

What's Inside:

- Shadetree Mechanic
- Trip Report (Sierras)
- Members Alley

Upcoming Events

- August 7th Lance Chat
- Sept 4th Lance Chat
- October 2nd Lance Chat

Lance Owners of America Newsletter



Presidents Report

Welcome to another issue of the Lance Owners of America Newsletter. From now on the newsletter will be known as *The Lance Glance*. We held a contest earlier this year to determine a name for the Newsletter and the winner was Carmel McHale of New Jersey. We had

many other good suggestions like Happy Lancers and Lance-a-Lot but it was The Lance Glance that got the majority vote. Thanks Carmel for the great suggestion, your prize is on the way. I want to tell everyone what a pleasure it was to finally meet some of you face to face at

the annual factory tour and BBQ. I will be looking forward to that one every year. The website traffic has been steadily picking up and we are growing everyday. Thanks everyone for all your support, feedback and participation. LOA is a really great bunch of people I am proud to associate with. Eric Dye

Lance Owners First Annual Factory Tour and BBQ

April 5-7

The Lance Owners of America Factory Tour and BBQ took place on April 5-7 2002. The weather was gloomy but that did not deter anyone from enjoying the weekend they were about to have. I was expecting to be the first one rolling into the campground but much to my surprise I was not. I noticed David and Lieselore were already there

and all hooked up. The first day campers kept rolling in all day long, it is quite a sight to see all those Lance Campers parked together.

I was really enjoying the Beautiful scenery at Thousand Trails Acton but I knew the best was yet to come. We were all going to unhook from camp and caravan over to the Lance Camper

factory for an in depth guided tour given by Tom Broglia. I am not even going to try and explain everything we learned on the tour except I will say that if you have never seen the factory it is worth the trip.

After our tour Lance treated us to a wonderful steak dinner. Norm Jacobson and Lisa

The Lance Glance



This is RobG performing everyone's favorite task.

Saturday morning we all got together at our campsite for a pancake breakfast.

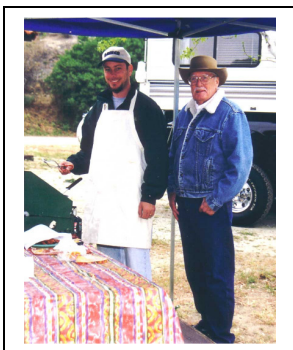
Madison were cooking and getting everything ready for us. The food was absolutely perfect. During dinner Jack Cole, President of Lance Camper Mfg., came and sat down with us and ate dinner. Jack was very personable and took the time to talk to each and every one of us. All the Lance staff went out of their way to answer our questions as well as

hear our ideas. We as members of LOA really appreciate being heard by Lance.

Saturday morning we all got together at our campsite for a pancake breakfast. It was a great time to reflect on what we saw the day before at the factory. It was also a time we show each other the types of things we did to our campers like Rob G's

dual golf cart batteries or Ken H's Travasak and photo wall. We even all pitched in to help Member Mike get one of his front jacks straightened. The outing was a great success and I really had a great time, I hope everyone else did too. I will be looking forward to this trip again next year.

Eric Dye



Eric and David are the first ones to breakfast.



These are just some of the highlights from the LOA factory tour and bbq.



Fine Art of Camper Loading...

The Art of Truck Camper Loading, Marital Bliss and Why I own a Dog

A properly loaded truck camper can be a thing of beauty. Correctly positioned in the exact center of the truck bed, it gives a sense of symmetry and proportion, of freedom, adventure, exploration and self-reliance, of a job well done and a catastrophe avoided. But jacking a \$25,000 two-ton camper 15' into the air on four skinny legs and then backing \$40,000 one-ton extended cab truck under it with only a couple of inches of clearance can occasionally be just a little bit stressful and if not undertaken with in the proper state of mind, can test the strength of a 30-year marriage, the limits of the First Amendment and the enforceability of subdivision covenants.

