

Dusty Tales

Hemet-San Jacinto
Cavalcaders

February 2015

Issue 26

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Next Membership Meeting :

Tuesday February 3
(first Tuesday of every month) @ Megabites
Pizza. 1153 S. State
Street Hemet CA.

Dinner 5:30 PM

Meeting 6:30 PM

Board Meeting 7:30 PM

President's Message

Hello Cavalcaders,

I hope everyone had a great Christmas and New Year's holiday. I would like to welcome our 3 newest members, Ted Ryan, Jon Curtin and Nathan Brown to the club. I'm looking forward to wheeling with them on future trips. I recently just went on a run to Glamis with Mike, Larry, Tom, Rod and my father, Jim. The weather was absolutely epic. Ted Ryan and Randy Record joined us on Friday's run, and Skip Balcunas was there all weekend. Mike did a great job leading all of us on all of the runs. We ran a pretty fast pace and no one (not even Tom Wilson) broke down. I want to thank Larry for the use of his camping compound! I'm looking forward to seeing all of you at the next meeting. —Steve Loomis (See Glamis trip photos on p. 7)

Up Coming Runs

King of the Hammers Johnson Valley First week in February Main Race on Feb. 6.

Contact : Marty Schlosser or Shawn Gleason for more info and camping details

Panamint Valley/Ballarat North Side of Death Valley Feb. 13-15

Contact : Chris Rhine for camping and trail info

Havasut Run near Lake Havasu, Arizona March 13-15.

Contact : Marty Schlosser for camping and trail info

Calico Run near Calico Ghost Town April 17-19 Runs scheduled for Friday and Saturday

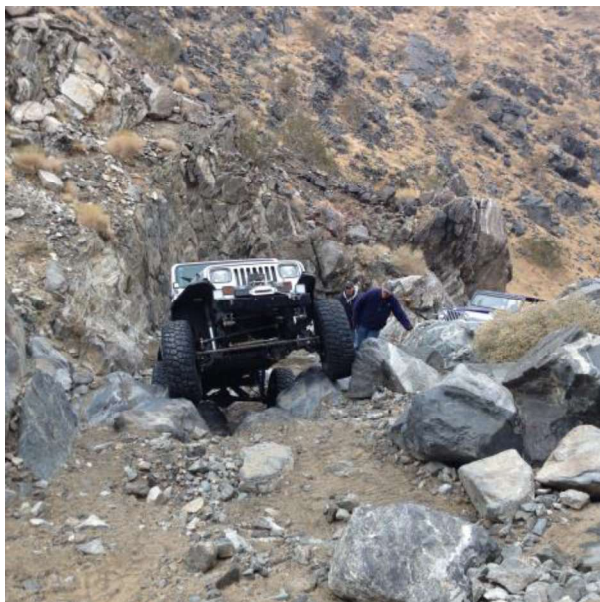
Contact: Devi Boggs for trail information Camping is in the F loop (F5-F22) for dry camp sites and in the C section for sites with hook ups. You can make your reservations online at www.sbcountyparks.com or call 1-877-387-2757. Loop is filling up quickly.



Johnson Valley Run December 2014

At the meeting we talked about this run and for anyone who wanted to come to make sure they had 35 inch tires with lockers. When we go the JV area, It is usually a wonderful adrenalin rush with technical terrain and rocks.

Well, Good Morning Marty ----- Wanda, Dennis and Hannah Scott. Wow! just the three of us . Where would you like to play? We were thinking 3 vehicles with 3 drivers who have some experience out here let's try something really tough. I thought Outer Limits, Dennis said how bout Jackhammer, Mr. Schlosser then said we could do Sledge hammer and if we finish fast or early enough we could come back and do Jackhammer. Great idea.



