

# SOI News



Fall 2006

Scamp Owners International

Volume VIII Number 4



*SOI Alaska Adventure participants in line to enter Theodore Roosevelt National Park in North Dakota enroute to Alaska. Photograph by Beverly Hendren*

## In This Issue

From the Editor's Desk

Our National Monuments

Chesterfield Project

Changes in the SOI News

Future ScampCamps

SOI Alaska Adventure

SOI Mail Bag

Tech Corner

Questions & Answers

Scamping the Baja

*Please carefully review the Changes in the SOI News on page 12.*

## From the Editor's Desk



**Rod Cranson**  
Editor

*Checking out the skull of a large whale at the Bahía de los Angeles (Bay of Angles) along the Gulf of California. See page 16 for Part 2 of Scamping the Baja.*

*Photograph by S.K. & K.R. Cranson*

This issue of the *SOI News* completes the eighth volume of the Scamp Owners International newsletter. When the first issue appeared in 1999, only a few Scamp owners received the newsletter. Since then, word about SOI has spread all across the U.S. and this issue is being mailed to over 400, well over 700 Scamp owners as most memberships represent two people. This is only a little short of phenomenal!

This summer's Alaskan Adventure featured a new opportunity for SOI Members. The six week trip hosted by **Alice and Jack Vernezze** provided a wonderful experience for those traveling to and through our 49<sup>th</sup> State. I wish to thank Alice and Jack for their willingness to assume the responsibility and excellent planning of this adventure. Alice kept a trip log to share with other SOI members (see page 3). I also appreciate the extensive photographs created by **George Hendren**, they certainly enhance Alice's report.

In early July I had the opportunity to visit Backus, Minnesota and the new

building being constructed by Scamp-Eveland, Inc. Scamp salesman Wayne Pitlick showed me around the construction site and explained how the various parts of the facility fit into the production scheme. Scamp's new production facility is much larger and more streamlined than the old one destroyed in the January 13, 2006 fire. Check out a related story on page .

Since the Summer issue of the *SOI News* was published, I have traveled to Oregon to promote my book, *Crater Lake - Gem of the Cascades*. During my visit to the park, I was able to complete several days signing books at the visitor centers for the Crater Lake Natural History Association and the new Annie Creek Restaurant. It was a new experience for me, and I certainly enjoyed meeting and chatting with many visitors interested in the geology of one of our oldest and most exciting national parks.

In recent issues I have been soliciting for an SOI Member to assume the editorship of the *SOI News*. So far I have not heard from anyone willing to take the job. However, after considerable thought, I have come to an alternative solution. It is detailed on the back of the enclosed 2007 SOI Membership renewal form. Please study it carefully before returning your renewal and check for next year.

*Rod*



*Scamp-Eveland, Inc's new production building was well along in July - the outside was mostly complete while work continued on the interior. Scamp hopes to resume production within a few months.*

## SOI News

Fall 2006

Volume VIII Number 4

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.

Address communications and contributions to

**SOI News**

226 Iris Avenue, Lansing, MI 48917

517-321-2473

e-mail: [rcranson@sbcglobal.net](mailto:rcranson@sbcglobal.net)

## SOI Alaska Adventure

### Trip Log by Alice Vernezze

**June 12 (Tue.)** The sights to see are all around us. It is awesome. We are at Lake Louise heading for Jasper, Alberta Canada. On the way you will see so many beautiful Mountains, it is unbelievable. Two of our group stayed behind in Banff to pick up grandchildren and will join the convoy in Jasper. So we will be together for the long trip up the Alaskan Highway

**June 14 (Wed.)** Everyone in the group is very pleasant. We take one of the single ladies with us when we tour, she got lost once and we don't want to lose her again. There is one other single person, but he is very independent. He loves to take photo's so is off by himself most of the time. He has promised me a few photos for our album. It is very expensive here. Wish they had a Wal-Mart. Paid \$2.75 for one cup of coffee and a half gallon of milk is \$3.99. We will be glad to get to another area. One of the people we left behind joined us at Jasper. We had a fire and smores. One other person we left behind isn't going to join us till further down the road. In Banff we met another Casita and he is following – a single guy from North Carolina going to Alaska.

**June 15 (Thur.)** Today is Marge Burk's Birthday and we all signed a card.



*Jack and Alice Vernezze organized and hosted the 2006 SOI Alaska Adventure.*

*Photographs by G. and B.Hendren unless noted*

We are heading to Grande Prairie and then Dawson Creek – the start of the Alaskan Hwy. Everyone looks out for everyone else.

**June 17 (Sat.)** Went to Watson Lake and saw Sign Post Forrest. Wayne and Gerry Felker put up a sign. Two of the Convoy left us for a few days,

they didn't want to travel the same highway we are going to take – the Top of the World Highway. There is also a Ferry that goes to this famous spot. Gerald Peterson has been having car trouble, a lot of smoking from the transmission, that is why he doesn't want to go to the Top of the World. Dick Carr had a flat tire when a rock rolled off the mountain side and slashed his tire. They put on the donut tire, until we found a station that had a tire to fit. Last night we went to the Continental Divide Restaurant — had great food. Home made pies, Yum! Pulled into a rest area for the night. Boy, have they got BIG mosquito's here. Another member of our group broke away yesterday to pick up a part for his car. We go only 55 MPH so they will join us today in Whitehorse. Then we will take the route to Top of the World and Chicken AK and meet the others in Tok. Then we will be all together, I hope.

