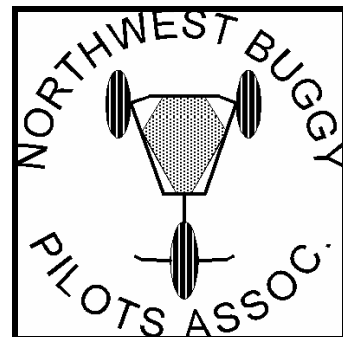


NWBPA News

June 1999

Volume 5, Issue 2



New Friends - A Buggy Bonus

by Morrie Williams with an excerpt from Andrea Della Bianca

Meeting and making new friends from all parts of the country and the world has got to be the best perk or bonus of our crazy world of kite bugging. Shortly after our return from Ivanpah, we received the following e-mail from a very nice, new, kite buggy friend who we met at SBBB '99. We thought we'd pass it on to you.

"Dear Morrie & Kelci,

Just a few lines to thank you and the "buggy lot" for welcoming me at this year's Spring Break Buggy Blast.

It really was (a) Blast for me to meet so many enthusiasts (all) in the same place, especially when you consider that in the whole of Argentina (there are) not more than 15 or 20 (people) who practice kite bugging!!

I'd love it if you will include me in your mailing list, so (I can) keep up to date on upcoming events and any other news from the buggy world. Who knows, my next business trip to the U.S. could coincide with (another) meeting!!

Also, only when I got back here did I realize that the "BOOBS" T-shirt that Kelci was wearing actually had a very specific meaning. If that is an "official" society, I would like my girlfriend, Agustina de Vedia, to join. Agustina is the first and, for the time being, only woman buggy pilot in Argentina.

I am also (including) the address of our local kite group web site (see below); it is mostly in Spanish, but I am making an effort (to translate) as much as possible of it into English. Anyway, there are some good photos, and soon we shall also publish the account and photos of an outing to a dry lake in the Argentinean Andes. The web address is - <http://members.tripod.com/~batoco/>

I look forward to hearing from you soon.

Saludos !!
Andrea Della Bianca
Buenos Aires - Argentina"

Spring Break Buggy Blast 99

by Kelci Williams

It was a rough road getting there but Morrie and I finally made it to the Spring Break Buggy Blast at Ivanpah. One of my first observations was that it was quite a bit chillier than usual for March. Oh well, I thought, that would probably change. Except for one day when there was no wind or clouds, it stayed very cool. The wind was another story!

The word gusty hardly covers it. The wind speed changed so often and to such a degree that I rarely got out on the lakebed - I couldn't figure out which kite to fly.

I wasn't the only one affected by the gusts. Three hours after Dave and Carol Lord arrived at Ivanpah (before they had even checked into the hotel), the first major injury of the event occurred. Dave had just bugged back to camp, gotten off of his buggy, and was trying to get some twists out of the lines of his Skytiger Hi-15, when a gust hit his kite. It pulled him forward, his watchband unclipped, and he fell on his side, the thin metal clip of the watch band making a deep gash in the side of his hand.

Using my handy dandy Avis map, I directed Carol to the nearest hospital in Vegas. Much to our surprise, it was a psychiatric hospital - even more surprising, they rejected him. We found the right place and got him all stitched up. It took 26 stitches

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Buggy Extreme Caramba !

by Andrea Della Bianca

At last, after six months of planning, and dreaming, we were there: the *Pampa del Leoncito*. A dry 60 km² lake bed, at 2000 metres above sea level, in the middle of the Argentinean Andes. The sun was just setting behind the mountains surrounding it and the anemometer marked 25/30 knots. Agustina, Patrik and I could hardly believe it, but the 1st *Buggy Extreme Caramba!* had actually begun.

We met up with the French contingent of Antoine, Henry and Pierre, the only other few who had responded to the call, in the nearby town of Barreal. We quickly went to set up camp by the river near town. Our French friends had arrived a day earlier and, sitting around the campfire that night, they couldn't stop telling us about how the wind had suddenly appeared at 1:00 o'clock in the afternoon and how radical it was.

That just confirmed the information gathered in the previous months: the Pampa del Leoncito is well known to land-yacht sailors for its really strong and regular winds; one of their official world speed records of over 83 mph was broken there. We also knew well that most of the year the winds blow between 1:00pm and 5:00pm, as they are generated by thermal currents frequently found at heights in the Andes.

Having stocked up with water and food in town, by noon the next day we were finally standing on the hard, dry mud, lake bed. The calm was disarming and the sun was beating on our heads; but we knew that shortly it would start blowing and everybody got busy setting up camp, unloading the buggies, and pulling out kites. By 4:00 o'clock we had lost all hope: the calm was still disarming.