My pre-truck camper loading goal is to strive for a completely stress free mind, avoiding any activities that can increase stress levels before the loading process is initiated. Choosing the proper time of day and day of week is an extremely important factor in maintaining the proper stress free state of mind. Attempting to load our camper late on Friday evening for a 3-day weekend of bass fishing after a **VERY** stressful 11-hour day at work will almost always result in two officers of the law showing up at my residence to investigate a "domestic disturbance". Trying to load the camper in the early Saturday morning pre-dawn hours is not any better and generally ends with the same results. This can be especially embarrassing when the same two deputies from the night before show up at my front door.

I have found that Saturday afternoon, between the hours 2pm and 4pm, on the weekend before I plan to leave, seems to be the best time for my wife and I to load our truck camper. At that time of day on Saturday, there always seems to be plenty of neighbors around to call an ambulance, volunteer fire department, rescue squad and a 40 ton rental crane if I should happen to drop the camper on myself, wife, dog, cat, car, truck, house, etc. I've also found that at that time of day on Saturday, my neighbors don't seem to mind the yelling and screaming. Even if I let out a stream of four letter words that would qualify me for a guest appearance on the Osburnes, my neighbors just don't seem to care. Maybe they think we're watching a ball game on TV.

So, the following is my normal loading process, but it is specifically based on our last trip to Yellowstone:

Very carefully back truck up squarely in front of camper, and then pull forward about one truck length. Carefully run camper all the way up on the electric jacks. With wife giving directions, carefully back truck under camper. Very carefully lower camper into truck bed and find that it's about 1 inch to the right of center. Run camper all the way back up on the electric jacks. Carefully pull forward, with wife as spotter, maneuver truck 1/2 inch to right and carefully back truck under camper for the second time. Lower camper back into truck bed and find that it's now about 1 inch to the left of center. Mumble something to self as I run camper all the way back up on the electric jacks again, wife says, "what did you say?", I respond, "nothing Dear".

(Getting the picture yet?)

Carefully pull forward, with wife as spotter, maneuver truck 1/2 inch to left and carefully back truck under camper for the third time. Lower camper into truck bed and find that it's now about 2 inches to the right of center. Blame dyslexic wife for lousy directions and not knowing her left from right as I run camper all the way back up on the electric jacks again. Carefully pull forward, with no spotter now, maneuver truck 1 inch to right and carefully back truck under camper for the fourth time. Lower camper into truck bed and find that it's now about 2 inches to the left of center. Cuss dog as I run camper all the way back up on the electric jacks again. Pull the dang truck forward one more time, maneuver truck 1 inch to left and carefully back truck under camper for the fifth time. Lower camper back into truck bed and find that it's perfectly centered! Great! But it's also cocked about 10 degrees from straight. Cuss architect, prime contractor and concrete man that poured my driveway 4 years ago as I run the friggin' camper all the way back up on the electric jacks one more time. Go in house, apologize to wife and ask her resumed role as spotter.

Pull that sorry Ford forward one more time, with wife back as spotter, maneuver truck and carefully back truck under camper for the sixth time. Lower camper back into truck bed and find that it's perfectly centered and perfectly straight! Great!

Congratulate nearsighted dyslexic wife for much improved directions and figuring out right from left and elbow from.....

After wife gives me a one finger salute and leaves for the second time I notice that the truck tail lights are touching camper because I forgot to put the %\$#@!*# plywood spacer between the front of the !@%\$# camper and the%&*\$#!@ truck bed. Cuss the %\$#@*%&! Ford engineer responsible for changing the #\$\$#!&* bed dimensions on the new Super %\$#@!*% Duty trucks as I run the &%!@\$# camper all the way back up on the %\$#@!* electric jacks one more time so I can put the !\$#@%\$#@! plywood spacer in! So finally, after several more attempts and a trip to the local truck stop for more diesel, I get the !@#%\$#@! thing centered and straight on the !@#%\$#@! truck, tied down, boat on the hitch, wife and dog in the cab headed west for three !@%\$#@! fun filled #\$\$#! weeks in Yellow\$#@!@#@!Stone, Wyoming.

