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# THE ROOSTER

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A monthly update from the Inland Empire Offroad Association

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## What's New

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We had another great trip to Glamis over Presidents weekend, even though the group was smaller. The season isn't over yet, so we are still planning another Glamis trip and then headed to Dumont.

## Spring Break

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Since Easter falls later in April, we are looking at a Spring Break trip for late March, likely starting on the 29th out 30th and running through April 2nd or 3rd.

## Dumont Plans

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For the traditional end of season Dumont trip we are planning on the weekend of April 21-23. It is a little earlier than some years, so perhaps the weather will be great.

## Presidents Week Feb 13-22, 2023

*As Remembered By Jim Kastle*

I spent Thursday-Monday, February 9-13 At Salton City with Mike and Kris and Doug riding the side by sides. See Mike's article for details. Monday we left by 9:00 A.M. The others headed home, while I headed towards Glamis. I stopped at Costco in El Centro to buy some golf cart batteries for the fifth wheel, intending to replace the batteries in the parking lot and return them for the core charge. As I attempted to remove the old ones, I remembered they are very awkward to remove. I tried for nearly an hour before I gave up and decided to wait until I had more tools available. I remembered I replaced them at home last time, and used my cherry picker to remove them. I continued on to Glamis. At Glamis I proceeded to Wash 10, which had very few other camps. I selected a spot to the right of the main road into the wash, close to where we were for Thanksgiving. I got the two trailers from storage and strategically parked them to save as much space as possible. I then set out nearly all the cones from the yellow trailer to mark our spot. I feared that others might complain that I couldn't do that, and they would be right, but no one said anything. I spent the rest of Monday setting up the fifth wheel and running extension cords to the other trailers, watching TV, and playing with my phone before the internet became extremely slow as it became more crowded. Tuesday I planned to relocate the driver's seat in the buggy and to do other maintenance. But it became VERY windy, and after I finished with the seat it was too windy to work outside. I spent more time enjoying the good internet, watching TV and preparing a list of things to do or buy in Yuma



## Upcoming Events

- March 30 (or earlier) to April 2: Spring Break at Glamis, Wash 10. Let Jim know when you will be going, and he will be there when others can.
- April 21-24: End of season Dumont trip. Come out for some great fast riding in a great environment.

March, 2023						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

April, 2023						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

Wednesday.

Wednesday I moved some supplies into the yellow trailer, took a shower, filled the fifth wheel with water from my truck and headed off to Yuma for the first time this season. I hadn't made any of my usual Yuma trips, primarily due to the high fuel prices. I made the best of Yuma by filling the water barrel, buying diesel, having lunch at Texas Roadhouse, getting Firehouse subs to go for later meals in camp, buying surprisingly hard to find buggy pedal pads at ORBS, getting some 2x3 lumber to use as tools to install the fifth wheel batteries, and some odds and ends needed for maintenance of the trailers that stay at Glamis. I got back to camp well after dark. I watched more TV and enjoyed fast internet for the last time before the crowds began to arrive.

Thursday morning I cut some of the 2x3's into blocks and a lever to allow me to install the fifth wheel batteries. The wood made it much easier to install the batteries and I had them done in less time than I spent trying to do so in the Costco parking lot. Mark arrived around 1:00 P.M. He had done some work on the car, including powder coating the frame and suspension, rebuilding the transmission, replumbing the hydraulic lines, and painting



the panels, He did a beautiful job, and the car looks like new. Scott, Robyn and Clyde arrived soon, followed by John and Anna. As John unloaded the car he noticed a puddle of coolant under the radiator, and discovered the just-installed transmission wouldn't stay in gear, and the clutch wasn't disengaging. He worked on it Thursday evening and Friday morning. He was able to fix the transmission and clutch issues by adjusting them, and

installed a radiator from the yellow trailer. Unfortunately, it also had a leak, but not as big as the original radiator. It would work for at least one ride. John called Barry about his radiator. Barry immediately offered to pull his radiator and get it to P.J. to bring it with him Friday. WAY TO GO BARRY!

