
THE ROOSTER

A monthly update from the Inland Empire Offroad Association

What's New

The summer off-season is here, but we've got the end of season Dumont trip to review, and Coral Pink to look forward to.

Summer Plans

What are you up to this summer? Share your fun by writing a newsletter article.

Website Reminder

The new club website is online. To see it, visit 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.

Dumont, April 19-24

As Remembered By Jim Kastle

Ray (sans Janice, who was visiting her daughter in Colorado), Steve Porter, and Kevin Fegan arrived at Dumont on Wednesday, the 24th, and set up in the same area we've used the last few years, about 2/3 of the way from the Ranger Station to the first restroom. On their first ride, Kevin's car again overheated, as it had on the last couple of his trips to Glamis. The three guys put their heads together, and determined there was minimal airflow through the radiator. Suspecting sand was blocking the airflow Kevin thoroughly rinsed it in the coach's shower. When they reinstalled it, the airflow was only slightly improved, with a resultant improvement in cooling, but it still overheated if driven at all hard. Friday morning Kevin called Ron Davis, who custom built the radiator nearly 20 years ago. Kevin found a serial number engraved in the radiator and called Ron Davis who now is in Arizona. He was able to find the information on the radiator in his files, and said it had been built for and sold to Suspensions Unlimited, the manufacturer of the car. They discussed the problem for several minutes before Davis came up with a possible cause. He asked if the car had ever been severely overheated, and Kevin replied that it had, and Davis came up with the idea that when a radiator is subjected to high temperature and pressure, the normally flat tubes in the radiator can expand to a round shape, resulting in the air passages being blocked. He further stated that a sign of this happening is a "bowing" of the top of the radiator. Kevin's radiator was bowed on top, and very little light was visible between the now-expanded tubes. Ron Davis said the radiator was not repairable, but he could build a new radiator in five weeks at a cost of \$1600, plus the cost of tabbing it for the mounts



Upcoming Events

- May 20: Sand Sports Super Swap at the Orange County Fairgrounds. Come shop for dune parts for your off season projects.
- July 21-30: Coral Pink! We'll once again be visiting the sand dunes of Southern Utah.

May, 2023						
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June, 2023						
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and the fan shroud. \$2000 and a five week wait had no appeal to Kevin. Especially since that cost would deliver a radiator that could be damaged by high heat or pressure, two conditions ANY radiator must be exposed to. Kevin's long time friend and expert mechanic, Kelly, was arriving later Thursday for a planned Friday golf outing in Pahrump. Kevin decided they would shop for a radiator as part of the golf outing. They were able to find the largest radiator that would fit in the car in stock at the AutoZone in Pahrump! They bought it and any accessories they thought they might need to install it for less than \$300! Back at Dumont they were able to jury-rig an installation utilizing a 2x6, a 2x4, some fuel line to cushion the radiator from the fan shroud, and a couple of ratchet straps to mount the whole assembly. Any of we "Yellow Trailer Guys" would be proud of the improvised installation! Better yet, on Saturday's ride Kevin reported the car had never run that cool in the years he's owned it!

I'm out of sequence in reporting the events of the trip, but Kevin's radiator story needed to be told in full. I arrived Thursday about 3:00 P.M after an easy three hour drive from Laughlin where Don and I played in our twice monthly slot tournament. Neither one of us had any luck in the tournament, but Don did come out ahead in non-tournament slot play. I wasn't so lucky, but any time spent with Don is good time for me. The Riverside gives us free rooms and food, so we both enjoy it. As I was buying my Dumont Pass, I noticed a familiar Chevy pick up and white trailer pulling up behind me. It was Jeremy. He pointed out a motorhome behind him, Scott. We proceeded to camp. I was surprised to find John was already there, as last I heard he was going to leave well after work. He jokingly said his boss (inaccurately describing P.J.)

said he could leave early. After his broken spindle or broken steering box caused nose plant at Glamis John replaced his trouble-prone front spindles with

much beefier two inch hollows, and his aluminum rack with a heavy duty steel one. They look very strong and the installation



looks like they've been there all along. We went for a late afternoon ride. Ray offered to let me lead, claiming I had the most Dumont experience. It was possibly the first ride I led all season. I had a ball and felt the suspension tuning that we started at Glamis, and I worked on some more at home, improved the ride somewhat. There's still a lot of room for improvement, but it's a start. The weather was unseasonably cool, so much so that most of us wore a jacket at the evening's fire.

