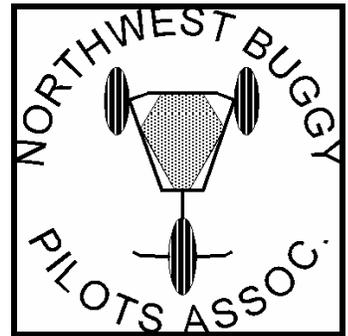


# NWBPA News

March 1999

Volume 5, Issue 1



## Spring Break Buggy Blast 1999

by Fran Gramkowski

From March 10th to the 16th, Ivanpah and Roach Dry Lakes will be the site of the Spring Break Buggy Blast 1999. For the fifth year in a row, buggiers will be gathering on Ivanpah Dry Lake for a week of fun and bugging. Ivanpah and Roach Dry Lakes are located next to Interstate 15, about 45 minutes southwest of Las Vegas, in Primm, Nevada, right next to a three casino complex. At 35 square miles, Ivanpah Dry Lake is the largest of the two lakebeds and is part of a Federal preserve. Its' use is restricted to wind powered vehicles. Smaller than Ivanpah but sometimes dryer, Roach Dry Lake will be used as an alternative site. A day at Jean Dry Lake is also being planned. It offers many "off road" bugging possibilities. The surface of the lakebeds is hard so you go faster and hit the ground harder when you fall - safety equipment including a helmet, pads, etc. are a must.

Since Ivanpah is the largest it will be used most of the time. The entrance to the lakebed is through a locked gate in back of the Mini Market. The combination to this lock will be provided to all those who register. There is a marked roadway to follow out to a designated parking and camping area. No one is allowed past the evaporation pond fence or off of the lakebed proper into the bushes. The Bureau of Land Management recommends that if the wind is blowing from the direction of the evaporation pond we leave Ivanpah and go to the other side across I-15 or to Roach. They have put air monitoring equipment out there this year. At Roach and Jean Lakes you can buggy off of the main lake surfaces.

There are three casino/hotels next to the dry lakes and most of us stay at Buffalo Bills - part of the Primadonna Casino Resorts. Special room rates are \$15.00 a night Sundays through Thursdays, \$35.00 for Friday nights, and \$45.00 on Saturday nights. To get the special rates, call 1-800-386-7867 or 702-386-7867 and tell them that you're with the Spring Break Buggy Blast group, code SSB 0307. Forty rooms are being held until 2/21/99. The resort also has an RV Park (call the same number for reservations and restrictions). Also, camping is allowed on the lakebed but there are no facilities and absolutely no dumping is permitted. If you camp on the

lakebed, make sure you get a copy of the events permit before you set up camp for the night.

Organize something with your friends or just do your own thing. A cookout is planned for Friday afternoon that you can participate in if you want. Someone will take up a collection and go on a shopping expedition for the food that morning.

A donation will be expected from everyone for the rental of the porta potties, AKA sanctioning, and other miscellaneous expenses. A contribution of \$8.00 to \$10.00 per person would be appreciated to offset these costs.

For more information contact Fran Gramkowski at:  
Spring Break Buggy Blast 609-429-6260  
30 West End Avenue frang@voicenet.com  
Haddonfield, NJ 08033, USA

For information on the AKA, call 1-800-252-2550.

*(Editor's Note: See additional articles in this newsletter for more information about SBBB 1999.)*

## Letters to the Editor

### **NWBPA Officers:**

**President** - Morrie Williams  
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**Racing Chairman** - Kurt Anderson  
(503) 861-3833 or kitesnw@seasurf.com

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

I have been in the club now for a couple of years, but I have been hanging back a bit in the background, since I feel most club members are fairly expert at this sport. I'm still learning and trying to get the hang of buggying. I don't want to intrude or ask strangers a lot of how-to questions (nor do I know how qualified they are to answer my questions), yet I know this club can provide such a forum.

