

SOI News



Winter 2005

Scamp Owners International

Volume VII Number 1



Maurice and Marlene Gill's (Grandview, WA) 2004 13-foot Scamp and '94 Jeep Wrangler with Mount Rainier in the background. Indeed, it is a grand view! Photograph by M. & M. Gill

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From the Editor's Desk



Rod Cranson
Editor

Checking out a new tow truck for his 5th Wheel at the Florida Flywheelers Meet near Sebring. Photograph by S.K. Cranson

2004 - what a year! On our way back to Michigan from the Blue Ridge ScampCamp, Sharon reminded me we had attended 5 ScampCamps during 2004. While that may not be a record, it has certainly been a busy year. What's more, there were several others across the country too far for us to attend. This brings up the question that many have asked "How many SOI Members are there now?" The 2004 Fall issue was mailed out to over 450 active members and the SOI Number list is now well over 700. Since 1999 when the first *SOI News* went out to about 30 Scamp owners, there have been something approaching 1400 people (@2 per membership) who have been SOI Members. Can you believe it?

Recently I received an E-mail message suggesting that the *SOI News* be made available to members via E-mail. The idea was to reduce the cost of SOI Membership. I responded that the idea had been considered, but there are several reasons it had not been done. I do not have any objection to providing the *SOI News* on line as opposed to paper copies distributed by mail as is being done now. Personally, I do not have the expertise to prepare such an electronic newsletter. Perhaps there is someone reading this that would like to pursue this avenue, take on the job of editing the newsletter and offering it online? Let me know what you think about this idea.

SOI Members are some of the greatest folks around. Here is just one example. While enjoying all the fellowship at the National ScampCamp, **Neal Matti** invites everyone to assist him in a worthwhile volunteer project based on used stamps. He assists a group in Norway that provides

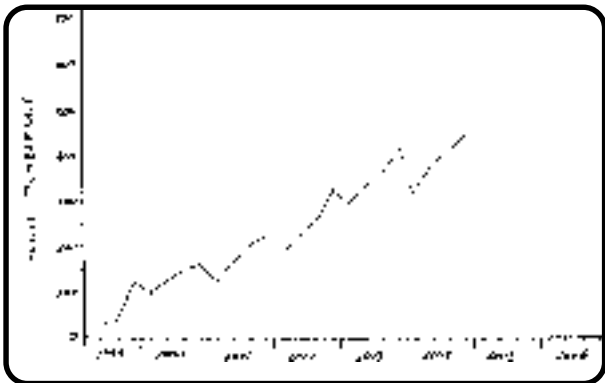
health services for children. Check it out on page 9. I am confident that many SOI Members are involved in volunteer work in various areas, just like Neal. Wouldn't it be nice to share these experiences with others? Perhaps there could be a regular column in the *SOI News* dedicated to what members are doing in the way of volunteering for worthwhile causes.

Alice Vernezze reports that the *SOI Cookbook* is doing well. Many were distributed at the National ScampCamp in September and the Blue Ridge gathering in October. In addition, she has received mail orders from across the country. I have been expecting to see it on the *New York Times* 'best selling' list, but it may be a little early for it to show up there. I am sure the folks planning to attend ScampCamp 2005 at Sebring in February are looking forward to seeing it. Better yet, it will be interesting to see how many of recipes from our own cookbook are used for the Wednesday evening potluck!

The photograph at the top of the page includes a bit of truth. Sharon was convinced we needed a tow vehicle with a back seat. To this end, we found a 2002 Dodge Dakota crew cab with four doors. Now we are able to take our grand kids (or others) when we go Scamping.

Sharon and I send our best regards for a great 2005.

Rod



Growth history for the SOI Active Membership

SOI News
Fall 2005
Volume VII Number 1

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

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National ScampCamp

Clear Lake, Iowa
 Hosted by Dean & Virginia Moffett

Several Scamps with their respective SOI Members arrived early at the Oakwood RV Campground just south of Clear Lake, Iowa. And by evening of the first day (9-10), Scamps lined the campsites as far as one could see throughout the campground. Some 130 SOI Members had made reservations for this second National ScampCamp in the middle of the country.

Festivities were opened with Clear Lake Mayor, **Kirk Kraft**, greeting the participants on behalf of the entire community. The evening activity on day one was a pork BBQ supper prepared by **Dean and Virginia Moffett**, hosts for this National ScampCamp. All SOI Members attending were introduced and received a “goody-bag” of items contributed by Clear Lake and Mason City merchants and other organizations. And as a special bonus surprise,



Most of the National ScampCamp participants gathered for the traditional group photograph on the steps of the Lakeside Chapel next to the Oakwood Campground. Photograph by L. Page

Alice Verneze’s “fresh off the press” **SOI Cookbook** was introduced and made available for the first time.

Early on Saturday morning (day two) many participants drove into Clear Lake for the annual Dad’s Belgium Waffle Breakfast at the Senior Center. Even though the line stretched out the door of the building, it took only a few minutes to get your first waffle and sausages. With a choice of whipped cream, butter and a dozen kinds of syrup. Everyone customized their waffles, and many tried a second waffle, but not everyone could finish it off! There was lots of chatting in the shade among Scampers during a beautiful warm afternoon. At 6 pm, everyone gathered again for the first potluck - more great eating! **Rich Bean**, a special representative from Scamp, was introduced. This was the first time Scamp has sent someone to a ScampCamp and everyone welcomed Rich and his family. In recognition of this event, **Gene Gallmann** presented the Beans with one of his special child’s size rocking chairs. The evening’s program, an interesting illustrated presentation on building the Alaskan Highway, was presented by **H Dusenburg** of Clear Lake. Following a raffle of a Clear Lake stepping stone won by **Gordy Moss**, Rich Bean passed out neat T-shirts with the



Virginia and Dean Moffett with their “little Miss Moffett’s” 5th Wheel Scamp.

