

SOI

News

Spring 2000

Scamp Owners International

Volume II Number 2



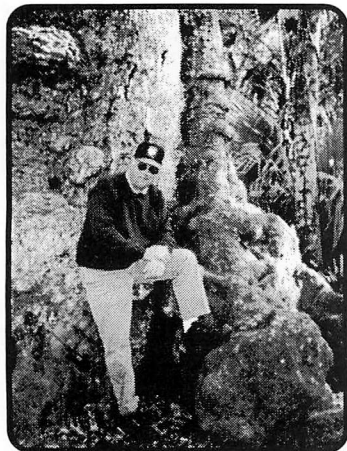
A few of the Scamps at ScampCamp 2000. See page 3

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From the Editor's Desk



Rod Cranson

Editor

Hiking along the Big Oak
Trail in Highlands Hammock
State Park

First off, I would like to express my appreciation to all the Scamp Owners who attended the two ScampCamps over the past few months. We all had a wonderful time at Highlands Hammock State Park near Sebring, Florida and in Death Valley National Park in eastern California. Our gathering in Florida is reported elsewhere in this issue - take a read. A Death Valley meeting summary is being prepared for the Summer Issue.

I would like to extend a special "Thank You" to **Bob and Carolee Anderson** and **Bill and Shirley Johnson** for helping with ScampCamp 2000 in late January. With their assistance, we prepared a nice series of activities for participants to consider. **Roy and Judy Schulz** did an outstanding job in organizing/hosting the Death Valley ScampCamp in late February. I certainly appreciated their work to make that gathering a great success. Thanks!

To date three ScampCamps have been held in various parts of the country - Northern Michigan, Southern Florida and the Southwest (Death Valley National Park). It is always interesting to watch a ScampCamp during the first few hours as people meet and get to know one another. I wonder how the event is going to go and am sure others had the same question. After observing three ScampCamps, however, I am now convinced there is no need for concern - Scamp Owners are quick to make friends and share experiences.

A number of SOI Members have asked about a ScampCamp in their region of the country. Planning one may sound like a difficult job resulting in much work on the part of the host. Actually, it is relatively easy. To assist anyone interested in hosting a ScampCamp, an informational sheet is available that outlines what needs be done. Currently, this document is in draft form and available for review by anyone interested. If

you would like to receive a copy for review and comment, please contact me. It can be delivered via e-mail or regular mail.

Messages from several SOI Members have provided material to share with other Scamp Owners - a number of these are included in this issue. This is a dream-come-true for any editor. I have served as editor for a number of newsletters in the past and usually "begged" members of the various organizations to contribute. As a rule, I've received little help. So, as Scamp Owners International continues to grow, the arrival of your contributions is greatly appreciated. If you are wondering what you might have to offer, check out **John Haag's** letter in this issue for inspiration.

In the Winter Issue, I announced plans to visit the Blue Ridge Parkway during May to scout for a possible ScampCamp during this fall. With time, plans change and I will not be able to make the May trip. A Fall ScampCamp along the Blue Ridge Parkway, however, is still being considered. With the assistance of **Carl Epley**, who lives in Virginia near the Blue Ridge, a tentative date for this get together is the second or third week of October. If you are interested in such a gathering of Scamp Owners, let me know ASAP. Based on SOI Members' interest, I will announce additional details in the Summer Issue of the newsletter.

See Editor on page 5

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SOI News

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Scamp Rear Bumper Extension

If your spare tire is mounted on the rear of your Scamp, have you ever wondered (worried?) what would happen if someone run into the back of your trailer? I started thinking about this matter almost as soon as we picked up our trailer at the factory in Backus. We were not interested in eating our lunch on top of the spare tire! **John Haag** of Caledonia, NY, provided a solution to this problem with an extension to the rear bumper of his 13' Scamp. The procedure below details how I have used John's model to make an extension for our 5th Wheel Scamp. Although minor modifications may be necessary for various models, the overall techniques should work for any Scamp.

Materials list:

- 1 - 3" x 26' x 6" block of hardwood (maybe built up from smaller pieces)
- 3 - 6" x 3/8" machine bolts w/ nuts (may use 1/2" if desired)
- 3 ea - flat washers & lock for machine bolts above
- 1 - small can of paint (I used a rust retardant glossy black to match the bumper)

Tools:

- 3/8" power drill (or larger if 1/2" machine bolts are used)
- 3/8" drill (must be long enough to pass through the 6" dimension of the wood)
- 1" drill (this drill must be at least as large as the flat washer diameter)
- 3/8" metal drill (to drill holes in the bumper)
- hand saw or power saw
- pointed metal punch (optional)

Construction: (refer to the photographs on the reverse side of this sheet)

Step 1a - If you are plan to build-up the wooden block from smaller pieces, this must be done first. Keep in mind that this extension will be exposed to all kinds of weather so appropriate glue and/or other forms of fasteners must be used in the build-up procedure.

Step 1b -Layout the hardwood block to cut the ends to a shape you desire. The easy method to do this is by cutting the ends on an angle to remove the square outer corners of the bumper extension. I had a band saw so was able to round the corners on mine.