Could a list be published of people who wouldn't mind showing us beginners (or experts) how to buggy better or who wouldn't mind us contacting them with questions? Maybe the club could initiate some sort of rating system or scale where members could rate their abilities and then these ratings could be included on the membership list. For example, level 1 = no equipment and no experience, and level 5 = wins all races. I would rank myself as a level 2. I have most of the equipment but need help, answers to questions, and lots of practice.

I am interested in any articles, as well as pointers to publications or web sites, for novice buggy pilots that explain how to get started, techniques, control tips, safety, etc..

I have noticed that some members have made their own buggy trailers (I'm making one too), but everyone has a different method of attaching it to the rear axle of the lead buggy. An article about building your own buggy trailer or just the attachment technique may be of some interest to other members.

Lynol Amero - lynol.amero@boeing.com

*(Editor's Note: I think that I am speaking for most of the NWBPA members when I say that you shouldn't hesitate to ask any of us for help or answers to your buggy questions. Since our group is so diverse, you may get a different answer to the same question from each person you speak to, but at least you'll have a lot to choose from.*

*A self-determined rating system might be somewhat like comparing apples to oranges since some of us are egotistical and others are pretty self-effacing. Besides, if we try to include another column on our membership list the printing will get so small you wouldn't be able to read it.*

*If any of you out there have information for Lynol about homemade buggy trailers or articles about buggying, please contact him at lynol.amero@boeing.com or 253-891-0649.)*

## Launch Your Engines - SBBB Races

by Richard (Buggy Bison) Ridgeway

**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.**

**Quick! check it out and get it in - before it's too late.**

Get ready to roll - there WILL be races held at the Spring Break Buggy Blast 1999 at Ivanpah Dry Lake, in March. There will be three races held over four days (March 11th - 14th). Hopefully this will provide us with options of when to hold each race based on the conditions for that day. Since the Endurance race is generally the most popular, I think it best to hold it on Saturday the 13th or Sunday the 14th.

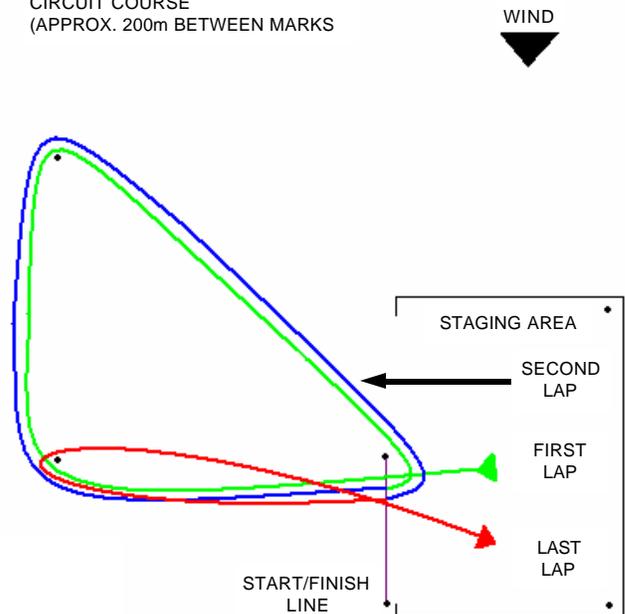
We will try to have some type of activity for each day. It has been suggested that we have some fun races such as Tandem, Dual Kite Tandem, Backwards Races, etc.. If you have any suggestions let me know and we will try to work them in.

Also, if you are willing to volunteer as a Race Director, Course Judge, or Aid, please let me know. A large pool of volunteers will lessen the work load on all. Each position will have a packet that explains race rules, duties, etc.. Race directors will have pre-printed score sheets with instructions to make the tough job of scoring go easier.

### Circuit Course

The circuit course will consist of 2½ laps around a large three mark course. The course itself will consist of three legs with approximately 200-300 meters between marks. First a reaching leg to the second mark. Then an upwind leg to the third mark. Finally, a downwind leg to the Start/Finish line. The final lap is on the reaching leg to the second mark and then back to the Finish line.

