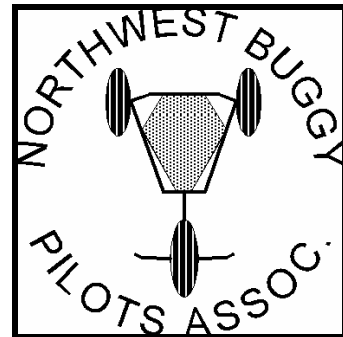


# NWBPA News

June 1998

Volume 4, Issue 2



## Calling All Women Buggiers

by Kelci Williams and quoted from Stephanie Gamble

The following is a copy of an e-mail message that I received from a gal in New Zealand who needs some help from female buggiers. I have supplied her with a few names, but she could use some additional volunteers. Please read the letter of introduction that she sent me and, if you are willing to take some time to answer some questions, please contact either Stephanie or me at the following e-mail addresses:

Kelci - [williams@techline.com](mailto:williams@techline.com) or  
Stephanie - [stephanie.kane@xtra.co.nz](mailto:stephanie.kane@xtra.co.nz).

"My name is Stephanie Gamble, and I am a postgraduate student at the University of Canterbury, Christchurch, New Zealand.

Since becoming acquainted with Peter and Elwyn Lynn of Peter Lynn International, I have - perhaps not surprisingly - become a buggying addict. In order to make my time at university as interesting as possible, I have managed to convince my supervisors to study the embryonic sport of buggying for the 1998 academic year. As I had to narrow my dissertation topic focus, I decided to examine the gender dynamics in the buggying community.

Specifically, I am interested in female buggiers. Unfortunately, in Ashburton and Christchurch, there are few female buggiers, which is why Elwyn gave me your E-mail address - she informed me that you buggie and know of other women buggiers. Thus, I wonder if you would do me the honour of participating in this research.

Basically, all it would involve would be my sending some questions via e-mail which you would answer however you like. If anonymity was a problem for you, a pseudonym could be employed to disguise your real identity. In addition, the Human ethics committee has read my proposal and I am thus bound by their and the New Zealand Sociologist's Association's code of ethics to ensure confidentiality to all research participants. I already have some women in the USA who have agreed to participate, but I need another six or so worldwide in order to complete my study. Hopefully, you will agree to be one.

Please let me know if you are interested, or if you know any other women buggiers either in the USA, or overseas, with e-mail access, who might be willing to be part of this work. No academics to my knowledge have studied buggiers thus far, let alone female buggiers, so I think this research is a world first. In addition, the method of data collation also challenges

tradition ethnographic practices, which state you have to interview people in "real life" face-to-face. So, not only are my methods part of a new wave in the social sciences, my subject matter is an exceedingly unusual sport - one that I am excited and proud to find myself participating in. I look forward to hearing from you soon.

Cheers. Steph."



Stephanie Gamble doing a classic wheel stand. Note the stainless steel bum-tray designed specifically to stop sticks and stones from breaking her bones. Taken at South Brighton Beach, N.Z. May 1998 Photo: Kane

### **NWBPA Officers:**

#### **President**

Morrie Williams  
P.O. Box 1358  
Westport, WA 98595-1358  
Hm Ph: 360-268-0318  
e-mail: [williams@techline.com](mailto:williams@techline.com)

#### **Vice President**

Steve Millsbaugh  
7573 Old Redmond Road, #5  
Redmond, WA 98052-6826  
Hm Ph: 425-885-0203  
e-mail: [sparks@netcom.com](mailto:sparks@netcom.com)

#### **Secretary/Treasurer**

Kelci Williams  
P.O. Box 1358  
Westport WA 98595-1358  
Hm Ph: 360-268-0318  
e-mail: [williams@techline.com](mailto:williams@techline.com)

## MEMORIAL DAY AT ALVORD

### (A Woman's View)

by Carol Lord

This was my third *camping* trip to Alvord. Prior to these trips, and still to this day, my idea of camping was staying at a Motel 6. During these three trips, we have worked our way up from sleeping in our van to converting our new Toy Trailer to a living area when we get there. So far, this has worked the best for us.

This year we weren't sure what kind of conditions we would find thanks to El Nino'. When we got there a small part of the northern portion of the lake was under water but the rest was good and dry. We arrived on Thursday, preceded by Dave Patterson and Mike Eason. There was some good wind that day and everybody enjoyed themselves. That night, just as we lay down to sleep, the rain started. Needless to say, I didn't get much sleep. I kept checking to see how wet it was getting. I finally decided to relax and not worry about it and it turned out O.K.. It hadn't rained enough to get sticky and slippery.

