, cleaned the Scamp, and re-packed the truck for the long trip back home.

We loved the Tetons and decided to go back through them. When traveling I like to go one way and back another. That is what we did. We even took a different road back to the Tetons. We followed routes 26, 31, 33, and 22 back to Jackson, Wyoming north on 191 to Moran Junction and East on Rt. 26. We went through Togwatee Pass at 9558 feet elevation. The Scamp was pulling great. The only trouble we had was a pin came out of the crank that goes to the roof vent. That was easy to fix with a bolt. We stayed in a Federal Campground in the Bridgers-Teton Shoshone National Forest.

The next day we made it across Wyoming on Rt. 26 going through Casper. Just east of Douglas we headed north on Rt. 18 into South Dakota. We stayed in a campground in the town of Hot Springs on a hill overlooking the town. We came this way so we could catch Wind Cave National Park, Crazy Horse Monument, Mt. Rushmore National Monument, Air Museum in Rapid City, and Badlands National Park. All great places to visit. We stayed that night just outside of Badlands National Park in a campground at Cactus Flats.

We left the next morning heading east on I-90 to Sioux Falls, SD. It is beautiful country, but flat. I could hardly see the road for the sun shining in my eyes. Met a lot of motorcycles heading west to Sturgis for the motorcycle meet. Got to Sioux Falls and headed south on I-29 to Kansas City then east on I-70 to Columbia, Missouri where we stayed in one of the nicest campgrounds I have ever been in.

The next morning we drove to St. Louis where we visited the Science Museum. We then headed home to West Virginia making our last stop at Carter Caves State Park near Olive Hill, Kentucky.



*Zane and Crystal at the last stop of their western trip in Carter Caves State Park, Kentucky  
(photograph by Zane Perry)*



## **TV Antenna\***

(Modification Sheet #6)

If your Scamp does not have a TV antenna, here is a simple and inexpensive solution. I built my antenna after seeing a similar one designed and built by Bob Anderson. It can be assembled from easily accessible materials and requires simple tools. This design allows the antenna to be quickly taken apart for convenient storage in the toe space below the refrigerator or cabinets (in 5<sup>th</sup> wheel models) or on top of banana cushion of front lower bunk in 13 and 16 foot models. The instructions given here can be altered to meet the materials available or your situation. For example, you may desire a taller or shorter antenna - just modify the length of the PVC pipe sections.

### **List of Materials:**

- 13 feet of ½ inch rigid type PVC pipe (used for plumbing)
- One ½ inch straight rigid type PVC pipe connector
- One ½ inch Tee PVC pipe connector
- One 5/16 inch x 3 ½ inch rust proof bolt w/two nuts & lock washer (head must fit inside PVC pipe)
- One short (~ 10 to 12 inches) shock cord w/small wire hooks on both ends
- Di-polar wire antenna
- Roll of electrical tape (or some other fastener to secure the antenna wire to the PVC pipe)

### **List of Tools:**

- 3/8 inch drill motor
- 3/8 inch metal twist drill bit (large enough to allow the 5/16 inch bolt to easily fit)
- small diameter metal twist drill bit slightly larger than wire hooks on shock cord
- fine-toothed saw (hack saw, coping saw, etc)
- two wrenches to fit nuts of bolt listed above

Refer to sketch on reverse side for dimensions and details of construction

### **Construction Hints:**

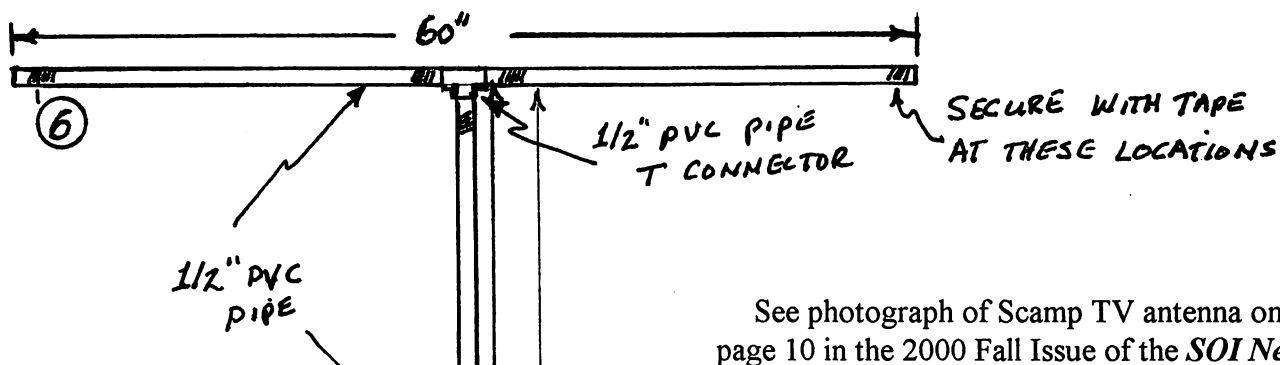
- Step 1 Measure and cut the PVC pipe to the lengths given in the sketch. You will need to measure the length of the two horizontal "leads" on the di-pole antenna before cutting the two horizontal sections of PVC pipe that will support it.
- Step 2 Determine and mark the location on your rear bumper where the base of your antenna will rest. Using the larger drill bit, drill the hole to accept the 5/16 bolt.
- Step 3 Secure the 5/16 inch bolt with a nut on top of the bumper and the lock washer and second nut on the bottom. Tighten the lower nut against the upper nut until it tight. (this bolt will not be removed, so give the wrench an extra "pull" so it will not loosen and go missing as you travel)
- Step 4 Assemble the PVC pipe as shown in the sketch (**do not glue joints**) and slide over the bumper bolt. Plumb the vertical section and mark the location it passes the upper outer edge of the rear window molding. Using these marks and the small drill bit, drill two holes in the window molding to accept the shock cord hooks to secure the vertical section of the antenna.
- Step 5 Using the electrical tape, secure the di-pole antenna to the PVC pipe as shown in the sketch.