Friday morning I again led the ride, and was pleased with how well my car was running. After the last Glamis trip I was concerned my car wasn't running as well as it should, so at home I ran a compression test, and replaced the badly worn spark plugs. The compression test was normal, and it seemed to be running better. The ride went pretty well and Steve Porter complimented me by saying it was just like the good old days. The weather was not as hot as I expected, and back in camp I didn't run the AC. I did use the awning for only the second time since replacing the fabric last summer.

I was set to lead the afternoon ride when my car wouldn't crank. I was ready to give up and not delay the



ride, but Ray, and John insisted on trouble shooting the problem. They diagnosed it as a bad spot in my fuse panel. Fortunately, there was one spare spot, and we were able to use it and it worked fine for the ride. This time I headed for the set of dunes that include Competition Hill. The side facing camp was very soft and had lots of holes and ridges. I couldn't find a decent line in that area and got stopped twice. Ray said he thought I wouldn't be able to get out of one of those holes, but the car surprised us both and I was able to back out. Having had enough of that face, I skirted the base of the dunes around the front face of and then played on the

side opposite camp, and southwest of Comp Hill. I passed Comp and headed toward the area we ride in more, kind of between the "Super Bowl", which isn't so super anymore, and the North Pole. The ride as going pretty well, not super fast, but we covered a lot of ground. After about an hour I was making a fast, for a V-6, pass through some nice flat sand when my engine began to miss on one cylinder. I assumed a connector had come loose, as sometimes happens. But checking all the connectors did no good, and the right valve cover had an unusual clicking sound coming from it. I think there is a problem with a valve. I'll run another compression test to confirm, but I think it's time for a replacement. If so, I have to decide on whether to upgrade to a V-8, or install a spare Shortstar. My heart says V-8! But my practical side says go with the spare. I've complained a lot about "V-6 moments" where I have to compensate for its relative lack of power, so I think (rationalize? hope?) that a V-8 would cure my frustration. Stay tuned for updates!

We were expecting P.J. and Marshall, and Barry and Ann who were going to give their new (Dean's old) sand rail its first ride since greatly improving the suspension and replacing the Shortstar with a 6.0 liter V-8. P.J. and Marshall arrived around 8:00, much earlier than usual. They even had time to enjoy the campfire.

Barry and Ann arrived around midnight. Saturday morning I didn't want to miss the ride, and asked Scott if I could ride in the Funco. I warned him that I'm a terrible passenger, but really wanted to go on the ride, and riding in one of the smoothest riding cars in the club would be a real treat. Scott generously agreed to give me a ride. I'm such a crappy passenger I don't think I properly communicated how much I appreciated the ride! P.J. led the ride and we were in about the middle of the line. The Funco DOES offer an extremely smooth ride. So smooth that just following the car ahead could be boring, so Scott often runs way outside the line lesser cars have to take. This was unnerving to me, as I take comfort knowing that by following the car in front of me I'm not going to be surprised by the unexpected. With the capability of the Funco, Scott doesn't always follow the car ahead. I wasn't in the car long enough to get comfortable with that. The only thing the Funco has in common with my sand rail is four tires and a steering wheel! The ride was rougher than I expected, almost as rough as mine, but only because we were going MUCH faster than I'm used to, and were often in untested waters. I very often braced for what in my car would have been an extremely rough landing, or an impossible turn, but the Funco handled it all safely. Staying in line could get boring very quickly. It was a new experience for me, and I REALLY appreciate the ride. I now understand why the more capable cars don't play "follow the leader." Doing so doesn't use the full capability of the car. The ride was fast, yet Kevin reported that this was the coolest his car has ever run. He's pretty sure the radiator tubes have been at least somewhat "ballooned" for the entire time he's had it. There's no way he'll buy another Ron Davis radiator. He'll come up with an installation more worthy of the car than the improvised trial version.

Barry and Ann didn't go on the morning ride; instead they had some final touches to complete. They did go for a short ride and found the car seemed to be running somewhat lean, and wouldn't idle.



Just about everyone in camp tried to help cure the problems, but to no avail Saturday. John is using the same engine in his car, and offered to



swap parts to find potential problems, but Barry didn't want to hurt John's in an attempt to fix his. I stayed in camp for the afternoon ride as did Steve Porter, and Barry and Ann. I don't have any details about the ride, but everyone returned at one time, with smiles on their faces, so I'm pretty sure there were no problems. If there were faces without smiles, the carne asada potluck took care of that! I think it was one of the best ever. Barbeque master Scott cooked up a bunch of carne contributed by several people, Ann contributed her Mexican corn bread and some cheese dip as well as some soft, WHITE, Mexican cheese. There was a variety of chips and salsa, and of course tortillas. I know I'm forgetting several other contributions, but they combined to make a great meal. Thanks



to all the contributors. The day ended with a well-attended campfire.

