

# ***SOI*** **News**



Fall 2008

**Scamp Owners International**

Volume X Number 4



**New Scamps on display in front of the factory in Backus, MN. Scamp-Eveland, Inc. has completely recovered from the January 2006 fire and is able to produce all models to meet demand.**

## **In This Issue**

**From the Editor's Desk**  
**Next Generation**  
**Great Parks**  
**SOI Mailbag**  
**Modifications & Changes**  
**Future ScampCamps**  
**Mini Fiberglass Rally**

**Winter Camping**  
**Scamp Pergo Floor**  
**Questions & Answers**  
**Recipe Corner**  
**Meet the Makers**  
**Fiberglass Fun**  
**Alphabet Museum**

## From the Editor's Desk



**Rod Cranson**  
Editor

*Sharon and our oldest grandson, Ian, check out one of the geysers in Yellowstone National Park on the trip home from Oregon.*

It is a long drive to Oregon from Michigan - nearly 2,500 miles! My trip out to Crater Lake National Park this August took six days and a small fortune for fuel. There were three reasons for this year's trip. Sharon and I wanted to introduce our oldest grandson, Ian, to the park and I needed to promote and sell some of my Crater Lake books. Also, our son, Kurt, would join us for a week - the first time he had visited Crater Lake in 26 years. We had a good time enjoying a week of hiking around the park and nearby areas.

On the drive out to Oregon, I stopped at the Scamp factory in Backus, MN to have some maintenance work done on our Scamp. While waiting for the work to be completed, Dennis McNamara a long-time Scamp employee, gave me a nice tour of their new facility. As you likely know, Scamp's factory burned down on Friday, January 13, 2006. The new building is a great improvement of the old one. It is much more efficient and allows a continuous flow of trailers as they are assembled. Of course everything is new, all was lost in the fire, which also contributes to the production efficiency and a much better working environment.

This issue of the *SOI News* is filled with contributions from SOI members. I would like to thank each one for submitting articles, information, letters, and E-mail messages. With all the input from these folks, laying out an issue of the newsletter is a pleasure - it's really fun!

Perhaps you have a travel experience with your Scamp, an interesting modification or some technical information that others would enjoy and find useful. If so, please consider submitting it. To encourage you, I have attached the *SOI Contributors Guidelines* to assist you in preparing an article of information for the *SOI News*.

It has been several years since a ScampCamp has been held in Michigan - the last gathering was held at Sleeping Bear National Lakeshore in 2004. Perhaps it's time to plan another meeting for Scamps and other small fiberglass RVs at Sleeping Bear? This is a beautiful area along the Lake Michigan shoreline in Michigan's northwestern lower peninsula. If there is enough interest among SOI members, I will begin planning a ScampCamp for the spring of 2009. Let me know.

This issue of the *SOI News* is the final issue of Volume X of the newsletter. ScampCamp '09, being planned for this coming February (see Future ScampCamps on page 14), will begin the second decade of our Scamp owners group. It was ten years ago when four Scamp trailers happened to be camped at Highlands Hammock State Park near Sebring, Florida. This happy consequence was the beginning of Scamp Owners International (SOI). The organization has continued to grow and recently SOI Number 1065 was issued to a new member. Since most memberships are for two people, an estimated 1,900 Scamp owners are, or have been, SOI members during this past decade.

As fall approaches, many RVers will be preparing for their annual trip to warmer climates. If that is your plans, best wishes for a safe and fun trip.

*Rod*

The SOI Web Site is:  
**[www.scampcamper.com](http://www.scampcamper.com)**

## Winter Scamping

Carolyn Wilson and Dan Green  
Bokeelia, FL

Next week (this past August) we leave for 3 months in Newfoundland/Nova Scotia. As we began the preparation for this trip, I thought about how different it is from when we go deep winter camping. We have had our 5th wheel in -19 degree temps and +110. Last year it was “only” -9, but we were in a full winter gale. We have been in many blizzards. We have always been comfortable. It does take a little planning for winter comfort!

With times being as they are, lots of people will not get to pursue their winter sports. Motels and eating out are an expensive proposition. So, if you want to take advantage of the great outdoors next winter and not spend too much, think about taking your rig to snow country! I'll mention that we have 4WD, but that isn't necessary for all winter sites. \$30 per night and being able to cook our own meals sure beats the cost of a motel and restaurant!

We have a couple of requirements. First, and most important is that there be electric available wherever we are camping. Even with the R15 insulation of Scamps, you will burn through too much propane if you try to use it exclusively. We use ceramic heaters. We have 2 and they keep the camper toasty in all conditions. When we are in a campground, our propane furnace has never come on. We only use it for transport, set to the lowest level.

