

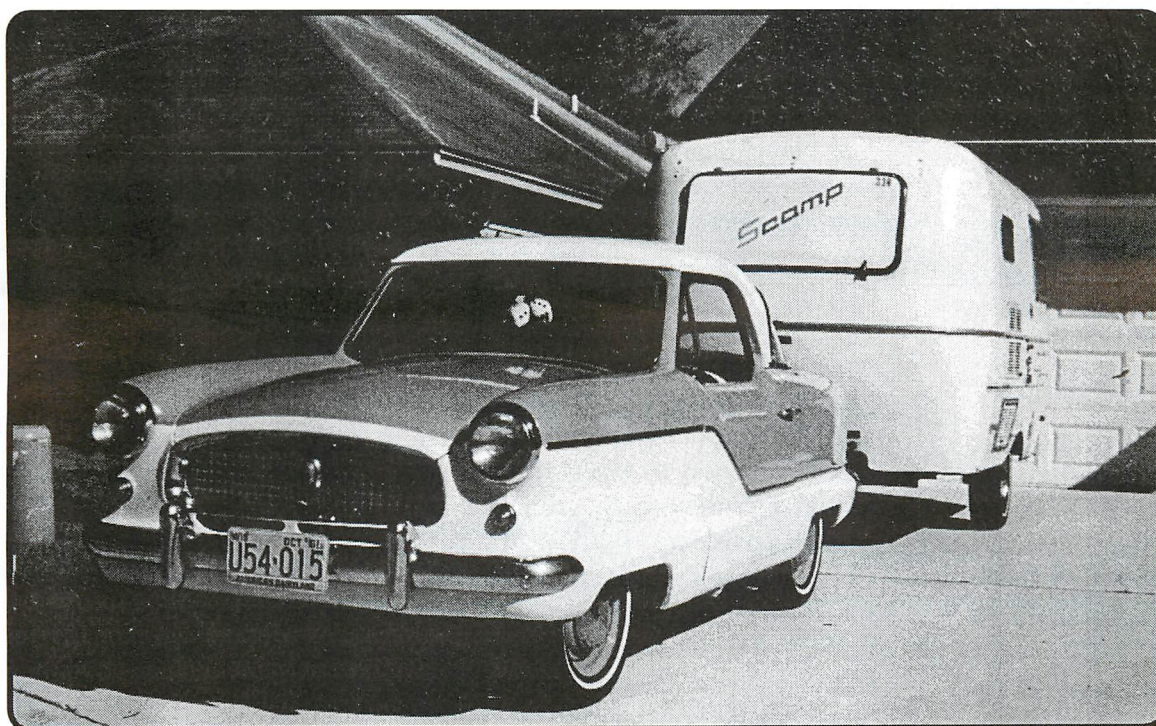


SOI

News

Spring 2004

Scamp Owners International Volume VI Number 2



Chris Lee's (Ocala, FL) 1961 Nash Metropolitan with his 1985 13-foot Scamp

Photograph by C. Lee

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From the Editor's Desk

The sixth annual gathering of SOI Members at Highlands Hammock State Park, ScampCamp 2004, is in the history books. What a great time! As many of you may recall, it was the first meeting of just four Scamp owners in 1999 that spawned Scamp Owners International. And each year this event is remembered as many members renew friendships and make new ones at this annual event. Check out the "goings-on" from this year on page 3. ScampCamp 2005 has been scheduled for February 8 - 11, 2005 - same place (see Future ScampCamps on page 13).

As you look over this issue, please note how many other gatherings are planned across the U.S. This feature of SOI has been most gratifying. I hope that you will be able to attend one or more of these. If they are all "too far away," perhaps you would like to consider bringing one home to your area. It is relatively easy to do and requires far less work than you might imagine. If interested, let me know (via E-mail, if possible) and I will provide the Guidelines for Hosting a ScampCamp.

SOI Member **Jim Degennero** hosted and developed the first SOI Web Site a couple years ago. It has been a critical component in letting others know about our Scamp owners group. Many new memberships are received on a downloaded form from that site. A big thanks to Jim for all his work on that initial site. A note in the last issue of the *SOI News* asked for some help with the SOI Web Site. Response to this was almost immediate - **Dan Meyer** and **John Mulhun** both sent E-mails within days of receiving their copy. Together they have picked up this challenge to create, host and maintain the site. Get the details on the new SOI site with a new URL on page 16.

While Sleeping Bear Dunes National

Lakeshore is a relatively young National Park Service area (less than 35 years old), it is a fascinating area to visit. With the massive sand dunes, Great Lakes maritime history and a nineteenth century farming community, there is a lot to see and do. It is one of the last remaining portions of the Lake Michigan shore in a semi-pristine condition. SOI Members are invited to visit this interesting NPS area in June - see pages 13 & 16 for details.

With summer just around the corner, prime Scamp-Time is nearing. Sharon and I have several trips planned including ScampCamps at Sleeping Bear Dunes and the Iowa gathering at Clear Lake. **Dean & Virginia Moffett** report they've had close to 30 inquires so far for the National ScampCamp at Oakwood Park Campground. And, a lot of these have made their reservations already. Some SOI Members have inquired about the weather - for September in Iowa, temperatures are in the low 60's to low 70's. We hope to see many of you there. In any event, I hope you are also making plans to spend time in a Scamp or whatever plastic egg you may have.

Now, some sad news. I received a call from **Lila Brayton** to tell me that her husband, **Charles**, passed away on January 17. He'd had heart problems and a by-pass in 1992. I know that SOI Members across the U.S. share in Lila's loss.

Rod



Rod Cranson
Editor

Hiking on a portion of the Florida Trail near the Mill Site at Gold Head Branch State Park (see page 5).
Photograph by S.K. Cranson

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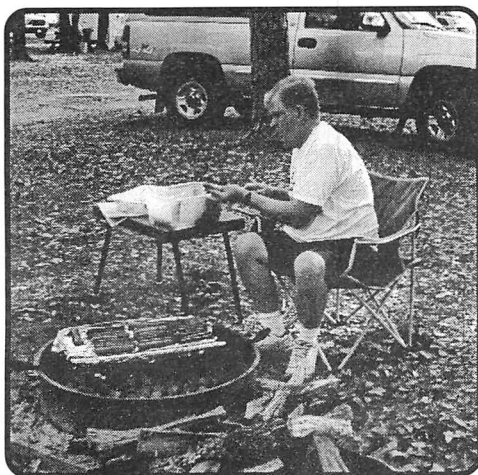
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ScampCamp 2004

Many arrived early and by Monday, the day before ScampCamp 2004 started, over half of those registered had already checked into Highlands Hammock State Park near Sebring, FL. Most of the rest arrived throughout the day on Tuesday, February 24, 2004, in time for the first event - the traditional hot dog roast. In all, there were 56 trailers (50 Scamps, 3 Trilliums, a Casita, a Boler and a Cadet) with over a hundred participants. About 3:30 pm the sky started turning dark and rain had been forecast for the afternoon and evening, but it held off. As expected, the food at the hot dog roast was excellent with plenty for everyone. Musical entertainment was provided by SOI Members **Dick and Barb Bell** and **Dick Freed**.

Sometimes we need to be reminded that there are few things humans control when nature is involved. About midnight after the hot dog roast, it started raining and continued all night and most of our second day. A planned Tech Session and Recipe Exchange in the morning were washed away in a Florida flood along with the traditional group portrait in the afternoon. The park-wide Wednesday evening potluck, however, was a big hit - it was held in the Recreation Hall! Total attendance was about 125, a



Jack Freed roasting many hot dogs for the "Getting Acquainted" dinner the first night of ScampCamp.

Photograph by L. Page



ScampCamp 2004 participants gather for the traditional portrait at Highlands Hammock State Park.

Photograph by Rosemary Tobbe

new record for the park potluck, of which approximately 75% were SOI Members attending ScampCamp 2004. The great food was followed by entertainment; a clogging demonstration by SOI Member **Helen Moore**, and a meeting to share information about a potential SOI "Alaskan Adventure".

Highlands Hammock volunteers host coffee and donuts on Thursday morning for park campers. SOI Members joined others for a time to chat and share camping experiences. The group portrait of ScampCamp 2004 participants was re-scheduled for 10:30 am since it was rained out earlier. Although a few Scampers had already left, 75% of the 105 participants were still on hand for this photo event. The major activity of the day, however, was our traditional lunch at Homer's Buffet in Sebring. By noon about 70 campers had gathered for a culinary treat at this Florida landmark. Several members contributed items for the door prize drawings - this year using SOI Numbers to announce the winners. Everyone had a great time.