One hour later, the air moved a little and we all shot out of the van to see if anything was happening. At the far end of the Pampa, we could see a strange cloud just above the ground. It took us a few seconds to realize that it was dust pulled up by the famous strong wind, and it was coming at us quickly. Suddenly the van moved as if a big sea wave had hit it on the side and there we were, face to face with the real thing. The anemometer was marking just around 35 kts. with gusts of up to 40 kts..

I thought that even the smallest kite I had brought, a Skytiger HI-15, might be too big for this (or better, for me), but I could not stand still and let the wind go by. Wearing all the safety gear I had with me, I set sail. The fastest recorded speed achieved until then, among our group of Argentinean buggiers, was 32 mph on a Big Foot. I had done that at Punta Rasa, the beach where we go during the year.

As I sat in the buggy and started bringing the kite down, I felt an acceleration never experienced before. The kite was pulling really strongly and the more it pulled, the more I had to point the buggy downwind in order to keep control. But that just kept the sensational acceleration going. In just a matter of seconds, when I looked at the speedometer, it was already showing over 35 mph and was going up!!

The wind stayed strong, and, under gust, the anemometer reached up to 44 kts. (Beaufort 8!) several times. That day my top recorded speed was just over 51 mph and most of the time I was travelling at speeds of 38 to 45 mph..

None of us had ever tried to buggy in such radical conditions. Agustina, the only other expert pilot present, felt she was not strong enough to challenge the wind. Patrick, our Swiss friend, is an experienced kite skier, but he had never sat on a buggy before and thought it would be more prudent to wait for kinder airs. And the three French guys were relatively new to the kite world and they had not previously gone past the dual line sport kites. So that first day they were all a little disillusioned about our dream buggy site - it was way too heavy!!

The next morning, Patrick got up early and found that the wind had calmed but was still around Beaufort force 4, just right for him to try out his new Q2002...on wheels!! However, by the time we got up, at about 10:00am, it had become a breeze and soon after that, it was that disarming calm again. The day was rather cloudy so there was not enough heat to warm up the mountains and generate the thermal air movement. We just had to wait and not lose hope.

Not until very late in the afternoon did the air move. A breeze started blowing and everybody was then able to buggy around for a couple of hours. The view was incredibly beautiful, the sun was setting behind the tops of the mountains over 5000 metres high, among the tallest of the Andes, and painting colours on their sides and on the clouds. The sky was scattered with colourful kites dancing around and everybody now felt that the wait had been worth it.

Patrick decided he could not miss his last chance and, the next day, he set out shortly after sunrise. The conditions were identical to the previous morning. The wind was ideal for having good fun, but it was not too extreme. By the time the wind began to let go, a few hours later, Patrick was a practiced buggier, confidently sailing around with a big smile stuck on his face.

Again it was time to look for shade and to sit patiently and hope that the Gods would be benevolent that afternoon and let the wind blow. And benevolent they were. The wind came up and it "only" blew 40/45 km/h, thus allowing everybody to have a go at it again, once more, until the spectacle of the mountains tinted by the last rays of the day disappeared into the night.

After three days of flying the few sport kites he had that would hold up in those winds, Henry now felt he was ready to jump on the buggy - that last day of the year had to be his first in control of it. The wind was just right that afternoon and, when Agustina left her gear "unguarded" to take a rest between rides, Henry was quick to jump on board and quickly accelerate downwind, without really knowing that he would have to come back sailing against the wind! Even so, only a little advice shouted from the rescue motorbike rider was enough for him to get the grips on the principles of reaching into the wind and to get him back.

Later on, Agustina took another break, this time because the wind had strengthened. Although warned about the tougher conditions, Henry couldn't keep from practicing his newly acquired skills and off he went, beautifully crossing back and forth, without losing an inch of terrain. But only for a short time. A minor jibing accident downed his delta and, when he launched it again standing in the middle of the wind window, its structure just blew up. That was the most ungrateful rescued person I ever saw, but he had made it, he had learned to sail a kite buggy and he did it in real serious conditions.

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That was it, we now had to move on to the next stage of the holiday plan and leave the Pampa behind. Only temporarily though, the next expedition was already being planned while we were up there, by all those who stayed in Buenos Aires.

Letter from the President

Winter has come and gone and we've already started the new buggy season with the annual Spring Break Buggy Blast at Ivanpah. That event just keeps getting bigger each year.

