



SOI News

2000



Scamp Owners International

Volume II Number 3

Summer 2000



(Photograph by Lyndon & LouAnn Laney)

Lyndon & LouAnn Laney's 1996 Scamp & Dodge Dakota.

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From the Editor's Desk

Death Valley National Park - what a location! Although I had visited this park some years ago, it was great to return to such a fantastic place. I would like to extend a big "THANK YOU" to Roy and Judy Schultz for a great job on planning and hosting the Death Valley ScampCamp last February. Their connections were amazing - I don't know how they did everything. Their ScampCamp guide for participants included excellent information and creative ideas. I especially liked the participants' pages that encouraged campers to meet and record the names, addresses and additional information from other Scamp Owners. Judy has also provided important comments and suggestions in assisting me with the revision of our *ScampCamp Hosting Guidelines*. Thanks Judy! And for a bonus, with Judy's help, the *ScampCamp Hosting Guidelines* are now ready to send to anyone interested in hosting a ScampCamp. You can get them via E-mail or in the regular U.S. Mail - just let me know.

Scamp Owners International Membership continues to grow. I receive several requests each week for an examination copy of the *SOI News*. Likewise, several SOI Charter Membership Applications arrive in the mail each week. Many of the requests and new memberships are by referral from the folks at Scamp Eveland, Inc. in Backus, especially the sales staff. I would like to express my appreciation for their assistance in spreading the word about our Scamp Group. Another major source of referrals are the current members - thanks go out to each of you that have referred a prospective SOI member this way. If you know of someone who owns a Scamp or is interested in getting one, please let them know of our Scamp Group.

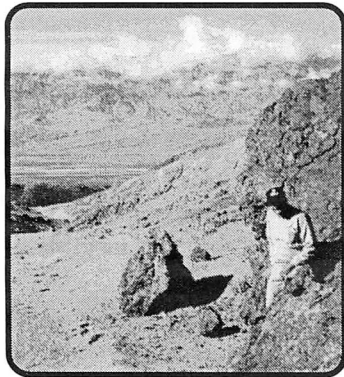
In the Spring issue I mentioned the possibility of a ScampCamp along the

Blue Ridge Parkway that runs along the Appalachian Mountains of Virginia and North Carolina. While considering this matter further, I found a brochure from Shenandoah National Park. It occurred to me that I had spent more time along the Blue Ridge Parkway than in Shenandoah. This caused me to reconsider a potential ScampCamp in the Appalachian Mountains. Further research convinced me to plan a fall meeting of Scamp Owners along the Appalachian's Blue Ridge in Shenandoah National Park.

My thanks goes out to all the members who have submitted modifications, letters, comments and notes to share with other Scamp owners. Several of these are included in this issue. I have served as newsletter editor for several organizations. One of the major responsibilities (struggles!) for any editor is to get readers to contribute to their newsletter. Generally, this part of the job is less than satisfying. In the case of the *SOI News*, however, members have been most generous in sharing their experiences and ideas with other Scamp owners. Thank you. And keep those cards and letters coming!

As the summer travel/camping season comes into full bloom, Sharon and I extend our best wishes for great experiences as you spend time in your Scamp. And if you happen to find another Scamp "buddy," be sure to stop and say "HI." You will likely be the winner and learn something that will be useful in using your Scamp.

Rod



Rod Cranson
Editor

Checking out the rocks along Artist Drive in Death Valley National Park. Panamint Mountains in the distance.

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Right Angle Door Holder (Modification Sheet # 5)

Plans for building **Ray Davis' Scamp Trailer Door Holder** was included with the 1999 Fall Issue of the *SOI News*. It provided a device to keep the Scamp's door open under the awning in the event of rain while keeping the inside of the door dry. **Bob Anderson** has developed an alternative device to perform the same function.

List of Materials and Equipment:

- 1/8 inch diameter steel wire - approximately 30 inches long - framework of holder
(The actual length will depend on the location of door catch brackets)
- 1/64 inch diameter copper wire - variable length (need enough to wrap 1 3/4" of double steel wire)
- Solder and torch - to bond wrapping wire
- 5/8 inch dowel - 2 1/2 inches long
- String (nylon?) - approximately 5 inches long (runs from hole in dowel thru loop end of door holder)
- 17 1/2 inches of plastic tubing or hose - to cover the steel wire (optional)
- Useful tools include: assorted pliers, hammer and bench vice to shape steel wire

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

Construction Hints:

- Step 1. Use the 1/8 inch steel wire to shape loop to accommodate holder on door - section A on sketch. Wrap the 1/64 inch wire around as shown on sketch and solder to secure.
- Step 2 Adjust angle at location B on sketch so that door is held open at a right angle to trailer and under awning (to keep the rain off door's interior).
- Step 3. Steel rod is bent into a right angle at section C to the loop end (section A) of door holder. If you plan to use the plastic tubing or hose for a protective cover, it must be slipped over the steel wire prior to forming the bend at location C.
- Step 4. Cut a 1/8 inch notch in dowel and shape to fit in door catch bracket to secure the door holder in place (see photograph). Add string to dowel to avoid loss.