After returning to the park, many participants joined **Judy Freed** for a Craft Time in the Recreation Hall. They had a great time making window swags to decorate their individual trailers. Continuing yet



Many Scampers listen to comments during a cool Tech Session around the campfire.

Photograph by L. Page



Nearly seventy ScampCamp participants enjoy the traditional lunch at Homer's Buffet in Sebring.

Photograph by L. Page

another tradition, **Merle and Beverley Lilly** hosted the evening campfire and invited the neighbors to play and sing for the Scamp folks. A time of chatting and fellowship followed.

Friday, the final day of the gathering, started out early with the 9 am Tech Session. Many topics were addressed including tires, refrigerators, furnaces, pumps, and more. Many questions/problems were posed with good answers provided by others having similar experiences and possible solutions. **Gene Gallmann and Bob Anderson** wrapped up the session with the question: what one thing would the group suggest to improve Scamp trailers? The consensus was to replace the particle board used for the floor with exterior plywood. A bit later, many of the ladies were busy swapping recipes at **Alice Vernezze's** site. So far, she has collected over 200 recipes and is preparing them for publication in the SOI

Scamp Cookbook. Hopefully, it will be ready in time for the National ScampCamp at Clear Lake, Iowa in September.

Like all SOI gatherings, there was much time invested in visiting trailers to inspect the latest innovations, modifications, changes and "fixes." Participants had the unique opportunity to visit all three sizes of Trillium trailers as there was a 13-foot, 16-foot and 19-foot present. In addition, a 13-ft Boler, 13-ft. Taurus Cadet, and 17-ft Casita joined the Scamps for ScampCamp 2004.

Great Trips

Route '66' - My favorite trips are getting to route 66. I dearly love Route 66. I have driven it so many times from end to end since I was twenty years old, I can't recall them all. I did it one time from California to Pittsburgh in a 1959 Austin Healy Bug Eyed Sprite. (I was just out of the Military and had very little money). I had no side curtains, (windows in our language), no heater, no windshield wipers. I used an Army blanket over the transmission tunnel to provide the only heat (it had no shifter boot). This was in November of 1965. I also had to reach around to move the windshield wipers with my hand when it rained. Luckily, I ran into no snow.

At the time, I spent more on STP oil treatment than I did in gas. I used 17 cans of STP, because when I saw my oil pressure go to five pounds, that meant another can. When I climbed over the Ozark Mountains, I could only go 20 miles an hour in second gear. Honestly, the truckers were tearing their hair out, which they made known when I stopped for a cup of coffee! They asked me if I was the one driving that little piece of "ahem." I, of course, said yes and they just shook their heads. I just smiled. I made it within 10 miles of home in Pittsburgh, and the car conked out. As it turned out - it had two burnt valves you could have put a pencil through.

Anyhow, during the trip, (I was trying to go non-stop), I finally had to stop at a motel, to get some shut-eye. I found a very small place along route 66 for seven dollars a night and thought I'd sleep for a few hours then proceed on. When I laid down on the bed, I saw two boxes on either side of the bed. Both took quarters, of which I had two in my pocket. The one on the left I could tell was a radio, but I had no idea what the one on the right was. Of course, I put a quarter in the one on the right. The bed started shaking so hard and for so long, I finally had to sleep on the floor! I was from the backwoods mountains in Pennsylvania, very young, and very naive, so



Craft time participants pose to "show off" the swags they created.

Photograph by S.K. Cranson



New SOI Members **Ken and Doreen Black's** rare 19-ft Trillium at ScampCamp 2004.

Photograph by L. Page

there you go. It was of course, a vibrating bed. I have never seen one since, and don't care to.

Since then, I've never taken for granted a heater, wipers, and a good engine in a vehicle (let alone windows). I have since found out STP doesn't do a damn thing for your engine, but I do believe it got me across the United States - and loved every minute of it. I believe it took me fifty two hours or so. I was free, single, and around twenty one. Boy - things have gone down hill since then! **Tom Wharton**, Chesapeake Beach, MD

One Year in a Trillium - Immediately after they were married in 1957, Bob and Barbara Campbell began their life-long affair with camping. In fact, they spent their honeymoon camping in a station wagon and tent. On one of their camping outings in 1979 they purchased a 13-foot Trillium, to take on one trip, and towed it with a Peugeot Diesel. This little rig has worked well with them and they have continued using it to this day and have no intention of selling it.

One of the Campbell's more exciting adventures was a one year trip that covered 37 states, including Alaska. Can you imagine living in a 13-foot trailer for 365 days! In all, they logged some 33,000 miles during that year. They enjoyed that experience so much that Alaska was their destination again in 1994. The Trillium has been to most of the states up and down the Atlantic coast and to Florida several times. Bob estimates that, over the years, they have towed the Trillium well over 100,000



miles.

Although it has always been stored outside, the trailer is in good condition. It was repainted about four years ago. With all their travel, it has only had 4 sets of new tires - an envious record. In a coincidental meeting at Highlands Hammock State Park near Sebring, Florida, SOI Members **Bob and Carolee Anderson** learned that the Campbells live only a few miles from them in Gales Ferry, Connecticut. Reported by **Gene and Joan Gallmann**, Menomonee Falls, WI

Great Parks Gold Head Branch State Park

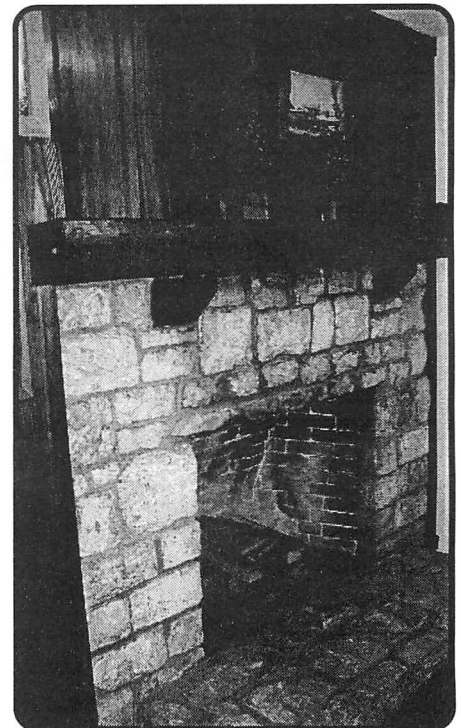
The nucleus of this interesting state park was donated by Mike Roess, a man dedicated to the preservation of this natural area in northeastern Florida. Today the park consists of over 2,000 acres. Like several other Florida state parks, Gold Head Branch got its start during the 1930s with the Civilian Conservation Corps (CCC). There were two CCC camps in the area staffed by hundreds of young men who cleared boundaries, built roads, and constructed buildings. Many of these structures are still standing, including a water tower, and some are in active service today.

There are fourteen cottages overlooking Lake Johnson, most built by the CCC. Each has a stone fireplace illustrating the fine craftsmanship of these young depression age workers. In addition, a workshop, pavilions and the entrance station are also CCC structures. The entrance is graced by stonework typical of CCC work in many parks across the country. All these were in place on April 15, 1930 when Gold Head Branch State Park was opened. It is one of the oldest in the system.

The interesting geological feature



*Bob and Barbara Campbell
with their 1979 Trillium.
Photographs by G. Gallmann*

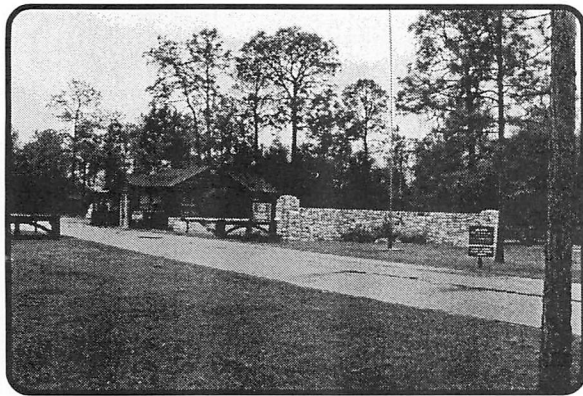


*A fireplace in the Ranger Entrance
Station built by the CCC.
Photographs by K R. Cranson*



here is the ravine formed by the small stream called the Gold Head Branch. This deep depression is located on the rolling sandhills known as the central ridge, which runs down the middle of Florida. The sand was deposited as ancient dunes during the time that the state was covered by the ocean. Since then, springs at the head of the stream have gradually eroded down through the loose materials to produce the ravine, wanders through the park and empties into Little Lake Johnson. A short nature trail, Fern Loop dedicated to the work of Mike Roess, leads down into the ravine and around the source springs for the Gold Head Branch.

