

SOI

News

Winter 2000

Scamp Owners International

Volume II Number 1



Ted & May Ager's 5th Wheel Scamp with their canoe. See page 5

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From the Editor's Desk

Hey, Good Sam folks, did you catch the Scamp camped at Grand Tetons National Park in the October issue of *Highways*? Check the lower right corner of page 17. And, if you have not done so, take a look at the November issue of *Trailer Life* (see "SOI in the News" in the Spring Issue).

I would like send out a big THANK YOU to **Bruce Milne** for his great article in the Fall issue "Scamping to Prince Edward Island." Several comments have been received from SOI Members, including one indicating that Prince Edward Island would be a great location for a future ScampCamp. Somehow, that suggestion sounds very familiar - wonder why?

Charter Membership Applications are going well - as this first issue of Volume II goes to press, I have received 75 SOI Membership forms. Almost as exciting is the number of requests I've gotten for a complimentary copy of the newsletter by Scamp Owners from all across the U.S. To date, over 200 copies of the 1999 Fall issue have hit the mail. You may recall there were about 125 copies sent in the initial mailing, so there has been a huge growth in interest in the SOI since October.

The first *SOI Membership Directory* is included with this issue. It includes all addresses and phone numbers from the Charter Membership Applications I have received by the end of December, 1999. In addition, it provides other types of information that may be of interest to members - E-mail addresses, year, model & tow vehicle. I have also summarized travel plans for those members who knew and listed their plans. My idea here was to encourage members to arrange meetings with other Scamp Owners wherever two or more are going to be traveling in the same area.

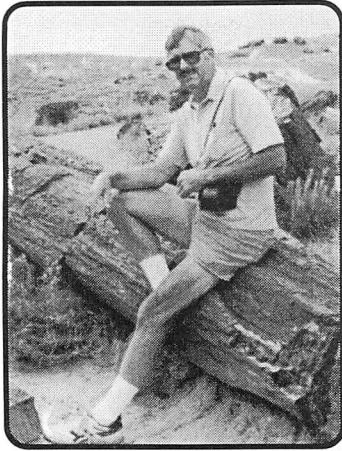
My travel plans are taking shape. Of course my wife, Sharon, and I are re-

ally looking forward to ScampCamp 2000 in Florida. February will find us in the Reo Grande Valley of Texas and then it's on to Arizona for March. The Blue Ridge Parkway is also on my calendar for the last couple weeks in May and I would love to meet any Scamp folks along this fantastic drive. With the onset of summer, I have plans to spend most of June and July in southern Oregon (mostly in the Crater Lake National Park area). Anyone else planning to visit this fantastic region? Maybe I will see you somewhere!

With ScampCamp 2000 only a few weeks away, the idea for a Scamp Owners Group is also approaching it's first anniversary. As many of you know, the concept was born among a few Scamp folks camped at Highlands Hammock State Park in Florida during late January, 1999. Some of you will be on hand to celebrate SOI's first year as we return to the park for a few days this January. If you are thinking about joining us, you may find a brief review of Highlands Hammock's features of interest (see ScampCamp 2000). If our experience at ScampCamp '99 in Northern Michigan is any indication, our get together in Florida will be an exciting event. I am looking forward to seeing many of you there!

Finally, Sharon and I would like to extend out best wishes to you as the new year, another millennium, arrives with this issue of the *SOI News*. I hope it brings peace, contentment and great travels in your Scamp.

Rod



Rod Cranson

Editor

Hiking in Petrified Forest
National Park

SOI News

Winter 2000

Volume 2 Number 1

Published quarterly for Scamp owners and intended solely for their education, enjoyment and entertainment. Neither SOI or this publication is sponsored or supported by, nor is there any relationship with Scamp Travel Trailers or Eveland, Inc.

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Everglades National Park

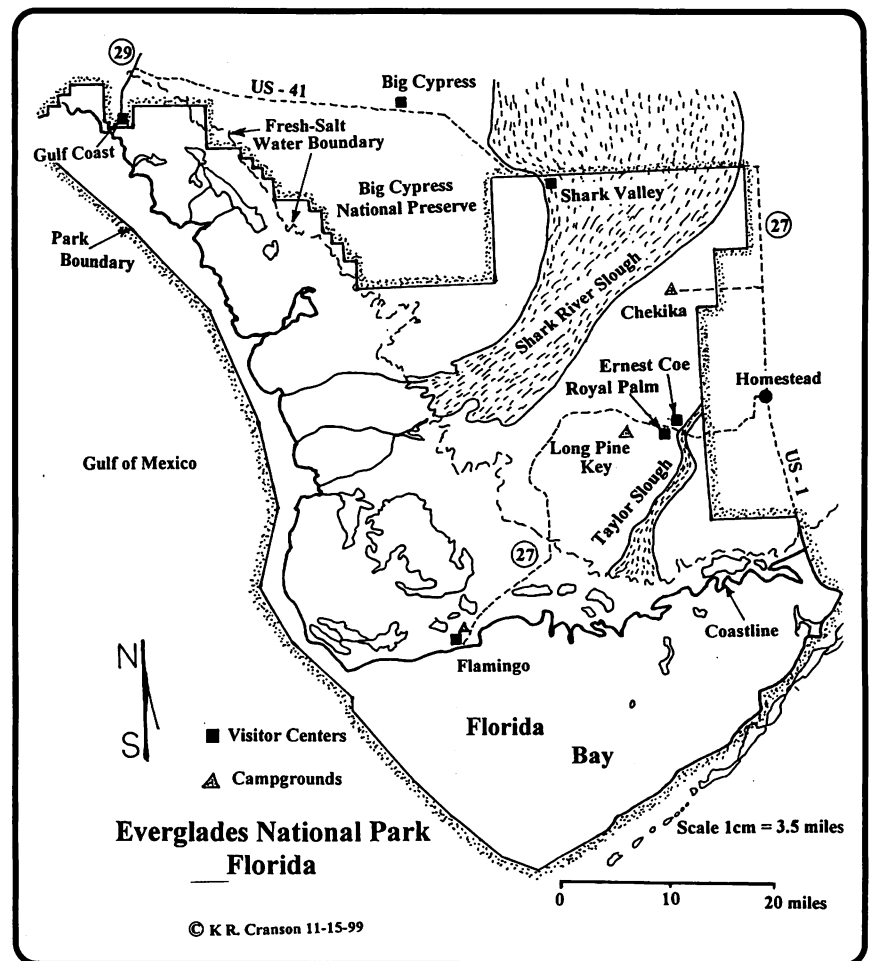
Although Everglades National Park was authorized by Congress on May 30, 1934, it took over thirteen years before the park was actually established - June 20, 1947. In his dedication comments, President Harry S. Truman said, "We have permanently safeguarded an irreplaceable primitive area." His statement referred to the delicately balanced ecology of water, vegetation, wildlife and people. With nearly 1.6 million acres (2,340 mi²) the Everglades is one of the largest national parks outside Alaska and the largest remaining subtropical wilderness in the United States. Unlike our usual picture of a national park, almost forty percent of the area is submerged, either under fresh water or a portion of the ocean.

