



# SOI

## News

Summer 2004

Scamp Owners International

Volume VI Number 3



*Mike and Susan Melcher's 2002 5th Wheel Scamp and 2001 Dodge Dakota tow vehicle - note the custom artwork of mountains in keeping with their Colorado home. (see page 6)*

*Photograph by M. & S. Melcher*

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## From the Editor's Desk

A big SOI THANKS goes out to **Teddy and Dennis Law** for hosting the March West Coast ScampCamp. This was their first shot at hosting and it sounds like everything went well. It is one of the oldest annual ScampCamps going - **Judy and Roy Schulz** got it started several years ago and served as hosts until this year. Teddy files her report on page 3 and **Joy Avila** sent in the group picture of the participants. Plans are now being made for next year's meeting in the same place - check it out on page 11.

I learned some interesting tidbits in a brief phone conversation with **Wayne Pitlick**, Scamp Sales Representative, in late-April. The waiting time to pick up a standard 16-foot Scamp was about 90 days. And, if you wanted a deluxe version, it was about eight months. The wait for a standard 5<sup>th</sup> Wheel was a little more than 90 days and deluxe models were backed up until nearly the first of 2005! He said they do have a few 13-foot models available. If you are thinking about getting a new Scamp, better get your order in soon! Another interesting piece of info Wayne mentioned was the name of Scamp's Parts Manager, **Richie Bean**. He is an Eveland family member, his mother was one of the original founders of the Scamp Company.

On a sad note, Wayne told me they had found **Steve Fischer's** body on April 14. You may recall Steve was an Eveland family member who died in a boating accident in October, 2003. Many Scamp owners knew and had talked with Steve because he was Scamp's parts order manager. For additional details see page 8 of the 2004 Winter issue.

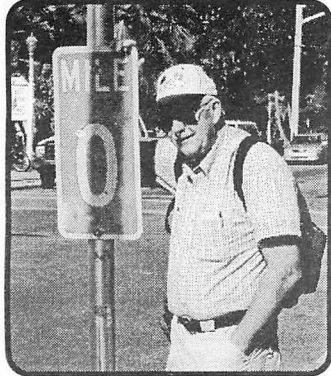
SOI has an exchange arrangement with the Teardrop Trailer folks - they publish *Tales & Trails* for their members. In recent issues I've noticed they accept advertisements for certain products that are of interest to their members. To date advertising has not been

considered for the *SOI News*. I am not promoting it, but wonder if it could be an important service to SOI Members? To run a little test, I have included a small ad for a company that makes custom covers for RVs (see page 12). Please have a look and let me know your thoughts and/or comments on this matter.

Time marches on and as the SOI E-mail traffic increases, I find myself spending more time waiting for something to happen on the screen. So, I have gone to a faster Internet Service Provider (ISP) - and it is very nice as well as being much faster. Now, for the down side. With this new service, I get a new E-mail address. It's a little like moving or changing your phone number. My new E-mail address is **rcranon@sbcglobal.net**. I have tried to make all the changes in the newsletter to reflect the new address. If you have my address in your address book or elsewhere, please make the change. The old address will work for awhile, but eventually will be history. Thanks.

And, finally, another sad note to share. SOI Member **Charles Brayton** of Howell, MI passed away in January. As their first outing with the Scamp, Charles and Lila attended ScampCamp 2002 in Florida shortly after they purchased a 2001 5<sup>th</sup> Wheel deluxe Scamp. I know that all SOI Members extend their condolences to Lila and her fam-

See **Editor** on page 11



**Rod Cranson**

Editor

*At mile post 0 along U.S.  
Highway 1 in Key West,  
Florida.*

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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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## West Coast Scamp Camp

The fifth annual West Coast ScampCamp was held in March at Terrible's Lakeside Casino and RV Park in Pahrump, Nevada. Eight Scamps and 15 Scampers from Arizona, Montana, Washington, California and Nevada attended. We enjoyed the pot-luck on Friday night and also took advantage of the two-fers offered by the Casino management. While exploring the casino, **Joy Avila** discovered an extremely generous Price-is-Right machine and shared it's location with grateful fellow Scampers.

Fortunately, the daytime winds died down and we were able to hold the traditional campfires each night. We enjoyed talking and telling stories and generally getting acquainted while sitting around the fire on the beach. In addition to strolling around the lake, activities included a craft on Saturday morning, visits to Ash Meadows National Wildlife Refuge, touring the Pahrump Winery and Front Sight Firearms Training Institute as well as a trip through the Wheeler Pass.

West Coast ScampCamp founders, **Roy** and **Judy Schulz**, were not able to attend all four days but we were glad that they were able to stop by on Sunday for a visit.



*Participants of the 5th Annual West Coast ScampCamp gather for a group portrait.  
Photograph by J. Avila*

West Coast ScampCamp for 2005 is scheduled to start Thursday, March 24 departing Monday, March 28, 2005. For details on reservations see page 11. Contact **Teddy and Dennis Law** at 702-293-7613 or e-mail us at: teddylaw@earthlink.net. Reported by **Teddy Law**, Boulder City, NV.

## Two Weeks in a 13-foot Scamp

Having owned the littlest Scamp for almost five years, we have found it perfect for weekend camping and as a bedroom for visiting relatives. However, we didn't utilize it to the fullest until March, 2004 when the two of us, plus our medium sized dog, traveled from Minnesota to the coastal area of Texas. We spent two weeks in it. Of course, we had to dig our Scamp out of a snow bank to accomplish this!

The only problem we encountered was driving through terrible rainstorms, which resulted in water in the left and right holds under the lower bunk. We laughed that we never expected to have a "flooded basement" in a Scamp and wondered where we could find a "Scamp Sump Pump." Fortunately, the problem was pretty well solved with a little caulking.

We camped at various KOA's on the way down and back and usually found at least one other Scamp in each campground. In Texas we stayed in Corpus Christi at Laguna Shore RV Park, across the road from Laguna Madre. There was also one other 13-foot Scamp there, but most of the residents were full-time RVers with "mammoth mansions on wheels." We had everything these larger motor homes have – a dining room, a kitchen, a living room, a game room, a T.V.



### *Leon's Logic*

*Hey, you gotta like each other  
a lot to do this!  
Thanks to Leon Greisen*



*Alice with their 13-foot Scamp camped out on the beach along the Gulf of Mexico.*

*Photograph by S & A Marks*

room, a bedroom and a changing room. In ours, however, the various rooms were used one at a time, depending on the current activity!

The other Scamp owner with the 13-footer had a

bathroom. Although many times we longed for our own, we would miss the storage space afforded by our two bunks for an extended trip. We put suitcases and camera gear on the lower bunk, and the top one serves as a place for the T.V. and microwave.

