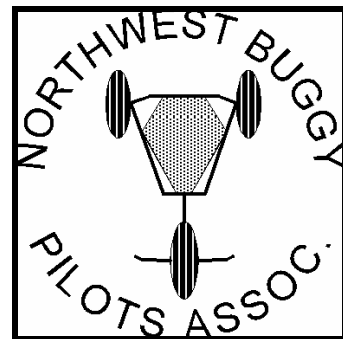


NWBPA News

August 1999

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A Letter Home From Steve de Rooy

The last time I saw all of you guys and gals was in March of 1999 at Ivanpah for the Spring Break Buggy Blast. Most of you already knew that I was going to move to the Netherlands for a new adventure. And, some of you met Marc Bregman from Holland there at Ivanpah.

Well, since I moved here, Mark and I have gotten together several times and Marc is showing me some new places and festivals here in Europe. The buggying and the beaches here are the best. I wanted to tell you about a great place that I just went to here in Europe. From May 13 - 16, I went to the Red Bull Buggy Cup in Borkum, Germany.

But, let me start at the beginning. I had a four day weekend to attend this event. Currently I live in Tilburg, Holland, so, after work on Wednesday, I got my stuff together and hopped on a train for a 3 hour ride to Callantsoog which is on the west coast of Holland. Marc picked me up and we slept there for the night. We got up at 4:30 am, left at 5:00 am, and traveled by car across the Afsluitdijk to Eemshaven in northern Holland. There we got on a ferry to Borkum which is just above the border of Holland. The ferry ride took an hour and there were seven Dutch buggiers, one from Belgium, and one from Canada (guess who?).

The first thing we did when we got there was find the youth hostel where we were going to stay. Then we went to the beach where the event was taking place. When we arrived, I was like a little kid - my eyes were the size of baseballs. The beach was 30 km long and in some places 1.5 to 2 km wide. I was in heaven!!

We unpacked our stuff and then mingled. There were a lot of people there already. First I met the folks from Active People, Germany. Man, they had a lot of buggies with them, all for different conditions. Big tires, little tires, wide tires and thin tires, and even buggies with full suspension. Everybody was getting ready for four days of buggying and two days of hard racing. The races were run around a three cone course and it went through water, soft sand, and bumps which made it really challenging. There were five races a day lasting about 45 minutes each. It was a long day.

The folks from Germany were really fast. Some of them put 15 kg weights on either side of their back axle and added weight to the tube that goes to the front wheel on their already heavy Libre V-max buggies. The reason they did it was so that they could use bigger foils. My first question was "Don't you get pulled out?" Their answer was "You don't put the foil above your head. Are you crazy, you keep the foil low in the window." And I thought, "Man, this is going to be a great weekend."

I met a lot of very nice people and made some new friends. There were a couple of fly-surfers there, one from Holland and one from New Zealand. They were both really good. I had a great time, got to see different ways of racing, and met some great people. People I have read about in kite magazines, but never thought I would meet. I am really looking forward to next year, if I am still around. I will keep you guys up to date on all of the events I go to all over Europe. If you guys have any questions or are thinking of coming to Holland and need a place to stay, now you know where I am. My e-mail is s.b.j.m.van.berkel @hetnet.nl. Always keep your line tight!!!

Steve DeRooy

NWBPA Officers:

President - Morrie Williams
(360) 268-0318 or williams@techline.com

Vice President - Steve Irby
(425) 255-3211 or sirby@nwlink.com

Secretary/Treasurer - Kelci Williams
(360) 268-0318 or williams@techline.com

Newsletter Editor - Kelci and Morrie Williams
P.O. Box 1358, Westport, WA 98595-1358
(360) 268-0318 or williams@techline.com

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

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



The Alvord crew from left to right: Kurt, Linda, Richard, R.J., Maggie (kneeling), Morrie, Dave, and Jason.

photo by: Doug Russell

Memorial Day at Alvord

by Morrie Williams

We left Westport Thursday morning, May 27th. This was the first trip after I had “retired” and we weren’t sure just how the timing of the trip would work. Initially we thought that we might stop to see some friends in Redmond, OR, on the way, but decided instead to continue on to Alvord.