**June 19 (Mon.)** The road to the Top of the World Highway. It was very rough and filled with pot holes. But the views were awesome. Well worth the bad roads. We are on the road again and heading for Fairbanks.



*The SOI Alaska Adventure gang gather at Mile 0 on the Alaska Highway at the start of the trip.*

*Photograph by Alice Vernezze*





*Eight of the SOI Alaska Adventure group bussed across the Arctic Circle in their special sweatshirts.*

**June 20 (Tues.)** We recovered from the Top of the World Hwy trip and pulled into Tok to regroup. Our group stayed at the same campgrounds that all of the other Scamps stayed in and had a great time talking with folks

from all the stray Scamps. During our visit to the Visitors Center, we were allowed to use a room for our meeting. As we got on the road again, a few stayed at a park in the town of North Pole while the rest went on to Fairbanks to dry camp at a Fred Meyers store. We decided to go to the Arctic Circle as a group, so we made reservations for the long trip.

**June 21 (Wed.)** We left at 6:00 am on the longest day of the year and returned at 2:30 am the next day (June 22). We were there for the Summer Solstice which meant the Sun was still up at Midnight (technically, the sun never set!). They call it the Midnight Sun, and we had a group picture taken when we arrived. The group rode in a bus. It wasn't a very smooth ride, but were glad we took a bus. At the start we wore jackets and sweat shirts. By noon, however, we were in short sleeves — it did get colder as we got further north. There are places along the way to eat and stop for photos. Dick, the oldest one in our group, rode Shotgun almost the whole trip. He also got his picture with one of the woman on the road construction crew. He was a great addition to this

group and very interesting to talk with.

**June 23 (Fri.)** We said our goodbyes to John and Diana Griffin, they are fellow SOI members and they offered their backyard for our Scamps. We threw a party for them on the last night. John was so helpful with things to see and do. The last evening he shared some of his life stories, we were mesmerized. What a wonderful experience meeting them — more gracious hosts would be hard to find.

**June 24 (Sat.)** We took our Convo back on the road and headed for Denali National Park. Many heads turn as we travel down the road. When we stopped, crowds would gather to see us and ask many questions about our little eggs. There are many groups traveling together but none get noticed like we do. It is rather fun to be the talk of the town. This group just melted together to form a bond of friendship. Our fellow Casita traveler is still with us, he joined our group in Glacier. Everyone is enjoying the group. A few have broken away, but catch up with us once in awhile. It is a great experience for all. I'm sure they will look back and remember how wonderful the trip was. We have such a variety of personalities. All the women are so helpful, they pitch right in. The men are always helping each other with any problem that comes up. Then there is Dick he warms everyone's heart. He is so grateful to have gone on this trip. He said that it was the only way that he could have experienced Alaska, again. When he talks his eyes just twinkle — everyone enjoys his wisdom and wit.

**June 25 (Sun.)** Denali National Park was great we saw sheep, goats, caribou, grizzly bears, and awesome scenery. They also had many things to do, hiking, riding the rapids in a rubber raft and dog sled demonstrations, among others. You name it they had it. But, sadly, we did not see Mount McKinley. We headed down



*Dick Carr posing with the flag person enroute to view the midnight sun - everyone loved him!*

the highway toward Anchorage. Today we are going to the real Alaska, the little coastal towns. The best part of the trip is just ahead. It has gotten a little more commercial, than when we were here in 2000. The big cities are bigger, but we try to avoid the tourist traps. We just want to experience the heart of Alaska and its people.

**June 27 (Tue.)** Our first stop was Whittier. We dropped off 4 individuals, and they drove thru the mountain passage. The rest of us went to Seward to get a camp site. We were lucky and got 7 that filled them up. The next day we took an 8 hour Cruise and had a wonderful time. Saw 6 whales and many other animals. We also experienced hearing the glacier noise, it sounded like a crack of lightning. On day 3 we attended a Senior Center Luncheon and some went shopping in quaint shops. It was fun. A few went on a glacier walk and thought it was great while 3 of us went to the Library for our email.

**June 30 (Fri.)** We reserved a site for Rebecca and John Byrne. It was just fate that a camper left and we grabbed the spot. The campground was extremely busy as they have a big race up the mountain on the 4<sup>th</sup> of July. The record for the run last year, was 44 minutes to go up and back down. We chatted with them for a while and then left Seward. Our next stop was Homers spit. On the way we met up with some of the stray Scampers. Doris Lawson and her friend Connie Rhum, along with Marge Burk. They came to Homers Spit to share a little conversation and show off a few treasures they had found to take back with them. Homers Spit was a little bit of a tourist trap. We decided to move on after 2 great nights around the camp fire. We've really formed a bond with this close knit group. One of the other campers shared his catch with us – fresh halibut on the grill, what a

treat. There was enough for all.

