



SOI

News

Winter 2004

Scamp Owners International

Volume VI Number 1



Ron and Peg Bartel's, Coon Rapids, MN, 2001 16-foot deluxe Scamp and '89 Chevy Blazer in the Smokey Mountains.

Photograph by R. & P. Bartels

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From the Editor's Desk

This issue of the *SOI News* is the first of the second five years of our Scamp Owners group. In January of 1999, as the first issue of the *SOI News* hit the mail, I had no idea that SOI would be around in five years. Who did? Our Scamp Owners group resulted from the efforts of four Scamp owners that happened to meet at Highlands Hammock State Park in Sebring, Florida in January, 1999. Since then, growth has been exciting to watch - see chart below.

A special thanks goes out to **Nancy Wolf** who organized and hosted the Oregon gathering this past July. She has prepared a report on the event (page 3) and has sent in the announcement for a repeat next summer (page 13). Take a look and if you live by or are going to be in the area, check in with Nancy. Also, **Dennis and Teddy Law** have plans for the sixth annual West Coast ScampCamp in March - check it out on page 13.

In a recent note from **Alice Vernezze**, she informed me that there were over 35 SOI Members registered for February 24-27 ScampCamp 2004 in Sebring, Florida. This is exciting news and I am expecting over 40. If you are planning to attend and have not made reservations, you had better do so very soon! I expect the space at Highlands

Hammock State Park will be filling up, if it is not already full. Check out ScampCamp 2004 details on page 13.

Since the recent note concerning a possible Alaska ScampCamp, in the 2003 Fall issue of

the *SOI News* (on page 16), a number of members have contacted me to express an interest. There have been enough so that I have started a list of those interested. At this time, there are not definite plans being made. However, my thinking is that the summer of 2005 might be a good potential target for such an adventure. This would provide adequate time for planning and to get the word out to everyone that might be interested. Let me know if you would like to be included in an Alaska Scamp trip!

Now, for a ScampCamp opportunity much sooner and a little closer to home. I am in the process of making final arrangements for a gathering at Sleeping Bear Dunes National Lakeshore in Michigan's northwest lower peninsula. It is a great location to experience many of the features offered by the Lake Michigan shoreline. Massive sand dunes, the history of shipping on the Great Lakes, beautiful lighthouses, early settlements in the region, a great selection of arts and crafts, and much more. If you have never visited this picturesque part of the U.S., this ScampCamp could be a golden opportunity. For details, see the announcement on page 13.

As you read this issue, Sharon and I hope to be in Florida preparing to attend the sixth annual ScampCamp at Highlands Hammock State Park in Sebring. Hope to see many of you there!

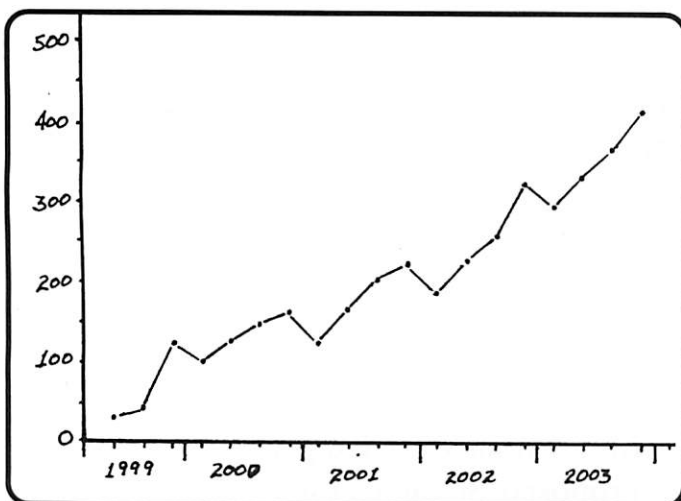
Rod



Rod Cranson
Editor

Sighting a fire in the Watchman Fire Lookout at Crater Lake National Park (see page 5).

Photograph by K R. Cranson



Growth in Scamp Owners International membership

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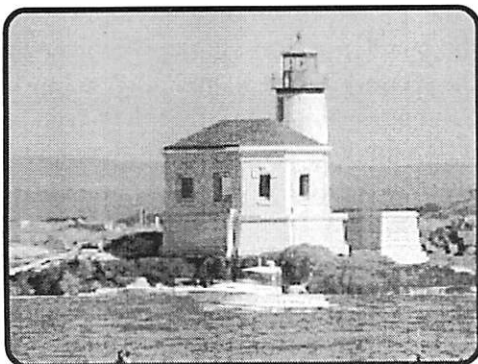
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The Oregon Gathering

by Nancy Wolf
Glide, OR

The Oregon Gathering happened in July in Bandon, Oregon at the Bullard's Beach State Park. We had way more people attend than we ever imagined. Thirty-five people in 17 trailers. We had Scamps, Casitas, a Boler and a Trillium. People came from as far away as Phoenix and Idaho, and even Canada! One couple drove down from Canada and slept in their van just so they could see these cute little trailers and decide which type they might want to purchase. A Scamp owner just happened to be camping in the park for the weekend so she joined in all our activities, too. Three people were camped in fiberglass trailers outside the park; they attended the activities because they were invited at the last minute by people from the gathering. For many of us, this was our first fiberglass gathering of any type.

The weather and the park were beautiful. We had a wonderful time talking, visiting trailers, talking, sharing stories and great food and talking some more. Everyone did their own thing on Saturday afternoon — hiking, walking on the beach, shopping, quilting, beading, bicycling and site seeing. Our planned group activities were: two potluck dinners, trailer tours and two campfire gatherings. At the second campfire, prizes and gifts were given out. Best of all, we had so much fun that we decided to do it again



Lighthouse at Bandon, Or.



Official portrait of attendees at the first Oregon gathering at Bullard Beach State Park in Bandon, Oregon.

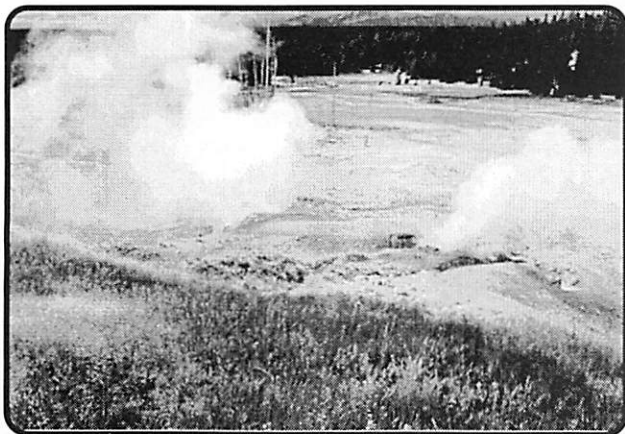
Photographs by N. Wolf

next year! So if you are within driving distance of the Oregon coast and want to meet some really, really nice people, mark July 16-18, 2004 on your calendar. To see additional pictures of the gathering, you can go to this site: <http://www.shutterfly.com/osi.jsp?i=67b0de21b32787bb846f>

If you would like to attend the 2004 Oregon Gathering, or desire more information, please contact **Nancy Wolf** at nkwolf55@yahoo.com or PH: 541-496-0573.

Parks in the News

Yellowstone - Recent research in the world's first national park has discovered some interesting and possibly dramatic findings. Sonar mapping of Yellowstone Lake found a bulge the size of several city blocks. This "inflated plain" is likely related to the magma chamber below, but it is not clear how long the feature has been in place. Nor if it is a dangerous situation, although park geologists do not think it is an immanent danger. Even more interesting is a series of spires located in the north-west portion of the lake. These are up to 30 feet across and as much as two stories high. They appear to be formed from



*View of the Norris Geyser Basin.
Photographs by K.R. Cranson*

hydrothermal vents where sulfur-rich water is vented into the lake. In another location, in the Norris geyser basin, the water table has been changing resulting in some hot pools drying up while a dormant geyser has become active. The Yellowstone region has a long history of

volcanic activity with three extremely large eruptions that have produced calderas (a collapse feature).