Step 2 - Sand the wood and round the sharp corners of the wooden block.

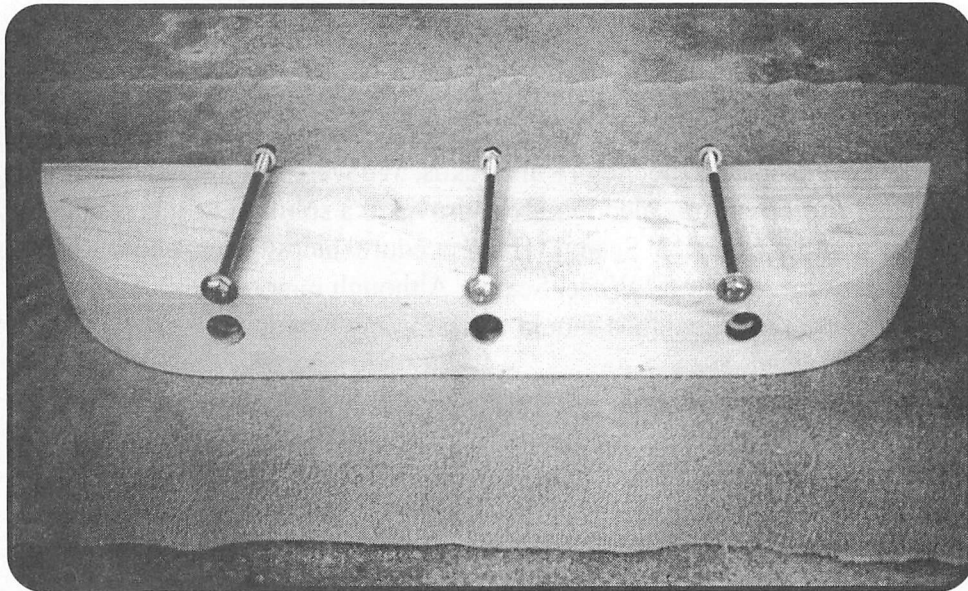
Step 3 - Locate the three mounting hole positions in the extension and drill the recess holes for the flat washers. Use the long 3/8" drill to make the holes all the way through the wood. Be careful to keep these perpendicular to the surface of your block.

Step 4 - Locate and drill three holes in the trailer's bumper to match the holes you have made in the extension. This can be a bit tricky to get both sets of holes to line up properly. One technique is to make a paper templet showing the spacing of holes in the extension, then use it to locate their positions on the bumper. A sharp punch may be helpful to locate and start the drill holes in the bumper.

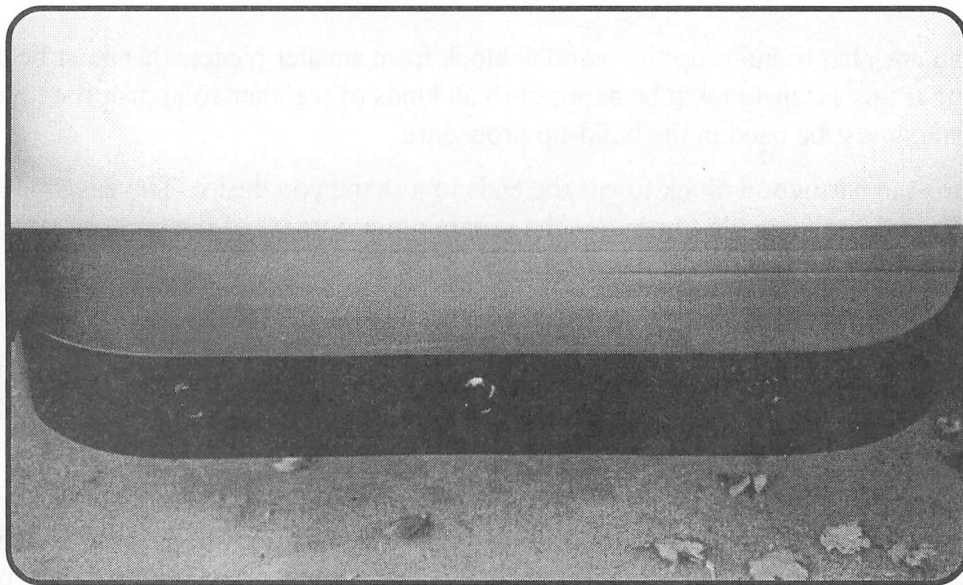
Step 5 - Mount the extension using the metal bolts and tighten down securely. I painted the extension a couple coats before mounting it and then finished the project by painting the entire bumper (including the extension) with a glossy rust retardant paint.

Prepared by: K R. Cranson

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Maple bumper extension ready to mount on Scamp's rear bumper. The extension has been cut and finished to the desired shape with mounting holes and bolts. Note the mounting holes have been counter-sunk to receive the bolt heads.



Rear bumper extension mounted on Scamp and finished. The spare tire has been removed to allow the extension to be seen better.

