

NWBPA News

January 1997

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El Mirage Expedition

by Morrie Williams

My wife, Kelci, and I flew to Burbank on Friday afternoon (Sept. 27th), so that we could be at El Mirage on Saturday morning ready to buggy at the first sign of wind. We planned to get together with several other NWBPA members as well as other friends.

As we drove from Victorville to the dry lake, the radio said it would be a "pleasant" 95 degrees. We arrived at the lake and saw that our group had set up camp in a different spot than usual. Our regular spot was occupied by a large group of gyrocopter pilots (several hundred). We sat around all morning waiting for the wind, talking to friends, and trying to find a cool spot.

By late afternoon, a changeable light wind finally came up to the point that we could buggy with half a chance of getting back to camp after a run.

This was the first time that Stu and T.J. Murphy had come to the dry lakes and Stu was in awe of the distances available for bugging. After several runs on the lake, he had to come in for new tires as his tubes were poking out through the rubber. You couldn't have gotten the smile off of his face with a wire brush. Once he finished putting on new tires, we flew until sunset when the wind dropped off.

On Sunday, the wind was up and down and constantly changing direction. No one got to buggy more than halfway across the lake before the wind dropped off. It was one more day of sitting around talking, drinking lots of water, and trying to stay cool. When there is no wind, kitefliers can find very odd things to keep themselves occupied. Things like "pantsing", water balloons, and other practical jokes.

One of the more active participants in this regard was Gordon Wensley from Victoria, B.C., Canada. Between Gordon and Kurt Anderson of Seaside, OR, everyone kept looking behind them to insure that it was safe to move or to do just about anything.

We saw a lot of dust devils come across the lake. When a large one was seen to the west, Dean Jordan took off in his rented van to chase it. We watched as, off in the distance, he was driving around and through the thing. He continued for about 10 minutes until the devil moved off the lake-bed and died.



A trio of bottle-babies wetting their whistles.

Photo courtesy of Linda Anderson

On Monday it was more of the same; wait for wind, talk to friends, and try to stay cool. By about 2:00 PM, many of the buggiers started to head for home or to Santa Monica for the AKA Convention. The Anderson camp decided it was time to start back up the freeway to Seaside. The rest of us diehards stayed around until the wind finally came up for a few hours before sunset. Just enough time to make a few runs through the pucker bumps and several high speed runs across the lake and back.

The North American Buggy Championship was supposed to be held at El Mirage, but the wind was never high enough or consistent enough to conduct any kind of racing. But, late Monday afternoon a half dozen pilots got together and did some impromptu racing - Steve Bateman came in first, Dean Jordan second, and Jeff Howard third.

During one of the many windless periods, we had the opportunity to meet Paul and Dora Ackerman of Palmdale, CA.. Paul is the President of the U.S. Manta Association, a club for owners of Manta brand land sailers. Since he lives so close to the dry lake, he flies a wind sock in his backyard and keeps an eye on it while he works on projects. When the wind comes up, he drops the project, heads for the lake, and sails until the wind dies or it gets dark. What a great location!

Fritz Eats It!

by Fritz Gramkowski

Last summer (1996) I was visiting my girl friend in Rome, Georgia. On Saturday, I wanted to go kite bugging. I've only found one good place to fly in her area, a soccer field at the nearby college. When we arrived at the field, there was no wind, so we went for a walk around a lake. After our walk, the wind had started to blow a little so I thought we could do some flying. I set Bridget up with a kite to fly while I put my buggy together. The wind was very light, but I felt there might be just enough to buggy. By the time I got my buggy together, Bridget had given up on flying her kite.

I got my 10m Peel out and started flying it. I flew the kite around a bit to get an idea of what the wind was like and decided that there was enough to buggy. With the kite overhead, I turned to see where my buggy was before I sat in it. The next thing I knew, I was in the air. I looked down and decided not to let go. My view looked like an aerial photograph. Unfortunately the gust that hit my kite was not sustained and my kite collapsed. I landed on my side, and released the kite (which had partially reinflated) to prevent myself from being dragged across the field. Bridget had been packing up her kite when this happened and turned her head when she heard me say "Whoaa". She saw me on the way down and thinks my feet were about 12 feet off the ground.