**July 1 (Sat.)** We all decided to leave Homers Spit and head to Valdez. On the way we stopped in Chitina and one of our SOI members invited us to see the fish wheels. None of us had ever seen one, we got the grand tour and it was fascinating. We watched as the fish were scooped up and put in side bins. They filet their catch and the meat and the eggs were very red — we had never seen anything like it. They claim that Copper River has the best salmon in the whole of Alaska. We spent quite a long time asking questions and they answered them all. We were so lucky to have an SOI member, Harold (Bud) Britain, who extend the hand of friendship to all of us. The mountains were fabulous. We spent the night at a campground run by the natives. We met their Chief, his Grandma passed the heritage down to him when he was 13 and he was very proud to have that honor. We found him to be very interesting. Some of the group took our picture with him and he even



*SOI group gassing up with their Scampers at a typical Alaskan filling station.*



*SOI Alaska Adventure Scampers loading onto a ferry for the ride across the Yukon River.*



*This derelict gold dredge recalls a more romantic period in Alaska's history.*





*The SOI Alaska Adventure group drove to the top of a mountain near Hyder to see the Salmon Glacier.*

*Photograph by Alice Vernezze*

shared his email address.

**July 4 (Tue.)** On the way to Valdez we were speechless with the beauty that surrounded us. There were mountains and water

falls everywhere. Valdez was full of campers, but we found a place by the bay and settled in for the 4<sup>th</sup> of July fireworks. Some stayed up to see them even though it didn't get dark till 11:00 pm. Others missed them for a good nights sleep. Very early the next morning we were awakened when someone from the Alaskan Department of Transportation pounded on our door. They were going to start paving the road in a half hour and no one would not be able to leave till they were done. We scrambled to get out. One of the couples had already left to take their granddaughter to Anchorage to catch

a plane home. She had joined our group at Calgary and was a great addition to the group. Another couple was leaving this day as they had other commitments.

We regrouped down the road at a small Café to plan our day. There were 3 other Scamps that decided to head for home, they weren't

ready to drive the Denali highway. It was a dirt road, but had been graded just days before so we had a fairly smooth drive. Although we didn't see many animals, the scenery was not disappointing. Then, as a reward at the end of the drive, we saw **Mount McKinley!** It was so exciting that we stopped the vehicles, took a picture, and danced on the side of the road. It was an experience everyone was glad to have.

**July 9 (Sun.)** The 2 remaining couples met the other couple at a campground and we headed to Haines for the ferry to Skagway. Now we were down to 3 Scamps, we really missed the others and it seemed funny to look in the mirror with just 2 SOI trailers behind us. At Skagway one of the couples found a campground that only the locals knew about. We had to drive a one lane road around a mountain. Scary but everyone agreed it was the best camp site on the whole trip. We stayed there 3 days, and could have stayed longer but we wanted to move on to our last stop, Hyder. On the way there we spotted 12 bears, some even posed for us. We got a lot of pictures. Now I must admit Hyder is my favorite spot in Alaska. It didn't disappoint me, it was all I remembered from our 2000 trip – and more.

While on that trip to Alaska, we were afraid to go down an un-maintained road, but this time we left our trailer at the park and went exploring. We were amazed at what we found, and thankful for that part of the trip. It had a lot more glaciers and a mine to explore. Sadly, the Salmon weren't spawning and we didn't get to see the bears feeding on the them. It is a big event in the little town. We have seen some amazing sites. We all agree that Alaska is the greatest place on this earth. I knew in my heart it was the best and now all the group agrees with me. Here is a web site with a selection of some of the photos, taken by George



*Wayne Felker volunteered to be the "tail gunner" in SOI convoy to insure that everyone is accounted for while traveling.*

*Photograph by Alice Vernezze*

and Beverly Hendren! . They just joined SOI and we are lucky to have them. Their site is: <http://community.webshots.com/user/georgesr69> To all the SOI members, friends and family don't miss the Alaska experience. Driving to each and every city is the best way to see Alaska, it is worth every dollar we paid for gas. Don't miss this great state — you won't regret any part of it.

## Our National Monuments

On June 8, 1906, President Theodore Roosevelt signed the Antiquities Act that Congress had passed. It allowed a President the unusual discretionary power to set aside historic, prehistoric structures and other areas of historic or scientific interest as national monuments on public land owned or controlled by the U.S.. That legislation is celebrating its centennial this year, 2006. Roosevelt lost no time in using this new power when he set aside the fascinating feature known as Devils Tower in northeastern Wyoming near the famed Black Hills. It is a volcanic neck, the eroded remnant core portion of an ancient volcano which formed at that location.