ScampCamp 2000

The talent overflowed at ScampCamp 2000 held at Highlands Hammock State Park near Sebring, Florida on February 24 to 28, 2000. Although only a few activities had been planned in advance, there was no need for concern over what the Scamp Group would do. Several forms of entertainment sponsored by the park staff and volunteers was available and participating Scamp owners supplied many more.

Monday morning (January 24) offered the first park-sponsored activity, a nature hike along the board walk over the Cypress Swamp lead by the Park Naturalist, Mr. Mort Stone and his wife. After a few other campers joined our Scamp participants, there were about twenty five in the group. Mort had a running commentary about the plants, trees and animals that inhabited the waterway. We were even fortunate enough to sight a Cooper's Hawk that was nesting in the area.

The first evening found everyone at the Community Fire Circle for a "Getting to Know You" hot dog roast. The dogs were supplemented by many mouth-watering dishes provided by ScampCamp participants. Even though everyone wore their winter jackets (it was a bit chilly during much of the week) the fellowship was warm and talk continued until well after dark. It was the beginning of a great week.

On Tuesday morning, **Gordy Moss** set up his collection of miniature engines and motors for everyone's pleasure. His collection ranged from air motors to steam engines and he had built them all. Their size and intricacies was amazing - everyone enjoyed Gordy's fascinating mechanical treat. Much of the afternoon was spent "checking out" the thirteen Scamps that had arrived over the previous couple of days - an activity that is rapidly becoming a main event at any ScampCamp.

Tuesday evening was game night at the

Recreation Hall for all the campers in the park. Our group showed up to play dominoes, Skipo and other games. Some Scamp owners had never played these games, but there was plenty of experienced folks to show them the "ropes." It was a good opportunity to learn a little more about each other and also get to know some of the other campers staying at Highlands Hammock.

The next day was "free time" planned to allow the couples and groups to explore the park independently. Several went biking along the Loop Road while others selected from among the several miles of trails through the hammock. Another bunch opted to take the park hosted tram ride through the back country of the park with hopes of spotting an alligator or unusual birds.

By 6 pm everyone had returned to their campsites and were preparing for the weekly pot-luck dinner held in the Recreation Building. Including our 27 ScampCampers, there were about eighty in attendance for a great "feast."



ScampCamp 2000 Participants

Front Row (L-R): Grace Smith, Beverley Lilly, Donna Jordet, Ramona Moss, Joan Gallmann, Barbara Glidden, Shirley Johnson, Carolee Anderson; Second Row: Clif Mudge, Barbara Mudge, Merle Lilly, Vern Jordet, Gordy Moss, Gene Gallmann, George Glidden, Bill Johnson, Bob Anderson, Jeannine Clark; Back Row: Barb Bell, Dick Bell, Angie Kotch, Bob Kotch, Tina Milne, Bruce Milne, Sharon Cranson, Rod Cranson.

It's safe to conclude that everyone present had a great experience at ScampCamp 2000!

The deserts were just fantastic - how do people make such great things in their small Scamps? Immediately following the meal, the Kentucky Blue Grass Partners tuned-up their instruments to play and sing for over an hour. What a great evening!

On Thursday morning there was a great deal of "Scamp-Talk" around the part of the campground where we were camped. The owners of each scamp hosted a "tour" of their trailer so everyone else could see all the additions and/or modifications that had been made - this activity alone is worth a trip to any future ScampCamp. There were so many ideas involved that I lost count. I do hope, however, to feature some in future issues of the *SOI News*. A group photograph was scheduled for noon to recorded this historic gathering - perhaps the most Scamps gathered in one place in history?

Nearly everyone drove into Sebring to have lunch at Homer's, a favorite buffet in the area. The restaurant provided us with a private room and we had a great time learning a little more about one another over some delicious food. And don't forget the fantastic deserts that were available.



Dick and Barb Bell entertain ScampCamp 2000 participants around the campfire.

Back at the campground, Dick and Barb Bell got out their dulcimers and other assorted musical instruments for a special concert. They have been play-

ing for many years and their music was a great hit around the late afternoon campfire. They even got some of us to take up one of their special instruments and play along with them for a couple numbers. Although we sounded pretty good, a little more practice may be advisable before any prime-time performances.

As dusk approached on our last evening in camp, we all gathered for an evening tram ride along the Loop Road hosted by the park rangers. Being among the huge trees and dense vegetation after dark is a different experience and made a nice conclusion to our week. With dawn on Friday, the Scamps began to pull out, heading in many different directions. Some were starting home while others were continuing on with another portion of a longer trip. It's safe to conclude, however, that everyone present had a great experience at ScampCamp 2000!

Parks in the News

Our National Park areas represent outstanding examples of scenic regions across the United States. Most of the parks in the western U.S. were established because of their geologic setting. Here are some recent developments in specific parks.