New Directions for the NPS - The National Park Service is changing its focus at some of the nation's Civil War battlefields and other historic sites. Congress, at the prodding of Congressman Jessie Jackson, Jr., encouraged the NPS to confront the issue of slavery's role in causing the Civil War. In more than twenty-five battlefield parks across the southeastern states this mandate is being implemented. For example, at the new Civil War Visitor's Center in Richmond, VA, visitors will learn about the 200,000 black men who fought in the war. Others object to this trend, however, noting that "The national battlefields were established by Congress to commemorate the battles and honor the men who fought there." They feel that the 11 million people who visit these battlefields each year will not get the real or actual story of what happened there.

In other parts of the country's 83 million-acre national park system, officials are adding other aspects of America's history. Central High School in Little Rock, AR, has become a historic site to tell the story of desegregation by nine black students. Along the foot of the Sierra Nevada mountains in California some of the buildings are being restored where Japanese Americans were interned during

World War II. This new National Historic Site is named Manzanar. This trend is also reflected in some of the older NPS areas. For example, the Custer National Battlefield in Montana has been renamed to the Little Bighorn Battlefield National Monument. A monument to the American Indians in honor of the Lakota, Cheyenne and Arapaho warriors who died there.

Great Trips

Through the Rockies - We have our 13-foot Scamp and have towed it all over the place. Had to change the tires in Jackson Hole WY. Wore them plum out! Have you ever heard of anyone putting 14" tires on Scamps? 2400 miles this last trip. Across NV. Up through Idaho into Montana to Bozeman. Down through Yellowstone, Jackson Hole to Park City Utah. Wonderful trip. For three days we had moose in our campground (no charge). I took some beautiful pictures of moose with the Tetons in the back ground. **Chase and Pat Grover**, Carnelian Bay, CA.

Great Lakes - (The) *SOI News* is great. We just returned from a 2 week trip around Lake Superior starting at Superior/Duluth. Crossed part of Lake Huron on car ferry. The provincial parks are wonderful, especially beginning of October - (they) are almost deserted! Stayed at a private commercial campground in Niagra Falls, Ontario - they are O.K., but our preference is the national or state parks. No bad experiences except it rained almost everyday. Crossed the boarder at Port Huron, Michigan and the security people were impressed by the Scamp. So impressed that they searched it. We think they were nose about the inside!! **Wendell and Karen Smith**, Watertown, WI. ps. We might be interested in the Alaska trip?



*Monument at the Little
Bighorn Battlefield National
Monument.*

Fire Lookout Training

Have you ever wondered what the people in a fire lookout do? This past summer I had the chance to spend a day in the Watchman, one of two fire lookouts in Crater Lake National Park. John Dane, a member of the park's permanent fire crew, guided me through a one-day training routine for fire lookout volunteers. Although John instructed me on most aspects of working in a lookout, years of experience is what really counts to become expert in the job. He has been with the fire crew for several years and is just now feeling confident in the position.

The Watchman, like all lookouts, rests on one of the highest points in the area - over 8,000 feet in elevation. It is located along the western caldera wall and spotters stationed there during the 1886 survey of Crater Lake's depth helped establish the survey boat's position. Thus the name. The fire lookout was built in the 1930s(?) and has been operational during most summer seasons when fire danger is high. As you might imagine, the view from the Watchman is spectacular!

Prior to heading for the Watchman, a lookout volunteer is briefed on several key items; current fire danger, weather forecast, any other fire operations being conducted and available staff. The key to the lookout, a radio and binoculars are standard equipment issued, but you must provide your own lunch. Instructions in radio procedure is also provided. It is also important to consider clothing as the weather can change quickly and at high elevations it may become cold or even snow before the shift ends late in the day.

The basic shift in the lookout runs from 8:30 am to 5 pm, provided nothing happens. My day was relatively uneventful, but John was instructed to check on a "smoke" north of the park just as we were leaving. Under such conditions, his day could last well into the night.

After showing me around the building and some general discussion involving an inspection for any damage or other problems, we settled into the day's routine. About every quarter hour, we would do a 360 degree scan of the surrounding area. Our objective, of course, was to spot any evidence of fire

- a "smoke." These may be difficult to find and this is where experience is a major factor. There were two small fires in the area that we could see, which were convenient for my training. At times these were easily spotted, but sometimes I couldn't see them at all.

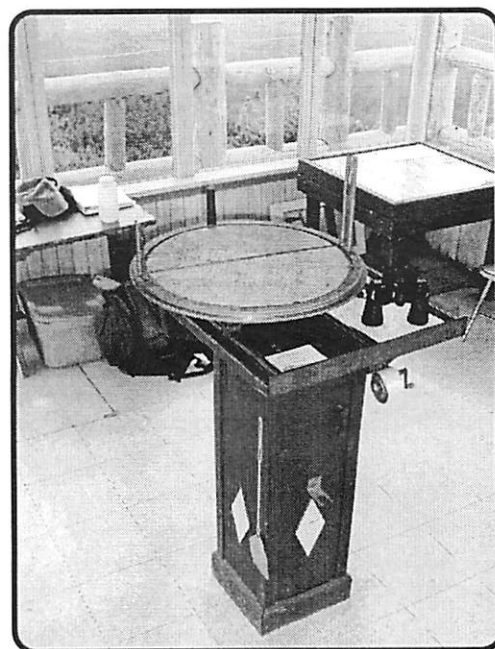
Once a smoke is found, the next job is to determine its location. Again, this is where experience is critical - being intimately familiar with the landscape. According to John, this is the main reason he is comfortable working as a lookout now. Good (experienced) lookouts can locate a fire's position based on their familiarity with the terrain. However, there is an instrument designed specifically to assist in locating a fire - the Osborne Fire Finder. This device has been used in fire lookouts for over eighty years.

Each fire tower has an Osborne Fire Finder positioned in the very center of the floor. The major part is a horizontal circular disk about a foot across residing between two vertical sighting posts. A topographic map of the area is mounted on the top of the disk. By rotating the disk until the fire lines up when viewed through the two sights, a direction from the lookout is determined. Then, the dis-



The Watchman Fire Lookout located along the west rim of the Crater Lake Caldera.

Photographs by K R. Cranson



Osborn Fire Finder in the Watchman Fire Lookout.

tance to the smoke must be determined. This is done by manipulating the sighting posts or referring to a topographic map. Again, experience and familiarity with the landscape is critical.

When a fire is found and located, it's time to call in a report. Again, of course, this is where radio communications comes in. At Crater Lake, a call is made to the dispatch person who would notify other appropriate offices and people. Then, the lookout's job is to continue to monitor the fire and assist in directing a fire crew to the site.

Our day was quiet with only the two fires already burning. We did monitor both fire crews who were working on these situation. Although I learned a lot about the basics of a fire lookout's job, I am not ready for full-time duty. If you have an opportunity to visit a lookout, give it serious consideration - you will enjoy it!

K R. Cranson

PROFILE

Joy Avila
Sonora, Ca.

For the most part I was raised in California. My hometown, King City in Southern Monterey County, is a small

farming and ranching community. I grew up spending most of my free time on the family ranch although we lived in town.

Late in my Freshman year of High School we moved to Paris, France. What an experience, af-

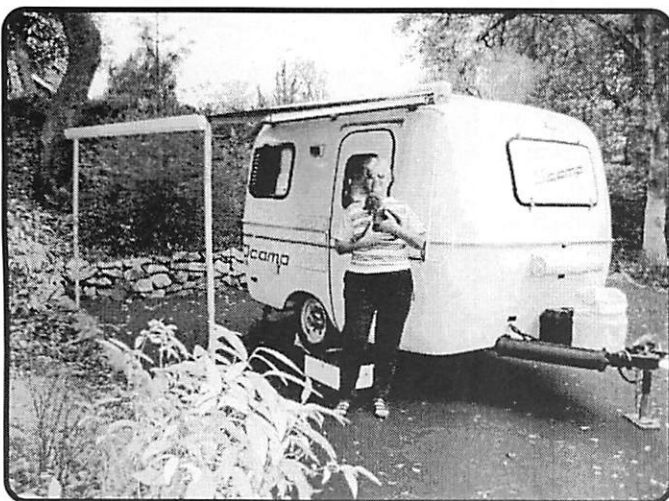


Joy's new name plate for her Scamp.

ter having known nearly everyone around me to not knowing a soul nor the language. I'm sure the drastic move helped form my outgoing personality. I thoroughly enjoyed the six months we spent in Paris. In the fall of 1958 we relocated to Verdun, France and spent 2 years there. The War history of that area amazed me. There was and still is an enormous amount of munitions beneath the ground. Many areas are cordoned off. While in Europe my Mother and I traveled to the Alsace/Lorraine area of Germany in an attempt to locate distant relatives, but were fruitless in our efforts. I just loved the beautiful country of that area and still feel a great tie to it.