Some 124 national monuments have been designated by presidential proclamation and Congress has created 38 more for a total of 162. Not all these retained their original "monument" status. For example, the Grand Canyon, set aside by Theodore Roosevelt in 1908, was converted to a national park in 1919. Likewise, Herbert Hoover's 1933 Death Valley National Monument has become Death Valley National Park more recently. Early national monuments were administered by the National Park Service, but this arrangement has also changed. Other federal agencies, including the U.S. For-



*Scotty's Castle in the northern part of Death Valley National Park. Death Valley was created as a National Monument but later converted to a National Park by Congress.*

*Photographs by K R. Cranson*

est Service, Bureau of Land Management and the U.S. Fish and Wildlife Service, also manage national monuments now. Perhaps the best known is the U.S. Forest Service's Mt. St. Helens National Volcanic Monument created by Congress and the president in 1982.

Nineteen presidents have occupied the White House, known as the President's Park, since Congress passed the Antiquities Act and Roosevelt signed it into law. Some have used this law extensively while other have used it sparingly. Earlier presidents created the vast majority of our national monuments, 85 by the seven presidents between the two Roosevelts.

Truman, Eisenhower, Kennedy, and Johnson established only 6 over the next 30 years, 1949 to 1978. Nixon, Ford, Reagan, and George H. Bush did not establish a single national



*These erosional spires are typical of the scenery in Bryce Canyon National Park. Bryce Canyon was also converted to a National Park from a National Monument.*



*Aniakchak National Monument along the Alaskan Island Arch is a caldera similar in size to Crater Lake in Oregon, without the lake.*

*Photograph by Charles Bacon*

monument during their time in office.

Just a few months after Roosevelt created Devils Tower National Monument in Wyoming, he was busy establishing others — some 18 in all. Most of these were set aside because of their geologic nature and 5 were subsequently promoted to national park status by Congress. In like manner, most of the national monuments created by the presidents over the next thirty-five years were geological and many became familiar national parks, Dinosaur, Zion, Bryce Canyon, Carlsbad Caverns, Glacier Bay, Grand Canyon, Arches, and Death Valley. In recent years Presidents Carter and Clinton have continued this same trend of creating national monuments with a geological theme.

While most national monuments have been established because of their geological nature, others feature a historical theme. Castrillo de San Marcos N.M. in St. Augustine, Florida, set aside by Calvin

Coolidge in 1924, is a stone fortress completed by the Spanish in 1695. This early date supports the claim of that city to being the oldest in America. Even better known, and among the most popular national monuments, is the Statue of Liberty, a gift of France in 1886. More than 5 million people annually ride the ferry to visit this famous landmark established by President Coolidge the same year.

Until President George W. Bush established the Northwestern Hawaiian Islands National Monument, Jimmy Carter held the record for setting aside the largest area for national monuments. In one stroke of his pen on December 1, 1978, Carter established 15 national monuments intended to protect millions of acres of federal land — all in Alaska. Two years later most of these were converted into national parks by Congress. The Wrangell-St. Elias, Katmai, Kenai Fords, Lake Clark, and the Gates of the Arctic National Parks along with Aniakchak National Monument were among those created by President Carter.

Since the creation of that first national monument a hundred years ago, presidents have used the power of the Antiquities Act to establish national monuments in all parts of the U.S. There are now monuments in 28 states and some U.S. protectorates. Earlier this year President Bush created the largest area under the administration of the National Park Service, the administering agent for national monuments, national parks, and numerous other related areas. He set aside 140,000 square miles to create the Northwestern Hawaiian Islands National Monument, the largest national monument and marine sanctuary in the world.

Next time you are on the road, check the map to see if there might be a national monument nearby. Many are small and inconspicuous but may be worth an hour or two visit. Generally, national monuments



*Massive sandstones form the spectacular scenery of Colorado National Monument along I-70 in Colorado.*



attract fewer visitors than the more famous national parks, so you will not experience the traffic and hassle often found in their more popular relatives. Like the national parks, monuments usually feature a visitor center that presents the history of the area, and geology where appropriate, along with helpful professionals who can respond to any questions you may have. krc

**Newsletter Comment** – Hi. Hope you are enjoying Crater Lake and are able to sell a lot of your CL books. We enjoyed the recent issue of the SOI news especially the Mexico trip part. Was sorry to hear about your water tank hold down problem since the same thing happened to us up in Ontario a couple of years ago when we first got our Scamp.

We haven't done any camping this summer and considered a trip to Iowa in August. The thought of the hot August days in Iowa sort of put a damper on that idea since we do not have A/C. Now I'm wondering if we should go to (the Scamp factory in) Backus and have them install an A/C on our unit. We have slept in 100 degree weather a couple of years ago and survived but now I'm thinking we should have more of the comforts of hot weather camping. We are looking forward to the next *SOI news* and the rest of your Mexico trip. It brought back many memories as we spent 7 weeks in Mexico driving a motor home with a Winnebago caravan. Trust your summer will be exciting and enjoyable. **Art & Marcia Hadacek**, Bent Mountain, VA