Photograph by K R. Cranson



George Burns (Al Barz) joined the Clear Lake Scamper for an evening’s entertainment.

Photograph by G. Peterson



Arlan Hogsett, Evans, CO, covered many aspects of working with fiberglass during the Tech Session. Photograph by L. Page

Scamp logo to everyone at the end of a fun evening.

A bright Sunday morning started with many attending church services, some driving into Clear Lake and others attending the little Lakeside Church next to the Oakwood RV Campground. **Bob**

Speakar, owner of the campground, lead the song service and presented a "fish story" (Jonah in the whale). At 11 am, everyone gathered on the steps of the church for the 'official' group portrait - about 90 in all. Following lunch, many headed into town for a two-hour cruise on the 'Lady of the Lake,' a stern wheeler that cruises Clear Lake during the summer season.

After an informal potluck supper, 'George Burns' (**Al Barz** who is 80) dropped by to share some of his favorite songs and jokes with everyone. Some of the campers, **Rod Cranson, Dean Moffett, Larry Page** and **Jack Verneze** joined George in a dance and song routine. Willie Nelson (**Chuck Rike**) also played his guitar for us. It was a great day and several more Scamps, and a Burro, ar-

rived to join the ScampCamp.

The Clear Lake Fire Museum was first up on Monday morning's schedule of activities and Scampers received a bonus visit to the actual fire station hosted by two of the volunteer firemen. The Gift Store, Lucy Long, across from the fire Museum opened especially for the ladies. Other options for the morning included a visit to famous Surf Ballroom, famous in the 40s and 50s for big bands. **Buddy Holly** played his last concert there in 1959 and died in a plane crash two miles north of Clear Lake - some visited the site where he died. After lunch, many drove to Forest City for an interesting tour of the Winnebago RV factory. Another potluck was planned for 6 pm and, as usual, the quality, variety and amount of food was outstanding. Following supper, **Dick Lowery** held everyone in stitches with his tale of riding a 15 speed bike from Alaska to Iowa.

ScampCamp participants were treated to a spectacular thunder and lightning storm as day 5 approached. Weather forecasts predicted up to 5-inches of rain over the next two days. Even though the skies were gray, many ventured over to Mason City to visit Music Man Square, **Meredith Willson** Museum and his boyhood home. Willson, of course, was famous for his outstanding work called "The Music Man" that was a hit stage play and movie. Some went to the MacNider Museum for the puppets created by Bill Baird (a native of Mason City), some of which were in the movie "The Sound Of Music." Later that evening, a large group drove around Clear Lake to the Muskie Restaurant for one of their famous fish dinners. Later, there was a card bingo session in the recreation hall and entertainment by **Don Lattimer** with guitar.

Another exciting night of thunder, lightning, wind and rain challenged all the Scamps at the Oakwood RV Park. Various reports had up to 6 inches of rain falling across the region and the winds must have been upwards of 40 mph! As one Scamper noted "if you didn't have any leaks in your trailer, you never will!" It was certainly a good test. Many of the ladies gath-



Clear Lake ScampCamp Ladies pose with their pumpkin centerpiece following the craft session. Photograph by Larry Page



Gene Gallmann presents Rich and Bethany Bean with one of his rocking chairs for their son, Wyatt.

Photograph by K R. Cranson

ered at the recreation hall for **Judy Freed's** Craft Session in the morning - a neat seasonal 'pumpkin' centerpiece was the featured craft. Other participants were preparing for the early afternoon Tech Session being planned by **Gene Gallmann**. **Arlan Hoggset's** short seminar on working with fiberglass was followed by general questions and solutions. The day was polished off by another card bingo opportunity and more musical talent provided by SOI Members - **Rose Marie Peterson, Don Lattimer** and **Dick Freed**.

The week concluded with a fun time touring everyone's Scamp for modifications, changes and innovations. Although trailers were coming and going throughout the gathering, it appears there were at least 16 states represented by over 60 Scamps, a 16-foot Boler and a 13-foot Burro.

A big SOI THANK YOU goes to **Dean and Virginia Moffett** for their great effort in planning and hosting the 2004 National ScampCamp. Everyone enjoyed the fun, food, activities and entertainment they arranged. krc

Editor's Note: there are more images from ScampCamps on the SOI Web Site and

Blue Ridge ScampCamp

Hosted by Pete and Joyce Wright
Fancy Gap, Virginia
October 12-15, 2004

Several SOI Members arrived at Fancy Gap early to take advantage of the beautiful weather - sunny with temperatures in the 70s. They took advantage of the annual fall festival in Mount Airy over the weekend of October 10 and 11. Fall colors were also showing up along the mountains as others gathered for the start of the ScampCamp at Utt's Campground just a short distance from the Blue Ridge Parkway.

With the bright dawn of the first day of the Blue Ridge ScampCamp (Tuesday) the sun lit the morning sky pink. With the prospects of such a nice day, those already camped made plans to explore the Virginia and North Carolina countrysides. Some drove up the Blue Ridge Parkway to Mabry Mill while several cars headed for Andy Griffith country in Mount Airy, North Carolina, to sample the Snappy Lunch's famous porkchop sandwich. One group even chose a strenuous 10 mile hike along the Appalachian Trail at Rocky Knob . More Scamps arrived during the



Joyce Wright stirs her home-made vegetable soup preparing for the SOI Potluck.