CIRCUIT COURSE  
(APPROX. 200m BETWEEN MARKS)

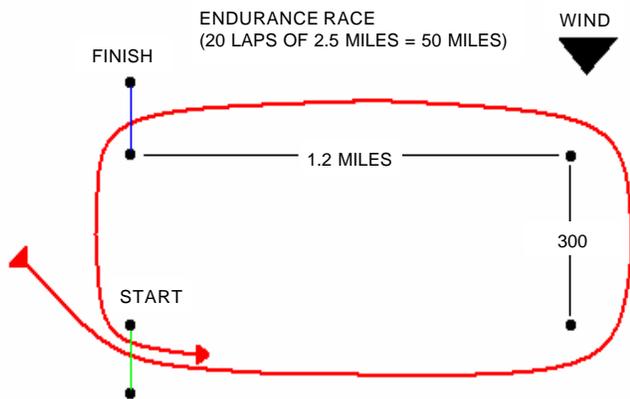


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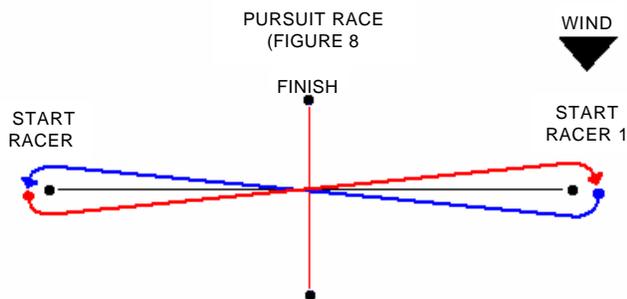
### Endurance Course

The endurance course will consist of 20 laps around a 2½ mile course. The long legs will be perpendicular to the wind with short legs to spread the course apart. The race will have a time limit of three hours. Those not completing the entire 50 miles will get credit for laps completed and this will apply to final standings.



### Pursuit Course

The Pursuit race is a single elimination race of one-on-one competition. Once all racers have signed up, all participants will be randomly placed in an Elimination Chart. The winner of each round will advance to the next round. This will continue until First place is determined. The winner of each match is determined by either passing the other racer or, when racers are more evenly matched, the first one to pass the finish line after five minutes.



### Killer Eight Course

The course and rules for this are a little different and more complicated when compared to the above three. I am offering this race as an alternative to the Pursuit race. This race comes from the internet and is the most interesting of all. The following was shamelessly taken from the Italian AIAT site.

Slalom is one of the most exciting areas of our sport. Fast and furious, this event is not for the weak or faint hearted! One of the problems in running a good slalom event is waiting around for your heat. With the "killer", our aim is to provide an event that is quick to set up and run at short notice, with no hanging around. It will provide a full-on challenging race that will take the pilots to their limits and beyond!

Here are the rules and the running order. This requires winds of around 20 mph with firm conditions. The course size will be determined by the number of entrants (i.e. the bigger the fleet the longer the course).

It will be announced by four short blasts of the air horn. The start/flag/signal procedure will be the same as a series race. The first signal will be the 15 minute horn. The first pilot to complete a lap is the "killer". Whoever the killer overtakes is "killed". Overtaking is defined as an overlap, that's the front wheel of the overtaker directly upwind or downwind of the rear wheels of the overtaken pilot. Whoever overtakes the killer becomes the new killer.

You are killed if:

1. You are overtaken by the killer.
2. You stop moving.
3. You fail to enter the course before the 1st lap is completed.
4. You incur a penalty.