When we think of southern Florida, the image of rocks do not spring to mind. After all there are few, if any, places in the Everglades more than eight feet above usual high tide. Much of it is below sea level including most of Florida Bay. The underpinning of the park, however, is composed of a series of several rock types. Very old rocks in southern Florida have been covered by several thousand feet of younger sedimentary rocks. Under most the Everglades, the uppermost of these sedimentary rocks are Pleistocene limestones, named the Miami Formation. There are few outcrops of the Miami limestone as most is either under water or covered by peat or muck, younger organic matter generated by decaying vegetation.

Although the Florida Peninsula is one of the youngest areas of North America, it has a long and complex geologic history. Based on a few deep bore holes, old granite-like and volcanic rocks have been identified. These suggest a region where two crustal plates converged, probably a continental plate overriding an ocean plate. Cretaceous age (sixty to a hundred forty million years old) and younger rocks were then deposited to cover

all the rocks of earlier geologic time. One prominent interpretation of Florida's early geology indicates a connection with West Africa and possibly South America. There are, however, several other interpretations based on the same evidence and any specific model must be considered tentative at best.

By looking at a map of Everglades National Park it is striking that a significant portion is occupied by Florida Bay and the Gulf of Mexico near shore. These areas, of course, are salt water. And it is also salt water, or brackish water, that underlies much of the rest of the park (see the salt water - fresh water boundary on the map). Huge amounts of fresh water flowing from the northeast is the remaining component of this subtropical wonderland. It's this interaction of a marine environment with the edge of a continental lowland in a warm climate that accounts for the nature of

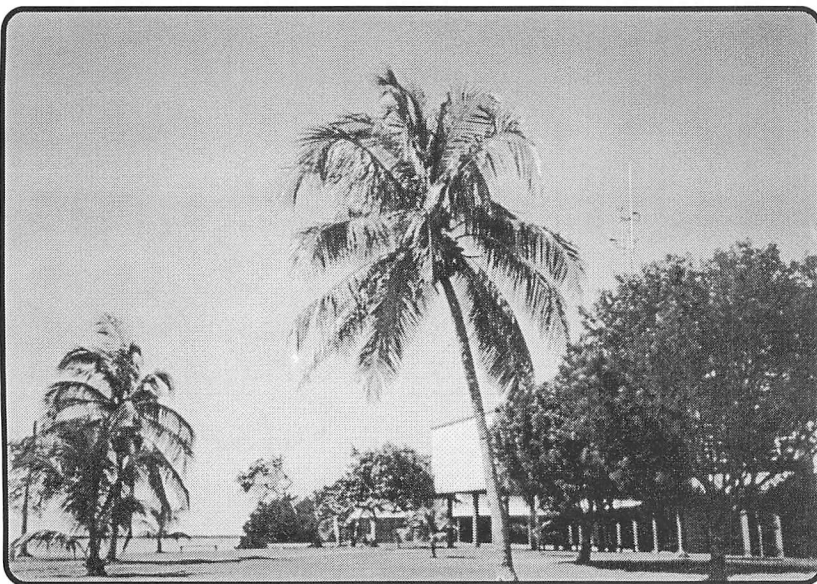


Major visitor facilities are located in several areas around the park

the both plants and animals that support the major attractions in Everglades National Park.

The key to understanding the ecology of the Everglades is the movement of water over the surface. Some sixty miles north of the park boundary is Lake Okeechobee, with an area of about 700 square miles (one-third the size of Lake Michigan). When excess water collects in the Okeechobee basin, it overflows to the south to form the "river of grass" or "Pa-hay-okee," as the Indian's called this "grassy water." Both the huge Shark River Slough, up to fifty miles wide, and the smaller Taylor Slough are avenues where surface water move into Everglades National Park to mingle with marine waters of the ocean.

Although tall sawgrass, which may grow up to 12 high, is the predominant vegetation in these water fresh water pathways, over a hundred species of grass are found in the park. Decay of this abundant vegetation mixed with sediment is a major source of the peat and muck build-up over the underlying limestone. In contrast, the shoreline, near shore and river channel environments



The Flamingo Visitor Center at Flamingo on Florida Bay in Everglades National Park.

feature mangrove and cypress trees along with other salt-tolerant plants. A number of other environments round out this amazingly rich ecological region. As

you might imagine, the diversity of water and plant communities found in the Everglades foster an equally varied animal, bird and fish population.