\* The description and sketch on this sheet are based on my antenna. Bob Anderson has a slightly different description for the original design - some of his details are provided on the sketch.

**Designed by:** Bob Anderson, 8 Lake Dr., Old Lyme, 06371, (860)434-7117

**Built by:** Rod Cranson, 226 Iris Ave., Lansing, MI 48917 (517) 321-2473

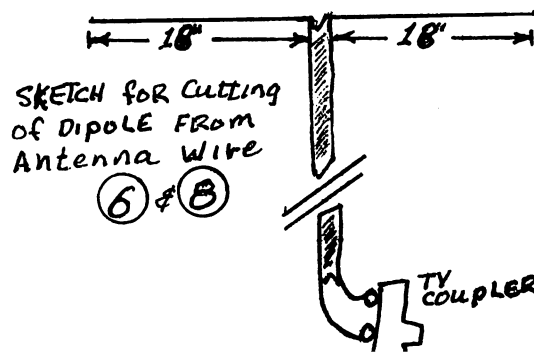
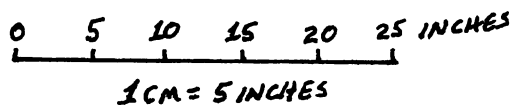
# Sketch for Scamp TV Antenna



See photograph of Scamp TV antenna on page 10 in the 2000 Fall Issue of the *SOI News*.

## Comments from Bob Anderson related to his TV antenna (see numbers on sketch)

1. On 13 & 16 foot Scamps, convenient storage of the antenna can be on top of the banana cushion of front lower bunk.
2. Bolt is mounted upside down, with bolt head on underside of bumper (use one nut & washer). PVC pipe fits over threaded part of bolt - I placed rubber hose over bolt to take up gap between bolt and ID of PVC pipe, or if you are fussy about how the bolt looks.
3. Rigid type PVC. Total amount of PVC pipe in my antenna was 10'6" (126").
4. I use one shock cord, making complete turn around PVC pipe and return to same hole in window molding.
5. Length of wire varies as to location of TV set inside Scamp. My antenna lead is in two parts with one part permanently place under the ceiling fabric inside the trailer to a TV closet.
6. Each lead is 18" long. By splitting the antenna wire and forming a 'T' which is taped to the PVC pipe.
7. Locate bumper bolt just to the side of the sliding rear window to allow antenna lead to be brought in thru the window. This also allows the antenna to be turned by hand through the window. (Scamp manual rotor)
8. For the TV antenna coupler I used flat antenna wire to coaxial cable jack on TV. This makes for easy breakdown for travel.
9. **Do NOT** glue PVC joints!
10. The higher the antennal, the more the wind will effect it.



## Camping We Will Go

A ditty by "Gabby" Hirsch

It's as cold at night,  
As a glacier's frigid bite,  
And the day could fry a man from head to toe.

But the summer's coming fast,  
And this chance could be our last,  
So we'll pack our gear and camping we will go.

Oh, the fire smells sweet,  
And the fish we caught's a treat,  
So the tearing eyes are just the price you pay.

Since it won't stay hot,  
Gobble everything you've got,  
Lord, there's nothing like a trout at close of day.

When the cruel winds shifts,  
And the campfire billow drifts,  
You can have another beer so you won't choke.

Back at home you'll smell,  
Like a soul escaped from hell,  
And from hair to heel you're sweat and dust and smoke.

In the open air,  
You acutely are aware,  
Of the birdsong and the sighing of the trees.

Like the starlight's prick,  
Your feel each mosquito's stick,  
And you search you socks for chiggers, ticks and fleas.

In the dark of night,  
By the flashlight's humble light,  
You have stumbled down the path to the john.

And you don't think twice,  
Having indoor plumbing's nice,  
And the days of truly "roughing it" are gone.

Every dawn's a gift,  
As the mist of pinetrees' lift,

And you wake to find a dog's nose in your ear.

And the joy, your pet,  
Hasn't got the bedding wet,  
But the fact you've got to walk her is very clear.