The beaches in our area (Westport) are smoother and flatter than they've been in several years. Hopefully what the winter tides changed won't be altered dramatically by the spring or summer tides. Also, the approaches here took a real beating this past winter. All of the beach entrances from Twin Harbors State Park south to Grayland State Park are currently closed. The Midway Beach approach is the first place where you can drive onto the beach, while the one at Washaway is maneuverable only if you have 4-wheel drive.

Our request to open more beaches to buggiers was supposed to go to the Commission for approval last fall, but it hit another snag. Just before presenting it, the parks department decided that they needed to do more research. In particular they needed to contact the horse people to determine if they would have any objections. I was told that there would be at least one more public meeting where parties on both sides could present their statements on the subject. I will let you know as soon as I find out when such a meeting is scheduled.

In the meantime, we can continue to go through the permit process to use Washaway Beach for buggying.

As they say, "a picture is worth a thousand words", so we've included several in this issue to help illustrate some of the buggy hitches that are available. Hopefully the article will be helpful to those who want to build a hitch for their buggy. If you have questions, ideas, or articles for the newsletter, please contact me at 360-268-0318 or e-mail williams@techline.com.

Don't forget to check out the upcoming events on the calendar in this issue. Between now and WSIKF, there will be several buggy races held at Sunset Beach and Washaway, as well as our Memorial Day long weekend trip to Alvord, and the Westport festival. Lots of things for us to do. Hope to see you all on the beach or the lakebed.

Morrie

Spring Buggy Blitz

by Morrie Williams

Memorial Day weekend is just around the corner and that means it's time for our annual trip to the Alvord Dry Lake in Oregon. If you haven't had a chance yet to buggy on a dry lake, this is a great opportunity. Alvord is about 600 miles southeast of the Seattle area. Because of the distance and the time it takes to get there, we try to schedule these trips for long weekends to make it worthwhile and to give us time to get in plenty of good buggying. We hope to get together with a dozen or more buggiers and about as many landsailers.

Last year we camped next to the landsailers and it was a lot of fun. The landsailers are a great bunch of people and we had a good time exchanging stories about our respective sports. The more that buggiers and landsailers communicate with each other, the better the understanding between our two groups. After all, since our sports are so similar, we tend to use the same types of terrain to pursue them. Respect from both sides is a good place to start. And your never know, we may be able to increase the ranks of both groups.

Remember that Alvord is isolated. Most of us camp on the lakebed, however there are a few rooms in nearby Fields (about 20 miles away). In addition to the rooms for rent, there is a gas station, a small store, and a restaurant that serves great burgers and milkshakes (among other things). Reservations are recommended. The phone number for the Fields Station is 541-495-2275.

For directions or other information about Alvord, contact Morrie or Kelci Williams at 360-268-0318 or williams@techline.com. We hope you can make it!

Look At This...Notice...News Flash!!!

We have just found out that, until further notice, we can no long buggy on the Quinault Indian Reservation beach at Moclips.

Apparently due to a lack of communication with certain members of the tribe, there is a question as to weather or not we will be able to use this beach at all.

In addition, due to the death of the tribe's chief, discussions on this topic will be delayed indefinitely. Our condolences go out to the tribe.

Hitch 'em Up!

by Morrie Williams

In the last issue, we printed a letter to the editor that included a request for information about buggy hitches and tandem trailers. While we didn't get any information on building trailers, we did gather some pictures of the most popular hitches that we are aware of – hope this is helpful.

Tandem bugging can be a lot of fun. Not only is it great to take people for a ride and let them experience bugging firsthand, but it can be an excellent method of teaching someone how to buggy by showing them just what you do.

Peter Lynn (P/L) Strap Hitch

The strap hitch makes it simple to hook-up a tandem buggy. And it can be used on virtually any brand of buggy. First the strap is wound around the rear axle and the bottom of the side rails of the lead buggy and then is snapped together. This strap supports a metal axle tube. Next the front wheel of the tandem buggy is removed and the axle bolt is put through the fork and the tube and bolted on.

'Jordan Air' Hitch

Dean Jordan of 'Jordan Air' shared a hitch idea developed for his company by Tim Elverston. This is a "strap only" hitch with no metal parts. It is similar to the P/L strap hitch except that the strapping has loops for the axle bolt on the tandem buggy instead of a metal fitting. Reportedly even Peter was surprised at its simplicity.