Like much of interior Florida, the vegetation is pine, oak, saw palmetto and wiregrass, among many other plants. The cool and moist environment in the ravine has a lush undergrowth and dense canopy overhead. The trees and plants are much different than on the hot and dry uplands. Typical Florida wildlife include deer, turkey, tortoise squirrels gophers and others.



Gold Head Branch's Ranger Entrance Station was built by the CCC in the 1930s.

Historical areas within the park include an old mill site where corn was ground and a cotton gin operated. Here the Gold Head Branch was dammed to create a water supply. There is little left of this structure today, but the Loblolly Loop Trail starts and ends at the mill site. It also

represents one end of the Ravine Ridge Trail - the other end connects with the Fern Loop Trail. You can also walk a portion of the Florida Trail as it runs along with the Loblolly Trail for a short distance before branching off to the south and out of the park. This trail starts near the entrance station and traverses the park's 'high country.'

Gold Head Branch is located on

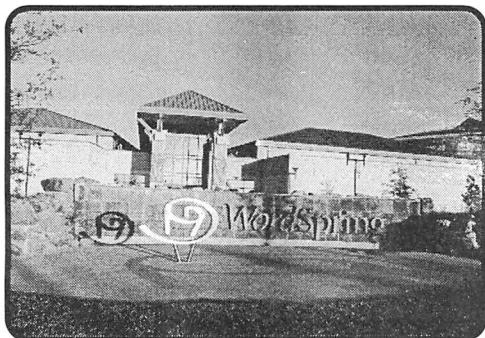
Florida Highway 21 just six miles northeast of Keystone Hts. It features several hiking trails, including about three miles of the Florida Trail. There are three campgrounds, Sandhill, Turkey Oak, and Lakeview with some 74 sites. Twenty-five have electric and water hookups. A group campsite and primitive area are also available. Several small lakes are within the park boundary, but recent droughts have reduced their size and recreational use significantly. Reservations are accepted, although the campgrounds are seldom full on weekdays. krc

WordSpring Discovery Center

How many languages are there in the world? 100? 1,000? 5,000? Actually, there are about 6,800 living languages. However, only a little over 400 of these have a written component. All these are the focus of the WordSpring Discovery Center located just south of Orlando, Florida. This interactive "museum" presents the effort of missionaries across the world to learn as many of these languages as possible and prepare a written version.

To visitors, the WordSpring Discovery Center presents the faces and voices of many cultures and languages. One interesting interactive exhibit explains how the various books of the Bible were assembled. The Language and Culture Room helps you learn about the many languages spoken around the world. Here visitors can see what their name looks like in several exotic alphabets. It also illustrates the vast number of unwritten languages with the Language Tree filled with 3,400 leaves (about half of those known) - each representing one of the world's languages. Check out some of the techniques used to translate languages in the Bible Translation Room with interactive games. A theater setting allows both live and film presentations about translating languages.

WordSpring is associated with Wycliffe World Headquarters in a new facility. The Wycliffe organization was started early in the 1900s to train men and women in translating many of these languages. The ultimate



Entrance to the Wordspring Discovery Center.

Photograph by K R. Cranson

goal of all Wycliffe translators is to provide the Bible in the native languages of all people.

Admission is free and is open between 9 am and 4 pm Monday - Friday and the first and third Saturday of each month. There is also a café open each weekday from 11:30 am to 1 pm and a small gift shop. To get to WordSpring Discovery Center, take highway 528 exit off I-4 and continue to route 15. Exit south on 15 (also known as Narcoossee Road) to Moss Park Road, turn east. Look for the Wycliffe sign on the left.

Profile

Raymond and Evelyn Davis Easton, Maryland

Camping has been a way of life for the Davis' - stretching back at least forty years. They have been traveling to Florida for three-quarters of that period using a whole series of camping methods. During the first part of their travel experience, it was family tent camping. In 1972 they started riding the overnight Autotrain from Washington D.C. to the Sunshine State and continued that practice for nine years. Upon their retirement in 1980, Raymond and Evelyn began spending winters in Florida using a Volkswagen Westphalia. By 1988 a pop-up tent camper became their mode of camping. And, finally, the ultimate RV came along in 1991 when they purchased a 16-foot Scamp. The Scamp has been their camping home every since and they comment that it has been most enjoyable. So

far they believe that they have slept in their Scamp more than 1800 nights and traveled at least 70,000 miles with it.

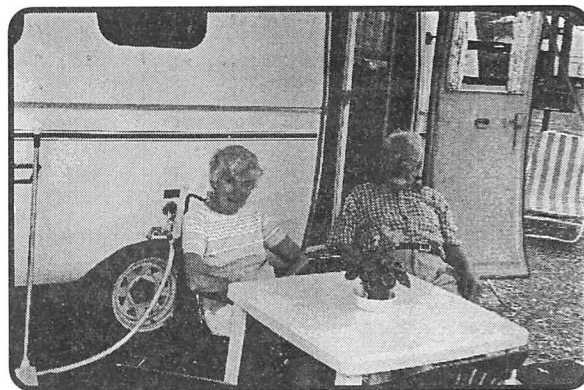
National and state parks are their favorite destinations. They have traveled to the west coast twice to visit the parks in that region. Likewise, they have visited the Great Lakes region and eastern Canada, including Nova Scotia, New Brunswick, Prince Edward Island, and Newfoundland.

When asked about the changes they've made in their Scamp, Ray extends his hands about two feet apart to illustrate how long the list is. A few of the more obvious are; extra cabinets, extra drawers, altered the sink and water spigot area, built in a special eating area to replace the dining/bed, and alteration of the bunk bed system. They use a 1991 Dodge Van for their tow vehicle.

The Davis' have lived in Pennsylvania most of their lives, moving to Maryland after retirement to be closer to family members. They have three sons, including twins, and a daughter (recently deceased). In addition, they have three grandchildren. Two sons live near their home on the Eastern Shore of Maryland, the peninsula between the Atlantic Ocean and Chesapeake Bay.

Raymond earned a BS, MS in chemistry and a PhD in chemical engineering and started his career with the Mellon Institute for Industrial Research in Pittsburgh. This was followed by eight years teaching chemistry at Juniata College (1946-54). From there he joined the U.S. Steel Corp Research Lab in the Pittsburgh area where he worked for 26 years.

In 1944 Evelyn graduated with a BS in Elementary Education. After four years teaching 4th grade in the public schools and obtaining an MEd. in Remedial Reading from the University of Pittsburgh, she was



Ray and Evelyn Davis enjoy their 16-ft Scamp at ScampCamp 2004.

Photograph by K.R. Cranson

asked to join the faculty of Juniata College. There she taught elementary education and got her MAN (Ray in 1949). After teaching at the college for four and a half years, the family came along, and she left to raise their children. When the boys were through high school, Evelyn returned to teaching first grade at a very fine private girls school in Pittsburgh.

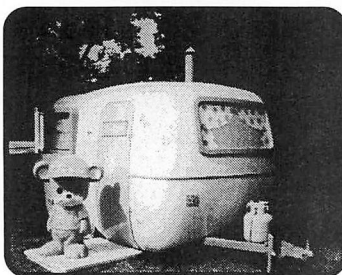
When the original four Scamp owners, that started SOI, met by chance at Highlands Hammock State Park in January of 1999, Ray and Evelyn were part of that event. During discussions about camping, travel, Scamps and other matters, Ray looked around at the four couples and announced it was perfect because "we had the right number of people for an organization; President, Vice President, Secretary and Treasurer." It could be argued that was the beginning of Scamp Owners International and they have attended every ScampCamp held at Highlands Hammock State Park since.



Nice Burro in Iowa.
Photograph by D. Lawson



Lite House trailer



Precious Moments Scamp
Photograph by W. & G. Felker



Felker's nice 13-ft Taurus Cadet
Photography by K R. Cranson

Unusual "Eggs"

A Burro - The couple that owns it are members of the local Big Rivers Good Sams Club. It was made at Sac City, Iowa and is cute as a button. I like the outside design with the ledge over windows and door, and detailing leading to the tail lights. The halves of the trailer are vertical (left-right symmetry) rather than horizontal (top-bottom symmetry) as in the Scamp (and Casita). **Doris Lawson**, Burlington, IA.