As the coffee perks,  
And the cast iron fry pan works,  
You inhale the breakfast smells that keep you sane.

Is the thought so quaint,  
Coleman is your patron saint-  
Where the devil would we be without propane?

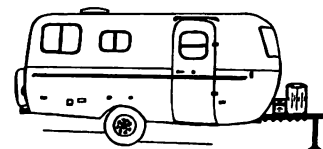
You could envy snails,  
As they leave their slimy trails,  
With those nifty little shelters on their back.

'Cause when they break camp,  
They don't have to load the **Scamp**  
They can just "haul tail" and move on down the track.

When it's time to leave,  
It's a wonder to perceive,  
That in spite of all we've used it's hard to fit.

Jamming every space,  
Packing every tiny place,  
Why on earth did we bring all this extra sh\*t.

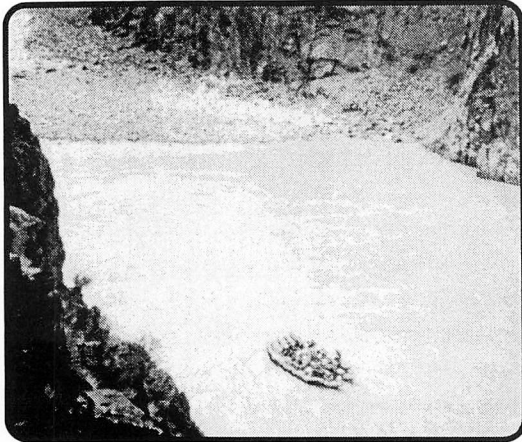
*Editor's note: A special thanks to Roy and Judy Schulz for submitting this poem.*



## National Park News

**Grand Canyon Overflight** - The number of air tours over Grand Canyon National Park will be limited under new rules recently announced by the Federal Aviation Administration. These steps were taken to reduce noise over the park. About 75% of the park will now come under the "no-fly zone" modifying routes that small planes and helicopters may fly over the canyon. Sightseeing tours have become increasingly popular to avoid the heavy sur-





*Rafting through the Canyon is another area of change and possible regulation.  
(photograph by S. K. Cranson)*

face traffic along the south rim. The park's plan to reduce congestion continues by operating three routes using free shuttle-busses.

**Grand Canyon National Park** - Outfitters are experimenting with electric-powered rafts on the Colorado River through the Grand Canyon. Their efforts are in response to

problems with excessive noise along the river in the bottom of the canyon. Some form of motor is required for the large tourist rafts to guide them through the numerous rapids on the Colorado River as it passes through the park.

**Great Smoky Mountains National Park** - The busiest among the fifty-five national parks is Great Smoky Mountains National Park with nearly 10 million visitors a year. The park was established in 1934 to protect the last remnant of the southern Appalachian forest that once covered over four million acres - it was virtually eliminated by logging and fire. The park is still a spacious 521,621 acres (over 800 square miles) in two states (North Carolina & Tennessee) making it one of the largest preserved areas in the eastern United States.

As the most popular national park in the country one might expect the Smokys to be crowded, especially during the busy summer season. And it's true for some areas such as Cades Cove. With more than 850 miles of hiking and walking trails, however, visitors should still be able to find quiet places. The park is renowned for the diversity of plants and animals found in these mountains, including 1,400 flowering plants, 200 bird species, and 50 kinds of mammals. It has been designated a Biosphere Reserve and World Heritage Site.

One of the major hiking trails in the park is a portion of the Appalachian

Trail a "brainchild" of Benton MacKaye. MacKaye, educated as a forester, envisioned the trail along the ridge crests of the Appalachian Mountain chain from New England to the Deep South. Later, when the Great Smoky Mountains National Park was created, the Appalachian Trail passed through the park. With work on the trail starting in 1925, The Appalachian Trail is celebrating its seventy-fifth anniversary this year.

For further information on the park you can also contact the park headquarters directly at: 107 Park Headquarters Road, Gatlinburg, TN 37738, (865) 436-1200. A great deal of information is also available at their web site at: [www.grsm.gov](http://www.grsm.gov).

**New National Monuments** - President Clinton has declare four new areas as National Monuments following the recommendation of Interior Secretary Bruce Babbitt. He has set aside over 350,000 acres under the Antiquities Act. Included are the Empire Ranch a portion of Arizona's Sonoran Desert; the Cascade Siskiyou Region in southern Oregon; the Hanford Reach portion of the Columbia River in south-central Washington; and an area in southwest Colorado with more than 20,000 archeological sites. These are the latest areas created (or expanded) by the President to go along with five others earlier this year. The Antiquities Act, enacted in 1906, has played a critical role in the history of both the National Parks and National Forests in the United States. Much of the extensive national forests lands we have today were established by Teddy Roosevelt using this law just before his term expired at the beginning of this century.

**New National Historic Landmarks** - Secretary of the Interior Bruce Babbitt has designated 18 new National Historic Landmarks across the country. Among the sites are George Washington's boyhood home and the first home of abolitionist Frederick Douglass after his 1838 escape from slavery.