Photograph by S. K. Cranson



The Blue Ridge ScampCamp participants gather for our traditional portrait.

Photograph by L. Page



*Dick Freed sings and plays for ScampCampers.
Photograph by L. Page*

day and by the time people gathered for **Merle Lilly's** campfire shortly after dark that evening, over 30 Scamps were parked in the Campground.

Wednesday morning became a 'town run' for some as a nice rain soaked the countryside overnight. Our afternoon time was divided into a craft session at 1 pm and the tech session at 2:30 pm. **Judy Freed**, SOI 'Craftmaster,' taught many of the ladies how to make a "Weather Worm." And, it was just in time as a Blue Ridge Fog enshrouded the campground! Almost all the men, along with several ladies, gathered to discuss a series of questions and answers on various technical aspects of owning and using a Scamp.

Gene Gallmann and **Bob Anderson** served as moderators for the session.

At 5:30 pm everyone began gathering for the planned potluck. As usual, the food table were overflowing with good things. Many of the dishes were taken from the *SOI Cookbook* and everything was delicious. After introductions of SOI Members, a raffle was held and **Dick Freed** provided entertainment, playing and singing a series of both serious and humorous songs.

Dawn on Thursday, our 3rd day, looked a bit dark, but patches of blue

sky held promise for better weather. At 10 am everyone gathered at the Club House for the traditional group portrait. The weather cooperated. Immediately following, all those interested in visiting the Scamps in camp headed out for a tour. There were ten 13-foot, a dozen 16-foot, eleven 5th wheel Scamps and a Trillium for the Blue Ridge ScampCamp participants to inspect.

A second potluck was organized for 5:30 pm in the Club House to use the food (along with some new dishes) left over from Wednesday evening's feast. As the dishes were being cleared away, Bob Patterson's Highlanders Bluegrass group arrived for a Blue Ridge Mountain music treat. They played and sang for over an hour. A special treat was flat-foot dancing, a local favorite, by one a member of Bob's group. Everyone had a great time chatting with the musicians following the music.

Joyce and **Pete** did a wonderful job in planning and hosting this 2nd ScampCamp in the shadow of the Blue Ridge Parkway along Virginia's great mountains. It's easy to say that everyone had a great time in this fantastic area. krc

Great Trips

10,000 Mile Scamp Adventure

Art & Marcia Hadacek
Bent Mountain, VA

It all started in deciding what we wanted from our 6 children this past Christmas (2003). We told the 4 that lived in Virginia that we wanted 3 quality visits (at least 4 to 6 hours) from them the coming year. For the 2 who lived in Colorado and California, we wanted a week camping with them sometime in the summer. This precipitated planning our tentative route going west, sight seeing along the way and visiting relatives and friends who lived in the northwest.

With planning completed we left Bent Mountain, VA on July 16 in our 1004 Toyota



*The Highlanders Bluegrass group entertains at the Fancy Gap gathering.
Photograph by L. Page*



Bob Anderson displays his 'Welcome SOI' jack-o-lantern and Barb Bell's Halloween jack-o-lantern face was lit up at night. Photograph by K.R. Cranson

truck pulling our 1986 Scamp 5th Wheel and headed west. Our first stop was the Kentucky Horse Farm at Lexington, KY then onto the Air Force Academy Camp Ground near Colorado Springs, CO. We spent a week there and attended the Focus on the Family Ministry Briefing. Continuing on to Thornton, CO, we met our son and his family in their camper. We drove north through Fort Collins then west to a Colorado State Forest Campground and camped three days at an elevation of about 8,500 feet in a beautiful meadow. The elevation caused Marcia's blood pressure to rise to dangerous limits, so we left early. We visited the Arches National Park, Knob Canyon and Zion National Park (all in Utah) on the way to San Diego, CA.

At Rancho Bernardo a few relaxing days were spent helping our son wire a circuit for his new A/C and getting his camping gear ready for our camping trip to the beach on the Naval Air Station at Point Mugu. We were there for 5 warm days and 5 windy COLD nights. A visit to the Regan Library was excellent. The mountainous drive to June Lake was very enjoyable. Marcia's blood pressure acted up again so our visit was cut short in order to get to a lower elevation. We passed through Reno, NV on the way to Beal Air Force Base and onto US 101 and the coast of California. Driving north we enjoyed the coastal redwoods and coast of Oregon and Washington. Cousins were visited in Olympia and Bremerton after which we continued to Ashton, ID to spend 3 days with Marcia's brother and family.

Going north and east, we visited the Little Bighorn National Monument in Montana. At Washburn, ND we relived Lewis and Clark's expedition while visiting the Ft. Mandan Historical Site, Lewis and Clark Interpretive Center, and a Mandan village. We continued east visiting friends in North Dakota, Minnesota and Iowa. Three days were spent at Peterson, IA for Marcia's High School Reunion. We spent several days in Iowa, our home state, seeing friends in Clutier, Art's hometown, and the surrounding area. A must was a visit to



Art & Marcia Hadacek's 1986 5th Wheel Scamp and '96 Toyota tow pickup - restocking at a Wal-Mart along the way. Photograph by A. & M. Hadacek.

the Czeck and Slovak Museum on 16th Avenue in Cedar Rapids, IA. Then, we make a bee line for home at Bent Mountain, VA after being gone for almost 8 weeks.