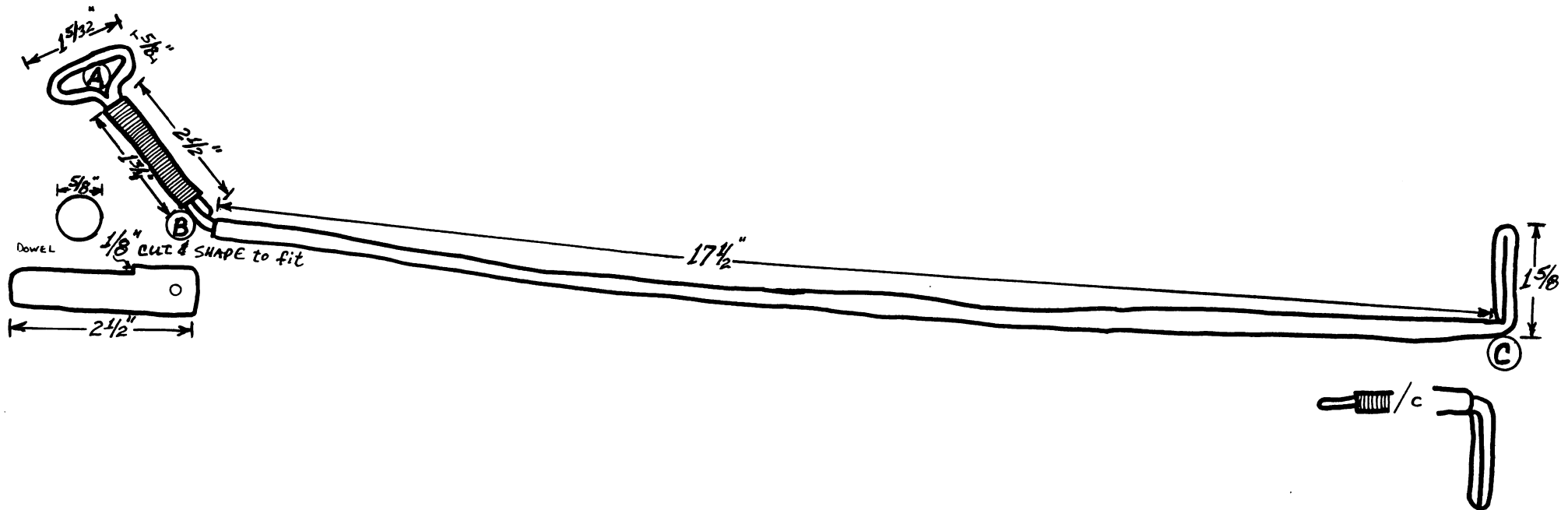
Note: Although the sketch is NOT TO SCALE, a pattern very close to the actual size for the *Right Angle Door Holder* can be produced by enlarging the sketch to twice the size shown.

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

Right Angle Door Holder

For Scamp Trailer

Working Sketch



Designed by: Robert Anderson
8 Lake Dr, Old Lyme, CT, 06371 Ph: 860-434-7117

Shenandoah National Park

Shenandoah - the word seems to roll off your tongue easily. Native Americans may have thought the same thing although it is not certain that the term is of Indian origin. Among the many suggestions of what Shenandoah means is "Daughter of the Stars." Others, from the Iroquois, are "Great Meadow" or "Big Flat Place." Whatever the true source of the word, Shenandoah National Park is a place of beauty and fascination stretching over 70 miles along the Blue Ridge Mountains in northwestern Virginia.

Geologic research and theory in recent years has helped scientists understand how the Appalachian Mountains formed - including the Blue Ridge portion of Virginia where Shenandoah National Park is located. Using a hypotheses known as plate tectonics, geologists think large sections of the earth's crust (called plates) interact with one another. If two plates, say North America and Europe, should "bump" into each other, a major mountain system is formed. Although this explanation how mountains develop is complex and not completely understood, it is accepted by most earth scientists. For the Shenandoah area this collision of the two crustal plates occurred many hundred million years ago during what geologists call Paleozoic time.

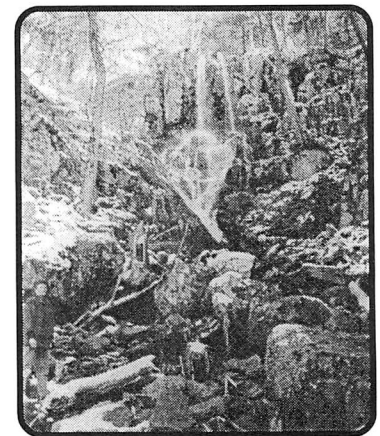
Part of the thrill Shenandoah scenery offers is excellent exposures of ancient rocks that form the Appalachian Mountains. Much of the highest portions and eastern part of the park are located on very old granitic and volcanic rocks (many layers of lava) - some over a billion years ago. These have been altered to metamorphic rocks seen in the impressive road cuts along Skyline Drive. The western slope into Shenandoah Valley and much of the southern portion of the park is composed of younger (mostly Cambrian age) sedimentary rocks that have been metamorphically altered. Soils developed from these rocks, although thin, have had a major

affect on the vegetation and where early settlers chose to establish farms. The oldest rocks, granites and volcanic lavas, weathered to fertile soils while the Cambrian sediments produced thinner and less rich soils.