**National Park Expansion** - Efforts is underway in Congress to quadruple the size

of Great Sand Dunes National Monument in south central Colorado. The plan will also establish Great Sand Dunes as the nation's 56<sup>th</sup> National Park. While National Monuments can be created by the President, only Congress can establish National Parks.

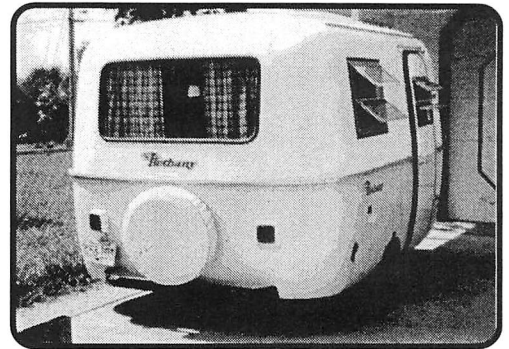
**From The Mailbag**

We had looked for about 6 months for a used one (Scamp) in our area over a 300 mile radius and no luck. So, we drove 805 miles to Backus, MN and bought a brand new one. We are very happy and can't wait to go camping. We took our time returning home and camped along the way. Our '94 Chevy work truck short box 4.3 V6 pulled our 5<sup>th</sup> wheel very easy all the way home. The 5<sup>th</sup> wheel handles a lot nicer than a trailer. The folks at Scamp were wonderful, we even stayed one night in the 5<sup>th</sup> wheel while they finished the wiring on the brake system.  
**Dan & Pat Winchester, Caro, MI**

We picked up our (2000 13') Scamp in Backus in May. (We) drove 200 miles only to discover the front plexiglass window had come adrift of the gasket and was pushed in. A stick and duct tape fixed it temporarily. At home, we discovered the opening in the fiberglass was about 5/16" too large in the vertical dimension. No one could figure how it happened. I called Wayne Pitlick, (a Scamp salesman) who referred me to Kent (Eveland) and we agreed that I would have the plexiglass re-cut and inserted by an auto glass company. I sent them the bill as agreed. The Backus folks were very obliging.  
**Jay Moore, Marblehead, MA**

Enclosed is a photo of our Bethany (Scamp?). We purchased this unit used in 1977 (approximately) and estimate it as a 1974 model. Our memories are failing to remember exactly, but believe Scamp made eight of these for Bethany at the time. It was returned to Backus for installation of upper cabinets. We pulled it approximately 50,000 miles between 1977 and 1985. One trip to

Mexico, Canada, and the U.S. took us nine months and (covered) 32,000 miles. We sold the Bethany and bought our 1986 Scamp Special which we still have. We enjoyed meeting all the good Scampers at Highlands Hammock State Park (Florida).  
**Gordy and Ramona Moss, Bloomington, MN**



*Editor's Note: As noted, Gordy and Ramona shared a great time with many other SOI Members during ScampCamp 2000 at Highlands Hammocks State Park last January. Check out the Spring 2000 issue for more details on the Moss' talents.*

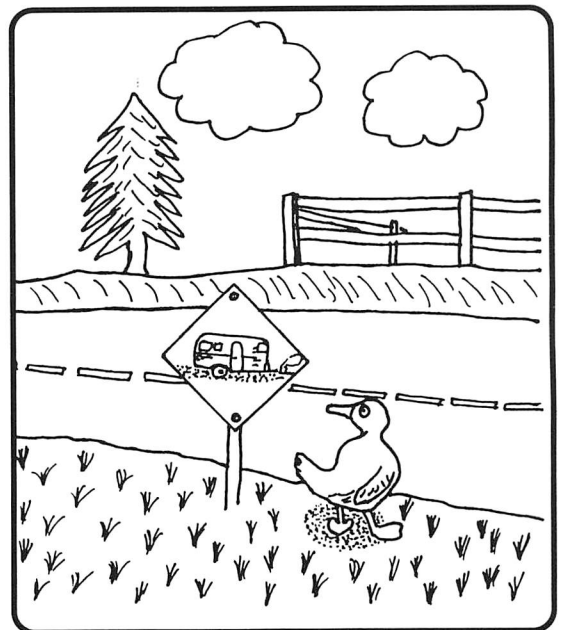
*Gordy and Ramona Moss' 1974(?) Bethany - looks like a Scamp, doesn't it? (photograph by G. & R. Moss)*

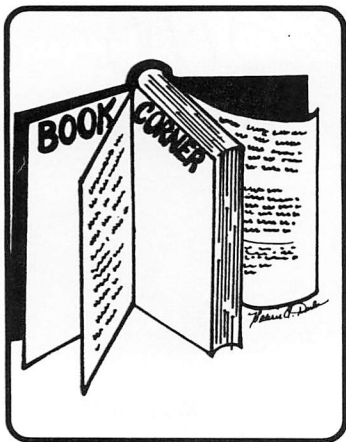
Where has the summer gone? My Scamp is still up on blocks, in my barn, from when I stored it a week after our Fall ScampCamp in upper Michigan ended. . . . I do hope to use it in September and I will be in Florida for a couple of weeks in the end of October. . . . Next month (August) will be spent in Missouri and Arkansas for 12 days with the annual scooter rally.