We bought our Scamp 3 years ago for \$2,000 in Minnesota. Our '92 Toyota was sold for \$2,000 and we bought a '92 Toyota extended cab for \$6,000 with only 120,000 miles! We did upgrade the axle on the Scamp and had an inverter installed at the factory as well as getting the hitch installed in the Toyota. This was another \$1,000 investment. We had no problems to speak of - the Toyota did not use any oil and we changed oil 2 times. We purchased 534.8 gallons of gas at a cost of \$1,006.09 and the highest price paid was \$2.59 in Cali-



Hadacek's Great Trip route across the United States covered some 21 states and over 10,000 miles. Map provided by A. & M. Hadacek.



Leon's Logic - Hey, see how well the Hadacek's enjoyed visiting the Pacific Northwest!
Thanks to Leon Greisen, Medford, OR

fornia. We did not fill up at that station! Average cost of gas was \$1.88 per gallon. Our average miles per gallon was 18.7. Our total expenses including gas, campgrounds, museum fees, food and other purchases was \$2,264.91, which divided by the 56 days we were gone come to \$40.45 per day. We did have an additional expense of \$625 for lawn mowing and mail care at home.

Our disappointment was in not seeing another Scamp 5th Wheel, but we did see 3 other Scamp trailers. Many people commented on our rig such as "I didn't know Scamp made a 5th wheel," "how does that thing pull?" (Great, put the truck in 4th gear, set the cruise at 60mph and enjoy the ride), "that's the cutest camper I have ever seen" and "where are they made?" Needless to say we passed out many Scamp business cards and brochures.

Our 5th wheel does not have A/C nor do we believe we need one. We have dry camped in 100 degree days and survived for 2 nights. For 1 or 2 days in Kansas at 100 degrees we used an electric fan which kept the air moving and we were comfortable. These nights were nothing compared to Iowa's HOT July and August in the 1930s and 40s before window fans and air conditioners. Scamp camping is the only way to go. We have all the conveniences of home at a reasonable investment and a product that has proven itself through the years.

SOI Profile



Don and Loretta Pinnick Steward, IL

Don and Loretta met on a blind date. He was a truck driver and another driver 'set him up' with her and, as they say, the rest is history. Both

lived, grew up and were married in southern Indiana. Don served a 4-year hitch in the Air Force as a mechanic. He worked on the large reciprocal engines for some of the biggest planes the military had at that time. This job took him to many locations across the United States, the far east and other locations. While in the service he returned home to marry Loretta on January 17, 1955 and she was able to join him for some of his military time.

In 1959 Don was offered a job with a newspaper in northern Illinois. After he found a place to live, Loretta and their young daughter joined him. And, except for a brief period when they tried Colorado, the Pinnicks have called Steward, Illinois their home. He left the newspaper for a job with a local phone company. For over 20 years during this period, Loretta worked as a school bus driver. Both retired in 1997.

The Pinnicks have had a number of RVs over the years. Like many campers, they started out with a tent and a car. They gradually moved into other forms of camping including tent trailers, motor homes and large trailers. During the time when their family was growing up, they traveled and camped across much of the country with various kinds RVs.

In the late 1990s they traveled to Rice, TX to visit the Casita Factory and planned to visit Backus to look at Scamps before deciding which small 'fiberglass egg' to buy. In the meantime, Don was reading the classifieds one Sunday morning and noticed a 16-foot Scamp for sale not far from Steward. He called and discovered it was new and had been used on only one occasion. That became their first Scamp! A couple years later, they purchased a new 2000 deluxe 5th Wheel and have used it to travel around much of the United States. Like most Scamp owners, Don and Loretta have made numerous modifications and changes to their trailer.

In 2003 they sold their home in Steward to their youngest son and purchased a large 5th wheel - going 'full-time!' In the fall they head to Texas for the winter. During the spring and summer months, the trailer is

parked just a few miles from Steward behind their oldest son's home. They continue to enjoy their long time friends in the area and love the country scene. At one point, they considered selling their Scamp and just use the larger trailer. Since then, however, their summer trips with the Scamp have been so much fun, it looks like they will keep it.

The Pinnicks have 3 children (a daughter and 2 sons) and 5 grandchildren. Both sons live in the Steward area while their daughter and her husband reside in Colorado. In addition, their family includes a cute little girl dog, named Misty Louise, who travels everywhere with them. krc

A Worthy Project

Here is a great project that every SOI Members can participate in! **Neal Matti**, Gillette, WY, cooperates with an organization called TUBFRIM based in Norway. TUBFRIM is a humanitarian organization owned by the Norwegian Health Association. They collect used postage stamps, package them and sell them to wholesalers and philatelists world wide. Funds generated are used to support tuberculosis research and improve the health care facilities for

h a n d i - c a p p e d children and youth. Canceled stamps may be cut or torn off envelopes or packages being sure to leave a little margin (~ 0.5-inch). Be sure to keep the perforation



Neal with his 1985 5th Wheel Scamp at the 2004 National ScampCamp.
Photograph by K R. Cranson

intact - damaged stamps have no value and can not be accepted. All types of postage stamps can be sent. If you would like to contribute, send your used stamps to **Neal Matti** at: 712 West 9th St., Gillette, WY 83716-4114.

Technical Corner

by **Robert Snyder**

Wichita, KS

Tow Vehicle and Towing - Another great scamping year has gone by already and we will have to winterize soon. Half way through the year's traveling we traded in our 1997 5-speed Subaru Outback wagon for a 2005 5-speed Subaru Outback 2.5 XT turbo-wagon. Although we had no trouble pulling our 1999 16-foot deluxe Scamp (see cover on 2003 Spring issue of *SOI News*) with the 1997 Outback, we had over 105,000 miles on it and wanted a little more towing power. Thus we went from 165 to 250 HP and 162 to 250 foot-pounds of torque!. On the interstates we can now easily keep up with the 75 mph traffic and with our Reese sway bar it is very stable even at 80 mph!