In slightly elevated limestone areas, pinelands and hardwoods have gained a foothold. These are known as Hammocks, often associated with resistant limestone ridges and the margins of sinkholes where fresh water is available. The dense canopy in these areas resulting from the broad-leaved trees, tend to produce a cooler, moister forest floor with a different environment rich in wildlife. In some hammocks fire has played an important role resulting in trees and other vegetation adapted to periodic burning.

As you would expect, it is difficult to get to most places in the Everglades. Due to the low land elevations and abundance of surface water, there are few roads other than the major highways. Besides highway US-41 that skirts the northern boundary of the park, the only major access to the interior is the thirty-five mile road to Flamingo on Florida Bay. If you want to experience Everglades National Park, be sure to take the drive to Flamingo - there are several campgrounds, visitor centers and other features along this road.

Major visitor facilities, including five visitor centers and three campgrounds serving over a million visitors a year, are located in several areas around the park as shown on the Everglades map. A good first starting point for a visit to Everglades National Park is one of the visitor centers, including; Ernest Coe, Flamingo, Gulf Coast, Shark Valley and Royal Palm, which is also the location of Park Headquarters. In addition, the Big Cypress Visitors Center is located along US-41 in the Big Cypress National Preserve which borders on the northern boundary of Everglades National Park.

Additional information may be obtained from Everglades National Park, 4001 State Road 9336, Homestead, FL 33034-6733, or check their web site at: www.nps.gov/ever

Scamp Front Window Awning

(Modification Sheet #3)

At a gathering of Scamp owners in Highlands Hammocks State Park in Florida in January, 1998, **Bob Anderson** showed me how he converted his front window gravel guard to an awning. It's a neat trick for two reasons: 1) it's nice to have a little shade over your Scamp's front window and 2) there is no handy place to store the gravel guard after you remove it from the window.

Alas, I could not remember how Bob had rigged his gravel guard awning, so I had to figure out a technique on my own. I am sure there are simpler and better solutions, but here is mine.

Materials list:

- 1- ½" X 48" hardwood dowel
- 2 - 10-24, 3/16" X 2" bolt hangers
- 2 - 8 X 1 1/4" round head metal screws
- 2 - small spring clips
- 4 - small tie wraps

Tools:

- 1/4 or 3/8 inch electrical drill
- #25 twist drill
- #10-24 tap
- several small twist drills to match the bolt hangers and metal screws

Construction: (refer to the attached sketch and photograph in newsletter)

Step 1 - Cut the ½ inch dowel in half at a 45 degree angle (see sketch) to yield two 24 inch sections. Select appropriate size drills and drill holes in each end of the dowel sections to accept the bolt hangers and metal screws. Be sure to center these holes carefully.

Step 2 - Using the dowels as a guide (before inserting the bolt hangers or metal screws) to determine the location where a hole will be drilled into the metal base of the snaps securing the bottom of the gravel guard. Drilling this hole in the correct place is the most critical factor in the whole process. After drilling with the #25 drill, thread the hole with the #25 tap. You should be able to screw the machine end of the bolt hanger into this threaded hole.

Step 3 - Place the bolt hangers and metal screws into their respective ends of the dowel. When the dowel is screwed into the tapped hole, done in step #2, the dowel should allow you to determine where two holes are to be drilled into the gravel guard. These holes should be just large enough to allow the metal screw heads in the top end of the dowel to pass through.

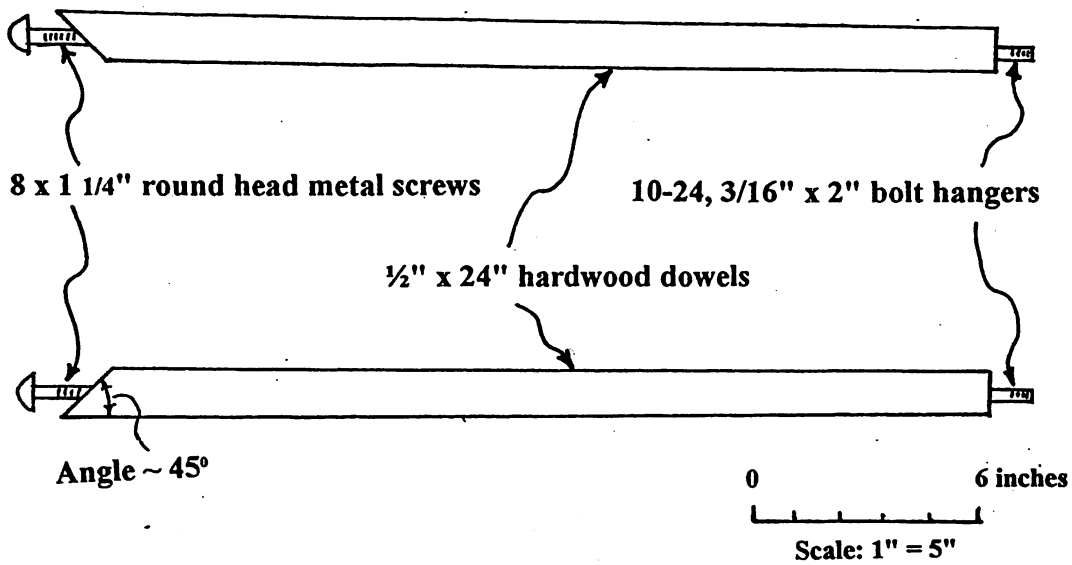
Step 4 - With the completion of steps 1 - 3 and the dowel in place, the gravel guard should form an awning. The final step is to secure the gravel guard to the hangers above the window. This is done using the tie wraps, two on either side of the gravel guard. Installing these is best done with the guard closed and the bottom snaps fastened.