On previous trips, we have driven to Burns and spent the night before driving the final 130 miles to Alvord. This time we decided to drive all the way through to the lake bed, arriving in the dark.

It’s totally different going up the road from Fields in the dark and looking for the turn-off at Carl Thomas’ mailbox. As we were about to make the turn, there was a set of headlights coming toward us on the road. We guessed that it might be some of the buggiers returning from the hot springs.

When we got onto the lake, the car that had been coming down the road was following us. We slowed so that they could pass us and saw that it was Dave and Carol Lord’s van. It proved to be much easier to follow them to camp than to have to find it ourselves in the dark.

When we arrived, we were greeted by a fairly large group of buggiers who were ready for the festivities of the next several days.

On Friday morning, we were glad that we had driven in the night before, since we were able to enjoy the morning on the desert. It was clear and sunny all day, but there was very little wind until the evening. At that point, we were able to get in a couple of hours of bugging before the sun set over the mountains.

It was a real treat to see some of the “newbie’s” eyes when they got their first look at the expansiveness of Alvord. This was Doug Russell’s and Jason Clack’s first trip to a dry lake bed. If the wind was blowing and as long as there was light (and sometimes when there wasn’t), they were on their buggies.

From Saturday through the rest of our stay, there were strong winds most of the time. My favorite kite during this trip was the 2.2 meter C-Quad. With it I was able to equal my highest personal speed of 46 mph which I had reached previously on Ivanpah several years ago using a Quadrifoil 25.

When there was little or no wind, Linda Anderson played with a new toy that Kurt brought on the trip, a motorized scooter. Linda must have put on 50 miles running around camp and out onto the lake bed.

Boise was represented by a large contingent of buggiers including Dana Dumond, Eddy Petranek, R.J. and Maggie Trentham, Tim Cleveland, and Ram Yehezky (formerly of Boise).

(Continued on page 3)

(Continued from page 2)

The crowd from west of the Cascades was made up of Dave and Carol Lord, Kurt and Linda Anderson, Ken "Smokey" and Mary Wilms, Richard Ridgeway, and Kelci and myself.

Also, Sharon and Mark Torres, Doug Russell and Jason Clack were first timers who joined us for the fun.

We all had A GREAT TIME and are looking forward to the next trip scheduled for this Labor Day weekend. Try to make it if you can.

Northwest Stunt Kite Championships

by Morrie Williams

At the end of May we received an e-mail from Eric and Genny Forsberg inviting the buggiers to come to Long Beach for the Northwest Stunt Kite Championships on June 26-27th, 1999.

A group of NWBPAers arrived in Long Beach on Saturday, including Steve Irby, Richard Ridgeway, Doug Russell, Jason Clack, Kelci, and myself.

The low tide was late in the afternoon, with light onshore winds. We were able to make long slow runs with large kites. And, we were even able to give a dozen or more people tandem rides to expose them to the excitement of bugging.

We want to thank Eric and Genny for inviting us to the NWSKC for a great buggy weekend.

Westport Festival

by Morrie Williams

There was much better weather during this year's Westport festival than in previous years. The wind, however, was a bit light for our purposes.

Even with the lack of wind, a fair number of buggiers showed up including Gordon Wensley, Dave Lord, Richard Ridgeway, Doug Beanblossom, Bret Kilekas, Kurt Anderson, Dave Jam and Jeanette Mandanas, David Stanek, Jason Clack, Doug Russell, Sharon and Mark Torres, and Bruce Griffen.

This was supposed to be a race weekend. But, with so few showing up for race weekends, has the interest in racing died? This should be a topic for discussion at the annual meeting in August. Come prepared to let us know your thoughts on the matter.

