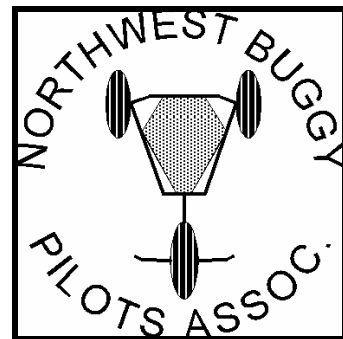


NWBPA News

December 1998

Volume 4, Issue 3



Labor Day Weekend at Alvord

by Steve Irby

I left Renton, south of Seattle, at about 5:00 am Thursday, September 3rd, anticipating a stop in eastern Washington to have some welding done on the suspension of my Pathfinder. I got the work done while I had breakfast in Sunnyside, WA, and then continued toward Oregon.

This rather long drive always seems dreadful until I get on the road and the anticipation of arrival on the dry lake makes the time fly. Before I knew it, I was in Burns, Oregon, filling up on food, gas, and ice. The road south of Burns into Fields had had some resurfacing recently, a pleasant surprise.

I rolled over the hill to the great vista overlook above Alvord Dry Lake at about 6:00 p.m. and saw several vehicles, including the unmistakable van and "toybox" trailer belonging to Dave and Carol Lord, parked next to the group of landsailers who are there each year on Labor Day weekend. A few minutes later I was setting up my dome tent and greeting all of the kite buggiers.

Thursday had been a day of light winds and we were all looking forward to what Friday would bring. Clouds formed in the southwest on Friday morning and as afternoon approached the winds picked up...big time! After quite a few great runs across the dry lake, Mike Eason returned from a trip to the far reaches of Alvord where he measured 27 mph winds. We could see why as the big weather system rolled across the southern horizon. Getting closer all the time, the winds gradually picked up and we were in the middle of a pretty good storm. The few buggiers still out on the lakebed came in when the wind gusted to 35 mph or above while blowing steadily at 25 mph or more. The landsailers were caught out in the blow and hit some spectacular speeds of over 50 mph. The winds slacked off a bit towards evening allowing more 30 mph runs. A great day on the "playa" as they call it down there.

Saturday started out calm but slowly picked up toward afternoon. When Mike, Dave, Hab and some others fled to the hot springs for a soak, the winds came up straight

"onshore" allowing long runs north and south. Morrie got comfy in Dave's land yacht and we ran three miles up to the hot springs and back a couple of times. I later hit my highest speed for the weekend with a two mile shot at 39.4 mph indicated on my GPS. One of the landsailer folks said he had never seen a kite buggy keep up with them at that speed before. Neither had I. Way fun!

After the boys returned from the tubs, we watched kite buggy videos on Wayne's tv/vcr setup outside his motor home. We recalled the good times we had at the Buggy Boogie Thang at El Mirage last January and the landsailer people enjoyed seeing videos of us bugging on their old home lakebed.

On Sunday morning I packed up for the drive home. After a long soak in the hot springs with a group of other tourists, I drove to Fields Station for the obligatory burger and a milkshake. Boy do those ladies know how to make 'em. An uneventful drive home was full of good memories of what others have described before and which I agree with "the best trip to the Alvord desert yet".

(Continued on page 2)

NWBPA Officers:

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Safety Chairman - Mark Davis
(253) 536-8564 or wndpilt@earthlink.net

(Continued from page 1)

Some pleasant surprises this trip:

- No flat tires
- The Airtouch cellular phone connected with three bars of signal from the lakebed! Cool.
- The hot springs...ahhhhh, I'm ready to go back.