Picture 1 - close-up of Peter Lynn strap hitch parts

Picture 2 - hitch attached to tandem, view looking down from above

Photos by Kelci Williams

Picture 3 - close-up of 'Jordan Air' hitch assembly

Picture 4 - overhead view of hitch with wooden dowel substituting for tandem axle bolt

Photos by Jeff Howard

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Smokey's Hitch

Ken "Smokey" Wilms designed and built a hitch that allows the front wheel to remain on the tandem buggy. A modification has been made to this hitch which incorporates a quick disconnect fitting from an outboard trolling motor set-up.



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Picture 6 - close-up of hitch unit
Picture 7 - close-up of hitch attached to lead axle
Picture 8 - view of complete hitch with tandem

Photos by Kelci Williams

Peter Lynn (P/L) Classic Hitch

The original P/L hitch is designed for the Peter Lynn Classic buggy. The assembly consists of a basic U-bolt that goes around the axle of the lead buggy and is fastened to a pivoting attachment through which the axle is bolted to the fork in place of the front wheel of the tandem buggy. It is effective, but somewhat of a pain to set-up.



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Picture 8 - close-up of hitch
Picture 9 - hitch attached to a tandem buggy

Photos by Kelci Williams



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Changes at Washington State International Kite Festival (WSIKF)

by Morrie Williams

For the past five years, the buggy demos have been held on Monday, the first day of the festival. This year we requested that they be moved to Wednesday when there will be a better low tide. The move has been approved so we'll have demos on Wednesday, starting at noon. I will be talking to the safety chairman for WSIKF to discuss our requirements for a roped off staging area. Those of you who had ideas about how to better our demo day, please send me your thoughts NOW so that we can try to implement them. Call me at 360-268-0318 or e-mail williams@techline.com.

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.

Eye on the 'Wind Hog'

by Morrie Williams

We first met Gordon Wensley at WSIKF in 1994. He was among a group of flyers down from Victoria, B.C., who purchased their first buggies at Long Beach. Gordon had a 6.6m Force10 and was out of control and bugging EVERYWHERE. No matter where you turned, there was Gordo with that monster kite. There were many "close encounters" that week as Gordon attempted to hone his kite flying and bugging skills.

We missed him the next year, but he was back in 1996. Since then, Gordon has been like a local. He's at most of the events in the Northwest and we continue to run into him (or should we say he runs into us?) at Ivanpah and El Mirage. It's always a treat to see Gordo.

In 1998, he spent a good part of the summer and the beginning of fall in Oregon, taking a break to attend WSIKF in August. Shortly after he returned home to Victoria, and while on his way to a local buggy spot, Gordon had an intestinal problem that put him in the hospital in intensive care. After his brush with death, we took pity on him and decided to wait to publish his adventures with the NWBPA in 1998.

Now it's time that everyone who didn't make it to the NWBPA meeting at Sunset Beach hear what happened. But first we have to set the stage.

Several years ago, Gordon was at the Westport Festival with his girlfriend Thora Hoban. It just so happened that Thora's birthday was during the festival, but Gordon had totally forgotten. We all took pleasure in helping him pay for it dearly that summer.

Then in '98, Thora made a "wind hog" banner for Gordon to fly at WSIKF. At a pre-festival get-together at Sunset Beach, our resident practical joker, T.J. Murphy, appropriated Gordon's banner. He asked everyone on the beach if they'd seen his banner but everyone said "no". Thora was scheduled to come down later in the week and Gordon was getting VERY nervous about having to tell Thora that he'd lost her banner.

For some reason, Gordon thought that it must have been Jeanette Mandanas who had taken his banner. The truth came out on Thursday at our annual NWBPA meeting at Sunset Beach.

First T.J. presented Gordon with a tee shirt which read "I'm Thora's Slave" to help remind him that he owed her and hadn't yet made up for missing her birthday. After he donned the shirt and got down on his knees in penance to Thora, T.J. returned his banner. This prompted Jeanette to demand reparation for having been falsely accused. A verbal apology wouldn't cut it though – instead, Jeanette said to Gordo "kiss my ass". Well, her pants dropped and he did the deed. The funny thing was that he didn't seem to mind it much. I'll bet that mustache tickled though. It was a great ending to a great day of bugging with friends.

As we go to press, Gordon is preparing to go back into the hospital for what we hope will be a final repair of his intestines. We're sending our best wishes and prayers to our Gordo and hope you will too. See you on the buggy beach, big guy!



T.J. presenting Gordo with his "I am Thora's Slave" tee-shirt.
photo by Neil Trelenberg

GET
BETTER
GORDON



Gordon Wensley with the "Wind Hog" banner made by Thora Hoban.

photo by Morrie Williams

COME
&
BUGGY
SOON



Finally, a butt worth kissing!

photo by David Jam

Devotion to Motion Has Gone Retail!