**Summer Issue** – The *SOI (News)* came and it reminded us that the next issue may be our last. We know that time moves on and things change. For everything there is a season. There comes a time to pass the torch and move down

the road. . . . We would also like to thank you for the difference you have made in our lives. When we bought our used little house in 2000, we thought we would use it for low impact visits with family and maybe a little travel. The *SOI News* showed us the possibilities. In June of 2001, two introverts headed to Minnesota for our first ScampCamp. We learned so much from other Scampers. We have now been to Scamp Camps in MN, WI, MI, VA, FL, MO, and IA. We have more people from our Scamp Family that we E-mail than our family. We have laughed a lot more at ScampCamps than at family reunions. We have also seen other parts of the country. "Until we meet again may God hold you in the palm of his hand" Thank you. **Pat and Frank Glugla**, SOI 177

**Anniversary** - It's hard to believe my husband David and I just celebrated the 1 year anniversary of our Scamp ownership. Last August we drove to Backus, MN to pick up our Deluxe 13' Scamp at the factory and drove home camping along the way via the Upper Peninsula of Michigan to our home in Mt. Clemens, MI in the greater Detroit Metro area. Every stop brought smiles and stares with the expression, "Oh, It's so cute!" We still find ourselves saying the same each time we take it out.

We joined the SOI group and have enjoyed reading about others' trips, Scamp Camps, and modifications. The editor, Rod Cranson always has an interesting article describing the geological features of the area of his last trip complete with photos and isn't afraid to include himself in them. You can imagine my surprise when, camping over Easter at Holland State



*Katrina and David Daenzer Camping with their new 13' Scamp  
Photography by K. & D. Daenzer*

Park in Michigan, Rod came biking up to my campsite! I recognized him from his photos in SOI News. He saw our Scamp and came to invite us to join the Scamp Owners' International. I assured him we were new members and spent a few minutes discussing the tragic fire at the factory, Scamp Camp opportunities, and Scamp features we both enjoyed. Our editor is certainly "on the job" and passionate about adding to the membership!

David and I are certainly sad to hear Mr. Cranson is "retiring" from the job he has done so professionally and hope there is someone out there who will pick up the job with the same zeal for Scamping. Job well done!

**Katrina and David Daenzer,**  
Mount Clemens, MI

## Chesterfield Modification Project

by Steve Blasko

This project was born out of a quest for a better afternoon nap. The Chesterfield sofa was a selling point when we decided on the layout of our 2002 16 foot Standard Scamp. We had liked the fact that we could have bunk beds for the grandchildren. After countless afternoon naps (Mary can give you an exact number) and always desiring more nap area, I was compelled to put up the back rest to make the top bunk. This opened up the extra lower bunk area hidden behind the back rest. With the top bunk in place, napping on the bottom bunk gave me flash backs to my Navy days aboard cramped Destroyers.

A plan was needed to be able to access the complete lower bunk area



*Some of the hardware for the project*

without the top bunk in place and later to be able to revert back to the original sofa position or the bunk beds for the grandchildren. I wanted to keep it simple, so I used existing hardware. The main components were two Brainerd 10" Drop Leaf Folding Supports. The mounting portion of the Drop Leaf Folding Supports' short arm were reformed to 90 degrees (bottom piece shown reformed). Two mounting brackets were fashioned out of 1/8" thickness 1" aluminum angle. Two angled wood pieces were needed to provide back support to the short arm of the Brainerd Drop Leaf Folding Support when in the sofa position.

After assembly, the back rest was elevated into the verticle position. A nine inch vertical clearance was measured between the lower bunk cushion and the back rest; however, I found that the two Brainerd Drop Leaf Folding Supports had marginal spring tension when the back rest was raised. A spring loaded tie down bracket was added to the underside of the Scamp top bunk rest to provide a draw point for a nylon web strap. The nylon web strap was attached to the backside of the back rest near the top with a wood screw. The other end of the nylon web strap has a metal clasp with a hole large enough to slip over the head of a wood screw. A wood screw was placed on the backside of the back rest near the bottom. The nylon strap provides the necessary pull and hold when the back rest is positioned vertically.

The grandchildren like to bounce on the top bunk, so the original bunk hinges



*Steve's completed Chesterfield project.*

*Photographys by S. Blasko*



*Detail of hardware emplacement*

were reused. The pins were removed from the hinges and replaced with removable hair pins. The hinges were then re-installed next to the Brainerd Drop Leaf Folding Support brackets. Decorative chains were attached to the two hair pins and secured to hinge screws. The hair pins are only inserted into the bunk hinges when the top bunk is set up. The hair pins must be removed from bunk hinges before lowering the top bunk.

The results of this project are the full use of the bottom bunk space for naps while not having the top bunk set up and not losing the function of either the sofa or top bunk. Mary says that sitting on the bottom bunk while the Chesterfield is set up in the nap position is comfortable. The back rest may easily be returned to the normal sofa position.

## Grab Some Wind

There are many ways to keep your Scamp's battery charged. While most of us have a converter that does the job while plugged into AC, what about those time when an electrical hook-up is not available? The two alternatives that readily come to mind are generators and solar panels. Both of these are common among RVer, although owners of small fiberglass trailers tend to favor a generator. My experience with solar power was reported in the 2006 summer issue of this newsletter (see "Going Solar" on pages 11-13).