In the Colorado mountains the turbo engine is fantastic. Going over the continental divide on Monarch Pass, at an elevation of 11,300 feet, we easily made 50 mph uphill and passed several cars and trucks. So for those who think that the Subaru's don't have enough power, I recommend they try the 2005 turbo model with a 5-speed (not an automatic). The towing capacity also went up from 2,000 to 2,700 pounds in the Subaru Owner's Manual.

Tires and Tread Wear - We now have over 8,500 miles on our ST 175/80 R 13 load range C Goodyear Marathon Trailer Radials. I installed them in August



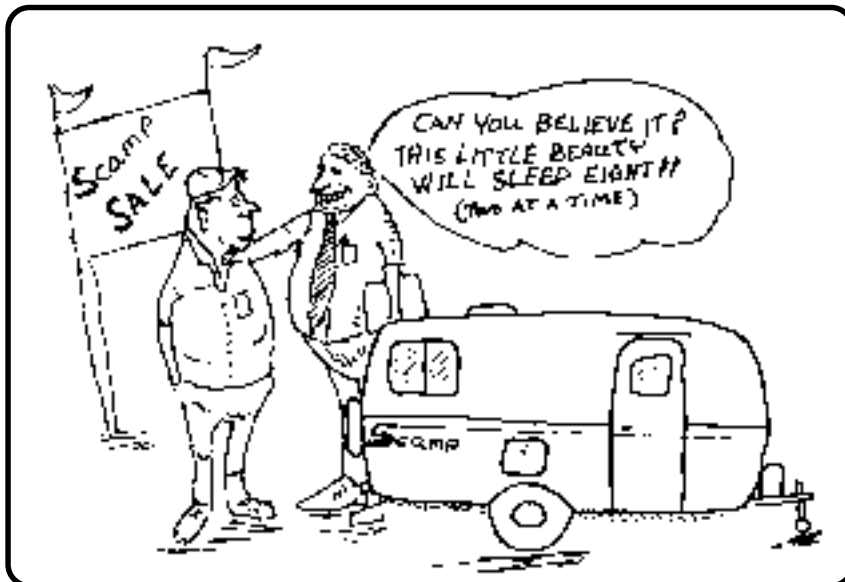
Marie Snyder with their new 2005 Subaru and 1999 16-foot Scamp in Utah.
Photograph by R. Snyder

(2004). The new tread depth was 10/32 inch and it is now 8/32 inch at the center and sides. There has been no uneven wear. At this wear rate they should be good for over 40,000 miles. I use 50 psi air pressure, as recommended.

Door Locks - As delivered, the outside door handle (on a Scamp) is held on with 2 Phillips head screws. By removing these screws, the door handle can be turned and the door opened even if locked. Although the inside pin will keep the door locked if you are inside, while your are away, the best way to prevent unauthorized entry (other than installing a deadbolt) is to replace the outside Phillips head screws with security screws which require a special tool to install and remove them. These can be obtained at most Ace Hardware stores. I used the type with 2 small holes in the round stainless steel head. The too has 2 prongs which fit in the holes and requires a 1/4 inch hex socket to turn them. Another type uses a square hole in the head that requires a square head screwdriver. Other types of security screws, such as Allen head or Torq head can also be used. This is a quick and cheap security upgrade!

**It is better to deserve honors
and not have them than to have
them and not deserve them.**

Mark Twain



JoAn's Humor

I have been a Scamp owner for 15 years. My Scamp has provided

not only a reasonable roof over my head, but it has also provided the opportunity to meet some real decent people.

In fact, I am sure a few of the people I have met are my guardian angels in disguise.

Because I had little experience in either pulling a trailer or camping when I first started out, I needed all the help I could get. Like the time I was clipping along with the Scamp in tow in an isolated forested area in Northern Minnesota when I ran out of gas. I was sure the gas gauge had said half full when I started out, but I hadn't realized a vehicle pulling a trailer uses more gas.

Within a few minutes, a man driving a fuel tanker truck pulled up and stopped. Out of gas? No problem. The man pulled out a funnel, placed it in my gas tank, used a hose and gave me enough gas to make it to the next town.

Any number of people after watching my zig zag progress in trying to get my trailer backed up, came to my rescue. However, no one was around one day when I was trying to get my trailer hooked up. I missed the hitch one way, then I would miss it the other way and I was getting hotter and more frazzled by the minute. I finally thought, "ENOUGH of this!" I got a yardstick and a roll of electrical tape. I measured carefully and put a vertical strip of tape down the middle of the front of the Scamp. Then I put a vertical strip of tape down the center of the rear window of my vehicle. Now I line up my two strips of tape, sight them in like a rifle, and hooking up is a breeze.

My first Scamp was a very uncomplicated no-frills 13-foot trailer. The plumbing consisted of a porta-potty and I had a large jug for my dishwasher. Life was simple. Almost like being back on the farm I grew up

on in South Dakota. However, after spending four months down in Texas in my tiny Scamp, I decided a few amenities would be rather nice.

So, I traded up to a 16-foot Scamp two years ago. But, with indoor plumbing, a refrigerator, water heater, cable TV, and an air conditioner came all sorts of additional duties that had to be performed if the systems were going to work.

My first major battle was trying to reach under the trailer and attempting to get the cap off of the black water connection so I could dump it. With arthritic knees, I couldn't get down enough to reach it, and then if I did I couldn't get the cap off. Now, you can go through friends real fast when you have to have help emptying your holding tank—real quick.