Another Mystery - An SOI Member sent in this image of a small (13-ft?) fiberglass trailer. It does not appear to be a Scamp or one of the other well known small fiberglass brands. Also, the door appears to be in the back rather than on a side as in most small eggs. The name on the spare tire cover is "Lite House" and it states it was built in New

Mexico although the city cannot be read. A toll-free number listed does not get to the company noted. Does anyone know anything about this neat little look-alike?

A Precious Scamp - When **Wayne and Gerry Felker** visited Precious Moments in Missouri (their daughter works there), they found this 13-foot Scamp all decked out near the campground. It immediately caught their eye and they could not resist sharing it with other SOI Members. It reminded them of their 13-foot Taurus Cadet.

New Scamp - I just purchased my 16-foot Scamp used, which really had not been used as it never had water in it and had only been used four times. When I contacted the factory they sent me the newsletter (*SOI News*) for the club which has



such great information for a new owner that I just had to sign up for (SOI) membership. I am looking forward to using my Scamp as much as possible. **Carol Bertelson**, Albert Lea, MN.

Greetings from Seattle - Would you please take us off the list for SOI News and any other Scamp lists for mailings. Sorry to say we sold our 16-footer in September after great trips for decades. Some of us do have to hang it up in our 80s, so now we enjoy memories. Have been from Seattle to Alaska for 6 weeks up of the ferry, back on the Alcan Highway; another trip to Cabo San Lucas in Baja California; a great time crossing Canada to Nova Scotia; and others to Florida and various trips to Mexico. *SOI News* is well done. Adios. **Bill and Jean Bullard**, Seattle, WA.

SOI Renewal - Thought I would send a quick E-mail. I've been writing letters and I'm all writ out. Even though I have sold my

Stove Burners Cover

(Modification Sheet #15)

Introduction: Counter space in most Scamps (or other small fiberglass trailers) is usually very limited. In most cases, the stove takes up a significant part of any counter top. One way to gain more room for food preparation or other uses is to cover the stove burners. Here is one design that will do the job - it is relatively easy and inexpensive to build. It has the added advantage of helping to secure the screws that hold the stove burners cover in place. We have used our stove burners cover on long trips and its has remained in place.

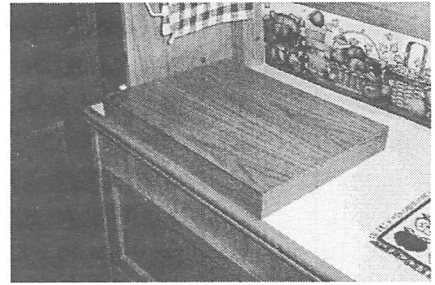


Figure 1

List of Materials:

- 2 - 15" x 2" x 1/2" stock for frame (I cut these out of birch plywood)
- 1 - 20" x 15" x 1/4" plywood for top (again, from birch plywood)
- 30 - 5/8" brads
- glue & wood filler
- short nails or screws (optional)

List of Tools:

- handsaw or table saw (a miter box is also handy)
- hammer
- nail set
- drill w/a 1/4" drill bit
- clamps (optional)

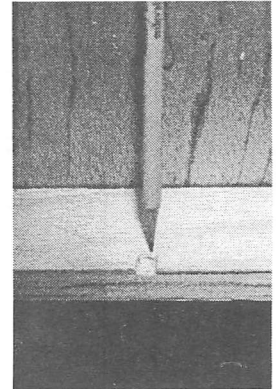


Figure 2

Construction Hints:

1. Measure the size of your stove top to determine the dimensions of the stove cover. My two-burner stove top measured 18" x 13." This would then become the inside dimension of the frame to be fabricated using the 15" x 2" x 1/2" stock. This frame should fit around your stove top snugly, but still easily removed.

2. I cut a 45° miter on pieces for the corners of the frame to give the cover a "dressy look," but a butt joint can be used to join these pieces. My frame was glued and clamped - if a butt joint is used, however, you may wish to screw or nail these joints (see sketch on reverse).

3. Cut the 1/4" plywood to fit the frame - glue and nail it to the frame, set nails and fill holes (see Figure 3).

4. Determine the location of the thumb-screws that secure the stove top to the underlying stove frame. Using the 1/4" drill bit (or one appropriate for the stove screw heads) to drill a shallow hole in the frame to allow it to fit over these thumb screws. You will likely have to make a "groove" to allow the cover to fit snugly over the screws (see Figure 2 and sketch on reverse).

5. After construction and fitting the cover to your stove top, sand and finish as desired. I used a natural polyurethane to match the oak interior of our Scamp (Figure 1)

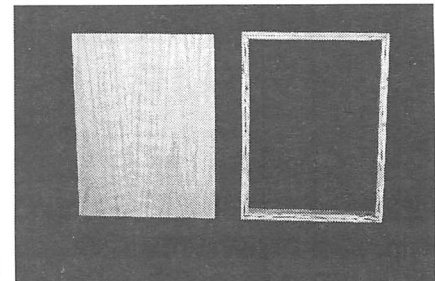
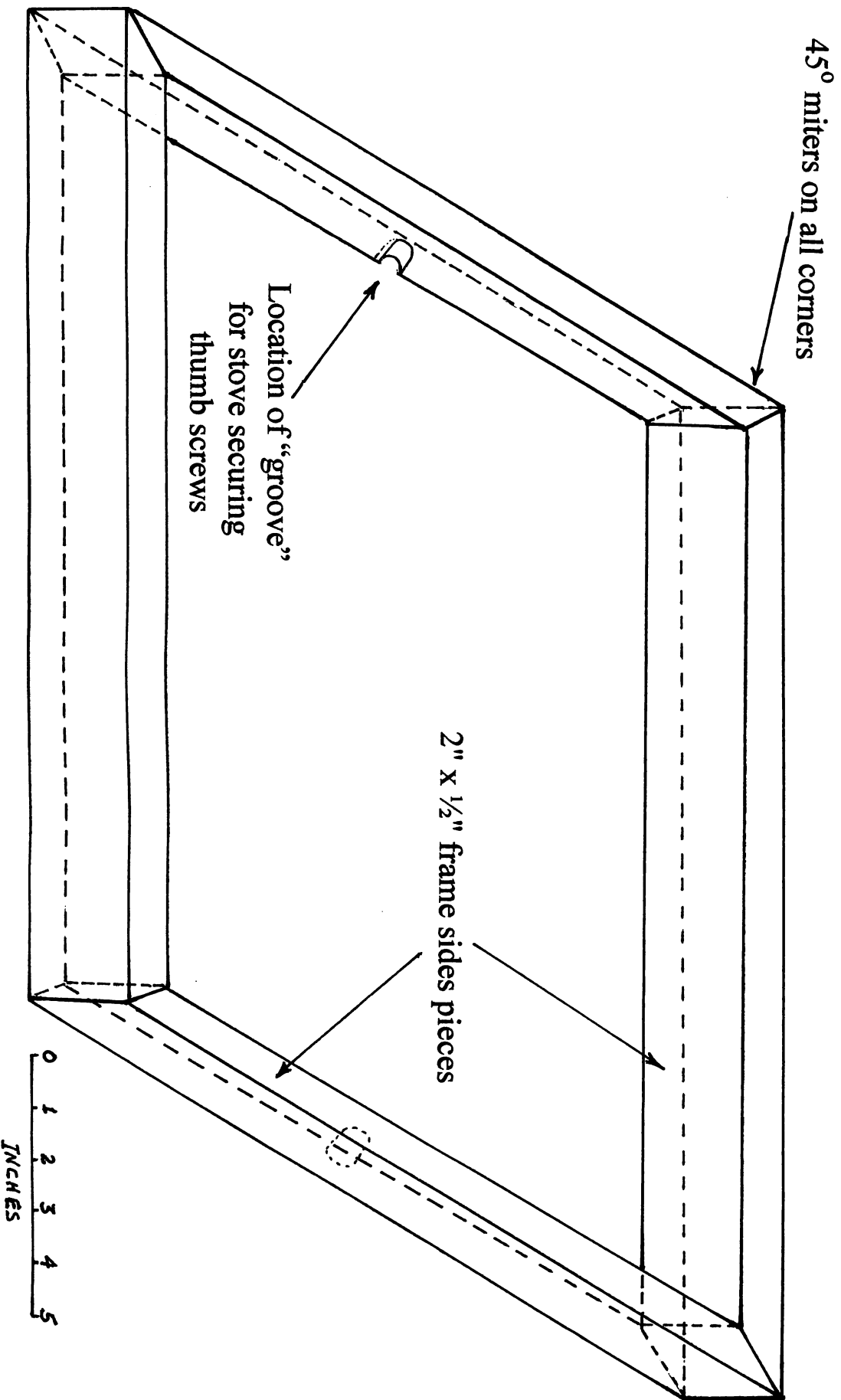


Figure 3

Designed and built by: K R. Cranson, 226 Iris Ave. Lansing, MI 48917

Stove Burners Cover

Layout Detail for Frame



Scamp, I am renewing my SOI membership with a separate letter with the form and check. I'm going to stay in the club because I might buy another Scamp next spring, depending on my health. **David and Evelyn Suchomel**, Cedar Rapids, IA.

