

# SOI News



Summer 2012

Scamp Owners International

Volume XIV Number 3



*Jim and Julie Cassaday's (Waynesville, NC) 1927 Model T and 1998 16-foot Scamp. Yes it can pull our Scamp. It's powered by a 350 Corvette engine, AC, cruise control, and stereo. Photograph by J. & J. Cassaday*

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## From the Editor's Desk



**Rod Cranson**  
Editor

Visiting one of the big guns at Fort Clinch in Florida's Fort Clinch State Park near Jacksonville.

The summer travel/camping season is upon us in full bloom. I trust you have plans to take advantage of the warm (dare I say HOT?) weather to use your trailer over the next few weeks and months. On our return trip from Florida in April, we had

serious plans to head west to the Pacific Northwest - a visit to Crater Lake National Park in southern Oregon. However, after watching the price of fuel threaten the \$4.00/gallon mark, our plans quietly slipped away. The final shock came with a phone call to friends in Medford Oregon, just west of the park. This was in May and they reported that regular gas was over \$4.20/gallon! So, the west will just have wait another year - or til we get over the shock of the fuel prices.

I am hoping some of the encouraging reports of major new petroleum discoveries will play favorably into this situation to ease the cost of fuel for recreational travel. The U.S. Geological Survey (USGS) recently completed an assessment of the undiscovered oil and associated gas resources of one of the petroleum bearing Formations (the

Bakken) in the U.S. portion of the Williston Basin in eastern Montana and western North Dakota. They estimated undiscovered volumes of 3.65 billion barrels of oil, 1.85 trillion cubic feet of natural gas, and 148 million barrels of natural gas liquids in the Bakken Shale. That amount of potential fossil fuels should have an impact on the energy supply of the U.S. - and perhaps the price of fuel.



*Bakken Shale in the Williston Basin in eastern Montana and northwestern North Dakota.*

And, the fact that it is "home grown" is important to this country's energy security for the future.

Of course the economy is another major factor that folks must consider when thinking about travel or planning trips. If the promise from the Williston Basin, along with other areas, can be realized in the near future, our economic future should improve. Lets hope these promising events will have a positive effect when they can be brought online in an environmentally safe and responsible manner.

This issue is rich with reports from SOI Members related to all sorts of things. Thanks to everyone who contributed articles and information to share with others. To my way of thinking, this aspect of the *SOI News* is likely the most important and interesting features of each issue - learning what others are doing and where they are traveling. Why don't you give a little thought to something you can contribute - a trip, modification, recipe, picture for the cover, hint/tip you've found handy or something others would enjoy reading? I am always looking for folks to share the story of their life for the *SOI Profile* column and how your "egg" has influenced it.

A few years ago I was in the market for someone to pickup the job of editing the *SOI News*. In fact, I tried it twice and got no takers. Guess what? The opportunity has appeared again and it would be nice if someone would like to assume the Editor's job. The process of keeping, preparing, publishing and sending out the newsletter is well established and can be readily transferred to another member. If you like to write and be in contact with a great group of folks who really enjoy traveling in our little fiberglass "eggs," this is a fun job.

I extend my best wishes for a fun and safe summer of "Scamping."

Rod

## The ParkLiner

A new competitor was introduced recently in the small fiberglass trailer market, the



*The ParkLiner interior showing the sink, stove and dinette area with the "Magic" table set up full size.*

15-foot ParkLiner. According to a spokesman the mission of this new RV is simple: "Build a better fiberglass trailer than the competition." They have designed and created a hassle free and well thought out product. The light weight fiberglass body of the camper allows it to be towed by smaller fuel-efficient vehicles. ParkLiner is based in Gibsonville, NC, using part of an old textile mill. Like most of the small fiberglass rigs, these trailers are sold from the factory and there are no plans to create a dealer network.

Park Liner, Inc. was started in January 2010 by designing plugs, body molds and cabinets. The first unit rolled off the line in the spring of 2011. In less than a year of production, a modest four trailers were built. In 2012 they plan to produce one unit per week by midyear. Then, plans call for doubling production. However, there are just 3 full-time employees and



*The ParkLiner features a two part fiberglass shell a frame supported by a 3,500 lb axle and 14-inch wheels.*

some part-time help - so it will take time to establish the business.

The base weight of the

ParkLiner is 2,100 lbs built on a 3,500 lb. axle with 14-inch tires, It has an interior height of 6-foot 4-inches, that allows plenty of headroom. The width is 6-foot 7-inches. The two-piece fiberglass shell

has an interior length of 12-feet while the overall length is 15-feet. Depending on options, a ParkLiner is priced between \$14,500 and \$17,500.

The ParkLiner has a clean design with reduced wind resistance because it lacks a roof top air conditioning unit. The optional air conditioner is a window type unit mounted below the side dinette. Standard features include an Optima Blue Top battery, microwave, propane furnace, 6-gallon water heater, 12 gallon fresh water tank, shower, 2-burner stove, screen door, electric water pump, bike rack receiver, and much more. Other options include a bunk bed (that can be converted into a couch for daytime use), flush-mounted toilet with 30 gallon black tank, refrigerator, dual batteries and other goodies for a comfortable and enhanced camping experience.