My thoughts on deadman handles: I feel that deadman handles are the best safety system currently available. I have let go of the kite several times to prevent myself from being dragged. When I have a high speed wipeout in the buggy, the kite is usually released before my body hits the ground. Deadman handles work instantaneously once you decide to get rid of the kite. In order to release the kite if you are using a wind surfing harness, you must obtain slack on your harness line and then unhook. I question the ability of a pilot to do this when they are overpowered and being pulled head first across the beach. Deadman handles can't prevent every accident, but they can prevent most.

My thoughts on the dangers of bugging: Dangers exist in kite bugging which do not exist in sports such as bicycling or rollerblading. The worst thing that can happen to a kite buggier is for the kite to lift him into the air and then collapse. I used to have confidence in my ability to recognize the onset of such a situation. Once, when preparing to launch a kite, I was very powered up with a ten meter. I felt myself leaving the ground and released the kite immediately. When this occurred I left the ground rather slowly and had plenty of time to react. This was not the case this last time. By the time I realized I was in the air, I was already 10 feet off the ground.

A potentially dangerous practice of buggiers in high winds is to keep the kite overhead to keep from being pulled down wind. This works most of the time but could lead to the pilot being lifted into the air. When overpowered, I prefer to keep my kite low to the ground and out on the edge of the wind window. This has two advantages. First, there is usually less wind close to the ground, and second, if a nasty gust takes you by surprise, you are dragged out of the buggy horizontally and not lifted into the air. These are just some thoughts of mine.

Some More Thoughts On Safety

by Dave Lord

In 1996, there were some serious accidents involving buggy pilots. Fritz Gramkowski was lifted into the sky about 20 feet and then slammed to the ground receiving a broken hip. Jason Snell was bugging at El Mirage when he was picked up approximately 25 feet and dumped on the desert floor hard enough to break his pelvis in two places. There was also a report from John Carlos Ribeiro from Portugal that one of his friends was picked up and bounced on the ground. Fortunately he was only bruised and had no broken bones. I also recall that one of our own NWBPA members, Gordon Wensley from Victoria, BC, was injured the day after our trip to Sunset Beach.

What did all these accidents have in common? All the pilots were flying hi-aspect ratio kites. Fritz was using a 10.7 meter hi-efficiency peel. The guy from Portugal was using a large peel. Jason Snell and Gordy were using Quad Comp C2s. It is my opinion that the large hi-aspect ratio kites are dangerous if not used with caution. I think they are appropriate for beach use with an onshore wind - this is a condition when the wind is relatively gust free. However, if the wind is offshore, it is usually gusty and a low-aspect ratio design will serve you much better and be a lot safer.

I have been to the desert dry lakes 5 different times and the conditions were always similar. When the wind blows, the speed can vary greatly from spot to spot. This is not surprising since the lakes are all surrounded by hills that break up the layers of moving air into individual streams causing some areas to have almost no wind and others to have twice as much. In addition to the change in wind speed with position, you have gusts too.

Fortunately the wind speed is frequently high enough that you have a small kite out. Small kites are less likely to have the power to pick you up and most are relatively low aspect ratio designs that produce power more gradually. I know that every time I have used my Skytiger hi-60 in the desert, sometime during the run it nearly overpowered me. I may be a slow learner but I think that finally I have it figured out, and the hi-60 stays in the bag except at the beach.

Letter from the President

As soon as we returned from El Mirage and the AKA Convention, it appeared as though the rain had settled in for a typical northwest winter and I couldn't say where the season had gone.

I look back at the places we've been and I know that its been a very busy year, but I keep wondering how it went by so fast? I guess the old adage "time flies when your having fun" is true.