Internet Sites - We have been retired since 2000 and have traveled 27,000 miles so far. The *SOI News* is great and we look forward to each issue. Would it be possible to list in the newsletter the internet sites for our trailers, ie Yahoo Groups Scampers, fiberglass RV.com, and other sites that might be useful, national parks, etc. **Tom and Sue Flynn**, Jamestown, NY.

Bits and Pieces - Thanks for continuing to publish and organize SOI - great issue again. **Judy and Roy Schulz**, Boulder City, NV;

We just keep on camping - 227 nights and 27,761 miles. We love our Scamp and will be leaving for Mexico for our next adventure. **Dick and Lois Hanson**, Tucson, AZ.

What a super job you are doing! We look forward to seeing you all in February at Sebring. **Earl & Mary Bennett**, Sebastian, FL.

. . . look forward to the *SOI News* - I've gotten some good ideas to use on my Scamp - keep up the good work!! **Bob and Gloria Barret**, Ellensburg, WA.

Our longest trip this year was recently to the Rockies, north and south rims of the (Grand) Canyon, then home through Santa Fe and Texas at the end of September and first of October. **Ken and Faye Clark**, Dewey, IL.

Great Newsletter - When we get it (*SOI News*), we both want to read it at the same time and it becomes a game of 'Gimme!' Keep up the great work! Our favorite part is the modifications, we've used some and enjoy reading things others have done. Thank you so much for providing us with this wonderful info! **Erik and Stacey Nelson**, Chaska, MN.

Beanie Babies - We enjoy the newsletter very much. Everyone we read, we want to jump in our Scamp and get going. Due to health reasons and finances we can't do it at this time. The two pictures

enclosed is our outfit when Barb was selling Beanie Babies. We have since changed the tail lights and added a guard on the back bumper, all home made. We made the awning also - cost was \$36. **John and Barb Furtney**, Tucson, AZ.

Fire Lookouts - I live just 1/2 hour drive North of the Scamp factory and have been thinking of buying a unit for three years. The other brand of campers seen much cheaper, but they do not look as well built, so I ordered a 16 footer to be picked up December. 9. I worked in New York City in broadcasting for 30 years and retired back to Minnesota. While in Broadcasting I was the editor on the Bill Cosby show and also made a show called "Nature" for PBS - on the night shift. During the day I flew a seaplane for the New Jersey and New York Forest Fire Service and became interested in fire towers. Now that I am retired I plan to visit as many fire towers in the U.S. and Canada with my camper. I am also one of the founders of the Forest Fire Lookout Assn. and have two web sites on fire towers:

Mn fire tower web site: <http://www.paulbunyan.net/mnfiretower/>

Itasca web site: <http://www.paulbunyan.net/itasca/>

Main fire tower web site: <http://www.firelookout.org/ffla/ffla.htm>

Dave Quam, Bemidji, MN

Alaska Trip - (We didn't get back from) our Alaska trip until November. We were gone from 5-5-03 until 11-10-03 - wonderful trip - saw lots - Scamp worked like a champ. The 12-volt electric blanket is/was a life saver. We drove up - ferried back to Vancouver Island, then to San Jaun Island and home via Las Vegas (son lives there). !6,000 miles - no more than 250 miles/day. **Clif and Barbara Mudge**, Murrells Inlet, SC.

Another for Alaska - We have been talking about going to Alaska on our 50th



The Beanie Babies Scamp in action.
Photograph by J. & B. Furtney



Dave Quam on the trail to a fire lookout
Photograph by D. Quam



The Berger's 2001 16-foot Scamp and '02 GMC Sierra tow vehicle.

Photograph by B. & E. Berger

(wedding anniversary) which was February 27, 2004, but are considering going next year instead. So, put us down for possibly going. We enjoy the *SOI News* very much and look forward to each issue. We just heard about Steve Fischer's death . . . It was on the news, but we didn't make the connection at the time. He was always so very helpful whenever we went to Scamp. **Robert & Eleanor Berger**, Backus, MN.

National ScampCamp - We are looking forward to September, '04 and have great plans on the agenda. There are 50 campsites reserved for the ScampCamp (see page 13). We have heard from 15 campers so far (as of 12-8-03). **Dean & Virginia Moffett**, Clear Lake, IA.

Tech Corner

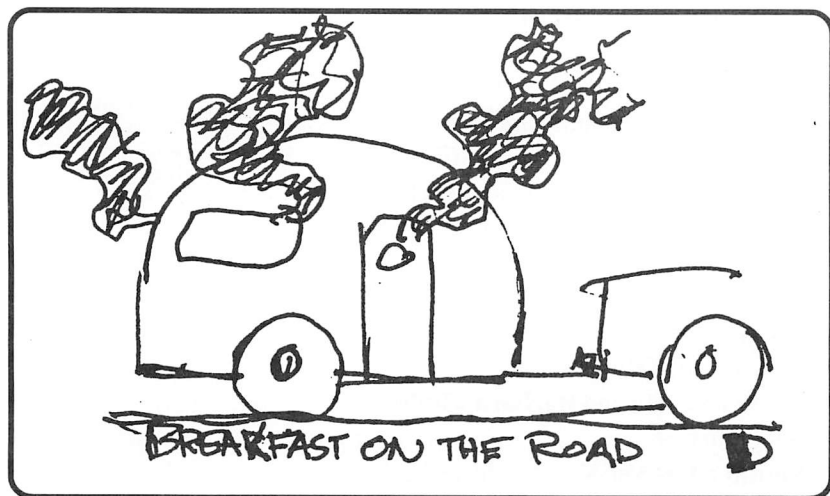
Hitch Weight - What is the proper amount of a trailer's weight that should be on the hitch? According to Bob Livingston, a Tech Topic columnist in the *Highways* magazine (March '04), 'In a perfect world, the hitch weight will be between 12% and 15% of the total weight of the trailer. But in the real world, many trailers only have around 10% hitch weight.' For my 5th Wheel Scamp with a total weight (loaded) of 3,525 lbs. and a

hitch weight of 625 lbs., the hitch weight is nearly 18%, a bit on the high side. **K R. Cranson**, Lansing, MI.

Atomic Tape - If you are a fan of duck tape, here is another option that may even be better. This product can withstand 700 psi of pressure, insulates up to 8,000 volts per layer and can take temperatures up to 800° F. WOW - what a tape! It comes in black, white and red. Now for the down side - the cost is \$24.99 plus shipping for two rolls. The web site is www.aomictape.com or check out the entire write-up on page 26 of the '04 March issue of *Highways* magazine.

Solar Gear - Some SOI Members have installed solar panels and controllers while others are considering such an option to keep their batteries charged. Two products were reviewed in *Trailer Life* (page 83 of March '04 issue) that might be of interest in this matter. AM Solar has a controller (HPV-22) that provides a two stage charging system - one for maximum amperage and another to give a full, gentle finish charge. It has a number of adjustments that allow you to customize the charge for your battery. A second product is their solar panel that contains 44 cells, larger than typical panels. It measures about 22" x 58". A series of tests were conducted using these two products together and the results are reported in the article. Costs: HPV-22 controller is \$225 and the solar panel is \$500. The AM Solar web site is www.amsolar.com.