Pre WSIKF Buggy Races

by Kurt Anderson

High guys and gals and BOOBS too! Here are the results of the Sunset Beach Bum Buggiers (SBBB) races held on August 15th and 16th. We had only nine pilots sign up - BUMMER. There were two days of racing with three heats held each day. Jeff Howard won first place flying Quadrifoils. Kurt Anderson came in second flying JOJOs. Third place went to Richard Ridgeway flying JOJOs. Eli Anderson flying Quadrifoils came in fourth. Fifth went to Steve Irby flying Quadrifoils. In sixth place were Linda Anderson flying Tethis' and David Stanek with JOJOs. Gordon Wensley flying JOJOs took seventh. Eighth place went to Mark Davis who flies everything under the sun - must be nice to have so many toys. THANKS TO EVERYONE WHO CAME! including those who came and watched - you are the main reason I like to race. Okay, maybe I want to catch that guy from Oklahoma. Dirty Kurty. F.B.O.S.H.

WSIKF '98

by Morrie Williams

This year at WSIKF we had one of the best opening demo days yet. On Monday, August 17th, the tide was on the way out as we started our demos. The wind was blowing from the west thereby allowing us to take full advantage of the somewhat narrow beach. Wind speeds were light to moderate making big sails the order of the day.

A large crowd of the buggy regulars were in attendance. Kurt Anderson, Steve Irby, and Gordon Wensley manned tandem units and gave 100+ rides to the crowds that came down to see what we were all about.

As the week progressed, low tide was later and later shifting our Monday low at 3:21pm to 7:46pm by Saturday. The beach was in fair condition, but wind direction and relatively high low tides conspired to make bugging a challenge at best.

After Monday, some of the buggiers headed to Sunset Beach or went to the Seaview approach to avoid the crowds.

Several members made suggestions about how to improve the demo day activities in the future. Ideas included marking off a kite landing/takeoff area, marking

off the buggy area for crowd control, and organizing the buggy ride system.

A big thanks goes out to Kurt Anderson, Steve Irby, Gordon Wensley, and anyone else I may have inadvertently forgotten, for all of the rides and demos they provided on Monday afternoon.

NWBPA Annual Meeting Minutes

by Kelci Williams

The third annual NWBPA membership meeting was called to order by Morrie Williams at approximately 1:20 pm on Thursday, August 20, 1998, at Sunset Beach, Oregon. The members present were too numerous to note - there were about 60 of them.

Kelci Williams read the minutes from the August 22, 1997, meeting to which there were no additions or corrections. A motion to accept the minutes was made by Dave Christenson, Steve Irby seconded, and the motion passed.

Morrie opened the floor to nominations for officers for 1999. Pat Langlois made a motion to nominate the current slate of officers with the exception of Vice President, Steve Millspaugh who has stated that he could not run. Gordon Wensley nominated Steve Irby for Vice President. There were no further nominations. A vote was taken for the nominees stated and the slate was passed unanimously.

- Morrie Williams – President
- Steve Irby – Vice President
- Kelci Williams – Secretary/Treasurer
- Morrie & Kelci Williams – Newsletter

In addition, Linda Anderson nominated Mark Davis for Safety Officer, and Gordon Wensley seconded. Also, Morrie made a motion to nominate Kurt Anderson as Racing Chairman (a new position) and Carol Lord seconded. Both motions passed unanimously.

Gordon Wensley (outgoing Safety Chairman) gave the following safety report. Gordon discussed the buggy rides given at WSIKF this year and suggested that we try to organize it a little better – possibly have some pit people to help keep track of riders, etc. He also asked that the BOOBS restrain themselves, otherwise they might be subject to his personal inspection (he wishes).

Gordon also suggested that when we hold races, the course not be set directly in front of the parking area but to one side so that those that don't race will not feel intimidated and not buggy at all.

(Continued on page 3)

(Continued from page 2)

He said that it would also be helpful if experienced buggiers took the folks starting out under their wings and taught them the ins and outs in an area away from others so that they can learn the basics and feel more confident. Gordon also suggested that when we raced we might have different classes (experienced, novice, powder puff, etc.).

Gordon then asked that whoever took his banner return it.

Kurt Anderson then gave a report about the series of races held at Sunset beach during 1998. The schedule was set according to the tides which turned out to be the third weekend of every even-numbered month. There were three types of races held – circuit, pursuit, and distance. The results were not available at the time.