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Since I first started this newsletter, Thanksgiving, Christmas, and New Years, have come and gone. This fall and early Winter have been a blur dealing with deaths in the family and extremely high work loads at the office.

My apologies to all of the NWBPA members for the lateness of the newsletter. I'm going to shoot for a March 15th cutoff date for items going into the next newsletter. If you have any articles, pictures, or items for the classifieds, please send them in by that date.

In the meantime, buggy on and have fun!

WSIKF '96 Comments & Questions

by Morrie Williams

Buggyng was a part of the Washington State International Kite Festival (WSIKF) for the third time in 1996. When I questioned several of the veteran buggiers, I received mixed reviews as to how it went. While a few felt that the festival buggyng was fine, the majority thought that there were several problems this year.

One difficulty had to do with the beach itself - the narrow hardpack, the rivulets, the sandbars, and the tides. These factors, in addition to the angle of the wind, made buggyng tough. Add the large number of people who wandered thoughtlessly into the area and it became a game of dodge-person for those buggiers who were brave enough to ride the beach.

We all want to be able to buggy and to show new people the joy and excitement of our sport. But is the main WSIKF festival area the proper venue for this activity? Would we be better served to have demos on Monday in the main festival area and then move south to the Seaview approach for the rest of the week where we could be away from the big crowds and have more room to spread out? At Seaview we could drive to the flying area and park on the beach south of the no-drive signs close to our equipment.

During this winter, we need to decide how we want buggies to be represented at WSIKF. To do this, we need to hear your opinions on the subject NOW. The '97 WSIKF planning meetings are already in progress so there is no time to lose. Remember, we're in this together, so contact me by phone (206-788-6355), e-mail (morrie @eskimo.com), or snail mail (18030 NE 155th Pl, Woodinville, WA 98072) with your thoughts.

A Trip to the Blackrock

by Mike Eason

Katie and I returned home on Monday, August 26th, after more than a week in Long Beach at WSIKF. I checked into my office for a few hours on Tuesday, re-packed, and left for the Blackrock Desert by 7:00 PM that night.

Blackrock is about a hundred miles south of Alvord, almost due west of Winnemucca, and eighty miles north of Sparks, Nevada. The problem is, "You can't get there from here!" At least you can't in any semblance of a straight line. After driving all night from north of Seattle, I opted not to take the 300+ mile circular shortcut via Winnemucca and Sparks to Gerlach (located at the southwest end of Blackrock). Instead I tried a 'marked-as-improved' road that runs southwest from State Route 140 at Denio, NV.

Well, after eight miles of pavement, five miles of gravel, ten miles of dirt road, and 45 more miles of washouts, arroyos, and six inch deep powdered dust, I finally arrived at the northwest end of Blackrock at Trego, a railroad siding, where I could traverse the final 38 miles to Gerlach at a more reasonable 85 MPH across the relatively smooth playa. This has got to be the worst 106 mile road in the world! Everything in my van was covered with a quarter inch of dust! I had hit several dust filled depressions in that lousy shortcut of mine a little faster than appropriate, causing great billowing plumes to explode over the top of the van like baby powder and necessitating stops to clean off the windshield before continuing.

I found Dave Patterson, who had arrived a day earlier, near the Gerlach access road. He had just taken down his tent trailer and was almost ready to leave for Alvord when I spotted the buggy atop his rig. We were supposed to meet Steve Irby, Klaus Bertram, and possibly several others somewhere near Gerlach. But this place is so big, 18 miles wide and 45 miles long, that one could search for friends here for weeks and never find them! We reset camp, put up some banners, and drove into Gerlach for supplies and ice. We later learned that Steve had attempted to reach Blackrock from Denio to the north, but when he asked a local rancher about the road conditions, he decided not to attempt the passage.