Steve, Kimmie, and Elsie arrived for their first trip in nearly two years, having had trouble with the mini rail and their truck. Steve was ready for a trouble free trip. Soon Steve's friend Shawn and his wife Diana arrived with their new-to-them beautiful Buckshot car. The car is BIG, spotless and has a Mendeola sequential transmission. Then two more of Steve's and Shawn's friends arrived: Artie who has a VERY nice LS powered sand truck and Tim who has a 4 seat CanAm. They seem like nice guys who fit in well with us. We all went for a ride. We took a mellow ride towards Olds, but about half a mile from Olds, Steve's car was up to its old tricks. John ended up towing him back to camp.



As we got back to camp Pete and Jeremy had just arrived. They were looking for a place in the circle, but things were tight. They found a good spot just outside Scott and Robyn and had no trouble maneuvering into place. I used some time to fix my helmet blower, which somehow developed a ground problem, and to attempt to fix my whip light circuit. One out of two isn't bad, and I don't ride much at night, so I was pleased. But I discovered a bolt for a radiator support was missing. I replaced it before the start of the season, but I guess I didn't tighten it properly. To get to the nut, I have to remove my upper radiator mount, a poor design of my own doing. I realized if I removed the upper mount, I could weld a

nut in place, making it much easier to tighten or replace the bolt. With the yellow trailer right there, it was a simple fix that is a big improvement. I saw that Shawn, Tim, and Artie were looking at Steve's mini rail. I was curious about what the problem was, so I went over and asked them what they found. They said as far as they knew it was a clutch and the ongoing overheating issue. We had a campfire. Erik Knowles and his friend Will arrived with Will's RZR and Erik's truggy on a beautiful, long gooseneck trailer. P.J. and Marshall arrived around 11:00 P.M. with Barry's radiator.

By the time I had breakfast and went outside Saturday morning John had already installed the radiator. P.J. led just about everyone in camp on a ride to Hill three, past the flagpole and on to the swing set. On the way back Artie's truck had a fuel issue and it died going down a hill. He couldn't get it started. Then it wouldn't crank. He had to remove the center console and a panel above the trans and, with help from lots of people, determined it was a problem with the wiring to the starter, and then a problem with the solenoid and/or the bendix. Working together they came up with a work-around that involved using the kill switch as an ignition switch and jumping the solenoid. The truck ran, but we could hear the starter was not disengaging from the flywheel. More improvisational wiring got the starter disengaged and the truck running. In an all-too-familiar fashion, Artie and his truck and part of the group headed for camp before we were all ready. So we had two groups not knowing where the other was. I was in the second (larger) group and after we passed

Olds, we heard on the radio that the truck had again stopped running and they needed help. With the aid of the radios we were able to regroup, but could not get the truck running. We left Artie and the truck and headed back to camp. In camp, Tim took Artie's truck back to the dune truck and in an impressive display of Dodge torque; they were able to flat tow him back to camp. Scott, Will, Eric, and Mark took a very fast ride to Sunset Hill. The ride was apparently too much for Will's clutch and they had to limp back to camp.



Sunday we had another omelet boil that featured a wider-than-expected-for-the-size-of-the-group selection of ingredients. There were so many ingredients, that I had way too many for my usual two eggs, and had to add a third egg. It was GREAT! Thanks to all who contributed and then helped clean up. After breakfast P.J. led a nice ride. Pete and I were a little slow in getting ready, so we agreed to meet



the others at Olds. After we met up, P.J. was leading a pretty fast ride when his left rear tire failed irreparably. Erik led Mark and me back to camp to pick up one of P.J.'s spare paddles, Erik and Will had to return to Tucson, so Mark and I took the tire back to P.J. and the group. They had already jacked up the car and removed the tire, so within five minutes the ride continued and we had a good fast ride to the swing set. While at the swing set, a RZR showed up and the driver asked if we had a rope to upright a RZR that was, "Just over there." We followed him 3 or more miles to a place near the old "Plane Trash" site. John was anxious to help a side by side and hooked a strap to it and amid a heavy sand shower, was able to right

the RZR. We had an uneventful ride back to camp. P.J., Marshall, and I went for a short late afternoon ride that included a stop at what appeared to be an older 4Runner that had been wrecked, abandoned, and burned years ago. It reminded P.J. and me of an old ambulance we used to visit in Lucerne Valley, when he was younger than Marshall is now. The day ended with another campfire. This one was highlighted by several Christmas trees Jeremy had salvaged for the trip.