On Friday, more people arrived and I was very glad to see three other women show up - Linda Anderson, Daina Okert and Debra Lindner. At the last Labor Day get-together, I was the only woman. Linda was the only female buggy. I personally find going over 5 mph more of an adrenaline rush than I like. What I do enjoy is watching everybody else's antics - pushing the limits, playing jokes on each other, etc.. There were no injuries, which is great. Daina and her husband Randy brought wood so we had bonfires and toasted marshmallows. Though it was cold at night, the days weren't too bad.

Sunday night it started to rain. And, boy, did it rain. By 5 AM the next morning everybody was up and packing to leave before we couldn't get off the lake. Of course, my Dave had the most toys out, including 4 landsailers.

Thanks to all the help from everybody else, we were able to tear down everything and get out of there. My chore was to get our clothes, food, bedding, etc. out of the trailer, so the toys could go back in. Picture four or five men running around with about 10 to 20 pounds of mud stuck to their shoes, slipping and sliding, toting and lifting cold, muddy and wet metal and putting it in our trailer. Now picture the clean up job required when we got home. Our sincere thanks go to everybody who helped, we would have had a hard time without them.

Even with the rain the last day, a good time was had by all. Wind, some sun and lots of buggying and land sailing. My hope is that more wives and girlfriends will come to future events.



Buggy Camp at Alvord

photo by Dave Lord

## MEMORIAL DAY AT ALVORD

### (A Man's View)

by Dave Lord

I arrived at Alvord Dry Lake on Thursday so I wouldn't have to hear somebody tell me "You should have been here yesterday". The winds were 15 to 20 mph all day Thursday and Friday. It rained a little on both nights but not enough to have any detrimental effect.

Saturday was sunny with variable winds all day. Even so, a lot of buggy miles were logged. There were good winds again all day Sunday. On Sunday evening it started to rain and continued all night long. When dawn came and I looked outside I was convinced we were stuck there until it dried a little, but soon I saw the land sailor guys from the south end of the lake drive by very carefully and slowly. Everybody packed up and we were able to drive off the lake and head home. Even so it was great fun.

We had 17 people there. Cal Yuen came the farthest, from Vancouver, BC. Canada. And Allan and Debra Lindner, Kim Moon, and Al Worman came the shortest distance, from Melba, Idaho.

Shortly after I arrived, I learned that Dave Patterson and Mike Eason were camped on the south shore. They came and joined us that same day. Randy Okert put in the most miles buggying. He was up early in the morning, out by himself, and was still at it late in the evening while the rest of us were sitting around drinking. Kurt Anderson and Richard Ridgeway also logged a lot of miles and were gone hours at a time exploring the rest of the lake and the pucker bumps. I spent most of the time in my land yacht and made several 7 mile runs across the lake and 7 miles back at speeds of 40 to 45 mph. John Ellis showed me how to trim my sails for better performance and it really helped a lot. The last words I heard as we left were,

(Continued on page 3)

*(Continued from page 2)*

"When is the next planned event at Alvord". I am thinking of sometime in July and then for sure on Labor Day.

I want to especially thank Mike Eason, Cal Yuen, Dave Patterson and Richard Ridgeway for helping me pack. Without your help I probably would have been delayed enough that getting off the lake would not have been possible.

## WSIKF '98

by Morrie Williams

Once again we will be buggying at the Washington State International Kite Festival (WSIKF) in Long Beach, WA, during the third week of August from the 17th to the 23rd.

Monday will be demo day and on Tuesday and Wednesday there will be open buggying in the main festival area (between Bolstad and 10th St.). There is no buggying north of the Bolstad approach, unless you drive far north (Cranberry Rd. approach or farther), and that would be at your own risk.

Thursday we will go to Sunset Beach in Oregon for our annual Buggy's and BBQ Day. Don't forget to attend this outing as it is also our annual membership meeting.

On Friday and Saturday we will have open buggying from the 10th Street approach going south (no buggying in the main festival area).

It is expected to be very crowded on Sunday, so no buggying. Please remember, after Wednesday, stay out of the main festival area with your buggies.