The killing will continue until either:

1. No one has been killed for three laps.
2. There are only six Pilots left (or less for smaller fleets).

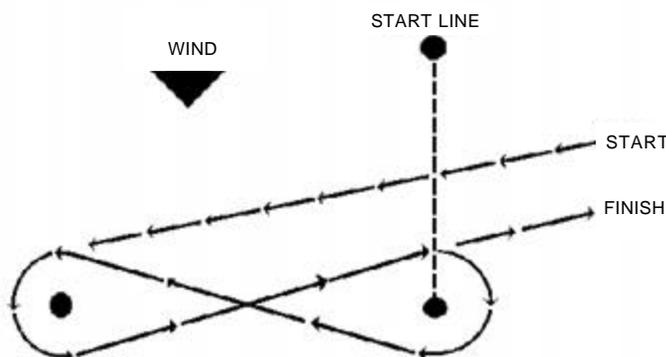
At this point, as soon as the killer crosses the start line the race will start (announced by two horn blasts). The killing will stop and scoring will begin. The race will be three laps. If there are any crashes, the pilots may continue to finish.

Schedule

- Killed pilots must immediately leave the course without impeding the other contestants.
- Crashed pilots must remove their kite and buggy straight away. The buggy will be removed by the "undertakers" if the pilot is unable to remove it quickly.
- Air at the mark must be observed at all times. Offenders will be classed as killed by the Marshals and must leave the course.

Scoring

- Position equals points for the six finalists.
- Killed pilots score fleet total plus one.



## What I did for Thanksgiving

By Dean Jordan

Yes, it was the bomb! Freeman and I got to Galveston, TX, late Wednesday night (11/25/98). We pulled up in front of the Galvez Hotel and thought we'd been given a bum steer. No way kitefliers are staying here, I thought! Went in, and sure enough, this was the place. An amazing four star hotel right on the beach in Galveston. Where is everyone, I tried to find out. Finally, Cliff called and let me know they were down at the hot tub and were running out of margaritas and I'd better get down there quick! Like Brigham Young said "Dis is it!" - I was there, along with Larry Stiles from Tulsa, OK, and Shaine, Cary, Collette, Luanne, and a bunch of other fine folks roasting away in an actual HOT tub (not warm like most places). Margaritas were consumed and tails were swapped. (Editor's note: Dean, was that 'tails' or 'tales'?)

The next day, Thanksgiving, we were the first ones to the beach where there was no wind. No problem - I took out a 100ft<sup>2</sup> airform, Freeman and Larry held it, and I towed it behind Freeman's truck. You see, the beach is huge at the eastern point, and it is all hardpack, so I was able to drive around in a huge circle towing various kites with loooong tails all over the place. It was lovely.

After a while, various other whacko's started showing up. Cliff and Collette and their crew; Jeff; Mike Smathers; Dick Bell and his energetic and lovely family; Keith Anderson; and Brian Smith. Soon we played an impromptu soccer game, which the shirts won by-the-way, and it didn't take us but a few minutes of that to see how badly out of shape we were. Nonetheless we played for a good while and I expect it is now a tradition. Wind was light in the afternoon, but we were finally able to go with C-3's and other large kites. Not that many people at the beach, which runs west-south-west from Apffel Park where we hang out, to Stewart Beach back toward the hotel, about a four mile run. Before the week was out, we were making this run in less and less time.

That night, we had Thanksgiving dinner at Landry's Seafood - an excellent buffet. Then back to the hot tub. It was horrible ;-)! But oh well, we had to do it! More drinks, etc..

Friday was about the same, maybe a little more wind, but not much. There were more single line kites flying, Joel Shultz showed up. And, the party got bigger.

Saturday was the big day. It looked better than the sky in Santa Monica the last time the AKA was there! Great show! Lots of super stuff including a new piece from Stretch, a nice-sized edo with an incredible traditional pictograph - it flew perfectly, even though it had more bridle line than most people have on a reel! Meanwhile,

the buggy crew grew and everywhere you looked there were power kites. Jeff brought one of the new Peter Lynn kite boats, so naturally we had to give it a try. The water was so warm I didn't even need my wet suit! I used a 10m<sup>2</sup> UL Peel and got a real nice go with it for about 45 minutes. A little tough getting started, but once you learn how it goes, it isn't so bad. It turns very responsively with very little speed. Staying in the boat seemed to be the most difficult part, but I hear that they are working on that. I was able to go upwind fairly well, even through small surf, but would not try it in large waves without a whole lot more experience. All in all, a most impressive piece of kite power.