In their infinite wisdom, Congress authorized a national park in 1926, but specified that no federal funds could be used to acquire land. Efforts by the state of Virginia, aided by private donations of both money and land, eventually amassed 250 square miles - mostly along the crest of the Blue Ridge. This tract became Shenandoah National Park in 1936 and later additions increased its size to more than 300 square miles. Construction of Skyline Drive, a winding road running the length of the park, began in 1931 with much of the work done by the Civilian Conservation Corp. where six CCC camps were established. This road was completed in 1939 at a total cost of \$5,000,000 - which would seem like a bargain today.

Skyline Drive is the major access through Shenandoah National Park. Being only two lanes with a speed limit of 35 miles per hour, it runs for over a hundred and five miles from Front Royal near the north entrance to Waynesboro at the southern boundary. Elevations on the Skyline Drive are in the two to three thousand foot range while peaks rise to more than 4,000 feet (Hawksbill Mountain). Dozens of scenic turnouts are scattered along the drive providing spectacular views into Shenandoah Valley to the west and out onto the Piedmont looking east. Numerous visitor service areas, including four campgrounds and two visitor centers, are strategically spaced along Skyline Drive.

For those who desire to travel on foot, Shenandoah National Park is a hiker's paradise with over 500 miles of trails including about a hundred miles of the Appalachian Trail. Once you leave the road to hit the trails, another



*Lewis Water Falls tumbles over 80 feet along the Lewis Waterfalls Trail near the Big Meadows area at Mile 51
(photograph by K R. Cranson)*

Shenandoah can be found. Most of the original forests and much of the wildlife have slowly returned since the park was established and farms were abandon. Except for a few open areas maintained by the park service, such as Big Meadow, the Blue Ridge is once more covered by the predominate oak and hickory forest. The once prevalent chestnut trees that were such an important resource for settlers were completely wiped out by disease in the early part of the 1900's. With careful observation, evidence for some of the old farm sites and roads can still be found along trails in the back country.

Trails range from short nature walks to those that can require an entire day or longer. In selected areas cabins can be reserved for an overnight stay. A significant attraction for hikers are the numerous waterfalls. Over fifteen, some nearly a hundred feet high, have formed as steams tumble over rocks composed of lava flows. Because the streams are small and near their source, most waterfalls usually display small volumes of water. With nearly 200,000 acres to explore, some 40% designated as wilderness, hikers have an almost unlimited resource in Shenandoah.

Because of the park's elevation,

weather can be much different than that expected in the surrounding areas. Summer temperatures are very pleasant with highs in the seventies and lows in the fifties. Precipitation is about fifteen to twenty percent greater than in adjacent lowlands. This often results in foggy conditions which can limit views from overlooks but also may produce an interesting effect not commonly experienced. Although Shenandoah National Park is open all year, travel along Skyline Drive may be difficult during the winter season. In addition, many facilities are not open during the winter.

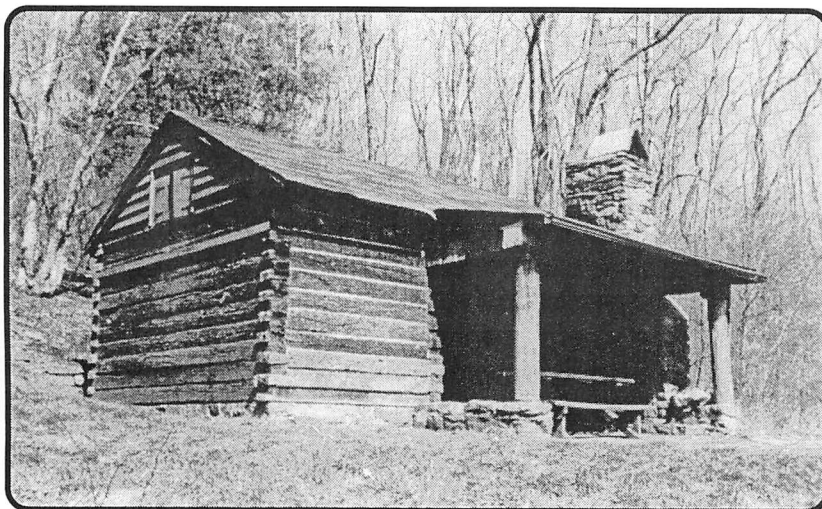
Additional information on Shenandoah National Park may be obtained by contacting the park at: Superintendent, Shenandoah National Park, Route 4, Box 348, Luray, VA 22835-9051 or 540-999-3500 (a recording). A list of materials (books, maps, etc) is available from the Shenandoah Natural History Association at 703-999-3582. Much of the same information can be viewed on their web site at: www.nps.gov/shen

K R. Cranson

Death Valley ScampCamp

The First Annual, West Coast, Fun-in-the-Sun ScampCamp in Death Valley was a great success. In late February a total of seven Scamps (3-5th wheels; 2-Thirteen foot and 2-sixteen foot) came to Death Valley for a gathering of SOI members. While the 'event' was planned for 2 nights, the majority of the people showed up a day or two early and left a day or so later. The weather cooperated and everyone had a great time.