Good TIPS - When the fresh water hose is connected the line needs to be bled out and a series of burps or splashes follows when the water is turned on. At Camping World there is a plastic device with a shut-off valve and a short piece of tubing for filling the fresh water tank. I attach this unit to the hose and fill the hose with water when I hook up the fresh water. I then can run the hose around the Scamp without spilling water. Then the valve is removed and the hose is hooked up to the Scamp. You might get a burp or two but that's it. Saves wiping up



Special "Thanks" to Gary Adamson

the splashes.

The person that I bought my Scamp from had gone to a mattress maker and had them cut out the curved shape of the cushions from a piece of mattress foam. It is about 4 inches thick. I have made a fitted mattress pad and bottom sheet and sleep comfortably all night. No back ache in the AM. I have a side dinette so I travel with the bed made up. **Bill Thompson**, Zephyrhills, FL

A Baggage Door

Following **Johan Stohl's** idea (*SOI News*, Vol V No 1), I installed a baggage door to access the storage space under the bed on the left rear of our 2000 16-foot Scamp. For this procedure, I had to relocate the Power Cord pull out port (figure 1) and the red side marker lamp. I finally found a recessed, 30 amp, 4-way twist lock plug and socket with covered bulkhead mount for a reasonable price at a local home improvement center (figure 2). Our local wholesale electric supply house wanted twice as much, although theirs was water tight. The 11" x 18" baggage door was ordered from a local RV dealer after looking up the brand on the internet. It was the most expensive part at about \$70.

The first job was to saw a hole through the outer wall for the electric connector in the forward area of the storage compartment ahead of the water connection, which was not disturbed. I located the hole from the inside, cut away the insulation and stayed just below the bed rail. It is at the same height as the water connection. By using a wood backup block to hold the connector's mounting screws securely, I avoided using pop rivets. This electrical socket is not water tight, but it is sealed enough to shed rain and it can be locked, unlike the factory setup.

The next step was to remove the original cable anchor clips and cut the power cord with enough length to let me wire the plug from the outside. No need to disturb the original wiring at the fuse box or replace the male end of the original shore

line. I was able to carefully peel off the original electric label and stick it above my new plug, but may need a new one if the stickum lets go. The shore line now has the new twist lock socket (figure 2) and is coiled and stored in the compartment along with the water hose, sewer adapter, chock blocks, leveling blocks, jack, etc. I also carry a 15 amp extension cord in case we're too far from the campground's outlet.

The old power cord port was removed by drilling out the pop rivets. The larger opening for my new door was aligned with the rear edge of the hole and the lower edge of the bed rail in the body (figure 3). Working from the inside, I cut away the wall liner and insulation, taking care to protect the wires and tubes behind it. Lo and behold, there was a coil of extra 12 volt wire tucked in behind the insulation. I suspect it was for some purpose not used in this model, so I cut it off and capped the exposed ends. The side marker lamp was removed and set aside for re-location later (figure 1).

Using a saber saw, I cut out the upper half of the fiberglass wall after marking the opening with the door frame as a guide. Next, I wanted to use screws into the bed rail along the top and keep the door as high as possible to clear the wiring and tubes along the base of the inside wall. To protect these wiring and water tubes, before cutting out the bottom portion of the door opening, I broke off the saber saw blade. Then, I kept a gloved hand inside to hold the wires away from the blade as I cut.

My next job, to protect the breaker/fuse box, wiring and tubing from shifting cargo, was to cut a plywood partition and screwed it into place, both top and bottom (figure 3). Take care to not run screws through the floor and into the top of the grey water holding tank. I was lucky here because I did not think about this until later. If necessary, this panel can be removed for access during later work.

To provide protection for the wiring and tubes along the inside of the floor, I

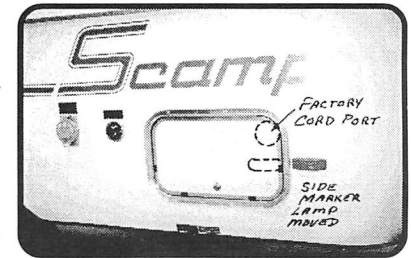


Figure 1

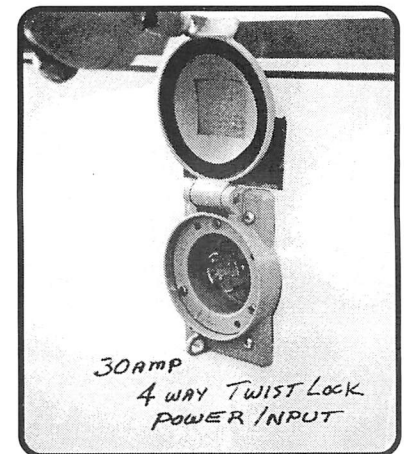


Figure 2

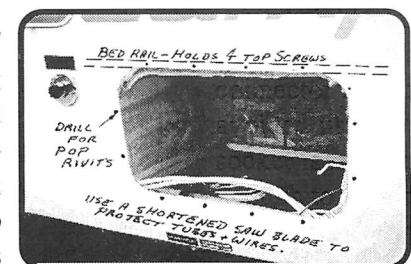


Figure 3

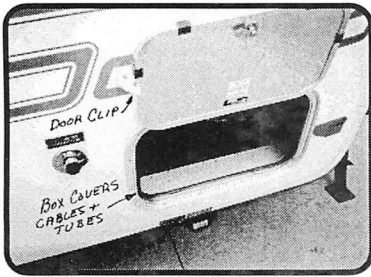


Figure 4



Figure 5

made a cover of 1" x 3" of 1/4 inch plywood and screwed it to the floor with the outer edge tucked under the new door frame (figure 4).

Because the wall is curved and the door frame is flat, I applied a generous amount of silicone caulking before installing the door. The pop rivets were able to pull it tight. However, this resulted in light that can be seen along the lower edge of the door inside the frame, so I had to apply a thicker weather strip there. The new door is not insulated, but I don't think it needs any since that space won't be heated anyway. However, I used the removed insulation material and glued it to the inside of the door.

To hold the door open I added a spring loaded clip. It was pop riveted inside the letter "C" of the "Scamp" logo (figure 4). The finished job looks pretty good. The color of the new door doesn't match, but that can be fixed with paint.

Finally, I added our SOI member number on the back of the Scamp in 3" letters (figure 5). My future plans include; a rear bumper extension, wheel bearing auto greaser caps and a hitch line-up tool (like the Couple-Mate?).
Wayne Collins, Dubuque, IA

Questions & Answers

Hitch Advise - Wayne Collins was looking for an equalizer hitch for a light trailer. Enclosed is an ad from Camping World for one. We have a class II 2-inch hitch and installed the equalizer ourselves and are happy with it. But, you also need a sway bar control - we have a Reese bar. We had a big problem with swaying at first and this really solved the problem. If anyone has a question, E-mail us at choyceinstsloud@webtv.net. **Ed and Joyce Schaefer**, St. Cloud, MN.

Editor's note: The ad included featured a Single Bar Weight Distribution Kit designed for any 2-inch receiver. It is designed for up to 400 lbs

tongue weight and a maximum trailer weight of 4,000 lbs. Cost \$299.

Sway Control - . . . about the time I found a solution to my sway control problem, I had committed to sell my Scamp. I sure hated to see it go, because the sway problem was the only problem. I have been looking at other camping options and can't find anything to match the Scamp for cost and comfort. The sway control I finally found and had installed was made by ACAR. This sway control is much lighter than the Reese and a much better fit for a light trailer and a Type II hitch. You still must be careful as it could cause trouble if you don't disconnect it before you backup. The address is:

ACAR Industries, Inc.
4563 Hamann Parkway
Willoughby, Ohio 44904

One end of the hitch is bolted to the trailer frame and you must weld the other hitch ball plate to your hitch. It made a beautiful installation. Ask for model 625-2. Should work well on either 13-or 16-foot Scamps. I won't tow another Scamp without it. **David Suchomel**, Cedar Rapids, IA.

Scamp Home - I have been wondering if you have ever asked what was the longest time anyone had lived in their Scamp continuously. We bought our Scamp on May 28, 2003, and moved it onto our lot where we are building a house. On September 18 we moved a bed into our almost completed house as the hurricane Isabelle was expected to pass over us that night. Until October 28, we used the Scamp to cook and a place to run a small office. So it served as our house fully for 16 weeks and partially for almost another 6 weeks. We think that it practically paid for itself. **Ingerid Refour**, Markham, VA.

Editor's note: Anyone out there lived in your Scamp (or other fiberglass "egg") longer?