The fall of 1960 found us back in the USA and California, graduating High School in 1961 at Salinas. I immediately moved to the Bay Area and hired on at Pacific Telephone working my way up into managerial positions. During the course of my career I attended a Community College and received the benefit of courses through Pacific Bell. The last ten years of my career were spent commuting to San Francisco working in the Treasury Department writing Methods and Practices for our department. That job fit me to a tee as I have always loved logic and analytical tasks. I took early retirement in 1988 moving to Sonora the following year.

As for recreation, I've always loved the outdoors; camping, fishing, backpacking, scuba diving, golf, gardening, you name it. Skiing has been a major interest of mine and for many years prior to moving to Sonora, I rented a year round getaway cabin at Lake Tahoe. A couple of years ago a friend reacquainted me with bowling, which I partici-



Joy, her special friend and 13-foot Scamp

Photographs by J. Avila

pate in twice a week. Plus I have a workshop downstairs where I am a woodworker and tinkerer. As you can see I am not wanting for things to do since retiring.

In 1974 I had purchased an empty Chevy Van converting it into a camper. I added carpeting, paneling, an icebox, made a seat/bed across the rear with storage underneath and made a dresser which I recessed into one of the walls. I proceeded to travel throughout the United States and western Canada. In my travels I had seen Bolers and Scamps keeping them in the back of my mind through the years.

The Ideal Scamp

Thanks for the opportunity to submit our ideas for the Ideal Scamp Trailer. Now, the Ideal, or at least Better, Scamp would have:

1. Shock absorbers on the axles
2. Actual weights of all attachments and options listed in the specification sheet, so you can figure out before getting it to a scale, what the actual finished weight will be. They only give the weight of the basic units.
3. Tire options to suit the various weight ranges.
4. Cabinet door latches with push button release. They lock positively and wont open unless you push the button.
5. Overhead cabinet doors hinged at the bottom, So as you open them after traveling items that have shifted don't crash to the floor. (See Casita for these two designs)
6. Insulated covers for inside the roof vents. Cold weather camping causes condensation on the metal frames and drips on the bed. We bought such covers but getting the Velcro tape to stick is a challenge. Scamps roof vent/escape hatch is larger than most such vents. stock covers don't fit just right. Scamp could provide covers of the same material they use to insulate and finish the interior walls for a coordinated look.

7. A draincock for the water heater. The stock plug is plastic, and difficult to reach behind the gas piping. It should not need a wrench to open.

8. Softer, thicker bed cushions. We agree with Gail & Larry Johnson (page 15, winter 2003) We use a double waffle pad and a flannelette bottom sheet, but it's a far cry from our Select Comfort air mattress at home. The curved back corners make it impossible to find a stock air mattress to fit. Now, though, we are looking at a high tech foam option which can be trimmed to fit. **Wayne G. Collins**, Dubuque, IA

SOI Mailbag

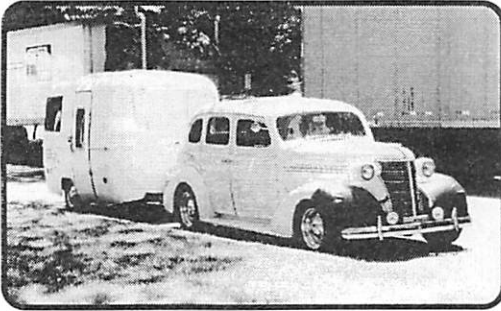
Cute Comment - New SOI Members, **Tom and Connie Wharton** of Chesapeake Beach, MD, write "We get many comments - the best was from an older lady who called it a 'snuggle mobil.'"

Full Time - Since we last wrote, we have made some major, "scary" changes. We have become full time RV'ers. Sold our house to youngest son and purchased a large fifth wheel and big chevy truck. Kept our Scamp and S-10 . . . for now. Plan to park our big one on another son's farm near steward in summer and go "Scamping" til winter. We can be reached through him at: steward0005@yahoo.com, he will get messages to us. We are headed for our temporary hew home at: Pinnick, lot 141 Lakeview Dr., Lakeview M.H. Park, Weslaco, TX 78596. Our cell phone number is 815-988-0683. Look forward to seeing everyone again. **Don and Loretta Pinnick**, Stewart, IL.

New Members - **Fred and Anne Stangl**, Los Angeles, CA, write "We have a 13-foot Scamp which we purchased new in 1992. It has oak cabinets, a shower, microwave oven, heat and air conditioning. We have replaced the original axle with a heavier one and also beefed-up the frame. The trailer has been in every state of the 48, and all but two Canadian provinces. It has also been to New Foundland on the



ferry. It has given us many miles of Pleasure.”



Old Trailer - Regarding the rig on page 11 of the 2003 Fall issue. On July 31 while pulling our 16-foot Scamp thru Pagosa Springs, CO, we passed them parked on the main street. They noticed us and later, as we camped in Silverton, CO, they pulled over to talk with us. They were heading home to Delta, CO. Their Chevy tow car is highly modified with a big V-8 and automatic transmission to tow their 13-foot Scamp. We had a nice conversation although do not recall their name - perhaps an SOI Member near Delta, CO will know them? **Bob & Marie Snyder**, Wichita, KS.

Enjoyed ScampCamp - We had a great time at the (National) ScampCamp (at Hollister, MO) especially enjoyed the music of **Don Lattimer** and the **Bells**. A great location and campground. On our first night turning home, we stayed at Crouder State Park in northern Missouri. A 5th wheel Scamp came in and while talking to the owner, found he hadn't heard of SOI. **Gerald and Rose Marie Peterson**, Huron, SD.

Scamp Trip - When we decided to take a two week vacation, our main objective was to drive from Chesapeake Beach, Maryland, to Backus, Minnesota to pick up our Scamp. On

the way I said to her - “What fools on this earth would drive so far to pick up a trailer?” She said probably no one! I have a Toyota Tacoma Pre Runner (green), 4 cylinder, etc. As we arrived at the Scamp place, we saw two Scamps sitting side by side, exactly the same (13 ft). In pulled a (green) Toyota Tacoma, Pre Runner, 4 cylinder, etc. with a gentleman named John, and his wife Kathy, from North Carolina!!!! We talked like long lost brothers!! We exchanged e-mail addresses, phone numbers, etc. We had a wonderful trip back, stopping everywhere, even staying overnight in a Wal-Mart parking lot! Ha Ha. (we are not proud). Anyhow, thanks for making our life brighter, I have five years to go before retiring with the Government here in DC, and then look out! Here we come! We are number 577 with SOI. One of life's little pleasures. We have family in Illinois, Arizona, Pennsylvania, Florida, and Kansas. We will be rolling. **Tom and Connie Wharton**, Chesapeake Beach, Md.

Repair Job - Last fall the trailer went off the road as I came around a curve on pavement with a skiff of falling snow. The

right wheel dropped into a 10" culvert opening and popped right out. The bead on the tire was broken and it went flat. Pumped up a day later. The door came open and some things came out. All were recovered. There is damage to the housing of the Scamp in front of the door. The skirt was cracked in an X and the shell of the trailer separated from the superstructure in the well under the front couch. I have yet to repair it with glass and resin. Will need it for hunting in 2 weeks so I had better get to it.