Moonlight Bugging at Alvord

by Doug Russell


It took over 11 hours of driving and a couple close calls with several herds of cows that seemed to claim the middle of the road as their pasture, but I finally made it to the legendary Alvord desert for some serious bugging. Little did I know that dry lake beds are not as forgiving on JoJo kites as the beaches are. I found this out only after my new JoJo 3500 was torn to shit. Even so, I was not going to let it stop me from bugging the Alvord desert. Instead, I borrowed some handy dandy strapping tape, patched it up, and took off.

I had heard several stories about bugging at night which caught my interest, especially considering the vastness of Alvord. The first night I arrived a bit on the late side, so moonlight bugging was out of the question. The second night was spent battling a bit of a storm and trying to keep myself and my tent dry - the storm won! But I was able to take refuge in good ol' Smokey's motorhome. Finally, on the third night, we had clear skies and enough wind to give this moonlight bugging a spin.


I tied a glow stick to each end of my taped up kite and one on the back of the buggy. What a feeling to be zipping along in the pitch black guided only by glow sticks and the light of the moon. Since the kite lines pretty much disappear in the dark, you almost have to fly by feel and sense alone. It was a weird feeling not being able to see the ground or the kite very well, although you knew from seeing the lake bed in the daylight that there wasn't much you could run into. But there was still that 'what if?'. I rolled back to camp and handed the kite off to Jason Clack and said "you've got to try this - what a rush." So away he went and when he got farther away all you could see was a little glow from the white glow stick on the back of the buggy. By the time he got back, the wind was dying down and we figured we'd better stop while we were ahead and not walking back to camp.

Alvord was everything I imagined and more. I am eagerly waiting for Labor Day weekend, but this time I will be equipped with a good supply of ripstop tape and some unique way of staying cool.

Keep it up and the rubber side down.




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.



4th of July at Sunset Beach

by Richard "Buggy Bison" Ridgeway

Considering the weather forecast for the 4th of July weekend here in the Northwest was so bad, I didn't expect to buggo much. Fortunately for us, the weather folks got it wrong and a great weekend was had by all.

Saturday was gloomy with some showers now and then. But the wind was straight on-shore and the rain didn't show up till the tide was coming in. We were able to buggo up and down the beach quite a bit. I was finally able to evaluate the axle that I have for the Libre buggo with adjustable tilt for the back wheels. I got mixed results and think the angle was too great and caused too much drag for the desired effect. Dave Lord told me that 8 degrees of tilt is optimum based on testing done by the landsailer folks.

We also got a second session in on Saturday around sunset. Hadn't been able to do that before during this summer (what little summer we've had so far). Buggoing into the sunset is great with just an orange glow to illuminate the kites. Almost as good as buggoing under a full moon. We had a few close calls with fireworks and kites but no damage that we could find.

Sunday the 4th was bright and sunny. Wind out of the southwest. We picked a spot that was less traveled and had only a few cars come by for most of the day. Usually there is too much traffic to buggo - must have been the forecast.

A bunch of us took a run down to the Peter Iredale wreck and back. I was having so much fun that I completely forgot about the sign that we can't go past during the summer. Eli just followed me in. "I just wanted to buggo around the wreck officer, honest!" ;8-0 !!!!! No tickets though and I did get to buggo right through the center of the wreck, hadn't done that before! The wind died down on the way back upwind. For all of my concern about taking a big kite, it was the right choice coming back. We actually stopped a baseball game in progress when 5 of us buggoed by in a tight pack. They literally dropped the bat and ball and had their mouths wide open! What a sight, all of us weaving in and out of each other - what fun!!!

I do have to mention one mishap that occurred that day. Eli and I were going backwards close together. The wind gusted and dragged me, not into, but right on top of him. My back axle rolled right up his front tire, popped over his front fork, and slid down the downtube. Glad he was riding my other buggo. All I heard was "OUCH, OUCH, OUCH!!!" and I couldn't get out of the buggo fast enough!