Making it up the Sledgehammer trail in Johnson Valley

We all had not done Sledge since the King of the Hammers racing had been using Sledge as a main part of the race course. So, the three of us headed out across the dry lake bed that was not completely dry. Yes, that type of mud is horrible to get off. Let's not go through this mud. So, we head left to cross more sand areas, up over the sand dune, and we turn right, and we go around the first few rocks and sand. And, there is the first main obstacle—the gate keeper. This is a section of rocks with an incline and a nasty left turn up a V Notch. It is not too high — only four feet or so with another two step on top of that then a big lean to the right with another large step. No problem. Marty just gets lined up and comes on up. First try, — no, that won't work. So, he backs up moves over a little more passenger, and well, he is the up first ledge ; correction, WAS up the first ledge. His tires slipped, and he had to try again. We decided to stack some rocks. Okay, he comes on up and is almost there... Darn it ! We still have to get the front over the second step. So, he backs up, and we try putting some rocks in the hole by the passenger front; then we put the rocks back at the rear that got spit out when he started coming up. We were thinking this has to work, so he comes on up again almost stuck on both rear diff front diff and axle tube. "Marty let's use the winch; we have been here an hour almost and we haven't gone a

hundred feet." Okay, out comes the strap and winch and a little pull and Marty is up. Okay Dennis you will probably make it right up with your 106 inch wheel base whereas Marty's is only 104. Plus Dennis' tires are 38" tall and Marty's are 37. Turn that beast, Dennis. Back up, okay you're good there. Oh, wait! Marty is having some trouble on the next little bit. Then he is clear of where the strap was in case we needed it. First try no way. "Dennis that is awful tippy towards the passenger side. Are you sure you want to get the driver rear up up there that high?" "Sure", he replies that's how to drive up. Okay next attempt after we replaced all the rocks he kicked out. He went up. "Good, a little more passenger. You're stopped in the same spot Marty was hung up on." Dennis says one more try. So, we restack the rocks and decide to put some more in here as well as near both rear tires. I guess we we're going to build a highway. Okay, Dennis gets lined up and tried again.



Facing the challenging V notch on the trail

(Cont'd on Page 3)

Johnson Valley Run December 2014 (cont'd)

Now while I was doing all this spotting and road building, I was thinking about my cruiser which is 100 inches long, and I'm on 39 inch tires. I figure I'm either going to stand this thing up on it's rear end or flip it back over. Oh well, first things first. "Dennis, come ahead. Good. Looks great! Keep it coming; give it a little gas, and you should be up." Then it jumped sideways and was stopped again. All the rocks were gone from the tire spinning. "Dennis, use the winch. Thee strap is still on the rock." Okay. Oh crap! I have to hook up the ground cable to the winch first. Well, how come it is not hooked up? It was interfering with the electronics for the computer when I put the new motor in and forgot to connect it. Okay no biggy. So, we got a couple of wrenches. Marty had moved up around a big rock and was in no position to pull Dennis; so, we needed to hook the cable up. Alright got it hooked up, pushed the button, tighten cable, and up he goes. I walked back to my cruiser and let a little more air out. Marty had found while I was spotting Dennis, his tires heated up to eight or nine pounds. So I was going to check and adjust mine. I let mine down to six in front and seven in the rear. I got in the cruiser, and did not stack a rock. I drove up, turned, lined up, and drove up the obstacle like it was a short piece of freeway. I was amazed! I mean really amazed! Why? you ask. Well I've been wheeling with Dennis for at least 25 years and with Marty for at least five or so and with Marty on some of the nastiest trails or funniest trails possible. These guys and their vehicles are a couple of the best.



Cavalcaders on the trail in Johnson Valley

Onward and upward. Well, not too far. Dennis popped a bead, an inside bead on the driver rear. He has bead locks. You see it is



Marty navigating the trail in Johnson Valley

possible. Rocks big rocks put stress and strain on every component of your vehicle. We got out the high lift jack and air tank for quick air. Now, while Marty is filling the tire, Dennis is pushing the tire with his feet. I'm on other side of the jeep pushing with all my 66 years of strength to keep the jeep on the high lift jack. In case you did not realize this, with a lot of articulation, a high lift jack has to get the jeep high in the air to lift the tire off the ground. I'm sure that was a good Kodak moment. All done. Ready, set, drive. Wow! We finished the first canyon approx. half a mile long, and it only took us 3 hours. Maybe I can explain the difficulty factor like this. I believe that most of the club has seen the gate keeper at Dorion Canyon out at Calico— you know the spot where we all sit along the walls and watch and think this 100 feet is crazy tough. Well, what we did was like that and for a half mile. So, now we are at the mail box put there by the Victor Valley Four Wheelers 20 years ago. Dennis and I with a group from Victor Valley once and we did this run with 32 and some guys had big 33 inch tires. That trip took us 13 hours to do the 3 canyons— a total of a mile or so.