So, why is it important to own a dog if your wife helps you load your truck camper? I like having someone to talk to on the three day drive to Yellowstone.

BradW

The Lance Glance

Shadetree Mechanic

Shadetree Mechanic

There have been numerous discussions lately on the board about camper guides. Truck camper owners are always impressed when they see mine and see how easy it is to load the camper perfect every time. That is what brought about this issues Shadetree Article. There are several different ways of installing them and we will note the different choices.

"If you have a question, comment or idea for the Shadetree

Mechanic send it to:

shadetree@lanceowners.com."

Installing Lance Camper Guides

Tools Needed: Power drill with 5/16" bit
Pencil to mark holes
1/2" deep socket, 3/8" drive Ratchet handle, 3/8" drive
1/2" open end wrench
Center Punch & Hammer
Tape measure

Materials Needed: Lance Camper Guide Kit (Find at your Lance dealer or similar product from RV supply stores)

4'x8' sheet of plywood(temporarily used as a template only)
Longer 5/16" carriage bolts(Long enough to reach through the bed reinforcements and rubber bed mat(optional)
5/16 " fender washers, 5/16" flat washers
hex nuts(non locking)

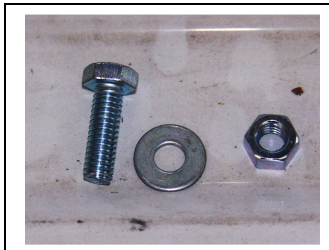
Caution: Since you will be drilling holes in the truck bed, make sure there are no electrical wiring harnesses, brake or fuel lines that can be damaged with the drill bit penetrating the bed floor.

Lay 4'x8' sheet of plywood in the bare bed of the truck. Measure very carefully to center the sheet in the bed of the truck. Measure from side to side and be sure the plywood is square with the bed at the front.

Front Camper Guides: Find the truck bed reinforcements about 1' (18" on my truck)back from the front of the bed and mark on the inside of the bed floor. On the driver side of the truck, place a camper guide, with the angled end against the plywood, on top of the bed reinforcement which you previously marked, hold the guide and trace the slotted hole in the bed floor. Do the same with the other camper guide on the passenger side at the front of the bed on the opposite side making sure you are on top of the bed reinforcement. Center punch the center of the slotted hole of your outlined hole before drilling. Place one of the bolts in the slot in the camper guide and drop the bolt in the hole you just drilled. Install the fender washer, flat washer and hex nut. Run the nut up finger tight. Do this on both sides.

Rear Camper Guides: Find the rear under bed floor reinforcement about 18" from the rear of the truck bed. Check your camper to see if they will clear any offset at the back of the camper where the bathroom makes the camper floor wider than 4'. After making sure it will not interfere with the offset in the floor, mark the bolt holes as you did previously for the front set. Check your measurements one more time to make sure, center punch the holes and drill them. Place a bolt through the camper guide slotted hole just as you did for the front guides, washers, hex nut, and finger tighten.

Before removing the plywood, slide your camper guides up next to the plywood and mark the outside round hole in the camper guide making sure the guide is up square against the plywood sheet. Center punch the hole locations, drill and install the bolts, washers and hex nuts. Use your deep socket and tighten all the bolts. You may need a helper topside to hold the carriage bolt down in the camper guide to prevent it turning. After you tighten all the bolts use a second hex nut to lock the first hex nut in place. Hold the first nut with the open end wrench and tighten the second nut with the deep socket. Using this method is much



easier than using the furnished self-locking nuts in the kit. (I found the self-locking nuts so hard to turn the carriage bolt's square head stripped in the camper guide.)

Remove the sheet of plywood.

Optional:

You may use eyebolts to fasten your camper guides down (see pic). This will give you extra tiedown points in the bed of your truck when the camper is not loaded.