That's right, Dave Colbert who formerly made kites for the wholesale market under the name **Devotion to Motion** has entered the retail market. He and Cecil O'Dell have opened their shop at 312 Pacific Avenue South in Long Beach, Washington (across from Crazy Jack's Burgers). Don't

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inside and another 28 outside. That ended Dave's bugging, he wasn't even allowed to land sail. So Carol drove 2+ days down and another 2+ back and Dave got in a whole 3 hours of fun. That's your wound quota Dave. From now on, there's nothing but smooth sailing allowed.

This event has really grown and Morrie and I met several new people. Dave Forney and John Ruggiero were really nice and a great help to Dave - if they hadn't done such a good job cleaning his wound, he would have had to go to a hand surgeon. Cha-Cha was a one and only - there aren't words to describe. We also visited with old friends including Bob and Mary Neitzke. It's always great to see our buggy friends.

The races held on Thursday were problematic. But, since I don't have room here, I'll speak my piece regarding racing in the next issue.

We weren't there for the Enduro, but here are the results - Steve DeRooy came in 1st, Dana DuMond was 2nd, Brett Kilekas took 3rd, Clifford Lemons was 4th, and Steve Bateman finished 5th. Tandem buggiers Mark Bregman and Luk Stanek beat the single group by 5 minutes. Sure was a great showing by Northwest buggiers. Congratulations everyone!

Thanks to Fran for organizing a great event. Now if we can only convince you to hold the event either for 9 days from Saturday to Sunday or for 11 days from Saturday to Tuesday, it would be fantastic. And, by the way, please try to avoid Nascar weekend next time. Thanks again.

P.S. It's now been about six weeks and Dave's hand is pretty well healed, so he can buggy and land sail again.

BIG CHANGES IN VEGAS

Scott Dyer's kite shop in Las Vegas has a new name and some new faces. Formerly *BFK Sports - Las Vegas*, the store is now called **WindPower Sports of Las Vegas**. It is still located at 3111 S. Valley View, #A-116, Las Vegas. They deal in kites, buggies, landsailers and all the related gear.

In addition to new employee Mike Walden from Hawaii, there is another somewhat familiar (and sometimes scary) face in the store. None other than Corey Jensen, the big kite kahuna, is now part of the WindPower crew. Good

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

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FOR SALE -

- Quadrifoil Q2002 (Red tips) w/line & handles, new Nov '98. Will ship - \$170.00.
- JoJo RS3500 (red back/white front/red wave) w/line - 300# uppers, 150# lowers, long Jammer Gear handles, ready to fly \$400.00 + shipping.
- JoJo SC2500 (very bright colors) kite only, new, never flown \$380.00.

Contact Dana DuMond at 208-433-8243 or wskites@aol.com

FOR SALE -

- JoJo RS3500 (Yellow/Yellow/Rose) new, never been flown, made of Torray Chikara - Can\$575.00.
- JoJo RS9000 (Yellow/ White/Rose) new production model, turns and flies faster, never been flown, made of Torray Chickara - Can\$975.00.

Contact Jan Schmidt at ph: 250-361-9850, fax: 250-380-7011, or bfoster@access.victoria.bc.ca

FOR SALE -
 Ivanpah '99 stickers, available in Red, White, or Blue - \$3.00

Contact Jeff Howard at 918-426-5908 or pkc@icok.net

Mark your calendars for these events:

- 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 - 702-220-4340 or coreykite@aol.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, OR. Contact Morrie or Kelci Williams - 360-268-0318 or williams@techline.com.
- Jun 5-6** - Northwest Buggy Races - Washaway Beach, Grayland, WA. Open Race #2. Contact Richard Ridgeway - 503-887-2168 or ridgeway@seikotsi.com.
- Jul 10-11** - Northwest Buggy Races - Washaway Beach, Grayland, WA. Intermediate Race #2. Contact Richard Ridgeway - 503-887-2168 or ridgeway@seikotsi.com.

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



**BOOBS
Banter**

by Kelci Williams

I'd like to take this opportunity to thank the gals who put together the great barbecue on Saturday at Ivanpah. It took a lot of time and effort to make the long shopping trek into Vegas for supplies and then to prepare all of the goodies once you got back - it must have been mighty hot behind that grill too. So THANKS AGAIN to Mary Gramkowski, Betty Suhr, and Thora Hoban. You did an excellent job and we **BOOBS** salute you!

NWBPA Membership Application

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

Name _____ Hm Ph. _____

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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.

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