Black Canyon of the Gunnison - Congress passed legislation to re-designate Colorado's Black Canyon of the Gunnison National Monument to national park status (the 55th national park) and will enlarge the park by nearly 7,000 acres. With the addition of this acreage, the park will cover over 20,000 acres along the Gunnison River about 50 miles southeast of Grand Junction, Colorado. A portion of the Black Canyon of the Gunnison was designated as a Wilderness Area in 1976.*

Guadalupe Mountains - The National Park Service (NPS) has completed acquisition of over ten thousand acres on the west side of Guadalupe Mountains National Park in Texas. The area, known as the Salt Basin Dunes, contains an impressive white gyp-

sum dune field. Red quartz sand dunes, archaeological sites, portions of the historic Butterfield Overland State Route and dramatic views of the western escarpment of the Guadalupe Mountains are also in the added area. This acreage brings the park to nearly eighty thousand acres a hundred miles east of El Paso, Texas. Guadalupe Mountains National Park includes a world class example of a Permian limestone fossil reef and major fault system along with unusual desert flora and fauna.*

New Passport - The National Park Service is working on a new annual passport, the National Park Passport. It will sell for \$50 and will waive entrance fees (only) at all NPS controlled areas. Unlike the current Golden Eagle Passport, the new card will not be honored at other government sites such as U.S. Forest Service, U.S. Fish & Wildlife or Bureau of Land Management sites, etc. In addition, to avoid confusion, the price of the Golden Eagle Passport will be increased - for an additional \$15 a gold hologram will upgrade this new pass to a Golden Eagle. The NPS Passport will also be easier to obtain, perhaps even available at retail outlets. Try www.nationalparks.org on line or 1-888-GO-PARKS to order or for additional information. If ordered on line or by phone, the card will be embossed with the buyer's name. (information from the Feb. 2000 issue of *Highways* and the web)

New Plan - New Man - Yosemite National Park, CA, not only has a plan to introduce buses or trams for day use visitors, the park also has a new superintendent. After being on the job since October, 1999, David Mihalic expressed his philosophy in the March 2000 issue of *Highways*. He is quoted as saying "I believe the mission of the park service is to preserve park resources for future generations, and to provide for the benefit and enjoyment of the public now." This is certainly a refreshing comment and may have significant ramifications in deciding how many visitors any given park area can accommodate and still protect the park.

Lighthouse Restoration - Sandy Hook Lighthouse, NJ, one of the oldest in the na-

tion is being restored by the NPS. Numerous repairs are being made to the 90-foot structure and should be ready for visitor this spring. A nearby visitor center and wayside exhibit provide information and history on the Sandy Hook Light. (report in the March 2000 issue of *Highways*)

* as reported in the *National Parks Magazine*.

Editor (continued)

My plans to spend some time in Oregon have also changed. With the cost of fuel and the distance involved, driving the 2,500 miles to Crater Lake National Park appears to be too much. I am trying to set up alternative plans and hope to spend much of July in the park. If your summer travel plans include Oregon and/or the Pacific Northwest, I would like to meet you at Crater Lake National Park - it's a fantastic place if you've never visited. My plans should be complete by mid-May.

You may notice that this issue does not have a Destination article. After being gone for three months, I just did not have time to write one. How about someone out there writing a piece about

Try
www.nationalparks.org
 on line or
 1-888-GO-PARKS
 for additional information about the
 NPS Passport.



Thanks to Bruce Milne, Penn Yan, NY

a neat place you've been? And, don't forget to provide some photographs and a map.

As the summer season approaches, I hope you have plans to use your Scamp. Do you keep a lookout for other Scamp "Buddies" as you travel? You may not see many, but it can give you a thrill when one is sighted. When this rare event happens, stop to say "HI" and make a new friend with a common interest. And, when you do, tell them about Scamp Owners International and how they can join our group.

Rod

Book Review

The RV Handbook, 2nd Edition, by Bill Estes, 1997, a Trailer Life Book, 16 Chapters, 2 appendix and Index, ISBN: 0-934798-44-3 paperback, 449 pages, List for \$29.95, Trailer Life Books, 64 Inverness Drive East, Englewood, CO 80112.

Like most RV books, *The RV Handbook* is aimed at larger trailers and motorhomes. There are, however, massive amounts of information and advice for RV'ers with smaller rigs like Scamps. Chapter 1, The basics of Rving, is a good example. It offers an insight into the fundamentals of plumbing, electrical appliances, LP-gas systems, basic equipment, getting ready to tow and more. In addition, several check lists are presented to remind experienced travelers and introduce new RV'ers of important things that need attention.

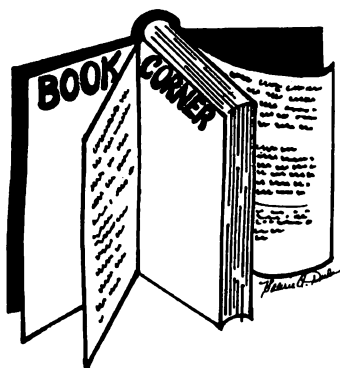
Much of the next four chapters (2 thru 5) tend to be a bit heavy on technical aspects of engines and electrical systems found in larger trucks and motorhomes. They include details on engines with many diagrams, charts, graphs and formulas describing their mechanical and electrical characteristics. If you enjoy servicing and working on your tow vehicle, there is an abundance of good reading here.