Even though all water lines run inside the heated space, we literally dry camp. The fresh water tank and lines are empty. You can do a lot with a few gallon jugs of water. We do use the toilet, though judiciously. All campgrounds have some sort of toilet facility. At night, the warmth of the RV toilet is better than a dash outside to



*Carolyn and Dan set up their 2007 5th Wheel at a winter campsite on a recent winter camping trip in Michigan.*

the facility in the campground! A little RV antifreeze in the black water tank is all you need. We also have foil/foam filled bubble wrap insulation that we put over the big windows, particularly the big one in back and the one over our heads in the loft. Keeps drafts down.

Next - I put an electric blanket or mattress pad on the bed. When we had our Scamp built, I ordered an electric outlet in the loft for that purpose, but anyone creative enough to want to go winter camping will figure out a way! In extreme conditions, we turn the blanket on and sleep in sleeping bags. That way we don't have to deal with drafts between us. The dog loves having a heated bed!

The biggest trick is to find campgrounds. We snow shoe, so prefer more remote places. Living in Florida means we have a long commute. Once we get north of Chattanooga, we are in winter

*Images by C. Wilson and D. Green*



*Carolyn tries out snowshoeing near their Scamp on a recent winter camping trip.*



and make a mad dash to Cadillac, Michigan. The State Park there is open year round. They have heated bathrooms! Fabulous! Traverse City's State Park is also open with heated bathrooms. I've heard that some ski resorts have arrangements for RVs.

Michigan's Upper Peninsula is beyond description in January and February. Stunning beauty. Ontonagon has a commercial campground with all the amenities. Tahquamenon Falls State Park near Paradise is our favorite winter destination. The park is lovely. Rangers plow out camp spots. Ok, you have pit toilets, but electricity is dependable! Nearby are wonderful snow machine trails, cross country ski and snow shoe trails, wonderful old time restaurants, and even a lodge-brewery/restaurant. All the trails pass right through the campground. Step out the door and play! We even found an Iditarod training camp and dog sled races.

I have never known of roads to be closed for long in the UP. They know how to plow up there. Wherever you live, if there are winter sports, I'll bet there is a place for your RV. We had such a good time last winter that we plan to stay longer next year! If you have any questions, please feel free to contact us.

**treefinder@bridgetotoole.com**

## The Next Generation of Scampers

**Debra Foster, Hastings, MN**

When we bought our 2004 16-foot Scamp, our first grandchild was two-years old. We purchased the model with the front sofa that converts to bunk beds, thinking that someday it would make

perfect sleeping quarters for our grandchildren.

Even though as grandmas we are pushovers, we do have one rule. You must be potty trained to camp with us. That first year camping with little Gregory Neil, we also learned it is wise to find a spot near the restroom. You see, by opting for the front bunks and a side dinette, we gave up the option of a bathroom in our Scamp.

In September of that year, our first granddaughter was born. After meeting the potty training requirement, little Taylor Rose accompanied her not-so-big brother on her first camping adventure in 2006. Thus began the "discussion" over who gets the top bunk and our concern over how to keep that child from falling out of the top bunk. We fashioned a device that wedges between the bunk mattress and the fiberglass back of the side dinette. When the bunks are back down in the sofa position, it hides neatly away under the sofa seat.

After a few years of camping with "the next generation of Scampers," we have learned many lessons regarding their care and feeding. (This would be in addition to Rule #1: Always choose a Scampsite near the restrooms.)

We have discovered an interesting phenomenon. Scamps shrink in the rain. A 16-foot Scamp becomes considerably smaller when it is raining and is occupied by two adults and two VERY energetic children.

We have learned that it is fun to collect acorns in the autumn, but not to bring them home. When said acorns are brought into the warm confines of a house and are scattered throughout, small worms emerge and moms get quite upset.

We have determined that you can never bring along too many breakfast sau-



*The next generation of Scampers -- Taylor and Gregory don their headlamps. The containers are for collecting acorns.*

sages or marshmallows. Whereas juice boxes are a nice concept, tiny hands hold on very tightly and as a result, the juice erupts through the hole in the top. You can also never bring too many wet wipes!

Little legs tire quickly on hikes, so the distance you hike should always be less than or equal to the distance you are able to carry the child attached to those tired little legs.

Prepare to rediscover the wonder of creation through the eyes of your grandchildren and most importantly, know that you are creating memories that will last throughout their lives.

Ava Grace, our third grandchild, is now 16 months old. The day is fast approaching when we will be turning our side dinette into a bed for yet another member of the next generation of Scampers.

After all, what is a Scamp but an extension of the forts and playhouses I built as a child?

## Scamp Pergo Floor

**2 days 2 hours \$200 Dollars**

**Jim Converse, Buchanan, MI**

Tools needed; cut off saw, Philips screw driver, drills, hacksaw for metal trim, putty knife to loosen carpet from



*View of carpet tearout.*

floor (take your time do not remove wood), possibly additional oak or some type of trim, brass screws (1" x #6). Instructions for a 16-foot or 5th wheel trailer.