Cont'd on page 4

Johnson Valley Run December 2014 (cont'd)

After lunch, we drove up the middle canyon. It was fairly tough. I don't want to make any one mad, but again I did not need the winch..."Marty, where are you going? We have one more canyon to complete all three." Oh, okay I will turn around. While he is doing that, I decided to drive up the next waterfall and then some. What am I doing? No spotter. This is a real booger. I turn, crawl, and I almost tipped over sideways. I back up, go forward, and move over an inch. Then back then forward up. Relief! Joy! "Marty, wait let me find a flat spot." Then we heard a sort of BANG! What was that? Marty broke his front end passenger front hub and axle. Bummer. Okay. Good. He only needed to back up 50 feet of sand, and we could do the necessary repairs. "Marty, what do you want me to do? I will help. Do you want me to try to turn around here, or I can drive to the end and come down the sand dune." Marty responded with just go up. "Dennis is following you and then come back. I will have the axle out and ready to drive up the sand dune and down to the trucks." Wow ! This is tough stretch and narrow. Dennis and I really worked for it. It was steep and full of obstacles. We got up and I started going off to the right to go back when Dennis said, "Hey, look! I think I did that trail a while ago." I looked and said to myself Barbara Streisand, and he said he would walk it to see if the trail was doable (one of my favorite words). While he walked, I will tried driving. But, what did I get myself into! These rock are steep and ginormous. Dennis walked up a lot faster than I could drive. I got out. These rocks and trail are really steep. "Are you sure about this, Dennis?" his response is, "Bob, you made it this far with out stacking rocks." Okay, I decided I'll keep going. Oh, there is a cliff with a narrow way out. Dennis says you can make it, and I think I may end up over and over. Oh well, here we go. He spots me, and I make it almost over, but I cannot crawl over the last couple of feet. So, I carefully back up. I backed up a foot or so then Dennis says use a little more gas if it doesn't go up and over it will probably fall off the ledge. That is reassuring. Go you blue cruiser go! I did not mean that much gas. Oh well, I'm up and safe. Now its Dennis' turn. Back down he walks. And right off the get go, we started stacking rocks. What I neglected to mention is that most of these rocks we stacked were in the 100 plus pound range. I took 2 IBPROFEN when I got home— sore back, you guessed it. One time Dennis and had kicked out a rock; then the next one got caught under his front diff and rolled with the vehicle causing the jeep to do something not so pretty. But, then once free of it, Dennis and I had to move this 300 lb rock. Okay now it is your turn on this ledge; fortunately, I stacked some big rocks, so it only took a couple attempts and some loud pedal. Okay, I see the end. What's this? Oh, a nasty left turn with a squeeze on a v . Okay, turn right, back to left. Oh that left purple paint. Back up try again, a little more to the right. Climb this side and slide up the other side. Oh, I'm a teeter totter! Turn the wheel, get some traction, back off and try again a little more paint off. Then higher on the right; let it tip into left side, yes, I am out. I see Dennis is going to need help. The look on his face as he made the turn.. oh yeah this is going to be tricky. On the first try, no luck, so we stack some rocks by the driver rear. Then he came up high to the right.. Almost... he tried again. I got rid of these rocks up in the front so he didn't have to climb them. One more try and great! He was through.

We decided to go find Marty. Soon we were all back together and heading back to the trucks . Thanks, Marty, for a full day of wheeling passion and fun. Dennis thanks for coming out it is always a hoot being on a trail with you. Wanda thanks for taking pictures.

.—— The Blue Cruiser



View of Johnson Valley

Truck Haven Run 2015 And Ringing the New Year

Talk about cold weather! I think it was down in the high 20's at night. If we would have gotten rain, it probably would have turned into snow. On this run we had Shawn Gleason, the Schlossers, Marty and Wanda with dogs 1 big 1 small. Emil and Toni Worm with granddaughter, Destiny, Dennis and daughter Hannah Scott, Andrew Allen, a friend of several of us, and Yolie and I. So, the crowd that normally shows up went to Vegas or was sick. Our resident DJ was one of the casualties of illness, but Shawn had a large speaker going to keep us entertained. Mr. Dollarhide with his Chinese candles went to Vegas, and the Hoovers were sick, too. So, we did not have anyone to light off a tree with fireworks etc. as in past New Year's Eve's, but the American Honey poured freely.....Of course on New Year's Eve I was not out enjoying the libation and conversation around the fire because I was in the coach trying to deal with pain from a rollover in my Blue Cruiser. Yes, folks. I tried once again to push the envelope by trying something I thought was doooooable. The envelope pushed back, and I lost. I am considering removing that word from my dictionary!

