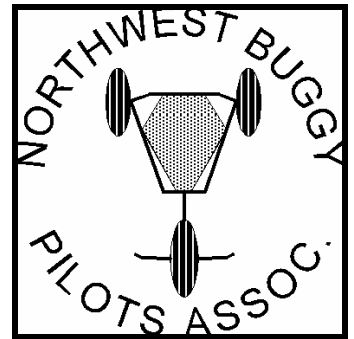


NWBPA News

Winter 2000

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Blackrock's Burning Man Festival '99

by Steve Irby

Nothing can prepare you for this...waking up at 4:00 am to the 200 beats-per-minute techno music coming across the playa from one of several "Rave" clubs spread around the inner circle of this huge instant city. I roll over in my sleeping bag and try to get some more sleep. I note the wind has diminished from the day before when 45mph gusts about blew my camp away. It is Tuesday of Burning Man.

About ten years ago, the organizer's girl left him for another man and he and some friends, who came to help him drown his sorrows, burned a wooden effigy of the guy who got the girl. They did this on a San Francisco beach and repeated the ritual again the next year. It grew into such a big gathering that they moved the venue to the Black Rock desert in northern Nevada, about 100 miles from Reno, near Gerlach.

Every Labor Day weekend and the week preceding, the festival organizers and over 20,000 participants (no spectators) create the biggest experiment in temporary community in existence. The overall theme is "Radical Self Expression" and "Radical Self Reliance". It is awesome. I was drawn to the event because of the location and the prospect of having a great time kite bugging with friends in a totally new environment. It was nothing like I expected.

The citizens of Black Rock City (BRC) are all supposed to be "participants" in the biggest performance art display on the planet. Let me tell you, it is. I have always looked at the strange young folks in Seattle and other places, with their pierced appendages and hair dyed wild colors, as interesting, but not as anyone I could relate to. This has all changed. I will try to explain.

I left Seattle on Saturday morning. I had put a burning man logo on the back of my utility trailer which was loaded with kites, buggies, camping gear, and a "Playa Bike" (a cheapo garage sale bicycle to ride around the desert on). I pulled into the rest stop south of Olympia, WA, to check my rig and secure the bamboo poles I had strapped to the Pathfinder for use in constructing a shower stall. Within a minute, eight or nine young people came over to say "Hi". Turns out they saw my BM logo and were heading from Seattle to Burning Man also. They were so pumped up with energy and anticipation of the coming week's experience that they could hardly contain themselves. I invited them to watch for my kites and come out for a buggy ride. They responded with glee and gave me their BRC address so I could visit their camp later. They said their theme camp name was "Fleshlab" and they would reside at "10:00 o'clock Earth". (I started to get a picture of what I was in for.) First big hugs and then they piled into their trucks and



The not yet "Burning Man" at Blackrock.

photo by: Steve

campers, loaded to the gills with people and supplies.

My camp for the night - Summer Lake Hot Springs in South Central Oregon on route 31. I pitched the dome and opened a Cup O'Noodles. I noticed my eclectic neighbors were having a good time. They saw my logo and hollered "Yeah! Burning Man!". We enjoyed the hot springs together, after the sun set in the west. They were BM regulars from Portland, and told me what to expect. Nice folks.

I got on the road early on Sunday morning since I had to pick up some water and ice in Alturas, California, before I crossed into Nevada and into Gerlach from the north. I stopped at the Texaco station for gas and asked if they had a high volume hose that I could use to fill my containers. When asked where I was headed, I told the owner "the desert to do some camping". He responded "You don't look like the type to be runnin' around nekkid in the desert". I laughed and told him "I didn't mind if others did, as long as I can buggy". I took on 40 gallons of water and 80 lbs. of block ice - enough to be comfortable for a

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week.

I stopped in Gerlach for my last meal, so to speak. Brunos Cafe and Casino served up some very good food and cold beer. Lots of interesting people came and went. I could tell the locals from the BM bound easily enough. This was the last chance for anything before setting out for the playa, as the locals call the dry lakebed. Playa means 'occasionally dry lake'. Summer is one of those occasions. I was anxious to get to my campsite as the winds were picking up and it was getting late.

I got to the BRC main gate and stopped at the ticket booth and traded \$100.00 for a ticket to Burning Man. In return, I was assured of porta potties in the middle of nowhere, security by the volunteer rangers as well as the local cops on overtime, medical aide on standby, and the freedom to express myself in any way I pleased as long as I didn't harm anyone else. Whoa! Cool. I got a map of the city and found that they had gone a couple miles out into this vast expanse of wilderness desert and laid out a series of concentric circles for "streets" named after the planets and radials every 15 degrees for connecting avenues named after the hours on the clock face - a "Wheel of Time". The MAN (which gets burned on Saturday night) was in the center of all of this and the whole city is well over a mile in diameter. I learned from the map where the "quiet side" was and started driving up "Neptune" until I got to 3:00 o'clock, then hooked a left up to "Saturn". No kidding, there were big posts with signs attached naming the intersections - very logical. I saw a cluster of porta potties and parked a distance away at 2:30 Saturn, my home for the week. There was no camping from 2:00 o'clock up and over to 10:00 o'clock. It was "closed to vehicles" and served as an approximately three square mile area for "art displays".

People were arriving all the time, setting up camps, riding around on bicycles, and getting familiar with the layout. I hopped on the playa bike and did the same. I rode around looking for "J.D." Sandsalver who I met at El Mirage. He was supposed to be there somewhere with his kite buggies and other toys. I gave up and went back to the rig to set up camp. In a rising wind that picked up clouds of playa dust from every arriving vehicle, I managed to set up the tent and sunshade structure. I was set for the night.



Steve's camp at the "Burning Man" fesitival.

photo by: Steve

After preparing a meal and enjoying a can of Guinness, I put on my jacket, headlamp, and ever-present camelback water bag. Then, before I set out to tour the city after dark, I donned my new helmet cover, so well crafted by Candy Howard and presented to me at WSIKF this year. It depicts the "Grim Reaper" with skeletal eye sockets blinking red in the night, Mr. Bones' hands (one holding the scythe) sticking out each side, and long rags flowing like dreadlocks from behind. Hey! I fitted right in. Almost everyone was dressed up like Halloween to some degree. The creativity was unmatched anywhere. I constantly craned my neck and popped my eyeballs to see. It was getting cool as the sun set so I added a layer and headed out on the bike.

