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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 a great long trip from Veterans Day through Thanksgiving, and we all can't wait to be back in the dunes for Christmas / New Years.

## New Years Eve Spaghetti Dinner

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We will once again have a New Years Eve Pot Luck Spaghetti dinner in camp. Join us for one of the best (or at least one of the last) meals of the year.

## Wash 10 Camp Location

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For Thanksgiving, we had a great camp location in Wash 10 to the right (North side) of the main road into the wash. We will do our best to be in a similar area for New Years.

## Veterans Day - Thansgiving 2022

*As Remembered By Jim Kastle*

I arrived at wash 10 at about 9:30 PM on Thursday the 10th to find Ray and Janice; Tom, Sarah, Jacob and Aubrey; Jeremy and Pete; and Marines Troy (aka "Huck, Hunck, or Tory) and his wife, Joe and Nathalie, and a few others whose names I missed. It took me longer than usual to get set up, and I didn't get to bed until after 1:00 AM Cali time. Friday morning Mark and Erik arrived. They, Pete, Jeremy, and I went for a fairly mellow ride through some pretty nice sand to out near Gecko road. We returned to camp for an incident-free ride. As became the norm for the trip we took only one ride. Except for Mark and Erik who made their usual ride to Sunset Hill. We had a campfire.

Saturday was the Veterans Day Ceremony. The Marines and the side by sides left early to get front row seats for the ceremony. The buggies left shortly after 9:00 and Erik led us on a great fast ride. He can really lead! We had a ball. We made it to the ceremony with half an hour to spare. The crowd was large enough we couldn't see the flagpole! We saw and enjoyed the fly by, but weren't able to see or hear the ceremony, despite it being broadcast on one of the off-road channels. We continued a good ride to the swing set, Sweet Marie's for ice cream and back to camp. It was the only ride of the day except for Mark and Erik's usual sunset ride to Sunset hill. We had a campfire.



## Upcoming Events

- December 26-January 3: Christmas / New Years at Glamis, Wash 10. We'll have our Spaghetti pot luck on New Year's Eve.
- January 13-13: MLK Dune Cleanup Weekend at Glamis, Wash 10

December, 2022						
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4	5	6	7	8	9	10
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18	19	20	21	22	23	24
25	26	27	28	29	30	31

January, 2023						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
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29	30	31				

Sunday most of the Marines left, as did Erik and Mark. Ray joined the remaining buggies for a buggy ride. I don't recall anything noteworthy, other than stopping at Sweet Marie's for ice cream. We had another campfire. Monday morning Pete and Jeremy left. They plan to return for Thanksgiving. Ray, Janice and I decided to move camp to some recently vacated land north of the main road through Wash 10. As I write this a week later it seems we did well. We are much farther from the Wash road, and have not had any problems defending our space.

Over the weekend Ray and Janice's furnace stopped working, so they went to Brawley for parts and dinner. I hadn't taken a walk since arriving, so I decided to take a late afternoon walk. The deadbolt on the trailer door was a little "sticky" as I locked it before the walk. Sure enough, when I got back, the lock would not unlock no matter how much I jiggled, twisted, or beat on it. Not to worry, the yellow trailer was unlocked so I got some tools and was able to drill the cylinder out of the lock and get the door to open that way. That necessitated a Tuesday morning drive to Brawley then El Centro for a new lock. Caltrans had a nearly 30 minute flagging operation to resurface part of the highway to Brawley so that delayed my breakfast and shopping. The Brawley Ace Hardware did not have a lock so I had to go to El Centro. On my return trip from El Centro I zigzagged through the fields to avoid the 78 and got back to camp with no unnecessary delay. As I had planned, I went home to get the fifth wheel and RS1, and get some upholstery repaired on the Dually. I really enjoy driving the truck after getting the head gaskets replaced over the summer. It's not a night and day difference but there clearly is a significant improvement.

I returned to the dunes Friday afternoon and found no new arrivals in camp. Saturday, Dave Trevett, wife Kirsten, daughter Kiara, and son Matt arrived after missing nearly 2 years, primarily due to electrical issues with the buggy. Sunday they Joined Ray and me on a fairly long buggy ride that included Oldsmobile, the big bowls between Olds and Comp, a break at Osborne Lookout, the flag pole, and Hill 3. Sunday John, a lifetime friend of Janice arrived. He is a great guy and has many interesting stories about Janice and their off-roading adventures.