Step 5 - With the dowels screwed into position and the metal screw heads extended through the gravel guard, fasten the two small spring clips on the metal screws to secure the upper end of the guard in the event of windy conditions. As a finishing touch, I painted the supports a flat black.

Designed by: K R. Cranson

226 Iris Avenue, Lansing, MI 48917, (517) 321-2473, E-mail: rcranson@vovager.net

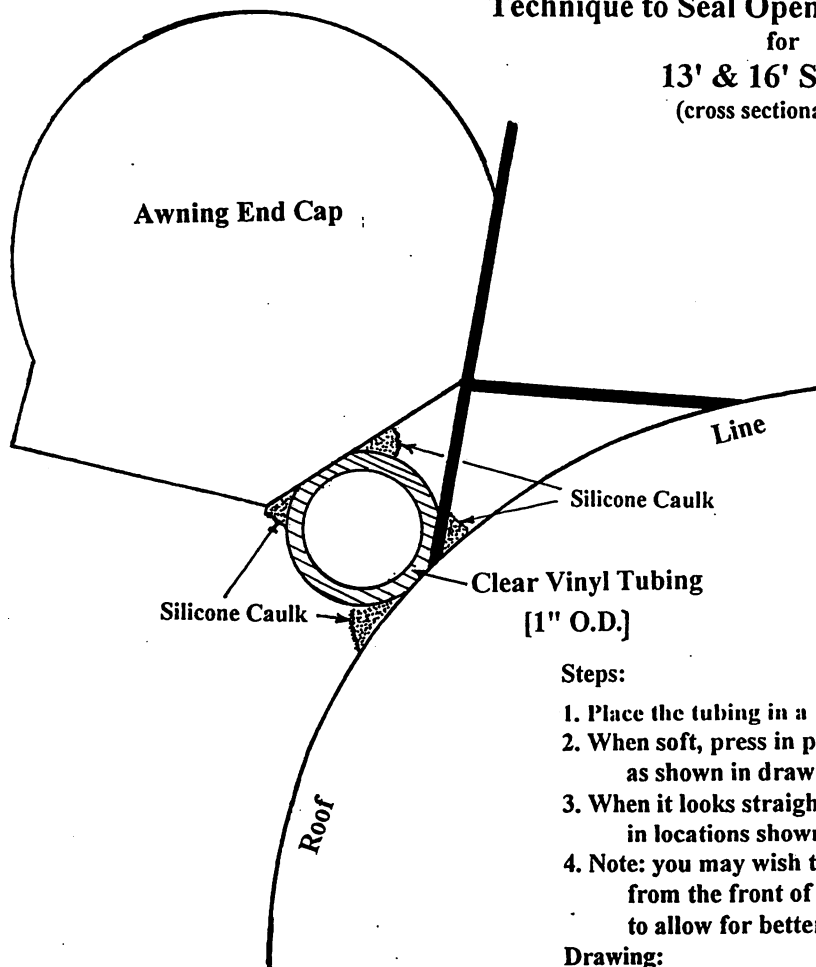
Scamp Front Window Awning Supports



SOI News, Winter Issue, January, 2000

Designed and built by K R. Cranson 10-99

Technique to Seal Opening Below Awning for 13' & 16' Scamps (cross sectional view)



Steps:

1. Place the tubing in a pail of hot water to soften.
2. When soft, press in place under Awning Housing as shown in drawing.
3. When it looks straight, caulk with Silicone Caulk in locations shown.
4. Note: you may wish to slope the tubing slightly from the front of the trailer toward the back to allow for better drainage.

Drawing:

Doug Smith
Garden, MI
Owner 16' Scamp

Idea Credit:

Dale Strasser
Wausau, WI
Owner 13' Scamp

ScampCamp 2000

Are you planning to attend ScampCamp 2000 at Highlands Hammock State Park near Sebring Florida - January 24 to 28, 2000? And what's so special about a state park in south central Florida? A good question - here is an answer in the form of a little information.

To begin, Highlands Hammock is the location of the first informal gathering of Scamp Owners in January of 1999. ScampCamp 2000 will thus mark the first anniversary of this event, which initiated the idea of Scamp Owners International (SOI) and the start of our newsletter for Scamp Owners. In addition, the park offers ample opportunity to enjoy a great climate featuring warm temperatures and plenty of sunshine - here is some other interesting background on Highlands Hammocks State Park.

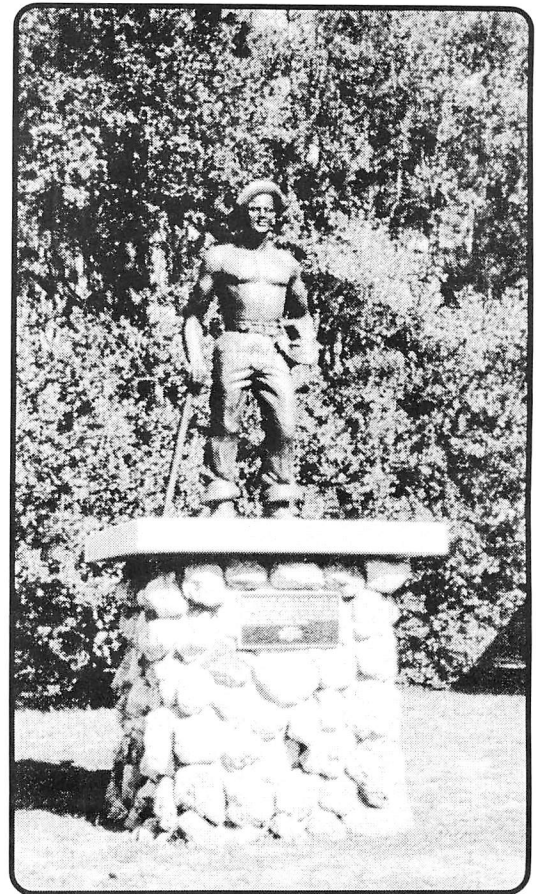
The park encompasses nearly 5,000 acres that includes virgin hardwood, cypress swamp, pine flatwood, sand pine scrub and marsh areas along with examples of several other plant communities. This variety of vegetation supports a wide range of wildlife including white-tailed deer, otter, alligators and numerous smaller animals. In addition, anyone interested in birds will find the park rich in opportunities.