Kurt is attempting to get a standardized point system going so that eventually, when buggiers in other parts of the country get organized, we can have some meets where the top buggiers in each of the regions can compete.

Kurt also mentioned that the next races would be held at Ocean Shores, WA, in conjunction with the AKA Convention in October.

Jeff Howard said that he would be teaching a buggy workshop at AKA. Kelci Williams stated that there would also be a workshop for women buggiers at AKA.

Jeff also invited anyone who was interested to a buggy get together at Galveston, Texas during Thanksgiving week. Anyone interested can get more details from him.

Morrie mentioned that we needed some changes to the by-laws. The address needs to be changed from Woodinville to our address in Westport. Dave C. made a motion that we change the address, it was seconded and agreed upon. Also, the frequency of meetings needs to be changed from monthly to annually. Dave C. made a motion to make this change, Carol L. seconded and the motion passed.

Kelci gave a financial report. Dave C. made a motion to accept it, Pat L. seconded and the motion passed. Gordon requested that people make donations to the potluck fund.

Morrie discussed the request from WKA for other kite clubs in the area to donate some money and participate in the early bird reception being put on at the AKA convention. Kurt made a motion that we donate \$200.00 to the fund, the motion was seconded and passed.

Morrie discussed the AKA convention and the fact that we

would need some help from those buggiers who would be attending. Several members indicated that they would be there and be willing to help.

It was announced that the pins had arrived. We discussed how we wanted to price them. There was a motion made by Dave C. to charge \$4.00 for current members and \$5.00 for others. Kurt seconded and the motion passed.

Upcoming events that were mentioned included – Alvord Dry Lake on Labor Day weekend, AKA in Ocean Shores in October, Galveston and Ivanpah during Thanksgiving, Ivanpah in March of 1999, and South Padre Island, Texas whenever – contact Jeff Howard.

Also, Mike Eason mentioned the possibility of a long (10 day) trip to Blackrock sometime in the future. Anyone interested should contact him.

Linda Anderson said that we need to be more careful when riding at Sunset Beach. The authorities don't want us in the dunes at all – there is an endangered species of butterfly there – they will write tickets. Also, do not park on or near the beach approaches. (Don't buggy near the approaches either). Give horses and cars the right of way. Be courteous to the authorities and do what they ask, so that we can continue to use the beach.

Dave Jam asked people to see him about sending your good wishes to Steve and Judy Millspaugh via his recorder.

Dave C. made a motion that the club send a set of NWBPA pins to Steve and Judy. The motion was seconded and passed unanimously. And, Mike E. made a motion that we give a set to the Kite Museum. It was seconded and passed also.

Kelci Williams, head BOOB, received a generous present from the BOOB troop.

Gordon's banner was ransomed conditionally and he came through like a trooper.

No more items were called for discussion. A motion to close the meeting was called, seconded and passed and the meeting closed at 3:15 pm.

AKA Convention Ocean Shores

by Richard Ridgeway
(aka Buggy Bison)

It's October in the Northwest. Rain, cold and wind, right?! Generally lousy weather to have a kite festival. But wait, for one fleeting week the weather and wind cooperated to provide excellent conditions for the 21st AKA convention. This was my first convention.

I arrived late on Tuesday night in this dark and an unfamiliar town. Wait, do I turn here or go straight? Is that an arch? That must be it. What the hey, everyone else is going that way. After much frustration, limited directions, and some help from the local bartender, I finally found the house where I was staying. "Hello, is anybody here!" Damn, this has to be the place. That van has a buggy on the back, this must be it! I'll go get some dinner and come back. When I return I find that the house is occupied and where I can find a key. I get to chat with everyone. "There's a hot tub? I'm there!" Soak, then sleep. Thanks to Penny and Stephen for setting up the house - much better than sleeping in the van.