Chapter 6, Weight, Handling, and Safety, offers suggestions on handling RV's - vision, backing and braking. The last portion of this chapter deals with weight and loading trailers including weight ratings and methods to weight your RV. Tires is the subject of Chapter 7 and covers nearly anything you might wish to know about the tires on your RV and how to care for them.

Selecting a Tow Vehicle (Chapter 8) covers a number of topics that are often overlooked when choosing a car, truck or SUV to pull an RV. Details on weight restrictions, axle ratios, type of engine and other options that should be considered when buying a tow vehicle are fully discussed. Following immediately is Towing Safety (Chapter 9) that stresses weight and balance, various types and adjustment of hitches and potential problems that may be encountered while towing a trailer.

Following chapters on Selecting a Motorhome Chassis and Dinghy Towing (10 & 11), Estes gets into some of the best parts of book for those of us with small RVs. While few of us will have an interest in many of the technical aspects or how to choose a motorhome, we all will be dealing with propane and using our electrical systems. Understanding Propane (Chapter 12) may be the most important chapter in the entire reference. It not only discusses how propane systems work, but deals with proper filling, pressure regulators, trouble shooting, testing techniques, maintenance and storage procedures.

RV Electrical Systems (Chapter 13) is the second longest section of *The RV Handbook* and rightly so. After introducing direct and alternating current sources, electrical safety and electrical-problem diagnosis are covered. Battery and charging systems, electric brake and brake controls are discussed and the chapter winds up with converters and inverters, two devices that all of us probably need to understand better. More on batteries and how to keep them charged is the topic of Chapter 14, Unplugged Rving. Solar power as a source of electrical energy, water and LP-gas management is also featured in this interesting section.



How to Buy an RV and Getting Good Service round out the last two chapters of the book with some useful ideas, especially for anyone interested in purchasing an RV or looking for service advice. Two appendices, Tire Rating Tables and Sources of Assistance, are followed by a good index.

If you like to “mess around” with the various systems in your RV, *The RV Handbook* will make for good reading and provide lots of insight in how your rig works. Conversely, if you tend to leave the details and problems to someone else to figure out, you may want give it a pass.

Review by K.R. Cranson

SOI in the News

One of the most difficult aspects of organizing the Scamp group is “getting the word out.” Over the first few months after the first newsletter was published, the effort was mostly by “word-of-mouth.” Scamp owners told other Scamp owners, there were a few notices on the internet and the Scamp Company told new Scamp owners about the newsletter. With the October issue of *Highways* and the November issue of *Trailer Life*, however, Scamp Trailers and the *SOI News* got a real boost.

In the *Highways* article entitled Nature at Its Best, a Scamp is pictured camped near a lake in the Grand Teton National Park. Check the photograph in the lower right corner of page 47 - a 16 foot Scamp resting peacefully under the dramatic Teton landscape.

The very next month, in *Trailer Life*, an announcement about the *SOI News* was featured in the Bulletin Board section. Prominently centered on page 26 was “An organization for Scamp travel trailer enthusiasts is currently being formed. Members will receive a quarterly newsletter, The *SOI News*, that features information relating to Scamp trailers, experiences of owners, a forum for discussion, modification suggestions and maintenance tips. For a copy of the first issue of The *SOI News*, e-mail

rcranson@voyager.net or phone (517) 321-2473.”

The Midwest Connection web site (<http://illini.net~vdex/home.htm>) has posted a report on ScampCamp 99 and two pictures from that adventure in Michigan’s U.P. If you have access to the internet, after you get into the site, go to the Editorial & Articles box. The report will remain up for several months. A big THANKS to Vince and Ann for supporting SOI.

Neat stuff - it doesn’t get much better than this!

From the Mailbox

Everett & Fern Denning, Jackson, MI - We had a rather neat experience at the Ownesboro, KY, Dulcimer Festival that might be newsworthy. We were the first RV to arrive at the camping area. The next three were also Scamps and this wasn’t planned. We knew a fifth Scamp was coming so we saved them a spot and had five Scamps in a row. The only place we have seen more Scamps in one place was at the factory.

About two thirds (of the way) through the show on Friday night, the concert was cancelled because a tornado had been sighted about 30 miles west. We secured our RV’s as much as possible, vendors took down their stands, the native headed for home and we who remained gathered in the central room of a cement block public building. Although the tornado didn’t go through our area, there was enough wind and rain to take down trees and power lines. Fortunately, only one RV was slightly damaged. (10-27-99)

John Haag, Caledonia, NY - . . .

I thought I would run a few ideas by you. I would ask readers to submit stories of some of their travels (my scooter club newsletter is always asking for stories, so the president/editor



. . . where was the best place you have ever camped and why? What was the strangest thing that ever happened to you while camping?

doesn't have to fill the 14 pages all by himself).

I think a section on Scamp history should be in every issue (love that Scamp motor home). How many 13', 16' and 5th wheels do they manufacture every year? How many Scamps in all have been built? Did all the different sizes come out at the same time? What are the most popular accessories ordered these days? Why doesn't Scamp offer a radio/CD option? Has the factory done a real "custom" Scamp for someone (different outside color, built-in TV, etc.)?