Realizing my '95 Dodge Caravan (w/a 3 L engine) with 80,000 mile is fine for everyday use, but doesn't seem to like pulling the Scamp. I installed a K&N air filter ([www.knfilters.com](http://www.knfilters.com)) and shortened the exhaust system. I would really like to install flowmaster ([www.flowmastermufflers.com](http://www.flowmastermufflers.com)). These are to give (it) more power, etc. I still haven't pulled anything yet, but mileage jumped 1.5 mpg on a trip.  
**John Haag, Caledonia, NY.**

*Editor's note: John has had a very busy summer with a daughter graduating from high school and preparing for college and his oldest daughter returning from studying during her junior year at Oxford University.*

cartoon by K R. Cranson





## Book Corner

***RV Repair & Maintenance Manual***  
- 3<sup>rd</sup> Edition by Bob Livingston, 1998,  
Trailer Life Books, 359 pages w/17  
Chapters + Contents, List of Illustrations & Tables, Troubleshooting Guides, and Index. About \$19.00 + shipping/handling ISBN: 0-934798-45-1

In the Preface, Livingston states that "proper procedures for preventive maintenance (is) a crucial element for trouble free RV travel." This makes good sense and many of us would be happy to conduct the necessary routines if we only knew what to do. Help is here - the ***RV Repair & Maintenance Manual*** provides a treasure chest of information. With over a hundred illustrations, thirty-four tables, and nearly as many troubleshooting guides, you should be able to find answers to many questions.

Chapters 1 through 4 deal with the basic systems found on most RV's; electrical systems, LP-gas systems, water systems and sanitation facilities. These chapters account for nearly a hundred pages (about 30%) of this reference and is likely the most valuable portion for Scamp owners. These first four chapters may be worth the price of this book. They provide detailed descriptions of the systems involved along with maintenance and repair instructions.

By adding Chapters 6 and 8 (heating systems and refrigerators), and possibly Chapter 15 (exterior care & repair), RV owners will find much useful information to help them understand their rig. The contents of Trailer Brakes (Chapter 11) may also be valuable for SOI Members with 16 foot and 5<sup>th</sup> wheel Scamps.

As with most similar RV references, much of the balance of ***RV Repair & Maintenance Manual*** is aimed at larger recreational vehicles. Scamp owners do not deal with drive trains or dinghy towing very often. The remaining chapters, however, may be of some use - they

cover AC generators, air conditioning systems, ovens and ranges, microwaves and ice makers, hitches, interior care, and accessories.

Review by K R. Cranson

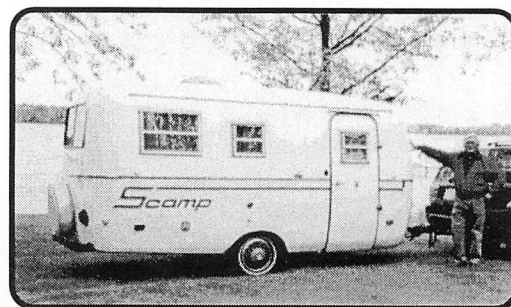
## Refurbishing a Scamp

A few years ago my wife and I purchased a used Scamp from a couple who had just returned from Alaska. It was well equipped, including a toilet, electric water heater and shower. However, we decided it needed some refurbishing.

We decided to begin with the internal walls. The camper had a foam interior, not the fabric of the newer models. We first removed all the strips from the seams and recovered them with new Scamp strips. To be certain that the strips would hold, we put contact cement on the seams. And did they stick! We then painted the entire inside with a satin latex wall and trim paint.

We then concentrated on the balance of the interior. First, all old carpet was removed and we installed new carpet. Next, we had an extra cupboard and wall light installed over the sink and two new aircraft type lights over each side of the table. I also built a silverware drawer with a front to match the other drawers. It was installed on the right underside of the sink. The curtains and seat covers were in excellent condition - they just needed a gentle washing. Because the gas range top was not "like-new," we replaced it and installed a new water pump and holding tank for the sink water.

After renewing the interior, we decided to work on the exterior because it did not



Elmer Voigt with their refurbished 1985 16-foot Scamp in their front yard.



shine when cleaned. We repaired everything that needed fixing and took the Scamp to a body shop to be painted with a white automobile DuPont Enamel. With a new paint job, our trailer traveled to the Scamp plant in Backus, Minnesota for new decals. Scamp installed the decals free. Next, we painted the tongue and bumper black to match the original look and put on new radial tires to complete the refurbishing.

We use a load leveler system with two light bars of about 250 lb bars with a head that inserts into a 1 1/4 inch receiver when we are pulling the unit with the Caddy. If the Jeep GR Cherokee is the tow vehicle, however, we do not use the load leveler. The Scamp can be pulled by any car without a load leveler, however, its use takes the bumps better at high speeds.