Another alternative method of charging your batteries is a wind generator. Even though these are much less commonly used, they actually predates other power sources and is a viable option. Modern units are efficient, reliable, and lightweight. They can also be used in combination with other systems like solar panels. Of course, they produce quiet, clean electrical power in a variety of weather situations. Small, compact wind generators are available with either 12-volt and 24-volt output, and the 12-volt units can be directly wired into an RV's existing electrical system using appropriate safeguards. Electrical regulators or "charge controllers" are usually built into wind-generators. These devices limit electrical power when batteries are fully charged.

When thinking about using a wind generator it is important that there is sufficient wind on a regular basis. While charging begins with winds as low as 5 to 7 MPH, speeds of 10 to 20 MPH are considered necessary for wind-generators to be effective. Most are designed for continuous use, even in wind gusts up to 85 MPH. The amount of electricity produced varies as the cube of the wind speed. For example, a 20 MPH wind will generate eight times as much energy as a 10 MPH wind. Wind-generator ratings given by manufacturers are based on wind speeds between 22 to 28 MPH. Small wind-generators suitable for RVs carry a power rating between 50 to 400 watts.

Wind-generators need to be placed as high as possible to be effective. A height of at least 20 feet above any nearby object, such as trees or buildings, is preferred. While there are a number of mounting systems, a telescoping masts anchored by a pad secured under one of the RV tires or fastened to some



*Typical small wind generator.  
Courtesy Photographs*



*A homemade wind generator*



## Changes in the *SOI News*

The *SOI News* will enter a new era starting with the first issue of 2007, number 1 of Volume IX. That issue and subsequent issues will be distributed via E-mail. There will be no conventionally printed copies distributed by mail as has been the practice for the first seven volumes! Each member will receive each quarterly issue at their designated E-mail address. Of course, the newsletter can be printed out to obtain a hard copy if desired.

There are several advantages to this change in the *SOI News* delivery. Here is a partial list:

1. All the images in each issue will be in full color, a change that will greatly increase the quality and add much interest to each newsletter.
2. Issues of the newsletter can be conveniently managed, either electronically or printed if a hard copy is desired.
3. SOI Members will receive each issue of the newsletter immediately, as soon as it is ready for distribution. There will be no delay in receiving an issue, a matter that has become a serious problem in the past using the U.S. Mail.
4. A specific publication schedule can be established insuring deliver on a set date. This will be an important aid to insure that SOI members receive each issue in a timely way.
5. The work load involved in preparing and distributing the newsletter and annual SOI Directory will be significantly reduced.

### IMPORTANT QUESTION

#### No E-mail?

To make this new system effective, each SOI Member must carefully convey their E-mail address to be used in receiving their newsletters. What if you don't have an E-mail? Although this may appear to be a problem, it is merely a minor inconvenience. The solution is very easy. Everyone has a relative or friend who does receive E-mail regularly. Simply ask that person if he or she might be willing to accept the *SOI News* and print them for you. Carefully enter the E-mail address in the appropriate space on your 2007 renewal form.

Finally, to open and print the newsletter, you will need to have Adobe Acrobat Reader. This program is free and can easily be downloaded. Upon receipt of your 2007 SOI Membership Renewal, you will receive an E-mail message to confirm the address where the *SOI News* is to be sent. That message will include instructions and a web site where the Adobe Acrobat Reader can be downloaded.



*The SOI Bird says "Be sure to read about the changes planned for the SOI News."*

other location of the RV. This allows for relative quick set-up and take-down while moving between campsites. Of course, safety concerns dictate that wind-generators be placed well away from any overhead electrical wires or transmission lines.

Like solar installations, wind-generators must use the appropriate sized copper wire to connect the unit with the battery bank. In addition, the lead-in wire should be as short as possible to minimize current loss. Like any device with moving parts, wind-generators re-

quire some maintenance. It is important to protect them from exposure to storms with high winds. Periodic inspection of the blades, bearings, and mounting system is recommended. Under normal conditions, these components should provide reliable electrical generation for 5 to 10 years.

One popular compact wind-generator, the Air X manufactured by Southwest Wind Energy, weighs only 13 pounds and can produce up to 400 watts in a 28 MPH wind. A unit with similar rating and average wind speeds of 10 MPH is sufficient to power most 12 -volt DC applications,

lights, water pump, etc. With a slight increase in average wind speed, 12 MPH, power for a small TV, laptop computer and similar 12-volt appliances can be generated. Of course, increased average wind speeds will allow operation of more power hungry electrical units.

Sources of wind-generators include: Ampair Natural Energy at [ampair.com](http://ampair.com); Solar Eagle at [solareagle.com](http://solareagle.com); Southwest Windpower Inc. at [windenergy.co](http://windenergy.co), or 928-779-9463. Also, see "Harness the Wind" in the 2006 July issue of *Trailer Life*, page 69-72.

