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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 for Spring Break, which rounded out our Glamis season for us, but Dumont is yet to come.

## Dumont Trip

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The season-ending Dumont trip is this weekend, from April 20-24th.

## Website Update

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The new club website is online. To see it, visit [www.inlandempireoffroad.org](http://www.inlandempireoffroad.org). Note that if you had bookmarked the old Shutterfly site then you will need to update your bookmarks to point directly to the new site in order to view the new site and stay up to date on all the latest happenings and trip pictures.

## Glamis End of Season Trip, March 29-April 3

*As Remembered By Jim Kastle*

I arrived at Glamis Dunes Storage about 12:30 PM after a non-stop 3 hour 15 minute drive from Golden Valley, as I wasn't towing a trailer to allow me to take home the buggy box after this trip. I got a text from Janice that she, Ray, and Steve Porter had camped at Spotlight 29, and would arrive around 1:30. I got both trailers from storage and set up camp in Wash 10, to the right of the main road into the wash. Ray, Janice, and Steve arrived slightly later than planned as Steve had a trailer tire fail outside of Brawley. After setting up, Ray and Steve headed back to Brawley for trailer tires.

I had six things to accomplish this trip: 1. Weld up some of the more critical cracks that had developed on my car over the season. 2. Soften my suspension in an attempt to lessen the number of frame cracks. 3. Cure a problem that has developed this season where all too frequently I would inadvertently hit my gas pedal as I applied the brakes. This might also reduce the number of frame cracks! 4. Secure a spot to affordably store the yellow trailer for the off season, as Shawn who has graciously allowed us to use his spot for the last 10 years now needs to store his own trailer. 5. Enjoy a few rides. 6. Get the buggy box and buggy home for the off season in hopes of making some improvements.

I started on my list by removing all four shocks and slightly lower the oil levels and adjusting the nitrogen pressure. This took way longer than expected, the rest of the day Wednesday and most of the day Thursday, but after driving the car I can see I made an impact and



## Upcoming Events

- April 21-24: End of season Dumont trip. Come out for some great fast riding in a great environment.
- July 21-30: Coral Pink! We'll once again be visiting the sand dunes of Southern Utah.

April, 2023						
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May, 2023						
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believe I can make a significant improvement with more time. It'll never be on par with a car with a dual rate springs and multi stage crossovers, but it'll be better than it's ever been. While charging the shocks Wednesday evening, I found that one of the shock tank valves had stripped, preventing me from accurately setting the pressure. Ray came to my rescue after returning with Steve and his trailer tires, and he was able to charge the shock with a "press on" air chuck.

Danny and Pam arrived after finding Glamis Dunes Storage had not parked Danny's trailer in the right spot after the last trip. When Danny talked to the manager he said "Sorry Dude, maybe you could use the forklift to find it." Danny and Pam found the trailer in a spot that it was never assigned! They were able to squeeze the motorhome in and hooked up to the trailer, not an easy feat considering the narrowness of the aisles and the length of the motorhome.

Ray wasn't done solving my shock pressurizing issue yet, as he mentioned that Danny was going to pick up his car from "the shock guy on the flats" and he might have the needed parts. Ray then suggested calling Scott who was leaving in the morning and could possibly stop by Kartek and get the valves. I checked the Kartek website and they carry the valves. Janice called Scott who offered to stop by Kartek. Being so conscientious, Scott brought up the Kartek website and checked that he had the correct part number. I think that was smart of him. He said he'd stop by Thursday. I greatly appreciate that and recognize the inconvenience of stopping when they'd rather be on their way to Glamis

Thursday morning Ray took Danny and me to the shock guy. Before we left camp, I checked my wallet and realized I forgot to make the planned ATM stop on the way to the dunes. I had enough cash to pay for the shock valves, but decided to make a run to Brawley after returning to camp. Danny picked up the car, and the shock guy had two tank valves for my shocks at a very reasonable price. If Scott were to be able to get them as well, I'd be well-set to continue tuning the shocks. I headed to Brawley, and as I started the truck, I saw the voltage was down to around 10 volts, and got a "BATTERY NOT CHARGING" message. I remembered a short-lived charging anomaly on my way home last trip, and forgot about until then, so a stop at Auto Zone was added to my itinerary. I returned to camp with some cash and a new alternator shortly before Scott and Robyn arrived around noon with two more tank valves. I'm now set to work on the shocks without worrying about running out of tank valves. While

I was in Brawley Mike Bacon arrived with a new-to-him RS1! If that sounds familiar, that's what my RZR is. Unfortunately, I didn't bring mine this trip for the first time all season as I wanted to tow home my buggy box. Mike didn't go on any buggy rides, and I spent so much time working on my car we never got around to going for a ride together, but he went on several short rides and seems pleased with the RS1.