The first day out Shawn and I went out and played in the trenches and twisted up our vehicles pretty good. It was a lot of fun. Back at camp, we made some adjustments to the shocks which helped.

The next morning the wind was a huffin' and a puffin' and cold. So, we decided not to go out for a run until later in the morning. The wind died down and off we went— Shawn, Marty, Emil, and myself. We played in the trenches up a few hills over a few drops finally we found ourselves over by the street sign. At the last meeting when Mr. Goorsky so eloquently described their run out to Truckhaven area talking about the street sign hill and how bad it was and how large the holes were. They were not kidding! I looked at it up close and said I will come back on the last day in case I have a problem. Marty tried for awhile with no luck, and then Emil tried as well—also with no luck. Shawn, with the long wheelbase after a few attempts made it up. Congratulations! So, we started to mosey on back to camp playing on all the notches along the way.

"What's wrong Shawn?" "No way down." was his response. "It looks pretty bad and not sure if it is doable." "Oh," I said. "I want to see this". You know, like I'm some great authority! I guess arrogance comes in all shapes and sizes. When I got there Marty was on his way up from the other side and struggling. You see folks, the other side was not only steep but loose soft sand. After some work, we got Marty to the top. While coming up, you have to tip your vehicle to the passenger side to the point where you're practically driving on your side wall. Next, Shawn came up with the same issues, and he had to work the motor to get through the soft sand. Then he had to let the gears and suspension do their thing to make the right hand turn at the top. Shawn asks, "Are you sure? It feels awfully tippy." "Yes, a few more inches and the rear will come and level you out," I said. He proceeded and he got up. Now Emil the little 4 banger were working pretty hard to get through the sand and up hill. He made it up to the top and was doing fine.



Emil pondering the situation on the Truckhaven run.

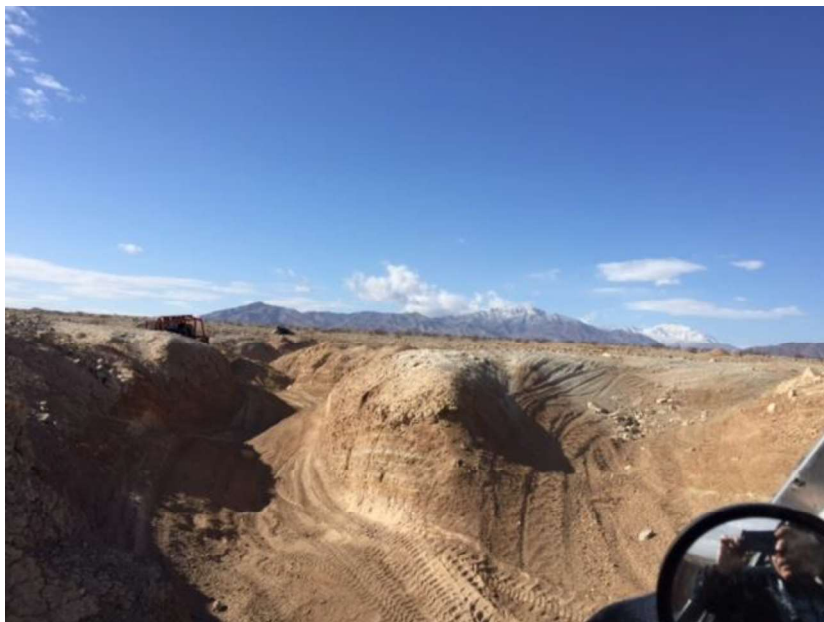


View of the Mountains as seen from camp in Truckhaven

Cont'd on page 6

Truck Haven Run 2015 And Ringing the New Year (cont'd)