No blood or real injury - Eli had a scrape but that was all. I just trapped him in.

When the tide came in it was time to eat. A BIG thanks goes to Kurt & Linda Andersen for the bacon burgers with all the trimmings. That reminds me, if you' haven't been to one of the NWBPA meetings on the Thursday during WSIKF, it's a great feed and last year we had 80-90 people there. Come join us.

WSIKF

by Morrie Williams

If you haven't already heard, buggo demos at WSIKF will be on Wednesday this year. The change was made because of the tide schedule and the powers that be approved it.

We will be roping off our own field for kite takeoffs and landings and will attempt to keep folks from wandering through the buggo area on their way to the water. I'll need some volunteers to show up at about 9:00am on Wednesday morning to get things ready for the 12:00 noon demo.

The WSIKF buggo schedule is as follows:

- Monday, Aug 16 - Tuesday Aug 17: Open buggoing from the Bolstad approach south.
- Wednesday, Aug 18: Demos near the Bolstad approach and heading south.
- Thursday, Aug 19: BBQ and buggoing at Sunset Beach OR.
- Friday, Aug 19 - Saturday, Aug 20: Open buggoing from the 10th St. approach south (Stay out of the main festival area from Bolstad to 10th).

Parking is not allowed on the beach at WSIKF. The officials issue parking passes for some folks to park on the Bolstad approach. However, you should be able to drive in to unload your vehicle and then go back out to the regular lot to park your car. Unloading in the morning must be done before 9:00am and loading in the afternoon cannot be done before 4:30pm.

Annual Meeting

by Morrie Williams

On Thursday, Aug 19th, we will have our annual meeting, BBQ, and buggo extravaganza at Sunset Beach, OR. This is the home turf of the Sunset Beach Bum Buggo Riders, our hosts for this annual event.

There will be hamburgers and hot dogs with all of the trimmings provided. Bring your own beverages and a salad, dessert, or chips to share with the group.

After our BBQ, we'll hold our annual club meeting. Issues to be addressed at the meeting include:

- an election of officers for next year
- a discussion about whether or not to hold races
- what the goals of the group are at this point

If you have something you want to discuss, stand up be heard!

Traction Kiting Buyers Guide

In an effort to inform our members, I polled our membership via e-mail to see who had kite stores or were directly associated with kite stores. If you were left out of this list, please let us know and we will add your store. The following is the result of the membership poll.

CUTTING EDGE KITES

Cutting Edge Kites
676 Ocean Shores Blvd. NW,
Ocean Shores, WA 98569
(360) 289-0667
flying@cuttingedgekites.com
www.cuttingedgekites.com

We offer discounts to kite club members and we also ship all over the world if you can't come by the shop.
We normally have several sizes of Q2000 quads in stock and try to have several of the C-Quads in stock. We can order almost any brand of traction kites.
We have (1) PL folding buggy in stock. We can also order most Peter Lynn equipment and some other brands on special orders.
Currently we are unable to demo traction kites and buggies due to local laws.

Devotion to Motion Kites

312 Pacific Ave S.
Long Beach, Wa 98631
360-642-3541
e-mail info@dtmkites.com
web address is www.dtmkites.com.

We have QuadTrac Pro Foils in stock.
We do not have buggies in stock.
We can order traction kites and buggies for you.
We do have a buggy and traction kite that we can use for demo's and we would be glad to do it.
We also offer the club discounts.

JammerGear!

PO Box 1836
Snoqualmie, WA 98065
425-888-4818
e-mail Jman@ncfweb.net

We manufacture quad line power kite handles in several sizes as well as custom lengths.
Additionally, we carry used JoJo power kites in all sizes.
Used buggies available (occasionally).
Buggy Demo's (tandem too!). Power kite Demo's.