## Sunset Beach Race Results

by Kurt Anderson

How'd I do that? Oh, hi guys and gals.

Saturday, the 20th of June, was a very good day. As usual the tide went out, but on this day there was some tension in the air. Just a few minutes before low slack tide, a group of people had a hurried meeting. Cone one set, cone two a light tack away, cone three just off of straight downwind, a hard high speed right turn, tack back hard and fast to round cone one, go for three laps, and the top five places win. For kicks, we'll do it three times.

Sooo... out the pilots go to a small sand bar and cone one. 10, 9, 8, oops! Kurt forgot the horn, GO !!! Seven fools-of-the-wind took off headed for cone two. It was a good course set for fun and speed. Three laps are a workout. The wind is about 15 mph from the northwest.

No crashes, but a kite or two went down. So, the first race standings were: 1st - Kurty with a JOJO 3500, 2nd - Eli Anderson with a C2, 3rd - Gordon Wensley with a JOJO 2700, 4th - Linda Anderson with a Tethis 2.8, and 5th - Randy Okert with a Skytiger 26. Sharon Torres tangled at the downwind mark and did not finish. In the heat of battle, Richard Ridgeway broke a line and didn't finish.

In race two we had the same course, same number of laps, and still no horn, but a good start. Maximum speed was probably 20 mph downwind with about two or three tacks back to cone one. Lots of close racing this time - everybody is learning the course. No disasters. The results of race two were: 1st - Eli with a C2, 2nd - Richard with a JOJO 3500, 3rd - Kurty with a JOJO 3500, 4th - Gordon with a JOJO 2700, 5th - Linda with a Tethis 2.8. Randy was just under powered a bit.

Oh! Did I forget to tell you about the water? ...not yet.

Race three was held back-to-back with race two. We were all tired and, well O.K., WET. When we set the course up, we wanted some room, so cone one was on a sand bar, cone two up by the cars, and cone three was way north toward the Sunset Beach approach. That meant that to complete one lap you had to go through two water hazards. No way around it. The water is comin' in so 5,4,3 GO! The third race results are: 1st - Richard [Buggy Bison] Ridgeway with a JOJO 3500, 2nd - Dirty Kurty with a JOJO 3500, 3rd - Eli [the Knob] Anderson with a C2, 4th - Gordon [Wind Hog] Wensley with a JOJO 2700, 5th - Linda [Buggy Queen] Anderson with a Tethis 2.8. Randy's Skytiger was too small. Ken [Smokey] Wilms started with a C1 but did not finish.

Sunday's races were called due to lack of horizontal wind.

I would like to thank everyone who raced for their good sportsmanship and clean racing - keep comin' back. And a special thank you to Daina Obert and Ken Wilms for counting laps and keeping watch for accidents. We do have some number cards for buggys but feel free to make your own. However, please reserve numbers 1 through 5 to be awarded to the top five buggiers at the end of the season. Well I hope I didn't lie about anything this time but watch out next time.

FAIR BREEZES TO ALL, got to go, tides out, winds up!  
T.F.B.G. (the fat bald guy)

Come and join in the racing fun  
and Buggy on dude or dudette!!!