One of my Loners on Wheels friends offered to put an extension onto the pipe so I could reach it. Then he had me get a yellow plastic gadget that looks like a boomerang with a handle on it that pops that cap right off.

I am not out of the woods yet, winterizing the trailer is still a mystery but fortunately there have been people around willing to give me a hand with that too. And helpful people start right at the Scamp factory in Backus. I had some work done last spring and after the young man completed the repairs on the trailer, he checked the tires on my vehicle and said, "Ma'am, don't go too far before you replace those tires—it could be dangerous."

So, when another gray haired grandma looks longingly at my Scamp and wonders if she could manage to pull one too, I just say, "Sure, nothing to it." (All you guardian angels, pay attention—we may have another one on the road!) Cheers, **JoAn Melchild**, Ortonville, MN.

Editor's Note: Thanks to JoAn for this contribution and her commitment to prepare a column for each issue. If you would like to share some of your experiences with other SOI Members, please contact the editor. Thanks

Meet The Makers

How many Scamp owners who have visited the factory in Backus have also checked out the frame shop? Although I had been there a number of times, I didn't even know that Scamp made their own frames. On my second visit in 1998, my '98 Ranger disappeared for a couple hours and came back with a hitch installed and all the wiring done. I thought it had been "farmed out" to a contractor for this work. Finally, during my August, 2004 visit, I had a chance to see where Scamp frames are fabricated - it is just across the road from the deluxe trim shop located only a couple blocks from the main plant.

Jim Crimmins, supervisor of the frame shop, greeted me when I walked in the building. He is 65 and a native of Backus-Pine River area and has been with Scamp for 26 years. He returned to the area after spending much of his life working for the city of St. Paul as a metal fabricator. One of the jobs Jim was assigned upon starting with the Eveland's was building steel interiors for wood fire places. Today, he says Scamp cuts all the steel used and builds all the frame parts used in the trailers. A single jig is used to fabricate frames for all three models and is the original one built back in the early 1970s when Scamp first started.

In talking with people at Scamp-Eveland, Inc., it is apparent that the company can sell many more trailers than they can build. This suggests there is a "bottle-neck"



Jim Crimmins with the frame jig in Scamp's Frame Shop at Backus, MN.

Photographs by K R. Cranson



When the Evelands started producing trailers, this jig was designed and built to layout the frames.



Scamp's Frame Shop

somewhere in the production system. I asked Jim about this and he said they could build at least 3 frames a day. This is more than enough to keep ahead of other areas in the current production system.

The original frame-welding shop was in downtown Backus where the fire station is now located. It was moved out to the present site in 1979. Today there are three employees working in Scamp's frame shop. krc



National ScampCamp - We had a great time planning & hosting the Rally as we both think our hometowns are the greatest! Thanks to all who came to make it so much fun. Thanks to those who helped with prizes and a BIG THANK YOU to those who have sent us such nice thank you cards. Within 10 days after the Rally, we have met 4 Scamps in Clear Lake who did not know about SOI or the Rally & of course I gave them cards so do hope they will join. **Dean and Virginia Moffett**, Clear Lake, IA.

"Full Time" - At the National ScampCamp at Clear Lake, IA, I had the opportunity to chat with **June Stambaugh** (SOI 477 from Beaverton, OR) and ask her some questions. She had been on the road from Oregon since April, 2004. June, retired for 17 years from mail delivery, recently bought a 16-foot Scamp. She travels alone has been to 46 states so far and plans visit the only two she has missed, South Carolina and Arkansas, before returning home. She pulls her Scamp with a Toyota 5-speed, 4-cylinder pickup. Her mileage is 22 mpg - don't we wish everyone could do that? **Gene Gallmann**, Menominee Falls, WI.

Damage Report - Earl and I were hoping to get to Iowa - unfortunately we had a hurricane (Charlie?) instead. Everyone will no doubt be pleased to hear that Scamps are hurricane-proof! We in

Sebastian were in the eye wall of the hurricane for 12 very long hours. Our 19' was in the storage yard and the new 16' (new to us, anyway, it's a 1982) spent the storm up next to the house and both came through unscathed. Hopefully hurricane Jeanne, which is due to be through this weekend will be generous to them as well - perhaps lenient would be a better choice of words? And in a later note; Update on Jeanne "she" came and went and was a really severe Category 3 (125 mph) hurricane. It did quite a lot of damage and we got our power back fairly quickly. Once again, our little Scamps came thru with nary a dent or scratch! We are now towing with an '04 Dakota V8 for just a little more muscle. See everyone in Sebring in February for sure, and hopefully sooner. **Earl Brown** and **Mary Bennett**, Sabastian, FL.

ScampPartner - It was nice to meet everyone at Clear Lake. My Brother (**David Moran**) and I had a fun time. I would like to be included in the Scamp Partners listing. Anyone going up I-35 in Minnesota would drive close to my place. Exit at mile marker 69, go 3 miles west and 3 miles north. I can offer electric and water. This would be great to meet more Scampers. **Art Moran**, Webster, MN.

New Scamp - We picked up our 2004 13-foot Scamp in March at Backus, MN. We traveled about 8,000 miles this summer - it has performed great! And, we enjoyed it very much. The picture (see cover photograph) of Mt Rainier is not far from our home in Grandview, WA. We thought everyone might like to see our part of the great USA. **Maurice** and **Marlene Gill**, Grandview, WA.