I wandered among the campsites as I headed out onto the central playa. People were still arriving everywhere I looked. The wind settled a bit, so I rode out to the Man. It must have been about forty feet tall and was made of a wood monocoque type of construction which gave it a 3D appearance. It was outlined in neon lights and stood atop a pyramid of hay bales. I climbed up and checked it out. It was going to make one helluva bonfire. Nice. I rode the bike around the site along Mercury. Most of the theme camps were still under construction, but some were finished and offered some strange and bizarre experiences. Out on the playa, there was a vehicle moving along which, upon close inspection, turned out to be a rolling BAR! The bartender invited me to stick my bike on the back and have a seat on one of the many bar stools which lined the perimeter. He slid a cold can of Tecate beer over to me and said "Welcome to Burning Man" - very cool.

There is no vending allowed at BM, everything is on a barter basis, but sometimes, like at this bar, things are just...free. Soon the bar started moving. Indeed, it was a motorhome chassis opened up all around with outriggers bolted on above and below to provide for the stools and sunshade above. I didn't get off the rolling bar until three hours later. What fun.

On Tuesday, the winds were light with clear blue skies. It was time to BUGGY. I towed the tandem buggy out to the playa behind the bike. There was a C-2 kite in the air pulling..."J.D.". We visited a bit and he was off. I quickly got set up and was cruising the playa. People stopped and watched everywhere I went, most never having seen a kite powered buggy before. Many times I stopped and gave rides to the willing. Often they insisted on giving me something in exchange - never money, but an apple, a rubber dinosaur, a back rub, an invite to climb a private tower to view and photograph the city, etc., etc.. The sun was hot and the dry air really wicked the moisture out of me. I constantly sipped the Gatorade mix in the camelback and I was feeling great. The winds were fickle. It blew well for a while, then nothing - typical desert conditions.

There were light winds and sporadic buggy trips around the vast dry lake, out beyond the city, on Wednesday and Thursday. Thousands more people were arriving all the time. Theme camps were completed. There was a lot of nightlife, as it was too hot during the day to do much except cruise around and inspect some very good artwork - mostly sculpture and performance pieces that defy description. Nudity was common during the heat of the day. People have some interesting ways of expressing themselves. I was invited to a cocktail party for "Geezers" and enjoyed a margarita with some very nice people,

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many of whom have been coming here for years. I loved that place. I toured some of the Rave clubs with my neighbors. Ear plugs came in handy - I needed them to sleep. What must it have been like on the loud side?

Busted! On Friday I was out bugging in the light wind when the Blackrock Rangers informed me that I needed to obtain a permit from the Department of Mutant Vehicles in order to operate my vehicle inside the fenced "city". I decided to skip that and go back to camp for a beer. I rolled into camp with buggies in tow to find ...Corey Jensen! We flew kites, talked kites to the neighbors, and had a blast exploring the city. We rode over to find J.D. among his friends and saw the cool alien flying saucer he built and brought to the event. A drivable spaceship for two.

Huge crowds were there by then. Every conceivable type of conveyance and camp shelter were in evidence, including some that were inconceivable. I saw an actual dentist set up in front of his motorhome offering to barter for dental care.

Jon Reinschreiber and a whole bunch of kite flyers were camped right on Mercury (main street) in a theme camp called "Tethered Aviation". They put up everything from fighters to flowforms to contribute a nice show when the wind blew. I understand Jon found a whole new use for a 252 flowform - ask him about it the next time you see him.

There were good winds all day Saturday, but who wanted to buggy. There was so much to experience. I was constantly distracted from one course so that I could see something else. Everyone was so friendly, I felt at home everywhere in the city. I visited with the guy who would be operating the huge kerosene "guns" that shoot about ten gallons of fuel into the air ignited by a propane torch. KaWHOOSH! the whole desert lights up as the burnt fuel cloud rolls into the sky. We watched "Megavolt", a guy in a wire mesh suit who plays with enormous bolts of lightning shooting out of a big tesla coil mounted on top of a big truck that tows a large generator. I had never seen such a thing.

It was 9:00 pm and time to burn the man. With a torchlight parade of sorts, the performers brought the fire out to the man. 22,000 people surrounded the man as fire jugglers and dancers performed, at a somewhat safe distance, inside the circle of light that surrounded the man. Rangers kept the crowds at bay. Fireworks ignited from within the skeletal structure and the man burned with a fury. People shouted and screamed with delight when his supports were pulled down and the whole thing fell into a heap. You could feel the heat from quite a distance. The crowds moved in close to watch as dozens of young people, many wearing nothing but a big smile, danced and chanted and drummed their way around and around the bonfire.

It is impossible to adequately describe the spectacle except to say that you immediately think that everyone should experience this event. I was warned that this experience would change me and I must admit that it did - in ways that I cannot explain.

On Sunday, I packed up and was out of there by 2:00 am. I wanted to avoid the traffic jam in the afternoon and to get to Alvord Dry lake in Oregon by the time the wind came up. As I drove out through the greeters station, by then abandoned, I

could still hear the drumming and music from the numerous clubs where people were dancing the night away. The flames were visible for miles. Party on friends.

I rolled onto the Alvord playa after a long soak in the hot springs. It was good to be back. I found the crowd of NWBPA'ers and landsailers at the usual spot. I got in a few fast buggy trips across the lakebed, and visited for a while. I managed to phone in a food order to the Fields Station and to pick it up just as they closed at 5:00 pm. I drove up to Burns and crashed for the night in the City Center Motel - not bad.

I arrived home on Monday evening after putting 1600 miles on the Pathfinder without event, save for getting the exhaust pipe welded in Burns. What a trip.

I am sure you will be hearing more about Burning Man. As it was this year, the BLM would not allow off road access to the Black Rock desert until several miles north of BRC and prevented vehicle traffic on the playa within three miles of the temporary fence a mile from the city. Next year is uncertain. It would be nice if the "powers that be" at BLM came to see us kite buggies as the low impact, crowd pleasing, contributing participants that I know we can be. It may take a year or two of self-policing and setting a good example. Even if you didn't want or get to buggy in Black Rock City, you would be glad you participated and would never forget it. I guarantee it.