## Questions & Answers

**Wiring Diagram** - We are happy Scampers in need of some technical assistance. We have a 2001 13-foot Scamp and need to find someone who can E-mail us a wiring diagram. Justin at Scamp said that all of their old data files were lost in the January 2006 fire. Anyone that can help would be greatly appreciated. **Bruce** and **Ellyn Solper** E-mail: [besolper@earthlink.net](mailto:besolper@earthlink.net)

## Future ScampCamps

**ScampCamp 2006** - February 6-10, 2007 (Tues-Fri) at Sebring, Florida is planned for our 9<sup>th</sup> Annual ScampCamp at Highlands Hammock State Park. a Early Bird Night on the 5<sup>th</sup> and a special activity is being planned. An agenda will be sent to everyone that has email. If you are planning to attend, reservations should be made as soon as possible. To place a reservation, have your credit card ready and call 800-326-3521. Request a campsite number between 71 -138. Once you have a reservation, please contact **Alice Vernezze** at [ezzeal@bellsouth.net](mailto:ezzeal@bellsouth.net) or PH:

321-773-2676. Alice needs 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?

**Southwest Fiberglass Rally** — April 5-8, 2007 (Thurs-Sun) has been set for the 7th Annual meeting (formally the West Coast ScampCamp). It will be held at the Dead House Ranch State Park near Cottonwood, Arizona. Attractions include Tuzigoot and Montezuma National Monuments and not far from Sedona. Full hook-ups, restrooms, and hot showers are available. Trails for hiking, biking and horseback riding are featured in the park. Arrangements are being made with the park and interested participants will be able to make reservations through Pat and Arleen Heimann. Check out the park at: [www.pr.state.az.us/Parks/parkskhtml/deadhorse](http://www.pr.state.az.us/Parks/parkskhtml/deadhorse). For more information, contact hosts **Pat** and **Arleen Heimann** at: [chartmarker@cox.net](mailto:chartmarker@cox.net) or details at <http://www.chartmarker.com/SWRally.html>

## Scamping the Baja from page 16

parallel 23.5° north of the equator. We decided to drive longer each day on the trip north, some 225 miles, our longest distance on the trip so far and reached Villa Constitucion by mid-afternoon to camp at Manfred's RV Park. It is an old park with full hook-ups, but somewhat rundown. This town is the hub of a large agricultural region – apparently poultry is a major product, as noisy chickens woke us early the next morning.

During another stop in Loreto, we found the town market and enjoyed time in the shops along with a Mexican lunch in an outdoor café along the main street. Our campground was along the Bahia



*Mission at Loreto, the oldest in Baja, was established in 1697. It was the "jumping off" point to establish many others on the peninsula.*

Concepcion, right on the beach. A short spit connected an island to the beach allowing us to hike on its basaltic lavas. There were about 25 RVs parked on the sand and shortly after we arrived a 16-foot Casita pulled in for the night. We played "tag" with the couple traveling in the Casita all the way back to the U.S. Like many of the camping areas on Baja beaches, there was no formal office or entrance station to pay the fee, but a fellow stopped by just before dark to collect the \$2 that he claimed it cost to stay here.

After camping at the nice RV park in Gurrero Negro again, we stopped for gas just north of town on Day 16. Found a fellow there who spoke English and asked about gas at the Bahía de Los Angeles. He assured us that there was a Pemex station there and it was open. So, we decided to take the 40 mile side road to the Sea of Cortez for an evening. It was the best highway we encountered in all the Baja with several very nice turnouts. Camped at the Turtle Research Station, located in an old rundown RV park. During the afternoon the tanks used to rehabilitate sea turtles were opened to visitors and we chatted with one of the knowledgeable volunteers about the research conducted there. The build-up we had

small with few services and camping was mostly rustic with no hook-ups. On the upside, it was relatively inexpensive to camp there.

We returned to Mexico 1 and headed north toward Calavina and the Desert Natural Park along this portion of the highway. Stopped at one of the few turnouts to check out the rocks and cactus along the road. Arrived at El Rosario for lunch at a little Mexican taco place, then on north to the El Pabello RV Park near San Quintin. Sharon took our little shovel and dug for clams along the beach. She was able to find about a dozen, but was not sure how to cook them. One of the campers who had just returned from deep sea fishing gave us some fresh red snapper. She also suggested how to fix the clams, so we had a nice fresh fish and clams for supper on the evening of day 17. That evening it got really cool along the Pacific Ocean, down to the low 40s, with the wind off the water making it feel colder.

On the way south we had passed up one of the most famous Baja attractions, the La Bufadora (buffalo snort), across the bay from Ensenada where we camped the first night. It is a blow hole where water forced into rocks blows up in a water spout. It may have been dramatic with more wave action, but wasn't impressive the day we visited. The surprising thing at La Bufadora was the



*Scamp 1 along the road to the Bahai de los Angeles (Bay of Angels) on the Gulf of California. This was the newest and best highway we traveled in all of Baja.*

heard about the Bay of Angeles place appeared to be greatly overstated. The weather was nice and there were many campgrounds, but the town was



*Tropic of Cancer (at latitude 23.5 degrees north of the equator) monument along Mexico Highway 19 south of Todos Santos.*



two blocks of trinket shops that lined the road to the blow hole. It was really disappointing to walk along the road almost being attack by vendors “hawking” their wares.