It sounds like a lot of work, which we did, but we enjoyed every minute of it. We have not taken the Scamp to Florida with us for the winters, but we would if we had some camping trips planned with other Scamp owners. We are looking forward to receiving the newsletters and hope that we can attend some trips with other members. **Elmer & Lynne Voigt**, the HAPPY CLOGGERS, Grand Rapids, MN

*Editor's note: Sounds like some potential entertainment for a future Florida ScampCamp!*

## Profile

### Sam & Alice Marks Roseville, MN

As Minnesota residents, my husband (Sam) and I had often passed the Scamp Eveland factory on our way "up north." Last summer, after thirty-something years of tent camping, we decided to upgrade to one of those cute-looking Scamps. One day we drove up to the factory and picked out upholstery and other options; a week later we drove back and hitched up our brand-new '99 thirteen foot Scamp to our '93 four-cylinder Toyota pick-up (which has proved itself to be a worthy tow-vehicle).

This first year as Scamp owners we have had a ball! We have found it perfect for two

short people and a little dog, and it has been such fun to load it with miniature appliances and electronics. There's the mini-fan (a necessity for 100-degree summers days in El Paso, Texas) and the mini-heater (equally necessary for snowy April days in Wyoming) not to mention the world's smallest microwave, compact toaster, and coffee pot. Then there's the compact C.D. player, radio that doubles as a lantern and miniature TV/VCR (did you know it's virtually impossible to lose a remote in a Scamp!) Of course, there is also the laptop computer.

Initially we wanted the Scamp for weekend camping on the North Shore of Lake Superior, and have enjoyed several "Scamping" trips there. However, we have found camping only one of the many ways we've used our Scamp this first year. For one thing it is wonderful for long trips. Our first was to Texas to see our four granddaughters, and those little girls loved using the Scamp as a playhouse during the day. The older two even got to sleep with Grandpa and Grandma, and all four loved having breakfast in the Scamp.

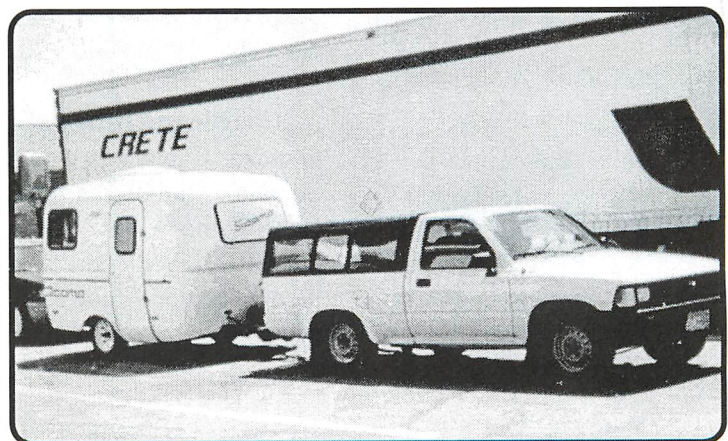
We've also made two trips to our hometown, Cheyenne, Wyoming. Like the Texas trip, we stayed at KOA's en route and then at our destination used the Scamp as our bedroom instead of having to inconvenience the relatives.

As we travel, we enjoy eating lunch at the Scamp table in rest stops instead of picnicking in the inevitable d o w n - p o u r s !

We also have made



*Alice & Sam Marks  
(photograph by A. & S. Marks)*



*Sam & Alice Marks' 1999 13' Scamp with their 1993 Toyota pick-up tow vehicle.  
(photograph by S. & A. Marks)*

several much shorter trips to our daughter's farm in northern Minnesota, where we camp in the middle of the farmyard (it isn't unusual to wake up to the mooing of curious cows looking in the windows of the Scamp!). These trips have increase since the birth of our first grandson last fall. At the time our Scamp, parked in the hospital parking lot for two days, served as a personal waiting room and refreshment center for various friends and relatives during our daughter's lengthy labor!

Our Scamp doesn't even get a break when it is parked at our home, at times it has become a spare bedroom for use of visitors. When our granddaughters visit, it is bound to become a playhouse or clubhouse.

It was on a trip from Wyoming that we became aware of SOI when another Scamp owner hailed us over the C.B. radio. We have enjoyed the SOI newsletter and since Sam retired from teaching in June, we look forward to being able to attend a future ScampCamp.