Later in the afternoon and early evening the winds became sufficient for some prime buggyng across the width of the playa (about five miles at our location) with Dave's C-2 and my 5.2 meter Sputnik. We did some fine leisurely runs, covering ten or so miles in about 20 minutes. To the best of our knowledge, Dave was the first (the day before) and we are the only pilots to have buggied Blackrock - although landsailers come here frequently. We found the surface to be very soft and rough from hundreds of car tire tracks. The surrounding mountains are full of gypsum deposits and many mines. As cars traversed the dry lake, fifty foot high clouds of dust formed behind them and did not clear for more than twenty minutes. Conditions may be different and the surface smoother and harder at other times of the year, or even in different areas, but we found nothing better in the 200 or so sq. mi. of the southern part of the lake that we explored.

The wind died just as we were returning to camp from our last run and we soon learned, as we avoided the hot sun under the awning of the trailer, that we had become the unofficial information station for early arrivals for the "Burning Man Festival" starting to assemble 12 miles farther north. Our banners and camp just happened to be one of the first

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things people saw as they came from Gerlach.

We did some buggy runs Thursday morning in light winds, then headed north and east by car in search of smoother playa and more wind. We also wasted a lot of time looking for hot mineral waters and mud springs which we finally decided had dried up. With almost no wind, we passed some time and had some fun target shooting against the hills with Dave's .045 black powder revolver. By late afternoon, we decided to pull out and head for Alvord to join the rest of the Labor Day group. Meanwhile, those buggiers already at Alvord had enjoyed fair winds all day and even some night bugging under a full moon.

Needless to say, we both chose to take the long, paved way out! We passed several other dry lakes on the way; Adobe, Winnemucca, and others without names. This part of Nevada is literally covered with ancient lake beds of the great basin, a buggier's heaven waiting to be fully explored!

I reached Alvord at about 11:30 PM and headed straight for the hot springs. After a nice soak, I was too tired to move, so I spent the night in a sleeping bag on the deck of the hot tubs. The hardness of the wood was made up for by the soothing gurgling water and howling coyotes (a couple of whom I saw cleaning up the leftovers I threw on the trail). The next day I caught up with the group near Carl Thomas' place.

Bugging and World Cup '97

by Morrie Williams

The 1997 World Cup will be held in Long Beach, WA, the week of September 22 - 28, 1997. Beginning this year, the World Cup of Sport Kiting will add bugging, as well as many other aspects of kiting, to its roster. This first year, buggy pilots will probably be invited through a selection committee, since no international points system for buggies has yet been established. It is hoped that by 1998, there will be a circuit of buggy events set up where pilots would earn points toward selection as their country's best buggier(s).

NWBPA Blast at Sunset Beach

by Morrie Williams

The NWBPA hosted a buggy field trip to Sunset Beach in Oregon on Thursday, August 22nd, (during WSIKF) to get away from all of the festival confusion.

The day was clear and warm with 12-15 mph winds which were just perfect for the 40 or so buggiers that showed up for the outing. Whether young or old, a veteran or a newbie, everyone had a great time riding the beach and cavorting with new and old friends.

When the beach was swallowed up by the tide, it was time to fire-up the barbies and pig out! Thanks again to Kurt, Linda, and Phil for supplying the bar-b-ques, table, and other



Time to chow down - everyone get on line!

Photo courtesy of Neil Trelenberg

goodies, and to everyone else who contributed to the feast.

While chowing down, we held a general meeting with over twenty NWBPA members present. Elections were held and many topics were discussed including dues, pins, events, newsletters, and mailing lists. Look for a more in-depth report in the meeting minutes included in this issue.

Labor Day at Alvord Dry Lake

by Kelci Williams

For the second time, we drove the 'long and winding road' from our home near Seattle to Alvord Dry Lake in southeast Oregon to spend an extended weekend with friends and fellow buggy enthusiasts.

We were a bit better prepared for the grueling ride this time, planning dinner and fuel stops more efficiently and even pulling over on the side of the road for a short snooze when we were both too rummy to drive. Smoke lingered in the air in several areas of the forests that we traversed, a reminder of the fires that had swept through just a couple of weeks before.