Monday, Ray in his buggy, Janice in the Can Am, and I in the buggy took a long-awaited trip to the Duners' Diner. We met Janice's long time friend Scott and his wife and one of Scott's friends and his wife for lunch. There have been some mixed reviews on Facebook, mostly complaining about long waits over Veterans Day weekend, the first busy weekend it has been open

in nearly two years, and some complaints about the food or the prices. We DID have a 30+ minute wait to order, even though we arrived shortly after 11:00AM for lunch. I noticed I couldn't read the menu sign, and realized that for the first time in over 55 years of driving, I forgot to wear my contacts. I'm getting old! I would say the price was comparable to Five Guys. A bargain considering its remote location, and I liked the "Duner's Burger" more than Five Guys. It included bacon and pulled pork in addition to the hamburger patty. We received our food within 15 minutes of ordering. We noticed that at 12:15 there was no line. We left the restaurant and returned to our cars and as we approached them, I noticed that my light bar was "Strobing" with three separate sections flashing at alternate times. I've never seen this before. When I got into the car I saw that the radio was off and I realized the light bar had drained my battery, I was already strapped in so I quickly waved at Janice and explained that I needed a tow to get my car started as I left my jumper cables at home. Ray came back and we were able to tow start my car. The ride back was a little concerning to me as I realized I was having trouble seeing to pick a good line. When we got to Hill 3, I had to ask Ray to take over the lead. He got us back to camp taking a perfect line. Dave Huggard arrived that afternoon. We had another campfire.

Tuesday, Tom, Sarah, Jacob, and Aubrey; Mark, and later Erik; Pete and later Jeremy; John, Anna, and Brianna all arrived. John was driving his beautiful, new-to-him F450. He is elated with the way it tows.

Wednesday morning I awoke and found Randy, his dad Russ, and son Kainen arrived overnight. It was nice to see Kainen again as he has spent the last year or so living with his mom in Texas. I received a text that Nancy was leaving home and should arrive around 11:00 AM. I waited in camp before going to meet her at the store and leave her car at the storage yard. Wednesday afternoon John led a fast ride to the swing set and Olds. Just about every vehicle in camp went on the ride. We got back shortly before dark. I got a message from P.J. that he was on his way earlier than usual, and should arrive around 10:00. We were enjoying a nice campfire when Trevetts had to leave, but as Dave was shutting the ramp door on the trailer he had a spring and cable failure. We realized what had happened, and many of us led by Tom, John, and Ray went to help. It was clear the three leaders have experience with the heavy springs and knew exactly what to do. The Trevetts headed home leaving a big hole in the perimeter of camp. We got word that Steve and Kimmie, who according to Janice's master plan were to fill the space vacated by the Trevetts, were having truck issues and were not going to make it. No problem, within 10 minutes of the Trevett's departure, P.J. and family rolled in and filled the space.

Thursday, Thanksgiving, we left for the ride at 9:30 so that we'd have plenty of time to return for the holiday feast. I think just about every vehicle in camp with the exception of Tom's (who had to stay back to prepare the turkey) Can Am went on the ride. P.J. was leading a good ride when for some reason I still don't understand, I stuffed my car into a rather large hole. It's hell getting old! With a lot of help we jacked up the car and found a somewhat mangled lowered left A-arm. John was able to tow me out of the hole, and P.J. Led us back to camp. When everyone was sure that I was back safely and the ride continued, I started to work on the car. Tom, the turkey chef, and expert



fabricator, devoted the next several hours to repairing my car. He came up with a plan and executed it. The A arm was bent so badly it was impossible to make it straight, but using a come-a-long pulling on the A-arm using the yellow trailer as an anchor, he was able to make it much straighter. He welded on a couple of external "half sleeves" and I'm convinced it's stronger than it was. He was concerned about the strength of one tube that we had to heat VERY hot to somewhat straighten it. I was pretty sure it would be OK. When Mark, also an expert fabricator, got back from the ride and came to offer help, I showed him the tube that Tom was concerned about, and he agreed with Tom. He then found a piece of metal in the trailer and fabricated and installed a brace. Tom came by and agreed with Mark. I CAN'T THANK THESE GUYS ENOUGH! It's things like this that make IEOA so neat! I'm convinced it will be fine until the Tuesday buggy night crew can fabricate a replacement. The ride continued, and from what I heard, covered a lot of ground including Olds, the dunes near Osborne, the flag pole, the swing set, and the dunes between the swing set and Gecko Road. I don't think anyone else had any trouble.

The Thanksgiving feast was blessed with the best weather of at least the last 3 Thanksgivings. We set up the food in Jeremy's trailer, Thanks Jeremy! and plenty of tables just outside. As always, we had lots of good food and almost everyone in camp participated. Many thanks to all the chefs, especially Tom who had spent so much time working on my car when he had planned to tend to his turkey. The day ended with a well attended campfire. Friday we left earlier than usual for a buggy and side by side ride with Jacob, Aubrey, Marshall, and Allie



along for the ride. I had some residual steering damage, making my steering seemingly lock up. John had a spare rod end and we installed it, again delaying the ride. I believe we made it to the flag pole, and possibly the swing set before returning to camp. I'm pretty sure there was an afternoon ride, but I spent some time greasing my steering rack and pinion.