For much more information on Burning Man, check out the following url's on the web: www.burningman.com or www.wrybread.com (this one has a picture of my red Pathfinder camp setup on their "Monday" of burning man diary page.) Look at <http://wrybread.com/burningman99/chapter1/part5.shtml>. There is a big book at Barnes & Noble titled Burningman, It's worth a look if you are interested. I may put up a web page of pix in the near future. Check out my web page at www.nwlink.com/~sirby.

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How I Became a Boob - Part 2 "Girls don't do that sort of thing, do they?" or "Am I really a control freak?"

by Mary Neitzke

Last time I talked about being a 4-line nut. Go ahead and label me a control freak; I won't mind! Anyway, when I realized that those big kites in the sky were attached to people on those teeny thingies with three wheels, I knew I had a lot to digest while on the long flight back to Michigan. My husband Bob and I had a lengthy conversation about it and decided we would check it out when we returned to Long Beach in a year. Back home, after settling in to our normal daily routine where buggies are not a part of life (kite flying in general is pretty sparse where we live), all this craziness was soon put aside, but not forgotten.

A year later, when we returned to Long Beach for the next WSIKF, we were loaded down with even more kites! We had so many that we had to ship them from our home to the Edgewater Inn. The Kite Museum was holding it's annual wine tasting party the same night that we arrived. After a LOOONG day of travel, some stress about our prized kites arriving safely, and a fair amount of alcohol, I decided to let Bob party while I retired to the hotel room. A few hours later he came up and tried to get in, but I was passed out cold! I was the only one with a key. He went downstairs to the office to get another key and on his way he met some people in the parking lot. They started to talk with him and soon gave him one of their club pins. It was labeled "Northwest Buggy Pilot's Association".

The next day when I awoke, Bob showed me the pin he got the night before. He was so proud of that pin that he immediately attached it to a highly visible spot on his hat. Then he told me how nice these people were -- I just had to meet them -- and that they were buggy people too! Bob's chance meeting in the parking lot with Morrie and Kelci Williams and Stu and TJ Murphy would change the course of our lives forever. We had a great time that year getting to know the buggy folks. Kelci even gave me a BOOBS sticker and asked me if I wanted to join the club. Of course I did!

Bob ordered a buggy and some kites shortly before our next WSIKF trip. We put the buggy together in the living room and tried it out. We used every spare moment to practice flying our buggy kites. We were finally ready! Off to Washington we went. Here we come you guys!

Picture a wide sandy beach, low tide, a clear sky, near perfect wind, and a virgin buggy poised and ready for it's first rider. It was perfect. It took Bob and I years to get there. The only other time in my life that I was that terrified was during my first ride in a single engine plane shortly after Bob got his private pilot's license. Of course I insisted that Bob go first. As he took off, I decided right there that this was NOT the sport for girls. It was as simple as that. I had found my way out.

I watched Bob learn how to buggy. I couldn't tell if he was having a good time or not. He looked a bit frustrated at times and when he finally returned he was pretty wet. The first words out of his mouth were, "You gotta try this!" Do I really HAVE to? Can't I just watch?? I tried to come up with every excuse I could... I need to go to the bathroom, I have a headache, my arm hurts, my pants are too tight, what if I run into a log and rip

myself a new one, and I don't want to die!! What if I lose control, the worst thing that could happen to a control freak? Eventually I knew I had to do it or I wouldn't be able to live with myself. Even if I failed miserably, I could at least say I did it and I didn't like it.

With my butt barely an inch from the ground and the kite in hand, I gave it a try. After surveying the area and making sure there weren't any obstacles (like people) for miles around, I took off. I can't even remember all the things in my mind at that time. All I knew was that I was going at least 100 MPH directly toward the center of the flying window and gaining. All that coaching about tacking eluded me. I was so scared that I dropped my kite and came to an abrupt stop. How could I stop so quickly when I was going so fast! I looked behind me and Bob was just a small dot on the beach.

Uh oh, I would have to WALK back! How embarrassing. I was hoping that nobody was watching, but they were. Up pulls two buggies with two great guys, Dave and Hab. I remembered meeting them before but didn't know them well. They could tell I was in trouble. I didn't know how to tack! With a few lessons from Dave, I started out again. Hab kept his distance. He either thought I might crash into him or he didn't want to hear me call him "Habib" again. Much to my delight, the moves that Dave showed me worked! I was determined to tack back to the point where I started. It took me a very, very, very, long time, but I made it back. I can't describe the elation that I felt at that point, knowing that I actually DID IT. After jumping off of my buggy with a huge smile on my face, I ran down the length of the beach yelling "I'M A BOOB! I'M A BOOB!" I'll bet the folks on the beach thought that I was truly a boob! It's all I could talk about for the rest of the trip. Everyone I saw found out immediately that 'I was a BOOB'.

I know all you buggiers will never forget your first buggy experience. I sure would like to hear some of your stories!

|| **Publishing Policies -** ||
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	The purpose of this publication is to inform the members	
	of the NWBPA about what is happening in the world of	
	bugging. We consider all submissions to the newsletter	
	based solely on their relevance in this regard. We	
	neither endorse nor condemn the opinions of any	
	individuals or groups, we simply publish the information	
	so that our members are aware of what is happening.	
	Newsletter publication dates are the 1st of February,	
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Corey's Millenium Buggy Thang

by Morrie Williams

Kelci and I arrived at El Mirage dry lake on Tuesday morning, December 28th. We drove up the lakebed looking for signs of the buggy bunch that usually arrives early at these events. All we saw were a lot of landsailers and dirt bikes but no buggy people.

As we approached the area that we thought was Walt's Cove, the usual buggy gathering spot, we noticed something red on the shoreline. On closer inspection, we determined that it was Mike Eason's beater trailer (even more beaten than ever), but there was no sign of Mike.

Figuring that Mike and others should be arriving soon, we decided to stay there and wait. It wasn't long before Dave and Carol Lord pulled in and shortly after that, Mikey drove up. Realizing that we weren't in the right spot, we moved a little farther west to the area that we thought was the real Walt's Cove.

The morning winds were light and the sun was warm, a welcome change from the damp chilly Northwest winter. The winds increased that afternoon and we were able to get in a few hours of buggying. George Cameron pulled into camp during one of our buggy breaks.