Wednesday was a great day. Onshore winds at 10-15 mph all day long and low tide in the afternoon. Many speed runs up and down the beach. Somebody said "Tag!" and the game was on. If you have never played tag with Jeff, Dean, and Fritz, well, you just haven't played "Full Contact Tag." It is an interesting game that hones your skills and teaches you how to buggy close in with others. Chasing after and being chased is exhilarating and can be a little scary. Boundaries are set, and an "it" is picked. I'm not sure of this, but a broken power line and torn trailing edge seems to be the end of the game. Unfortunately, when it's your kite, it is a little disconcerting. "Does anyone have a sewing machine?" Mark Davis, I can't thank you enough. A little repair tape and an hour of work and the kite is fixed. A big thanks goes out to Mike Smathers and Jeff Howard for the help in repairing my kite. By the way, I am now the proud owner of a Pfaff 6122. Great machine, lots to learn. Overall a great warm up day.

Thursday is race day. The wind was out of the northwest at about 10-15 mph. The four point circuit course was different than what I was used to, but challenging none the less. Ten racers signed up. Five races of 2-1/2 laps, drop one. The beach was a little small for ten racers all starting together, but I didn't see any big tangles. During the fourth race I broke a power line. Now where did that splice come from? Broken line at a factory splice, ARRG! Swap kites and get ready for the last race. Here are the results of the races.

AKA Circuit Race Results

- 1 Jeff Howard - Quadrifoil/Lynn
- 2 Fritz Gramkowski - Quadrifoil/Lynn
- 3 Richard Ridgeway - JOJO/Lynn
- 4 Kurt Anderson - JOJO/Pegasus
- 5 Dean Jordan - Quadrifoil/Lynn
- 6 Mark Davis - Advance?/Lynn
- 7 David Jam - JOJO/Lynn

This was a short tough course and very challenging.

Friday was OK. Cloudy and southeast to south winds of 5-15 mph. Nothing too special this day. Several of us gave rides and in general just relaxed. One note here. In the course of giving rides I found out that I had the one and only "Mr. Nasty" with me. Well now that changed everything. Yep, covered him in slime and whipped him around a few good times.

Saturday, another great day. It rained hard till around 10:00 am, then cleared off. There was hardly a cloud in the sky by the afternoon. The wind was out of the northwest at 20-25 mph. This was a small kite day, but what a day. Jeff set up an elongated diamond course for the second set of races. The wind direction wasn't favorable for a pursuit race. This was a long course with a speed run down to the second mark and tack back. Two laps per race. Three races, drop one. The races were fast and by far the most fun for me. Five pilots started and five finished. The results of this race were:

AKA Pursuit Race Results

- 1 Jeff Howard - Quadrifoil/Lynn
- 2 Richard Ridgeway - JOJO/Libre
- 3 Dean Jordan - Quadrifoil/Lynn
- 4 Fritz Gramkowski - Quadrifoil/N-gen/Lynn
- 5 Mark Davis - Quadrifoil/Lynn

As an added bonus there were cars and people to avoid too. This added an element of surprise and unique challenge to the race. This was my first time racing in a Libre buggy. I only had one day to get used to the handling of this buggy and was very impressed by it. Although slightly heavier than a Lynn heavy duty competition buggy, I found that the stiffness and geometry were excellent for upwind performance.

Overall, a great five days for me - met a lot of people and made some new friends. Hope to do it next year.

Buggy Bison

CHECK THE LIST!

It is important that the information in our data base is correct, so please check the enclosed list to see if the information we have noted for you is right. If there are any changes necessary, please contact Morrie or

What is a Peter Lynn C Kite?

In the past several months, there has been a lot of talk about Peter Lynn's latest generation of kites, the C Wing two-line and the C Quad four-line traction kites.

The following is an excerpt from "User Information for C Wing and C Quad Traction Kites" from the *Peter Lynn Kites* newsletter.

"These kites are neither soft kites nor framed kites but are of an entirely new hybrid arrangement using single skins with flexible f.r.p (fibre reinforced plastic) stiffeners.

Their basic layout is "C" shaped with a small diameter fiber reinforced plastic (fibreglass or carbon) rod holding the curve of the "C" which is the leading edge and from one to 6 or more similar rods arranged as spines to provide some form to the skin and trailing edge.