After a week with the "Winter Texans" we crossed the lagoon to the barrier islands, where we stayed at Mustang Island State Park. This is a temporary place for tourists and where we saw another Scamp, a Burro and Casita. The campground is just a short distance from a beautiful beach on the Gulf of Mexico, and after a couple days at the campground we decided to try beach camping with the Spring Breakers.

Beach camping truly was the highlight of the trip. There we depended on the battery-operated lights and the Minnesota water we had in the tank, neither of which we usually need. Being that close to the ocean – a large body of water that wasn't frozen – was quite a treat for winter-weary Minnesotans!

**Sam and Alice Marks**

## SOI Profile

**Gordy and Ramona Moss**

Bloomington, MN

Interested in engines? If so, than you might want to talk with Gordy Moss, he builds them. Oh, not the

kind you may be thinking of, such as those in your tow vehicle or on your lawn mower. Gordy's engines are small, very small! Any of his would set in the palm of your hand and in some cases, several would easily fit there. His small engine hobby certainly is logical as Gordy had a career as a mold-maker. He retired about 5 years ago.

Ramona enjoys reading, growing flowers, photography, biking, and hiking. She would like to learn Spanish and improve her piano skills. Her career has involved positions in home health care, operating a licensed infant day care business and as a secretary at the veterans hospital. Romona, a registered nurse, is also retired.

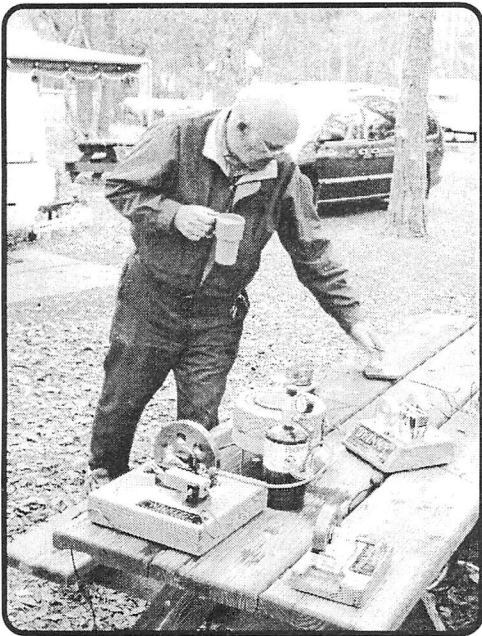
Both enjoy travel and have taken their 13-foot Scamp across the country - visiting all 49 states. They are trying to figure out how to get their trailer to Hawaii for a tour. In addition, they have visited most of the Canadian Provinces and traveled far into Mexico in their Scamp. On one trip, Gordy and Ramona traveled some 32,000 miles with their trailer over a nine month period. Now, that is true "Scamping!" Their current Scamp, a 1986 deluxe, is their second. One must wonder if they wore out the first one? With all this travel their comment is "one gets to know each other quite well in a 13-foot Scamp!"

In addition to all the in country travel, the Moss' have been to Europe several times and to the southern Mexican state of Chiapas near the Guatemala boarder. Several years ago they visited South Korea and comment on what a beautiful country it is. Gordy is a Korean war veteran.

Both Gordy and Ramona are ham radio







Gordy demonstrates a few of his miniature engines at the Highlands Hammock ScampCamp.

Photographs by K R Cranson

operators, and can even do morse code. They use their radio skills with Sky Warn, a group of trained storm spotters. This volunteer organization works with our local police departments to provide emergency radio help in case of severe weather, search and rescue efforts, and other public emergencies. We go hiking 5 to 6 days per week at the Mall of America - "It keeps us young" they claim. One goal they have set for themselves is to camp in all the Minnesota State Parks, But "we haven't accomplished that yet."

They have made a number of modifications in their Scamp. An air conditioner was installed under the rear bench seat. The front hitch was extended to accommodate a bike rack. Extra shelves and access doors under the front seats were added. Since they used an electric heater, a 110 volt thermostat has been added.

Gordy and Ramona met when his sister became Ramona's room mate. They have four children. One son is an army Chaplain, currently serving in Iraq. Their ten grandchildren range in age from 3 Months to 23 years. They have been married for 48 years and comment that "it went by so fast !"

## New Publications

**Campground Guide** - Roundabout Publications has published a new guide, *The Coleman National Forest Campgrounds and Recreation Directory*. It lists all the national forest campgrounds across the U.S. The 621 page book contains many details for the 4,300 campgrounds including; number of sites, fees, facilities, usual open dates, elevation, if reservations can be made, and activities and points of interest along with driving directions from the nearest town. In addition, the type of campground; rustic, semi-developed or developed, is noted. A summary is given of each national forest and its location within the state is provide on colored maps. This guide may be ordered by phone: 800-455-2207 or on the web at: [www.TravelBooks.usa.com](http://www.TravelBooks.usa.com). Cost is \$19.95

**Looking for Work** - For those interested in a little work when they travel, the *Workamper News* is a gold mine. The 100<sup>th</sup> issue of the fascinating guide is now available. It provides information about positions as campground hosts, tour guides and many other jobs across the U.S. and Canada with public land-management agencies and the outdoor hospitality industry. RVer can find a place to park their rigs and work for a season or, in some cases, year-round. The *Workamper News* started in 1987 as an eight-page newsletter and the current issue is a 60 page magazine. Check out [www.workamper.com](http://www.workamper.com) for more details.

**Good Trip** - Well here we are back home again after a lovely winter holiday in Florida highlighted by the ScampCamp in Sebring. The ScampCamp was excellent as usual as we were able to meet and greet many new and old friends and even though we were rained out one day that did not hinder the friendly attitude of the Scamp family. And to top it all off, Rosa and I won a door prize which was a beau-





*Charlie and Rosa take delivery of Gene's child rocking chair at the annual raffel during ScampCamp 2004 in Sebring, FL.*

*Photograph by S K Cranson*

tiful child's rocking chair hand built and donated by **Gene and Joan Gallmann**. **Charlie and Rosa Fiddy**, Brantford, Ontario, Canada.

**Busy SOI Member** - I have such a busy schedule with Model T Ford tours, Rendezvous and competition horseshoe pitching. My term as state prez of the T

club expires in February, but now I will be starting a state chapter of the Dutch Oven Society. That is where we cook outdoors in an iron pot using charcoal. Lots of fun stuff to do in these United States. People who are bored have no imagination. I hope to make the National ScampCamp, my first, at Clear Lake - it should be a fun experience. I am looking forward to meeting the other Scampers. **Art Moran**, Webster, MN.