Wednesday was a no wind day, so we took the opportunity to bake the Northwest winter out of our bones and catch up with friends. Late that afternoon, Mike Dooley arrived from Las Vegas followed by the infamous Cha Cha with his motorhome and trailer. That evening while leaving the lake, we passed Corey Jensen coming on.

There was no wind on Thursday either, but Mikey wasn't thinking about that. This was the day he had been waiting for since he left the Northwest. He took delivery of his Fed 5 class landsailor. Mike was given all of the assembly instructions and a short course on sailing, even though there was no wind. Smokey and Mary Wilms, as well as others, drifted in that afternoon. Late that night, a band arrived and started setting up, courtesy of J.D..

New Year's Eve started out with no wind. But, as the morning progressed, the wind picked up and everyone started buggying. That afternoon more people arrived including Steve Kent, Dana Dumond and Steve Bateman. The evening was filled with fireworks, music, and friends - a great way to spend the 'Eve of the New Century'.

The New Year started off with a blast... of wind that is. Good winds from morning till night meant lots of hours of buggying and landsailing for everyone. Through many meandering miles and dubious dust storms we rolled on, in some cases stopping only for safety sake.

The wind was still blasting on Sunday, only it was turned up a few notches. When we drove onto the lakebed, visibility was near zero. We slowly crawled out to Walt's Cove to load our buggies and to say a quick good bye to the remaining folks.

It was a great trip, but next time we'll have to talk to Corey about turning up the thermostat. People who stayed overnight on the lake had reported temperatures in the low 20's. Prrrrrrr!

Letter from the President

by Morrie Williams

It's winter in the Northwest again, time for reflection on the previous season and anticipation of the next season. It's also the time of year that everyone here gets "cabin fever" or the blues.

My wife and I just returned from a trip to California for Corey's Millenium Buggy Thang. We had hoped for some warm weather to bake out some of the dampness from the winter, but it was not to be. The temperatures were cool if not downright cold. On our way home, we stopped in Primm, NV, and one morning our water supply to the camper was frozen.

In the past year, we've had quite a bit of "discussion" about the pro's and con's of racing and the rules associated with racing. In this issue of the newsletter there are overlapping events from the two schools of racing. We want everyone to know that we only report what's happening in the buggy world and pass no judgements nor endorse anything other than NWBPA events.

Some thought should be given to who you want at the helm of this organization for 2001, as this will be my last term as your President. You should also think about who might take over the buggy duties at WSIKF in 2001, because Kelci and I will be stepping away from that also.

It would be nice if we could get someone to volunteer to be our expert on kite surfing and write some articles on this fast growing form of traction kiting. Hint, Hint.

I hope that everyone had a great holiday and that the coming season will be one of your personal bests!

Morrie

Spring Break Buggy Blast 2000

by Fran Gramkowski

For the sixth year in a row, buggiers will be gathering on Ivanpah Dry Lake for a week of fun and buggying. Ivanpah and Roach dry lakes are located on either side of a three casino complex about 45 minutes south of Las Vegas, in Primm, NV. It's on interstate 15 at the California/Nevada border. The 35 square mile Ivanpah Dry Lake is the larger of the two. It is part of a federal preserve and its use is restricted to wind powered vehicles. Smaller, but sometimes dryer, Roach Lake will be used as an alternative site. A day at Jean Dry Lake is also being planned; it offers many "off road" buggying possibilities. The surfaces of the lakebeds are hard so you go faster and hit the ground harder when you fall. Safety equipment, including a helmet, knee and elbow pads, etc. are a must.

Lake conditions - Ivanpah is the largest area available and will be used most of the time. The entrance to the lakebed is through a locked gate in back of the mini market. The combination to this lock will be provided to all those who register. There is a marked roadway to follow to a designated

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parking and camping area. No one is allowed past the evaporation pond fence or off of the lakebed proper into the bushes. The Bureau of Land Management (BLM) recommends that if the wind is blowing from the direction of the evaporation pond we leave Ivanpah and go to the other side of Highway 15 or to Roach. BLM has put air-monitoring equipment out there this year. At Roach and Jean Lakes, you can buggy off of the main lake surfaces.

Accommodations - There are three Casino Hotels next to the dry lake. We stay at Buffalo Bills, part of the Primadonna Casino Resorts. Room rates (per room for 2 people) are \$18.00 a night Sunday through Thursday, \$39.00 Friday night, and \$55.00 Saturday night. Call 1-800-386-7867 or 702-386-7867 and tell them you're with the Spring Break Buggy Blast group, code SSB 0305, to get these special rates. The FAX number is 702-382-1212. Fifty rooms are being held for us until 2/21/00. (Editor's note: This Primadonna Resort Complex also includes an RV Park and a Designer Discount Mall. You can call/fax the numbers above for information and restrictions.) Camping is allowed on the lakebed but there are no facilities. If you are camping, make sure you keep a copy of the event permit with you.

Racing - This year, we will continue the tradition of holding both enduro and circuit races. Everyone who participated in these races in the past has had a good time. The enduro race lets everyone set their own personal challenge and everyone who entered was a winner. We prefer that you pre-register for these events, but registration will be permitted the day of the event. Racing is scheduled to take place Thursday, Friday, and Saturday, March 9, 10 & 11.

Enduro Racing - A 50 mile race will be held on a rectangular course with 2 long reaches. If conditions permit, a 2.5 mile long course is set up. We will let the first 5 finishers continue on to determine a maximum mileage champion. There is a pit area set up for racers to stop for water, change kites, and get parts, if needed. A pre-race meeting will be held at 11:00 am Friday, the 10th.

Circuit Racing - The 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 clear 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 the risk 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. Races will be held on Ivanpah Dry Lake and start times will be at 12:00, 12:30, 1:00, 1:30, 2:00, and 2:30 on Thursday afternoon, subject to weather conditions. The course and racing rules will be reviewed at 11:30 am.

Free Style Event - On Saturday the 11th, we will have a new event, Free Style Buggy, so that all you hot-dogs can show us your latest buggy tricks. This event will start at 1:00 pm. Contestants are required to attend a pre-event meeting at 12:00 noon.