Optional: If you want to bolt the camper guides through a rubber bed mat, the time to put the mat in the bed of the truck is before you do the final tightening of the camper guide bolts. Remove the sheet of plywood and reinstall your rubber bed mat. Smooth out the bed mat and make sure it is square with the truck bed. Take a can of spray paint and "blow a puff" of paint up through the holes in the truck bed you have just drilled. This will mark your rubber bed mat with the proper places to drill holes. Use your power drill for the holes in your bed mat from

the back side. It will be easier if you put a block of wood under the mat before drilling.

Place the plywood sheet back in the bed of the truck and align it with your previous alignment marks. Slide your camper guides up against the plywood making sure they are square with the plywood, and tighten the bolts and lock with a second hex nut.

Loading the Lance: I have found the following procedure the easiest way to load the Lance camper by myself.

Raise the camper high enough to clear the truck bed. Slowly back under the camper until the front of the camper is about a foot from the front of the truck bed making sure the front of the camper floor is past the front camper guides. Stop your truck, set the parking brake. Lower the camper to the truck bed. The camper guides will center the camper on the truck bed as it comes down on the bed. Lower the camper until all the jacks

are just clear of the ground.

Now is the best time to hookup your camper to truck electric cord. Reach over in the truck bed and connect it.

Raise the camper again enough to clear the truck bed and carefully back under the camper the rest of the way until the rubber bed stops just touch the front of the truck bed. Lower the camper on the truck bed, raise your jacks, install your tiedowns, swing in your dually extended jacks, if equipped, and cabover stabilizers, if you use them.

Using the camper guides, you will find your Lance camper is in the same location, aligned and "square" with the truck bed every time you load it and is easily done by yourself.

Shadetree Mechanic



This method depicts cutting the bedmat.



This is the bolt through method for the bedmat



Eyebolt mounting option

Camp Cookin' With Steve... Jammin' Jambalaya

Servings: 2/3 people
 Ingredients: 1 box of Zatarain's Dirty Rice
 1 bag of frozen, pre-cooked shrimp (70 count, or more)
 1 can of Ro*tel tomatoes & green chilies

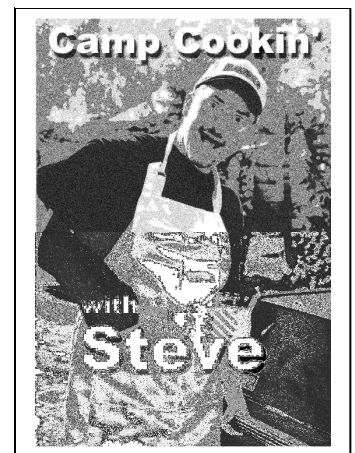
In a large skillet, boil 2 1/2 cups of water, 2 tablespoons of olive oil or margarine, and Zatarain's Dirty Rice. Stir

well. Once boiling, reduce heat to simmer and cover skillet for 20-25 minutes (until rice has soaked up all the water). Either defrost your shrimp an hour ahead of this or put them in a strainer and run them under cool water for 7-10 minutes. (Go ahead and do this when you're at a "Full Hookup" campsite.) When the shrimp is ready, add them

to the rice along with the can of Ro*tel tomatoes & green chilies. Stir well until hot and ready to serve.

Good with spinach salad and vinaigrette dressing.

Usually some great leftovers for lunch the next day!!!



Trip Report (Sierras)

I'll start off by mentioning that I don't have as many pictures as I would like. I left my camera in the camper a few times when we were out.

I left Mission Viejo, CA. on May 30 at 7:00am for the first of a series of fishing / motorcycle riding trips to the Eastern Sierra. First stop of the morning was in Irvine to pick up my Brother, Troy, and his bike and fishing gear. A quick stop at the local Starbucks for the ritual cup of coffee and we find ourselves on the 241 toll road heading towards the 15 freeway. By 9:00am we make our usual stop at Krammer Junction for a nice breakfast at the Roadhouse Café and to stop at the local Arco to top off my tank. I check my mileage and found my rig to be getting 7.3 mpg – YIKES! It will take me another 1-½ tanks of fuel to make our destination in Bishop.