**A Small World** - What a surprise to see **Ron & Peg Bartel's** Scamp & Chev Blazer on the cover of the Winter 2004 newsletter issue. I had lost touch with them but have known them for over 30 years. I did not even know they had a Scamp. I E-mailed them last night. I lived in Coon Rapids for about 17 years. The Bartel's two sons and my two sons were all in the same Boy Scout Troop years ago. Their youngest son was the same age as my oldest, if I remember correctly. That Boy Scout Troop was very active and kept all the parents very involved and active too. The troop was known district and council wide for being very active. Anyway a small world story for you. I have really enjoyed reading the *SOI News* with all the helpful tips, information and interesting stories. You do a great job as editor, keep it up. **Chuck Rike**, Pine City, MN

**The German Connection** - While camped at Highlands Hammock State Park in late January, 2004, I noticed another 5<sup>th</sup> Wheel Scamp in a site near mine. Upon closer inspection, it appeared to have license tags from a European country - how could that be? Upon meeting the owners, **Tom and Mary McLamb** - I discovered the reason. Mary worked with the Corp of Engineers in Weisbaden, Germany, was retiring and moving back to the United States. Their vehicle was a Toyota Tacoma pickup that was going to be returned to the U.S. when they returned. Because of the truck, they went looking for a light weight travel trailer. Tom found a 1996 Scamp 5<sup>th</sup> wheel on E-bay and began bidding on it. After much discussion and exchange of photographs of the trailer, they won with a final bid against other seeking to buy it also. All these arrangements were made while they were still in Germany. The owner delivered the Scamp to Vicksburg, Mississippi where the McLamb's met him to take possession. Prior to visiting Highlands Hammock State Park, they had not heard about Scamp owners group or ScampCamp 2004. Upon learning about SOI, Tom and Mary returned to join SOI and participate in annual gatherings. Reported by **Gene Gallmann**, Menominee Falls, WI.

**Neat Design** - We thought SOI Members might enjoy a photo of our 2002 Deluxe 5<sup>th</sup> Wheel Scamp. Our neighbor designed and put on the detailing - blue and silver to match our 2001 Dodge Dakota. Fits our mountain lifestyle! Took this photo in front of our house after our first fall camping weekend. We surely enjoy the *SOI News* - keep up the good work! **Mike and Susan Melcher**, Centennial, CO.

**Back Home** - We pulled our 13-foot Scamp with our Volkswagen Jetta diesel. I was really thrilled with the performance, especially in the hills of Kentucky and Tennessee which was a concern to us when we started out on I-75 from Detroit. The mileage was fantastic, compared to my old Buick Park Avenue that I used as a tow vehicle before. The never ending debate we have



*Pat and Ron Bartel with their custom tire cover.*

*Photograph by R & P Bartel*



of what equipment to bring and what cooking utensils are the most useful was solved this year with our newly purchased Toaster Convection Oven. We were able to cook a number of things in it like scalloped potatoes, meat loaf, broil steak, chicken, bake cookies, cakes and pies etc. It was just like having the oven at home except like everything else in a Scamp you have to think small. **Rosa & Charlie Fiddy**, Brantford, Ontario Canada

**Alaska Bound** - After much reading and considering options, we have taken the first big step to towing our Scamp to Alaska this summer. We have reserved a place with ADVENTURE CARAVANS leaving from Prince George BC, on July 12, 50 days, returning to Prince George August 30, 2004. When we called they still had two openings on that trip, and four spaces on a trip leaving July 4<sup>th</sup>. If anyone is interested in adding another Scamp to the group, call 1-800-872-7897. Then we called the Clear Lake, IA - Oakwood RV Park - and put our name in for the National ScampCamp, Sept 10-17, '04 so if not on the Alaska trip, maybe we'll see y'all at Clear Lake. Who knows, .... If a SCAMP-CARAVAN goes to Alaska in '05 maybe we'll go again...? **Wayne & Barbara Collins**, Dubuque, IA.

**RV Park** - We are putting in an RV park in the Marshfield, Missouri area (East of Springfield 22 miles). There will be 16 sites, all hookups, free internet, pool, a great Mexican restaurant, and lots of other stuff. I will keep you posted. **Terry Evans**, Marshfield, MO.

## Questions and Answers

**Needs Advice** - Just purchased a 1977 (13-ft?) Scamp. A bit rough but appears solid. I have questions like best flooring options. Is there a cover made for the front window? My 2-burner stove is ques-

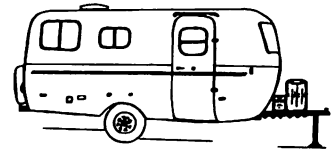
tionable and may need a replacement - just cosmetic problems. Good cleaners? Doors (interior) may need to be changed and need advice on lightweight replacements. Thanks! **F. Williams**, Lakeland, FL.

**"New Scamp"** - I just found a 1991 Scamp 13-ft . . . and have some questions. Best stuff to clean the green stuff off the outside? I'm sure I have to repack bearings... Whats involved? Not sure if it has jack stabilizers, are they standard? If these things leak, where is the first place to look?

New battery recommendations (cheap)? What do new tires cost? Suggestions? Best way to pack items inside, weight forward, etc? What is a fair price for a 1991, 13-ft std. w/bunks no bath? . . . I can't wait to leave the tent behind!!!  
**Dennis Kane**,  
dennis.kane@dhs.state.nj.us

**Speedie Sleeves** - On the way home from the ScampCamp 2004 in Florida, we almost lost a wheel on a high mountain in northern Georgia. It ruined the hub and axle seal surfaces. I believe rust ruined the seal surface first. The hub was patched together with new bearings and grease. We made it home fine and then purchased a new hub (bearings, seal, key dust cover) from "Northern" for \$21.00. A speedie sleeve was purchased at the local bearing house; it presses over the seal surface and uses the original seal. About \$14.00 for the sleeve; Much cheaper than a new axle!  
**Gordy & Romona Moss**, Bloomington, MN.

**Awning Holes** - I am considering replacing the factory installed awning on my 16' Scamp and would like advice on how to patch the holes where it was mounted to the trailer. I also would like any information others may have on an awning that simply slides into a "channel" that is mounted on the trailer. I had one like that on a previous trailer that had the outer portion supported by poles. **June Ahrens**, Columbus, OH.



*The SOI Bird says "keep them Questions and Answers coming."*

## Tech Corner

Tires are a common topic at ScampCamp Tech Sessions. Apparently, many SOI Members have experienced problems with tires at one time or another. A good starting place is preventative care and a regular inspection routine - one that pays big dividends for the time invested.