For the buggiers, Sunday had to be the day. The wind started to crank on Saturday night, but really got going on Sunday. Jeff found some paths off the beach and onto a piece of paved road that was super fast. Many people flew off into the swamp on more than a few occasions. We chased each other all over the place and had a great adventure. Jeff figured out a way we could ride our buggy's up the vertical face of a sand dune which would have made a great picture if we had had a camera - duh! Anyhow, it was more fun than the law allows - I assure you! There were at least 11 of us hanging out at a time playing chase and going from one end to the other, waiting for the store to open so that we could grab some beer for the ride back. What better way to greet the noon hour, eh? We buggied till we couldn't, and the sun was way down. Going fast till the end, flying small kites and whooping it up till we could hardly stand. It was good, real good!

Sorry Mom, Dad, Brother, and Sister but I won't be home for Thanksgiving next year either.

aoxomoxoa

## KTAI Observations

by Jeff Howard

Here are a few of my thoughts about the 1999 KTAI convention and the new traction kiting engines and equipment that I saw there.

MMM... where to start? Well, many of you have already seen the great C-Quads on the beach. There has been a lot of talk about them on the net too. Main man Dominique from Holland was there representing Peter Lynn International. Holland is where many of the Peter Lynn products that we get here in the states are built. They've finally finished testing the C-Quads and have gotten most of them into true production. The available sizes are

*(Continued on page 5)*

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2.2m<sup>2</sup>, 3.2m<sup>2</sup>, 4.2m<sup>2</sup>, and 6.3m<sup>2</sup>. If you've heard about different sizes, forget it, this is straight from the paperwork of the main man himself! Also, they have the bags for the these babies going which helps out in a big way - if you've had any experience putting one of these away, you will see that this is a big step.

What do I think about the kites? Well, first of all, you get a great BANG for your buck! To me, the C-Quads are a little twitchy. But, with a little practice you can easily get the hang of it and use it to your advantage. I think the biggest plus for the C-Quad is that you can dump almost all of the power with great ease. If you dump too much, then they glide like a Rev flying 3D stuff. Overall, their simplicity and cost will make them a good selling product.

Another thing to keep an eye out for is a new kite called the "Blade" from Flexifoil Europe. This is a four line foil that may take the place of the old Skytiger. At the time of the show (January 1999), they had not yet put it into production but were there showing one of the prototypes. I'm not sure what Skytiger here in the States is going to do with this product, but if they're smart, they will get hopping on something.

Another thing that caught my attention was what looks like the return of 'old boy' Ted Dougherty. This time he is working with Premier kites, a manufacturer that has all of its' toys made in the Far East. I'm not sure what kind of plans they have for his kite but at this time they are only building two sizes (2m<sup>2</sup> and 3m<sup>2</sup>). From my observations, they looked like the old Quad Trac Pro.

Quadrifoil was showing the new 'X' Series of Competition foils. These kites can be handled more easily and are intended for the all-around user and racer. They generate the same amount of power as the old Comps, but it comes up a little easier instead of the instant power you got from the old ones (which I LOVED - but hey how many can I actually buy?). There will be a large range of 'X' Series kites available. Keep your eye out for these!

What else? Well, in light of all of the interest in kite surfing, I have been designing a new kite surf board to be distributed by Quadrifoil. These boards were very successful at the show. They are custom built and have all of the goodies including straps, pads, and a removable three fin system.

The Flexifoil dudes (Andy Preston, et.al.) were showing their kite surfing rigs too, and were attracting a lot of interest and attention. Actually, Andy and I spent most of our time watching and waiting for the right surfing winds. Luckily they switched to the right direction every evening. So, we ditched the show at about 2:00 pm each day and went SURF'N. What a job! But someone has to do it.