The rear folding table and bunk option are two ways that a ParkLiner can be customized to the buyer's specific needs. This rear table is called "The Magic Table" and it is multi-functional. While it serves as the table for the dinette, it can be folded in half for roomier rear seating. Or, it can be folded away completely to create additional bench seating. One nice feature of the ParkLiner is the 21-feet of overhead storage, there are 10, and more underneath the dinette seats.

So another small "fiberglass egg" becomes a Scamp (and Casita) competi-



*The newest "Egg" to be offered to the small Fiberglass trailer market by Park Liner, Inc.*

*Park Liner Photographs*



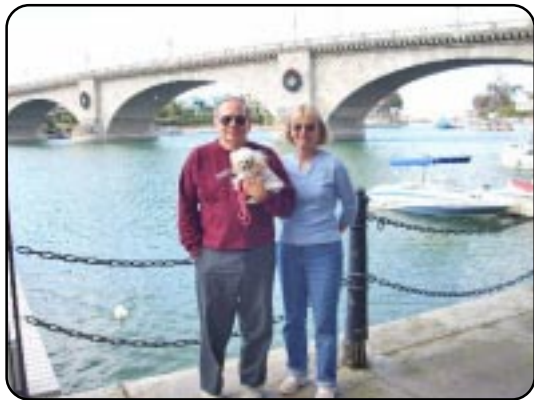
*An interior view of the smaller table, dinette benches and some of the ten overhead cabinets.*



tor. There have been several introduced recently and it is going to be interesting to see how the ParkLiner does in the future. More specification details, options and a series of images can be found on their web site: [www.parkliner.com](http://www.parkliner.com). Or, for more information on the ParkLiner, contact them at: Park Liner, Inc., 106 Railroad Ave Suite G, Gibsonville, NC 27249. PH: 1-800-418-2120

## SOI Profile

### Jim and Julie Cassaday Waynesville, NC



*Jim and Julie Cassaday with GiGi, their "daughter," during a visit to the London Bridge in Lake Havasu City, Arizona.*

*Photographs by J. & J. Cassaday*



*GiGi enjoys riding in her special stroller.*

The Cassadays have made major modifications and changes to their 1998 16-foot Scamp. Outside they have added solar panels, electric jacks, generator, T.V. antenna and basement storage and several others. Perhaps most interesting is their screen room that increases the Scamp's living space considerably. There is even more modifications/changes inside. Two of these are featured in the Modification/Changes column (see page 10). Others include: microwave, wall mounted T.V., cedar lined closet, extra 110v outlets, DVD player, and shortened table, again among others.

In addition to all these, Jim has completely rebuilt and modified a 1927 Model T Ford to use as a tow vehicle for their Scamp. It's sometimes called



*Jim and Julie have adapted a screen room to their 16-foot Scamp to provide additional living space.*

a doctor's coupe, bought from the original owner in 1967 in Tampa. Jim was always building cars for other people, but never got to finish his own. When they retired Julie said "now it's time for you to get the T done." My goal for the T was to look original but with late model running gear and conveniences.

The body is all original, no rust. I built a stronger frame to handle the upgrades, the engine is a 350 ci Corvette with over 350 hp, transmission is a 700R4 overdrive, rear end is 10 bolt GM, front end is all chrome plated with disc brakes. It has air conditioning, stereo, cruise control and tilt steering with the original Model T steering wheel adapted to it. The interior is done in ultra-leather. Like with the Scamp, kind of go overboard with upgrades. Their rig is featured on the cover to this issue.

Jim attended Manatee Community College located in Bradenton, Florida. He enjoyed a career as a System Manager with the Sarasota Herald-Tribune. Julie attended real estate sales, broker and appraisal schools. She was Vice President and Broker with Bayshore Reality in Bradenton. Both retired in 1998.

They enjoy traveling, especially with their Scamp. Among their trips to date are: followed Route 66 and the Trail of Tears

in Oklahoma, a visit to Roswell, New Mexico (but didn't see any aliens), many interesting areas in the southwest - including the Grand Canyon - on the way to Arizona. They found the Bourbon Trail in Kentucky really interesting as well as the RV Museum in Elkhart, Indiana. With these trips in the completed column, Jim and Julie are planning to go to other places, including Quartzite, Arizona. They find that traveling with their Scamp, they meet the nicest people - often other SOI Members (met the McAdams at a rest stop in Texas).

Jim enjoys building hot rods and restoring classic cars (see their Model T Ford on the cover). Painting, gardening and antiques are hobbies that Julie enjoys. Of course, traveling and camping with their Scamp ranks high on their list of fun activities along with the long list of modifications noted above.

The Cassadays have two sons; James and Timothy. They have four grandchildren. James lives in Queen Creek, AZ, along with our 2 grandchildren McKenna and Macklaen. Timothy, with his wife Tommie and grandkids TJ and Katelynn, lives in Bradenton, FL. Their only "daughter," GiGi, has four legs and is completely spoiled. GiGi was a big hit with all the Scampers attending ScampCamp 2012 in Sebring. Of course, GiGi lives with them and enjoys their many trips.

**In faith there is enough light for those who want to believe and enough shadows to blind those who don't.**

*Blaise Pascal*

## Great Parks

### Fort Clinch State Park Fernandina Beach, Florida

Fort Clinch State Park is located about as far north as you can get in Florida - right on the Atlantic coast north of Jacksonville. The major attraction

here, other than the great ocean beach, is a civil war era coastal fort (see companion article on page 16). It is one of

Florida's oldest, designated a state park in 1935. A year later, the Civilian Conservation Corp began restoring the buildings at the fort. Then, in 1937, the CCC began

building campgrounds and roads in the park.