Now, while I am spotting these guys, I was looking at how to drive the cruiser down trying to figure out the best line. As most of you know, climbing up something is generally completely different than the line you may need to get down. So, I figured out that anyway you try it, it was going to be tough and maybe not doooable. Honestly, at that point I was walking back down to the cruiser undecided. I jumped in and started eating some of Yolie' peanut brittle. I start up and start moving. I turned right to go to the top and was thinking that I should get out look at it once more. But, I said to myself, "Just do it." So, I dropped over the edge. Remember how I said coming up the guys were tipped to the passenger's side? Well, I stayed way passenger from that point thinking it would drop off straight. I was wrong. As the front dropped driver side first, the rear passenger side started lifting. So, I gassed it to settle down the rear. At that point, both rears felt like they were in the air, and I now going down this short cliff on my front tires only. The next thing I realized is that my front driver tire came in contact with the dirt mound sticking, out and I'm going over. The next thing I know for sure is my left leg hanging out of vehicle, and Shawn saying, "Put it in park." I had hit my head on the roll cage and was dazed pretty good. I was still holding on to the steering wheel. I looked around at the damage and felt some pain in my right leg and rib cage. I think it was at that point I said, "You know what I hate about doing this roll over stuff— is telling Yolie." Okay, the real stupidity of my roll over was getting in the cruiser eating peanut brittle and NOT putting on my seat belt and harness. That is getting complacent to the degree of being unsafe. Please be sure to put your belts on each time you get in your vehicle. My cruiser went over at least twice. It was a violent hit, and the only thing that spared me, I believe, was my angel from above. Surprisingly, the damage is not very extensive. I will replace the front section of the roll cage and windshield— a little bondo repair and that should take care of it, oh and some paint. I wish I had more to write, but that was the end of my jeeping for the weekend.

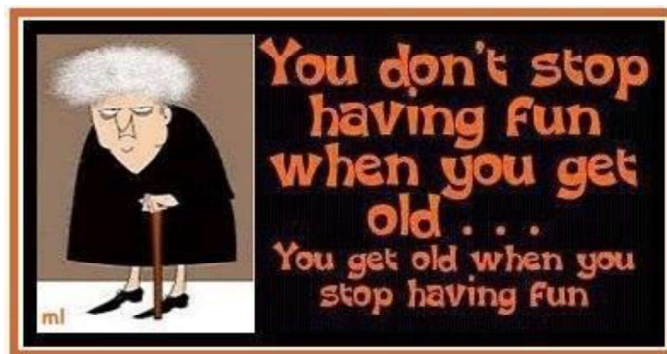
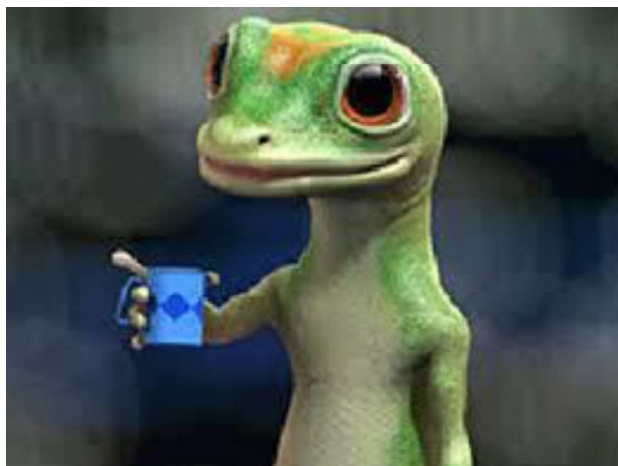


View of the trail in Truckhaven from Marty's jeep.

The weather got better and the other guys went out and played. Yolie and I came home.

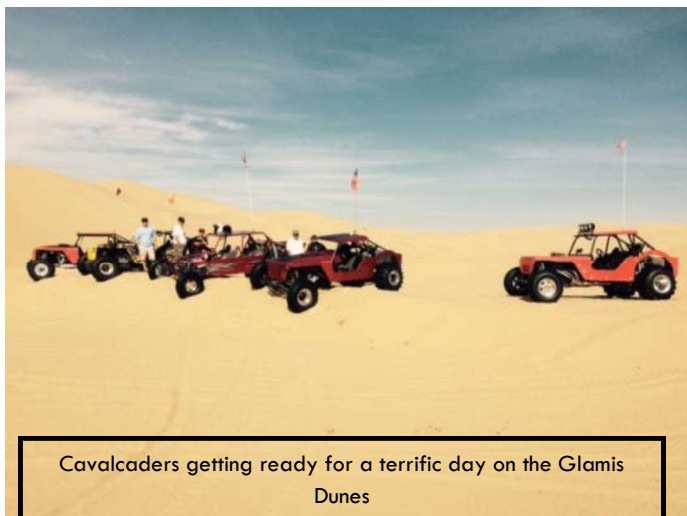
Respectfully,

Bob Bindels



Submitted by Hamilton Jones

Glamis Run January 2015



Cavalcaders getting ready for a terrific day on the Glamis Dunes



Checking out the vehicle before the day's run.