Monday P.J led another ride that included a lot of riding in the area between Osborne, the highway, Gecko road and



the flats. I don't remember much about it, except the highlight was ice cream at Daddy's on the flats. Back in camp we started packing. I stored the trailers to make for an early start home on Tuesday. P.J. and Marshall left in the early afternoon and were home well before I turned in. We had another campfire that was enriched by us burning all the remaining Christmas trees at one time. That produced an amazing amount of

heat. Enough that one of the chairs that wasn't all that close to the fire began smoking!

After the Monday morning ride, as I was loading up, a white Ford pick up pulling a Weekend Warrior pulled into camp. I remembered getting an email about a guy from Oregon coming down, but not recognizing the name, I did not reply. Seeing him he did look familiar and it turns out his name is Mike Lippner, and he had camped with us in early 2020. He must have had a good time, as he and his son had tried to



come for New Years, but the truck lost a piston shortly after leaving home. The truck is fixed and his son has a new quad, and he follows the website, so they decided to make the 18 or so hour drive. He realized there wouldn't be much time to ride with us, but he remembered most of us and the good time he had before. They were able to make the afternoon ride, and apparently his RZR has been quite modified and he had no trouble keeping up on the buggy ride and enjoyed it. He and his son joined us for the campfire. I hope he'll return when he can spend more time with us.

This Glamis season is nearly over. I don't think we'll have an Easter trip, because that would require me staying with the trailers in the dunes for a week, because Glamis Dunes storage charges for full calendar months, and we have to vacate by the first of the month or pay for another full month. So to store them until Easter would require an extra month's rent, so it seems a trip starting the week of Monday the 27th would make sense. I'm looking forward to the spring and fall Dumont trips, and of course, my favorite trip of the year, Coral Pink, this year with a full contingent. I'm also looking forward to the next Glamis season. I appreciate all the camaraderie and friendship IEOR and its people provide. Let's keep Dunin'!



# Back In The Saddle Again!

By Mike Bacon

First part of February saw my first trip back to the desert in almost two years. I was joined at the Salton City Golf Course by Doug, Kris, and their kids, Jim Kastle, and my cousins Jon, and Malinda. We arrived on Thursday afternoon and just relaxed for a while.

Friday morning we got our cars together and went on a nice ride up through Tectonic Gorge and Tierra Del Sol trails and came to the Honda monument. Jon & Malinda had never been to Ocotillo Wells, so we were showing them some of the highlights.



We then went on to the Pumpkin Patch and Little People before ending up at the Blu Inn for lunch. The Blu Inn is now under new management and they have expanded the menu, adding tri tip and pulled pork to their burgers, etc. They gave us a sample of their home cooked tri tip and everyone loved it! We then ended up back at camp for a relaxing afternoon.



Saturday morning Don, Shirley, Dave, and Donette came out for a day trip, and Shirley wanted to go for a ride. It was our intention to go through Pooch Canyon, but things have changed a lot in the last two years and we couldn't find it. We did have a good ride through the mud hills and ended up at the Artesian Well.

On our ride Friday we came across a golf ball "monument" in the distance, so on Saturday afternoon we went out to try to find it. I pretty much remembered where it was so we were able to find it without much looking. Turns out it is an old mailbox.



Sunday we went for a ride over the Shell Reef for Daniel to watch the bikes and buggies climb the hill, but when we got there no one was there. We hung around for a while and a few riders showed up. We then worked our way back via Bin Laden's Cave, then back to camp. Sunday afternoon Malinda, Jon, Dave, Devon, and April all went out in a search for mud, and they found it!





We had one last dinner at the Alamo Sunday night, then packed up and headed home on Monday morning. It was a great trip, and were looking forward to going again!

## UTAH OHV Operator License Requirement:

Hi Everyone!

A new law in Utah requires anyone operating an OHV in Utah take a driver safety course. That course can be found at:

<https://recreation.utah.gov/off-highway-vehicles/ohv-education-course>

It takes about 15 minutes, and is a life time cert.

Thanks! Mike Bacon

This month we'd like to thank Jim Kastle and Mike Bacon for submitting articles, and encourage anyone else to write articles as well. I apologize for not getting this newsletter out sooner, but I wanted to make sure to include the fun from recent trips. Please send your contributions for future newsletters to me at [pkastle@msn.com](mailto:pkastle@msn.com) and we will publish them along with a calendar of events each month. -Paul, Melissa, Allie, and Marshall.