I would like to see a separate questionnaire asking where was the best place you have ever camped and why? What was the strangest thing that ever happened to you while camping? These would give you some good materials for a while. Also, if ordering a new Scamp (money, no object), what size, model and accessories would you select? What would be your ideal tow vehicle?

Another suggestion: membership list like you have, but broken down first by state. This (would) let us see where most members live plus making contact with them easier (as in arranging local get-to-gathers). How about assigned membership numbers. Example: #99-1 (that would be you because you were first member signed-up in 1999. #00-1 and so on would cover any members signed up this year. By looking at the membership number you would know right away when they joined the club.

I would also like to see articles on: what Scamp owners do to seal ceiling vent when camping in cold weather? What's the best choice for an electric heater, when camping in the fall and you have electricity (size, efficiency, cost, storage, etc.)? How to hook up your Scamp when you are alone and no one is around to help - hints? How about a survey of Scamp owners to find out if they really know what their Scamp weights - must state size, model and accessories. I, myself, would like to in-

stall a radio system in my Scamp this year. To those that have already done so, where did they mount radio, antenna and location and number of speakers? . . .

Editor's Note: John has raised some excellent questions and suggestions - many I have wondered about for some time. I would welcome any responses with answers to John's comments. Please consider sharing some of your experiences with other Scamp Owners.

Modifications

Potty Improvement - The potty improvement is more a procedure than a device. If you don't liberally irrigate your (black water) holding tank during the dumping operation the solids will collect in the corners of the tank and eventually reduce the volume of your tank. I'm tired of traipsing through the trailer with sloshing pails of water to do the job and after some thought decided to utilize the existing holding tank vent to solve the problem.

On the outside of your trailer, opposite the commode, is a screened louver. The louver covers a vent hole leading to the commode holding tank. Its purpose is to minimize bathroom odors and to facilitate dumping. Introducing a vigorous flow of water in the vent hole, while dumping, will irrigate the holding tank exceptionally well.

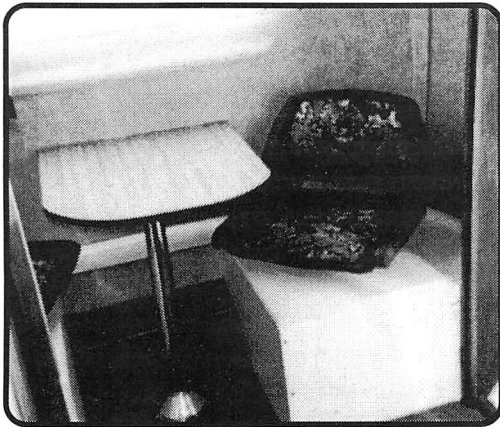
You now have an effective access to flush your holding tank, but it also provides an access hole for spiders, wasps and other undesirables. You may cover the end of the pipe with anything that suits you as long as it maintains a free flow passage of air from the holding tank to the outside of the trailer. Remember, however, your cover must be removed during the dumping operation.

I made a cover using a three-inch long, 1 1/4 inch light weight PVC pipe and a 1 1/4 inch PVC pipe cap. Cut a 3/4 inch segment of the pipe lengthwise. Attach the cap to one end of the pipe using PVC cement. The assembly will fit snugly into the vent hole while the trailer is stored. While camping and using the commode, pull out the assembly part way to facilitate venting. When it's time to dump, remove it completely. This will al-

low the tank to be flushed from outside by using a hose or some other technique to introduce a stream of water.

Thanks to Bob Kotch, Kingwood, TX

Custom Seats - Like many 13 and 16-foot Scamp Owners, **Dick & Joan Felton** wanted to leave their dinette made up as a bed. They had no use for the bunks in the front of the trailer, so Dick made a neat modification to their 1995 sixteen foot Scamp.



First, Dick removed the bunks, including both the seat and front of the bottom bunk. Then, he bought 24" wide melamine for trimming out the two side compartments. Next, more 3/4" melamine materials was used to make the bases for the folding boat seats shown. Access to the compartments below the seat is possible by folding the seats down before lifting the top. A scrape butcher block counter, 3/4" thick, was used for the table top. Using a floor mount, 28-inch table pipe and under table bracket finished up the project. Both seats and table swivel.

Information and photograph provided by Dick and Joan Felton, Hidalgo, TX 78557; 956-843-2822

Editor's note: Dick suffered a stroke in early January that affected the use of his left arm.

A Tub for Your Scamp?

Is such a thing possible? Indeed! **Jack and Judy Freed**, Punxsutawney, PA, have installed a bath tub in their '99 sixteen foot Scamp. They selected layout #3 (see page 4 of Scamp's promotional piece) and re-

quested that the front bunk area be left unfinished.

Jack framed in a four foot fiberglass tub along the side directly across from the outside door. A piece of plywood, covered with carpeting, lifts off to allow access to the tub. Another plywood lid covers the section along the front, where the bunk/sofa would have been, which was framed in for storage and a storage space for the porta potty.

Bright white bathroom paneling covers this framing to match the fiberglass trim in the rest of the interior. The door for the porta potty storage area was provided by Scamp so it matched the other cabinets. Of course, plumbing was installed to connect with the Scamp's water supply and waste water system.