Enjoying dinner together on a beautiful evening in Glamis



Cavalcaders enjoying the day out in the dunes.

To see a world in a grain of sand and heaven in a wild flower

Hold infinity in the palms of your hand and eternity in an hour.

--William Blake, English poet 1757-1827



Now, That's a fire!!

Salton Sea— The Landmark of the Truck Haven Area

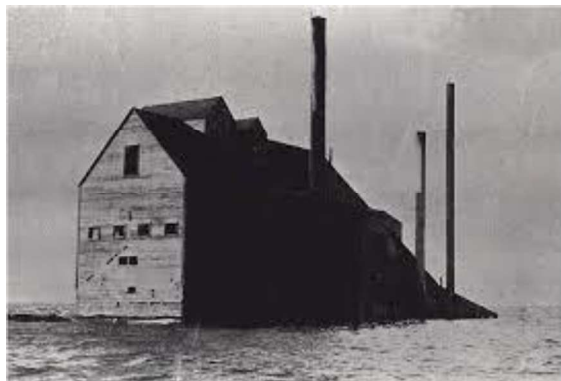
Often when traveling the trails in the Truck Haven area, we can see a beautiful blue lake in the distance. Surrounded by desert and sparkling in the sun, Salton Sea is the visible landmark seen from many hills and washes. If you are ever lost in the Truck Haven area, just follow any wash as most will lead to the Salton Sea. But, what is the Salton Sea? What is the story of its past that has brought the lake to all of us in the present. A visit to the website of the Salton Sea Museum provides that look at what once was.

The Salton Sea region was part of the Gulf of California until about 4.4 million years ago. The Colorado River silt eventually blocked off the gulf and separated the region from the Pacific Ocean. Over the centuries at least 5 lakes occupied the basin where the current Salton Sea lies. Ancient Lake Cahuilla was much larger than the current sea. The water line of ancient Lake Cahuilla is still visible on the western shores of the Salton Sea near Travertine Point and in La Quinta. The Salton Sea was created between 1905 and 1907 when the Colorado River broke through diversion canals in the irrigation system in Imperial County.



Then new industry began to flourish in the area when The New Liverpool Salt Works began operation in 1885, near the present day town of North Shore. Native Cahuilla Indians and local settlers worked the 1,000 acre mine. But, all buildings were underwater by 1906 as the basin flooded.

The salt deposits, said to cover 1,000 acres at 15' thick, contributed to the salinity of the new 'sea'. Approximately 600 tons of added salt continue to be deposited in the sea annually through irrigation water from the Colorado River.



A resort was born in 1927 when Gus Eilers opened his new resort. Gus was responsible for having the first boat races on the Salton Sea. For 20 years he and his family catered to desert dwellers who wanted to experience this beautiful water playground in the middle of the desert. He hosted the rich and famous, the "boys" from Camp Young, sailors from the Salton Sea Naval Air Station and even Patton himself. He also hosted famous celebrities from the Golden Age of Hollywood such as *Guy Lombardo*, *Jerry Lewis* and *Frank Sinatra*; *Guy Lombardo* held many speed records on water, some set at Eilers Date Palm Beach. Roy Hunter bought Date Palm Beach in 1947 and changed the name to Desert Beach, which still exists today. With many improvements, Desert Beach

became a full-fledged yacht club. All of this is now underwater. "Sunken City" was once the yacht club at Desert Beach. The photo (right) shows the Sunken City today. There are ruins of once full RV parks, where some RV's left behind are hollow shells in the mud and dry salt. Ruins of motels, empty swimming pools, old and empty eating areas abound and it can be fun to take a walk through them and through the past seeing the Salton Sea of yesterday amid the Salton Sea of today. (cont'd next page)



Salton Sea— The Landmark of the Truck Haven Area (Cont'd)

Speaking of today... The Salton Sea is now The Salton Sea State Recreation Area, and it was dedicated February 12, 1955. 1,000 people attended the dedication ceremony. The park had 1,880 acres with plans for 17 miles of water frontage extending into Imperial County. At the time of dedication it was one of the largest State Parks in California.