Back on the road we find ourselves passing the fine community of Johannesburg, Ca. The citizens here have a very unique way of living out here in the middle of the desert. They have the most unique types of yard decorations such as old beat up cars and junk. There are open mine pits all over the place. Someday I am going to unload the motorcycle and do some exploring in this area. Finally we pass Pearsonville, which is known as the Hub Cap Capital of the World. *Editors note: Every time I pass this place, I see the same Corvair Van parked outside one of the wrecking yards. I should stop next time, buy it, and surprise my wife with it. That should go over real well!!* After a short distance more on the Highway 395 we approach the sign welcoming you to the Eastern Sierra's. Now we are entering the Owens Valley.

The Owens Valley is one of my favorite places. It's still the desert but a different kind of desert. More like cowboy country. It is also a geological wonderland. Since I am really into geology I have to stop and look at things. One of the first stops I recommend to people is Fossils Falls. This was created back when the Ancient Owens River flowed out of the Owens Valley into the Mojave Desert back when the desert had a much wetter environment. It is a neat piece of geological history. The falls have polished the volcanic rock smooth. Back on the road we pass the town of Olancha, which is where the Crystal Geyser drinking water plant is located. It is also where Olancha Dunes meets Owens Dry Lake. Owens Lake was once very un-dry. In fact, the Bessie May steam ship used to cross it bringing raw ore from Cerro Gordo on the opposite bank back into Olancha to be processed and taken by horse and stage to a then growing Los Angeles. Los Angeles ended up purchasing the land rights in the Valley and diverting the Owens River away from Owens Lake through canals and eventually draining the Lake. How considerate of them! Continuing down 395 we pass through the small community of Cartago, then past Owens Dry Lake, and into Lone Pine.

We head out of Lone Pine on Whitney Portal road toward our first fishing destination at Lone Pine Creek Campground. One the way up we pass the Alabama Hills where many western films took this area in as the scenery. This is another area I'd like to further explore on my motorcycle. We reach the campground and find out that the creek was stocked earlier in the week and after the ritual shot of Jack Daniels to officially start the fishing trip, we grab our rods and head toward the creek. It didn't take long before we both had trout in the creel. I see a coyote on the other side of the creek from me and it runs up the embankment and over the hill. After 2 hours, we both have our limits of trout. Back to the camper for a cold beer and we are back on the highway towards Bishop.

As we head out of Lone Pine we pass many ancient volcanic flows. You can see where many of them started out of the sides of both the Sierra's and the White Mountains. We pass on Independence Creek and Big Pine Creek this time because it's 5:00pm and there is no time to fish. Maybe on the way home. As we arrive in Bishop our first order of business is to find the Arco gas station and fill up both tanks in the truck. Truck mileage this time is a whopping 6.9-mpg. This is mainly due to the long climb to Lone Pine Creek and the slight headwind. After re-fueling, we head back on 395 and make our turn on to Line Street toward our destination at Four Jeffries campground but not before a quick stop into Bishop Creek Lodge to have a beer and shoot the crap with Bill Stoll who manages the lodge and Gary Olson who owns it. *Editors note: By the time I reach Bishop Creek Lodge, I will have traveled 17 miles and used almost ¼ of a tank of fuel. My truck hates this climb from 4500 ft to 9000 ft. We setup camp and do a little fishing before it turns completely black outside. We manage to catch a few trout before we head back to the camper for a nice cold beer and a bowl of chili. We complete the night with a nice Sancho Panza cigar and call it a night. Editors note: I know what you're thinking. 2 guys, each drank beer and ate chili. Enclosed in a camper. I don't remember if it was bad or not. I was tired and out cold by the time I hit the bed.*