SOI Numbers - On page 14 of the 2003 Fall issue of the *SOI News*, a question was asked by **Wayne Collins** about (SOI) numbers on the Scamp trailers. Here is what I

have done. I bought two sets of letters and numbers (SOI-352) and put them on the front and rear of our trailer. I believe they are the 4-inch black type that go on mailboxes and can be found in most hardware stores. They stick on good and so far have not come off. **Byron and Helen Coley**, Jackman ME.

Future ScampCamps

F i b e r g l a s s
Campout - A campout is being planned for owners of small fiberglass trailers. Everyone is welcome - Scamp, Casita, Boler, U-Haul, Etc. This campout, *Smoky Mountain Fiberglass Gathering*, will be held May 15-16 2004 at the Rutledge Lake Travel Park in Fletcher, NC, just outside of Asheville in the beautiful Smoky Mountains. Camping is \$28 per night and the park's web site is at www.campingnorthcarolina.com. For questions or if you plan to attend, contact **Billy Gregory** at simplyhonda@hotmail.com

Sleeping Bear ScampCamp - June 2 to 4, 2004 (Tues-Fri) has been selected for a gathering of SOI Members at Sleeping Bear Dunes National Lakeshore. The Platte River Campground in the southern end of the park will be our base. The area offers a wide range of activities and opportunities, both in the park and the surrounding region. Giant sand dunes are a major feature in Sleeping Bear along with many historical aspects of early settlements and shipping on Lake Michigan. Several great lighthouses are open to visitors as is one of the only remaining life saving stations that played a critical role in Great Lakes history. Traverse City, a well-known craft community, is an easy drive. Reservations can be made at 1-800-365-2267

between 10 am and 10pm EST. Cost is \$19/night plus \$5 for electrical hookup (there are no water hookups). Each vehicle will need a \$7 entrance fee (good for 7 days) and Golden Age cards are honored. The web site for Sleeping Bear Dunes NLS is: www.nps.gov/slbe/. **Rod and Sharon Cranson** will host.

Oregon ScampCamp - July 16-18, 2004. Sign up now to reserve your spot at the 2004 Oregon Gathering at Bullard's

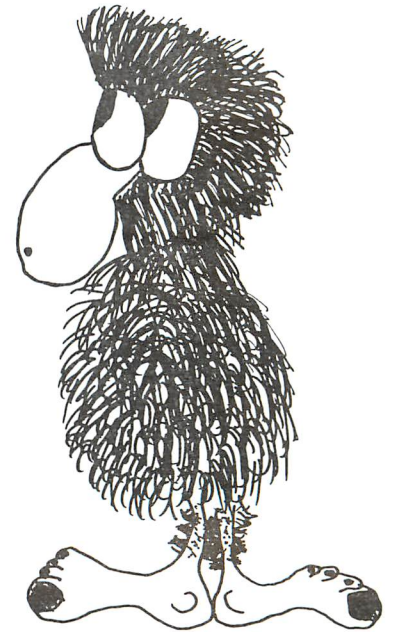
Beach State Park in Bandon, Oregon! Everyone had such a good time last year that we want to do it again this year. We would love to have anyone with a fiberglass trailer join us. We are trying to reserve sites C39 through C64. My family will be in C50 which is in the middle of this group of sites. Try to reserve close to the middle and then

Looking for a Job?

From someone that has been in the SOI business since day one, you've gotta find the same complaints and the same solutions to problems amusing. How many awning props have been submitted and door holders. . . How many questions are asked about a subject that has been answered at least more than once. Of course new members have no way of knowing this. We need a cross-reference or index to back issues. . . **Bob Kotch**, Kingwood, TX. Editor's note: Anyone interested in this job?

move out from the middle until you find an available site. To reserve a site, either do it online at: <http://oregonstateparks.org/reserve.php> or call 1-800-452-5687 (Monday through Friday, 8 am to 5 pm). Go here to find more information about the park: http://oregonstateparks.org/park_71.php Make your reservations soon so we can all be together. Then write to me and let me know what site you reserve, nkwolf@hotmail.com. **Nancy Wolf**, Host

National ScampCamp - 2004 A ScampCamp is planned for Clear Lake, IA., September 10-17, 2004 at Oakwood RV Park. They have 90 sites with full hookups, clean restrooms, hot showers, laundry facilities plus 2 large buildings for group gatherings. The cost is \$20/day cash or personal checks only. For reservations, call 641-357-4019 or E-mail: speakars@netins.net. Their address is



The SOI Bird asks "Are you going to attend a ScampCamp this year?"

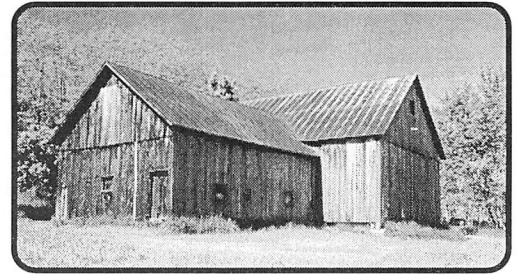
Tell them you are with the ScampCamp hosted by the Moffetts. Clear Lake is a resort town and has lots to offer visitors - antique shops, good restaurants and more! It is located on I-35, near the Iowa-Minnesota boarder. Once you have a reservation, please contact **Dean** or **Virginia Moffett** at 6411-357-3545 or E-mail: vemdem@mymailstation.com and we will provide additional information.

ScampCamp 2005 - February 8-11, 2005 (Tues-Fri) at Sebring. Florida is planned for our 7th Annual ScampCamp at Highlands Hammock State Park. More than a hundred SOI Members attended ScampCamp 2004 and many are expected in 2005. If you are planning to attend, reservations should be made as soon as possible. To place a reservation, have your credit card ready and call 800-326-3521. Request a campsite number between 72 -138. Once you have a reservation, please contact **Alice Vernesse** at ezzeal@att.net or PH: 321-773-2676. Alice has her registration sheet started and would like to collect the following information: 1) Names of all attending; 2) City & state; 3) Site number; 4) Dates attending; 5) SOI number; 6) size of Scamp or trailer and 7) is a name tag needed?

Proposed ScampCamps

Sandhills ScampCamp? Bernie and Evelyn Steamlau, Omaha, NE has proposed a gathering in western Nebraska during June, 2005. They would like to know if SOI Members are interested. Please let them know your thoughts. They can be contacted by E-mail: stremlaube@aol.com or Phone: 402-334-0855.

Ohio Eggfest 2004 - A potential gathering of small fiberglass trailers is being considered for the Dayton Ohio area. If interested in attending or assisting in the planning, please contact **Raymond Horner** at E-mail: ttlic_2000@juno.com.



Old barn in the Port Oneida farming community in the northern portion of the park.

Photographs by K R. Cranson

SBDNLS Continued from page 16

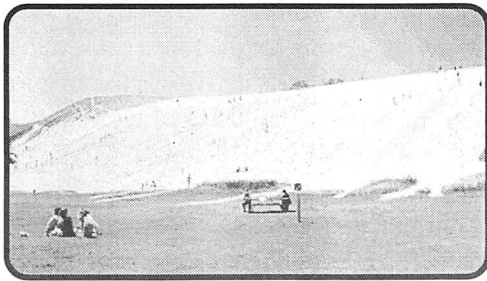
a Maritime Museum illustrating this colorful period of the region with exhibits and demonstrations of the methods used a hundred years ago. It is open daily during the summer season. The two stations on the islands have been converted to ranger stations.

Other cultural resources include remnants of prehistoric American Indian use, logging, farming and outdoor recreation. The Glen Haven General Store has been restored and is used as a combination exhibit and information center. The blacksmith shop displays the Lakeshore's extensive collection of black smithing equipment. Port Oneida is a significant historical agricultural community that contains numerous farmstead buildings and landscape features of the nineteenth century Northern European settlers in the area. Most of the buildings in the village on South Manitou Island have been rehabilitated and the South Manitou Lighthouse has become an unofficial symbol of the Lakeshore. The exterior of the structure has been preserved and restoration work on the interior is in progress. This 100 foot (30 m) tower was active between 1871 to 1958.

Boat trips to both Manitou Islands are available. One outstanding feature of South Manitou is the Old Growth Cedars, a grove of virgin white cedar trees, in the southwest corner. Some are over 500 years old, dating back to before Columbus. Guided tour of South Manitou Island in open-air vehicles are available that stop at the old schoolhouse, farmsteads and the cemetery while others feature natural history. For the more adventurous, a hiking trail leads to the white cedars, massive dunes on the northern shoreline and the remains of a shipwreck.