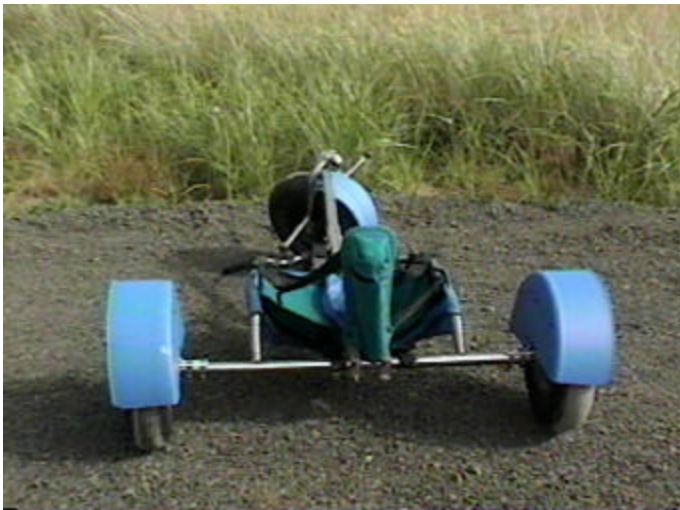
## New Buggy Accessory

by Morrie Williams

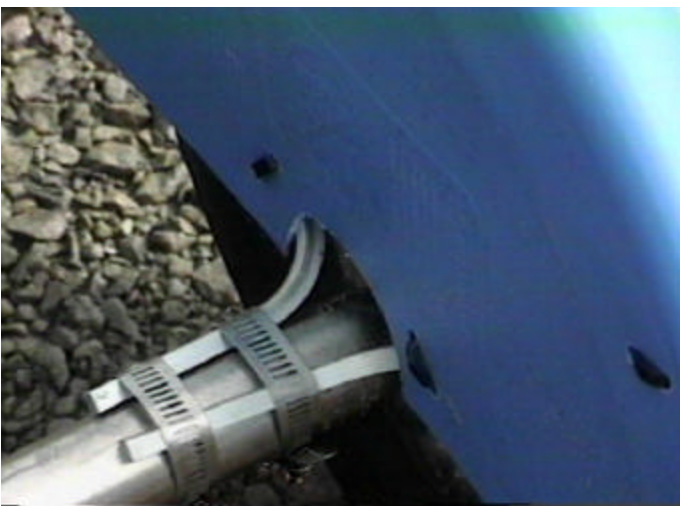
If you've ever gone buggying on a wet beach and come away with ears full of wet sand, you'll enjoy this new item.

One of our own, Jon (Mr. Clean) Ellis, has developed fenders for the buggy. He's making them out of plastic garden tubs and formed square aluminum rods. He bends the rods into a coat hanger shape, attaches the rods to the plastic with tie wraps, and attaches the ends of the rod to the axle with hose clamps.

He's considering making them commercially. So if you're interested, give Jon a call at (360) 225-7272 or e-mail him at [trijon@pacifier.com](mailto:trijon@pacifier.com) and ask him about pricing and availability.



Fenders on a P.L. Competition buggy photo by Kelci Williams



Fender attachment detail. photo by Kelci Williams

## European Race Results

Courtesy Advance kites  
52 Avenue Mas de Chave  
F 34110 Frontignan  
France  
Antoine Carretero

tel 00.33.4.67.80.20.58  
fax 00.33.4.67.80.20.66  
E mail : [team-advance-kites@wanadoo.fr](mailto:team-advance-kites@wanadoo.fr)  
E mail : [info@advance-kites.com](mailto:info@advance-kites.com)  
<http://www.advance-kites.com>

### FRANCE

With the start of the summer the competitive buggy season has come to an end. This year the selection of Pilots for the European Championships was made after the competitions at Quiberon, Urville, Saint Jean de Monts, and Bray Dune. It was an excellent season for the ADVANCE team, with 9 Pilots in the first 15 places. A particularly good result for the first year of the tethis wings and the first season of the ADVANCE race buggy.

The final positions in the 1998 French Championships with 70 Pilots taking part are:

- |     |                    |                        |
|-----|--------------------|------------------------|
| 1.  | Marc Guibal        | (Advance - Advance)    |
| 2.  | Blavier Bruno      | (Jojo - Scooter)       |
| 3.  | Michel Paul        | (concept'air - Perso)  |
| 4.  | Runavot Nicolas    | (Advance - long wolf)  |
| 5.  | Babalone Pascal    | (Advance - Advance)    |
| 6.  | Carretero Antoine  | (Advance - Advance)    |
| 7.  | Marrucchi Philippe | (Advance - Advance)    |
| 10. | Courtot Laurent    | (Advance - Perso)      |
| 11. | Guibal Olivier     | (Advance - Advance)    |
| 13. | Parent Pierre      | (Advance - Peter Lynn) |
| 15. | Dominique Laurent  | (Advance - Perso)      |

The racing season re-starts in the Autumn with the TransAquitain. (This is a long distance race on the beaches of Medoc (Carcans).

### SWITZERLAND

After the first round, held at Ulrichen (Valais) with gusts of over 40 knots and on solid tarmac surface, the resulting provisional placing with 16 Pilots taking part are:

- |    |                     |                           |
|----|---------------------|---------------------------|
| 1. | Steve Chevalley     | (Advance - Perso)         |
| 2. | Stephan Mausen      | (Quadrifoil - Libre vmax) |
| 3. | Pierre Alain Raynal | (Advance - Perso)         |

### ITALY

There was a dramatic start to the year when Francesco Ponti, the Italian Champion in '97 and the Leader of the Italian ADVANCE Team, broke his shoulder blade in the first round at Monte Petrano. He was therefore forced to rest without moving for one month, missing the next three rounds. But that didn't prevent him from winning the next round on his return. Bravo Francesco!