I'm hoping to bring and use the boards at Sunset Beach in Oregon before WSIKF in August. If you're interested, you might get a chance to try one out. But remember, if you really want to give kite surfing a try and make it worth your while, don't miss the Thanksgiving Galveston Buggy Blast. Galveston is heaven for kite surfing and playing in the water! Ask Bruce (Duck) Griffen about the beaches in November!

The monohull boat is another new product from Peter Lynn International. Wow! if you have ever thought about getting on the water and going upwind, well, this is it. I've had one since last summer and have been logging a lot of time on it. I can take anyone who has had a little buggy experience and get them going in a monohull boat! Again, if at all possible, I hope to bring one of these machines along to Sunset and WSIKF this summer so that anyone interested can take a peek and a ride.

That's all I have for now. I'll be off kite skiing until Ivanpah. Keep your kite up and lines tight!

Precision Buggy Products  
KITE POWERED INSANITY!!!!  
Jeff Howard      Kitebuggy.com

### ***Spring Break Buggy Blast 1999 Update***

by Fran Gramkowski

As of 1/30/99 IVANPAH IS OPEN, the permit will be issued for the event.

The Bureau of Land Management (BLM) contacted me this week and announced that after analyzing the results of their air quality test on Ivanpah Dry Lake they will issue permits. The pipeline was shut off last March and the evaporation pond is dry. What they were concerned with was the mineral deposits left in the pond. Dust collection units were placed on the lakebed to determine the air quality coming from the direction of the pond and the results were good.

I will have a permit for March 10 -16 for Ivanpah and, as in the past, we will use Roach and Jean Dry Lakes for back-up. I will post the lock combination when I get there. BLM has asked the group to help with some litter patrol and to help place signs.

Jeff Howard and Fritz Gramkowski are planning a pre-event trip to El Mirage Dry Lake, March 7-9. Contact them for information.

## To Race or Not to Race... That is the Question

By Richard (Buggy Bison) Ridgeway

Kite buggy (Parakart) racing is evolving to a new level in the United States. Although we do have several races during the year, they are generally thrown together with a notepad and some cones. This leads to a hurried and unorganized feel for those involved and just observing. Moving to a new level of organization and cooperation is the next logical step.

One complaint I have heard over and over again is the lack of right-of-way rules. This allows the most aggressive rider to dominate the course, with little recourse when a pilot is obstructed or cutoff. If a pilot knows when they do or don't have the right of way, that knowledge allows for a race that not only evens the field but also increases a sense of camaraderie. Without established rules to guide the group, those wishing to compete may feel intimidated by other pilots and elect not to participate.

Europe has seen a boom in racing in the past few years, with seventy racers starting the European championship last year. The European racing circuit has an established set of rules. Unfortunately, each country has its own set of rules and competitors were bound by a different set depending on which country they were racing in. This year is different. Discussions to establish one set of rules have already taken place in Europe. These rules will govern all races throughout Europe. Therefore, no matter where in Europe a racer may go to compete, they can expect the same set of rules.

Since the Europeans are on the cutting edge of Parakart racing, I feel that adoption of these rules will only attract more Europeans to come to the U.S. to participate. This would hopefully open the door for participation by U.S. racers to compete in Europe. By adopting these rules, we recognize the work that has been realized by the participants of their racing circuit. Eventually, an International racing circuit based on one set of rules could be born.

I accept that some may not agree with these rules. One has to keep in mind two things. First, that an established set of rules enhances the racing experience and shows a sense of organization throughout our sport. Second, that sailing, windsurfing, etc. all have a set of rules when it comes to racing. Should we be any different? The rules established to date through the AKA were a good place to start and served their purpose at the time. I know that we would all like to see our sport expand and this is one step

closer to this realization.