Be aware that wind conditions could cause the reversal of Circuit and Enduro Racing days.

Activities - Feel free to organize something with your friends or just do your own thing. A cookout is planned for Friday afternoon. Someone will take up a collection and go on a shopping expedition for the food that morning.

Fees - A registration fee of \$30.00 will be charged this year. Every registrant will receive an event short sleeve tee shirt. The registration fee also covers the cost of permits, AKA sanctioning, and porta-potty rental.

For more information write *Spring Break Buggy Blast*, 30 West End Avenue, Haddonfield, NJ 08033, USA. Or call 609-429-5735 or email frang@voicenet.com.

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

EVERYONE MUST REGISTER and pre-registration is preferred.

EVENT WEB SITES FOR UPDATES AND ADDITIONAL INFORMATION ARE: <http://www.kone.org/sbbb2000> and <http://www.voicenet.com/~frang/index.html>.

SBBB 2000 - Pre Event

On March 4th, in conjunction with Fran Gramkowski's SBBB 2000, we will meet at El Mirage Dry Lake for our annual pre-SBBB get together.

This year, in addition to our usual fun times, Jeff Howard, Dean Jordan, and Fritz Gramkowski will bring you the Ecco Beer GPS Team Challenge. This challenge is designed to test your skills with the massive playa that is El Mirage, as well as acquaint you with the fun of using a GPS for buggying. It will also rely on teamwork to get the job done. While details of the challenge will be kept a closely guarded secret to make it fair for everyone, the general idea, besides of course having way to much fun, is to find hidden waypoints in the desert and prove that you have been there. Cost of entry is one case of beer (or beverage of your choice if beer offends you). Drinking the beer later is entirely optional. If you are a minor you can still play with us, just bring your favorite soda or spring water! Plan on this taking the better part of Saturday afternoon, with Sunday as a "rain day". This challenge is open to everyone, but you must contact Dean Jordan or Jeff Howard to pre-register. Registration will be open at the last minute but will cost extra, as even a bunch of non-structured yahoos like us need to plan a little for your fun.

E-mail Dean at ahclem0013@aol.com or Jeff at pkc@icok.net if you need more information or to register.

This event is officially recognized as being run with the permission and blessing of the founders of SBBB and the consulting genius da Coreyllama. All other events at this time period are false and misleading. This has been a four year tradition.

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So come one, come all. Lists of participants will be posted to rec.kites, the kitebuggy e-mail list, and at <http://www.kone.org/sbbb2000>. Camping is permitted and encouraged and there is lodging within 20 miles or so. If you have not been, you must contact someone who has first, as this is a wilderness area and does not have full facilities.

It's the desert folks, special rules apply! Have fun, stay safe, and remember what our mascot says - "sometimes you just have to say I&X#! it and go buggy!".

aoxomoxoa

The "Dead Bird Day" Buggy Blast

by Steve Irby

Dick and Gail Bell, Keith and Lou Anderson, Jeff Howard, and many other kiteflyers from Texas, Oklahoma, and several other states have been gathering on the sunny Gulf coast of Texas each Thanksgiving weekend for several years. I joined them again this year and had the great time that I expected, relaxing and bugging with good friends.

I attended my first Galveston event in 1997 in conjunction with a visit with my family in South Texas. I remembered how warm and mild the weather could be during the fall months in Texas and found it a welcome change from the "Great Northwet".

I flew into Houston on Wednesday evening, picked up my rental car, and made the hour or so drive down to Galveston. After checking into the Hotel Galvez, a very nice Wyndham facility that extended a group discount to us buggy nuts, I found a group of friends gathered in and around the hotel hot tub next to the big outdoor pool. This turned out to be the social gathering place apres'buggy.

Turkey Day! While most of the nation was getting ready to watch football games on TV and eat capacious quantities of food, this group drove out to the far end of "East Beach". This is an expansive spread of sand to buggy on with four or five miles of beach to run down when the winds are right. Today the winds were not only right, they were right on! The group of about twenty buggies had been here for several days and had gotten rained on earlier in the week. The overcast skies held throughout the day. So did the wind. Many single line kites were up, including creations by Joel Shultz and Dick & Gail Bell.

Races... Yeah, get a bunch of our kind together with a few orange cones to lay out a course and it is instant fun. Thankfully, Jeff Howard chose to set up the course and act as official starter/timer. I entered the races and had all kinds of fun testing my skills against those of some of the best including Dean Jordan and Cliff Lemons. I have no idea who "won" as we didn't much care. We were racing for fun and the enjoyment of all.

You would think that a restaurant like Landry's would be able to push together a table for fifty in two-shakes right? Not! OK, plan "B". Everybody drive in procession down Seawall Boulevard until we find someplace open on Thanksgiving. Not too easy, but finally we found the "Black Eyed Pea" and its turkey buffet. Excellent food and service for the 25 or so that made it.

On Friday we had sunny skies and no wind. Well, not very much. We were able to buggy a bit with the big kites, but most of the day was spent enjoying each others company, the warm sunshine, and the local Texas beer.

Our friends from Korea had contacted me months ago to schedule a trip to one of our buggy events in order to feature our sport in a Korean television show. The name of the show escapes me now, but it might be something like "Jae Po, Adventure Guy" because it features a rugged individual, Jae Po, who travels around the globe learning new sports and competing in them. This time they chose kite buggies. Once before, he went into the Amazon jungle and lived with primitive tribes for a length of time and all the time he was being video taped. Anyway, I put them in touch with Dean and Jeff who got them all equipped and instructed on the fine points of flying quadline power foils and traction buggies. By the time I arrived on Thursday, Jae Po had it pretty well figured out.

I believe it was on Friday afternoon that the local kiteflyers served up a genuine Texas style Bar-B-Que complete with the best "Road Kill" chili I ever tasted. And you MISSED it? There is always next year.

Sunny skies, 70° F, and wind greeted us on Saturday. AoxomoxoA on the beach dude! It was one of **those** days. You don't want to quit. The onshore breeze allowed moderate speeds with the C-2 for many runs down the beach and back. Our friends from Korea still needed to get in a video shot of Jae Po racing the Americans down the beach, so we obliged them with a few takes until they got it right. That evening, the Korean TV production crew made presentations to the kite flyers that had been so helpful to them all week. Each received a handmade Korean fighter kite signed by the master kitemaker who built them. Pretty nice.