Heading back to Mexico 1, we stopped at a very nice campground, Vallarino RV Park, for the evening. It was a little strange as the Scamp was the only trailer in the park and we learned that this park was really an RV resort where people from California came during the summer season. As Sharon went out to buy some local Mexican tamales from a vendor, she saw a sign for an English speaking church. So, the next morning we found it and attended an interesting service at the New Covenant of Grace Fellowship Church in Punta Banda – the pastor was from Oregon. About noon we started out for the final day in Baja. Filled the Dakota at a Pemex station with the final gas in Baja and then navigated through Ensenda, a really wild drive as signs tend to be confusing. The final challenge was finding the turnoff for Mexico 3 that would take us back to Tecate and the U.S.- Mexican boarder crossing.

We had hoped to stop in Tacate to eat, but the traffic was heavy and there was no place to park the Scamp and Dakota. Had a real problem finding the right



*Two Oliveridley Turtles in a holding tank at the Turtle Research Center, Bay of Angles.*

*This facility rehabilitates and releases injured turtles.*

road that led to the boarder and ended up in a half-mile long traffic backup of cars and RVs waiting to cross. It took 45 minutes to get to the boarder station but just a few minutes to clear customs, although the officer did look inside the Scamp. After a short drive to Potrero and the nice county park we stayed at the evening before entering the Baja almost three weeks before. Later that night after dark, the couple with the Casita pulled in – it took them nearly 3 hours to get through the boarder!

In summary, we drove 2,235 miles in the Baja averaging 118 miles/day. The trip required 177 gallons of gas for an average of 12.58 mile/gallon. It was a great trip for Sharon as she enjoyed the spectacular scenery and practicing some Spanish. Due to the narrow roads, however, the driver must pay close attention and cannot be gazing at the countryside. Although Mexico 1 is a good highway, it is the only decent hard surface road (except for the highway to the Bay of Angles) on the peninsula. Without a four-wheel drive vehicle, travel to locations off the main highway is risky, if not dangerous. We encountered travelers who routinely visit the Baja and love it. Personally, I would not take an RV down the Baja again and would not advise others to do so. My suggestion is to use a 4-wheel drive vehicle and camping gear (tent, sleeping bags, stove, etc.). This would allow you to visit some of the back country areas, stay at selected campsites, and use some of the nicer lodging accommodations available. However, these comments are just my opinion and others, including Sharon, would disagree.



*An Elephant tree in the national park along Mexico Highway 1 just north of Calavina.*



*La Bufador (Buffalo Snort), a large coastal 'blow-hole,' is a major tourist attraction along the Bahai Todas Santos just south of Ensenada.*

*Courtesy Photograph*

## Scamping the Baja

### Part 2

by K R. Cranson



*An indian woman displays and sells her crafts at a Sunday open-air market in San Jose Del Cabo. All photographs by S.K. and K R. Cranson*

In Part 1 of Scamping the Baja, we drove Mexico Highway 1 from the California-Mexican border to La Paz. The final 150 miles on Mexico 1 brought us to the tip of the Baja Peninsula and the tourist destination of Cabo San Lucus. Up to this point we had traveled and camped with Sharon's brother and his wife. On the road, we used walkie-talkies to communicate. Somehow we got separated upon leaving La Paz and traveled the rest of the trip by ourselves. As we reached the San Jose Del Cabo - Cabo San Lucus area, the nature of the countryside changed dramatically. It was like passing from a 3<sup>rd</sup> world country into Maimi Beach. There were huge resorts and hotels along the coast with acres of green golf courses. All this in a desert setting with very little fresh water. There are few campgrounds as the land is highly valued for other developments. We stopped at the Villa Serena RV Park and were lucky to find a site. Actually, a very nice fellow offered to share his site with us as the park was full of big rigs that were with a caravan. We made arrangements to meet Sharon's cousin for dinner and make

plans for the next day of site seeing. They were staying at the beautiful Westin Resort of Cabo

Day 12 was Sunday. Sharon's cousin and her husband picked us up and we found an English-speaking church that met in one of the large hotels in Cobo San Lucus. We had lunch at a neat little restaurant, the Damiana, in San Jose del Cobo right on the city square. The square was filled with local craftsmen displaying and selling their goods. Later in the afternoon we found a water taxi for a ride out to the famous "Arch" (El Arco) found at the very tip of the Baja Peninsula where the Pacific Ocean and the Sea of Cortez meet. As the sun set, we drove to downtown Cabo San Lucus to visit some of the shops and had dinner at Mi Casa, a well known indoor/outdoor Mexican restaurant. This was, perhaps, the best day of the entire trip!

As Monday dawned bright and clear, typical of the weather throughout the trip so far, we packed up to start the drive back north. Although we would drive Mexico 1 on the return to the U.S., our route back to La Paz was Mexico 19. This road traversed the western side of the peninsula along the Pacific Ocean. One interesting feature on this section of highway was a monument denoting the location of the Tropic of Cancer. It is the point farthest north where the sun stands directly overhead at the Summer Solstice, located at

*continued on page 13*