There are a number of natural communities within the park that encompass nearly 1,500 acres between the ocean on the east and the Amelia River along the west. Maritime hammock of live oaks, draped with Spanish moss, and coastal grasslands on the open dunes cover the majority of the park. Among the abundant wildlife is the slow moving gopher tortoise, that lives and reproduces in sandy areas.

There are several swimming and fishing sites along the beaches - one with a pier that is nearly a mile long. In addition, a



*The Fort Clinch Fishing Pier is nearly a mile long.*

**Fort Clinch is one of Florida's oldest, designated a state park in 1935.**



*Photographs by S.K. and K R. Cranson*



*The Beach Campground, one of two in the park - note the Scamp in the center of the image.*



*A modern restroom with hot shower at the Beach Campground.*

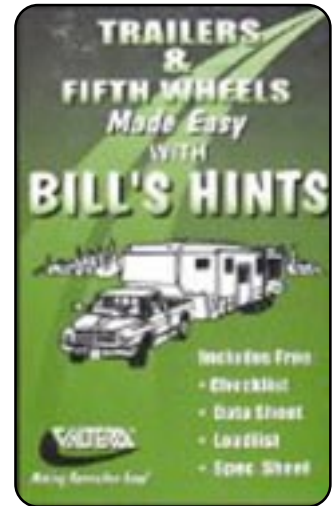


*A view along one of the paved park roads that provide miles of riding for bikers.*

challenging six mile off road bike trail and a number of hiking trails wind throughout the park. Visitors can enjoy birding and shell/shark tooth collecting along the miles of beaches. During the first weekend of each month “soldiers”

perform re-enactments of everyday fort operations depicting relevant activities from the year when the fort was built.

There are two campgrounds - the Beach (on the Atlantic Ocean) with 21 sites and the River Campgrounds has 41 sites. All have electrical and water hook-ups and modern restrooms with showers. The address is Fort Clinch State Park, 2601 Atlantic Avenue, Fernandian Beach, FL 32034. Phone: 904-277-7274. This is a popular park, so reservations should be made as early as possible.



as they always do. Author Bill Bryant is a 40-year RVing veteran, who knows his stuff. Throughout his book are hundreds of “Bill’s hints.”

For example, here are a few that involve liquids: - Always protect your plumbing with a pressure regulator. - Always taste the water before adding it to your fresh water tank. - Never leave the black water dump valve open when connected to a sewer. --Make ice at night, the refrigerator works better. The book is not a repair manual and it’s not filled with boring stories. Rather, **Bill’s Hints** is organized by major systems commonly found in towable RVs, concisely and clearly explaining ‘HOW TO USE’ them correctly the first time. These follow each section and directly address DOs and DON’Ts for avoiding problems and for getting the most enjoyment from your RV. Almost every hint alone could save the RVer the purchase price of the book many times over. This book is a must-have for the new RV owner, but even experienced RVers will benefit from what they learn. Published 2005. Cost \$7.88



**Trailers & Fifth Wheels Made Easy: Bill’s Hints** - Dollar for dollar, this book offer more information about how to operate a travel trailer or other towable RV than any other book published today. It’s a little book - only about 59 pages - but packed with concise information about how to operate a towable RV in a safe and efficient way. The author leads the reader through the important features of a new RV step-by-step, allowing them to learn as they get acquainted at their own speed. His information will also come in handy later when problems occur,

**When one tugs at a single thing in nature, he finds it attached to the rest of the world.**

*John Muir*



# Recipe Corner



## Foil-Wrapped Potatoes\* by Stacey Nelson, Minnesota

- 4 med un-peeled Potatoes, cubed, 4 C
- ½ C onion, chop
- 4 tsp fresh parsley, chop
- ½ tsp salt
- 1/8 tsp pepper
- 4 T margarine or butter

### Grill Directions

1. Heat grill. Cut four 18 x12-inch pieces of heavy-duty foil. Place 1/4 of potatoes and onion on each piece of foil. Sprinkle each with 1/4 of parsley, salt and pepper: top each with 1 tablespoon of margarine. Wrap each packet securely using double-fold seals, allowing room for eat expansion.

2. When ready to barbecue, place foil packets on gas grill over medium heat or on charcoal grill 4 or 6 inches from medium coals. Cook 45 to 55 minutes or until potatoes are tender, rotating packets several times during cooking. Yield 4 servings.

Stacey's note . . . This recipe can also be cut in half for two people. We substituted some of the spices, usually it is whatever we have on hand; oregano, basil, etc, - they all taste

good! And we find you can do this using medium coals on a wood fire.

\* from *Scamp Owners Favorite*



**Recipes - S.O.I. Cookbook** by Alice Vernezza. The SOI Cookbook can be ordered from Alice by contacting her . By PH: 321-794-3181, or her E-mail: ezzeal@bellsouth.net or at 610 Robins Way N., Satellite Beach, FL 32937. Cost is \$5.00 plus postage/handling.