Sunday morning Barry, Ann, and I stayed in camp while the others went on what was described as another fast ride. At one point in the ride a motorcycle and a quad joined in and stayed up with the fast pace, impressing all the buggy drivers. When they stopped for a break the motorcycle and quad stopped with them. The bike was being ridden by a 15 year old girl, which blew the buggy drivers' minds. The quad was being ridden by her 50 year old, or so, dad. While the others were on the ride, Barry finished up some work on the buggy, enough for him and Ann to take it for a ride. They were both

super-pleased with the ride and handling. They have put a lot of work into the car and both feel it was WELL worth it. It still had some issues with idling, and possibly running rich, but they are very close. P.J., Marshall and I packed up and headed home, as did Kevin and Kelly, but everybody else decided to stay until Monday. We made our usual stop at the Mad Greek, this time just for shakes and some fries, but it was good, and I got some dad and grandpa time. We headed our separate ways and both had easy drives.

P.J. talked to John and found they swapped John's throttle body onto Barry's car and that took care of the remaining issues, except for some tuning a guy had done to try to cure the idling problems which were actually due to the throttle body. He'll have to undo those changes, replace the throttle body, and it should be ready for a great next season. I am really looking forward to having Barry and Ann on more trips next season.

Well, that concludes the California portion of the 2022-23 dune season, but we still have our 28th annual Coral Pink trip to look forward to. I believe individual sites are still available if anyone else wants to go. We'll arrive at Coral Pink on Friday, July 21, and depart on Sunday July 30, with Nancy and I spending three days on the way up at the Casablanca, with others spending one or two days, and many of us spending Sunday the 30th at the Casablanca as well. It's a tradition!

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

Michigan Offroading

By Mike Bacon

I went back to Michigan to participate in Pat's Family's memorial service for her. It was a great service, about 75 people showed up, some from as far away as Georgia! I stayed with her brother and sister-in-law outside Detroit, and we also visited their cabin in Northern Michigan, where we had a chance to explore some trails.



One thing I got to see was the Northern Lights! We went out one evening to see them, very nice! Their trails go through heavy forest areas. They are very sandy, very tight, and a distinct lack of rocks. We came across some wild turkey (the bird kind, not bourbon kind), deer, and a coyote, as well as a bunch of geese.



Her brother took me to the Henry Ford Museum in Dearborn one day. Great place, lots of history there.



I always thought one of these belly tank cars would be a lot of fun in Glamis with paddles on it! I'm home now preparing for Coral Pink in July! Looking forward to seeing everyone next season!

A New Green Toy

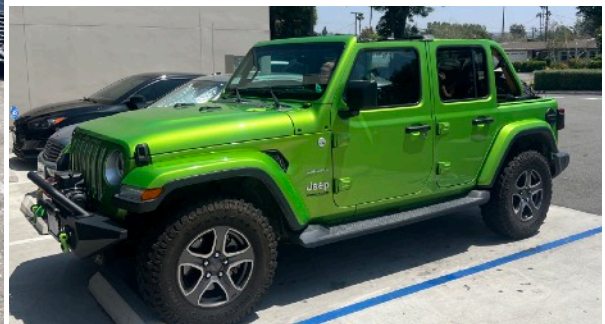
By Paul Kastle

Most everyone knows that green is my favorite color, and my Mom likes to tell the story of me picking out a book in elementary school just because it was green. Well, I have always thought a Jeep would be a really neat, and after we rented one in Hawaii I kind of started shopping. In order to appease me, Melissa said she'd be on board if I could find a green one. In early March, I went online and found that they had one in Temecula, and even better it had leather seats and was just what we



wanted. I went down to check it out at lunch from work on St Patrick's Day, and I drove it home. Now we are Jeep people, with the waving at other Jeeps and even the rubber ducks, but most importantly buying lots of accessories with every pay check. Now it's got a new bumper and winch, bigger tires, off road lights, and accessory switches. It is a fun toy that we can drive right from home, which is pretty cool.

We are looking forward to joining everyone Anza in October, and maybe someday getting to take it to Coral Pink or even Moab.



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 will do my best to keep a newsletter coming out each month, but it will be more interesting with more content. Please 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.