On Sunday, I packed up the buggy and spent the morning on the beach taking pictures and visiting with lots of friends who I had little time to see when on the buggy. Also in attendance from the Northwest were Bruce Griffen (KiteDuck@webtv.net) and Jon Ellis (trijon@pacifier.com).

Before I drove off the beach in the direction of the Houston airport, I paused to take a few more pictures of the scene completely filling my 32-MB smartcard. The results are published on my web page at <http://www.nwlink.com/~sirby/deadbird.html>.

If you want to escape the wet weather of November in 2000, plan a trip to the Texas Gulf Coast. You will find it to be a memorable experience. I am sure that I will return again, for more "Dead Bird".

Are You Due to Renew?

Don't lose out... Don't miss an issue... Don't be a buggy butt!

Check your renewal date on the mailing label on this issue.

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

To Race or Not to Race.... Alias NAPRA and Challenge 2000

by Luk Stanek

Quote of the Day

"just cause that is the way they do it in Europe is all the more reason we should not do it here..."

Corey Jensen at AKA Nationals '99

Hi and Happy New Year to all!

Let me introduce myself and tell you a little about me for those of you who don't know me. My name is Luk Stanek from Winnipeg, Manitoba, Canada. I graduated from the University of Manitoba in 1996 (B of Phys Ed.) and 1999 (B of Med Rehab, Physio). While at University, I competed on the Gymnastics Team. I started buggying about four years ago. Thanks to a students schedule, I was able to log many hours of flying, I mean doesn't everyone have a 30kms/hr wind clause in their contract? Average wind speed in Winnipeg is 32kms/hr. I started with a homemade copy of a Lynn buggy and a no name traction kite. Presently, I'm sponsored by Libre and JOJO Wing. My first big race was in February of '99 in Rimouski, Quebec, for WISSA (World Ice and Snow Sailing Association). Then in March of '99 at Ivanpah, Nevada (SBBB). In August of 1999, Richard Ridgeway and I were in Romo, Denmark for the International Buggy Camp (Open Cup '99, 2nd place). My latest competition was at the AKA Convention in Muncie, Indiana this past October (I think I finished 4th in the Circuit and 2nd in the Pursuit race). My history in buggy racing is relatively short but, I would say, already quite diversified. However, competitive sport is nothing new to me and goes back much further than university teams.

Over the last few years, there has been a lot of talk and discussion about racing. Through my racing experience, I have learnt a lot, especially while in Europe. So what are the differences in buggying between North America and the rest of the world?

First of all, the sheer number of people involved in this sport. In talking to people from different countries, I found that there must be close to 10,000 people involved in buggying alone. The junior races have kids as young as 8 years old taking part. As far as racing goes, there are over 1200 registered racers. On the starting line of the Open Cup, there were over 50 racers - excluding the top 30 ranked European pilots. At the '99 European Championship, eight countries were represented by teams consisting of their best seven pilots. There are beaches and small islands in Germany, Holland, Belgium, and Denmark designated just for buggying.

Second, the rules! This issue seems to be a real sore spot with many people here in North America. As far as my experience goes, good rules are a must to maintain safety, fairness, and fun for everyone involved, no matter what the sport. In the AKA events that I have participated in, I experienced and witnessed quite a few close calls, cut lines, wrapped kites, lots of confusion, and some nasty incidents. It makes for a very uncomfortable situation when one is speeding down the dry lake on a collision course with others, not sure what to do or what to expect. People are simply not really aware of what the rules are and quite often the right of way is simply a matter of who is

faster, more vocal, or more aggressive. During the last AKA Nationals in Muncie, Indiana, while giving a tandem ride, I was unable to avoid a collision with Dean Jordan. Luckily no one got seriously hurt, just some bruised ribs. Again, there is no safety without common rules. It's too bad Dean couldn't accept the offered free airfare to come and see the International Buggy Camp for himself last summer. Believe it or not, during those ten days of intense racing and buggying in Romo, I never felt unsafe or uncomfortable with those around me. For me, I was pushing the envelope to it's extreme... placing 2nd overall in the Open Cup '99. I don't want to get involved in telling others what to do when riding just for fun. One can always turn around or keep a comfortable distance from others. However, when we start talking and thinking about racing with others on a course, there is no room for assumptions and chaos. This is where the majority of the buggy world is simply way ahead of us. They have well established, clear, and simple rules and standards for racing. Denial of these facts simply doesn't do anyone any good.

Third is the format of races. Their (European) races are consistent from race to race and place to place. The main differences are in course layout and length (time) of each race. Our races are set on a very short course (150 - 200 m. between marks at best - even on a huge dry lake where space is not an issue) and last only 3 laps (5 -10 minutes at most). A single mistake of your own doing or someone else's means you are out of the race. With more than 20 competitors at once, it almost becomes more important to avoid others rather than use your skills and strategy.

The international standards set a longer course (minimum 300 m. between marks; one lap in Romo was 1500 m. in total) and use a time window (minimum 30 minutes for each race) rather than a number of laps. Every event consists of 3 - 5 qualifying races and one final race. Over two hours of racing time in changing conditions is a true test of your technique and performance. With good organization (everyone knew the time and race pre-start procedures), we were able to race 3 times in one afternoon. Thanks to race marshals, flagman, and a computer scoring program, race results were known within the hour. (I still don't know all of the results from SBBB and AKA.)

Now I guess everyone is wondering why NAPRA (North American Parakart Racing Association) and what are we trying to do with Challenge 2000?

Why NAPRA?

For Richard Ridgeway and me, that trip to Europe was a reality check. We realized that some things are too far set in stone and sometimes it is a lot easier to start something different rather than to fight for change. Like everyone else, we love to buggy for fun, to meet others and just hang out. But we, and quite a few others, are also very interested in racing on the same level as the rest of the world. No one was really doing anything about it. Thus, the beginning of NAPRA. This association was established strictly for the racing part of buggying in North America. All we want is to organize races under FISLY Class 8 Rules and Standards. This will allow us to host and participate in international events. The first World Buggy Championship will be held in Holland in September of 2000. We also believe that well organized racing will attract more participants.

