

The Rooster

a monthly update from the Inland Empire Offroad Association

November 2008

Thanksgiving is Coming



Thanksgiving is right around the corner. Here's a look back at some Thanksgiving pictures from the past few years, including the traditional annual Thanksgiving potluck. Make your plans to join us this year in Glamis at Wash 6 November 21-30th.

What's New

- ◆ As this is being printed we have club trips both to Dumont and Glamis for the Halloween weekend look for info from both trips next month.
- ◆ The annual club Thanksgiving potluck will be on Thursday, November 27th at the camp at Wash 6. The club will provide Ham and Turkey, and members will bring potluck side dishes to share.
- ◆ Many memberships are now due. We will go over the list and send reminders out before the end of the year, but if you didn't get the chance to renew at the picnic go ahead and send in your dues for another year of the Rooster and the other benefits of Inland Empire Offroad.

President: Jim Kastle (909) 584-7003
Vice President: Doug Becker (909) 989-6180
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Secretary: Melissa Kastle (951) 983-4908
Reporter: Paul Kastle (951) 683-4908

Board of Directors:

Dave Medlin (909) 681-4547
Doug and Kris Schellinger (951) 681-5486
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www.inlandempireoffroad.org



Calendar of Events

November 7th-9th:

Potential Veterans Day
Glamis trip. Check with Jeff
Oliver for confirmation.

November 12th:

Club meeting at Denny's.

November 21-30th:

Thanksgiving week at
Glamis, Wash 6. The Bacons,
Schellingers and Tranthoms will
be spending the week, allowing
others to do both weekends.

December 10th:

Club meeting at Denny's.

December 26—January 4th:

Christmas / New Years at
Glamis, Wash 6. Look for more
details next month.

November

S	M	T	W	Th	F	Sa
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						

December

S	M	T	W	Th	F	Sa
	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	28	30	31			

Jim's Injection Pump, UDS makes my day!

Some of you may remember that as a result of the transmission failure in the near new dually, my old truck, the white and blue 1993 Chevy with 250,000 miles on it, took us to Coral Pink, but was way low on power. I diagnosed the issue as a pump that the engine rebuilder turned way down.

At the picnic, I talked to Justin Grossman, whose family runs United Diesel Service. He agreed the pump might be an issue, and we set up a time for me to take it by the shop during my fall break. At the shop, Justin had one of his mechanics get right on the truck, and after about 20 minutes while Justin and I were looking at his sandrail, the mechanic approached us and asked me where my air filter was. I pointed to the right front fender and said "There." He looked at me and said that it was supposed to be there, but there was no filter! The engine rebuilder did not install an air filter when they rebuilt the engine! I have had some questions about the quality of their work, but this removed all doubt. Don't deal with RC Engines in Riverside.

The turbo was very dirty, but fortunately a compression check showed the engine was OK. I left the truck with Justin. He said they'd clean the turbo, and check things out.

The next day Jason called and asked me if I was sitting down. I thought, "Oh no, this can't be good." Jason told me the fuel filter looked like it had never been changed. Well, certainly not when it was rebuilt less than ten thousand miles ago. He said the injection pump was very worn and needed to be completely rebuilt. It wasn't good news, but it's great to have someone you completely trust in something like this.

Last year when I first met Chuck, Justin's dad, and found he was in the diesel injector business we got to talking about additives for diesel fuel. I remember him saying it was important to use an additive in these days of ultra low sulfur fuel. I never got around to using any. Although I blame the failure more on the low quality engine rebuild, I think not following Chuck's advice was possibly a contributing factor. Chuck and Justin carry an additive made by Stanadyne, the company that builds my injector pump. I had Justin add a case to the bill, and will faithfully use it in the dually, the beetle, and the white truck.

The shop is in South El Monte, and it would be a bit of a rush to get there after work. Justin said no problem, they'd drive it home to La Verne, and I could pick it up any evening. That's great service!

I picked up the truck, and it runs better than it did brand new, and just as well as when I installed the Bank's kit. Chuck and Justin certainly know their stuff, and I couldn't be happier. Before I took the truck in, the performance had deteriorated to

(Continued on page 3)



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the point that on one part of the drive up the hill, it would drop to second gear. Taking it home, it stayed in overdrive on that same part of the drive. It's back!! I can't wait for Coral Pink! Oh wait a minute, Nancy reminds me I've got the dually for that. Well I'm gonna' tow something.

I want to thank Justin and Chuck, and the staff at UDS, and can highly recommend them.