The shaped skins and multiple bridle lines to the leading edge and spine rods create curved airfoil shapes which give good L/D (lift to drag ratio - the determinant of upwind performance) and excellent lift coefficients (the measure of power for size). These kites are powerful and easy to use with performance matching and bettering the very best traction kites in the world. A European traction kite designer/manufacturer (whose kites frequently take the top placing's) has said about the C Quads; "these kites are the future".

Although apparently simpler, the C wings are stronger pulling than the C Quads (size for size about 1.5 X the pull of our NGen's for the C Wings against 1.2 X for the C Quads). C Wings develop power even at low apparent wind speed, do not usually require much "working" while accelerating nor is looping often necessary. To take advantage of the very quick turning available with four line flying, C Quads have slightly less camber and derive more of their power from apparent wind speed. Therefore they ultimately attain higher top speeds when, say, buggying on very hard surfaces but have less "grunt" than the C Wings on the water or in soft sand."

This summer, Kelci and I were privileged to get a prototype of the C Quad and were able to share it with the buggiers of the Northwest. Just before the AKA convention, we received two larger C Quads to share with other buggiers at the convention.

We introduced these innovative kites to several of the convention attendees who were interested in taking them for a test flight. Among those folks trying the kites out was Dean Jordan. The following are his comments on the C Quad kites.

"The C Quad is an impressive kite. It took a little time to get used to it for straight runs, but would require more time to race with. If the handles were set up in such a way that equal pressure could be exerted on all four lines, flying the kite would be a snap. While constant attention of the kites attitude must be maintained, I found you didn't have to look at it to feel where it was in respect to outflying its wind window. The kite seemed to perform best upwind, as I was able to outrun Jeff once and Fritz twice. Crosswind our speeds were about the same. It's a little tricky to take off when upside down, but the round leading edge enables you to 'rock' it off its nose. Overall, I rated the kite high and will be interested to see what the final version flies like.



Peter Lynn testing a 3 spine, 2 meter square, C-Quad at Brighton Beach, Christchurch, New Zealand. April 1998 Photo by: Kane

Are You Due to Renew?

Don't lose out on being a part of this great club and of receiving this wonderful publication. Check your renewal date on the mailing label on this issue.

New Legal Buggy Beach in WA

To all buggiers, new and old, there is now a section of beach on the Washington coast that is open to buggying year round!

Thanks to Bob Meneghini and Chuck Bixby of BC Kites, the Quinault Indians have given us their permission to use their beach for our sport all year round (except on razor clam digging days). We can buggy from just north or Moclips all the way up to Taholah, WA.

However, there are some rules regarding the use of this beach. This is Quinault Indian Nation land and is subject to Federal laws. In addition, there is a \$2.00 per day, per group, Use Permit. The proceeds for these permits will go toward the Quinault's scholarship fund. Additional donations would be gladly accepted (and could also help endear us in their eyes). Below is a list of no-no's that we need to respect and abide by:

- No building fires on the beach
- No overnight camping on the beach
- No surfing
- No scuba diving
- No removing anything from the beach (wood, etc.)
- No littering
- No drinking
- No leaving gates open when going on or off of the beach (unless already open)
- No buggying on razor clam digging days

The day Use Permits can be purchased at the Tribal Council on weekdays from 9:00 am to 5:00 pm or at the Police Station on weekends. Here are directions to the beach, the Tribal Council Office, and the Police Station.

Directions:

Go west from Olympia through Aberdeen and Hoquiam toward Ocean Shores.

At Ocean City, follow Hwy 109 north toward Copalis, Moclips, and Taholah.

Then follow the directions below -

To the Tribal Council Office:

Just past milepost 39 on Hwy 109 look for a cedar shake mill on the left side of the road.

Take the next right and the Council office will be on the left.

Go in to get the permit - tell them why you are there and how many are in your party.

To the Police Station:

A little past mile post 39 on Hwy 109 there is a four way stop at Cultan Street.