*This Profile was prepared by Alice Marks.*

## Question & Answers

Has anyone replaced their Scamp installed 3 cu. ft. icebox with a refrigerator? Can this even be reasonably done? Any suggestions, cautions, recommendations or information? E-Mail to [rschulz@anv.net](mailto:rschulz@anv.net) or mail to **Roy and Judy Schulz**, 641 Arroyo Way, Boulder City NV 89005 (702) 293-5690

**Charlie and Rosa Fiddy**, Brantford, Ontario, Canada is wondering if any Scamp owners have towed a thirteen foot Scamp with a Volkswagon Jetta Diesel TDI. Someone has told them that it could be done quite easily. If any SOI Members can assist Charlie and Rosa, you may contact them at 519-759-5865

**Awning Request** - Has anyone come across a different type of awning than is standard for the Scamp? We would prefer something other than the A&E

2500. Also, has anyone seen an awning with the screen room attachments? We don't see how a screen room could be put on the standard Scamp awning. Here is an **awning warning** - we totaled our awning when we were drying it out from an overnight camp. The weather changed unexpectedly and the wind blew up and caught the awning. We had not staked it down for the short time we expected to have it open. It went right over the top of the trailer and bent and sprang the housing and poles, etc. When we got it taken apart, the spring broke inside so it wouldn't roll up. So, be sure you secure your awning whenever it is put up! **Doug & Ginny Smith**, Garden, MI

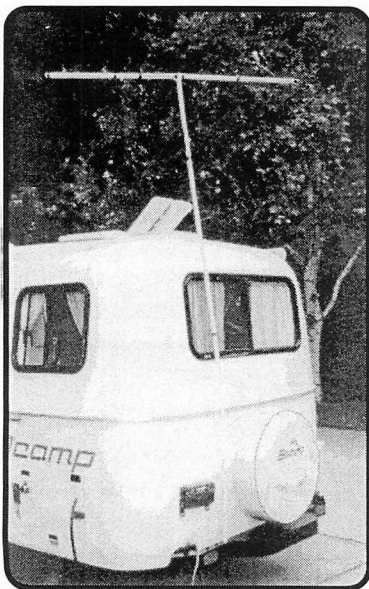
**Tom & Julie Hoffmann**, Cocoa, FL, would like tips on adjusting the electric brakes on their 1990 16 foot Scamp. Tom has adjusted everything, but the brakes are still "very weak." PH: 321-639-0086 or E-mail: [hoffmta@digital.net](mailto:hoffmta@digital.net)

**New Lavatory** - Anyone installed a lavatory in the front shower of a 16' side dinette Scamp? If so, how about sharing some tips with **Emerson & Irene Moore**, Mackinaw, IL PH: 309-359-6291

**Small Generator** - We would like to enhance life in our Scamp by purchasing a generator. We'd like one that is not too heavy but can power a microwave. Does any SOI member have any recommendations about carrying one on the Scamp, not in it? We've heard that a Honda is quieter than a Coleman. Is this true? **Teddy and Dennis Law**, Ph: 702-227-6454 or E-mail: [teddyl@vegas.infi.net](mailto:teddyl@vegas.infi.net)

## Modifications & Changes

**Chairs and Computer Drawer** - Many RV owners like to use their laptop computer while traveling. **Lyndon and LouAnn Laney**, Annandale, MN, have modified their 5<sup>th</sup> wheel Scamp to accommodate their computer. They started by removing the bench seats on either side of the dinette table to



*Scamp TV antenna mounted on the bumper and secured by shock cord to window molding. See Modification Sheet #6 for details. (Photograph by K R. Cranson)*



allow the installation of two office desk chairs. These provide a more comfortable seating with some ability to tilt back to some degree. Next, a drawer large enough to accommodate their laptop computer was built in the top of the cabinet on the right side (as viewed looking toward the table). The computer drawer occupies space previously unused above the drawer across from the sink.

Another simple modification involves the outside door handle. One problem often reported is that the door comes open when traveling - especially along rough roads. The Laney's removed the two screws securing their handle, rotated it 180 degrees and replaced it. Now, the weight of the handle tends to latch the door instead of opening it. The handle must now be moved up to open the door. An added feature is that anyone who doesn't know this will think the door is locked if they try to open it in the normal way.

**Rebuilt Drawer** - The drawer under the stove was very shallow and short, so I rebuilt it. Remove the plywood piece attached to the bottom of the stove and use the same front from the original draw. Hardware is available at any lumber or building supply that has rollers at the front and a center guide. The center guide was fastened to the outside wall using pop rivets. Order the rivet caps and retainers from Scamp (you may wish to get a couple dozen extra to replace those that become brittle and fall off over the years). The new drawer is 19" long, over 17" wide and 3 1/4" high - it holds about four times as much stuff! The photograph also shows the stove cover made from a lower front panel of an old furnace. It was cut in half with two hinges in the center and two more at the rear. Neither the sink or left side of the stove cabinet has a shelf, so I built one. It rests on the wheel well and a 1" by 1" strip fastened on the right side to a steel side panel made from the side panel of a dishwasher (next to the furnace). The shelf holds the panel in place and is easily removed if necessary to service the furnace. **Gerald Peterson**, Huron, SD

**Adding a Window, Screen Door, Re-**

**frigerator & Battery** - My wife and I really enjoy our 13 foot Scamp. This is our second season and we usually take short two night trips with it. We live in the Chicago area and have great camping sites within a short distance from us in Wisconsin and western Illinois. My wife still can't believe how much room there is in the Scamp 13 for the two of us. We don't see many Scamps around our area however, I took it to Oshkosh last year for the Experimental Aircraft convention and there were three 13's in my camping area. Talk about camaraderie, I met some great people with my Scamp.

