

THE ROOSTER

A monthly update from the Inland Empire Offroad Association

What's New

We had a smaller group for Christmas / New Years, but still had a great time. Now the MLK trip its already underway and we are planning another big trip for Presidents Week.

Wash 10 vs 6

At New Years we camped in Wash 10 again, this time deeper in the wash close to the dunes. The general opinion was that it was quieter, and with the rain we did fine for not getting stuck. MLK was more in the middle of the wash, and it seems to be a popular location.

CA Nonresident OHV Pass

Beginning Jan 1, 2022, CA nonresident OHV stickers are required. See more on page 5.

Christmas-New Years 2021/2022

As remembered by Jim Kastle

Ray and Janice and her daughter Kendra, son in law Nick and grandsons Everett and Ellis arrived before Christmas and set up deep in Wash 10. Based on Janice's texts and photos they all had a great time and John's/Marshall's Suzuki 50 was a hit of the trip. The boys rode the heck out of it, and thanks to Danny's complete rebuild last season it held up well. I arrived on the 27th, to find just Ray and Nick still there, as Janice wasn't feeling well, and Kendra and the boys took her home before I arrived. Ray and Nick left soon after I arrived, leaving the gooseneck behind. Ray, with John accompanying him, returned on New Year's Day to pick it up.

Soon after I arrived, I was joined by Frank and Denise Wilson in their new motorhome and recently rebuilt, after a crash a couple of years ago, sand rail. The motorhome is beautiful, and Darren, of Prowler's, did an amazing job of reconstructing the sand rail that was severely damaged after an unplanned launch and rough landing into a big



Upcoming Events

- January 13-17, 2022: MLK Weekend at Glamis, currently Wash 10.
- February 11-21: Presidents Week trip to Glamis, Wash 10.

January, 2022						
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February, 2022						
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bowl. We knew of only 4 other rigs planning to join us, so the area we coned off was relatively small, but fortunately, as the week progressed, some of the camps near us left, leaving more room. Pam and Danny Burns and Dave Huggard arrived on Tuesday. Pete, Linda, and Jeremy Hagen, and Erik and Mark Knowles and a bunch of Erik’s friends from high school and college arrived on Wednesday. The friends were a great fit with the rest of us and we really enjoyed their company. There’s no way I can remember all their names, but I DO remember Gillian, 20-something young lady that impressed us all first by the fact she rides a kick start 250 two stroke motorcycle (that they didn’t bring this trip) and then by finding out she camps in an unheated van and who has a very outgoing personality. Another had a relatively new-to-him RZR that he thoroughly enjoyed. I heard that he did initiate it by doing a slow roll onto its side that fortunately did no damage. I hope they’ll camp with us again. P.J., Melissa and the kids arrived later Wednesday. Karissa and Jason arrived in the Prius Thursday.

Monday night, the furnace in my buggy box stopped working, and it was COLD! Fortunately, as this has happened before, I keep a small electric space heater in the trailer, and although it was a lot for my little Honda generator, it kept the chill off. It did however occupy most of my time Tuesday and part of Wednesday as I made a trip to Yuma for parts, and R and R’d the furnace several times before, with Dave Huggard’s help, I got it fixed. It helps to read directions!

Pete just got his buggy transmission rebuilt, which was delayed by supply chain issues, after he and Jeremy removed it and took it to Wright Gearbox. When it was finished Pete and one of Jeremy’s friends, Scott (I think) reinstalled the trans, but it wouldn’t stay in reverse. This could be caused by one of two things, an internal building error, or a linkage problem. P.J. and I had highly recommended Wright Gearbox, and felt some responsibility. We also have a lot of confidence in Wright, so we assumed, and hoped, it was a linkage



problem. We disconnected the linkage, and reverse worked fine, so we had to adjust the linkage. Pete and P.J., with the help of Frank and I'm sure others (I was preoccupied with my furnace issue) removed the linkage and determined it needed to be shortened. This required removing a roll pin, that should have been easy, but the required punch could not be found in the yellow trailer. We wasted at least an hour before Frank found a center punch he let us modify to remove the pin. The rest of the job went pretty easily, and the reinstalled shifter works perfectly. You may remember that on the last ride of the Thanksgiving trip Jeremy's car broke a spindle. In shopping for replacement parts, Pete found an identical replacement at Kartek. He also found it would only be a little bit more to upgrade the spindles to heavier duty ones, and wisely opted to do so. Pete was able to find the original powder coating company, and had them coat the new spindles with the exact same color. They hadn't had time to replace the spindle until they got to the dunes, so while some were working on the shifter, Jeremy, with a lot of help from Frank, replaced the damaged spindle. They didn't want to spend valuable dune time upgrading the other one, so using what they learned from Frank they will do that at home.