Death of Scamp Employee

Joy Avila and Jack and Judy Freed reported **Steve Fischer's** death. He was the son-in-law of Duane Eveland (Garnet's husband) and parts manager at Scamp. Steve drowned in a hunting accident early on the morning of October 26, according to Deputy Sheriff Josh Siegler. He was duck hunting on Mud Lake with two other men southeast of Knox, ND. Apparently, their boat started taking on water. The two men with Steve, **Kent Eveland** (Steve's bother-in-law) and **Alan Sheley**, were able to make their way to shore using decoys as flotation devices. They were in the water about three hours. While SOI Members may not have known Steve, many have talked with him in the process of ordering parts from Scamp. SOI Members extend their condolences to the Eveland family and Scamp employees during this difficult time. Steve Fischer was 41.



From Dan and D'Arlyn Bauer, Mandan, ND

Gravel Guard Supports (Modification Sheet #14a)

Introduction: These window supports require no changes to the trailer whatsoever. Just slip the cover bale in the slot, rise the guard, raise the curved end of the oak block on the lower cover latch, hook the curved end of the over-center latch under the lower Scamp guard latch and snap the over-center latch down. This support will withstand any winds gusts without coming loose.
Note: A picture of these supports can be seen on page 13 of the Spring 2003 issue of the SOI News.

List of Materials:

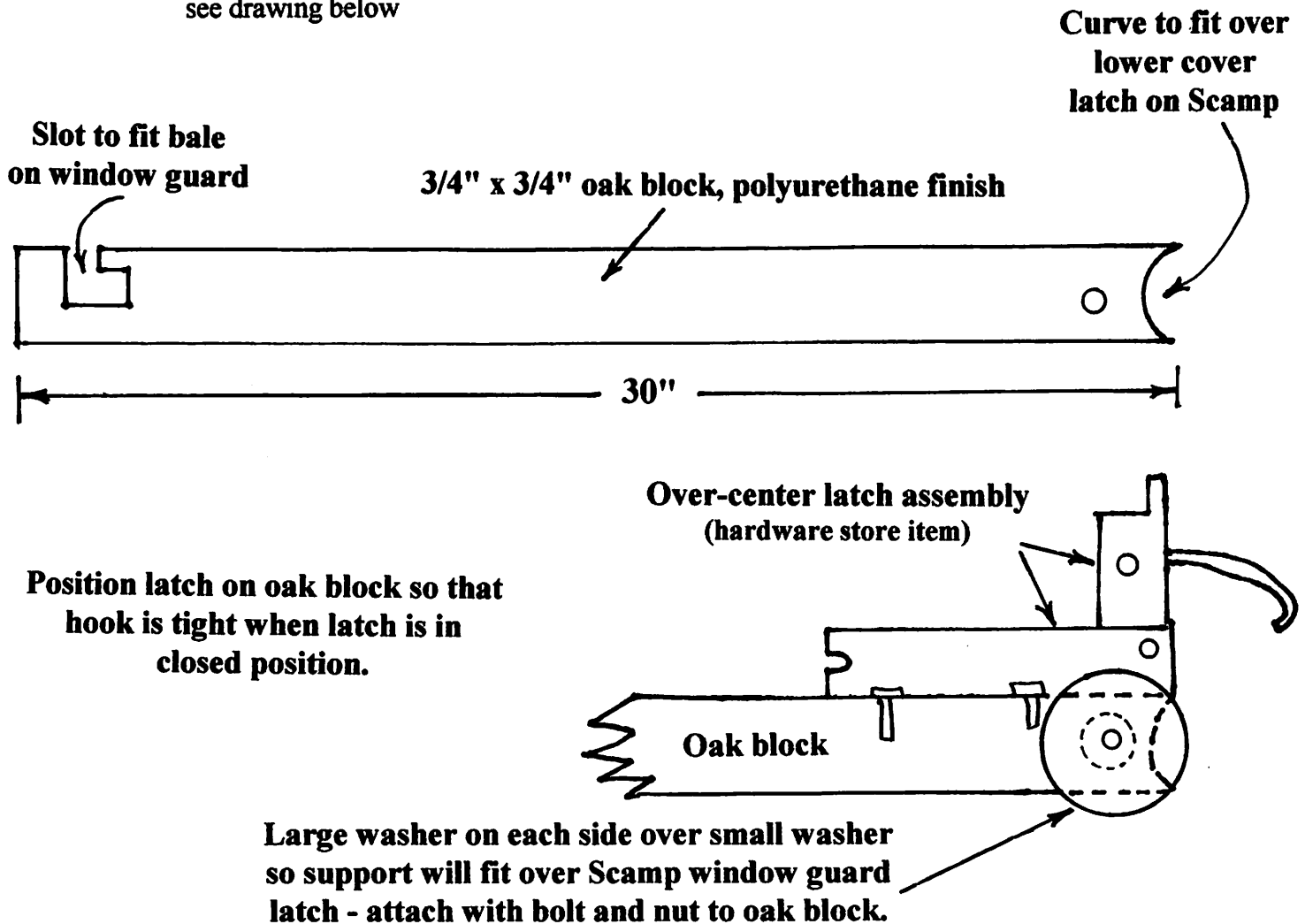
See drawing below

List of Tools:

Drill
coping saw or band saw
screw driver
hammer

Construction Hints:

see drawing below



Designed and built by: Robert Snyder, 6421 East 11th Avenue, Wichita, KS 67206

Fresh Water Filler

(Modification Sheet #14b)

Introduction: I got tired of standing around holding a garden hose, waiting for my twelve gallon fresh water tank to fill. So, I bought the three components noted in the diagram below at a hardware store. It was not necessary to solvent weld the PVC parts. Basically, I reversed the normal flow of the water through what many call a “faucet” for the outside of a house, which is correctly called a bibcock or hose bibb. For roughly \$10 I can let hose run while I do other things. I figure that I recovered my investment after about six uses.

List of Materials:

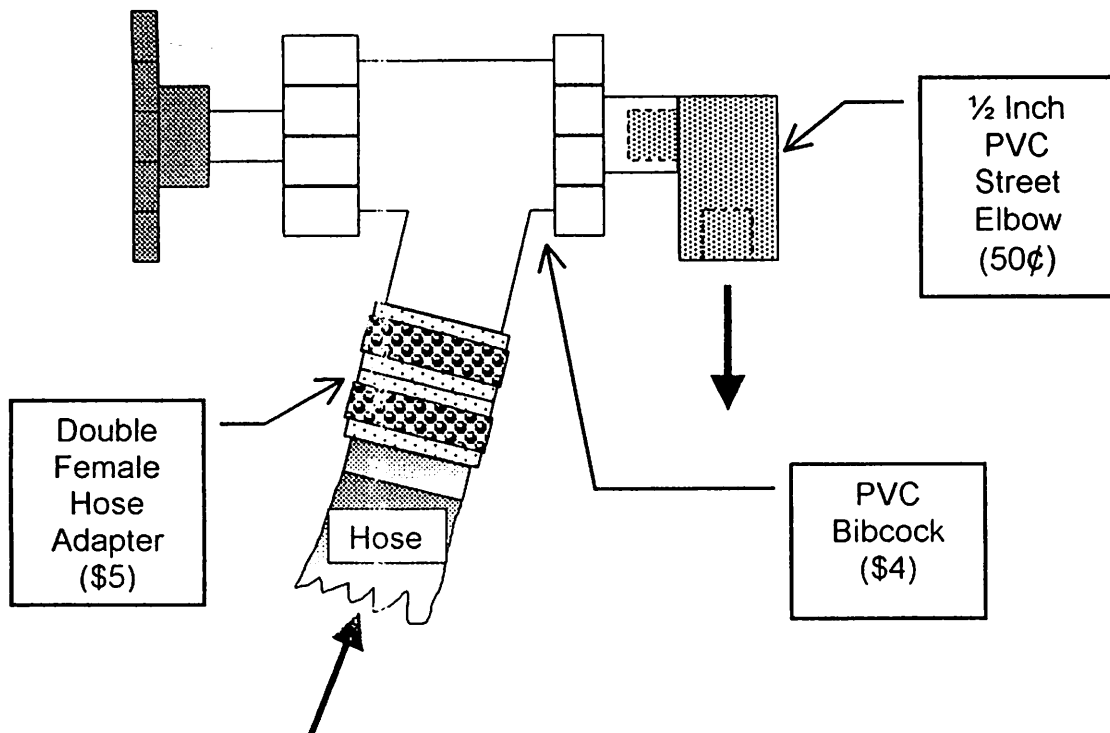
See diagram below.