Turn left onto Cultan and go west to the end of the street. The Police Station is on the right side of the road.

Go in to get the permit - tell them why you are there and how many are in your party.

Note: The police will request your driver's license as identification and will run a check, so if you have any outstanding warrants or tickets (even parking tickets) be warned – you may be detained.

To the Beach:

After you get your permit, get back onto Hwy 109 and go south approximately 3 to 4 miles.

Look for some yellow gates on the right (ocean-side).

If the gates are open, go through and leave them open.

If the gates are closed, go through and then close them behind you.

Drive onto the beach and BUGGY.

News from *The World Kite Museum*

by Marge Cockrane

LONG BEACH,...The World Kite Museum is monitoring the adventures of three skiers bound for the South Pole and back, propelled during part of their journey by steerable Quadrifoil kites.

Termed "the ultimate polar traction," the pillow-like kites are composed of inflatable nylon cells, their four lines operated with two handles. The kites are clipped into a special harness designed by team members Eric Philips, an Australian who organized and led a traverse of Greenland's icecap using Quadrifoils.

The two other IceTrek team members are New Zealander Peter Hilary, whose father Sir Edmund Hilary, made the first successful ascent of Mt. Everest, and Australian Jon Muir.

The trio set out Nov. 4 on what is termed the longest unsupported ice trek of the century. They will ski nearly 1875 miles to the pole and back over a route that includes the never-traversed Shackleton Glacier. Because of wind direction the kites will be of the most use on the return journey, the men believe. Each skier will carry three Quadrifoils of different sizes.

Those who'd like to share The World Kite Museum's interest in the expedition can follow the skiers on the World Wide Web. The web site www.iridium-icetrek.org.

Quote from Monday November 16, 1998

"Getting the kites up was a real blast and a morale raiser. Unfortunately the weather deteriorated slightly and the wind shifted direction so we reluctantly pulled the kites down and continued plodding along."

Corey's Millenium Buggy Thang

I am planning a Millenium-ending Buggy Boogie Thang. A Rolling Man Festival unlike anything seen on this planet. It will occur at El Mirage Dry Lake.

We will all meet in the desert some few days before the ending of 1999. We will buggy till we fry! Plan to include the awesome idea of bugging on the 31st of December 1999... into the night if possible...and as soon after dawn as we can manage on the next day, January 1, 2000.

Then someone will haul out a cell phone and try to call out... then we will know if there is anything to go home to.

Wait a couple of days for the gas pumps to be reprogrammed and then head home. Way too much buggy fun while the world burns. Where would you rather be if the TV and phones don't work at home? Why not spend it in the desert... French press coffee every morning, living in tents with a bunch of MEN(?), too many sausages for dinner, showers only once a week, no mandatory shaving, campfires at night, farts around the campfire. Sounds too good to miss!

The Dec. 31, 1999 event will be the Pre-Roll. The Dec. 31, 2000 event will be called Rock 'n' Roll. 'Cause by then we will have figured out how... We Will Be Rock'n! Ready to give it our all... won't ya'll come too?

Registration for this historical (not to say hysterical) occurrence will be \$15 per person and will include a commemorative neckcard sporting not only the stunningly good Rolling Man logo, but also the holder's photo and racing number! This neckcard will be the collector's item of the end of the 20th Century!

Most will no doubt acquire their registration with a T-shirt or sweatshirt, thereby reducing the cost to \$10. T-shirts and sweatshirts will probably be \$15 and \$20 respectively. And the proceeds will pay for the most incredible hospitality tent the buggy world has ever seen.

Don't miss this one. Even if you must... you can still buy the commemorative neckcard and/or the T-shirt and sweatshirt.