Death Valley is much more interesting than the name might indicate. There were many places to see and those attending generally went off individually to visit those features of interested to them. Each night we all gather around a campfire to get to know one another, enjoy a wonderful visit and share experiences of the day. The campfire was a real highlight each night.



*Pocasin Cabin at the Pocasin Mission and Mountaineer Settlement off the Skyline Drive near Mile 60
(photograph by K R. Cranson)*

The first evening's potluck was truly lucky with a great variety of wonderful food. Then the next morning, our first full day, nearly everyone drove to the north end of the park to visit Scotty's Castle. The castle was built in the 1920's by a rich businessman, Albert Johnson, as an elaborate vacation get-a-way. In the process, he met Walter Scott, a kind of "desert rat" that frequented Death Valley among other areas in the west. Most of the ScampCamp participants joined one of the living history tours offered at the castle. Our guide, Jack, could easily have known Scotty personally - he knew, walked and talked the part of someone who may have worked at the castle during the 1930's.

On the return trip to our campground at Furnace Creek, several interesting stops tempted the Scamp Campers. Titus Canyon, Ubehebe Crater, the Sand Dunes, and Salt Creek were all possibilities. The Salt Creek Nature Trail offered a special treat with it population of pup fish, a tiny minnow-like creature who has strangely adapted to the desert. The group gathered at the Furnace Creek Steak House to finish off a fantastic day with a nice meal.

Day two found participant heading in many different directions in twos or small groups. The drive to Bad Water, with stops at the Devil's Golf Course, Artist Drive and Golden Canyon, was a major attraction. Others headed north to the Stove Pipe Wells area to visit Mosaic Canyon, Devil's Cornfield and the Sand Dunes. Another possibility was Zabriskie Point, Twenty-mule Team Canyon and Dantes View, a fantastic view point some five thousand feet above the valley floor.

Everyone was interested in each of the Scamps and we all poked around in each of the units. There were various customizations that we discussed and checked out thoroughly. Included among these special modifications were: a clothes line mounted on the back bumper; a solar panel to recharge the battery; a bright high efficiency marine light for the interior; a catalytic heater requiring no battery; and a good variety of shelves, hooks and organizational items. There were discussions on trailer suspen-



*Back row: Molly O'Reily, Steve Lockwood, Roy Schulz, Allen Kaplan, Dick Hanson, Clarence Sommer, Sharon Cranson, Rod Cranson
Fron Row: Judy Schulz w/Charlie, Kathleen Kaplan, Lois Hanson, Hellen Sommer (not pictured: Ted & Carolyn Berkland)
(Photography by Roy & Judy Schultz)*

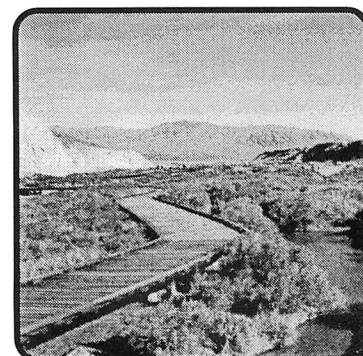
sion, microwaves, batteries, solar panels, faucets, heaters, tires, and almost any other topic related to the Scamps.

While there are no definite plans at this time, Death Valley was such an interesting area that we may consider a February/March ScampCamp at the park again in 2001. Let us know if you are interested.

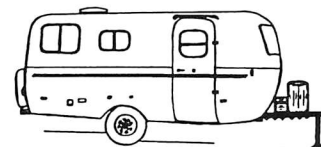
Roy and Judy Schultz, Hosts

Profile

Gene and Joan Gallmann of Menomonee Falls, Wisconsin, purchased their 1999 sixteen foot Scamp in August of that year. They use a 1997 Chrysler Town & Country mini-van to tow their Scamp. One of their first major outings with this rig was ScampCamp 2000 at Highlands Hammock State Park near Sebring, Florida in late January. They gathered with twenty-five other scamp owners for a week of fun and sharing about their Scamp - one of their passions. Gene and Joan spent nearly two months traveling throughout Florida in their Scamp.



*Nature Trail along Salt Creek where the unusual Pub fish were found
(photography by Roy & Judy Schultz)*





Gene & Joan Gallman enjoying one of their recent trips in their 16 foot Scamp
(photograph by Gene & Joan Gallmann)

Gene and Joan go back nearly fifty years with their first date in 1950 - Gene was only sixteen and Joan two years younger. This first date has an interesting twist relating to their other passion - Cushman Scooters. Gene arrived on his used 1948 Cushman Scooter when he came by to visit Joan and they went for a ride. Joan remembers it was a "wild ride," but chose Gene's mode of transportation over the convertible her present boy friend had. After all, Gene had paid \$75 for the "Black Beauty" Cushman he used to win Joan. Gene recalls "the scooter broke down more than it ran, but the day I picked up Joan it ran perfect."