Kites Northwest

300 Broadway
Seaside, OR 97138
503-738-6850
800-KITESNW
kitesnw@seasurf.com

We specialize in Libre buggies and JoJo brand kites.
We stock JoJo's RS, SC, and Instinct series of kites and carry the Libre buggies in the store.
We can special order any other brands of kites or buggies as requested.
We would be happy to demo the kites and buggies too.

Paint the Sky Kites

828 NW 23rd Ave
Portland, OR 97210
503-222-5096

We stock Quadrifoil and Skytiger kites. We are happy to special order any kite.
We stock Peter Lynn and Cobra buggies.
Due to our location, we do not regularly do demos. However, we are always happy to arrange a demo if possible.

SKYLINE WINGS

16264 18th Avenue
Surrey, B.C. V4P 2R5
CANADA
PHONE: (604) 535-8304
FAX: (604) 535-8302
E-MAIL: jojo@skyline.bc.ca
WEB: WWW.SKYLINE.BC.CA

We have JoJo dual line and quad line traction kites in stock.
We stock Libre buggies.
We also have accessories for traction kiting.
Demos are available through our dealers.

WindPower Sports

(Formerly BFK Sports of Las Vegas)
3111 S. Valley View, A-116
Las Vegas, Nevada 89102
Phone: 702-220-4340
Fax: 702-365-8381
Toll Free Order Line: 1-888-225-9664
www.windpowersports.com
info@windpowersports.com

We carry Quadrifoil Q series, Comp X series, Skytiger, Flexi, PL C-Quads in stock right now. We are adding JoJo, Ekko and Mosquito wings soon.
We carry PL, Flexi and Libre buggies in stock right now - more selection in the future.
We acquire most any brand on request.
We offer custom fittings for buggy pilots.
We teach buggy, power kite, kite boat, kite board, and landsailing here.
We offer some of the finest dry lake buggy/landsailing sites in America.
Our staff includes very experienced power kites including Mike Walden from Hawaii, and Corey Jensen. This is more than a job... It's a way of life.

VISIT OUR MEMBER MERCHANTS!

Buggy Racing in the U.S. *In My Opinion* by Kelci Williams

Although I am not a buggy racer perse, my husband Morrie and I have officiated at numerous buggy events here in the Northwest and have assisted in many others on the dry lakes and at AKA Conventions. We have been involved with the sport since October of 1993 and were instrumental in starting the first and, I believe, only buggy club in the country. That being said, here are my views on buggy racing in the U.S..

When queried "why did you get into bugging", invariably the answer is "for the fun of it." 'Fun' for some means cruising around enjoying the sun, the wind, and the quiet speed; while for others it means competition, racing, and the quest for the gold. 'Racing' too can be broken down into two types - unorganized (friendly competitions where the racers themselves determine the results) and organized (where knowledgeable volunteers officiate the races and determine the results). Unorganized races can happen anywhere and at anytime more than one willing participant is present. The results of these races have no bearing on any local or national point standings, nor are they recognized by our friends overseas. Therefore, the balance of this article will concentrate on organized racing.

The racing contingent in the U.S., unlike our compatriots in the U.K. and western Europe, has done very little to jump into the arena of real organized competition. The Sunset Beach Buggy Bums have attempted to put together a regularly scheduled series of races here in the northwest and competitions are held at Wildwood and Ivanpah each year, but there is no true racing circuit held to determine who is top dog. The only (possibly) recognized official races run in our country are those held at the AKA convention. And there are no invitations issued for buggiers to race at the convention, instead it is open to anyone who wants to compete, with the winner walking away with a nice trophy or plaque. What winning this one series of races really means in the global realm of buggy racing is extremely questionable, I'm sure.