First, you need to decide if you are going to replace all the carpet or just the dining area (dining area is the raised area where the table is at the end of the Scamp. If you just want to replace the raised area you need one box (approximately 17 sq. feet per box). If you wish to do the entire floor, you will need three boxes. However, you will only use 2 and 1/3 boxes. In most cases you can not return the opened box. So, talk another Scamp friend near you into buying 5 boxes and save on the project.

The floor in the dining area (raised area under the table in the back) is the gray water area made out of metal and in my Scamp 2001 5th wheel it is covered with a 3/4 plywood particle board. It was not finished off like the lower area so I painted it with a urethane finish before I started to put the Perigo flooring down. The area down from the raised area to the main floor is metal fabrication. The flooring is installed length wise from the back of the Scamp to the door or bathroom is particle board and is finished with a fiberglass finish.

The metal drop from the dining area to the main floor is replaced with one piece of flooring horizontal left to right which will be held in



*Finished floor in the dining area*

*Photographs by J. Converse*



*Dining area showing the metal trim.*



*Back area and plumbing cover up.*

place with a 90 degree angle trim that will be screwed into the 3/4 plywood on the top. Then trim it off with some metal trim.

As you remove the carpet in the lower area under the sink and under the stove, each side is steel. Once this is removed, clean the surface and paint that area.

You need to take careful measurements both left and right when installing floor. You can add floor both left and right with the snap in Pergo flooring. If you are concerned about this project or have E-mail questions, please contact me at [jmc57@att.net](mailto:jmc57@att.net) or visit me at ScampCamp 2009 at site 77 in Highlands Hammock State Park.

You will probably need to order a piece of RAT FUR from Scamp to cover the dining area (6" x 36"). Their parts department should be open by this publication. You need to add a piece of trim covering the RAT FUR and then tuck it in between the plumbing.

**Remember:** The new flooring is **not** glued to the subflooring - it is a floating floor. This is a fun project and not as hard as it sounds. Do not use cheap Pergo flooring, use the best with the backing attached. It is easy to clean and will not scratch! I did put a runner down from the door to the dining area. Good Luck! If you are afraid to try this project see me at ScampCamp 2009. Plan to attend NOW!

**If you have no money,  
be polite.**

*Danish Proverb*

## Great Parks

### Jewel Cave National Monument

by K R. Cranson

I like caves. Over my career as an earth science teacher I have visited many caves - perhaps a couple dozen across the United States. It is hard to remember all the wondrous underworld places I've enjoyed over the years. When I was younger, it was great to crawl around in wild caves, like those in southern Indiana. Lately, however, it is harder to get down on all fours to navigate the low and tight places. So, in recent years most of my caving adventures have been confined to those with established lighted tours, relatively large passageways and good trails.

As we were driving back to Michigan from a month-long trip to Crater Lake, Oregon and a number of other western national parks, Jewel Cave National Monument, a few miles south of Rapid City South Dakota jumped off the map at me. Regardless of how hard I taxed my memory, I could not dredge up an image of this cave - so concluded I had never been there. That settled the matter and we left I-90 to head for Custer, North Dakota, the nearest town some 13 miles east of the monument on



*The Jewel Cave Visitor Center houses the elevator that visitors take down into the*



U.S. highway 16. It was late afternoon when we arrived at the park to discover the tour we wanted was scheduled for 9:30 am. We got tickets for the next day and headed for a nearby national forest campground.

There are several tours offered at Jewel Cave - we chose the most popular one known as **Scenic Tour**. It is a moderately strenuous tour lasting an hour and a quarter that traverses a half-mile loop trail. It begins below the visitor center and climbs up and down some 700 steps. Other tours include:

**Discover Talk** - a 20 minute introduction to the cave designed to accommodate wheel chairs and uses the elevator to descend to a large room below the visitors center

**Lantern Tour** - that has an historic theme and uses the historic entrance. This option traverses a half mile over 1 3/4 hours and is considered strenuous with many steps and low passages. It does exhibit some of the more spectacular decoration that Jewel Cave has to offer.

**Spelunking Tour** - a half-mile, four hour outing that is considered a "wild cave" adventure. It is limited to 15 participants who must wear hard hats, old clothes, knee and elbow pads, gloves and boots.

After a brief introduction to cave etiquette, our National Park Service (NPS)



*This map illustrates the route of the most popular cave tour.*



*This image shows the nailhead calcite crystals (on the left) that line most of the cave walls along with the less common iron-stained flowstone forma-*

*All images by K R. Cranson*

guide took our group of about 25 visitors down some 300 feet on the visitor center elevator. We arrived in a large room to begin the half-mile "hike" through Jewel Cave. The passages were comfortably large and, for the most part, naturally formed. There has been relatively little enlargement to allow for the trail through the cave.