If you ever have an issue with a diesel, talk to them! Their phone number is (626)579-4832. I did some research into diesel additives and have decided the Stanadyne product is the one I'll use, and found that UDS's price was far lower than anyplace else I could find.

Finding UDS is just another benefit of belonging to IEO!



Olivia Tidball 11/4
Hayden Loer 11/5
Linda Trantham 11/16

Joanne Schellinger 11/19
Fred Nass 11/19

PJ and Melissa's Suzuki LJ

As many of you have heard about over the past few months, for Valentine's Day last year Melissa bought me a 1972 Suzuki LJ10 from Gene Sherman, another club member who frequents the High School on Tuesday nights. We had seen this little 3/4 scale jeep down there and thought it was cute, but had no idea what it would take to get it running and have fun with it. After all, it hadn't been running in some time and its engine looked like an Onan generator engine, as it is a two cylinder 2 stroke! Well, after finding out that Gene was looking to sell it Melissa decided this was the project we needed, and she called Gene and made the deal.

The next Tuesday, I went to the high school to play with my new toy. John Cole and I dug it out and opened the hood. Gene let us know that he knew it cranked over, but had not run it as he was unsure what it needed and he had planned to replace the entire drivetrain. With replacing it all as a backup plan, John and I set out to make it run. I traced out the wiring, hot wired it, and made it crank over. Then John brought out the Starting Fluid, sprayed some in and it fired up. It sounded somewhat like a chain saw or weed wacker, but it was running.

We hooked it up to a boat gas tank and primer bulb and it ran without starting fluid. With the motivation from this victory I decided to take it home to play

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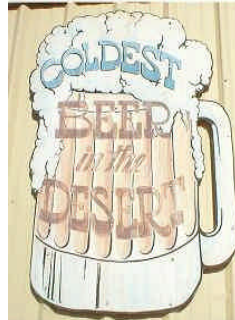
Sport Trailers



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Look for Inland Empire Offroad at Mama Jeanie's on Saturday nights

The Rooster



with it some more. No trailer, no problem! We used Dave Medlin's ramps to load it up in the back of my pickup. Yes, it looked like I stopped too fast in front of a Jeep, but it fit! Once I had it home I cleaned out the gas tank and fuel lines, worked on the carb, and got it running nicely. I can't believe that a 36 year old two stroke will fire up and idle that well.

Over the next few months I worked on replacing the seats with a set of Beard seats that John had, and replaced all of the lights. We brought the LJ up to Phelan at the beginning of the summer and drove it around the Coles' property. We even used it to tow our old pontoon boat. It worked well, but definitely needed brakes. I then rebuilt all four wheel

cylinders and replaced the original single circuit master cylinder with a much larger dual circuit one off of a Suzuki Samurai.

Our plans for the LJ have been to use it as a Side by Side at the dunes, which would be made even cooler if it had license plates. It had been registered as a car in California before, so in late September I decided to take it to the DMV and see what I could do. I had already been to the Auto Club and been told that it wasn't in the system and would require an inspection and VIN verification. With the LJ in tow and an appointment in hand I arrived at the Riverside DMV as security guards were pushing people out of the lobby. I showed them my appointment slip, and they let me right in. It seems the lobby had become overcrowded with walk ins, and they didn't expect to be able to get to everybody by the end of the day since it was already 3:30 PM. I sure was glad to have an appointment.

About 2 hours and 5 DMV employees later I left with a set of license plates! All of the employees really were quite helpful, especially the two supervisors who did the inspection. They both at first said "green sticker" but I was able to convince them to register it as an automobile as it originally had been. It still amazes me that I

was able to register a 2 stroke for the street in 2008. Gene can't wait for me to drive by one of those portable emissions sniffing checkpoints that they set up on freeway onramps...

After getting it registered, insurance was the next step. It turns out that Auto Club had no idea what a 1972 Suzuki was, and weren't sure they could insure it. I then tried Haggerty, which does collector car insurance. I sent them pictures and copies of my current policy to show that I had regular commuter cars, and they agreed to cover it for \$115 a year! That is an awesome deal, and less than half of some of the other quotes I received.

Once it was registered and insured, I took it back to the High School.

Every week we go out and get tacos from Bakers, which is a few blocks away. This night John and I went in the LJ. Driving it on a four lane road felt somewhat like being in a lawn chair on the freeway, but it did well and got right up to its 45 mile per hour top speed. It had a bit of a steering wobble, which was resolved by tightening the pitman arm. John and I made it back to the high school successfully. Since then, Melissa and I have taken it to get ice cream from the house, but we stayed on residential streets.