## Strange-Unusual RVs

If you surf around on the internet a little, really unusual RVs are often found. Here are a few I recently discovered. Have you seen any examples of strange RVs, especially fiberglass eggs, in your travels or on line? If so, perhaps you would be willing to share them with other SOI Members. When you see one of these, take a picture and learn whatever you can about it; owner, location, how it was made, etc. Then send the editor the image and details for a future issue of the *SOI News*.



*Randy Grubb's Decoliner Flash Gordon's Motorhome. This 26-foot polished aluminum beauty features a flying bridge, complete with driving station and room for 5 passengers on the roof. It uses the chassis from a 1973 GMC Motorhome and a 1955 White cab-over engine.*



*You can pull a Scamp with just about anything - image by Patrick Janke taken in Independence, MO in March, 2012*



*This lunch pail was purchased for \$17.95 at Smallwood's Harvest Country Store on U.S. Highway 2 near Leavenworth, WA. Image and note from Issue 527 of RV Travel.*



*Watermelon Scamp - This little trailer almost looks good enough to eat! We have no idea where this photo was taken or who did it, but do know it is one very cute RV! Have you seen anything like this?*

## What's new

**New Product** - It is called *NewGlass 2*. We put it on our 5<sup>th</sup> wheel late last summer and remember, we live in the subtropics where the sun is seriously strong all year round. We thought we would give it a test and followed the directions. Afterwards, we took it on a month long camping trip into the Smokey Mountains. Then, brought it home and let it sit until January, when we took it to Michigan for a month, including our time in the UP. It has been sitting in the sun since then, too. I can see how the trailer still shines. Our unit is a 2007. It was very easy to prep and apply. We are done with all the other products we've tried on fiberglass over the last 40 years or so. Cost: \$39.95 or 2 bottles for \$34.95 each. Check it out at [www.newglass2.com](http://www.newglass2.com). **Carolyn Wilson, Bokeelip, FL.**



**New Truck** - We just ordered the new type of hitch that Scamp is putting in all 5<sup>th</sup> wheels now. Our old one won't work in the new truck, so we spoke with Kent. He was VERY accommodating and nice. We are very concerned that the new truck will be too tall for the Scamp, but Kent assures us that it will clear. There are problems with some of the new trucks, but Ford 4WD is ok. We will give it a try. It will be a real problem if we have to raise the thing more, as it is up as high as the factory would go and we have 15" tires, too. The truck rails are 56-inches over the wheel. **Carolyn Wilson and Dan Green, Bokeelip, FL.**

**Interesting Article** - A piece in the May/June 2012 *RVwest Magazine* featured an interesting article on

Fiberglass Eggs. It relates a story of a family that "upgraded" from a 1974 13-foot Boler to a 1974 Scamper Camper (a Scamp?). They have sold the Boler and were sad to see it go. "It really is a bear-and bug-proof tent" was one of their comments from their many trips into remote country.

## Hints and Tips

**Meal Preparations** - Prepare more complicated meals when you have full hookups. It's easy to clean up afterward because you have plenty of water and no worry about holding tank limits. Consider making a double portion and freeze half for a future meal. When boondocking, keep recipes simple; use paper plates which you can burn later to start your campfire.

**Prepare Ahead** - Before leaving on a trip, prepare some of your meals at home, then freeze them. On occasions when you need to conserve water, heat up one of the meals. You won't waste water cooking and washing pots and pans. The meals also come in handy when you're in a hurry and don't have time to prepare a meal.

**Great Trip** - We had the most marvelous trip last summer. Picked the Scamp up in Helendale, CA and ended up visiting

Yosemite, Crater Lake, Mt. Hood, Columbia River Gorge, the Olympic Peninsula, Glacier National Park, Yellowstone, Black Hills, Badlands and back to CT. We did make a side jaunt to Backus, MN to the Scamp factory as we had some electrical problems- the air conditioner cover had frayed a few wires as it had jiggled loose.





The factory people were terrific. Called a day ahead and they took us right in. We had them install a bike hitch on the camper while there. They also gave us some basic instructions and pointers which we had not received from the previous owners.

We are planning a short trip to Acadia in Maine mid-June. We hope to head to the southwest for a longer trip in the future. Also would like to see some of the Chesapeake Bay area. Time will tell. Do you have any forthcoming trips planned? Hope you do. To a fun 2012 filled with Scamp adventures. Thanks, **Ingela Helgesson** and **Frank Walsh**, Gilford, CT.

**Another Good Winter** - Great issue as always. We did our usual winter trip to Tahquamenon Falls State Park. We were there for a little over 2 weeks with a week before and after in Cadillac at Mitchell State Park, where there are heated bathrooms! It wasn't as cold as usual and the dog sled races were canceled, but we were able to use our snow shoes enough to enjoy being in the back country. We don't know where we are going this summer or when. This is our year to take a big camping trip, but it will be later in summer and into fall. We alternate big boat trips with big camping trips. Again thanks for all the work you do. I've never questioned the minimal fee to belong to SOI. It's one of the greatest values I know! **Carolyn Wilson**, Bokeelip, FL

**Looking for Spring** - Well it isn't Spring here in the UP (mid-April). We had snow on the ground this morning!! Spring will get here in a month or two. All is well with us. Had a warmer winter in Gulf Shores and the fishing was OK. Always

good to get the Scamp news. **Doug and Ginny Smith**, Garden, MI.