The amount of work to put in place metal steps, ladders, walkways and platforms allowing easy travel was amazing. There is serious concern about the impact that visitors may have on the cave and many of these improvements have tarps underneath to catch any foreign materials. Although it is hard to imagine, these metal features are periodically removed, cleaned and replaced.

Jewel Cave, like its more famous neighbor Wind Cave, formed in the Pahasapa Limestone - one of the sedimentary formations that lap upon the igneous and metamorphic core of the Black Hills. This Mississippian limestone is named after two Lakota words meaning Black Hills.

Like all limestone caves, Jewel Cave was created by solution of the limestone



*An example of some of the spectacular flowstone decorations in Jewel cave.*



*This example of a hydromagnesite balloon, a rare form of speleothems, is about an inch long. It forms as bubbles when carbon dioxide gas inflates a pasty surface formed on limestone.*

by groundwater carrying a weak acid - usually thought to be carbonic acid formed from organic matter on the surface. It reacts with the limestone ( $\text{CaCO}_3 + \text{H}_2\text{CO}_3 \rightleftharpoons \text{Ca} + 2 \text{HCO}_3$ ) to dissolve the rock and carrying away the calcium in solution. This reaction may go either way and in wet portions of a cave, deposition of calcium carbonate ( $\text{CaCO}_3$ ) may form decorations such as stalactites, stalagmites, columns, curtains and a host of other fascinating features (known as speleothems).

Although these two caves formed in the same limestone and are only a few miles apart, they are much different. The walls of Jewel Cave are almost entirely lined with a layer of nailhead calcite several inches thick. There is little calcite displayed at Wind Cave, which is known for the boxworks that developed there. Boxworks occurs when less resistant limestone dissolves leaving a more resistant form behind. While many caves display calcite mineral veins, few have boxworks.

Jewel Cave appears to have formed within cracks that developed when the Black Hills rose and stressed the overlying sediments. As groundwater containing carbonic acid seeped into the cracks, limestone was dissolved creating larger openings. Thus

circulating water wandered among the twisting network forming passageways that make up the cave today. With time, the water table lowered to leave the cave dry, but is thought to have filled again when drainage springs were plugged. This explains the precipitation of calcite that forms the decorations (speleothems) seen in some parts of the cave, including the extensive nailhead deposits on most walls.

President Theodore Roosevelt established Jewel Cave as a National Monument in 1908, one of the first created by presidential proclamation. The National Park Service assumed administration in 1933 and improved trails were built allowing easy access for visitors.

When the cave was discovered in 1900, it appeared to be about a mile long. With continued mapping over many years the official length is now said to be 130 miles making it the third longest cave in the world (and second longest in the U.S. after Mammoth Cave in Kentucky). Starting in 1966 work began on an artificial entrance and by 1972 visitors could ride down an elevator for the Scenic Tour. Anyone in Rapid City or the Black Hills should certainly make an effort to visit Jewel Cave National Monument.

Interested in learning more about Jewel Cave? Here are a couple references:

***Jewel Cave - A Gift from the Past*** by Arthur N. Palmer, 2000, Black Hills Parks and Forest Association and Wind Cave National Park. \$8.95.

***Jewel Cave - The Story Behind the Scenery*** by Karen S. Rosga, 1998, KC Publications, Inc. \$9.95.

*Both available from: Black Hills Parks and Forest Association Wind Cave National Park, 26611 U.S. Highway 385, Hot Springs, SD 57747 Phone: 605-745-7020*



*This close-up of nailhead calcite crystals is typical of most cave walls forming a layer up to 6 inches thick*



## Questions & Answers

**Sway Bar** - I have just purchased a 2008 16-foot scamp travel trailer and will be it picking up in Backus first of August. Salesman recommended single sway bar control. Went to U-Haul to have wiring and hitch put on but they could not find it in their computer. They called Scamp and they said it is an electric part and is not needed. My question is has anyone had experience with a sway bar..do I need it...and what is a single bar sway control and where do I get one. I will be pulling the Scamp with a 2004 Nissan Quest.  
**Hoby and Barb** E-mail: melton317@att.net

**Special Awning** - Do you know of anyone who mounted a Sidewinder II awning to a 16' Scamp? I'm having problems getting mounting hardware. Thanks,  
**Lloyd East** E-mail: mongolloid@earthlink.net

**Buttons** - My 1993 16 ft Scamp is missing at least half of the buttons covering the rivets. I ordered a set of buttons from Scamp but got no directions. How does this work? Does one replace the rivets?? And where does one get the small plastic washer that the buttons fit over. Or do I have this all wrong. Appreciate directions?? Is there a place on the Internet.  
**Keith Messer**

*Response - The buttons are held in place by either rivets or screws (in the case of deluxe models). They simply "snap" over the plastic keepers secured by the rivets or screws. If the plastic keepers are in good condition, new buttons just "snap" on. If the plastic keepers need to be replaced, the rivets or screws must be replaced to secure the keepers before the*

*caps can be replaced. The plastic keepers should be available from Scamp-Eveland, Inc.*

**Tank Gauges** - Does anyone have any ideas on how to judge how full your grey tank, black tank or fresh water tank is? Does someone make gauges that you can add on to show you this information?  
**Hoby and Barb Melton**, Romeoville, IL.