A good practice is to check tire pressure daily when traveling - when tires are "cold" (after the vehicle has been setting overnight or at least several hours). After driving only a few miles

tires will heat, changing the internal pressure that can mask underinflation. Don't try to "eyeball" a tire for proper inflation, some always look underinflated while others with stiff sidewalls always appear to be normally inflated. Get a good tire pressure gauge that reads at least to 60 lbs/in<sup>2</sup> (psi). For your tow vehicle, tire specifications are posted somewhere on the driver's

side doorjam. Always use the maximum pressure listed, either on the vehicle or tire, as this provides the greatest load-carrying capacity and the best safety margin. In addition to load carrying capacity and safety, proper tire pressure increases fuel economy. Most tire failure is caused by underinflation, overloading or damage from debris or hitting something. Overinflation, however, can also be a problem - it tends to increase wear in the center of the tread.

In many situations, trailer tires deteriorate more rapidly due to sunlight, ozone and other environmental factors than from actual use. If your Scamp is used for only a few short trips, averaging less than 2,000 miles each year, this

will likely be the case. Tire companies say that five years is the typical life span of tires due to such time-related damage. Stored tires tend to deteriorate faster from internal breakdown than if in use because of sidewall flexing that releases lubricants stored in the rubber. Consequently, a stationary tire will appear to "dry out" on the surface.

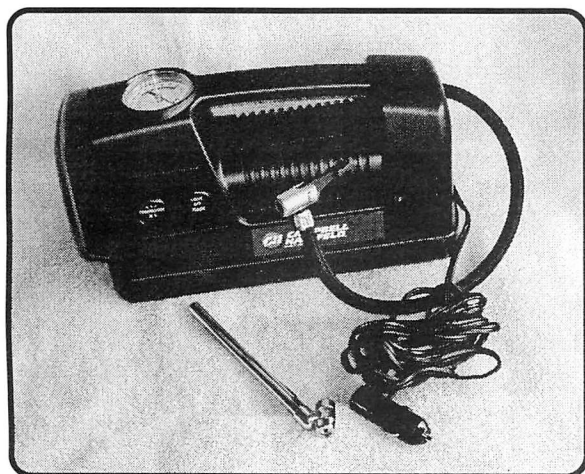
Tires leak over time - about 0.5 to 1 psi per month. Also, as the air temperature drops, so does a tire's air pressure. For each 10° F drop in temperature a tire's air pressure will drop about 1 psi. And, don't forget the spare when you do the routine inspection of your tires.

What factors should be included in a tire inspection routine? Here is one recommended list:

**Road Hazards** - If you hit something while driving, stop as soon as possible and have a look at the suspect tire(s) for any damage. Keep in mind, even if the outside looks O.K., there may be internal damage. If you suspect anything, it is a wise investment to have the tire dismounted and inspected internally. Also, keep an eye out for any damage on either the tread or sidewalls, such as cuts or breaks, that expose the steel belting or fabric inside.

**Wheel Alignment** - This is an important aspect of tire performance. Misaligned wheels do not roll down the road correctly resulting in side slippage that produces friction that may result in overheating. This will likely increase tire wear and/or uneven wear.

**Tread Wear** - Visually inspect the tread of your tires. Remove anything in the grooves (ie. Pebbles) These tend to reduce traction and can cause damage to the tread area. Check the wear indicator bars - the small links across grooves. You should have at least 1/8 in. of tread at the deepest part of the grooves. That means there should be 1/16 in. above the wear bars. If the bars are even with the rest of the tread, its past time for new tires! Also check that the wear bars are relatively even from side to side across the tread. Uneven wear across the tread may indicate an alignment problem. If you find tires wearing into "cup-like" patterns along one or both sides, your wheels may need to



*Two handy and relatively inexpensive items to help with tire maintenance is a good mechanical tire gauge and a 12V DC air compressor.*

*Photograph by KR Cranson*



## Door Under Front Bunk

(Modifications Sheet 17a)

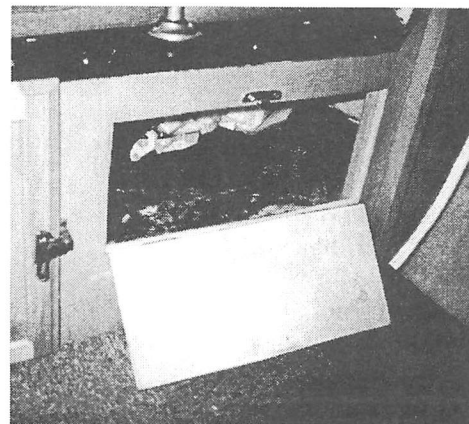
**Introduction:** Ever get tired of digging in the storage space under the bunk on the right side of your Scamp? Well, I did and installed a door to relieve this problem. We have a deluxe 13- foot with the front bunk option which makes for nice wood working. And having this door makes this storage spot one of the most popular in the trailer. It's easy to reach from inside and out.

### List of Materials:

Stanley Sash Lock #75-5886 1each  
1 pair Brass hinges with screws 1 x 2 in.  
2 each 1 x 2 x 6 wood blocks  
4 each Wood screws to hold wood blocks in place

### List of Tool:

Tape measure & straight edge  
Handsaw, crosscut with fine teeth (12 point) or small circular saw  
Pencil  
Drill with small bit  
Screwdriver, Phillips  
Hand file



### Fabrication:

1. Remove the foam pad and the cover from the storage space. Using a light look Inside to see how big you can make the cutout for the door. Keep in mind that what you cut will become the door and you can only make it so big. I used a drill with the small bit to drill the corner marks from the inside to the outside, then used the straight edge and pencil to mark cut lines on the front.
2. Using the hand saw, or small circular saw, cut on the lines to form the door. Before you finish cutting at the corners, install the hinges along the bottom cut. This will make it easier to align the hinges on the door so it fits properly. Now, finish cutting out the rest of the door (you may wish to remove the hinges first) at the corners. Smooth the door edges and the opening edges with the file (remove hinges if necessary).
3. Reinstall the door on the hinges, (I promise this is the last time). Now you are ready to install the sash lock. Notice that when you operate the locking mechanism it not only swivels but also moves in and out. That is why I chose this lock as it will grip the strike plate when locked.
4. Install the strike plate above the door opening so that the lock on the door will center and not be too high or too low. (see photo). When properly adjusted, the lock will pull down on the strike plate with a little tension to keep it secure.
5. Open the door and from the inside install the block on either side and in towards the opening a 1/4- inch so the closed door will have a back stop.

### Conclusion:

I found this project easy to do and made a big difference in using this storage compartment. I would like to think this same style of door could be done in the fiberglass front too if there was some reinforcing (wooden strips?) added around the opening to give it some strength.