Great Trip - Thanks for sending our *SOI News* to our Missouri address. Hope everyone had a good ScampCamp at Fancy Gap - wish we could have worked it in. We had a great trip to Backus, then along the north shore (along Lake Superior) of Michigan's U.P. and down through Michigan. 4,300 miles! We really enjoyed Copper Harbor, Mackinac Island and the Soo Locks at Sault Ste. Marie. When we were at Mackinac Island, stayed at Straits State Park - very



nice. Also visited Michilimackinac by the bridge (Mackinac Bridge). Camped at Orchard Beach State Park by Manistee in the southern peninsula. Hope to see everyone next year. **Bill** and **Connie Castle**, Orange, CA.

Thank You Notes - We have had a lot of nice "thank you's" from Scamp Campers. The week after the National ScampCamp, 3 Scamps came through town and we talked with all of them. One of these Scamp owners were from Springfield, MO and was picked up on September 20. We told them about SOI and had an extra membership application, so gave it to them. Another couple saw our 5th Wheel and stopped to look at it. They were from Moline, IL., and we think they are going to buy a Scamp. **Dean** and **Virginia Moffett**, Clear Lake, IA.

Questions and Answers

Door Leak - We purchased a 13 ft Scamp last July. We like it very much but we have found that the door has a leak which leaves a band of water along the bottom of the door after it rains. When the Scamp was built, the sealing foam rubber strip was not placed close to the white hard plastic strip around the door opening. I moved the foam rubber strip close to the white strip, but that did not help. I just wonder if this is a common problem and if so, if someone way have or offer a solution? I'm also concerned whether this band of water may cause permanent damage to the door. I would be grateful if someone could shed light on this matter. **Bill Freudenthal**, Framingham, MA.

Scamp Relative? - I was wondering if you would know if the name Elmac was the original name and changed to scamp, I bought a 1979 trailer that is a Elmac trailer and it is identical to the 13-foot scamp trailer, floor plan, looks, etc. I can't find out any info on this trailer, wiring, equipment, etc. Can you help me? Thanks. Greg, E-Mail:

gegers@surewest.net

Floor Problem - We've discovered a problem on our 2001 Scamp 5th Wheel. After returning from a 5,000 mile trip, we found everything stored in the rear cargo space was wet. After searching for the leak, we discovered the bottom (floor) of the trailer is made with particle board. After 4 years the floor appears to have become a sponge. Has anyone else experienced this problem? And if so, what have they done to preserve/repair the problem. Suggestions? **Wendell** and **Karen Smith**, Watertown, IA.

Trailer Lights - When I plugged the trailer electrical system into the tow vehicle, the trailer running lights come on. Eventually, the interior lights would not work and the fuse in the battery box had burned out. Another camper suggested I should turn on the vehicle's lights. This resulted in the Scamp's light got too bright - I blew 3 fuses during the trip. At home I had the trailer lights checked and they were O.K. Another shop said there was no ground from the tow vehicle to the Scamp and corrected this. They also re-connected the loose/disconnected left turn signal. Everything was supposed to be O.K, but now there is no left turn signal of the Scamp. What's going on? **June Ahrens**, Columbus, OH.

Future ScampCamps

ScampCamp 2005 - February 8-11, 2005 at Sebring, Florida. Contact **Alice Vernezze** at ezzeal@att.net or PH: 321-773-2676 for additional information.

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

Editor's Note:
Bill and **Connie Castle's** note brings up an important point. They reside in two locations during the year. The editor keeps a listing of these addresses so the newsletter can be mailed to the appropriate location.



The SOI Big Bird says "Why don't you pick out a ScampCamp to attend this year?"

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/terribleslakesidepahump/>) For more information, contact **Dennis** and **Teddy Law** PH: 702-293-7613 or E-mail: 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 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.

Oregon Gathering - July 15 - 17, 2005 at Bullard's Beach State Park, Brandon, OR. All Fiberglass Trailers Welcome. Join us for good fellowship, information, food and fun! Owners of all types of fiberglass trailers are welcome. Two years ago, the Oregon Gathering started with 17 trailers, last year there were 70 trailers present, and this year there are more than 30 trailers registered nine months in advance! At the last Gathering, we had trailer tours, pot

lucks, campfire gatherings, workshops on Dutch oven cooking, and solar installation. People also enjoyed the coast, the quaint town of Bandon and all the many local attractions and activities. Consider joining us this year! For more Information contact **Nancy Wolf** at: nkwolf@hotmail.com or PH: (541) 496-0573

Devils Lake ScampCamp August 15-18, 2005 at Devils Lake State Park near Baraboo, WI.. This 9,000+ acre park is one of the most popular in the state. It features spectacular scenery, great recreational activities, a nature center and miles of hiking trails. The famous Wisconsin Dells and other tourist attractions are nearby. Gathering will be in the Quartzite campground, request campsites: 41,42, 47, 49,51-61 or 85-100. Call Reserve America at 1-888-947-2757. If you have a Golden age, Golden Eagle or Golden Access Passport card, be sure to let them know. For more information contact **Gene & Joan Gallmann**. E-mail: ggallmann@ticon.net or PH: 262-251-7283.

Keweenaw continued from page 16

ing candles as the only light source. As mining technology improved, underground mines became mechanized and very deep - over 9,000 feet in some cases.

By the time these mines began to close, techniques for removing copper bearing rock had become much more sophisticated. Of course, mines were illuminated by electrical lights. In addition, drilling, blasting and moving rock to the surface had been completely mechanized. For many years in the late 1800s and into the twentieth century, Keweenaw mines lead the world in production of copper. By the time most of the mines had closed in the late 1960s, over 5 million tons of refined copper had been recovered from mines along Michigan's famous peninsula.