(Continued on page 5)

(Continued from page 4)

With 18 Pilots taking part in 3 rounds, the positions are:

- 1. Guillermo Gaudenzi (Falcon - Perso)
- 2. Marco Tarlazzi (Quadrifoil - Peter Lynn)
- 3. Massimo Lassi (Advance - Wolf Design)
- 5. Alberto Alberrigui (Advance - Perso)
- 13. Francesco Ponti (Advance - Perso)

The next round is in September at Monte Petrano (Nr.Urbino Cagli).

For details contact Francesco Ponti: tel. / fax. 00 39 362 580 773

GERMANY

ADVANCE Pilot, Frank Oestermann was unlucky at the Red Bull Cup. On the island of Borkum he was unable to place in any of the rounds. He will undoubtedly do better in the Competitions of Romo in Danmark in August.

UNITED KINGDOM

Mike Johnston, formerly of SPIDER has joined the ADVANCE team. He will be using both Janus and Tethis parafoils at Hoylake (Liverpool) on the 4th and 5th of July. For anyone else wishing to try ADVANCE parafoils or the Race buggy, Antoine Carretero will be on hand at the event. See what YOU think !

PORTUGAL

Mr Joao Carlos, Portugeuse ADVANCE Pilot, has organised a small band of enthusiasts and, in the future, plans an event at a great spot under a radiant sun!

SPAIN

With Pilots like Guillermo and Rodrigo Pena the seeds of competition kiting are sown. They form the basis of a group we might well see at the next European Championships in October of this year.

CALENDAR OF EVENTS

AUGUST -

On the beach of La Franqui (in the area of Leucate Aude Languedoc Roussillon), ADVANCE KITES will organise the second round of the Swiss Buggy Championships.  
 Sunday, August 16th - 2 long distance races  
 Monday, August 17th - 4 triangular races

In the UK, the final round of the British race series will be held at Lytham St. Ann's (close to Blackpool).  
 Saturday, August 29th - 3 triangular races  
 Sunday, August 30th - 3 triangular races  
 SEPTEMBER -

On the military base of Thoune in central Switzerland, the third round of the Swiss Championships.  
 Saturday, September 26th & Sunday, September 27th

OCTOBER -

The European Championships in Belgium. These dates are still to be confirmed. For more details contact: The buggy Club of Belgium.  
 Wednesday, October 7th - Sunday, October 11th

"THE LAST GASP" enduro at Pembrey, Wales, UK. There will be 2 days of competitions with the first day designed to encourage Pilots unfamiliar with racing to have a go. The second day will see the 4th LAST GASP ENDURO - a 4 hour marathon enduro event. It has always been the hope of the organisers to cover 100 miles in 4 hours. All welcome.  
 Saturday, October 24th & Sunday, October 25th

For details, contact Mike Johnston - fax/ answerphone UK +181 994 0603

**Letter from the President**

It's now the middle of the season and we're already talking about the end of summer before we've really seen much of it. WSIKF is coming up in less than a month, after that is Labor Day and Alvord in Oregon, followed by the AKA Convention in Ocean Shores, Washington.

Prior to WSIKF, on the weekend of August 15th and 16th, there will be racing at Sunset Beach in Oregon. During WSIKF week, we will have our annual membership meeting in conjunction with the Thursday, Buggys and BBQ get-together at Sunset Beach in Oregon (see the Buggys and BBQ article in this issue). Bring topics for discussion to the meeting. We will also conduct the election for NWBPA officers for the 1999 term.

One of the areas of discussion will include the AKA Convention which is coming to Ocean Shores this year. The dates are October 12-17, 1998. There will be a preconvention reception sponsored by some of the Washington kite clubs. Do we want to participate? In what way?

**Are You Due to Renew?**

To all of you who haven't been paying ATTENTION!  
 You may be in serious jeopardy of losing out on being a part of this great organization and of receiving this wonderful publication. If you're not sure what your renewal date is (or was), just check the mailing label on this issue. Quick! check it out

## Washaway Beach Report

by Morrie Williams

The winter has made some rather drastic changes to the beach at Washaway, WA. The beach is now much narrower and flatter, with a steep rise from the hardpack to the soft upper sand. The point that used to be an obstacle is gone. The beach runs straight from the "No Driving" signs through where the point used to be which is banked by a 10-15 foot cliff. The sand bar, which ran parallel to the beach, is closer and larger with a 100 foot wide area of huge "crab holes".