Friday Morning we meet up with some friends of ours who were down a few camp spots from ours camping in their tent trailer. We decide to spend the day up in the Rock Creek Area north of Bishop. We arrive at Rock Creek Lake and decide to fish the lake for a while. I forgot my camera today so there are no pictures. Anglers traveling to Mammoth, June Lake Loop or Bridgeport to fish often overlook this area. It's a shame because it is quite beautiful in this canyon and every time I've fished this area I catch my limit. We started fishing the lake and in no time we all have our limit of trout. Salmon eggs, Power Bait, Panther Martins - they all did the trick. After taking in the scenery and having a cup of coffee at the lake, we head back down the hill and stop at one of the campgrounds along Rock Creek that I like to fish at and try our luck. Within 30 minutes, I had 5 trout in my creel. That makes 10 for the day so I started catching and releasing from then on. We head back down towards Bishop later in the day and arrive back at Four Jeffries around 4pm. The wind has kicked up and the clouds are rolling in. A few sprinkles come down. The campground host tells us there is a storm coming in. So what does my Brother and I do? We unload the motorcycles and go for a ride. Rain or not, we are RIDING! We took a few side trails into the hills and did some exploring into some area's I've often wondered about. We

The Lance Glance

get back to the camper a few hours later, eat, drink beer, have a roaring fire and finally finish off the night by having brownies I make in the oven with vanilla ice cream and watch the movie Easy Rider. What a great day it was!

Saturday we have planned to ride into an area known as Coyote Flats, which is, located Southwest of Bishop in the hills. Coyote Flats is up at around 10,000 ft and contains 2 lakes that I've visited before. One is called Funnel Lake and the other is called Rock Bottom. Both have native Kamloop Trout in them and don't get much fishing pressure because of their remote location and the fact it takes almost 2 hours by a four-wheel drive to get to them. On our motorcycles, it takes us less slightly less than an hour to get to Funnel Lake. We park the rig off Reata Lane on the dirt road that leads to the area. It is cold outside and the storm clouds are rolling in. It is raining north of Bishop over by Mount Tom. We think about it and decide to go for it. The ride is not that bad on a motorcycle but can get rough in spots. We finally reach Coyote Flats and it is now sprinkling some. We head on and about 15 minutes later we are at Funnel Lake. It is still sprinkling so we decide that it would be better if we not fish and get back down off the mountain before it rains any harder. At 10,000ft. there are still sections of snow on the ground this time of year. We get back to the truck around 3:00pm and decide to make the drive back to Lone Pine and stay at Boulder Creek RV Resort just south of Diaz Lake. This is a really nice place to stay. Full hookups w/cable, a recreation room, pool, and Jacuzzi. They even have a small petting area with goats and sheep in it for the kids along with a playground. The Jacuzzi feels nice after a long day's riding. We are into bed early as we will depart at 5:30am Sunday for home.

My Brother Troy and I had a great trip. The fishing was excellent and the riding was spectacular. I am already looking forward to the next one. Next time, I will try and remember the camera and not leave it in the camper!

Darin Bell



Lance Camper Technicians Perform a Miracle

A friend of the Lance Owners of America and one of the top camper techs at Lance sent me some pictures of a recent repair job. I was completely amazed at the photos so I decided to put them in our newsletter. This repair was performed by Kit Flowers and his crew. We didn't get any other details in the incident but I think the photos will speak for themselves.



This is the before picture. As you can tell there is extensive damage to the rear end of this camper.

These guys did amazing work on this unit. It is hard to believe that this is even the same camper. Looks great guys... keep up the good work.



Members Alley

The members alley is designed for our members all over the country to send in photos and stories they would like to share. If you have something to send in mail to LOA PO Box 52363 Irvine, CA 92619-2363 or email to info@lanceowners.com.



This was sent in by member David from his Alaska trip. Apparently this is what happens when you run into an elk on the highway. Luckily this was not David's rig, he just took the picture as he passed by. Thanks for sending this in David.



This is member Kevin's camper after his trip. This has to be the dirtiest I've seen a camper get. I think most of the crud is dead bugs. Thanks Kevin.



Here is BradW giving us a demonstration on how NOT to go down Blue Ridge Parkway. Look for complete details coming soon on what happened to Brad on his trip.