**From Oregon** - Thank you for sending me the Scamp renewal form again. I really appreciate your diligence. I had lost it during the holiday confusion, and thought I had sent it in. It is really nice of you to follow up with a reminder. I think what you do for the club is wonderful. (I am) out in California, using my Scamp all the time, and still planning to make a campout. These are some shots from a recent trip up to Oregon. thanks again. **Lorie Thomsen**, Forest Ranch CA.



**New SOI Members** - We are in the process of deciding about ordering a Scamp 13-foot trailer and were so excited to learn about your group! We belong to a similar group of owners for the make of our sailboat and have found their input to be invaluable over the years! Although we have never seen a Scamp before in our part of the Pacific Northwest, we are hoping that your members will be able to provide answers to some of our concerns. We wonder about towing a Scamp with a Ford Escape and the options/modifications they feel are a "must" for both the trailer and car.

Thanks and maybe one of these days we will be able to attend one of the ScampCamps or get one organized in our corner of the world! **Don and Jonie Foran**, Richmond, British Columbia, Canada

**Gas Price Note** - I got the Spring (SOI) Newsletter . . . on page 2 was talking about \$4 per gallon gas. Right now I figure \$4.50 a gallon when planning a trip.

If Canada is on the route I use \$5.50 up there. Last July we camped at Liberty Harbor RV Park in Jersey City, NJ at \$65 a night for a spot on a black top parking lot. One afternoon we walked a few blocks uptown to a local pub with an outdoor beer garden and had a few beers and lunch. At the table next to us was a commodity broker from Wall Street. In our talk he ask if we had an RV - I told him a Scamp. That (brand?) he did not know of. We got talking the cost of fuel. He said to look for \$4.00 this year, \$4.50 in 2013, \$4.50 to \$5.00 in 2014 and by 2018 \$5.50 to \$6.00 a gallon.

I have looked at other campers, but the Scamp type campers look like the campers we will see more of in the future. Last month we looked at the ParkLiner and the Lil Snoozy at the rally in Tennessee. The Lil Snoozy is a year old now and has come a long way. The ParkLiner is new and only five have been made so far. It has a way to go. Price is another big actor for fiberglass units. For the same cost one can get a lot more in a standard RV unit, but then the fuel mileage goes to pot.

We are on the road 10 to 20 days a month year round. Happy Camping. **Courtland Pieper and Darlene Allen**, Port Byron, IL. (5-4-12)

**Summer Plans** - Thanks for all the work you do to give us the *SOI News*. We are heading to Acadia, Maine for a few days in June, 14th to 18th. My husband, Frank, put the Scamp's wheels back on and is getting it cleaned up. The weekend before Frank is taking grandson, Jack (12) up to a campground in the northeastern part of CT. While washing the Scamp,

a woman walking by made the comment, "Oh, it is so cute" and that it is. To a fun summer! **Frank Walsh & Ingela Helgesson**, Guilford, CT.

**Quiet Summer** - It's hard to believe that it's been nearly 2 years since we met up with your caravan in Glacier National Park and headed north together. I'll be re-living the trip at my blog - [www.hine.co-dayto-day](http://www.hine.co-dayto-day). Thank you again for dragging us up to Whitehorse. No big Scamping adventures for us this summer. Ilse's playing tennis again. I'm bicycling and flying my radio controlled airplanes. That's not to say we've permanently parked the Scamp. I've already spent 14 night in it in Colorado, Utah and Kansas in the past 6 weeks. Just closer to home this summer. Have fun up there in Michigan this summer. **Greg and Ilse Hine**, Boulder, CO

## Modifications and Changes

**New Fridge** - We have done a couple of upgrades that SOI members may find interesting. The first is we installed a new refrigerator that has a Danfoss compressor - it operates on 12v or 110v. If plugged into 110v it changes over to operate on that voltage.



And, as soon as it's unplugged it returns to operating on 12v again. The fridge will run off a battery for 3 days and doesn't have the temperature variations.

Also, we built a sink for the bathroom using oasis foam for a mold then fiberglassing the mold. Julie only wanted cold water for brushing her teeth. The



plumbing is hidden under the sink. **Jim and Julie Cassaday**, Waynesville, NC. Photographs by J. & J. Cassaday

**Tank Rack** - Many RVers use a Blue Boy container to assist in emptying their grey water and black water tanks while camped at one location for a period of time. However, the tank can be awkward to transport while traveling. Jack



Vernezze (Satellite Beach, FL) solved this problem by having a rack installed below his 5<sup>th</sup> Wheel Scamp. The steel framework was welded to the Scamp's frame and he uses a shock cord and locking bike cable to secure the tank.

Photograph by K R. Cranson

## Tech Corner

### Golf-cart Batteries

If you want to take your rig away from the convenience of shore power hookups and visit the really great outdoors, you'll be relying on your rig's self-contained features. Among those is the electric side, and by extension, one of the first lessons learned by new RVers (and maybe one of the hardest) is to take good care of your "house" batteries. But what

kind of batteries should your RV have to power its pump, lights, and other internal low-voltage stuff?

Many RVers swear by the use of golf cart batteries over conventional RV deep cycle batteries. There are some good things to be said for the golf cart batteries--they have thicker internal plates, which usually makes for a longer-lasting battery bank. Since they're designed to push around heavy golf carts (and heavy golfers) they usually have a much higher amp-hour capacity.