Thursday I drove the sand rail over to the Yellow trailer to repair some of the more significant cracks. I hoped Ray might help, as he's a LOT better welder than I ever was, or ever will be. Sure enough, Ray was right there and started welding. But the first thing on the list of prohibited activities for anyone with a pacemaker is welding! I wasn't aware that Scott loves to weld and is also an expert welder, and being somewhat of a perfectionist, can't stand cracks in a buggy frame. He took the torch from Ray and welded every crack he could see, many of which I was unaware of. Scott has been watching videos of the robotic welders Robby Gordon's company is using on his RG cars. Scott has watched the videos so closely he has figured out the welds are a series of half moons, with the welder starting and stopping at the ends of each half moon and immediately starting the next half moon. He was able to imitate the Robots and did some beautiful welds. With the car at home, I'm going to paint all the welds with the time I won't have to spend searching for and booger welding cracks on my car. Thanks Scott!

Mark arrived around noon Friday, and Erik followed later in the day. John also arrived about the same time as Mark, and Jeremy about the same time, without Pete! John was ready to ride, and several of us went on an afternoon ride. Just above hill 3 I wasn't able to make it up through some very soft sand. John turned off to my right and I attempted to follow him. We both got stuck. While trying to free his car, John broke reverse. In the process of freeing John, Scott got stuck. We freed Scott's car and Scott was able to free John. John then came back up the hill and was able to free my car. We made it back to camp where John started working on swapping in his spare transmission. Scott, Ray, Mark, and Erik were fully involved. I tried to help, but mostly stayed out of the way and fetched a few tools. Upon firing it up, John found it had a shifting problem. He diagnosed it as a shift rail that was out of the correct groove. Still being fairly fresh from not doing much other than fetching tools, I was able to help R&R the nose cone and properly place the shift rail. With it properly shifting John decided to finish it in the morning.



I awoke to find Randy Ray, Paige, and her friend, Hayden had arrived. John finished up his transmission and we were ready for a ride. It seems like EVERYONE was ready for a ride. We all headed out. I can't remember who led, but we had a pretty good ride out towards Hill 3. It was Hayden's first ride in a RZR, and possibly his first ride in any off road vehicle. It was a bit too much for him, and he got carsick. We stopped

the ride until he felt better, and after about 10 minutes he was willing to try again. Willing, but not able! Within ten minutes he was again carsick. We took another break and when we started moving, it became apparent he needed to return to camp. I hate sending one vehicle back to camp alone, and had discovered I went a little too far in softening up my suspension, so I followed them back to camp. The rest of the group continued on what sounds like a pretty good long ride. I think they covered a lot of the dunes including Olds, Hill 3, the flagpole, and the swing set. I didn't hear of any other problems. In camp I decided it would be a good idea to install the truck alternator, according to the internet, a twenty minute job. An hour later Randy came by and asked what I was working on. I explained I had the belt and the bolts that attach the alternator to the truck removed, but the brackets hold the alternator so tightly, I couldn't get it to budge. Randy offered to help. He has replaced many of these alternators and knew to use a pry bar to get it loose. I had one in the trailer, and within 15 minutes he had the new alternator installed. THANKS Randy. I'm sure glad I didn't follow my first plan to head home with the original alternator in place and remove it and install the new one alongside the road if it malfunctioned. It would have been impossible for me to replace it when everything was hot.

When everyone was back in camp with reports of what a great ride they had, we wanted to repeat it Sunday. But we had planned to boil omelets, which would have delayed the ride. Together we came up with the idea of riding first, and having omelets after the ride, sort of an omelet brunch. We agreed to try it. Saturday afternoon we went for another ride. We took a pretty fast ride with Randy and Paige in the RZR with Hayden staying back in camp. I don't remember anything special about the ride. Saturday evening Scott and Robyn hosted a carne asada dinner. It was excellent! Janice opened a wrong package, and prepared some pasta (Linguini maybe?) it complimented the carne surprisingly well. She also opened the right package and prepared some rice. It, of course, was great. We ALL enjoyed the dinner, and were impressed with Scott's new barbecue installation. Looking back, I'm sure the great dinner made delaying Sunday's omelets until brunch easier.

Sunday we were off for our scheduled 8:00 AM ride by 8:15 (pretty good by our standards.) The ride must have gone very well as I don't recall anything but having a good time and everyone agreeing we need to consider riding first and boiling omelets later on future trips. As always, I enjoyed the omelets, and I believe everyone in camp participated. Even with the smaller group, there was a great variety of ingredients, highlighted for many of us by Janice's biscuits. After brunch Danny and I went to the storage yard and arranged to leave the yellow trailer in Danny's spot for the off season. This will help us have the trailer there next season, a huge relief for me.