The Salton Sea, California's largest inland lake, supports a spectacular bird population that is among the most concentrated and most diverse in the world. Sadly, this crucial stopover along the Pacific Flyway for migratory and wintering shorebirds, land birds, and waterfowl is dangerously close to collapse from several environmental threats. More than 400 species and subspecies in all have been spotted at the Salton Sea.



Originally opened in 1959 as the North Shore Beach & Yacht Club, the newly renovated building is now a historic site. The Albert Frey designed building was re-opened on May 1, 2010 and is home to the Salton Sea History Museum & Visitor Center. With its completion and the harbor renovation currently underway, a resurgence of water recreation is expected.

The Salton Sea is visited by many people every year. Photographers visit the sea by the thousands. The most well known dedicated photographer is Steve Lee who visits several times a year from his home in Japan. The Salton Sea is literally in "our backyard" it is the place we see sparkling in the distance. Maybe if time permits, on one of your trips to the Truck Haven area, you can take closer look at the museum, the area, explore the wildlife refuge and step among the ruins to see the Salton Sea of the past and the present. Happy exploration.

Source: http://saltonseamuseum.org/salton_sea_history.html

A lake is the landscape's most beautiful and expressive feature. It is earth's eye; looking into which the beholder measures the depth of his own nature.

~Henry David Thoreau, American Author



Cavalcaders Fun Page

Golden Potato Casserole

Cavalcaders Cook

- 6 medium potatoes 2 C grated Cheddar cheese
 1/4 C butter 2 C sour cream
 1/3 C chopped green onions 1 tsp. salt
 1/4 tsp. pepper

Peel and boil potatoes in salted water (not too long-best if they are still a little firm). Drain.

Dice the potatoes into a casserole dish.

Melt the butter, mix it with the sour cream.

Mix the remaining ingredients and spread over the top of the potatoes.

Bake for about an hour to an hour and a half at 350 degrees. Remove from oven and with a large wooden spoon, gently blend the casserole (stirring gently) to make sure the ingredients are evenly distributed.

*This recipe can be doubled.



Recipe submitted by Laura Hoover.

WORD JUMBLE JEEP RUNS

Challenge yourself! See if you can unscramble the letters to form the words. These are all words for Cavalcader runs.

1. sjnohon lyvlea _____
2. ctkru ehvna _____
3. magsil _____
4. rdosloeivw _____
5. honj lulb _____
6. yuds mesrhi _____



Answers/ Word Bank

Silverwood John Bull Dusy Ershim
 Johnson Valley Truck Haven
 Glamis



Family Humor

Submitted by Hamilton Jones



Editor's Corner

As the new year of 2015 begins, I often reflect on the previous years' highlights, and think about what the new year will bring. In doing that now, I am reminded of the article I have hanging on my classroom wall.

Portrait of an Achiever

1831 He Failed in Business - Bankruptcy.
1832 Defeated for Legislature.
1834 Failed in Business again - Bankruptcy.
1835 Sweetheart and Fiancée died.
1836 Nervous Breakdown.
1838 Defeated in an Election.
1843 Defeated for U.S. Congress.
1846 Defeated again for U.S. Congress.
1848 Defeated once again for U.S. Congress.
1855 Defeated for U.S. Senate.
1856 Defeated for U.S. Vice President.
1858 Defeated again for U.S. Senate.
1860 Elected President of the United States.



... Abraham Lincoln

As our club plans for 2015 with many events and runs, opportunities to help in our community, opportunities to build upon and to create new friendships with existing and soon to be members, with many upcoming opportunities to fulfill leadership positions, and with opportunities to share our visions and ideas for our club's growth with one another, I am reminded that Cavalcaders don't quit. We preserve in our club's vision, on the trails, and with each other. I know when I am on the trail that no matter what happens, we won't quit or leave one of our own behind. That is very special. As we head into 2015, I want you all to know that your strength, vision, openness and support make me feel very proud to be part of the club. In 2015, no matter what challenges we face in our club or in our personal lives, I encourage us all to remember Abraham Lincoln and never quit. We can and we will make it if we just keep trying.

Happy New Year Cavalcaders! May 2015 be a great year for all of us!

You cannot fail...UNLESS you quit!

"A quitter never wins and a winner never quits."

Your Humble Editor,

Susan Rhine