Still, keep in mind a golf cart battery is a six volt battery. To replace the typical RV storage battery, you'll need two of them--twice the footprint--to make one usable battery. The two batteries will need to be hooked up in series, that is, the negative terminal of one of them must be hooked to the positive terminal of its partner. Then the free terminals of the batteries--a positive and a negative--will be hooked to your RV battery leads.

Be sure to get **MATCHING** golf cart batteries, and best to buy new whenever possible. Remember, when you go to calculate your amp-hour capacity in this installation, the two batteries in series **DO NOT** add amp-hour capacity: Two matching golf cart batteries each with an 85 amp-hour capacity wired in series is still **JUST** an 85 amp-hour battery. And yes, you can parallel wire *banks* of series wired 6 volt batteries to increase your amp-hour capacity. Modified from the **RV Travel Newsletter**: Issue 529.

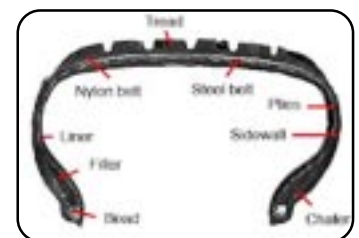
### Tire Temperature and Pressure

First off a Tire Pressure Monitoring System (TPMS) is recommended. Even if you check your pressure with a



6-Volt deep cycle golf cart battery.

Courtesy Photographs



Typical Tire Cross Section





One example of a Tire Pressure Monitoring System

Courtesy Photograph



### The SOI Bird Sez

*“Do you have or use a Tire Pressure Monitoring System?”  
If so, how about sharing your experience with other SOI Members.*

*Image by Kurt Cranson*

good digital gauge every morning, how will you know if you drive over a nail as you pull out of the campground at the start of your day’s travels?

A tire pressure monitoring system (TPMS) is an electronic system designed to monitor the air pressure inside the pneumatic tires on various types of vehicles. They report real-time tire-pressure information to the driver of the vehicle, either via a gauge, a pictogram display, or a simple low-pressure warning light.

A direct TPMS employs pressure sensors on each tire, either internal or external. The sensors physically measure the tire pressure in each tire and report it to the vehicle’s instrument cluster or a corresponding monitor, sometimes also the temperature inside the tire.

The indirect TPMS do not use physical pressure sensors but measure air pressures by monitoring individual wheel rotational speeds and other signals available outside of the tire itself. TPMS are provided both as original equipment (factory installed) as well as an aftermarket add on.

Next, you need to get your real individual tire loads with the RV fully loaded to be sure you are not overloading any individual tire. You have a **Tire Placard** that indicates the recommended **cold tire inflation** you should follow until you know your real loads and calculate your personal minimum inflation levels.

The general guideline for pressure increase of about 2 percent for every 10°F, so if you set your cold pressure to 80 psi before starting a trip with an air temperature of 45°F you may see your cold pressure has increased to 86 psi the next morning when it is 85°F.

If you watched your tire pressure during your trip you might see the tires run from five psi to 20 psi above your cold pressure as the tire temperature warmed up to 20° to 50°F above the ambient temperature.

This increase in tire temperature is affected by many variables such as load, speed, air movement around the tires (inner duals will usually run hotter) and moisture content of the inflation air and actual tire inflation.

Also, if it starts to rain you will see a very quick drop in tire temperature and an attendant drop in pressure as the water draws away the heat being generated in the tire. By **Roger Marble**, modified from *RV Travel Newsletter*.

### Safe Tires Speeds

It is best to think of a tire’s “maximum speed” is like the engine red line. Can you exceed the red line on your engine? Yes, occasionally, but is it good for the long term durability of your engine? You will agree agree it’s not a good practice for your engine - or tires.

A tire has a finite life - heat and cycles consume that life. Heat comes internally from under inflation, overloading, fast speed and externally from spending all your time in the South where temperatures are higher than in snow country. Cycles are simply miles.

Heat generation occurs inside the tire structure at the molecular level. It is not linear so one mile at 75 mph “uses up” more of that limited life than two miles at 40 mph. It may be that a mile at 80 mph is worse than two miles at 60mph.

The maximum speed rating is also based on the assumption that the tire has never been operated while “flat.” Note that a loss of 20 percent of the minimum inflation needed to carry the load is considered

flat. Also, if the tire has ever been repaired, the speed rating marked on the tire may no longer be accurate. In that situation, you need to consult the manufacturer's publications to check its policy.

There are different requirements for tires in Europe than the USA and Canada. In Europe vehicles are capable of higher speeds (100+ mph). However, in North America we have speed limits that do not allow driving at excessive speeds.

So, the emphasis is placed on handling, not "all out" speed. The same construction features required to achieve higher speed ratings also improve handling. So, in the Americas a speed rating also tends to be a performance or handling rating.

The author knows of no highway tire that can run its entire life of 40,000 to 90,000 miles at its maximum speed. The tests to establish the speed rating only require an hour or so and most of the test time is well below the maximum. This test is used to measure the rate of heat energy generated with tires failing due to operating temperature that are too high.

Finally, if you tow a trailer that has ST type tires you need to remember that they are rated at 65 mph maximum. A few trailers come with commercial tires that are only rated to 62 mph. So your maximum speed is based on the lowest rating of all your tires. Modified from *RV Travel Newsletter*, Issue 529.