Engineers are now building a rock 'groin' out into the channel south of Wash-away to stop some of the erosion. How this will effect Wash-away remains to be seen.

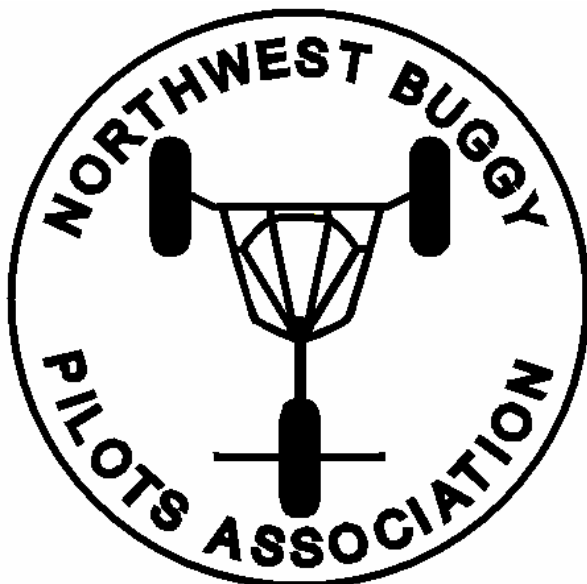
Unless the wind is almost straight onshore or the tide is really low, Washaway is so narrow that you have to tack constantly.

## Pin Update

by Morrie Williams

The club pins have finally been ordered! 100 each of 3 different color combinations are now being produced. They are scheduled to be delivered the week of WSIKF. If the pins are not ready for WSIKF in Long Beach, they will be ready for the AKA Convention in Ocean Shores.

Thanks to Mike Eason for developing the initial design. It took Kelci and me a while to become familiar enough with Freehand (the software program we determined we needed to purchase) to do some additional work on the design. Hope you all like the results!



## Trends in Traction Kite Designs

by Dave Lord

The first commercial traction kite was the Peter Lynn "Peel". It is a two line, high aspect ratio, elliptical platform kite. A remarkable design that endures today and, in the right hands, is still competitive, though difficult to fly.

The quad-lined kites were then introduced to the U.S. market by Ted Dougherty with his "Quadrifoil", followed by the "Force Ten" traction kites from Steve Shapson. They were rugged and well-made but were aerodynamically inferior to the "Peel". The main drawback with these kites was that they were low aspect ratio designs and, as a result, were lacking in terms of lift to drag ratio.

Soon after, Ray & Jeannie Merry came out with the "Skytiger" line. They came in a variety of sizes but suffered from the same low aspect ratio problems.

Ted Dougherty introduced a second generation, elliptical design called "Quadtrac". This was followed by a similar kite from Force 10. Although superior to the first generation quad-lined kites, they were still low aspect ratio designs. Quadtrac then introduced a higher aspect design called the "Quadtrac Pro" series. This was a much better performer with an improved lift to drag ratio.

Not to be outdone, Skytiger introduced their high aspect ratio designs and, for a while, were the highest performance quad-lined traction kites available. They were very close in performance to the "Peel" and much easier to fly.

The next performance improvement came from the "Quadrifoil Competition" series of traction kites designed by Paul Graham. These kites not only pushed the aspect ratio a little higher and incorporated an elliptical platform, but also cleaned up the leading edge with a semi-elliptical leading edge inflation vent for each cell. By pushing the aspect ratio higher, the kite performed better but became more difficult to fly. Many novices, as well as some veteran buggiers, have either been injured or scared by the "Quadrifoil C" kites.

The most recent traction kite designs have incorporated a small reduction in aspect ratio in favor of being user friendly. They are much easier to fly. The "Q 2000" series by Quadrifoil is a good example.

At El Mirage this last January, I saw two new designs that are attempting to regain some of the performance lost as a result of the aspect ratio reduction by cleaning up the leading edge vent design further.

*(Continued on page 7)*

(Continued from page 6)

The first of these is the "Tethis". This design uses small, neat vents and only puts them on every other cell so that the number of leading edge discontinuities is reduced by half. The other design I saw was from Germany and its designers were in the process of finding a producer for it. This kite incorporates only two adjacent triangular vents on each half of the kite. This results in a very clean leading edge. I had the opportunity to fly this kite and was amazed that the limited total inflation vent area seemed to be adequate.