On Friday morning, we arrived in Fields just as the restaurant opened and had breakfast at the counter, since all three tables were already taken. With the truck fueled up and our bellies full, we headed for the lakebed.

It wasn't hard to find our group, they were camped about 300 yards straight out from Carl Thomas' place. While we waited for the wind to come up, Mike Eason, Dave Patterson, and Steve Irby told tales of finding (or attempting to find) Blackrock Desert and their experiences there.

The wind finally came up in the afternoon and we bugged until dusk. With no pucker bumps to jump on this side of the lake, we amused ourselves just buzzing back and forth and searching for a way to get to the hot tubs from the lakebed. Then it was time to eat and relax and get ready for the next day.

Saturday presented us with variable, gusty winds. They seemed to emanate from our camp in a sweeping arc. It was interesting for some of the folks who ventured far afield to get back to home base, but eventually everyone made it

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in. There was a beautiful, large, yellow moon that evening which we enjoyed peering at through Dave Patterson's high-powered telescope. Dave found his scope useful for checking out other things as well. Next time you see him, ask him about the non-lunar moons he explored that weekend.

As the mystery woman across the lake left quietly early Sunday morning, so did the wind - not to return again during this trip. So it was time to chat, stay cool, enjoy milkshakes from the restaurant in Fields, eat Pierre's pork and hot mustard sauce and, for one of us, buy a land yacht.

Dave Lord had been thinking about getting a Manta land yacht. So, when he saw some landsailers on the lakebed, he went over to chat with them and check out their rigs. He saw one homemade yacht that he really liked and convinced the owner to sell it to him. A deal was struck with the provision that he would deliver it to Dave and show him the ropes just before he left on Monday.

Dave got a nice looking yacht for a great price and seems to be very happy with his purchase. He's been testing it out on the beaches near Westport whenever the weather permits. (See Dave's article in this issue.)

We also used the no-wind-time to repair all of the flat or damaged tires. There were 5 - 7 bad tires among the group (I think). And poor Mikey was left behind with a dead van. He had to wait until Tuesday for a truck to come from Burns (133 miles away) and tow him back in to their shop. He ended up getting a new fuel pump, a great dinner, and a good night's sleep in Burns before he high-tailed it home on Wednesday.

That's all for now - join us next time!

The Westport Report

by Dave Lord

Since my return from Alvord Dry Lake in September, there has not been much activity here. Dave and Jeannette Mandanas from Fall City, WA, came down to the beach one weekend to play but, alas, not much wind. Only Dave and Suzie Christenson have been down here regularly on weekends.

The bugging has been very good at times but not as consistent as usual. I have been able to try the new land yacht that I got at Alvord several times. It is way too much fun. It's a little easier to do than bugging but you need a little more wind to start. I usually buggy until the wind gets up to 12 to 14 mph and then out comes the land yacht. The highest wind I tried sailing the yacht in was about 15 mph and the yacht got up to about 25 mph. As the winds increase, I should be able to hit a higher multiple of the wind speed. I know that at Alvord in 30 mph winds, my buggy hit 46 mph and the fellow that sold me the land yacht said he hit 60 mph in those same winds.

I have already made a couple of modifications to the dirt boat (yacht) and have a couple more to make before it's the way I want. Next time you're at Westport, look me up and ask to ride the dirt boat - you'll like it!

NWBPA Meeting Minutes 8/26/96

by Kelci Williams

The NWBPA conducted a general meeting at Sunset Beach in Oregon on August 26th, 1996. The meeting was held while the burgers and dogs sizzled on the grill following a fun-filled and successful buggy outing away from the crowds (at WSIKF).

Not all who made it to the beach to buggy were able to stick around for the meeting and feast, but there were approximately 25 members in attendance.

Morrie Williams called the meeting to order at approximately 6:15 PM and the first item on the agenda was the election of officers for the new term. Carol Lord nominated Morrie for President and Steve Millspaugh seconded. A vote was taken and all agreed.