## Future ScampCamps

**St Malo Provincial Park** - August 17<sup>th</sup> to 19<sup>th</sup>, 2012, located 45 minutes South of Winnipeg and 45 minutes North of the Canada/USA border on Highway 59. This park has a nice beach area along

with hiking and biking trails. There are modern washrooms and showers and the small town of St Malo is only one mile away. We will be using Bay 11 for electrical and Section A for non-electrical. This is a popular park in Southern Manitoba so please make your reservations as early as possible so we can camp as close together as possible. Reservations at the Park's Website will start on Monday April 2<sup>nd</sup>, 2012 at: <http://prsasr.gov.mb.ca>. If you plan to attend the event please check the RALLY CALENDAR on the <http://www.fiberglassrv.com/forums/> and RSVP to me as there have been some changes from what we did last year. Hosts are: **Rick Mooyman** at: [rick.mooyman@shaw.ca](mailto:rick.mooyman@shaw.ca) and **Rolland Hoffman**. **Note: You will need a passport to cross the border.**

**Rocky Mountain Egg Rendezvous** - 2<sup>nd</sup> Annual will be at Camp Hale, near Leadville, Colorado on August 13<sup>th</sup> to 16<sup>th</sup>, 2012. This is a Group Camp site with no hookups that only cost \$86 per night to reserve for up to 100 persons. Donations will be appreciated to cover this expense. More information can be found at: <https://sites.google.com/site/rockymountaineggrendezvous/> Early arrivals can be accommodated in the same campground for \$10 per night beginning on August 9<sup>th</sup>. Hosted by: **Thom Rowland**, [amtt1@comcast.net](mailto:amtt1@comcast.net).

**Eggfest Duluth 2012** - September 19<sup>th</sup> to 23<sup>rd</sup>, 2012 at Buffalo Valley Camp near Duluth. Autumn Color should



*Sheep grazing along the road into Camp Hale - location of the Rocky Mountain Egg Rendezvous.*

*Photograph by G. Hine*

## 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 gather over fourteen 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 the Scamp owner host. SOI's involvement is simply one of announcing these events and offering suggestions to anyone interested in planning and hosting such a gathering. These suggestions may be requested and will be sent as an attachment to an E-mail entitled *Hosting a ScampCamp Guidelines*.

be peaking along the North Shore for a scenic drive opportunity. The Duluth Air show featuring the Canadian Air Force Snowbirds is planned for 22<sup>nd</sup> and 23<sup>rd</sup>. Other Duluth and Superior activities are similar to those from our gathering last June. A link to a website with details for this event will be posted as soon as it is ready. Most arrangements will be similar to those we used last year. The registrations can be made by telephone after April 1st with Darrell at 218-590-8774. Mark your calendars and pass the information to fellow fiberglass RV travelers. The Eggfest website is:

[www.site.google.com/site/eggfestduluth](http://www.site.google.com/site/eggfestduluth) For questions, contact **Dave** or **Diane Parr** at [daneca99@yahoo.com](mailto:daneca99@yahoo.com)

**Land Between the Lakes ScampCamp** - October 4<sup>th</sup> to 6<sup>th</sup>, 2012 (Th - Sa). Tentative plans include

a Campfire meet and greet on Thursday (no food served), Friday will include a tech session, group photo and Cindy's Catfish Kitchen. An open house is planned for Saturday along with a garage sale, door prizes and potluck dinner. A detailed schedule will be provided upon arrival. If you have a Dutch oven, bring it. Experienced cooks will be on hand to assist with Dutch oven cooking. Reservations (six months in advance) in the Black Oak Loop near sites B-25 and B27 (host and co-host sites) in the Piney Campground at: [www.lbl.org](http://www.lbl.org) or PH: 800-525-7007. After making your reservations, please send an E-mail ([archernashville@aol.com](mailto:archernashville@aol.com)) to the hosts, **Dennis and Susie Archer**.

**ScampCamp 2013** - February 11th to 16th, 2013 (M - Sa). Plan to join us early for the 15<sup>th</sup> annual gathering by calling exactly 11 months to the day to make your



*Scamps at ScampCamp 2012 at Highlands Hammock State Park, Sebring, Florida.  
Photograph by K R. Cranson*

reservation. Call: 800-326-3521 to make reservations, then email or call **Dick** and **Lynda Freed**, the hosts, to report your information. Even if you have to cancel you won't lose all your money - the park withholds only one day's fee. Freed's email is: [richfreed@aol.com](mailto:richfreed@aol.com), Phone number are: 814-449-9596 and their address is: 511 Lauterbach, Frostproof, FL 33843. Highlands Hammock State Park is located at 5931 Hammock Rd, Sebring, FL 33872. **Come join us for a great experience.**



*Land Between the Lakes Scampers enjoying a potluck meal.  
Photograph by K. and J. Johnson*





*A few of the dozens of guns mounted on the parapet around the fort*

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forts, but when the Civil War started in 1861 only 42 had been started with 30 of those completed.