**Construction and images by:** Riley McLean, 1045 Oakway Rd., Eugene, OR 97401-5412

# Dinette Seat Storage Doors

(Modifications Sheet 17b)

Adding doors to the front of the dinette seats sure makes it easy to store more things. It's easy access through the front is a lot easier than lifting the cushion and the cover and then reaching into the storage space. What's really nice is not having to ask someone to move to gain access. As you can see in the photos with all four doors open, the space really opens up and is more useable.

## List of Materials:

1 ea/door Stanley Sash Lock #75-5886  
1 pr ea/door Brass hinges with screws, 1x2 in.  
2-8ft lengths 1¼ x ¼ lattice Strips  
Small number of Brads  
20/door Wood screws, 5/8 in.  
2-8ft 1 x 2 firing strips  
16 Wood screws, 1¼ long  
1 qt. Varithane urethane

## List of Tool:

Phillips screwdriver  
Tape measure  
Drill with bits  
Hammer  
Handsaw  
Power circular saw  
Miter box

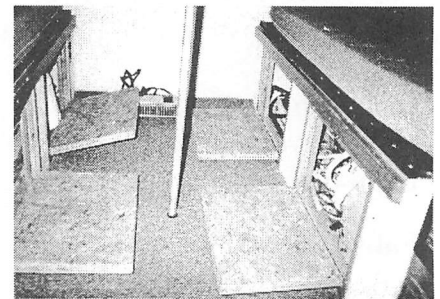
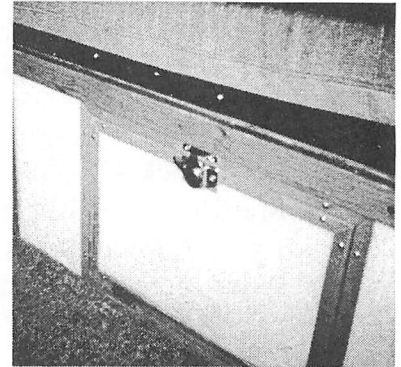
## Fabrication:

1. It should be noted that this modification is on a 13-ft. deluxe Scamp so it is a woodworking project. I don't know how it would work to do something like this with the fiberglass interior. Also this project can't be done in the trailer, it needs to be done at the workbench.
2. Remove the table to give yourself room and set the cushions aside. Remove the plastic strip on the front edge and remove the screws that hold on the top, set the top aside. Remove the screws that hold the front to the floor and the screws from the front edge panel. Make sure nothing else is fastened to the back of the panel and lift them out. Now you are ready to work on the workbench.
3. Working from the front, determine the size of the doors. Cut the lattice with 45 degree corners and using the brads fasten the pieces on the front of the panel. Keep in mind that you will be sawing down the middle of the lattice to make each door so don't put in any brads in the center. And the center line of the lattice frame will be the size of the door.
4. Using your circular saw, cut along the line drawn on the lattice to the corners but don't over saw, you want to keep the cut neat. Do this on all four sides.
5. Install the 5/8 in. wood screws to hold the lattice on the front of the door and the panel. Also install the hinges at the bottom of the door and install the latch at the top of the door.
6. Take your handsaw and cut the remaining wood in the corners to allow the door to swing on the hinges.
7. Cut the 1 x 2 in. verticals to length and install them with the 1¼ in. screws so the wood protrudes into the door opening to act as a stop and provide strength. Sand the rough edges of the doors and their openings so they are smooth. Apply one or more coats of Varithane to the wafer board and the lattice.
8. Re-install the panels and re-assembles the seats. To prevent any rusting, I like to use stainless steel screws to hold the pieces together and to hold the plastic trim piece.

## Conclusion:

This is one of those projects that take a little time to complete, you have to wait for the Varithane to dry. And it is a bit of work to remove and reinstall the front of the seat. But when done it's so nice to be able to easily store and retrieve items under the seat.

**Construction and images by:** Riley McLean, 1045 Oakway Rd., Eugene, OR 97401-5412





be balanced or some part of the suspension system is causing the problem. Shaking or vibrations while driving may also be an indicator of out-of-balance or suspension problems.

Tire Rotation - while this is recommended and should be done on a regular basis, it may not increase tire life much. The cost of rotation versus longer tire wear depends on many factors and is not easy to determine. In general, however, it is likely a good practice when done properly.

For older (or dirty) tires it may be helpful to use a tire and wheel cleaning product to allow a better look at both tires and wheels. Wheels may also be damaged (cracks or bent rims for example) that could cause a failure while driving.

When you store your trailer (and its tires) there are some things that will help. A cool, dark location is best. Keep tires at their maximum pressure - the same used when traveling. If tires are on most common pavement surface, a thin piece of wood under tires will slow the inevitable deterioration. If your Scamp is stored outdoors, it is a good practice to cover the tires. In addition, for trailers with torsion axles, always store with the weight off the axle to prevent fatigue of the rubber parts.

Coming in a future Tech Corner - "Reading" your tires. KRC

## Modifications & Changes

We have made a number of modifications to our 2001 5<sup>th</sup> Wheel Scamp, including adaption to tow a boat trailer along with a number of others. Here is the list.

I used the after market shock kit available from Monroe suggested by **Cif Mudge**, pictured in the Spring 2001 issue of the *SOI News* (page 14). The model selected was Monroe Max Air Shock MA 785 #28-80447. My 5<sup>th</sup> Wheel is equipped with the AL-Ko axle. A spacer had to be welded to the frame where the top end of the shock bolts on. This results in a slightly misalignment, but the shocks work fine

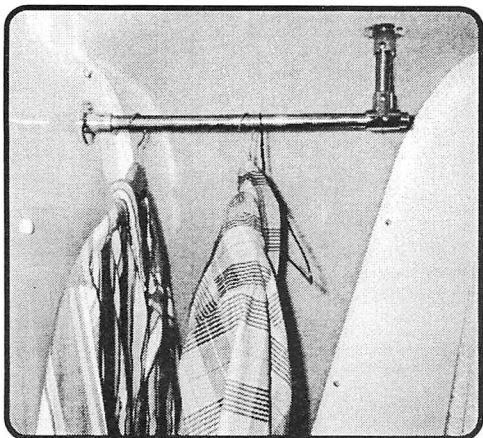


Photographs by B. Mellendorf

because the bushings are flexible. I use 75 to 80 lbs of air in the shocks when towing the boat trailer - 50 to 60 lbs at other times. There is some surging when the boat is hooked on due to axle and torsion arm designed. The rear bumper was reinforced where the hitch was installed using angle iron along the length of the bumper. The tongue weight of the boat trailer is about 200 lbs. and the boat, motor and trailer weighs a little over 1000 lbs.