Unfortunately, logistics is a problem in this country with many of the racers spread throughout the U.S.. One solution to this problem is to have racing circuits organized by area. Possibly, West Coast, Midwest, and East Coast circuits with a minimum of three races during the season that would establish regional finishers. For example, the three top finishers for each region would qualify for a race at Nationals. This would establish a national circuit with multiple races to evaluate the best.

The first test of these rules will be at Spring Break Buggy Blast 1999. I know that I am looking forward to this event as are many others. I have gotten quite a bit of feedback concerning the races. I believe this may be the biggest year at Ivanpah with an unprecedented number of racers participating. I'll see ya' there and by all means pray for wind!

## Letter From the President

Here we are at the beginning of another season. As I look ahead to 1999, there are several things I feel we need to concentrate on. One is the teaching of new and less experienced pilots. The other is the organization of a Northwest buggy racing circuit for the experienced and intermediate pilots.

We should always be looking at how we can better serve the bugging community, including the novice, intermediate, and experienced pilots. In a letter to the editor, one of our members asked if there were people who wouldn't mind being asked questions or helping others to learn about bugging. I think that most of the intermediate/experienced pilots are more than willing to answer questions from anyone about the sport we love. This year we need to make a concerted effort to pass on the knowledge that many of us have had to learn the hard way. Starting with our monthly flies, we should set up clinics to help our members.

If anyone would like to help in such a clinic, please contact me. Also, if anyone would be interested in attending such a clinic, please contact me.

We're in this together, so we need to hear from you!

*Morrie*

***Good Winds and Good Bugging to All!***

## 1999 Buggy Event Calendar

- Mar 10-16 - Spring Break Buggy Blast** - Ivanpah Dry Lake, Primm, NV. Contact Fran Gramkowski - 609-429-6260 or frang@voicenet.com.
- May 8-9 - Northwest Buggy Races** - Sunset Beach, OR. Intermediate Race #1. Contact Richard Ridgeway - 503-887-2168 or ridgeway@seikotsi.com, or Kurt Anderson - 503-861-3833 or kitesnw@seasurf.com.
- May 14-16 - Texas State Kite Fest** - Rockport Beach, TX. Kite buggy and sailing event. Contact Jeff Howard - 918-426-5908 or pkc@icok.net.
- May 20-23 - Buggy Boogie Spring Thang** - El Mirage Dry Lake, Adelanto, CA. Contact Corey Jensen - 831-372-7922 or coreykite@aol.com, or Dan Rubesh - 805-659-5769 or windwiz@windwizard.com.
- May 27-31 - Wild Wheels Buggy Blast** - Wildwood, NJ. Contact Fran Gramkowski - 609-429-6260 or frang@voicenet.com.
- May 29-31 - Spring Buggy Blitz** - Alvord Dry Lake, Fields, OR. Contact Morrie or Kelci Williams - 360-268-0318 or williams@techline.com.
- Jun 5-6 - Northwest Buggy Races** - Moclips Beach, WA. Open Race #2. Contact Richard Ridgeway - 503-887-2168 or ridgeway@seikotsi.com, or Kurt Anderson - 503-861-3833 or kitesnw@seasurf.com.
- Jul 10-11 - Northwest Buggy Races** - Moclips Beach, WA. Intermediate Race #2. Contact Richard Ridgeway - 503-887-2168 or ridgeway@seikotsi.com, or Kurt Anderson - 503-861-3833 or kitesnw@seasurf.com.
- Aug 16-20 - Washington State International Kite Festival** - Long Beach, WA. Contact Morrie or Kelci Williams - 360-268-0318 or williams@techline.com.
- Aug 19-21 - Northwest Buggy Races** - Long Beach, WA. Open Race #3 - WSIKF. Contact Richard Ridgeway - 503-887-2168 or ridgeway@seikotsi.com, or Kurt Anderson - 503-861-3833 or kitesnw@seasurf.com.
- Sep 4-6 - Fall Buggy Blitz** - Alvord Dry Lake, Fields, OR. Contact Morrie or Kelci Williams - 360-268-0318 or williams@techline.com.
- Oct 5-9 - AKA Nationals** - National Buggy Competition, Muncie Indiana. Contact person TBA.
- Nov 25-28 - Turkey Day Buggy Thang** - Ivanpah Dry Lake, Primm, NV. Contact Scott Dyer - 702-220-4340 or BFKLV1@aol.com, or Dan Rubesh - 805-659-5769 or windwiz@windwizard.com.
- Nov 25-28 - Thanksgiving Buggy Bash** - Galveston, TX. Contact Carolyn Weir - skysetter@wt.net
- Dec 29-Jan 2 - The Millennium Buggy Thang** - El Mirage Dry Lake, Adelanto, CA. Contact Corey Jensen - 831-372-7922 or coreykite@aol.com