Like many of the Third System of forts, the actual compound is pentagonal in shape with an inner and outer wall. There are corner bastions along the outer walls and several structures in the interior courtyards, including a two-story barracks. The fort was named in honor of General Duncan Lamont Clinch after his death in 1849. General Clinch was an important figure in the First and Second Seminole Wars who also fought in the War of 1812. Almost five million bricks were used in its construction. Some were made in Georgia and shipped to the site while others were manufactured locally from imported materials.

By 1860 only two bastions and one third of the brick walls were completed. The ramparts, guardhouse and prison were



*The Quartermasters supply room stocked with many period items from Fort Clinch's active time.*

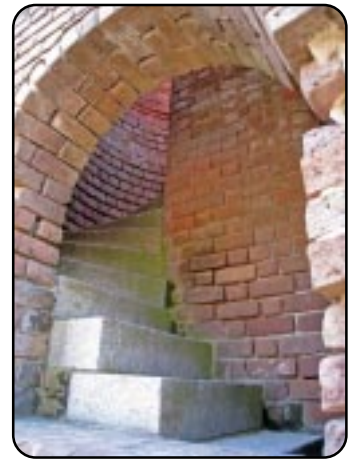
finished with other buildings in various stages of completion. Not a single cannon was yet in position. Fort Clinch was never completely finished or occupied by regular army troops.

The Civilian Conservation Corps (CCC) began restoration starting in the 1930s. The State of Florida bought 256 acres (~1.0 km<sup>2</sup>) that included the abandoned fort and the surrounding area. Fort Clinch State Park including the fort, opened to the public in 1938. The fort itself was closed to the public during World War II and used as a communications and security post, but re-opened after the war ended. The fort was placed on the National Register of Historic Places in 1972. State Park personnel re-enact military life at the fort, which is open from 8:00am till sundown, year-round.

During various weekends living history presentations are scheduled for the fort. These portray activities when the fort was occupied by active military units - both Union and Confederate re-enactments are involved. Living history demonstrations include cooking over fires, baking bread, carpentry as well as the routine daily duties that soldiers carried out while stationed at Fort Clinch. In addition to the restored fort and the re-enactments, there is a museum with a nice assortment of displays about the forts history and a gift shop. There is a small entrance fee to enter the fort.



*View of a bunk room in the main barracks building.*



*One of the spiral stairway leading up to a gun position.*

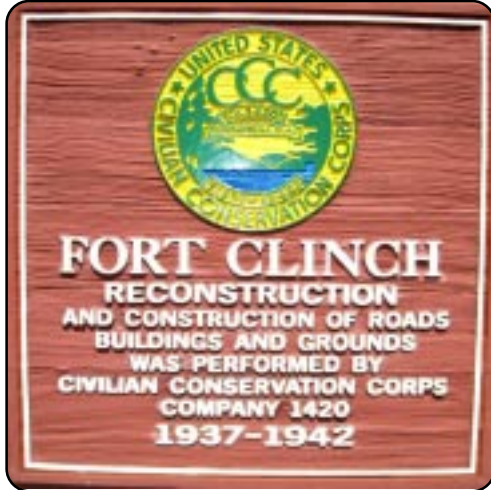
*Photographs by K R. Cranson*



*The Administration Building is one of the many structures inside Fort Clinch.*

# Fort Clinch

K R. Cranson



*The Civilian Conservation Corp played a critical roll in restoring Fort Clinch while the state park was being developed.  
Photography by K R Cranson*

Fort Clinch is a 19th century brick fortress located on a peninsula a little NE of Jacksonville, Florida, along the Amelia River - now within Fort Clinch State Park. The site had been occupied by various military troops since 1736. The fort was built here to guard the mouth of the St. Mary’s River and protect coastal shipping lanes.

Construction of a fort, which later became Fort

Clinch, was begun in 1847. It was seized by Confederate forces in early 1861 to provided a safe haven for the south’s blockade runners during the early years of the Civil War. Later, Federal forces recaptured the fort giving the Union control of the Georgia and Florida coasts. It also served as a base of Union operations in the area throughout the Civil War. In 1869, Fort Clinch was placed on caretaker status and remained so until 1898. Then, it was occupied during the Spanish-American War only to be abandoned afterwards.

Looking back through history, when the United States gained independence in 1783, the



*Aerial view of Fort Clinch illustrates the design of the Third Series of Civil War forts along the eastern coast.  
Courtesy Photograph*

seacoast defense fortifications were in poor condition. In 1797 Congress appointed a committee to study coast defense along with funds to construct a number of fortifications - these become known as

the First System. Twenty-one locations were selected for construction, mostly with low walled structures and sloped earthworks protecting wood or brick walls. However, little was done and few were built.

With the establishment of West Point in 1802, engineers could be trained in the U.S. eliminating dependence on foreign engineers. A few years later, new concerns about a possible war with Great Britain prompted President Thomas Jefferson to revisit coastal fortification programs. Several fine forts were started, but generally projects went unfinished, with little preparation to resist the British in the coming War of 1812. These became known as the Second System.

So, the War of 1812 again showed up the ineffectiveness of our coastal defense system. In 1816 Congress appropriated over \$800,000 for a seacoast defensive system which is known as the Third System. At this time President James Madison selected a French military engineer, General Simon Bernard, to design a network of coastal fortifications along the Atlantic, Gulf of Mexico, and Pacific. The original plans identified nearly 200 sites for new

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**SOI News**  
**Summer 2012**  
**Volume XIV Number 3**

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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**SOI News**

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