Joan and Gene were married in Butler, Wisconsin, on October 1, 1955 (Gene had sold his scooter by then). Gene went to work for the Cheney Company who manufactured stairway elevators. It was a lifetime position lasting forty-three years - Gene retired in 1993. After their two sons were older Joan joined Honey Acres, a well known Wisconsin Company that makes honey candy. She plans to retire this year so she and Gene can enjoy more time with their five grandchildren, their scooters and, of course, their Scamp.

With retirement, Gene returned to his youthful interests - he purchased a red



Gene & Joan Gallmann take a ride on one of Gene's Cushman Eagle Scooters
(Photograph by Gene & Joan Gallmann)

1960 Cushman Eagle. He paid \$2,000 and noted that it was "in pretty good shape - it ran" - some difference from his first scooter! Gene has so much fun with his new "toy" that he decided to get another. At a national Cushman Scooter meeting, he bought a white 1965 Super Silver Eagle. At \$1,600, it was a "good deal." Gene's plans for the second Cushman was to get Joan to ride with him. However, he said "When Joan rode it the first time, she drove over my foot."

Gene and Joan's next challenge is to devise some way to carry the scooters while towing their Scamp. Maybe they will have to trade-in the van for a pickup. Any suggestions from SOI Members who have already traveled down this road?

News from Our National Parks

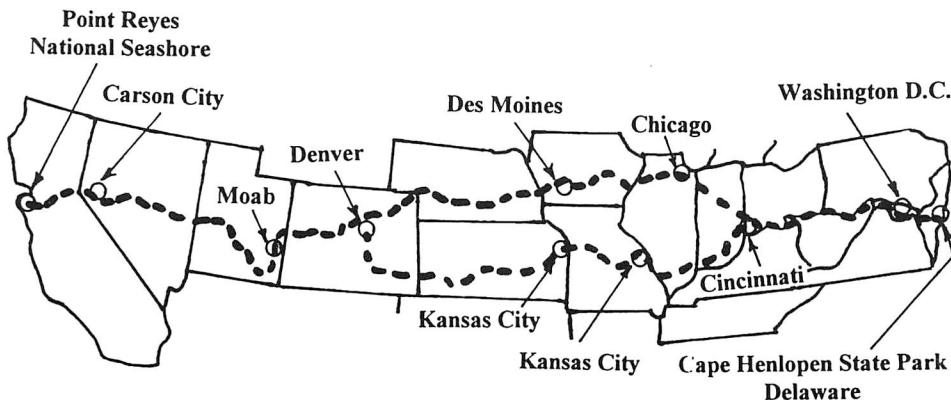
In Holdings - The task of preserving land resources often involves acquiring pockets of private property within park boundaries. The National Park Trust, a private non-profit organization that buys land for conservation, estimates that there are about 7 million acres of private properties in the national parks. Potential development on these in-holdings is thought to be the single greatest threat to national and state parks.

The 2000 fiscal year budget passed by Congress included more than \$450 million to buy lands for conservation. While land acquisition for conservation and recreation purposes enjoys broad public support, there is also a strong lobby of private owners who oppose government purchases of land, including members of the American Land Rights Association.

If you want to see a list of proposed projects (state-by-state) for FY2000 under the Land and Water Conservation Fund, go to: <http://www.wilderness.org/eyewash/lwcfproposed.htm>

Did You Know? - According to the National Park Service, about 200,000 of the 7 million acres in national parks held by private owners are currently threatened with

AMERICAN DISCOVERY TRAIL



development.

American Discovery Trail (ADT)-The grand opening of the nation's first coast-to-coast multi-use hiking trail kicked off at Cape Henlopen State Park in Delaware recently. Dozens of events at the local, state and national level will be held throughout the year signifying the opening of this special trail. The official 'Grand Opening Year' of the ADT will span from April 4, 2000 to June 2, 2001 (National Trails Day 2001).

The 6,356-mile ADT passes through 15 states and the District of Columbia. It leads to 14 national parks, 16 national forests, 10,000 sites of cultural, historical and natural significance, and is the backbone of the national millennium trails system. Most of the route is accessible to horses and mountain bikes, as well as hikers. One interesting aspect is that about 32 million people live within 20 miles of the trail making it ideal for day trips as well as longer hikes.

To learn more about the American Discovery Trail, see: <http://www.discoverytrail.org/>

From the Mail Bag

We really enjoyed the ScampCamp (and hearing everyone's adventures and the places they have been. (The) New 5th wheels are really nice! Has there been any more thought to a Crater Lake meeting in a couple years? That's such a beautiful area. We're in Reno watching the Big West men's & women's basketball tournament - 14

games in 4 days. . . . **Kathleen & Al Kaplan**, Lompoc, CA (3-9-00)

We have a new E-mail address: rob33don@pocketmail.com (a great device that allows a phone and to send/receive e-mail). We just don't get much access to the internet anymore.