**Furnace Part** - Does anyone have experience with this furnace situation? The furnace is built by Suburban Mfg Co: model: GT-6-3A, serial: 116135. Appears like I need the 'gas valve assembly'. I contacted Scamp and Suburban Mfg and neither have the part. Thanks for helping.  
**Pat Huff**, Van Buren, AR. Contact her at E-mail: pathuffar@yahoo.com.

## SOI Mailbag

**Likes Tech Corner** - Thanks a lot, I really like the tech part of the (news)letters. I am always looking for ways to make them better. Has anyone got anything on how much the back bumper will take as far as a hitch or a box on the back for storage? I found the update on the axle to be very informative. Ours is O.K. so far but I will keep an eye on it. I just find all of this very interesting and will keep up on it - just love the tech part.  
**Dennis Duke**, Jamaica, IA

**New Tires** - Yesterday I put new Goodyear tires on my scamp 14." I thought I would try them because you said you liked them. They are a little larger



in diameter than the trail masters 14". I now have a very narrow space between the tire and the skirt of the scamp. Question, Did you modify or cut away any of your scamp to increase this clearance on the outside? I am thinking of cutting away 1/2 inch of the outside around the tire for more clearance. Thanks. **Jim Converse**

*Editor's Note: I did cut out some of the skirting on our 5<sup>th</sup> wheel to accommodate the new, larger tires. The process was described in the 2001 Winter issue of the SOI News (page 14).*

**Scamp Note Cards** - Note cards, depicting the 13-foot, 16-foot, and 5th wheel Scamps in 3 different settings (seashore, mountains, desert) are available from artist Barbara Collins. Each size Scamp is shown in all locations - e.g. 13- foot. at the seashore, desert and mountains = 3 cards. Cost is \$10 including shipping for pack of 3. Contact: **Barbara Collins** at 563-588-9211 or by Email: [\\_BcsStudio@aol.com](mailto:_BcsStudio@aol.com).

**Escaping Summer** - I trust your trip west was fine (the editor spent August in the Pacific Northwest). We are currently in Newfoundland. Been here 2 weeks. We have to be back in Cape Breton, Nova Scotia for Celtic Colours music festival beginning Oct 11, so we have a while more to explore here. This is our second trip to Newfoundland. We are very fond of this area of the world. Newfoundland is wonderful. People and scenery are beyond description. That being said, a person has to be prepared for some serious weather changes. Weather has never been something that bothered us one way or the

other (*see Carolyn's article on page 3*). We enjoy going to new and interesting places. Guess you are getting ready for winter. We are up here to escape summer and will get home about the time our summer abates and more reasonable temperatures return! Our home is shuttered against hurricanes and our boat on the land. We live on a barrier island on the Gulf of Mexico. It is always good to get out this time of year! Everyone who can, does! Enjoy fall. Such a beautiful time of year. Best regards, **Carolyn Wilson**, Bokeelia, FL.

**Brake Note** - Several weeks ago, I inquired about solving a brake lining issue with my 1982 Scamp. As you may recall, the 1982 has Fayette brakes which are no longer available. By sheer accident, I discovered that **Carolina Clutch & Brake Rebuilders, Inc., 430 Hwy 70 SE, Hickory, NC 28602 (Phone: 828-358-0225)** can rebuild those brake shoes. Everyone I turned to suggested I replace the complete axle or the entire brake assembly, which could be rather costly. As it turned out, Carolina charged only \$32 (\$8 for each shoe). Perhaps this information will be helpful to other members. I just want you to know that by including my problem in the *SOI News*, two members (George and Art) E-mailed me very nice responses and invited me to join the folks at Fancy Gap, VA, in October. **David Whisenant**

**Comment on Wheel Bearings** (*from the Tech Corner in the 2008 summer issue*) - Sometimes a little bit of knowledge is more dangerous than ignorance. This article only touches on a few points of how to service wheel bearings; and omits a lot of important details. It might have been better to just say that axle maintenance is important; with a few pointers on how to



*These examples illustrate Barbara's note cards.*

*This offer is independent of Scamp Owners International.*

check the bearings; then recommend that owners leave the job to the pros. (it is a messy job)

The illustration shows only parts of the outer bearing. The inner bearing and axle seal is not shown. It shows the inner race of the outer bearing as being a separate part from the bearings in their cage. Tapered roller bearings have the rollers with cage a captive assembly with the inner race ... as shown in the photo. After proper cleaning and re-greasing it is critical to get the right adjustment on the castellated nut. Too tight and the bearings will overheat. Too loose - the wheel wobbles, and the bearing goes bad too.