I've been told that we in the U.S. don't want all of the rules and regulations that they have in Europe, that it takes all of the fun out of it and that the buggiers overseas don't even talk to each other between races. This may or may not be true, I don't know. But, the fact remains that if the racers here in the States want their victories to really mean something, organizational changes need to be made. It may not be necessary to go to the extent that the overseas folks have gone to, but some sort of yearly series of races along with a rating system should be established.

In addition to a published racing schedule and a method of tabulating the results, you need volunteers who are willing to officiate these competitions, and rules (yes, I know that's a dirty word) by which to run them.

There are a few buggy racing rules and a scoring criteria included in the AKA's '*Traction Kiting Manual*'. This is a beginning, however I have yet to see a race run following them to the letter, usually for valid reasons. In order to start circuit races as outlined in the manual, there should be 10 to 15 meters between entrants. In addition, this type of race consists of at

least three marks with upwind, downwind, and reaching legs. This requires a huge amount of room and may be valid when bugging on the dry lake beds but not on the relatively narrow strips of beach that we so often use for these events. As a matter of fact, I've never seen racers spread out to that extent on the lake beds where there is almost unlimited space. So maybe this section of the rules needs some attention. When preparing this manual, the writers should consider the different types of conditions under which buggy races are run and devise different course possibilities accordingly. The scoring method is simple enough and I have seen it used with some modifications. This K.I.S.S. scoring scheme makes it easy for all involved to use and understand so why not stick with it.

And now about those stalwart individuals who volunteer their time and energy to officiate these races. It is my belief that these are the people who should set the course, determine which racers comply with the rules during the race, score the event, and calculate the outcome. If the racers have questions about the results, they should request a recount by the judges, but the final determination should be made by the officials. If one or two racers set the course and make the rules, they have an unfair advantage over the others. Therefore, in order to have a fair and organized race, impartial parties who are not participating in the races should be the ones to perform these tasks. If the racers feel that they are the only ones who can set a course properly, then maybe some of the experienced competitors should officiate a set of races for any intermediate or beginning participants and then enlist these fledglings to run their races.

In conclusion, I would say that you buggy racers are the ones who have to make some decisions. Do you really want to take part in organized races with scheduled events, a rating system, and officials who set up and judge the competition? Or, do you just want to have friendly, haphazard get-togethers with rules made up as you go? You need to decide and to do something about what you want to see happen in the buggy racing arena in the U.S..

This Issues Featured Kite Store Is: ***Kites Northwest (AKA Traction Inc.)***

by Morrie Williams

For those of you who have had problems looking for traction kiting equipment, your search is over. *Kites Northwest* in Seaside, OR, is the home of traction kiting in the northwest.

Store owners Linda and Kurt Anderson not only sell traction kites but are avid traction flyers themselves. If you want to try before you buy, give Kurt a call and he will be glad to meet you at Sunset Beach for some hands-on with many of the current wave of hi-tech traction kites and buggies.

Their store is located in downtown Seaside at the Carousel Mall. Remodeled over the winter, the store now has a more open feel with much more useable space for the stock of kites, windsocks, banners, and miscellaneous toys that they have available for you. Go on in and tell them NWBPA sent you.

Anyone Interested in Blackrock?

by Morrie Williams

The Blackrock Desert in northwestern Nevada is one of the largest expanses of dry lake in the U.S.. This is the area where several land speed record attempts have been made.

Dave Patterson is trying to put together a trip to Blackrock which will cover a route of 127+ miles. This actual distance run is tentatively planned for October of 2000. Dave and Hab Brass plan to drive the route after the Labor Day trip to Alvord this year, to determine it's feasibility.

If you are interested in next years run, please contact Dave Patterson at 253-631-9480 or vquest@nwlinc.com.

Labor Day at Alvord

by Morrie Williams

Once again it's time for the final trip of the year to Alvord Dry Lake near Fields, OR.. Each time we go to Alvord the group gets larger and larger.

This is the closest dry lake to the Pacific Northwest. If you have never buggied on a dry lake and don't have any plans for the Labor Day weekend, come and join us for a great time buggying till you drop!