Sunday afternoon Scott led another fast ride. I was following John when I saw his car do a nose plant, with his rear wheels WAAAY up in the air with the car at what seemed to be about a 70 degree angle to the sand. Remember at 90 degrees it's GOING to go on its roof. His left front tire continued a couple hundred feet up a dune. I immediately thought he had to be hurt, and yelled into my radio, "JOHN, ARE YOU OK!" Fortunately he immediately responded, "I'm OK." That was a relief! The car came through it pretty well, considering. The



left spindle was broken, and the rack was torn from the car. It's a "chicken versus the egg" situation. John carries spare spindles in his trailer, and as he was describing to Ray where they were, Ray said, "Just take my car." So John, in Ray's car, Scott, and Jeremy took off for camp. The rest of us, led by Ray, Mark, and Erik worked to reattach the rack, remove the broken spindle, and remove the spud from the wheel. They returned with the new spindle in what seemed like a very short time. They were able to reassemble the car enough to drive it back to camp. We were all back in camp before dark. We had a well attended campfire.

Monday morning we awoke to some very strong winds, but we wanted to ride. Three minutes into the ride, Steve Porter realized the wind made conditions too rough and returned to camp. He's smarter than I! I hung in for a while, but with the poor visibility, my apprehension about launching off an obscured ridge, and my power to weight ratio, I decided to head back to camp. Erik got us to Olds, and with the radios I was comfortable taking the sand highway to the flats and to camp, allowing the others to continue the ride. It took a while to pack everything I might need from the trailer for the summer, and for the ride all the way home.

WOW! Another Glamis season has come and gone. It was a good one for me, and I hope for the rest of IEOA. I'm looking forward to the Dumont trips and Coral Pink, as well as some river trips. But most of all, I'm looking forward to another year of camaraderie with my friends in IEOA. Thanks to all of you for all you do!

## **Reminder: UTAH OHV Operator License:**

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

# Back In The Saddle

## Glamis Edition

By Mike Bacon

I joined our group in Glamis for the first time in over two years, and did it with my new (to me!) RS1 Single Seater! I wasn't really planning to have an RS1, but a deal presented itself and I went for it!



This was primarily a buggy group so I spent my time just cruising around getting used to the car and being back in the dunes again. I visited Olds, Comp and Hill 3, and played in some of the smaller dunes seeing what the car, and I was capable of, with great success!

On Friday night John and the guys put on a nice show replacing his transmission when it ate reverse gear. He finished it up Saturday morning and was able to ride the rest of the weekend.



While riding in the dunes across the valley from Olds I came across a crewcab pickup in a bowl that had been abandoned and burned. Another sad end to a nice truck!



On Sunday the buggies got up early and went for a ride because this late in the season it is very difficult to see contours in the dunes with the Sun being so high in the sky. I found this too. After they got back from their ride we had a nice omelete brunch.



It was great to be back in the dunes again and I'm really looking forward to next season. See you all there!

## Offroad Wrecker Games: Hurricane Utah

By Mike Bacon

For anyone familiar with YouTube, and offroad videos, one of the more popular channels is Matt's Offroad Recovery. One of the people I have shared that with is my brother in law Bill, in Michigan. Matt's Offroad Recovery built an offroad tow truck and invited a number of other offroad recovery people to Sand Hollow, in Hurricane, UT for the Offroad Wrecker Games. Bill called me one day and asked me if I

wanted to go and I said yes. He said that was a good thing because he had already bought me a ticket! So this last week I picked up Bill, and his wife Stephanie in Las Vegas and we were off to Hurricane!

We were there a couple days early so we decided to go check out Coral Pink. Bill and Stephanie are coming out to Coral Pink to ride with us in July and wanted a “lay of the land”. We found “the land” had a lot of show on it! It sure was different than I’m used to, cold and snowy, but it was good to get an idea of camp spots, etc.



The next day we went over to Sand Hollow to register for the event. When Matt set up this event he figured on about 1000 people attending. By the day before the event they had sold over 5000 tickets! Registration was a madhouse but it moved along pretty quickly.

The first day of the event all the action was right on the beach. We were able to park on top of a dune and sit and watch everything. It was fun watching them compete on rolling a vehicle over and different dead pulls.





The next day was up in the hills where they had to tow a vehicle through a rocky wash/canyon. We couldn't get close enough to see them so we walked through the vendor area and did a little exploring.



The last day was a vendor show and meet-and-greet. Lots of people! It was interesting seeing the vehicles up close and we all ended up getting a shirt and some stickers.



All in all we had a great time! I would really like to go back and spend a few days camping and riding at Sand Hollow, it seems like a very interesting place.

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 will do my best to post content every month. 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.