My first ride of the trip was delayed a few days by the work on the furnace. I think it was not until Thursday. The rides kind of blend together, but I do remember a long ride with all the cars that included Oldsmobile, the flag pole, a fast ride through the old closed area between the flag pole and Gecko road, a stop at Sweet Maries for ice cream, and a ride through the dunes back to Olds, and then camp. The most significant memory of that ride is there were NO break downs. New Years Eve afternoon we decided to make a quick ride to Olds before the spaghetti potluck. We were moving along at a pretty good clip when P.J. called out that he had a front end problem. I turned around and found his left front wheel was in an awkward position. Upon investigation, we found the lower spindle bolt had broken, causing the spindle to bend. With a lot of



help, we were able to straighten the spindle, TAPE a replacement bolt in place, ratchet strap the upper and lower A-Arms together, and drive it back to camp. After dinner, P.J. found some metal in the trailer and cut and ground two plates to weld to the sides of the spindle to make it better than new. Mark Knowles then volunteered to weld the plates in place. This is the second time Mark has welded on Kastle stuff, and in both cases, the welds stand out as among the nicest on the vehicle. He used the welder in the yellow trailer that he had never used before, made a test pass on a piece of scrap metal, and then perfectly welded the reinforcement in place. BEAUTIFUL! Thanks again, Mark!

On Saturday after the omelets we rode through the big bowls near comp, then through the former closed area to the swing set, and to Olds, then to camp. Sunday we again headed toward the swing set and towards Gecko road. We found some nice dunes just east of the Roadrunner campground that were pretty smooth and provided lots of long runs and then swooping banked turns. On the way back, near Wash 11, we saw a new structure. I would describe it as a carousel with 4 RZR seats suspended from a telephone pole by four cables so that when the carousel rotates, the cables wrap around the telephone pole, raising the carousel. When released, gravity pulls the carousel towards the ground and the cables unwind,



lowering the carousel. It's a neat idea, but I'm sure it will be removed soon, as there are too many ways someone could get hurt. Later we took an afternoon ride and just before Hill 3, Pete called out that his car was going into limp mode. We stopped a couple of times, let him run around and it would again go into limp mode. We decided to head back to camp. On the way it totally died. While looking at it, Danny noticed the alternator belt was missing! That explained why it was going into limp mode. Pete had a spare belt, and we installed it. Jeremy pull started his dad's car, and the rest of the way back to camp it did not go back into limp mode.



I'm surprised it's taken me this long to get to the details of my favorite IEOR meal of the year, the New Year's Eve spaghetti potluck. Jeremy offered his trailer for the food set up. Although we had a smaller group than usual, I heard the count was 22; the meal did not suffer at all! As always there were a variety of spaghetti sauces, plenty of spaghetti, meatballs, steaks (thanks to Mark), salads, and of course deserts. New Years Eve evening was COLD! I believe Danny and P.J. were the only two to remain at the fire the entire evening, with



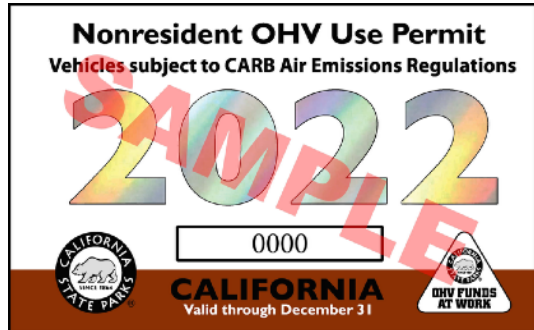
more and more joining as midnight approached. I had gone in around 10:30, but woke up in time to join the others outside for the fireworks show. It did not disappoint. As always, there were lots of

fireworks in every direction. I don't believe I've ever been anywhere where the density of fireworks even approaches that at Glamis. Despite our feast on Friday night, and many of us greeting 2022 at midnight, we still had an omelet boil on Saturday morning. It, too, was successful with plenty of ingredients and good company.

I'm looking forward to an extended stay for Presidents' Day. I hope we have a big group and lots of rides. Happy 2022! -Jim Kastle

CA Nonresident OHV Sticker

Since many states have stopped offering reciprocity with California by recognizing California OHV registration stickers in those states, starting January 1, 2022 the state of California will be requiring



nonresident OHV permits for vehicles that are registered in states which do not honor California OHV registrations.

This means that vehicles that are registered in states such as Arizona will need a nonresident permit to be used in California, including at Glamis. These permits are \$30 each, and are available online at: <https://secure.cloudwisesolutions.com/app/products.html>

Once you add express shipping and a convenience fee the cost is over \$40, but in my recent experience the shipping was fast and I received the sticker in just a few days. It will be

interesting to see if Rangers are enforcing this requirement on January 1st, but in general I believe it is best to avoid giving them probable cause for a stop. -PJ.

Career Change

By Paul Kastle

Many of you have heard me talk about it out at the dunes, but for those of you who I haven't gotten to see recently, I wanted to share some personal career news. After 20 years with MSC Software, where I was a Senior Technical Writer working on engineering documentation, I have made the decision to go to work for Executive Elevator. It is the right time for the business and us for Melissa and I to take a more active role and work towards running the company in the future, and this will require me to invest as much time as possible over the next few years learning as much as I can about how to run an Elevator company. Melissa has a handle on the office and what goes on there, but I will be learning from John about what goes on in the field and doing quotes and interacting with customers. It will be a big new adventure, but I am looking forward to working on physical things that you can actually touch and see work. While I may not be at the dunes quite as much for a while, when I am I look forward to sharing our progress on this adventure with all of you. This past Friday, January 14th was my last day with MSC Software, and I start full time at Executive Elevator on Monday.



This month we'd like to thank Jim Kastle for sending in an article, and as always encourage everyone else to share what they have been up to. With all of the changes, I will continue to put together a newsletter each month, so send your contributions for future newsletters to me at pkastle@msn.com and we will publish them along with a calendar of events each month. -Paul, Melissa, Allie, and Marshall.