Thanks to Gary Adamson



Big Sand climb challenges many visitors at Sleeping Bear Dunes NLS

There are over fifty known shipwrecks in the straits between the two islands and the mainland dating from 1835 to 1960. These prompted the establishment of the Manitou Passage State Underwater Preserve in 1988. It is intended to protect and conserve the historic and archeologic value of these sites, and all are protected by state and/or federal law.

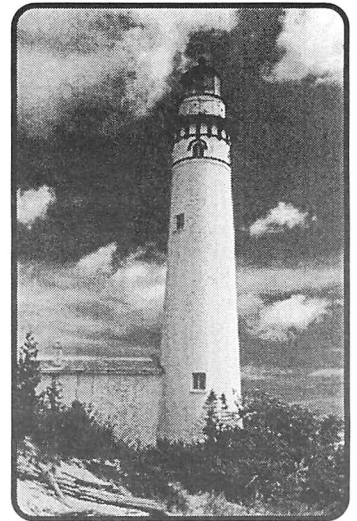
Other favorite activities include the Pierce Stocking Scenic Drive, the popular Dune Climb, ranger-led walks and campfire programs, exhibits at the "boat barn" and visitors center, and miles of hiking trails. At the Maritime Museum a daily re-enactment of a Life-Saving Service rescue is highlighted of each afternoon - especially directed toward kids. Sleeping Bear Dunes National Lakeshore is an essential and major component of the Great Lakes ecosystem with over 100 km (65 mi) of Lake Michigan shoreline, inland lakes and rivers, old growth forest remnants, and glacial and wind produced land forms.

The solid rock (bedrock) below the loose surface materials in the park is mostly Devonian age limestone, part of a geological feature known as the Michigan Basin. This bowl-shaped structure is centered on the lower peninsula of the state, but is almost entirely covered by glacial materials deposited later. All surface features in Sleeping Bear have formed from these sediments, mostly sands and gravels, left by glaciers and subsequently reworked by wind and water. While sand dunes along the Lake Michigan shoreline are most prominent, others include lakes, bogs and moraine systems. Sleeping Bear and other massive dunes along much of the shoreline are actually perched atop glacial ma-

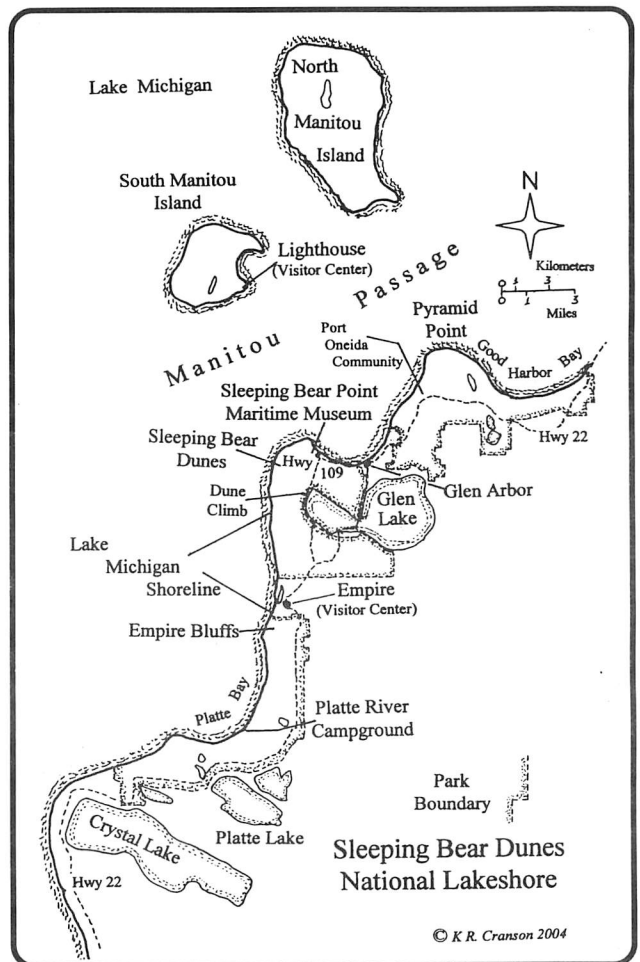
terials and were formed during a time when the Great Lakes were significantly higher than now.

The Legend of the Sleeping Bear - Long ago, along the Wisconsin shoreline, a mother bear and her two cubs were driven into Lake Michigan by a raging forest fire. The bears swam for many hours, but eventually the cubs tired and lagged behind. Mother bear reached the shore and climbed to the top of a high bluff to watch and wait for her cubs. Too tired to continue, the cubs drowned within sight of the shore. The Great Spirit Manitou created two islands to mark the spot where the cubs disappeared and then created a solitary dune to represent the faithful mother bear.

There are two campgrounds in Sleeping Bear Dunes National Lakeshore, a primitive one on Lake Michigan in the north and Platte River in the southern part of the park. Of the 179 campsites, 48 are reservable through the National Reservations System. Reservations can be made by calling: 1-800-365-CAMP (1-800-365-2267). Hot Showers are available at Platte River for a fee. There is an entrance fee for the mainland and islands: a 7-day pass is \$7.00 or an annual pass (Valid for 12 months) is \$15.00. Don't forget the Golden Age option (\$10 forever) if you are over 62! Golden Age passes can be obtained at any National Park Service area.



Lighthouse on South Manitou Island - built in 1871



Sleeping Bear Dunes National Lakeshore

K R. Cranson

Sleeping Bear Dunes National Lakeshore covers about 35 miles (60 km) of Lake Michigan's northern shoreline. North and South Manitou Islands are also within the park. The area was preserved for its many outstanding natural features; forests, beaches, massive sand dunes and glacial phenomena. In addition, the lakeshore includes numerous cultural features; a 1871 lighthouse, three former Life-Saving Service/Coast Guard Stations and an excellent representation of buildings from a historic rural farm district. Congress created the park on October 21, 1970 to protect these natural, scenic, scientific, and historic features for the public's enjoyment. More than 1 million people visit Sleeping Bear Dunes annually.

The federal government spent some \$80 million to acquire the initial land base - purchased from private owners and from lands and water areas donated by the State of Michigan. It contained over 71,000 acres (85% federal and 15% non-federal). About half of the park is designated for potential wilderness. Private property rights has been and is one the important management issues at Sleeping Bear. While the park was created out of more than 1,600 parcels of private

land, nearly a hundred tracts will remain in private ownership for the foreseeable future.

Much of the early activity in the area was focused on the shipping that traversed along the Lake Michigan shoreline. Navigation on the Great Lakes was always risky and the Manitou Passage between the two Manitou Islands and the mainland was a heavily-used shipping lane. It offered some protection from the open water and a safe haven from storms on South Manitou Island. During the winter of 1870-71 over 200 people were lost in shipwrecks on the Great Lakes. This, and other factors, prompted the construction of two identical life-saving stations along this route in 1901. One on South Manitou Island and the other at Sleeping Bear Point were part of the U.S. Life-Saving Service. There was also a life-saving station on North Manitou Island.

Each station employed a keeper, the "Captain," who was responsibility for the station and its crew. He supervised a crew of six to eight men, known as surfmen. The keeper was employed year-around, but surfmen only worked the shipping season from April to mid-December. These life-saving stations were important in the community, often assisting beyond their official functions - some of the surfmen were highly respected and became local folk heroes. With the end of the U.S. Life-Saving Service in 1915, the stations became part of the Coast Guard and later closed during WW II. Today the Sleeping Bear Point Station is

Continued on page 14

New SOI Web Site

The Winter issue of the *SOI News* included a call for someone to assist with the SOI Web Site. The response was exciting! Both **Dan Meyer** and **John Mulhun** contacted me within days of receiving their copy offering to help. The really exciting news, however, is that they have it up and running under a new URL www.ScampCamper.com. Give it a try. The current version utilizes much of the original work done by **Jim Degennaro** several years ago. Dan and John are looking for ideas and suggestions to use as they continue to develop the site.

A big THANKS to Dan and John for their willingness to help SOI Members keep in touch via this new SOI Web Site. And I know that SOI will always be grateful to Jim for his pioneering efforts to get an SOI Web Site up and running initially. Thanks to all.

SOI News
226 Iris Avenue
Lansing, Michigan 48917



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