Call, write, or e-mail for your reserved order or for more information and/or to get on the registration list.
aoxomoxa

Corey Jensen hm.ph. 831-372-7922
208 - 8th St.
Pacific Grove, CA 93950 coreykite@aol.com

Letter from the President

Opinion Poll - Let Us Know Your Thoughts

Should we alternate our monthly buggy fly sites between Wash-away Beach in Grayland, WA, the Quinault Indian's Beach north of Moclips, Wa, and Sunset Beach, OR. Currently our flies are scheduled for Wash-away Beach only. Cast your vote with: Morrie or Kelci at 360-268-0318 or williams@techline.com

Well, 1998 is just about over and we're looking forward to big buggy plans for 1999. This past year we had the Buggy Boogie Thang III at El Mirage; the Spring Buggy Blast '98 at Ivanpah; Memorial Day at Alvord; WSIKF in Long Beach, WA; Labor Day at Alvord; and the AKA Convention in Ocean Shores, WA; to name a few. It's been a busy year for all of us buggiers.

The Sunset Beach Bum Buggiers (SBBB) had their first season of races and all of the participants had a GREAT time challenging each other.

This past fall, our "crazy canuk" Gordon Wensley was hospitalized with life threatening intestinal problems. He's back home, on the mend, and talking about making a trip to Ivanpah in March. Our hopes and prayers are with Gordon as he recovers.

Next year we hope to be better about getting the newsletters out on a regular schedule so that we can keep everyone better informed. We're planning issue dates in February, May, August, and November giving you information prior to Ivanpah in March, Alvord in May, WSIKF and Alvord in August and September, and followed by a season wrap-up issue in November.

Happy Holidays to all of you - see you on the beach! Morrie

Classifieds

NWBPA Pins are In!

1¼" gold metal in three color combinations
Teal background w/magenta buggy seat
Green background w/fuchsia buggy seat
Purple background w/yellow buggy seat



\$4.00 each (\$12.00 set) for current NWBPA members
\$5.00 each (\$15.00 set) for all others

To purchase, contact Kelci Williams at 360-268-0318 or williams@techline.com

DEMO KITES FOR SALE - Also a Pegasus Buggy
Check for available items - things change quickly

For more item information and prices,
Contact Kurt Anderson at 503-861-3833

FOR SALE OR TRADE -
Almost New! Quadrifoil C2 with handles and line
(300/200 X 50ft) \$300.00 -OR- Trade for Skytiger Hi40

Contact Max Jackson at 360-793-0378

Mark your calendars for these events:

- Mar. 10-16** - Spring Break Buggy Blast, Ivanpah Dry Lake, Primm, NV. Contact Fran Gramkowski 609-429-6260 or frang@voicenet.com
- May 29-31** - Memorial Day Buggy Blast, Alvord Dry Lake, OR. Contact Morrie or Kelci Williams 360-268-0318 or williams@techline.com
- Sep. 4-6** - Labor Day Buggy Blast, Alvord Dry Lake, OR. Contact Morrie or Kelci Williams 360-268-0318 or williams@techline.com
- Dec. 28, 1999 - Jan. 3, 2000** - Corey's Millenium Buggy Thang, El Mirage, CA. Contact Corey Jensen 831-372-7922 or coreykite@aol.com

For more information about any of these events, contact *Morrie* or



BOOBS Banter

by Kelci Williams

I would like to send out a BIG *THANKS* to all of you **BOOBS** who took part in the production and presentation of the wonderful helmet cover that I was given at the annual NWBPA meeting and potluck. Special kudos to Candy Peterson for creating it! I'll wear it in good health (at least until my neck breaks from carrying an extra rack on my head).

Good wishes for the holidays from the **BOOBS!**

NWBPA Membership Application

NWBPA, c/o Kelci Williams, Treas., P.O. Box 1358, Westport, WA, 98595-1358

Name _____ Hm Ph. _____

Address _____ Wk Ph. _____

City _____ State _____ Zip _____ e-mail _____

Please Check One: New Renewal Date _____ Method of Payment _____

Please complete this form and mail it along with a check or money order for US\$10.00 to the above address.

NorthWest Buggy Pilots Association

c/o Morrie and Kelci Williams
 P.O. Box 1358
 Westport, WA 98595-1358

Mailing
Address
Goes
Here

Are you due to renew?
Check the expiration date on your label!