List of Tools:

None required.

Construction Hints:

See diagram below.



Designed and Assembled by: Joe Slattery, N5503 County Road ZM, Onalaska, WI 54650

Bob Clemans, Lakewood, CO.

Bits and Pieces - We ran into the Pages (SOI # 386) at the Wal-Mart in Escanaba. They love their 5th wheel Scamp. **Doug and Ginny Smith**, Garden, MI.; Enjoyed your publication - very informative. Maybe put one recipe in each issue. Let's hear more about trip to Alaska. **Bob and Eleanor Berger**, Backus, MN.; Keep up the good work, **Doug and Louise Pardon**, Ogden, UT.; Thanks for your continued effort in holding this organization together. Excellent periodical!!! **Bob & Angie Kotch**, Kingwood, TX.; We love the newsletter - really like technical information, maintenance hints, modifications - print more! **Don & Betty Randazzo**, Ypsilanti, MI.; Twenty dollars well spent! **Donald Landers**, Santa Maria, CA; We sold our Scamp . . . and won't be Scamping for a while. Thanks so much for the great newsletter - I'm sure we'll be in touch later. **Paul and Susan Thomas**, Cincinnati, OH; Nice to be able to keep in touch. A good clearing house. **Charles Guenther**, State College, PA.; Once again - great job! I hope to have time to join you this year for a camp! **Marci Purinton**, Minnetonka, MN.

Tech Corner

Scamp Lock-set Replacement

1. First I removed existing entrance lock-set. Held on by two screws.

2. Then I removed the steel extrusion on latch side of door that was used by old lock-set by drilling out the two rivets and removing the two screws. Note that the screws were cut off and slightly flanged over so it took a good Phillips screw driver of the correct size to avoid stripping the screw heads.

3. On the jam side a small piece of pine 2 x 6 about 2 1/2" long bought the jam out to the edge of the door opening. After sanding and shaping the corners it was mounted on the jam side as close to the door molding as possible with two 2 1/2" flat head

hex screws and two more flat head screws from the front through the holes left by removing the old steel latch extrusion.

4. On the inside of the door I mounted another piece of sanded and shaped 4 1/2" long 2x6 directly opposite and abutting the jam piece with screws through the holes that held the original lock-set. This made the door at that point approximately 2 1/2 to 3 inches thick.

5. I went to a locksmith shop for a lock-set and found to my disappointment that the thickest door that manufacturers make lock-sets for is 2 1/4". At this point there was no going back, so determined to make this work, I returned home with a Kwikset Titan lock-set with a 2 3/8" back set and a 2 1/4" adapter kit.

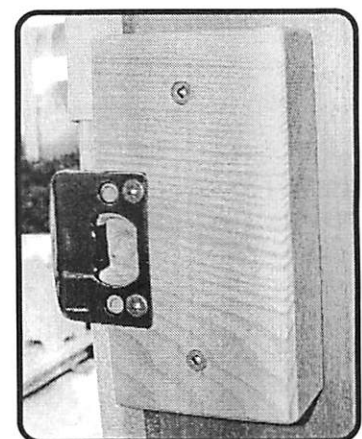
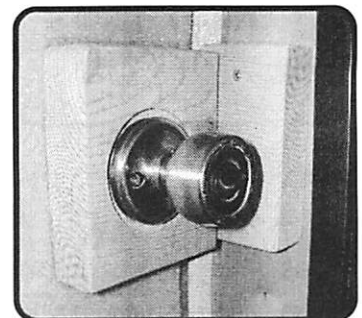
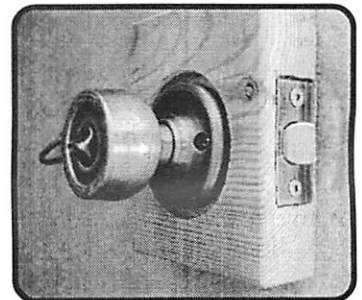
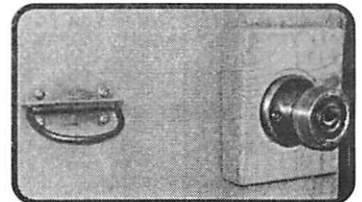
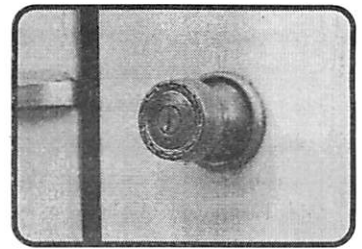
6. Now that the inside block was located, I removed it and after carefully measuring for the 2 3/8 back set I first drilled a 1/4" deep cut with a 3" hole saw. I then drilled the hole for the lock-set with a 2 1/8 inch hole saw using the same pilot hole and then cleared out the resulting shoulder with a wood chisel. This was done to allow the inside knob to be inset to a thickness of 2 1/4". I then drilled out the latch hole with a 1" spade bit.

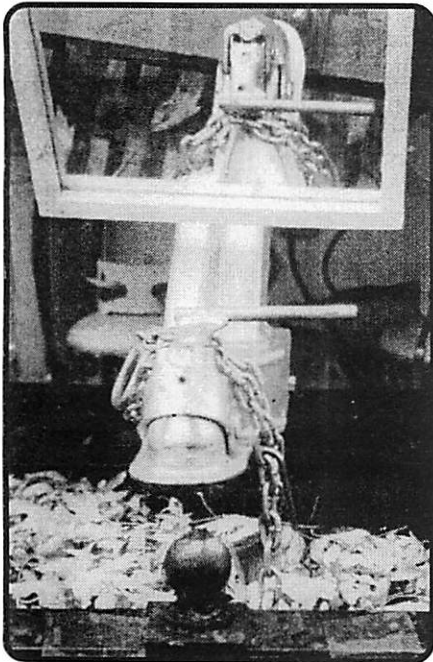
NOTE that I had to maintain the full 2 1/2" thickness at the door edge in order to have enough overlap for the jam latch plate.

7. I then remounted the inside block on the door and using the same 2 1/8" hole saw drilled the hole through the door from the inside using the hole on the block as a guide. As soon as the small guide drill punctured the outside of the door, I finished the hole from the outside to avoid splintering the fiberglass.

8. I then mounted the lock-set and latch, countersinking the latch and making sure that it worked and didn't bind.

9. I put some graphite from a pencil on the edge of the latch in order to locate it's position precisely with the jam and closed the door firmly so that the graphite made a mark and noting it's position mounted the latch plate after drilling out the latch clearance hole.

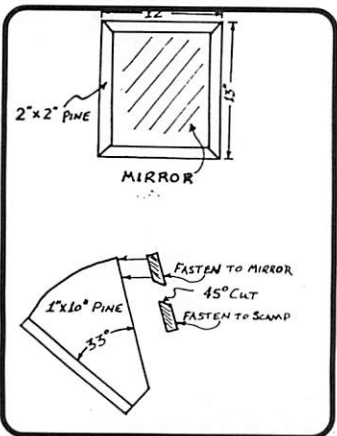
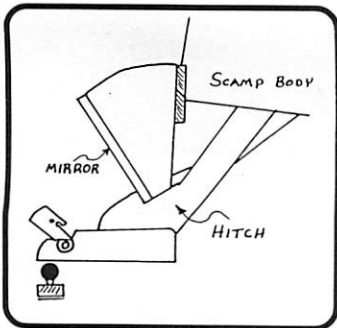




Photographs and sketches by J. Duos

10. Unfortunately, the new lockset did not completely cover the old hole so I had to fill in a small (approx. 1/2") opening next to the doorknob with epoxy. It cured hard in about 2 hours, sanded smooth and cured white. After it cured I painted it with some high gloss enamel. Now the door closes with a satisfying thunk and is much more secure. **Larry Page**, Appleton, WI.