For information on Alvord, contact Morrie or Kelci Williams at 360-268-0318 or williams@techline.com.

Letter from the President

It seems like the season just started and we're already getting ready for WSIKF. Was this season as short as it feels to me?

One of the Northwest's kiting patriarchs, Tom Sisson, is seriously ill with pancreatic cancer. Our best wishes go out to Tom, Jean, and their family. Look for some special recognition for Tom at WSIKF.

We'll need a crew to help setup our WSIKF demo field on Wednesday, Aug 18, at 9:00am. Please contact Morrie or Kelci Williams at 360-268-0318 or williams@techline.com.

Don't forget the annual meeting and BBQ at Sunset Beach, OR, on Thursday, Aug 19, during WSIKF. Bring ideas on what you want your club to be in the future.

That's about all for now, see you on the field!

Morrie

Classifieds

FOR SALE -
Demo Kites, Handle Kits, Custom Wheels for all Buggies

Contact Kurt Anderson for details at 503-861-3833 or e-mail: kitesnw@seasurf.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 Chikara - Can\$975.00.

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

FOR SALE -

Peter Lynn comp buggy.	Used only 4 times
Q2002 w/lines and handles	
Q2004 w/lines and handles	Valued at over
Back rest w/custom padding & storage pocket (red, white & blue)	\$1500
Diaper (red, white & blue)	
DA Kine harness (large)	WILL SELL ALL FOR USD\$1000
Fenders	

Contact Al Councilman at 253-927-0275 or al525@aol.com

FOR SALE -
Quadrifoil C1 & C2 - matching colors (mint green/lilac purple) in very good condition.
Asking \$600.00 for the pair or will sell separately
C1 with one line set = \$325.00
C2 with two line sets (100' and 50') = \$350.00

Contact Eddy Petranek at 208-381-0599. 208-863-6966 or eddvoti@aol.com

FOR SALE -
Peter Lynn Competition Buggy
In great condition w/extras - \$325.00

Contact Jason Clack at 206-226-1096 / jasonclack@yahoo.com

FOR SALE -
Older Peter Lynn Competition Buggy and a Skytiger 26 - Asking \$325.00 for the package

Contact Max Jackson at 360-793-0378 or mjackson@premier1.net

Get Your NWBPA Pins Now!
1 1/4" gold metal in three color combinations
Teal background w/magenta buggy seat
Green background w/fuchsia buggy seat
Purple background w/yellow buggy seat

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



Mark your calendars for these events:

Aug 16-22 - Washington State International Kite Festival - Long Beach, WA. Contact Morrie or Kelci Williams - 360-268-0318 or williams@techline.com.

Aug 19-21 - Northwest Buggy Races -Long Beach, WA. Open Race #3 - WSIKF. Contact Richard Ridgeway - 503-887-2168 or ridgeway@seikotsi.com, or Kurt Anderson - 503-861-3833 or kitesnw@seasurf.com.

Sep 4-6 - Fall Buggy Blitz - Alvord Dry Lake, Fields, OR. Contact Morrie or Kelci Williams - 360-268-0318 or williams@techline.com.

Oct 5-9 - AKA Nationals - National Buggy Competition, Muncie, Indiana. Contact Corey Jensen - 702-220-4340 or coreykite@aol.com.

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 that time of year again. Time for fun in the sun and bugging your brains out, that is. Just remember to protect your **BOOBS** at all times. Don't let them get too much sun and make sure that none of those wild buggy boys runs over them.

Fly high and proud. Let them know you're one of that elite group known as the **BOOBS!**

NWBPA Membership Application

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

Name _____ Hm Ph. _____

Address _____ Wk Ph. _____

City _____ State _____ Zip _____ e-mail _____

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

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

NorthWest Buggy Pilots Association

c/o Morrie and Kelci Williams

P.O. Box 1358

Westport, WA 98595-1358

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