Two periodic checks (of wheel bearings) are all you need to do. 1 - Feel the wheel hubs after an hour or so of driving, and every time you make a pit stop (feel the tires too). Its "cool" if they are cool or just a little warm. 2 - Once a year; jack up each wheel so it's off the ground. Grasp it at top and bottom try to rock it in and out and push-pull . You're feeling for end-play in the bearings. There should be only a little. And the wheel should spin freely on the axle. There may be some drag from the brakes. Have a pro show you how it's done. **Wayne Collins**, Dubuque, IA

**Boler Trailers** - I am E-mailing from way up north in British Columbia, Canada I was just at a fiberglass rally where there were Bolers, Trilliums, Scamps, and Escapes. I had a chance to go into a couple of 13' Scamps and I noticed that they are pretty well the same design and layout as my 1974 Boler, So when I got home I went to Scamp.com and saw that they started building the Scamps after the Boler company stopped building Bolers, but it was not in 1972 as

per website. Canadian Bolers were still built in 1980 the last year. Anyway who really cares as we all know all of these little fiberglass EGGS all started with the Boler. But do you know who or how to find the egg, fiberglass, Scamp meets in the US? I would love to come to an EGG gathering somewhere in 2009, Thanks. A web site illustrating the renovation of a Boler 13-foot trailer can be found at [www.bolerlife.com](http://www.bolerlife.com). Also check out [www.geocities.com/bolerama](http://www.geocities.com/bolerama). **Rick Meyer**

**Love Bug** - As promised, here are some pics of my Love Bug that I restored a few years ago. It is "resting" this summer season in my back yard and serves as my grand-daughter's play house. I have pulled it many miles behind my 1946 Chevy (painted the same color of green). You will note that I left the original "flower-power" drawer-front...it reminds me of the days when we all had much longer hair. Cheers, **John Bruton**, Arlington, TX



## Recipe Corner



**Elegant Carrots**  
**Helen Moore, MI**

- 1 lb. carrots, thinly sliced
- 3 T honey
- 1/4 C golden raisins
- 1 T lemon juice
- 1/4 C margarine or butter
- 1/4 tsp ground ginger

Cook carrots, covered, in small amount of boiling water, for approximately 8 minutes. They should be



*The SOI Bird sez, "Thanks to each SOI Member for sending their comments to the SOI mailbag."*



cooked, but not soft. Drain. In 1-quart baking dish, combine cooked carrots, raisins, butter, honey, lemon juice and ginger. Bake uncovered, in a preheated 375 degree oven for 35 minutes; stir occasionally. Sprinkle with sliced almonds, if desired. Yield 4 servings.

*Editor's Note: The recipes in the SOI News are from Alice Vernezze's SOI Cookbook. It is a goldmine of outstanding recipes and is available from Alice for \$8.00 plus postage. You can contact Alice at: E-mail ezzeal@bellsouth.net or by phone: 321-773-2676.*

## Modifications and Changes

**Leak and Sticking Drawer -** I have a 16' Scamp which I purchased new in 2005. This spring when I was adding water to my holding tank after flushing out the antifreeze, I noticed water on the carpet at the very back of the trailer. My first thought was that I had frozen and burst a water tube. But after careful inspection I could not find any break and the system would hold pressure.

I had my wife add water to the tank while I watched inside for a leak. I also used my grandson's small arm to reach in under the seat and behind the water tank to feel water running down the wall carpet under the filler location. No tube was burst; the problem was at the fill location. I read through my old *SOI News* and found an article in the Spring 2007 which described the exact same problem. I removed the seat and the filler connection and found the hard plastic connection had broken inside the tubing which connects it to the tank. I

installed a new filler connection similar to what was done as described in the *SOI News*. No more leak.

Living in the Northwest, we get lots of rain and have high humidity. During an early spring trip last year we found the drawer beneath the stove top would not open. I assumed some kitchen utensil had bounced and jammed the drawer shut. When we got home, the drawer opened fine and I thought the problem was solved. But when it happened again on another trip, I looked at the situation more closely. I found that the drawer slides on aluminum channels mounted on the sides of the drawer.

The channels wrap around a piece of unsealed chip board mounted under the stove top. When the humidity was high or we slopped some water while using the sink that found its way under the stove, the chip board would swell and stop the drawer from sliding. This spring I removed the chip board, sanded the edges and then applied three coats of polyurethane sealer to it. Now the drawer slides fine and the problem is solved.