Highlands Hammock is one of the oldest parks in Florida dating back to 1931 when a group of local citizens acquired the property to protect it from misuse. Four years later, when the Florida Park System was established the property became one of the four original state parks. The Civilian Conservation Corps (CCC) built a camp there and had a major role in developing the facilities that Highlands Hammock campers and visitors now enjoy. An outstanding example of their work can be seen in the CCC Museum building which houses an excellent collection of photographs and history of the CCC period in Florida State Parks.

Activities include all the usual things; hiking, biking, and evening activities including several each week in the spacious commu-

nity building. In addition to the nine trails covering several miles, there is a ranger-led tram tour that provides excellent opportunities to see wildlife in remote areas of the park. 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. Need a few things from the store? A camp store stocks basic supplies, some groceries, snacks and dishes up great ice cream treats. For nearly any other need, Sebring is just a few minutes down the road.

Many of the 154 campsites are equipped with electric and water hookups. Restrooms have hot and cold showers, one provides laundry facilities and a dump station is available. Highlands Hammock is located at 5931 Hammock Road, Sebring, FL 33872, Phone: 941-386-6094 or E-mail: hammock@strato.net



Monument commemorating the role of the Civilian Conservation Corp in parks throughout Florida and across the U.S.



Thanks to Leon Greisen, Medford, OR

Canoeing, Anyone?

Ted and May Ager from Waterville, IA, are canoeing enthusiasts and wondered how they could take their light weight canoe (39 lbs) with them if they

Ted was sure he could find a way to tie their canoe on top of their Scamp.

traded their pop-up camper for a 5th Wheel Scamp. Last spring they went to Backus to order a Scamp and asked if they could have a canoe rack built on top. They were advised it would be possible, but would not be done because a future owner might think a heavier boat could be carried on the mounts. They ordered a 5th wheel anyway because they liked it so much better than the pop-up trailer they already had. Ted was sure he could find a way to tie their canoe on top.

The main problem was finding tie down points for the side ropes (see cover photograph). It was not possible to go to the frame because that put too much side pressure on the fiberglass skirts. The solution was to fabricate a set of brackets from 1" x 1/8" x 8" galvanized bar stock and 1/4" eye bolts. These hook directly over the plastic trim that runs around the bottom of the skirt and puts the load in a vertical direction.

There are three rope ties on the front of the canoe, to the left and right sides and forward to the goose neck. Since these three ropes leave the canoe in a horizontal direction they control all movement except upward and forward. To prevent any movement in those directions, two ropes were added at the center of the canoe that angle toward the back and downward. The two back ropes go around the back bumper supports. Quarter inch poly rope is used for all tie downs (nylon ropes have too much stretch). To get ropes tight a 1/4" x 1" diameter ring is placed in one end with a bowline knot. The other end of the rope goes full circle and returns to the ring to be cinched down (see the photograph).

The canoe rests on four standard car-top canoe blocks. It takes two people to load the canoe, my wife, May, stands on the bed with her head out the front hatch. She holds and steadies the front end of the canoe while I swing the back around and up on top of the Scamp. The front end rest an inch back of the front

hatch cover. To reach the canoe and secure the hold down ropes, I took the back legs off a 6 foot aluminum step ladder and lean the plastic top against the trailer. The ladder rides in the pickup box under the hitch bar.

On our first time out with the canoe mounted on the Scamp, we stopped to check the ropes after 75 miles and noticed the canoe blocks were creeping out of place. To correct this situation, bungee cords were hooked inside the canoe and wrapped around the mounting blocks - it worked. Now, we never leave home without extra bungee cords.

Editor's note: The photographs and information for this article were provided by Ted Ager, 1675 Elon Dr., Waterville, IA 52170, 319-535-7233, e-mail: agermayt@means.net

How To Find A Scamp

by Tom McClusky

Balsom Lake, MN

In the spring of 1999 I sold a pickup truck pop-up camper that was purchased new eleven years earlier. I wanted to get something bigger, a camper with enough room for my wife and our resident collie. It would also be handy to have a little extra room for the occasional outing when our son joins us. A "new" camper also had to be friendly to our old and tired 6 cyl. Ford F150.

While scanning the want ad section in a Minneapolis newspaper, I came across a listing for a Scamp 5th wheel. I drove 100 miles to see it and was glad because it was the first Scamp I had ever seen that wasn't moving down the road. Unfortunately, it was sold before my wife could get out to see it.

With my interest piqued, I called the factory, only to learn that the Scamp Company did not have a dealer network. They only build about thirty 5th wheel models each year.

The next month was spent going through want ads and calling local RV dealers. All of the dealers knew of the Scamp 5th wheel, but had not seen one on their lot in years. I also tried the Internet, but to no avail. I did discover that many large RV dealerships have their own web page with both new and used units for sale. Many ads on these

sites also included photographs of the RV's being offered for sale.