Dave Christenson then nominated the rest of the present board for re-election, Dave Lord seconded, and those present approved. The new/old NWBPA Board members are: Morrie Williams, President; Steve Millspaugh, Vice President; Kelci Williams, Secretary/Treasurer; Mike Eason, Newsletter. Mike indicated that he could take over as editor after he wrapped up his WSSKC duties. Note: Morrie and I (Kelci) would like to continue doing the newsletter for now, if there are no objections. Please let us know if you have a problem or comment regarding this.

The next topic tackled was the necessity for dues. Steve Millspaugh noted that the time had come for dues to be collected in order to cover the cost of printing the newsletter as well as other incidental costs (such as phone calls, affiliation fees, AKA permits, etc.). A rough estimate was made of the newsletter costs versus the current number of members (\$75 printing + \$25 postage = \$100 per issue X 4 issues = \$400 / 60 members = \$6.66 per year). Al Brands made a motion that the dues be set at \$10.00 per year. Dave Lord seconded and the motion was voted upon and passed. Several members then paid dues.

Steve Millspaugh mentioned that he was contributing the NWBPA buggy buttons to the group and did not expect compensation. Thanks Steve!

There was also a call for more articles for the newsletter - it can be phoned in, e-mailed, or snail-mailed, but we need your input in order to have some decent output. Smokey and Gail said that they would send us some travel updates as they roamed the southwest in search of the perfect buggy locale. Steve DeRooy also indicated that he would send us some information about where to buggy in his neck of the woods. (Note: We're still waiting guys).

The next item of discussion was a club pin. There was talk about using the button design with or without modification. Dave Christenson submitted a design for consideration. Cost, size, color, and funding were also covered. Dave Christenson motioned that the board decide on a design and have it made. Seconded by Gorden Wensley, the motion

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passed.

The next agenda topic was upcoming events. (Note: All of the dates discussed took place in 1996). We need some suggestions about where to hold additional events in 1997. Please contact us if you know of a good buggy spot. We would also like to put together a directory of buggy locations that members could refer to in their travels.

Gordon Wensley proposed that we publish a membership list in the newsletter. Morrie asked if there were any objections and none were indicated. The motion was seconded and passed.

Morrie made a motion that we include a classified section in the newsletter for members to advertise any buggy related items that they wanted to buy or sell. This idea was also seconded, voted upon, and passed.

The meeting was then opened to the floor. Gordon Wensley proposed that the \$58.00 collected at the potluck (apart from the dues) be given to Morrie Williams to help cover the expenses he had already incurred on behalf of the club. This was seconded, a vote was taken, and it was passed.

Dave Christenson motioned that the meeting be adjourned, Dave Lord seconded, the motion passed, and the meeting was adjourned at approximately 7:30 PM.

In the meantime - dinner was great!

Spring Break Buggy Blast

by Fran Gramkowski

For the third year in a row, buggiers will be gathering on Ivanpah Dry Lake for a week of fun and racing March 13-18, 1997.

Ivanpah and Roach dry lakes are located about 45 minutes south of Las Vegas, on either side of a 3 casino complex. The 35 mile Ivanpah Dry Lake is the largest of the two, it is part of a Federal preserve and its use is restricted to wind powered vehicles. Access to Ivanpah is through a gate at the east end of the lake bed. Smaller than Ivanpah but sometimes dryer, Roach Lake will be used as an alternative site. The surface of the lake beds is hard, you go faster and hit the ground harder when you fall, so safety equipment (helmet, pads, etc.) is a must.

In the past, both pursuit and circuit races have been held. Everyone who participated in these races had a good time. The pursuit races were very entertaining. This year we are planning on having both types of races again. It is preferred that you pre-register for these events but registration will be permitted the day of the event. Racing is scheduled to take place Saturday and Sunday, March 15th & 16th. These races will be run using the AKA Traction Flying Manual rules.