Our future plans for the LJ include a full roll cage and some new Super Swamper tires that we'll mount on Dean Carver's old Samurai wheels. Eventually we will take it apart for paint and body work, but we plan on enjoying it some first. We don't know when its first dune trip will be, but we wouldn't be surprised to get it out there one way or another this season. Watch for more progress online at www.inlandempireoffroad.org/kastlelj -P.J.



The Rooster



P.J. and Melissa have a Yamaha Golf Cart For Sale:
Late 1990's G14 Gas golf cart with lift. Floor sits 24 inches above the ground. Stock motor, runs well.
\$2100 obo
Contact P.J. Kastle:
(951) 285-8459
pkastle@msn.com



Jeff Oliver has a set of four Ford F-250 Wheels: One piece aluminum wheels. Tires have been sold but wheels are available.
\$100 for the set of 4.
Contact Jeff Oliver:
(760) 774-1991
jeffoliver74@yahoo.com

Dean Schellinger has a Buick V-8 Mid Engine Buggy For Sale:
Bought from Acacia RV. I've had it for two years and have not touched it and I feel it is a shame for it to just sit there. Includes two extra solid rims and bearings for front wheels. Great buggy I just don't have the time anymore.
\$5500
Contact Dean Schellinger:
(909) 987-1880 work
(909) 887-8945 home

The Hagens have two child's helmets for sale:
Both were purchased at Chaparral, 3 years ago. Both are full face with visors. Exterior is in good shape, minor scratches. Inside is in perfect shape, foam intact, no tears. Black one is a child Small and the Yellow one is a child Medium. \$50 each. Contact Pete/Linda at 760-451-0845

The Hagens have their Monaco Motorhome for sale:

Monaco Dynasty (Baron) 36 foot Diesel Pusher with 300HP turbocharged Cummins engine, Allison 3060 6 speed transmission, 6.5 kW Onan propane generator, lots more. Check out the club website for more details.
\$35,000 OBO (Call soon before they trade it in)
Contact Pete at 760-451-0845



Kar Tek Off Road
2871 Ragle Way Corona, CA 92879
(951) 737-7223



This month we would like to thank Jim Kastle for submitting an article and encourage everyone to write articles about the trips this upcoming dune season. There are lots of events right around the corner that we'll all look forward to reading about. Hopefully we'll see you in the dunes soon. -P.J. and Melissa Kastle

Inland Empire Offroad Association

P.O. Box 132411
Big Bear Lake, CA 92315

Membership Application

Please Print

Birthday

Name: _____

Spouse: _____

Child: _____

Child: _____

Child: _____

Child: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Home Phone: _____ Cell Phone: _____

Email Address: _____

Would you like your name and address put into our club directory? (The directory is given to club members only)

YES NO

If you would like your business included in the directory please include the information below:

Business Name: _____ Address: _____

City: _____ State: _____ Zip Code: _____

Business Phone: _____

As with any organization there are guidelines we operate within. Please read and abide by the following:

1. NO FIREWORKS ALLOWED WITHIN CAMP BOUNDRIES
2. DOGS MUST BE KEPT UNDER CONTROL AT ALL TIMES (BLM law)
3. ON A RIDE, YOU ARE RESPONSIBLE FOR THE VEHICLE AHEAD OF YOU AND THE VEHICLE BEHIND YOU. If they stop, you stop and wait for the group to return to you. This prevents separation and in this manner we never leave a member in the dunes. Remember, it's easier to find you if you stay still: "a moving target is harder to hit"
4. PLEASE OBSERVE THE "RIDE RATINGS" ON THE CLUB BOARD AND SELECT THOSE RIDES YOU WISH TO PARTICIPATE IN. If you wish to lead a ride, put the time and type of ride you want to lead on the board and then stick to that time. No passing on rides (except #6 rides). You can always change your place in line at a break or if you are waved on by the driver ahead of you.
5. REMEMBER, WE ARE A GROUP OF FRIENDS who share a common interest in riding in the desert. Always keep in mind how your actions affect the other members.

SIGNATURE: _____ DATE: _____

How did you hear about the club? _____

Annual dues are \$35 per family. Each 12 month membership includes a monthly newsletter. Send your check or money order to:

Inland Empire Offroad Association
P.O. Box 132411
Big Bear Lake, CA 92315

Inland Empire Offroad Association
3457 Carlsbad Way
Riverside, CA 92506