Hookup Mirror - Hooking up my extended cab Ford Ranger with a 5th wheel Scamp has always been a problem, because I cannot see the ball hitch from the driver's seat. This means my jumping out of the truck just to see how close I am to the ball hitch. Even with help, I have to do this many times. I did improve matters by putting a PVC pipe 16 inches long onto the ball hitch allowing a line-up visually by using the rear view mirror. The sketches and images with this note shows how I solved this problem. **John Duos**, Coon Rapids, MN.



Materials List: 2" x 2" x 5' pine; 1" x 10" x 4' pine; 1" x 1.5" x 12" pine; 13" x 12" mirror.

Questions & Answers

Cargo Door - Recently I wanted to try adding an outside cargo door in the compartment under the bed where the electric cord is. But, found that a bulk-head 30 amp input connector is very expensive, and so is a door. Does anyone know of a more economical way? **Wayne Collins**, Dubuque, IA

Tires, Alignment and Sway - On the way home from Colorado we ran over a shredded tire causing our right Scamp tire to go flat. Our tires had quite a few miles as they were original Tow-Master trailer radials (ST175/80R13 load range C). Both had excessive wear on

the outside and had been rotated once. I checked the alinement and found it close to Scamps specs. I called Scamp for advice and found they are not using Tow-Master tires due to wear problems and now recommend Goodyear Marathon Trailer radials. I installed these (including balancing) and have about 1,000 miles with no sign of wear. . . . Our truck alinement shop said the Dexter axle (3,000 lb.) cannot be aligned. A new axle would cost \$291 plus \$250 labor to install. They recommended taking part of the trailer weight off the axle when it is being stored to reduce deformation of the rubber components. . . . The best way to prevent sway is by use of a good friction sway control, such as a Reese. There was no sway when my tire suddenly went flat and none on the road due to passing trucks. A steady hand on the wheel will not save your rig in severe say conditions! It is also much more comfortable driving when you are not constantly (having to) watch (big) trucks/trailers, which is very distracting and dangerous. **Bob Snyder**, Wichita, KS.

More on Tires/Sway - I congratulate **Tom Flynn** (Fall 2003) on getting 10,000 miles on a set of Towmaster tires. We got only 5,000 miles on a set of the same tires. We pull a 16-foot custom Scamp with a 2000 Ford Ranger. Our wheel alignment was fine, but the tires developed severe "cupping" within the first 4,000 miles. The Scamp people told us the Towmaster tire people guarantee them, and the Towmaster people said that there were no guarantees or warranties for their tires. After that, we bought Good Year Marathon 13-inch radials and inflated to the maximum pressure and have had much better results - even sway improved.

Regarding the hitch questions: there is a light-weight, weight distribution hitch with only one bar sold by Camper World. It does require a class III hitch and installation required moving the battery forward and putting the propane tanks behind it. This required a little work with angle iron, bolts, and a drill. We also used a friction sway control although I'm not sure if it is necessary since adding the weight distribution hitch and getting bet-

ter tires. **William Dahl**, Foley, MN.

Sway Control - There is a sway control made for class I and II hitches. I have one made by valley Tow-Rite, 1313 S. Stockton St., Lodi, CA. Mine came from Sears mail order, but they are no longer in business. Any RV dealer should be able to order this item. It is model #7569. It does the job, I've used it nearly 20 years. **Gerald Peterson**, Huron, SD.

New Tire Tests - The National Highway Traffic Administration has issued more stringent performance requirements for all new tires on vehicles under 10,000 pounds. These rules strengthen the current requirements for high-speed and endurance tests while adding a low-pressure performance test. These will apply to light trucks, SUVs, pickups and vans. These new standards go into effect before November 1, 2006.

Insulation - I run the furnace fan on 2 L-16 deep cycle batteries. They are 6V DC 360 amp hour batteries hooked in series. Each weighs 125 lbs. They work very well and will keep the fan in the furnace running fast enough to keep the furnace working for 4-5 days when the night temperatures are near 0° F. The Scamp does not have enough insulation to be very efficient at such a low temperature but it works. I have glued and fastened 1.5 inches of foil covered foam on the bottom. It helps a lot. The ceiling vent is a BIG problem. Moisture from the stove and hot bodies condenses on the aluminum and drips back into the trailer. It drips on the sleeping bag and the person sleeping in the bed/table. I have rigged a towel over the vent as a temporary fix but need ideas on how to make a more permanent fix. Also how do I get better insulation. Is it possible to take the internal covering off and add another layer of the aluminized foam stuff? If so how? If you don't know I wonder if any one else has done it. **Bob Clemans**, Lakewood, CO.

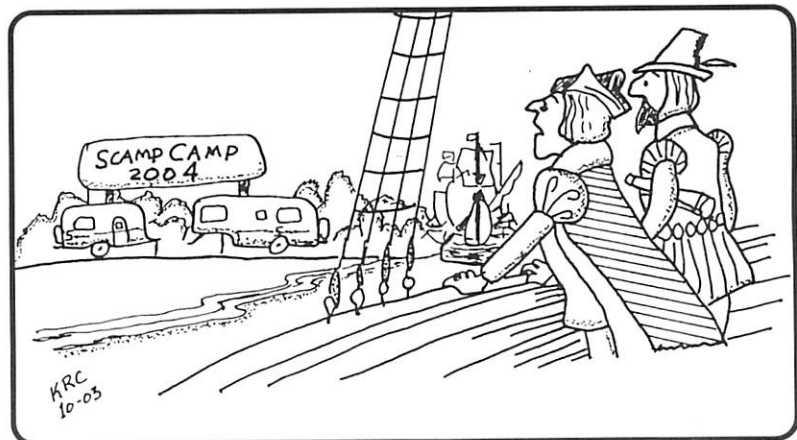
Tow Vehicle - I would be very leery of using a 4 cylinder, 5-speed Ford Ranger or any 4 cylinder powered truck as a tow vehicle (for a 5th wheel?). These trucks

are not considered the same class as full size half-ton trucks - lighter frames, suspension, brakes, etc. Forget using 5th gear (overdrive) if towing anything - my experience is that the overdrive gear is very weak and subject to early failure. Replacing or rebuilding a transmission is very expensive. The same goes for 4-speed overdrive automatic. If towing, lock out the overdrive and have a tachometer for correct power range and use the speedometer for staying legal. With an automatic, install a transmission cooler and oversize radiator. **Seth Stowell**, Oak Grove, MO

Editor's Note: Seth is an over the road trucker, mechanic and wood worker now retired. He has additional information on rear end ratios, transmissions, and hitches and their installation.

SOI Number - I had the license plate on my van changed over to a personalized plate - it reads: SOI 423. Has anyone else done this? **Larry Fosgate**, Waupaca, WI.

Rain Diversion - We wanted to ask a question from other 5th Wheel Scamp owners about how to stop the rain from coming in under the area between the awning and the camper? In a previous newsletter someone had an idea for stopping the rain in this area in the 13' Scamp but that's easy because the awning is even with the camper. In the 5th Wheel, there is a pitch out toward the door. Can you help? Thanks. **Dale & Mary Walker**, O'Fallon, MO.



WOW! It looks like they are much more advanced than we thought!!!!

Modifications and Changes

Boat Rig - The Dakota is a 1997, V 6, the Scamp 1998 loaded, deluxe wood trim and all the other heavy stuff and the boat is 15-ft long sailboat on a big wheel trailer. When pulling the boat, I disable the overdrive and we have no hills where I sail. Admittedly not the best tow vehicle for the job but it does work. The boat and trailer weigh six-hundred pounds. The tongue weight is approximately forty-pounds. I get a lot of attention when towing this rig.