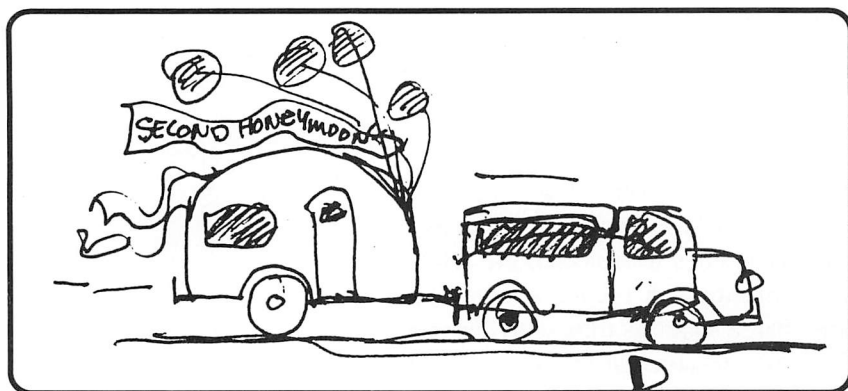
The plastic "fingers" on the outlet opening for the power cord on out trailer broke off, so I installed Marincos 30 amp power outlet to replace it. It required wiring the converter to the inlet and installing a 30 amp female connector on the cord. This change avoids the need to "stuff" the cord back into the opening and taking up valuable storage space below the bench seats. Also, there is no space for bugs to crawl into the Scamp. My next project is to change over the water-fill opening.

Some other applications and changes are **Ted Ager's** water pressure gauge suggested for winterizing in the Spring 2002 *SOI News* (page 15) and I have the Couple-Mate noted in the same issue (page 9) - it helps, but still have to get up in the pickup box some. Four louvered vents were installed on the microwave cabinet. The ones we selected are white aluminum, about 5 inches square. A clothes bar, a stainless tube with chrome fittings, was installed at the forward end of the bathroom. It was fabricated using



boat fitting available at any marine dealer. In addition several plastic hooks (adhesive type) were installed in the bathroom and on the ends of overhead cabinets for towels, hot pads, etc. I've cut down the curved end of the dinette table to allow more leg room and wired up the curtain rods so they don't fall down every trip. **Bruce and Marge Mellendorf**, Dell Rapids, SD

**Towel Holder** - Because you only have so little room in a Scamp you must make use of all the space available. So when we decided that we wanted a paper towel holder in the trailer but could not figure out where to locate it, or what style we needed. I decided to build one in between the metal supports at the end of the kitchen counter. I had made what I called a picture project on a poster at the ScampCamp, to illustrate this endeavor but because of the weather I don't think too many people had a chance to see it. It was very simple to make and consisted of one-piece of wood 3/4" thick by 6" long and 2-3/4" wide and one 1-1/4" dowel. In the center I made a 2-3/4" circle with two 1-1/4" wings slotted 1/8" in the middle to fit snug in between the metal supports. I then drilled a hole half way through the base and glued the 8" long by 1-1/4" dowel to it. It holds the standard size paper towels not the jumbo size and seems to be in a handy spot right



Thanks to Gary Adamson for the cartoons in this issue

by the kitchen sink. Happy Scamping. **Rosa & Charlie Fiddy**, Brantford, Ontario Canada.

## Future ScampCamps

**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 wanted 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 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](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 reserved, [nkwolf@hotmail.com](mailto: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](mailto:speakars@netins.net). Their address is 5419 - 240<sup>th</sup> St., Clear Lake, IA 50428. 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](mailto:vemdem@mymailstation.com) and we will provide additional information.



**Blue Ridge ScampCamp** - October 12-15, 2004 (Tues-Fri) at Fancy Gap, VA. The Blue Ridge Parkway along the crest of the Appalachian Mountains is a great location for a fall gathering of SOI Members. The Utt's Campground has been selected again for this ScampCamp near Mile 200 along the parkway - close to the Virginia-North Carolina boarder. There are many attractions in the area both along the Blue Ridge Parkway and the surrounding countryside (see Summer 2002 issue of the *SOI News*). One new attraction is a long bike trail in Galax. The campground has hook-ups and operates on a 'first-come-first-serve' basis - they do not accept reservations. The nightly rate is about \$15.00. **Pete and Joyce Wright** of nearby Galax will again serve as hosts for this event. If you plan to attend please contact them by phone (276-236-5286) or E-mail: [repete@valink.com](mailto:repete@valink.com).

**ScampCamp 2005** - February 8-11, 2005 (Tues-Fri) at Sebring. Florida is planned for our 7<sup>th</sup> 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](mailto: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?

**West Coast ScampCamp** - Thursday, March 24 through Sunday, March 28, 2005 has been set for the 6th Annual West Coast ScampCamp. It will be held at Terrible's Lakeside Resort in Pahrump, Nevada, midway between Death Valley and Las Vegas. Attractions include a casino with a buffet and restaurant. Outdoor activities

include a swimming beach, paddle boats, a pool and Jacuzzi, and fishing. There are paved sites and full hookups. Their dog policy allows two small dogs. You may make individual reservations by calling 888-558-5253. Check out the campground on the Internet at (<http://www.terribleherbst.com/casino/terribleslakesidepahrum/>) For more information, contact **Dennis and Teddy Law** at 702-293-7613 or [teddylaw@earthlink.net](mailto:teddylaw@earthlink.net).

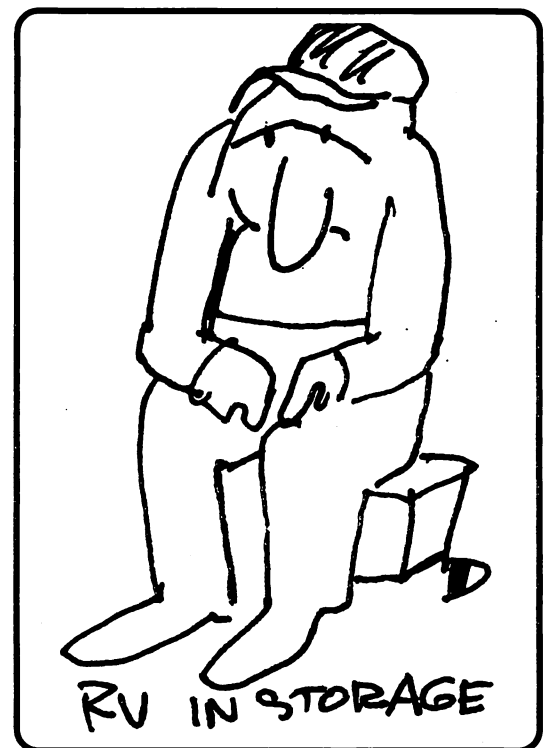
**Sand Hills ScampCamp** - In western Nebraska June 6 to 10, 2005. There are many things to see and do in the area; the fossil digs in Ash Hollow, Lake McConoughly for fishing and Kingsley Dam with a great informative visitors center. And of course, Front Street where we can enjoy the Crystal Palace Saloon for dinner and even the follies with the "ladies of the night" from the 1800's. They also have an impressive collection of petrified wood art. In addition to all this, attendees can just relax in the vastness of the hills themselves where the breeze always blows and the meadow larks never cease their song. The "Big Event" is a tour of the Haythorn working cattle ranch planned for June 8 (a fee required). If this

**Editor** (continued)

ily. Although it is not a pleasant thought, we must realize that many members of our Scamp owners group are at the age where health issues become a major factor in what we do and our plans.