Jack and Judy's Scamp also was delivered with an icebox which was replaced by a dorm refrigerator with a small freezer compartment. By packing the freezer with reusable ice packs, they can keep the refrigerator cold while traveling.

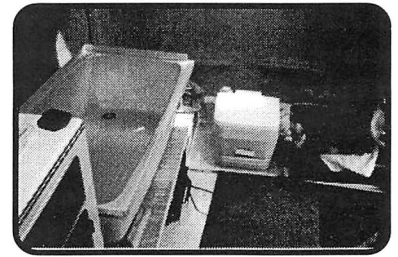
They report a couple who came to look at their trailer (referred by Scamp) stated that "if they didn't know better, they would have thought it (Jack's modifications) was done by the factory."

Information and photographs provided by Jack & Judy Freed, (814) 938-7687, E-mail: jack@thefreeds.com

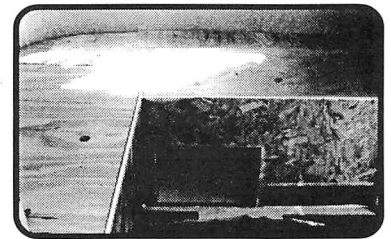
Questions & Answers

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

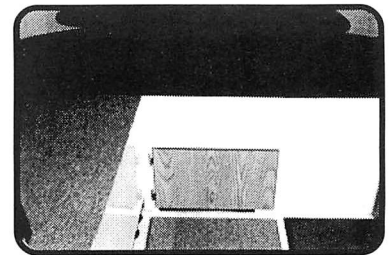
I had some bad luck. The first time I tried out my awning, the pole broke off at the connection piece! I'm surprised because I am fairly mechanical, and I didn't force anything. The awning wouldn't roll in, and somehow the pole turned and hung free putting it's weight on the joint at a wrong angle. The aluminum tore and broke! Either something



Placement of tub in front of Scamp.



Tub and bench framed-in and covered.



Finished tub covered and upholstered.

Scratches and nicks in fiberglass can be filled with a boat repair kit generally available from any marine supply company . . .

went wrong, or I am goofier than I thought. It seems to require pushing pretty hard with the pole tool to slide out the awning supports... do you find that true of yours?

Don Pardon, St. Paul, MN.

I am having some problems keeping the outside door closed on my 5th wheel Scamp while towing. We understand this has been a problem for other Scamp owners. For anyone with this problem, what have you found as a solution?

*Tom & Eugenia Tobin ,
Martinsburg, WV.*

Russ and Jean Joly, Monroe, MI, are in the research stage of purchasing a Scamp (5th Wheel). They would like some advice from others who have had more experience. Here is their question: "What would you add or leave out of your trailer if you were planning to buy a new Scamp?"

Richard Smith asked if anyone has problems with trailer sway (Q & A in the Winter Issue, 2000). We did with our 1982 sixteen foot (Scamp) on our first trip using a 1977 Olds 88. It (the Olds) had too much overhang. The factory said a sway control could not be used. I ordered one (sway control) from Sears and it worked fine. No more sway. It's a Valley Tow-Rite Model 7569. A ball mount was welded to the side of the A-frame (on the Scamp) and another bolts or welds to the side of the hitch drawbar. I also used this on our 1992 Aerostar van, but I don't think it would be as much of a problem.

The bike rack on Smith's bumper probably adds to his problem. We carry our bikes in the van with the rear seat removed. They stay clean and theft is not a problem.

I have used white silicone sealer to repair a scratch. It might not be the best, but is better than nothing. To mark the active propane tank, I simply tie a short piece of red insulated door bell wire

around the handle of the one in use.

From Gerald Peterson Huron, SD

Scratch Repair - Scratches and nicks in fiberglass can be filled with a boat repair kit generally available from any marine supply company, such as E & B Marine or most boat dealers. The kit usually consists of a two-part mixture that you spread into the scratch or nick. Then, you use a rubbing compound to polish and smooth it out.

From Sam Breeden St Charles, IL

Bits & Pieces . . .

Out West is a quarterly "on-the-road" newspaper founded in 1987 by roving editor/reporter Chuck Woodbury, who spends much of each year roaming the two-lane highways of the American West searching for stories about whatever he finds interesting. His quarterly tabloid has been featured on ABC World News Tonight, NBC's Today Show, CNN, National Public Radio, and in People, USA Today, the Washington Post, the L.A. Times and the Associated Press.

Aboard his 24-foot motorhome-newsroom, Woodbury sets off a month at a time down lonely two-lane roads seeking out great burgers, teepee motels, roadside trading posts, jackalopes, offbeat museums, towns with odd names, and folks with fascinating hobbies. In 11 years, he's covered nearly 200,000 miles and written a million words about people, places and things too far off the beaten path for the mainstream media.