**Bunk Ladder, Antenna and More** - I made the bunk bed add-on for the grandchildren. The ladder and bed board rail store behind the Chesterfield back rest. The bed board rail (1 x 8 inch pine plank) fastens to the bunk bed supports. I used 1



inch PVC pipe with 7/8 inch wooden dowel placed inside the pipe for added strength. The ladder is very strong made with electrical conduit and 1 inch PVC pipe used as spacers for the wooden ladder rungs.

The ladder hangs on the bed board rail by 1/4 inch diameter hooks and can be moved along the bed board rail for best placement. All the grandchildren want to sleep in the top bunk. Our 5 year old grandson is the youngest and has yet to sleep in the top bunk. It's something about a seniority rule that the oldest grand kid made up.

The round antenna on top of the roof is a Winegard 2000 omni-directional TV antenna with a built in 12 VDC preamplifier. I added replacement roof top carrier suction cups to the tripod mounting stand, so I can just step up on the Scamp's frame

by the propane tank and place the antenna on the roof. The TV cable is already hooked up to the antenna and easily connected to the antenna cable TV box on the side of the Scamp near the water and electric hookups. **Steve Blasko**, Glendora, NJ.



*Scamp with the new TV antenna*

*Photographs by S. Blasko*

**“There are only two forces in the world, the sword and the spirit. In the long run the sword will always be conquered by the spirit.”**

*Napoleon Bonaparte*

## Name Badges

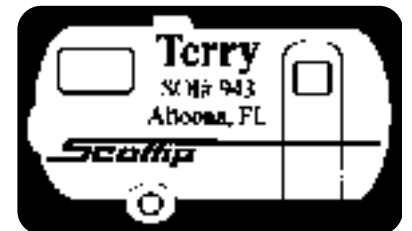
**George and Terry McDermott** of Altoona, Florida have made arrangements for SOI Members to order a custom made name badge. These are available in two styles, a 13/16-foot version (called standard) and a 5<sup>th</sup> Wheel design. The 13/16-foot version is 3.5 inches by 2 inches and the 5<sup>th</sup> wheel style is slightly larger. The member's first name is engraved along with their SOI number and hometown and state as shown in the photograph. These badges are made of a white plastic with black etching. Each has a neat magnetic system to secure it which avoids any damage to clothing. Cost of each badge is \$15.00 plus \$1.05 Florida sales tax and \$2.00 shipping (total of \$18.05).

To order, send the following information for each badge, Design (13/16 or 5th wheel), First Name, SOI #, City, State, shipping address along with a check to:

Save The Moment  
P.O. Box 7126  
Sebring, FL 33872

If using a credit card, you must include the type, number, expiration date, and name on card. Please allow 2 weeks for delivery.

The SOI News editor expresses appreciation to George and Terry for their work in making these arrangements. This name badge offer is independent of Scamp Owners International.



*Example of the 13/16-foot Name Badge.*

## Meet the Makers



*Terri Garbaett at work  
in the Scamp Sales Office.  
Photograph by K R. Cranson*

As you likely know, Scamp-Eveland, Inc. is back in business and producing new Scamps. Their new factory facility in Backus is a great improvement over the old one. It has greatly improved efficiency and Scamp's ability to increase production. On a visit in late July, I was really impressed with the new building. I also had the opportunity to visit with several Scamp employees while some maintenance work was being done on my trailer.

If you call the Scamp's toll-free number, the person that answers the phone is likely to be **Terri Garbaett**. She is the receptionist in Scamp's Sales Office and handles several duties, including directing calls to the appropriate place in the company. One of her main responsibilities is managing the mail and sending out information requested by prospective Scamp owners. During the time we chatted, she was quite busy with calls - it seems there is a lot of interest in new

Scamps. She has worked at Scamp for 4 years and enjoys her job.

Terri lives in Longville, a few miles northeast of Backus. She reported that her hometown is famous as the Turtle Racing Capital of the World. Each Wednesday, Longville's Main Street is closed for these races. I drove through the neat small town of Longville en route to Backus, but fortunately, it was not a race day.

## Future ScampCamps

**ScampCamp 2009** - February 10-15, 2009 (Tu-Fri) at Sebring. Florida is planned for our 11<sup>th</sup> Annual ScampCamp at Highlands Hammock State Park. Nearly a hundred SOI Members attended ScampCamp 2008 to celebrate the 10<sup>th</sup> anniversary of SOI. 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 has her registration sheet started and would like to collect the following information: 1) Names of all attending; 2) City & state; 3) Site number; 4) Dates attending; 5) SOI number; 6) size of Scamp or trailer and 7) is a name tag needed?