Another new traction kite is the "Jojo". It won several of the European races last year. It has similar performance characteristics to the "Quadrifoil Competition" except that it is somewhat easier to fly.

Within the last year, Peter Lynn has designed a new quad-lined traction kite called the "NGen". This is the second or third generation quad-line attempt for Peter. The previous versions were adequate but not outstanding performers. The "NGen" is a high aspect, elliptical platform design with a small, tidy inflation vent system. The "NGen" also incorporates monofilament bridle lines on the rear portion of the kite. These bridle lines stretch under load and decrease the angle of attack, resulting in a not-so-steep rise in pull as the wind speed increases. The "NGen" may be the best performing new traction kite at present.

That pretty much brings us current in traction kite innovations. Where to from here? It will be interesting to see.

## Labor Day Buggy Blitz

by Morrie Williams

For those of you who have never had the opportunity to buggy on the desert, Alvord Dry Lake in southeastern Oregon, is one of the best buggy spots in the Northwest.

Alvord lies about 110 miles south of Burns, OR. It is about 600 miles from the Seattle area. A long trip, but well worth it. There's plenty of open space - the lake is 20 miles long and 6 miles wide.

This will be our third year going to Alvord on the Labor Day weekend. There should be a fairly large group going down this year including Dave and Carol Lord, Mike Eason, Dave Patterson, and Morrie and Kelci Williams.

For more information or directions to Alvord, contact Morrie Williams at (360) 268-0318 or [williams@techline.com](mailto:williams@techline.com).

**Join us for a buggy trip to remember!**

## Buggies and B-B-Q Day

by Kelci Williams

It's almost time for our annual Buggies and B-B-Q Day at Sunset Beach in Oregon. Thursday, August 20th, is the date to gather on the beach and buggy your brains out. We'll eat at about 1:00 pm (high tide time - low tide is at about 6:00 pm). Burgers, dogs, buns, and condiments will be supplied. Please bring your own drinks and something to share with the group such as salads, chips, desserts, etc..

We will hold our annual members meeting and conduct the election of officers either during or immediately following the grubfest. So have your officer nominations ready and let us know of any questions, concerns, or suggestions that you have regarding the club. WE NEED YOUR INPUT!

### Classifieds

Quadtrac Profoil 5m with handles and line \$350.  
 Quadtrac 8m with handles and line \$350.  
 Quadrifoil C2 with handles, no line \$300.

Contact Kurt or Linda Anderson at 503-861-3833

Used Quadtrac 9m with handles and line (300/200 X 100ft) plus nice REI bag, good condition \$250 OBO

I also have many kites in the dual-line power category that I wouldn't mind selling. They include:

- 2 - black rainbow Hawaiians
- Skyburner and Afterburner stack (or separate)
- Banshee Scimitar - 8'
- Stinger 1000
- 2 - Rev II's, one cool , one hot
- Bay Tana by HQ kites
- Micron from Prism
- Others also - prices on request

John Matteson  
 day 253-833-7900  
 eve 253-850-5369  
[jmatt@ecsnet.net](mailto:jmatt@ecsnet.net)



**Mark your calendars for these events:**

- Aug. 15-16** - Buggy Racing, Sunset Beach, OR.  
Contact Kurt Anderson at 503-861-3833
- Aug. 17-23** - Washington State International Kite Festival, Long Beach, WA.
- Aug. 20** - NWBPA's Buggies and BBQ Day, Sunset Beach, OR. Annual NWBPA meeting too.
- Sep. 5-7** - Labor Day Buggy Blitz, Alvord Dry Lake, Fields, OR.
- Oct. 13-17** - AKA Convention, Ocean Shores, WA

For more information about any of these events, contact *Morrie* or *Kelci Williams* at: 360-268-0318 or williams@techline.com.



**BOOBS Banter**

by Kelci Williams

It's time for all of us **BOOBS** to band together and help a fellow female buggyer. Please read the article in this issue from Stephanie Gamble of New Zealand and give her a hand by taking a little of your time to answer some questions regarding buggying from a women's perspective.

Summer is here and the beaches and lakebeds are calling all **BOOBS** to come and roll over them.

**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!*