We currently are in Hot Well Dunes (in February, 2000), a BLM/OHV recreational area, north of Bowie and south (40 miles) of Safford, Arizona. It costs \$3/day and offers two newly built concrete lined hot tubs (at 106 degrees) with pit toilets and cabana picnic tables. It's challenging for large RV's in some sites (10 of them) - lots of soft sand (area is all sand dunes). We smashed



Thanks to Robin Boye, Livingston, TX



Don Conner and Robin Boye's camp site set-up with their 1978 13-foot Boler and 1978 Ford F-350 pickup

(Photograph by Dan Conner & Robin Boye)

our trailer's (a 5th wheel) tail lights and got a flat tire too - we need our Boler!

A wild pig walked through our camp and 5 racoons paid a visit yesterday. There were between nine and fourteen quail outside our window this morning (eating left over corn & bread). We rock hound for fire agate (semi-precious) in nearby Joy Valley. Next year, we'll be back with the Boler and get closer to the rock collecting fields. Talk with you later . . . **Robin Boye & Don Conner**, Livingston, TX

Editor's note: Does Don and Robin's 1978 13-foot Boler look familiar?

Lyndon & LouAnn Laney, Annandale, MN, extend an invitation to any Scampers that are traveling through Minnesota to stop by. If you need a free place to rough camp, they have 80 acres of trees and anyone who wants to camp with them are welcome. They also invite any "old car" people to stop and check out their old cars - they have many building full of them!

Regarding which Scamp I own . . . well, there's a story here. Over the weekend I was looking at a 13' footer sitting on a local (RV) dealer's lot. I called him this morning, only to find that it was there for storage, not for sale. I checked the listings on Trader-On-Line,

and found one on the other side of the state. Then I decided to call Scamp and talk to them directly, and get some prices, etc.

Because there are some special options my wife and I wanted, we decided to just go ahead and buy a new one! So this afternoon (May 8, 2000), after a long conversation with "Wayne" covering all the details, we have purchased a new sixteen foot Scamp for pickup sometime in late June. I am so happy with his decision, and the only tough part will be waiting for "our time" to go pick it up. Wayne was most accommodating, and answered all my questions. I was surprised at how flexible they are in responding to some special things we wanted. He was also good at making some suggestions and recommendations about certain options. E-mail from **Speed Gray**, Grand Rapids, MI

. . . If you host the Scamp Camp on the BRPW and need some help I would be glad to help you. Just let me know. I am no more than 5 hours away from each end. You don't know how excited I am about this club. I have been wondering about one ever since I have owned one. I just didn't have the get up and go to start one like you all or the know how. Talk to you later. E-mail from **Zane Perry**, Gilbert, WV

Bits & Pieces . . .

Interesting Web Site - Just found some interesting information on Scamps and Casita trailers on the Happy Camper web site. There are several chat areas with many hints for Scamp (and Casita) owners. Check it out at:

Another Motor Home - Dan Bellamy, Xenia, OH, writes: "Here are some photographs of the Scamp Mini Motor Home, this unit is in Dayton Ohio. I haven't talked to the owner yet, but wanted you to know that there is one out and being used. This is (located in) a storage area for RV's. I don't know the year of this unit, but when I saw it I knew I was seeing something very rare. If you (or other Scamp Owners?) have any



(photograph by Dan Bellamy)

questions, you can call me at 937-376-4342 or E-mail at DTBellamy@webtv.net"

Hints & Tips

Campfire - To light a fire when the wind is blowing, crumple up some newspaper inside a paper bag and lay it in the fire pit with kindling on top. When the paper is lighted inside the bag the flame will be protected from the wind.

Hose Helper - A simple method to assist in holding the end of your sewer hose in the dump outlet used a large plastic bag (24" x 30"). Fill the bag with about two gallons of water - this will weigh between 8 and 17 pounds. Carefully tie off the open end as close to the water as possible. With the end of the hose properly placed in the outlet, drape the water-filled bag over the end of the hose to hold it in place. When done dumping, empty out the water and save the bag for the next time.

Tech Corner

The fiberglass exterior on Scamp trailers look great and are often considered "maintenance free." Although this may appear to be true, problems will develop if you completely neglect the fiberglass skin of your Scamp.

Fiberglass is a form of plastic and there are many grades of various quality. A key ingredient in fiberglass is the gel-coat, the protective outer surface. It absorbs the sun's ultraviolet radiation, a major enemy of fiberglass along with rain and extreme temperatures. If not properly maintained all fiberglass will gradually start to yellow -

caused by the sun's ultraviolet radiation. Depending on the quality of the original gel-coat's chemistry and maintenance performed by the owner, most fiberglass will yellow in four to five year. Some much sooner. Another problem commonly observed is a gradual dulling of the usual shiny surface. With time, if unattended, the surface will eventually change to a fine chalky powder-like dust.

If the surface of a fiberglass trailer is allowed to chalk for several years, it will need to be buffed to bring it back to a shine. Depending on the conditions, a rubbing and/or polishing compound will be necessary. Once the chalky surface has been removed, a good fiberglass protective wax or protectant should be used. Reclaiming the surface of a neglected fiberglass trailer is a labor intensive process. A much better approach is to setup a preventative program including waxing or treating the exterior surface of your Scamp at least twice a year. This will keep its finish looking bright and shiny and prevent yellowing for many years.