Using the Internet yellow pages, I printed a list of all the RV dealers in Minnesota and Wisconsin. I started down the list calling dealers at random. It didn't take long to discover that you're likely to be put on hold (ignored) on a Saturday, so most of my calls were on Monday or Tuesday. After making about 32 calls over a period of two weeks, I actually found a Scamp. An RV dealer in Alexandria Minnesota had taken in a 1992 5th wheel on consignment two days before.

I took the next day off. All the way there I kept thinking; something is going to be wrong. The previous owner probably painted it pink! Perhaps there was this little fire the dealer forgot to mention. My worries were for nothing and before the day was over, my "new" Scamp was being towed to its new home.

Since my Scamp hunting venture, I have discovered an inexpensive and easy way to find a Scamp, but it requires using the Internet. Simply log on to www.traderonline.com/rv/index.html From this site you can select your state, a region, or the entire country. For key word simply type in "Scamp." It seems that you can always find at least one Scamp, sometimes as many as ten. Many of these ads also include photographs.

Another way to use the Internet is to post a WTB (Want to Buy) ad on one of the RV news groups. I have not personally tried this method, but it should work.

If you or someone you know is looking for a used Scamp, a little patience, a dash of luck and access to the Internet can connect you with somebody wanting to sell theirs. The internet offers at least four methods of finding Scamps for sale as I have described above.

Editor's Note: A completely different approach is also available to SOI members. Each issue of the SOI News will carry ads of Scamps For Sale and Wanted.

Working Opportunities

If you do much camping in state parks, national parks, national recreational areas, or other public camping areas, you have likely encountered campers serving as campground hosts or in other capacities. Have you ever wondered how these people become involved in those positions? Working in exchange for certain benefits has become a common practice in many campgrounds across the country. An organization, The Workamper News, offers these tips if you are considering this option.

- Decide what type of work you desire or would like to do.

- Decide when and where you would like to work.

- Look for opportunities to match your goals - this is where *Workamper News* can be a major resource.

- Select two or three opportunities that appear to meet your criteria and contact the parks involved, include a SASE to improve your chance of a response.

- When contacted for a perspective work assignment, be sure you understand exactly what duties you will be expected to perform - in writing.

- If possible, visit the site where you will be working. If you are considering working at some future date, become aware of opportunities and talk with people working at locations of interest during a visit.

- Before accepting a position be sure you thoroughly understand all aspects of the job; specific duties, hours, days off, wages (if any), benefits, training, supervision, starting and ending dates, and other details related to the job in question.

- Finally, ask yourself these questions: Do I (we) like the location? Do I (we) like the duties involved? Do I (we) like the employer/supervisor? Am

I (are we) physically and psychologically suited for the job? Are the benefits gained worth the effort I (we) will expend in the work being done?

To get more information and a better idea about working/volunteering, check the *Workamper News* or their web site at: www.workamper.com

July Rallies

Two huge RV Rallies are being offered during July next summer. Anyone planning to attend? It might be a good time for Scamp Owners to gather, take advantage of what the rallies have to offer and share experiences with one another. Here are some details.

Life On Wheels RV Conference
July 9 - 14 at the University of Idaho in Moscow, ID. Over 100 classes by well known speakers and writers will be offered covering every aspect of the RV lifestyle, RV capabilities, repairs and maintenance and lifestyle enhancement courses. Conference fee is \$179 and a \$120 RV fee includes electricity hook-ups and water service. Dry camping is available for a \$25 parking fee. Contact Peggy Waterman for a brochure at 208-885-6486, e-mail: peggyw@uidaho.edu. Website: www.uidaho.edu/cep/low.htm

The Great North American RV Rally 2000 July 17 - 21 in Gillette, WY. This event offers hundreds of seminars on the technical, lifestyle and entertainment along with numerous exhibits at Gillette's CAM-PLEX. According to *Trailer Life* magazine, one of the sponsors, "the fishing is great, sightseeing is grand, the old west is fascinating and the people are super friendly." All this for just \$99 plus hook-up fees. Reservations (and additional information?) at 888-893-4620 or online at: www.rv.net/gillette

Editor's Note - Has anyone attended an RV Rally? If so, I am sure other SOI Members would like to hear about your experience.

www.on-the-web

The Midwest Connection: <http://illini.net~vdex/home.htm> This very informative site offers a multitude of options including **The Rv MD** that addresses RV problems and solutions; **Other RV links** with interesting features about many aspects of Rving; **How To**, hints, check lists and "how to" instructions, along with other categories you will enjoy.

www.outdoorplaces.com - A nice site providing information on destinations, equipment, etc.

www.tellalltravel.com - An interesting site that provided descriptions of campgrounds - state by state. You can learn the "good" and "bad" aspects of the listed campgrounds. Reviews are prepared by campers that have stayed at the campgrounds listed. Information on Bed & Breakfasts, Condos, Resorts, Hotels, and Cabins are also provided.

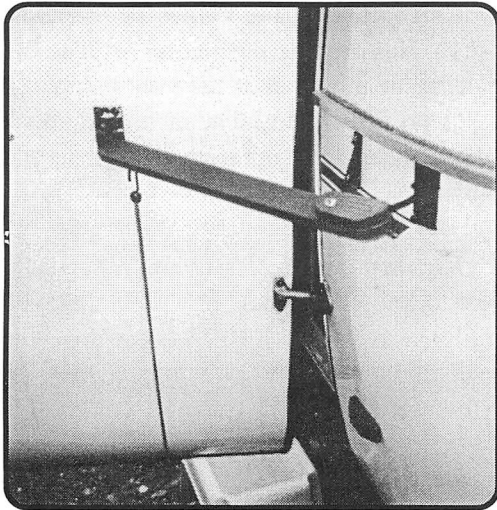
www.overnighters.com - The Overnighters organization has established an arrangement where RV'ers, for a yearly fee, can reserve a parking place at malls for \$5/night. Sounds like an interesting option when you're trying to "make time" while traveling.

www.freecampgrounds.com - A site featuring information on free campgrounds and other parking sites in the western U.S. including a book listing such places.