Saturday started with our first omelet boil of the season. Despite me having given little notice, we had a great turnout, with a good variety of ingredients. Erik's girlfriend and her family joined us for the omelets and the ride that followed. They are visiting from South Africa and are very friendly and seemed to enjoy the experience.. We all went for a ride with the family riding in various IEOA cars. The ride became much longer than expected when about a mile beyond Olds P.J.'s engine began running rough and then died in the bottom of a pretty big bowl. We tried, but couldn't get it to run. John then tried to tow him out of the bowl, but it was too steep. We decided this called for the rarely used winch that Don Ford donated to the yellow trailer several years ago. Some of us returned to camp and loaded the heavy winch in my car. I don't remember it being nearly as heavy the other time we used it to rescue Barry's car a few years ago. Another reminder I'm not as young as I used to be. On the way back to P.J. the winch slid into my radio harness,



disconnecting it, right as I got stuck climbing a steep, soft hill. Erik realized I wasn't communicating and came to help. He tried digging me out by hand, to no avail. Dave Huggard then used my strap to pull me out. When we got to P.J., John, with a lot of help from Tom, Ray, and Mark, led the winching effort that used just about the full capacity of the winch. The winch has nearly 100 feet of cable and we had to make 2 1/2 pulls to get the car to a spot that would be high enough to be able to recover it. John hooked his car to P.J.'s and then they hooked Ray's car to the front of John's. Tom, who was driving Ray's car on the ride then drove it as the "engine" on the train. It was very clear to everyone that this was going to be a difficult pull, and with both cars using all of their power

and throwing unbelievable amounts of sand, they were able to pull P.J.'s car into another bowl and had to make two laps around the bowl to get to the lip of the bowl. During this time both John and PJ were basically blinded by the sand. It was quite an event. They took a break of about 15 minutes to calm down, catch their breath, and add another rope between Tom and John before continuing to Olds and camp. This part of the tow was quite a bit easier than the first part with the exception of the stupid, rude people who had no respect for the vehicles being towed. At one point a guy on a bike cut



between PJ and John, even though PJ was connected to John with a rope. The idiot actually hit the tow rope and then seemed mad at P.J. and John! Like P.J. often says "There's nothing dumber than people." We got back to camp with no further complications. We're sorry the problems with the car took up most of the day and severely shortened our guests' ride, but hopefully they'll come back and we'll do better next time. We want to thank everyone for all their efforts to get P.J.'s car back to camp. Everyone did something to help, from planning the recovery, to pulling cable, to repeatedly climbing the steep dune, to anchoring the winch, to blocking traffic, and never complaining about any of it. Another example of how IEOR is special! We had a campfire and P.J. tried starting the car. It nearly fired, but sounded terrible.

Sunday morning we just sat around and visited, as most of our group had departed. I really enjoyed this time as we got to talk more than any other time over the long weekend. Randy and his family delayed their departure to squeeze in one more ride, and P.J. and family took their time loading and waiting for traffic to lessen. Around noon John, Ray, Randy, Pete, Jeremy, Dave Huggard, and I went for the cursed last ride. About a mile and a half from camp I got a call from Ray that we needed to come back as Pete had a severe camber issue on a front wheel. The car, which has an enviable record of reliability, broke an intricately machined spindle. Randy jumped in and with John's and Ray's help was able to remove the wheel and spindle assembly. Randy, Pete and Dave stayed with the car while Ray, John, Jeremy, and I took the assembly back to camp. Ray and John worked absolute magic on the now 3+piece spindle, and welded it back together. When I first saw it in the dunes I had serious doubts about repairing it, but they did a great job. We took it back out and reinstalled it and Pete was able to drive it back to camp and in the trailer.

Randy and family left, but the rest of us stayed until Monday. Nancy and I made my first Yuma trip of the season and went to our usual end-of-the-trip Texas Roadhouse dinner.

Monday morning we packed up. I was especially pleased with all the help everyone gave me to pack up the yellow trailer. Pete and Jeremy loaded up ALL the remaining firewood, and I did very little to help put away the masts and flag. John and Ray put things away and rolled up the extension cords I used to power both the white and yellow trailers, and locked up the back door. I was able to concentrate on the RS1 and buggy trailers and the fifth wheel. Ray and John waited until I was back from storing my white trailer and was hooked up to the yellow trailer before leaving. I heard that back in Cali, John did some searching and found a set of spindles that might work on Pete's car. More of how this group helps each other.

The 2+ weeks we were at the dunes flew by. We had more than the usual number of mechanical failures, but we should all be ready for Christmas-New Years. I hope we can camp at the same spot. I plan to arrive in the afternoon of the 26th. I'd like to go to Duner Diner before the weekend. I'll be ready for omelets Saturday morning the 31st. Remember our traditional Italian themed pot luck dinner New Year's eve. Let's keep dunin'!

## P.J.'s Quick Change 5.3

As you read in Jim's Thanksgiving article, my sandal motor needed it's life on Saturday of Thanksgiving, which led to a difficult recovery from the hills above Oldsmobile. Even before it was back to camp, we started thinking about how to get it ready for New Years. Randy generously offered to do the motor swap at his house, but we decided to clear out some space and do it at the Elevator shop. I brought the car to the shop on Tuesday using the Weekend Warrior, and that night we had the bad motor out. The next Tuesday we had my spare motor installed, and it fired up and ran. I finished it up the following week, then brought the car home on the 17th all loaded and ready for New Years. Thanks to everyone for your help in the dunes and on Tuesday nights.



This month we'd like to thank Jim Kastle for submitting an article, and encourage anyone else to write articles as well. We are looking forward to the new dune season though and having more content so share. 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.