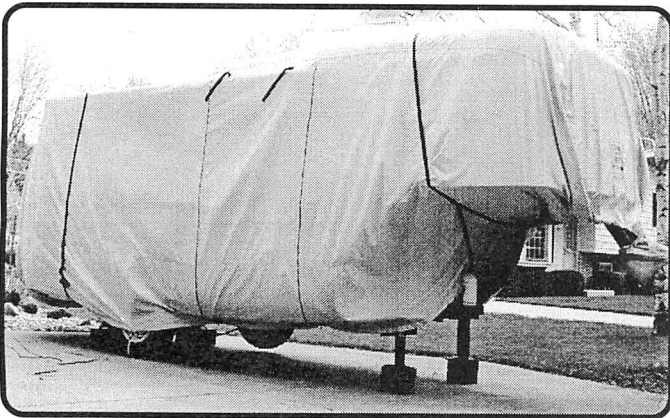
As summer comes into full bloom with camping season as a major form of recreation, Sharon and I extend our best wishes for a fun and exciting time with your Scamp.

Rod



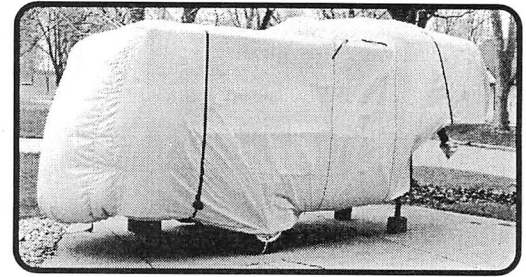
sounds good, reserve the dates and make your reservation at the Meyer Camper Court in Ogalla @ 308-284-2415. Be sure to tell them you are with the Scamp Group. To confirm your attendance (after you have a reservation) or for additional information, contact **Bernie and Evelyn Stremlau** at E-mail: stremlaube@aol.com or PH: 402-334-0855.

### The Big Cover-Up



One of the most frustrating aspects of trying to keep my 1998 Scamp looking good is the affect that the weather, and especially the sun, has on

the surface gelcoat. Unfortunately, we have nowhere to store it indoors when not being used. I have washed, waxed and polished the exterior a couple of times a year since it was new. And for the first few years, the gelcoat looked new with a nice glossy mirror-like shine. Recently, however, that portion that re-



ceives the most direct sun for the longest part of the day has started to dull. Try as I might, it would just not return to the nice gloss it had when new. The solution - put it inside or cover it.

My first effort was to get a large tarp to use as a cover. It did the job, but was almost unmanageable to put on and remove. Tying it down was another problem as it did not fit the shape of the Scamp very well. Some time before, I had noticed ads in *Trailer Life* for custom-fit covers for RVs, so called for more information. While they seemed expensive, in the \$500 to \$700 range, they sure looked like a neat solution. About that time I heard from **Roy and Judy Schulz** (see 2001 Spring issue) who had just bought one for their 16-foot Scamp and reported it worked well and they were happy with it.

After agonizing over two options, building a "Scamp barn" (like **Merle Lilly** did - see the 2003 Winter issue) or purchasing a custom made cover, we choose the latter. Upon arrival, we put it on our 5<sup>th</sup> Wheel, secured the straps and used shock cords hooked to the eyelets. It fit nicely and had a zipper section over the door that allowed easy access to the inside for routine entry. Although we have only used the cover for a few months, it seems to be a nice solution to keeping the weather, especially the sun, off the exterior of the trailer. Now, I must work on "bringing-back" that portion of the gelcoat surface with the "dull" look! **Rod and Sharon Cranson**

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"God answers all the prayers. Sometimes he answers 'yes,' sometimes he answers 'no,' and sometimes the answer is 'you gotta be kidding.'"

- Jimmy Carter

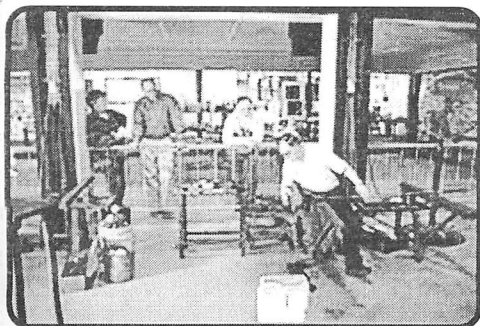
**Glass** (continued from page 14)

being available at an affordable price. Thus, pressed glass items became commonplace in most homes. After 1900, glass manufacturers started making their own molds allowing them to design unique patterns.

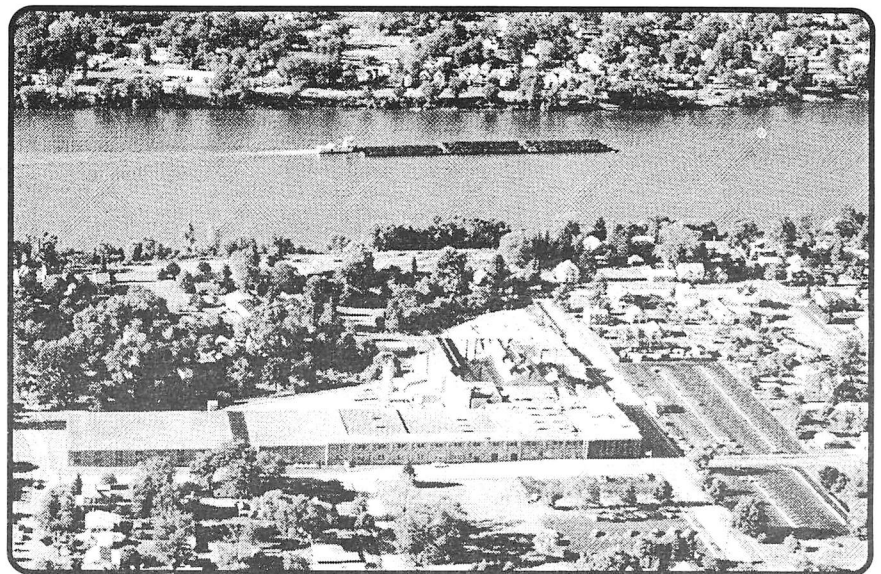
Glass blowers use a few simple tools to work with blown glass with interesting names like blowpipe, pontil rod, pucella, shears, wet blocks, calipers and battledore. As the twentieth century began, about half of the pressed-glass tableware in the United States was manufactured in the Wheeling-Pittsburgh corridor. At one point the glass companies employed one of every ten workers in the region. It seems quite natural then that the panhandle of West Virginia would become a major center for blown glass art.