Questions & Answers

I asked **Lyndon & LouAnn Laney**, Annandale, MN, how they liked their new Dodge Dakota as a tow vehicle for their 5th wheel Scamp. Here is their answer.

When we bought the Scamp we bought a 1996 Dakota, mainly because that's what they used to deliver the new trailers. The '96 Dakota was 2-wheel drive, extended cab, automatic (transmission), the 318 engine and 3.5 rear end. It did a real good job pulling the Scamp for some 30,000 miles. It got 14.2 miles/gallon and 16 MPG in the mountains, which I can't explain!

We wanted more room for chairs and an occasional extra passengers. Although we were disappointed to find that Dodge had discontinued the 318 engine, we decided to go for the 4.7 li-

ter engine with a 3.92 rear end. I believe the mileage is going to be close to the same (as with the '96 Dakota). We got 13.8 on our first 3,000 mile trip. I can drive on almost any rolling highway without it shifting down out of the overdrive. The new set-up turns about 300 RPM's faster (then the '96 Dodge), but has considerable lugging power. The old one drove great, but I think the new one will out perform it. So far we are happy with the new Dakota.

Comment

I have determined, by sticking pins in a map, the geographic center of where Scamp owners (SOI members) reside is Northeastern Missouri. So What!

According to my 12/20/99 SOI Charter Membership Directory we have nearly one-hundred members. A few of those members would not attend a SCAMPCAMP if it was an hour away from their home but I suspect a significant number consider distance a big factor in attending such an event. Would we have a greater number of participants if the 2001 Scamp camp was centrally located ?

I am sure that the weather is an important consideration in choosing (Higland) Hammocks State Park (near Sebring, FLorida) for the Annual Scamp Camp. Although, I was impressed with the park I doubt that I'd return. There are too many places I've yet to see and if I'm going to see them all I can't afford to do repeats.

The weather? Have the annual campout later in the Spring or early in the Fall. Also, consider there are other places in the U.S. that enjoy the same latitude as Sebring Florida. One being Choke Canyon in South Texas. I'll know more about Choke Canyon and its parks after May, in that Angie and I plan to explore that area.

We have two members that reside in Missouri. I wonder how they would

react to a request to be Guides for next years gala?

Well, I just thought that I'd give you something to think about.

Oh! During my research it became apparent to me that the preponderance of Scamp trailers is in Minnesota and Wisconsin. No doubt a result of the exposure they get due to the factory's location. If those people had any interest in expansion they could locate distribution facilities on both coasts and become a major player in the trailer business. **Bob Kotch**, Kingwood, TX

What's New?

Has anyone tried to find a cover for your Scamp? If so, you may wish to check out the custom covers that CalMark Cover Company has designed especially for all models of Scamp Trailers. CalMark covers come in two fabrics; Evolution 4 (w/a 3 year warranty) and Sunbrella (w/a 5 year warranty). The model and choice of fabric must be specified when ordering a Scamp cover. CalMark's covers may be seen on their web site at www.CalMarkinc.com. Arthur Miller, CalMark's President, has offered special wholesale prices to SOI members. Additional information may be obtained by contacting CalMark at 800-838-7236.

Miller recommends the following factors when considering an RV cover:

1. The fabric must be **breathable** allowing your RV to breath when covered and made of a **non-abrasive** fabric that will not damage the exterior finish.

2. Fabric exposed to the outside elements especially the sun must have **Ultra Violent (UV) stabilizer** in the fabric to eliminate fiber breakdown giving your protective cover long term life. Most fabrics manufactured in foreign countries have little if any UV stabilizer. Make sure any fabric states "made in the U.S.A."

3. **Zipper Door option:** Having easy access to your RV when covered is a very important feature. On a average RV owners will enter their Recreational Vehicles on a minimum of 3 times per month. Having

easy access will eliminate having to remove your protective cover to gain access.

4. **Reinforced Webbing:** Any Cover over 15' in length must have reinforced webbing sewn into the inside top and connected to the sides to support the additional weight on the fabric caused by the wind, rain, snow and ice.

Modifications & Changes

Trailer Life's RV Clinic & Performance column (June 2000) carried a note on balancing RV trailer tires. Although it was concluded that it is not critical to have trailer tires balanced, they suggest that you have them balanced. Having your RV tires balanced will result in "smoother operation, longer tread wear, reduced suspension component wear and tear, etc." I've had a little experience with this matter during my travels this past winter season. With less than 15,000 miles on the original tires (which were not radials), the tread was wearing unevenly and had become nearly "smooth" over some sections. It became evident a new set of tires were needed to avoid an emergency along the road. In talking with the tire salesman in purchasing a new set, I learned (in his opinion) that part of the uneven wear was likely due to lack of having the tires balanced. I spent the extra money to have my new radials balanced before being installed.