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We are willing to donate our time and energy in developing this aspect of the sport for all to enjoy. This is our sole intent. All other statements and rumors about NAPRA are simply false and misleading. It makes me wonder why some people are having such a problem with this. For more information regarding NAPRA, check out our web page at www.parakart.org or contact Richard Ridgeway or myself.

Now what about Challenge 2000?

Thanks to the few top Europeans who have already been on dry lakes in North America, many others are now very interested in coming over here. They were all excited about racing on dry lakes and meeting others.

Since the people involved in organizing SBBB and other events were clearly not interested in changing the racing part of these meets towards international standards, Richard and I decided to organize the Challenge 2000 International Buggy Cup. David from Skyline Wings offered to help us organize this event and also became one of the main sponsors.

The date was set for March 2nd to 7th, right before SBBB 2000. This allowed maximum exposure and convenience for both the Europeans and the North Americans. Two weeks and two events at the same location. It gave the opportunity to meet new people, demo new equipment from several leading companies, and watch and learn from top class racers. It takes a lot of work to organize everything on a professional level, but it should be fun for everyone!

After discussing the plan with our friends in Europe, we came to the conclusion that this would work really well! Pushing limits during the first 5 days and having fun with others during SBBB. The only foreseen interference with an organized event was for the weekend of March 11 - 13 when a Kite-Skiing Cup in Silvaplana, Switzerland, was already planned. To the best of our knowledge, the El Mirage "pre-event" never was an established event. I mean not until well after we announced the Challenge 2000 World Cup! I went to El Mirage with David and Marc Bregman (from Holland) last year prior to SBBB. There was a small group (maybe 12, not 50 like some claim now) of us on the lake bed, some riding around, some watching the rocket car and the Viper race on the lake. Nothing organized; except a group dinner planned that day. Also, all previous "press-releases" regarding the next El Mirage mentioned only "Corey and a few others will start the week of at El Mirage ...etc.". Suddenly, El Mirage became 'the only' planned event prior to SBBB and we were accused of organizing "a false and misleading event" by Dean Jordan which (correct me if I'm wrong) wasn't even in El Mirage last year.

It takes guts (or lack of limits) to pronounce yourself as "the best of the best". I was honestly expecting that at least some of "the best of the best" would welcome the opportunity to measure their performance to others closer to their level. I guess I'm wrong once again.

What can you expect from Challenge 2000?

By the end of December '99, we had confirmation from over 35 pilots coming from several European countries (Germany,

Belgium, Holland, U.K., and France) as well as from Argentina, Uruguay, and Brazil, besides the local North American pilots. Most of the European guests represent the top of their racing elite. The latest traction kiting equipment representing numerous brands will be available for demo. Everyone is invited to come, watch, free ride, and, of course, participate in racing with us. We were able to get special hotel rates with Buffalo Bills Hotel - call David at Skyline Wings or call the hotel direct at 1-800-386-7867 or 702-386-7867 and give them the booking code SSW0301 - Skyline Wings. The rates (per room for 2 people) are \$15.00 Sunday through Thursday, \$35.00 Friday, and \$55.00 Saturday (+ 9% tax). Our sponsors are helping out not only with prizes for the competition, but also by donating bottled spring water and other free goodies. We are also working on possible media coverage for this event (OLN and X-Games). Come and see for yourself... and judge for yourself.

All of the details about this event can be found at either the NAPRA page at www.parakart.org or at www.skyline.bc.ca/Challenge2000.

See you at the Challenge or SBBB, either way.

Luk Stanek (NAPRA)
(204) 779-9145 or luk_stanek@hotmail.com

NWBPA Meeting Minutes - 8/19/99

- The meeting was called to order by Morrie Williams at approximately 6:30 pm.. Morrie thanked the Sunset Beach Buggy Bums (SBBB) for letting us use their beach.
- Morrie opened the floor to nominations for officers for 2000. Gordon Wensley made a motion to nominate the current slate of officers. There were no further nominations. Dave Christenson seconded and a vote was taken for the nominees stated and the slate was passed unanimously.
 - Morrie Williams – President
 - Steve Irby – Vice President
 - Kelci Williams – Secretary/Treasurer
 - Morrie & Kelci Williams – Newsletter
- There was a discussion about the necessity for a racing chairman. Kurt Anderson felt that it wasn't needed. If people got together and wanted to race they could. There wasn't much of a turnout for the races scheduled for 1999 so far. Gordon said that we should have someone be the chairman and if people wanted to race, they could under his direction. Morrie asked if there should be official or unofficial races. Gordon said they could be unofficial, Kurt said that if you're going to hold them that they should be

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officiated. Steve Irby stated that there were usually races held during AKA sponsored events and that we should have organized races during those events so that we can learn and practice in that type of venue. After much discussion, it was decided to hold unofficial races possibly in conjunction with other events when possible.

- Gordon nominated Richard Ridgeway Racing Chairman, a vote was taken, and the motion was passed. The racing rules and schedule would be determined over the winter.
- Morrie talked about a safety chairman and said that he felt it really should be a serious job. Corey suggested that there should be someone who could remind us to watch out for each other at least. A vote was passed to retain the position.
- Morrie asked for nominations. Corey's name was mentioned but he declined the job since he does not attend the majority of our events. Dave Christenson nominated Dave Lord for Safety Chairman, Gordon seconded, the vote was unanimous, and Dave accepted.
- Kelci Williams referred to the minutes of the August 20, 1998 meeting and asked if there were any changes. She then stated the status of the pin sales - \$705.00 received, 119 pins remaining. Financial reports were available for review. There was \$1,175.18 in the club account which included most of the dues for 1999. Dave Jam (?) made a motion to accept the minutes and financials as written, Dave Christenson seconded, and the motion carried.
- Morrie asked for comments on other issues.
 - Dave Jam said that we should discuss how things went on Demo Day at WSIKF. Corey said that he heard lots of positive comments. The stickers that Jeanette and Dave Jam gave to each of the folks who got rides were a big hit.
 - Dave Jam mentioned that someone had suggested taking a Polaroid picture of the riders and sticking the label on back so folks would have a memento to take home. He said that he was going to try to contact Polaroid for sponsorship. Gordon suggested that Dave and Jeanette be marketing directors for the NWBPA to seek out sponsors for our events. No motion made.