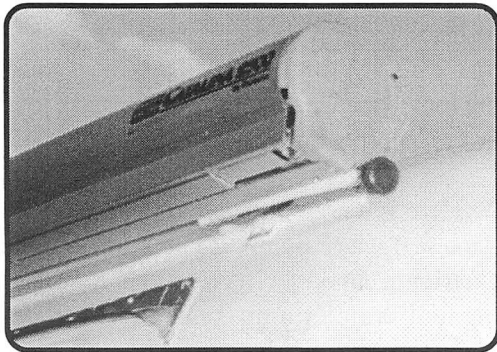
Modifications - Additions

As many of you know the photograph of Raymond Davis' Door Holder was rotated 90 degrees in the Fall Issue (see photograph at the top of page 9). This was done intentionally (Yea - right!) just to see who was awake out there in Scampland. So far, only Vern Jorget, Punta Gorda, FL, has called me on the mistake. Apologies to **Raymond Davis** for this mess-up - the Editor will try to do better in the future.

Two modifications are offered in this issue. **Doug Smith**, Garden, MI, has solved



the problem of water running down the side of your Scamp under the awning when it's raining. If you haven't noticed yet, there is a space between the awning and the surface of the trailer. Doug's solution is to fill that opening with a section of plastic tubing that closes the space when properly installed and sealed. Details are presented on the enclosed sheet. It should work for both 13 and 16 foot models. Unfortunately, due to the way awnings are mounted on 5th wheel



models, this technique will not close off the space. So, those of us with that model are still looking for a solution - who's worked on this problem?

Rod Cranson, Lansing, MI, offers a technique to another irritation. If you have a front window with the necessary gravel guard, what do you do with the cover after it's removed? As noted in the accompanying instructions, **Bob Anderson**, Old Lyme, Ct, has solved this problem on his 16 foot Scamp. Although Rod's inexpensive method

is not quite the same technique Bob used, it does work very well to provide an awning for the front window while storing the gravel guard. Give it a look.

SOI Mail Bag

Excerpts from SOI Member's communications that contain information that may be of interest to other Scamp owners are presented below.

... I have updated my generator this year to the new Honda 1000 watt. It is half the weight, half the noise and puts out 350 more watts than the 650 I had. ... I also bought a Lincoln Town Car (1995) for a tow car. ... I fabricated an angle iron frame for a 20 gallon plastic RV water tank, and a demand water pump to sit in. It fits in a portion of the trunk that sit over the axle of the car. When I day camp I can fill my Scamp water tank almost two more times from my car. It works great! **Leon & Janice Greisen**, Medford OR.

Dear New Friends, Saw a note in *Trailer Life* about a Scamp Owners Club (and) I have wished for something like this for a long time. We had a 13' Scamp in 1977 - pulled it with a Chevy Nova all over the U.S. and Canada. In 1985 I retired, obtained a pickup, went to Backus and got a 5th Wheel in November. My wife and I enjoyed our travels . . . (She) had a severe stroke so have not traveled in the last three years. The camper is up on blocks . . . Your publication will help renew old memories - looking forward to the next issue. God Bless. **H. Neal Matti**, Gillette, WY.

Hi Rod, Looks like the Michigan gathering was a success! I have taken two trips with my Scamp. Went to St Louis in September and I just returned



For details on these both of these awning modifications, check the enclosed Modifications-Additions sheet enclosed with this issue



from a trip to Great Lakes, Illinois, where I visited with a couple of Navy friends of mine. I spent 20 years in the USN and have friends all over the place. The Scamp did great. It is so easy to pull and handle. I had one problem when I got back from Great Lakes- the bathroom door had fallen off! It had popped open at some point and wham! I hope to pick up the Scamp today. I noticed that the door had popped open a couple of times and suspect that the latch was not adjusted properly. Also I think the door is much too heavy. Kent at Eveland tells me he is looking at a new material to use for the doors which is lighter. Hope it works out.

I may be going to Florida sometime this winter as I am currently unemployed. I have a fellow retiree who is in Okeechobee and when the snow flies I may end up there for a while. If that's the case you will probably see me at the Scamp gathering. That's all for now. . . Regards, **Pat Daly**, Backus, MN

Editor's Note: As noted, Pat lives in Backus, MN. She has done some interesting research into Scamp's history and I hope to publish more details of our favorite RV in future issues.

We enjoyed the camp-out so very much and we owe it all to your plans. **Allen and Hazel Jeffrey**, Mason, MI.

We arrived home safely . . . We want to thank you again for the nice book & all the effort that you went to - to plan our ScampCamp. It was very enjoyable & we look forward to doing it again. Sincerely, **Barb & Arlan Hogsett**, Eads, CO.

Questions & Answers

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

Eldron & Corrine Valnes, Rosholt, SD, asks: "Has anyone developed a bike rack that can be mounted on the back bumper of a Scamp fifth wheel? The instruction book advises against mounting anything on the rear bumper."

Richard Smith, Issaquah, WA, would like to know if anyone has problems with trailer sway. He has a 16' Scamp with a bike rack mounted on the rear bumper (~ 100 lbs w/bikes).

Lewis McCool, Durango, CO, is looking for tips on boondocking, especially ideas for conserving power, dealing with waste materials, etc.

Tom Johnson, Jefferson City, MO, would like some tips on keeping his Scamp clean and trouble free. (*Editor's note: I have made a practice to wash and wax my trailer frequently, but wonder if anyone has devised a method to cover their Scamp?*)

Carl Epley, Dublin, VA, is seeking information regarding the choice of a tow pickup for his 5th wheel. Specifically, he is looking for advantages and disadvantages of long box vs short box models.