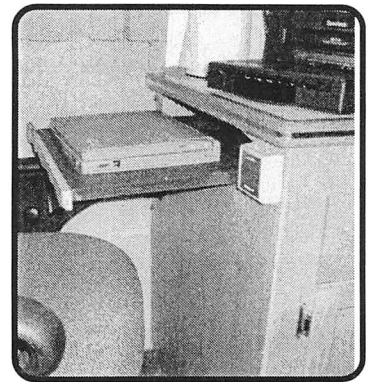
I have made several changes to our Scamp, here are details of some of the alterations.

1. I added the small window made for the 16' and 19' Scamp campers. It was ordered from Scamp and was fairly easy to install using a roto cutter after measuring very carefully before cutting the fiberglass. A person could also use a router with a cutting bit set at about 1/8 inch depth then cut through the insulation and interior material with a utility knife. I think it adds more ventilation and natural light than the regular small window offered as a Scamp 13 option.

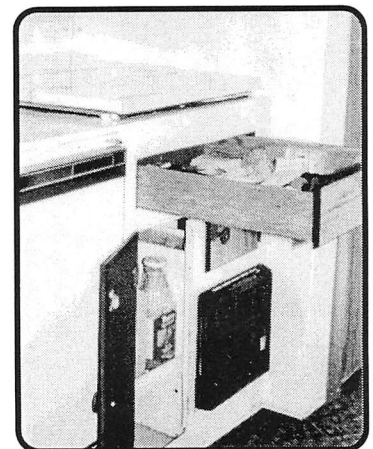
2. I originally didn't order the screen door when I bought my Scamp. It was also ordered from Scamp and was very easy to install following the instructions sent with the kit. I think it is a must have option for those hot evening camp outs.

3. I replaced the standard ice box with an Igloo Coolmate model 50 DC powered refrigerator. It does a great job keeping the beer cold when the temperature is 80 degrees or below. Above 80 degrees I have to supplement it with a tub of ice.

4. I decided I needed a longer lasting battery power supply so I added a second size 24 deep cycle battery. The two batteries are wired in parallel, i.e. + to + and - to - connection. This ar-



*Lyndon and LouAnn Laney's modification of Scamp cabinet to accommodate their computer. (photograph by L. & L. Laney)*



*Rebuilt drawer under the stove of Gerald Peterson's Scamp. (Photograph by G. Peterson)*



## ScampCamp 2001

Planning for **ScampCamp 2001** at Highlands Hammock State Park near Sebring Florida is underway. January 23 to 26, 2001 has been selected for our third annual Florida meeting.

Highlands Hammock State Park is one of the oldest in Florida and encompasses nearly 5,000 acres. The Civilian Conservation Corps (CCC) built a camp here and had a major role in developing the facilities in the park that visitors now enjoy. Activities include all the usual; hiking, biking, and evening activities including several each week in the spacious community building. Another highlight is the paved drive through the hammock that offers nature study and is ideal for cyclists - bikes can be rented at the ranger station.

The park has 154 campsites, many equipped with electric and water hookups. Restrooms have hot showers. Laundry facilities and a dump station are also available. You may contact the park by phone at 941-386-6094 or E-mail: hammock@strato.net. Please con-

range ment retains the 12 volt system but doubles the amperage of the DC power available. This doubles the usage of a fully charged battery system. I used a file storage box from Office Max to house the two batteries. It is reinforced with an aluminum plate on the bottom and bolted to the existing cross members in the same location as the original battery box. The new battery box required that the propane bottle be moved forward. I did this by cutting a piece of pressure treated 2x8 wood in a wedge shape and bolted it to the cross member of the tongue. Then I cut two

pieces of steel strap and fitted them through the slots on the bottom of the bottle and bolted the bottle to the wood insert.

The battery charge is maintained with a 5 watt solar panel attached to the top of the battery box. During camping trips, I use two 15 watt solar panels placed on the roof of the Scamp. This allows full use of the refrigerator and minimal light usage. With a full charge, I can run the refrigerator for about twelve hours without any supplemental charging. When I am not using campground power, I bought a Honda EU1000 portable generator. It is really light weight and very very quiet. I lucked out and found it on the Internet for about \$300 right after the Y2K farce had ended.

5. I added a Dutton Lainson dual wheel tongue jack which really makes it easy to maneuver the Scamp into tight spots. It just bolts onto the tongue and the original skid type jack removes very easily by removing the retaining ring with a pair of needle nose pliers.

6. I am now in the process of replacing the pressed wood cabinet doors with ½ inch oak raised panels and have replaced the wrought iron cabinet supports with oak trim. I am using 1x12 oak lumber milled down to ½ inch thick on a planer.

I am basically a tinkerer at heart and am constantly thinking of ways to modify my Scamp. All the people at Scamp have been very helpful and tolerant of my modifications - they are great people to work with. Now if only I could get my Harley Davidson in there I'd be set - that is going to be a tough one!! **Sam Breeden**, Saint Charles, IL

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