## Classifieds



### **Get Your NWBPA Pins Now!**

1 1/4" 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- Make an Offer  
 -OR- Trade for Skytiger 40 or Hi40

Contact Max Jackson at 360-793-0378

### **FOR SALE -**

- Quadrifoil C1 with lines - \$289.00
  - Quadrifoil C2 with lines - \$375.00
  - Quadrifoil 3m with lines - \$250.00
  - Quadrifoil 2m with lines - \$199.00
- 15% Discount on package!

### **ALL IN EXCELLENT CONDITION!**

Contact Gail McDonald at 209-645-1268 - Madera, CA

### **FOR SALE -**

- Quadrifoil Q2002 (Red tips) w/line & handles, new Nov '98. Will ship - \$170.00.
- Quadrifoil Q2004 (Purple tips MCSqd) w/line & handles, new Nov '98. Will ship - \$350.00.
- Quadrifoil Classic 5m (blue/white) w/line & handles, 1 minor repair. Will ship - \$275.00.
- Peter Lynn 4 line Peel 5.0m w/line & handles, new Dec '98. Will ship - \$315.00.
- JoJo RS3500 (red/white/red) w/line & handles, new Nov '98. Will ship - \$440.00.

All kites are used except the P/L Peel. Contact Dana Dumond at 208-433-8243 or ddumond@micron.net

## **Tide Prediction Programs on the Web**

as posted on rec.kites by Bob Pebly

"Since it may be useful to other buggiers out there, here are a bunch of links to a very useful, free, tide prediction program - XTide."

Original UNIX version - <http://www.universe.digex.net/~dave/xtide/>  
 xtide.html

Windows version - <http://www.geocities.com/SiliconValley/Horizon/1195/wxtide32.html>

Mac version - <http://www.universe.digex.net/~dave/files/MacTide133sit.hqx>

Palm Pilot version - <http://www.toolworks.com/bilofsky/tidetool.html>

WWW version - <http://tbone.biol.sc.edu/tide/sitesel.html>

**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 8-9** - Northwest Buggy Races - Sunset Beach, OR. Intermediate Race #1. Contact Richard Ridgeway - 503-887-2168 or ridgeway@seikotsi.com, or Kurt Anderson - 503-861-3833 or kitesnw@seasurf.com.
- May 14-16** - Texas State Kite Fest, Rockport Beach, TX. Kite buggy and sailing event. Contact Jeff Howard 918-426-5908 or pkc@icok.net.
- May 27-31** - Wild Wheels Buggy Blast, Wildwood, NJ. 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.

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



**BOOBS  
Banter**

by Kelci Williams

As the winter weather melts away (hopefully), it's time to dust off our equipment and give it a good spit and polish in preparation for the new fun-in-the-sun buggy season.

In the past six months, I've heard from and met several women who are starting or want to start kite bugging. This is a great trend and one that I hope continues and grows - we can use all of the **BOOBS** we can get. Anyone who needs some help should let me know.

**NWBPA Membership Application**

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

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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  
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