With access to the internet, you can get a look at a sample Woodbury's *Out West* articles and information. Check it out at www.outwestnewspaper.com

Western Rallies

The Great North American RV Rally in Gillette, Wyoming, is offering a number of attractive destinations associated with the meeting. Devils tower National Monument is only 70 miles northeast of Gillette, just over an hour's drive. A tour to Mount Rushmore

National Monument and Deadwood, South Dakota, is also being offered during the rally. Other options include a visit to a buffalo ranch, a working coal mine, trail rides and chuck wagon breakfast or lunch. Organizers are expecting 5,000 RV's and 10,000 people at the July 17 - 21 rally. The 1,100 acre CamPlex just off I-90 in Gillette with a large air-conditions exhibit hall will house the many seminars and vendors being planned. Rates are: \$99 for dry camping or \$199 with electrical hook-up. More information is available at: 877-749-7122 or at the rally web site: www.rv.net/gillette.

Life on Wheels RV Conference will convene in Moscow, Idaho during July 9 - 14, 2000. This is the 6th version of this annual event on the campus of the University of Idaho. In addition to over 100 different classes - with well known speakers - relating to RV's and the RV lifestyle, a number of great sounding destinations are planned as pre-conference activities. Rafting, garnet hunting, a sunset dinner cruise on Lake Coeur d'Alene and more are listed as Special Activities. Enrollment is limited to 300 RV's and 700 participants on a first-come, first-served basis. Registration is \$179 with parking at \$25 (dry) or \$120 with water and power. Contact Peggy Waterman, Enrichment Programs, University of Idaho, Moscow, ID, 83844-3224, Ph: 208-885-7983, E-mail: peggyw@uidaho.edu.

More Park News

Weapons Warning - Yellowstone National Park has reminded visitors that it is against federal law to carry a weapon (guns) anywhere in the national parks. Although weapons may be transported through the parks, they must be cased, broken down or rendered inoperable and kept out of sight. Ammunition must be stored in a separate compartment. Possession of a concealed weapons permit does not allow carrying of weapons in the parks.

New Forest Roads - The White House has announced a moratorium on further con-

struction of roads throughout the forest system. The National Forest Service will officially issue the President's proposal this spring and it could become permanent by the end of the year. There are some 400,000 miles of roads maintained to some extent by the forests service. This is nearly seven times the number of miles of the U.S. interstate system. Recreational visits to national forest areas have nearly doubled in the past six years. Estimates indicated that recreational vehicles on forest service roads outnumber logging vehicles by more than 100 to 1. Of the \$134 billion the forest service generates annually, over \$110 billion is derived from recreational use.

Smog in Big Bend - An environmental study to determine the source of smog in Big Bend National Park. It is being conducted by the National Park Service and Environmental Protection Agency. During the project, under the acronym BRAVO (Big Bend Regional Aerosol and Visibility Observational), will release "tracers" of chemically inert particles into the air at various locations. By using 40 receptor sites, scientist hope to identify air-travel patterns that will help them locate pollution sources. BROVO is scheduled to run for at least two years.

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Hints & Tips

- Put a coat of PAM® on the front portion of your Scamp after washing your trailer - it will make bug removal much easier.

- Turning your refrigerator on a day or two before leaving on a trip allows it to get cold. Also, placing cold food from you house refrigerator will help in cooling it down before use.

- If you run your refrigerator on the gas mode while traveling, be sure to shut it off before stopping for fuel. The small flame in the refrigerator could ignite any gas fumes from the fueling operation.

Pull away from the fueling area before starting the refrigerator again.

- If your Scamp is equipped with an inverter to keep the battery charged, consider hooking up the electrical system while the trailer is not being used or in storage. This will help keep the battery fully charged.

- Want an effective and inexpensive way to remove offensive odors that accumulate during use or storage? Purchase a box of scented fabric softener sheets normally used in a dryer. Spread the sheets in various locations throughout your Scamp. Another method, if you have AC power, is to plug-in a small air freshener normally used in your home.

For Sale-Wanted

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

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

Wanted - 5th Wheel Scamp. Contact Chris Larsen, 237 Breezy Bay Dr., Gilbert, SC 29054. Ph (803) 892-2463, E-mail: dixievikings@pbtcomm.net

Scamp Web Site

Many SOI Members with an E-mail address have received a message (or messages) inviting them to join a Scamp Group. The e-mail note I had was from maytagtwin@aol.com and was apparently sent out by Ron Carroll of Nokesville, VA. Ron Carroll is an SOI Member.

I have not had an opportunity to check into this matter, but want all SOI Members to know that there is no relationship between Scamp Owners International and this web site and message you may have received.

Establishing a web site is being considered to extend communications between SOI Members. When, and if, such a site is put up for your use, it will be announced in the *SOI News*.

Wanted - 13 or 16 foot Scamp up to four years old. Contact John Herold, 1385 Vidot Ct, Covington, KY 41011. Ph (606) 331-0870, E-mail: byherold@webtv.net.

For Sale - 5th Wheel Scamp. Contact Vincent Barrett, 804 Lake Betty Dr., Lake Placid, FL 33852.

Note: If you are looking for a Scamp and have access to the internet, try the following ULR: www.traderonline.com/index.shtml. The SOI News will also include notes of Scamps For Sale or Wanted in each issue.

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