Here is a note for trailer 'newbies' with a manual water pump. Be sure to open the exterior drain outlet in order to pressurize a manual water pump system, else your manual pump won't pump water for very long. Perhaps there should be a new section for the *SOI News* - "ISO - It's So Obvious" (name withheld by request).

During extensive discussions at ScampCamp '99 a number of suggestions/questions were introduced. Here is a partial list:

- device to hold awning pull strap after awning is set up.
- technique for repairing scratches in gel coat.
- marker to ID the active propane tank.

■ cover or storage device for longer periods when trailer is not being used.

■ skirting for the area below the overhang on 5th Wheel models.

■ device to cover any exposed electrical connections.

■ technique to “seal off” the space between trailer roof and awning (5th Wheel model).

If you have questions, or answers for some of the questions posed, please contact the editor so your comments can be included in a future issue.

Bits & Pieces . . .

Some SOI members do it right. **Michael** and **Bryn Smith** from Marquette, Michigan, will have a new Scamp rig for next summer. According to their SOI Membership Application, they have ordered a 2000 (doesn't this sound funny?) 16 foot model and a new Ford Windstar 3.8 L tow vehicle. Michael and Bryn stopped in to visit us at ScampCamp '99 in Michigan's U.P. back in September and were able to “tour” all the Scamp models. They spent some time talking with and asking question of all the Scamp owners in camp. And after all that exposure, they bought a Scamp anyway. Oh well!!! If you happen to be camping in northern Michigan or Wisconsin this summer, keep an eye out for them and their 2000 Scamp.

Other members with 2000 Scamps include **Steve Lockwood**, Sandpoint, ID, and **Ken** and **Rosemary Wilson**, Munster, IN. Member **G. Bender** reports he will have a 2000 Casita. Wouldn't it be fun to see his trailer at a ScampCamp sometime?

Some time ago a rumor surfaced about a Scamp Motorhome that Eveland, Inc. was developing in the mid-1980's in Backus. Later, **Dan Bellamy**, Xenia, OH, sent a note describing a Scamp Motorhome he had seen in southwestern Ohio. This was a great sur-

prise. Then, in late October, **Darrel** and **Beverly Montieth** in Lake Park, Minnesota, requested a copy of the SOI News - they own a 1985 Scamp Motorhome. WOW! This really grabbed my attention, so I asked them for more information and a photograph of their Scamp. A series of photographs and a note arrived in early November. With the Dan, Darrel and Beverly's assistance, we hope to prepared an article on Scamp Motorhomes for a future issue of the newsletter. Can anyone else help out?



*Darrell and Beverly Montieth's
1985 Scamp Motorhome*

How about “Full-Timing” in a Scamp? **Alan** and **Rhonda Slagle**, Fair Oaks, CA, did so for two years during a tour of the United States. They modified their 1990 5th Wheel Scamp extensively to make it a more comfortable and homey little “space capsule.” Perhaps they will share some of their ideas with SOI Members in a future issue of the newsletter.

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

For Sale - 1992 Scamp 16'. One owner in very good condition and ready to go. Has refrigerator, stove & furnace, toilet, water storage & pump, screen door. \$5200. Contact **Robert**

Hall, 718 NW 1st Av. Grand Rapids, MN, 55744, 218-326-5934, E-mail: bandd@uslink.net

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

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

North America makes the park a fascinating travel destination. Those planning to attend should make reservations at 800-365-CAMP or <http://reservations.nps.gov> Early reservations are recommended. If you want more information, contact Roy & Judy at rschulz@wans.net including your mailing address. E-Mail is preferred, but if you do not have an E-Mail address, then call 702-293-5690 and leave a clear, short message with your name, full phone number and that it is for the ScampCamp.

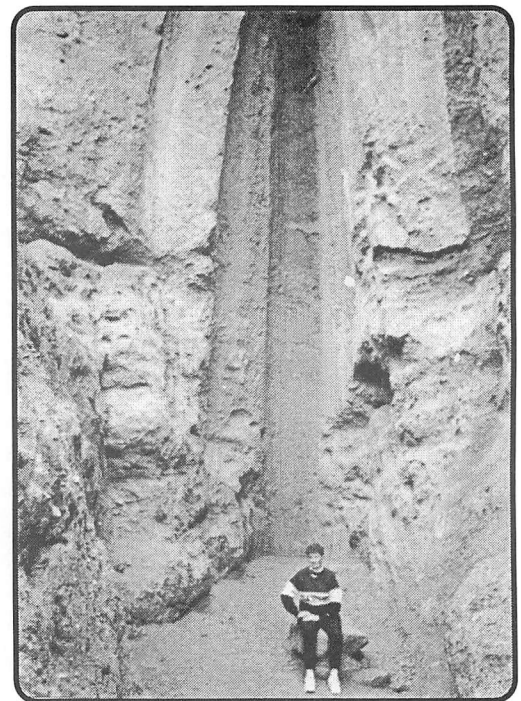
Fun-in-the-Sun West Coast ScampCamp



Harmony Borax Works, an Old Borax Mine in Death Valley National Park.

Roy and Judy Schulz, Boulder City, Nevada, will host a ScampCamp in Death Valley National Park along the Nevada-California border. They invite interested Scamp Owners to join them at Furnace Creek Campground for the two day event on February 25 and 26, 2000. Death Valley National Park comprises more than 3.3 million acres of spectacular desert scenery, rare desert wildlife, complex geology, undisturbed wilderness and sites of historical interest. Its unique location in the lowest, hottest and driest area in

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Natural Water Falls on the Natural Bridge Trail in Death Valley National Park

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