In pursuit racing, the course is placed perpendicular to the wind and consists of two marks approximately 100 meters

apart. The racing is one on one, with a competitor starting at each mark. The winner is declared when one competitor passes the other and then passes the next mark. This race must have a clear winner, or go a least 5 laps - failure to do so will result in one immediate re-start. If both competitors simultaneously foul out after the tenth mark (5 laps), the leader at the last mark rounded will be the winner. When a restart is also inconclusive, no points will be awarded to either competitor. For elimination racing, both competitors will be eliminated, or the leader after 5 laps will advance as determined by the race committee prior to the start of the event.

The circuit racing course consists of at least three marks and will have upwind, downwind, and reaching legs. Starts will be set so that each buggy has at least 10 to 15 meters clearance laterally of each adjacent buggy. The start/finish line will be a line at the upwind end of the site (course). The first leg will be a course directly to the most downwind mark. This spreads out the field by the first mark to reduce risks of entanglements. Once around the downwind mark, all marks must be rounded in the correct order and on the correct side for the number of set laps, as stated in the pre-race meeting. The last leg is back to the start/finish line, not to the last mark. For more information on traction kiting and the complete racing rules see the 'AKA Guide to Traction Flying'.

Accommodations

There are three nearby hotel casinos all owned and run by the same folks - Primadonna, Whiskey Pete's, and Buffalo Bill's. We like to stay at Buffalo Bill's; rates are about \$35/night weekends and \$20/night during the week. Call 1-800-367-7383 and tell them that you're with the "kite group" for special rates.

For more information write, fax, e-mail or call:
Spring Break Buggy Blast fax 609-429-01420
30 West End Avenue call 609-429-6260
Haddonfield, NJ 08033 email frang@voicenet.com

For information on the AKA, call 1-800-252-2550 or mail AKA@AKA.kite.org.



**Calling all
BOOBS
Supporters!**

by Kelci Williams

If you're tired of taking a back seat to the boys and want to be in control of your own destiny, then join our bevy of bodacious belles. We're forming a splinter (ouch!) group called BOOBS, an acronym for *Babes On Our Buggies Society*.

We may start out small, but our growth potential is boundless. There are no special requirements to join, other than the obvious one (or should I say two). You don't even have to own a buggy, just the desire to throw caution to the

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wind and fly high and proud.

This is meant to be an informal, fun group, sort of a soaring sorority, whose purpose is to poke holes in the theory that women can't do it as well as men (buggy that is). Or at least that we can have just as much fun, if not more, bouncing down the beach and dashing down the dry lakes.

We've got a name and a logo, now we need some helmet covers and pins. So if you have any ideas, please let me know. Also, any other thoughts you have about the group would be appreciated.

So put the word out and let me know if you're interested in joining this elite sisterhood. Contact me by phone (206) 788-6355; e-mail morrie@eskimo.com; or snail-mail 18030 NE 155th Pl, Woodinville, WA 98072.

State Parks Meeting

by Morrie Williams

On November 15, 1996, a meeting was held at the Southwest Region Headquarters office of the Washington State Parks to discuss the requested change to the regulations on the use of wind/sand sailors and kite buggies on Washington's ocean beaches.

The meeting was presided over by Alan Wolslegel, with land sailors, buggiers, and land use and fisheries representatives attending. Suggested areas of use were discussed as was the possible impact on these areas. The areas discussed were:

- Ocean City Beach Road - 1.8 miles north
- Warrenton Cannery Road - 2 miles south
- Oysterville Gap Road - 2.7 miles north
- Bolstad Ave - 1.4 miles south to Seaview Gap Rd

Concern was raised by the land use representative from Ocean City regarding the number of people (non buggiers/sailors) using the 1.8 mile stretch of beach north of Ocean City Beach Road. We buggiers indicated that we would prefer an area with as few people as possible. It was suggested that a better place may be farther north at Griffith-Friday State Park where there is no beach driving year round and the beach is very lightly used. The Parks people will consider this.