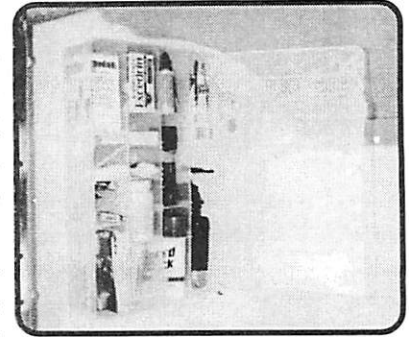


Photograph by B. Kotch

The first thing I did when I got my Scamp was extend the bumper horns and attach an additional bumper to which I carry my bicycle. Examine the Scamp frame. That bugger is built to last but it is poorly located. If another vehicle collided with the back of our Scamps it would drive the spare tire through the fiberglass into the dining area. By extending the bumper, you place it in a position to better protect the fiberglass bulkhead. Of course Scamp doesn't recommend it (tampering with the design). They have enough problems without extending their liability. **Bob Kotch**, Kingwood, TX

Medicine Cabinet - I converted a plastic fishing tackle box into a medicine cabinet. The box came from Wal-Mart (K-Mart also has them). It is a 9" x 14" x 3" and has two snap latches. Mine is mounted above the toilet in my side bath model with double stick tape and 4 short screws. In my Scamp, longer screws

would project into the closet behind the bathroom. The adjustable dividers



allow me to keep everything in its place while traveling. Another hint. A great place to store long items, like the awning tool, broom, fishing rods and the like, is located at floor level below the bath door panel. In my Scamp this toe space is quite long and deep. I discovered it when looking for a lost shoe! **Robert Snyder**, Wichita, KS.

Brake Wiring - We picked up our 2000 16-foot SD on Thanksgiving weekend, in the snow. We had them wire our van with the brake controller, battery hot line, and a 7 pin connector to replace our old 4 pin connector. Later that winter, at home, and without the trailer, I noticed the brake controller indicator light glowing. It is supposed to be on only when your connected. After much sleuthing and head scratching, I found the wire strung under the van floor, had been pinched around a sharp corner of the trailer hitch, cut through the insulation, and was grounding out. But, not enough to blow a fuse. A bit of electrical tape took care of it.

Wayne G. Collins, Dubuque, IA.

Revamping Scamp - We are revamping my Scamp (bought used 1989) 5th Wheel:

1. Installing a 4.4 cubic foot true refrigerator (w/freezer) in place of the 3-way unit - cost \$230.
2. Second battery pack.
3. Solar panel to keep battery charged.
4. Trickle charge when in Campground.
5. Inverter to run 120 V appliances when A/C is not available

Estimated total cost (for 2-5) is \$125.

Our Scamp had no shower/toilet and we found them unnecessary as most places we camp have excellent facilities. In addition, we do not like hauling/dumping fluids. **Seth Stowell**, Oak Grove, MO.

Future ScampCamps

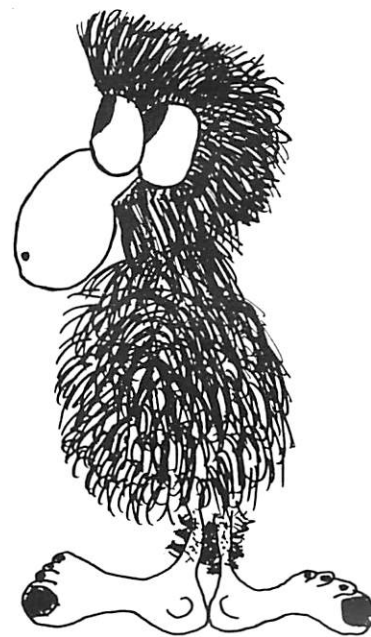
ScampCamp 2004 - February 24-27, 2004 (Tues-Fri) at Sebring. Florida is planned for our 6th Annual ScampCamp at Highlands Hammock State Park. More than seventy SOI Members attended ScampCamp 2003 and more are expected to participate in 2004. If you are planning to attend, and have not made your reservation, please do so as soon as possible. To place a reservation, have your credit card ready and call 800-326-3521. Be sure to tell them you are with the Scamp group and request a campsite number between 72-98 or 110-138 (no electric on 113b). Once you have a reservation, please contact **Alice Vernezze** at ezzeal@att.net or PH: 321-773-2676. She is doing the planning for ScampCamp 2004 and will provide additional information about the gathering. 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 25 through Sunday, March 28, 2004 has been set for the 5th Annual West Coast ScampCamp. Officially, it will be a 2-day (Friday and Saturday nights) gathering, but unofficial four days (Thursday - Sunday nights). We had such a good time last year at Terrible's Lakeside Resort in Pahrump, Nevada, we decided to do it again. Pahrump, is midway between Death Valley and Las Vegas. This is a very relaxed ScampCamp. Lots of visiting and checking out everyone's Scamp. Attractions include a casino for those who are interested. Outdoor activities include a swimming beach with paddle boats and fishing (blue gill, bass and crappie) at the seven-acre lake. Sites are paved and have picnic tables, full hook-ups and "patios." There is a swimming pool and Jacuzzi, showers and toilets. Good Sam Trailer Life Directory gives it a 10/10/10 rating. The casino has a buffet and restaurant and is within walking distance. There is a dog policy, only two small dogs. Check

with them for details. We have reserved a number of sites so please contact us ASAP if you plan to attend and wish one of our sites. The campground has a 48 hour cancellation policy so we will remove any sites not needed by February 25. You may also make individual reservations by calling 888-558-5253. Check out the campground on the Internet (<http://www.terribleherbst.com/casino/terribleslakesidepahump/>) Contact **Denis** and **Teddy Law** at 702-293-7613 or teddylaw@earthlink.net.

Sleeping Bear ScampCamp - June 2 to 4, 2004 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 that includes electrical hookup (there are no water hookups). Reservations can be made on the 5th of the month five months prior to your stay (January 5 for our gathering) and it is advisable to call on that day to make your reservation. Each vehicle will need a \$7 entrance fee (good for 7 days). The web site for Sleeping Bear Dunes NLS is: www.nps.gov/slbe/. **Rod** and **Sharon Cranson** will serve as hosts.

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



The SOI Bird says
**“Don’t forget to send
 your recipes to Alice
 Vernezze for the SOI
 Cookbook.” Her E-mail
 address is
 ezzeal@att.net. However,
 you can contribute in the
 traditional way - by mail
 or phone! Alice Vernezze,
 610 Robin Way North,
 Satellite Beach, FL
 32937 or 321-773-2676.**

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

Make your reservations soon so we can all be together. Then write to me and let me know what site you reserved. My email address is: nkwolf@hotmail.com. I hope to see you there! **Nancy Wolf, Host**

National ScampCamp - 2004 A ScampCamp is planned for Clear Lake, IA. The camp will run from September 10-17, 2004 at Oakwood RV Park, Clear Lake. They have 90 sites with full hookups, clean restrooms, hot showers, laundry facilities plus 2 large buildings for group gatherings. The cost is \$20 a day and they only take cash or personal checks. For reservations, contact them at 641-357-4019 or E-mail: speakars@netins.net. Their address is 5419 - 240th St., Clear Lake, IA 50428. Please inform them you are with the ScampCamp the Moffetts are hosting as they are planning on having all of us together.

Clear Lake is a resort town and has lots to offer visitors - antique shops, good restaurants and more! We are located on Interstate 35, thirty miles south of the Iowa-Minnesota boarder. Once you have a reservation, please contact **Dean** or **Virginia Moffett** at PH: 6411-357-3545 or by E-mail: vemdem@mymailstation.com. and we will provide additional information. We have made some great plans and hope to see lots of Scampers here at Clear Lake.

Proposed ScampCamps

Sandhills ScampCamp? In our travels we have encountered many

folks who can see no reason to ever visit Nebraska. Soooooo we are thinking of hosting a ScampCamp in the beautiful rolling Sandhills of our state? There is a huge (90,000 acre) working ranch which still operates with horses as it was done 100 years ago (www.haythorn.com) AND they give tours. It is just north of I-80 near Ogallala. The days are warm, dry and breezy, the nights cool down and it isn't very humid. That part of the country is quiet and peaceful and there are two campgrounds nearby. The gathering will probably be Sunday through Friday during the 1st or 2nd week of June, 2005. Now, we would like to know if SOI Members are interested. Please let us know your thoughts. Thanks! **Bernie and Evelyn Steamlau**, Omaha, NE by E-mail: stremlaube@aol.com or Phone: 402-334-0855.

Editor's note - Let Bernie and Evelyn know your thoughts so they can continue planning. Nebraska's Sandhills would be a great location for a National ScampCamp!