Native copper was (and still is) found in both volcanic rock (basaltic lava flows) and metamorphic conglomerates. These rocks are part of a major geologic feature known as the Lake Superior Syncline, a large U-shaped structure. This feature forms the Keweenaw Peninsula and its rocks dip to the



This large church is typical of many buildings in downtown Calumet - some more than a hundred years old. It is composed of Jacobsville Sandstone, a popular building material used during the copper mining era.

northwest down under Lake Superior. Isle Royale National Park represents the other limb of the Lake Superior syncline and also has copper mines initially worked by native Americans and again during the past 150 years.

Unlike most other NPS areas, the Keweenaw National Historical Park (KNHP) owns very little land. There is only about 1,700 acres within two units (Quincy and Calumet) of the park. However, most of this remains in private ownership. Using a new concept in creating a park where most of the land is privately owned, the NPS limited actual purchases to key structures and sites that needed to be preserved. Then, a whole series of sites along a hundred miles of the Keweenaw Peninsula were enlisted to become Cooperating Sites. These were a mix of public (such as museums), private non-profit and private for-profit operations. Thus, the KNHP relies on partnerships with local communities and businesses throughout the Keweenaw.

The Quincy (Unit) Mine is located just

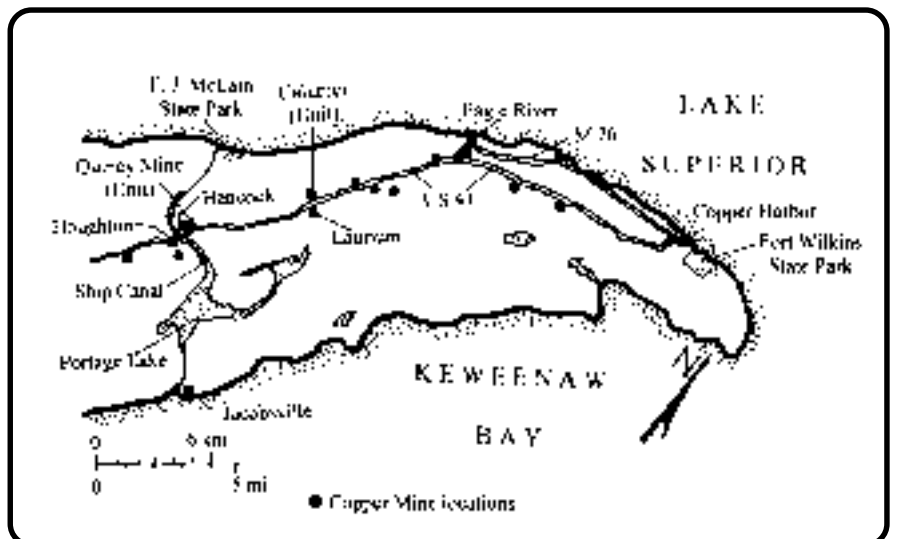
north of Hancock, Michigan, along U.S. 41. One of the mine buildings has been converted to a visitors center. Tours of the world's largest steam hoist and a portion of the Quincy Mine's underground workings are available. The Calumet Unit is a few miles farther north on U.S. 41 and features the Coppertown Museum and many historic buildings from the mining era - many a hundred years old or older.

Area RV facilities include McLain and Fort Wilkins State Parks. McLain is only a few miles west of Calumet while Fort Wilkins is near Copper Harbor at the northeastern tip of the Keweenaw Peninsular. Both offer camping with electrical hook-ups and hiking as well as other facilities and services. Reservations may be made at 1-800- 447-2758.

Information on the park may be obtained by calling the Keweenaw Tourism Council at 1-800-338-7982. The NPS office number is 1-906-337-3168 and their web site is www.nps.gov/kewe.



Old Reliable was the name given to the Quincy Mine, prominently located on the hill above Hancock, Michigan. The building to the left houses the world's largest hoist system.



Michigan's Copper Country runs some 150 km (100 mi) along the backbone of the Keweenaw Peninsula. Dozens of underground mines were developed, worked and finally abandoned over the 125 year history of mining activity.

Keweenaw National Historical Park

by K R. Cranson



***Vein Copper** - This specimen was discovered off the west coast of Keweenaw County in 1991. In 2001 it was recovered by the Army Corp of Engineers. It is 19 ft. X 8 ft. and weighs 17 tons.*

Photographs by K R. Cranson

SOI Web Site

A big SOI THANKS to **Dan Meyer** for his work on the SOI Web Site. Dan is considering new ideas and suggestions as he continues development of the site. Recently more images have been added of SOI activities. You can check it out at www.ScampCamper.com. Give it a try.

rich” were flocking into the area looking for copper. By the mid-1840s, crude mines were being worked along the peninsula - six years before the California gold rush! Later, during October, 1845 Houghton’s frail boat encountered a violent Lake Superior storm and he drowned near Eagle Harbor.

Mining operations went through several developmental periods. The first miners are actually unknown - native Americans long since gone. It appears they mined the Keweenaw’s native copper and traded it across much of North America. More recently, native residents of Michigan’s northern peninsula knew about the copper and told early explorers of its occurrence. One story relates how Samuel Champlain, in the 1640s, received a chunk of native copper from an Algonquin chief. When asked, he claimed it came from the “Bank of a great river flowing into a great lake.” This source certainly appears to be in the Keweenaw region.

One of the techniques used by early prospectors was to find an old “Indian pit” and continue digging deeper. Most of the copper found in this way was likely ‘float copper,’ metallic copper scrapped up by a Pleistocene continental glacier and later left behind in surface deposits of glacial debris. This technique did not last long and soon shafts were being sunk to follow the copper-rich rock in underground mines. These early subsurface workings were labor intense, but very crude. Initially, blast holes were drilled by hand us-

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