The Fisheries representative, Doug Simmons, stated his concerns about the endangered species in the southern end of the Washaway Beach area. We said that there would be no problem if we could be notified in advance of any seasonal closure of specific areas of the beaches. Apparently, the Fisheries has it's own Web site and could post closure data.

We spent a fair amount of time trying to dispel the impression that 'Evening Magazines' coverage of Fritz Gramkowski at Long Beach in 1995 gave to the land use and fisheries representatives. By the end of the meeting, most concerns were put to rest. Since the majority of the buggiers in attendance were "more mature", they decided we weren't a bunch of rebels that were going to cause problems on the beaches.

We hope to see the proposed areas in effect by summer. We'll keep you posted on the progress of these changes.

Buggies and the Internet

by Morrie Williams

If you're a net surfer you are probably aware of all of the resources that are on the net for traction kites and buggies. It seems like every week there is something new to check out regarding our sport.

The NWBPA has a Web site at <http://www.eskimo.com/~morrie> which is still under construction and contains resource pointers and online copies of our newsletters.

Cobra Kites has a Web site at <http://www.cobrakite.com/> with information about all of their products. We'll be adding this link to our Web page after we get an O.K. from Cobra.

Quadrifoil recently opened their Web site at <http://www.quadrifoil.com/>. It has information about all of their products. We'll soon add this link to our Web page since Brian Smith has given us his permission.

If any of you have changed or not given us your E-mail address, please E-mail it to us ASAP. There are times when the Internet and E-mail are the quickest ways to reach our members.

Classified

At our last meeting at Sunset Beach (see Meeting Minutes in this issue), members voted to add a classified section to the newsletter to help new buggiers get started with less expensive "previously owned" equipment and to give current buggiers a place to sell unused or older equipment. This is our first installment of this section. If you have anything for the next issue, please send the information to Morrie Williams (at the address noted herein) by March 15th, 1997.

We have parts odds and ends from when we were building our own buggies. Wheels, rear axles, front forks, down tubes and other miscellaneous parts. Contact us.

Fritz & Fran Gramkowski
High Fly Kite Co.
frang@voicenet.com
(609)429-6260 or (609)429-0142 FAX

- Peter Lynn Classic buggy - \$300
- Padded custom seat, downtube cover, and spring back for P/L Classic (called "the rolls royce of seats"). It's really comfortable!
Total cost was \$150 - make offer.
- Force10 4.4 m (48sq ft.) quadline kite - \$200 OBO
- Quadtrac 6m quadline kite - \$300

Morrie and Kelci Williams (206)788-6355
18030 N.E. 155th Pl.
Woodinville, WA 98072 morrie@eskimo.com

Mark your calendars for these events:

March 7-9, 1997 - Ft. Worden Kitemakers Conference, Fort Worden, Port Townsend, WA.

March 13-18, 1997 - Spring Break Buggy Blast
Ivanpah and Roach Dry Lakes Nevada/Calif.
Racing March 15th and 16th, 1997.

May 23-26, 1997 - Spring Buggy Blitz, Memorial Day
Weekend, Alvord Dry Lake (near Fields), OR.

For more information about any of these events, contact
Morrie or Kelci Williams at:
206-788-6355 or morrie@eskimo.com.

NWBPA Now has Dues

At our August general meeting, members voted to start collecting dues to defray the newsletter costs and to cover other club related expenses. Our club dues are \$10 per family per year. This will be the last "free" newsletter that will be sent out. To stay on the NWBPA roster and continue receiving the newsletter, please complete the enclosed application and send it with your dues prior to March 15, 1997.

The expiration date for those who already paid dues will be March of 1998. For many varied reasons, this edition of the newsletter is being distributed much later than originally planned. Our apologies and our promise to try to be more timely in the future.

NWBPA Membership Application

NWBPA, c/o Kelci Williams, Treas., 18030 NE 155th Pl., Woodinville, WA, 98072

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
18030 N.E. 155th Pl.
Woodinville, WA 98072

Mailing
Address
Goes
Here