One of the world's largest producers of blown glass art is the Fenton Art Glass Company in Williamstown, WV, typical of the many through the region. The company began as a glass decorating firm in Martins Ferry, OH, a hundred years ago. Two brothers, Frank and John Fenton started the Williamstown factory in 1907. Over the years many members of the Fenton family have worked in the company and three generations are active today.

The tools and methods used at Fenton and other art glass makers are much like those used a century ago. Glowing gobs of molten glass from a 2,400° F furnace is worked by skilled craftsmen to shape and design it into the item being made. The company is well-known for its distinctive colors, such as Cranberry and Burmese, and new colors are continually being introduced.



*A skilled glass worker hand forms a glass item at the Fenton factory.*



*The Fenton glass manufacturing facilities are located in Williamstown, Ohio, along the Ohio River.*

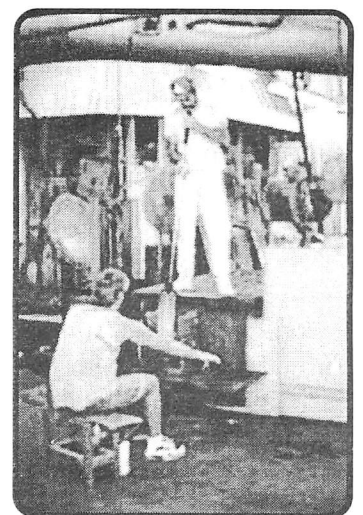
For some pieces artist hand paint decorative designs such as flowers and animals.

Fenton also offers free tours of the factory and their museum (weekdays only). Visitors can learn how skilled glassblowers form a vase from a blob of hot "raw" glass and marvel at how quickly an artist can create and paint a design. The museum displays many interesting and distinctive glass pieces produced by the company over the years. They also have a well stocked gift shop with a huge variety of art glassware of all styles.

Art glass collecting has become a major hobby with clubs and associations in many parts of the country. For those enthusiasts that collect Fenton Art Glass the company publishes a quarterly newsletter, the *Glass Messenger*. It features new products and collections, stories about Fenton artists, articles on certain items and company history, and a calendar of events being planned. In addition, there is a National Fenton Glass Society that promotes the study of handmade glass with a bi-monthly newsletter and activities for members.

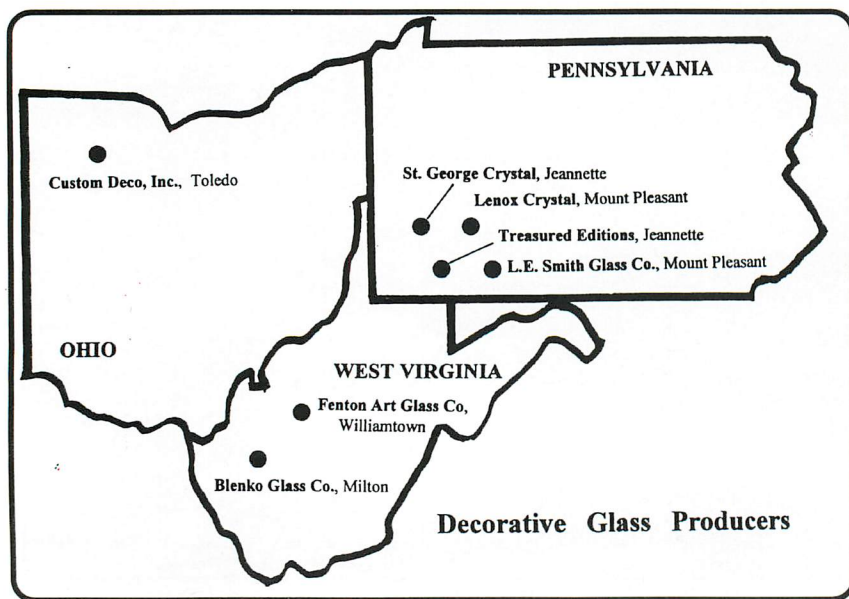
If you happen to be traveling through the Glass Triangle, plan to stop by one of the many glass manufactures that offer factory tours.

**K R. Cranson**



*Many of the glass items are still made by hand blowing techniques.*





All this made the Ohio River valley along the Ohio-Pennsylvania-West Virginia boarder an ideal location for glass manufacturing.

The technology of making glass goes back many centuries. Glass is made by mixing silica sand, soda ash, and either limestone or a lead compound as a first step. Usually some scrap glass is added then the mixture is heated to a temperature of about 2,800° F turning it into a liquid state. This hot mass then becomes the raw materials for forming or blowing glass items.

By employing a simple process glass manufactures have produced inexpensive containers for liquids and other materials for over two centuries. Initially, bottles that held a specific amount were produce by a process of molding blown glass. During the first quarter of the 1800s a New England glassmaker, Deming Jarves, invented a process that press-molded glass objects. Craftsmen could then press molten glass into iron molds using a plunger to give both shape and pattern. With the industrial revolution, however, glassmaking became mechanized and now automatic machinery does the job reducing the time and skill needed.

Early glass molds were iron and produced by companies that had no relationship to the glass manufacturing industry. The same molds would be sold to any glass factory so the same glass product with identical patterns and designs might be produced by competing companies. This resulted in formerly expensive glass items; tableware, lighting fixtures, decorative items and bottles,

Continued on page 13

## The Glass Triangle

Southeastern Ohio, Southwestern Pennsylvania and the West Virginia Panhandle have been the center for the glass business for many years. Starting with window glass and glass bottles to the fascinating blown art glass so popular today, there have been more than 500 glass manufacturing factories in the region. Glass manufacturers were attracted to the area because it offered all the raw materials necessary to produce glass: silica sand, required stone, other chemicals and a good source of natural gas for fuel. In addition, an excellent network railroads and river access provided transport to bring raw materials to the factories and delivery of glass products to customers.

### SOI Web Site

Dan Meyer has been very active in working with the SOI Web Site. It can be found at URL - [www.ScampCamper.com](http://www.ScampCamper.com). Give it a try. The current version utilizes much of the original work done by Jim Degennaro several years ago. Dan is looking for ideas and suggestions as he continue to develop the site. A big THANKS to Dan for his willingness to help SOI Members keep in touch via this new SOI Web Site.

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