I also learned that the tire size originally installed on my 1998 5th Wheel were not available as radials. So, I had to go the next size larger. Would the larger size be a problem once installed in view of the tight clearance between the tires and wheel well? More on this matter in a later issue. **K R. Cranson**, Lansing, MI

Propane Tanks - I added a second 20 lb. LP tank to my 1982 16 foot Scamp by attaching a tray on top of the A-frame and connecting them with a tee-fitting. Then I purchase a hard plastic cover from Camping World. Get one with the access door on

top so you can operate the valves without removing the cover. Since the cover was designed for 30 lb. tanks, I cut the bottom off about 6 inches with a saber saw (be sure to use a fine-toothed blade) leaving a section about 6 inches wide front and back. These sections can be pulled together under the tray to keep the cover from blowing off. I also attached a bungee cord on each side, going under the tray. The cover has an access door on top to operate the valves.

There is a slight problem with cranking the tongue jack and hitting the cover, but with care and lifting the crank slightly, it works o.k. Also, shown in the photograph, is the clear protective strips I put on the front corners. The vinyl was purchased at Champion Auto. Thanks to **Gerald Peterson**, Huron, SD

Dear EVE . . .

Bob Anderson suggested a column in the newsletter entitled "Dear EVE" "to Eveland, Inc. with suggestions for changes or modifications in building Scamp Trailers . . ."

Bob went on to provide some examples. Here are a couple of Bob's suggestions:

Continue the decorative strip on the side of trailer to include the door face. Use a positive locking, flush mounted door handle (truck type).

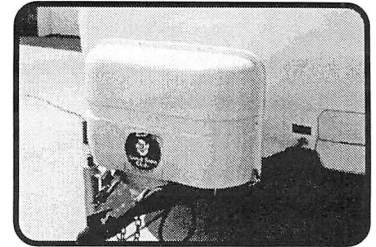
Roy and Judy Schulz have also offered the following suggestions:

Perhaps Scamp would be interested in sending SOI News information to Scamp Owners who have purchased Scamps over the past few years.

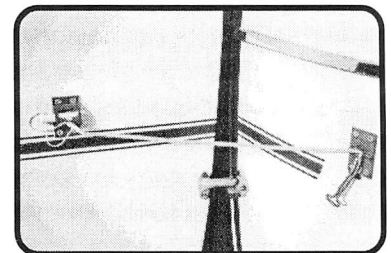
It would be helpful to consumer if there was a link to SOI included with an E-mail address on the Scamp web site (www.scamptrailers.com).

Include a copy of a current issue of the SOI News with other information provided to new Scamp owners.

Editor's note: I have received many requests from new Scamp owners, apparently as a result of information provided by Scamp.



Gerald Peterson's propane cover and vinyl skirt protector at lower right
(Photography by Gerald Peterson)



Right Angle Door Holder developed by Bob Anderson - for details, see Scamp Modifications Sheet.
(Photograph by K R. Cranson)

For Sale - Wanted

For Sale - 1996 16' Std Scamp w/ side dinette, air, lg refrig, bath, new tires, and other extras. Contact: **Shirley Tegro**, Northern Florida, Ph: 904-658-1221.

For Sale - 1992 13' Scamp. Used only 6 times on short trips and stored under shed. Loaded with extras: battery pack, 2-speed fan, 12v power range hood, 12v-110v-gas refrigerator, furnace, 20amp power-converter w/charger, spare tire, gravel shield, 8' awning, TV antenna, dual gas tanks, screen door, rear cabinet, window over range, electric water pump, silverware drawer, 12v porch light, and vinyl floor covering. Asking \$5200. Contact: **Boss Queen**, Ph: 304-664-9129, Box 39, Justice, WV. 24851

For Sale - 1999 16' Std Scamp w/ toilet, shower, AC (w/electric heat), furnace, water heater, 3-burner stove and microwave. Used one summer. Contact: **Roland Pedersen**, Elkhorn, WI, Ph: 262-723-3885

For Sale - 1998 5th Wheel Scamp. Has awning, shower, 12v ceiling fan and more. Excellent condition. Asking \$10,500. Contact: **Fred McGee**, Bozeman, Mt, E-mail: fgmcgee@aol.com. or Ph: 405-586-4864

Wanted - 19' (5th Wheel) Scamp. Contact **Bob Thompson**, 2906 Persimmon St., Corpus Christi, TX 78415, Ph:

Shenandoah National Park ScampCamp October 1 - 6, 2000

Looking for an opportunity to explore a major national park in the Appalachian Mountains? During this ScampCamp, we will move from campground to campground to experience the wonderful scenery along the 105-mile Skyline Drive. And with cooperation from the weather, we may even be blessed with some fall colors.

You may request an outline for the Shenandoah ScampCamp by E-mail at: rcranson@voyager.net or by phone at (517) 321-2473

361-857-5456, E-mail: thombiz@aol.com. We need a scamp the first week in September.

Wanted - 13' or 16' Scamp in good condition. I have a limited budget but will consider any potential deals. Would appreciate any leads to potential sellers. I can travel to the seller for purchase and pickup. **Jan Manzer**, Roanoke, Virginia, Email: jan@yourphoneguy.com

Editor's Note: I found two Scamps (a 16' and a 5th Wheel) listed for sale on the web site: www.rvsearch.com.

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