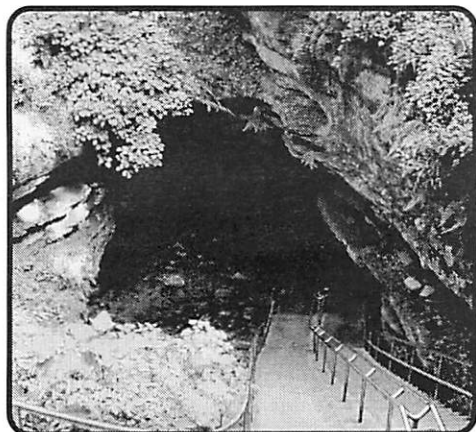
Alaska Again? - In the Fall issue of the *SOI News*, **Ed and Betty Lou Jones**, Bremen, Maine expressed an interest in an SOI Alaska ScampCamp. They had traveled from Maine through the lower 48 states and on to Alaska in 1996, and would like to do it again. Their question was "are there other SOI Members interested in such a gathering and trip?" Since that note, several members have expressed an interest - are there others? Contact the editor if you would like to be added to the list of a potential SOI Alaska Adventure to our 49th state.

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caves that are 'wet' (where groundwater is still active), dissolved calcium carbonate continues to precipitate to produce various decorations. Common examples include stalactites, stalagmites, curtains/drapes, flowstone, and soda straws. Although much of Mammoth Cave is dry and does not contain significant decorations, the Frozen Niagara section (tour) does have some nice columns, flowstone and draperies. There are also good examples of gypsum deposits in some por-

tions. Numerous tours are available ranging from the self-guiding Historic Trip to an all day event that travels about seven miles underground. For the more adventurous visitor the National Park Service offers a 'Wild Cave' Tour and a Lantern Tour. As is true of most caverns, the temperature below the surface is the yearly average at the surface - about 54° F at Mammoth Cave.

The vast number of passageways that make up Mammoth Cave holds the most diverse cave ecosystem in the world. There are some 130 forms of life found underground in the park - most are quite small. While some use the caverns on a limited basis, going in for shelter and later



The Historic Tour is self-guiding through the natural entrance.

returning to the surface, others are 'full-time' dwellers. Some species have adapted to such a degree that they have lost use of certain things - like eyes and color. Eyeless and colorless fish and crickets are the classic examples.

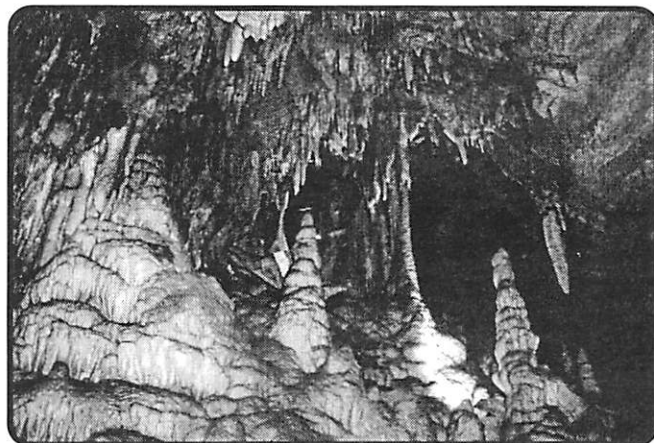
Although the miles of underground passes are the major attraction of Mammoth Cave National Park, there is also much to do on the surface. Boating and canoeing (which can be rented) on the nearly 30 miles of the Green River that flows through the park is popular. There is fishing on the Green and Nolin Rivers and the concessioner offers horseback riding on some of the 70 miles of trails. One of the most popular tourist activities is the scenic

boat rides on the *Miss Green River II* during summer season. Like most national parks, the campground is 'rustic' with no hook-ups and cold water restrooms. However, if you are set up to dry camp, the campground features nice sites and is convenient to the large amphitheater where evening programs are presented. It is also a short walk to the visitors center where all the cave tours begin.

While in the area you may wish to check out some of the other nearby caves. Some of the caverns (caves) within a few miles of Mammoth Cave National Park are Diamond, Crystal Onyx, Hidden River, Kentucky, Lost River and Onyx. All are open to the public and offer tours. Some include special features such as; underground rivers, boat tours the Lost River, and decorations more dramatic than those in the park. In addition, the American Cave Museum, the only museum dedicated to caves, is located near the town of Horse Cave (the location of Hidden River Cave).

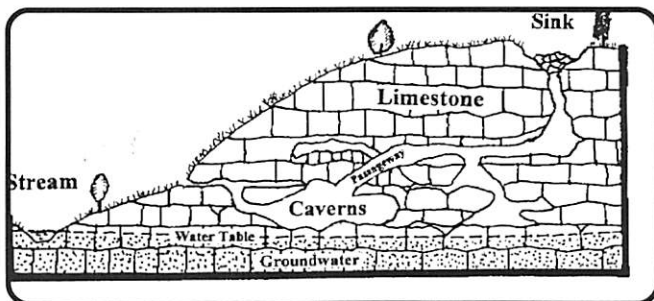
Congress authorized the park in 1926 and was fully established in 1941 and is now 53,000 acres. Later, in 1981, it became a World Heritage Site and an International Biosphere Reserve in 1990. Questions and additional information about Mammoth

Cave can be obtained writing Mammoth Cave National Park, Mammoth Cave, KY 42259-0007, by phone at: 270-758-2328 or on their web site: www.nps.gov/macaca. By K R. Cranson



One section of the Frozen Niagara portion in the Cave shows elaborate decoration although much of it is barren.

Photographs by K R. Cranson



Schematic cross section of a cavern system developed in a limestone terrane.

Mammoth Cave National Park, Kentucky

If you plan to be traveling through Kentucky on I-65, keep an eye out for one of the largest cave systems anywhere. At more than 350 miles of passageways already surveyed, Mammoth Cave is easily the longest cave in the world. With continued exploration, some geologists estimate that the total length may approach 600 miles - or more! The next longest cavern is approximately a third the length of Mammoth Cave.

As with most other caves in the U.S., Mammoth Cave's first explorers were likely Native Americans who lived in the region. Abundant evidence of their presence has been well documented and it appears they mined certain minerals formed in this unique environment. Historical accounts of the discovery of this fascinating underground world, however, date back to the late 1700s when settlers began moving into the area. By the first decade of 1800, economic benefits of the cave had begun - saltpeter was being mined to use in the manufacture of gunpowder. It was also about this time that pleasure seekers found Mammoth Cave, by 1816 guides were leading visitors through the underground passageways.

Also like most other cavern systems,

limestone is the predominate rock underlaying Mammoth Cave National Park. Some 340 million years ago (during the Mississippian Period) Kentucky and the surrounding region was under a shallow sea. The calcium dissolved in streams flowing into this saltwater combined with carbon and oxygen to form calcium carbonate, the limestone that would host numerous caves later. While some of the limestone was simply precipitated from seawater, some are the remains of marine plants and animals that lived at that time. Later, streams supplied both mud and sand to cap the limestone with shale and sandstone. Over time some twelve hundred feet of limestone, shale and sandstone accumulated.

During the following geologic period (Pennsylvanian time) the region was uplifted to expose these rocks to weathering and erosion. This exposed the underlying limestone to groundwater as it percolated down from the surface. As fresh water begins its journey through cracks and joints in the rocks, it picks up a small amount of carbonic acid. This weak acid dissolves some of the limestone and is key to understanding how caverns develop. Other features typical of cave areas, known as Karst Topography named after a region in Yugoslavia, are disappearing streams and sink holes (where the surface has collapsed into a cave). The Mammoth Cave area is a classic Karst area that illustrates a number of these features.

Following cavern formation, in some

Continued on page 14

SOI WebSite

Scamp Owners International is seeking a Webmaster for the SOI Web Site. **Jim Degennaro** has built, hosted and maintained the SOI Website for several years. Due to other commitments, Jim will be stepping down from that responsibility soon. Jim has done an outstanding job in providing information about Scamp Owners International - it has become a valuable asset to our Scamp Owners group. The site has been a major factor in letting others know about our group. If you would like to become the SOI Webmaster, please contact the *SOI News* Editor.

SOI News
226 Iris Avenue
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