## ScampCamps

Gatherings of Scamps, and other small fiberglass RVs that join in, at various locations across the country are organized and hosted by SOI Members and others who wish to share the attractions of their area. These meetings have become a tradition of the group since the first one held almost ten years ago. All ScampCamps are independent of Scamp Owners International, with all arrangements made by the individual(s) hosting the event. SOI does not sanction or financially support any gathering or other activities conducted by a Scamp owner. SOI's involvement is simply one of announcing these events and offering suggestions to anyone interested in planning and hosting a gathering. These suggestions are included with this newsletter as an attachment entitled "Hosting a ScampCamp Guidelines."



**Mini Fiberglass Rally**  
**July 17 - 22, 2008**  
**W.J. Hayes State Park, MI**

Thanks to the efforts of Jim and Autumn Bago of Ypsilanti, Michigan, several “eggs” enjoyed the chance to share and play together in the beautiful Irish Hills of Michigansoutheast of Jackson. The weather was perfect and the location held something for everyone. Nearby was Cabela’s, the Historic Walker Inn, several wineries, fishing and swimming opportunities, and the Michigan International Speedway of Nascar fame.

The gathering allowed a relaxed schedule to enjoy the area and to tour the rigs, share ideas and modifications, and even put our heads together to solve a few electrical problems. The pot luck dinner and late night laughs at the campfire were highlights. Though small in size the gathering represented many different states: Indiana, Michigan, and Ontario, Canada and trailers: 2 Scamps, 2 Casitas, and a Boler American not to mention several four legged furry friends.

With new friends, ideas, and information we all agreed it was a success and look forward to attending another rally in



Participants, from left to right are: Roy & Caroline Brown, Steve LaBroad, Autumn & Jim Bago, Katrina & Dave Daenzer, and Roy & Marilyn Bakehorn

the future. Report by **Katrina Daenzer**, Mt. Clemens, MI.

**Continued from page 15**

where each character represents a whole word. Some counties use more than one alphabet or method like the Japanese who have three. Chinese characters are their main form of writing, but they also use hiragana and katakana (for foreign words). There are even some languages that can be carried on by whistling.

About 6,500 languages have been identified throughout the world, but half of them have no written form. One of the main goals of Wycliffe is to prepare an alphabet for these remaining languages. To this end they send trained translators across the world to cultures that have no written form of their language. Wycliffe’s goal is to begin work on translating all the remaining languages by the year 2025. KRC



*The Alphabet Tree traces the lineage of all the world’s languages.*



*A model of an early printing press similar to Gutenbergs.*

**“Adventure is the result of poor planning.”**

*Colonel Blatchford Snell*

**Fiberglass Fun**



*Santa traded up to a 16-foot Scamp to increase his pay load of Christmas gifts for his world-wide delivery.*

## Our Alphabet Roots

### The Alphabet Museum



*Photographs by K R.  
Cranson*

Have you ever wondered where our alphabet came from? I must admit, this has not been a burning question I have dwelt on much. However, since I had the opportunity to visit the Museum of the Alphabet near Waxhaw, NC, our

alphabet has piqued my interest. This museum, located on the campus of Wycliffe Bible Translator's JAARS facility, is open to the public daily. William Townsend, established Wycliffe and became curious about where writing began and how alphabets developed. The museum's purpose is to "focus on the gift of written language."

Without written communication, knowledge is limited to what a person can learn by word of mouth or retained in memory. With an alphabet, however, it is possible to convey information in a written format. The oldest example used to communicate information is Egyptian hieroglyphics, a form of picture writing, carved on a piece of slate about 3,000 BC. Even though hieroglyphics were used for three thousand years, when dis-

covered, it was very difficult to translate because there were some 700 symbols. Later, another type of "writing" was used by the Mesopotamian civilization. The oldest example of this, cuneiform script, consisted of symbols pressed

into damp clay tablets and dates to about 500 BC.

Eventually, hieroglyphic symbols were reduced to 22 consonant letters that the Phoenicians adopted. Later, some form of these worked their way into the early Greek culture who added some vowels. Then, the Roman's started using and refining a version of the Greek-Phoenician alphabet. During the Middle Ages few people could write and those that could may not have been able to read someone else's writing. Since all records/books were copied by hand, errors were often introduced. Eventually, however, alphabet script letters were standardized into a legible form. This allowed the development of moveable type followed by the invention of the printing press credited to Johann Gutenberg in 1439.

Our English language is based on Roman alphabet and has changed through the years to arrive at our present 26 letter alphabet. All western European languages use the same alphabet, but there are many other ways to communicate across the world. Some are well known, such as the "characters" used by the Chinese and peoples in the far east. It dates back several thousand years and is a form of "picture writing"

**Continued on page 15**



*The Museum of the Alphabet at the JAARS facility near Waxhaw, NC*

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