- Having things roped off and staged worked really well.
- Morrie wondered if only the buggies who were pulling tandems should be on the buggy field during the demos. There was a discussion and it was decided that when there wasn't quite enough wind to pull tandems, the 'hot doggers' could put on a show and do their stuff, and then when the wind comes up, the tandem folks could use the field exclusively. (Single buggies could go farther South.)
- Having the buggies on display was a good idea - people could see the different types of buggies and possibly use them for photo opportunities, etc.
- Since many people are willing to pay for rides, the idea was brought up to collect funds and contribute them to a local charity – possibly the Tom Sisson Kid's Kite Corner at the World Kite Museum. Everyone felt that this was a good idea. There will be more thought about this this winter.
- Morrie mentioned that a question was brought up about whether the NWBPA should be holding this event (the day at Sunset Beach) during WSIKF since it pulled us away from the original event and that usually is a no-no. After much discussion and with the understanding that the WSIKF committee has no problem with our holding our event during the week, it was decided to keep things as they are and to hold the NWBPA BBQ/meeting on Thursdays.
- Jeff Howard talked about the upcoming Dead Bird Day event at Galveston, TX.
- Corey mentioned the Y2K Buggy Thang at El Mirage, CA, December-January.
- A big thank-you to the Washington Kitefliers Association for giving us their excess soda pop.
- There was a reminder about Alvord on Labor Day.
- Dave Christenson made a motion to adjourn, Corey seconded, and the motion passed. The meeting was closed at approximately 7:20 pm.

Classifieds

FOR SALE -
C1 & C2 "Pretty Babe" color - used 1 season and
P/L Comp "look alike" homemade buggy
All for \$500 OBO

Contact Al Worman - phone: 208-495-2603 or
email: worman@dmi.net

FOR SALE -
C-Quads with handles and lines in great condition:
8.5 - \$300, 6.3 - \$250, 4.4 - \$200, 3.2 - \$150

Also getting rid of last years racing kites. Call for details.

Contact Jeff Howard - phone: 918-426-5908 or
email: pkc@icok.net

FOR SALE -
Peter Lynn Competition Buggy with extras!
\$325.00 OBO or trade for something cool.

Contact Jason Clack -
Cell: 206-779-3272 or Home: 206-363-3272 or
email: jasonclack@yahoo.com

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1¼" gold metal in three color combinations
Teal background w/magenta buggy seat
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\$4.00 each (\$12.00 set) for current NWBPA members
\$5.00 each (\$15.00 set) for all others

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

Classified Ad Policy -

*Newsletter ads must be received by the editors by the
1st of January, April, July, and October for publication in
the following month's issues. Ads will only be printed
once unless the sender specifically requests otherwise.*

2000 Buggy Event Calendar

- Mar 2-7 - Challenge 2000 Parakart World Cup -**
Ivanpah Dry Lake, Primm, NV. For information
www.parakart.org or contact Richard Ridgeway -
503-887-2168 or ridgeway@seikotsi.com, or Luk
Stanek - 204-779-9145 or luk_stanek@hotmail.com.
- Mar 4-7 - Pre SBBB 2000 -** El Mirage Dry Lake,
Adelanto, CA. Contact Dean Jordan - 352-372-
2021 or ahclem0013@aol.com.
- Mar 8-13 - Spring Break Buggy Blast 2000 -** Ivanpah
Dry Lake, Primm, NV. Contact Fran Gramkowski -
856-429-5735 or frang@voicenet.com.
- May 12-14 - Texas State Kite Fest -** Rockport Beach,
TX. Kite buggy and sailing event. Contact Jeff
Howard - 918-426-5908 or pkc@icok.net, or Colette
Ratajski - 512-729-2448 or cmtrf@webtv.net.
- May 25-29 - Wild Wheels Buggy Blast -** Wildwood, NJ.
Contact Fran Gramkowski - 856-429-5735 or
frang@voicenet.com.
- May 27-29 - Spring Buggy Blitz -** Alvord Dry Lake,
Fields, OR. Contact Morrie or Kelci Williams - 360-
268-0318 or williams@techline.com.
- Jun 1-4 - Buggy Boogie Spring Thang -** El Mirage Dry
Lake, Adelanto, CA. Contact Corey Jensen - 702-
255-0570 or coreykite@aol.com, or Dan Rubesh -
805-659-5769 or windwiz@windwizard.com.
- Aug 21-27 - Washington State International Kite
Festival -** Long Beach, WA. Contact Morrie or Kelci
Williams - 360-268-0318 or williams@techline.com.
- Aug 22-Sep 4 - Roll to the Burn -** Gerlach, CA.
Contact Corey Jensen - 702-255-0570 or
coreykite@aol.com.
- Sep 2-4 - Fall Buggy Blitz -** Alvord Dry Lake, Fields,
OR. Contact Morrie or Kelci Williams - 360-268-
0318 or williams@techline.com.
- Oct 2-7 - AKA Nationals -** National Buggy Competition,
Treasure Island, FL. Contact person TBA.
- Nov 23-26 - Turkey Day Buggy Thang -** Ivanpah Dry
Lake, Primm, NV. Contact Scott Dyer - 702-220-
4340 or BFKLV1@aol.com, or Dan Rubesh - 805-
659-5769 or windwiz@windwizard.com.
- Nov 18-26 - 7th Galveston Buggy Blast 2000 -**
Galveston, TX. Contact Dick & Gail Bell - 972-423-
3630 or dickbell@home.com, or Keith Anderson -
281-481-2723 or ktinker@swbell.net.

CHECK THE LIST TWICE AND LET US KNOW!

You'll find a copy of the NWBPA membership list included with this issue. Please check the validity of your information as shown on this list and notify us if there are any changes. And, don't forget to let us know if you move or change your phone number(s) or e-mail address(es) some time in the future. We don't want to lose you.

Mark your calendars for these events:

Mar 2-7 - Challenge 2000 Parakart World Cup - Ivanpah Dry Lake, Primm, NV. For information check www.parakart.org or contact Richard Ridgeway - 503-887-2168 or ridgeway@seikotsi.com, or Luk Stanek - 204-779-9145 or luk_stanek@hotmail.com.

Mar 4-7 - Pre SBBB 2000 - El Mirage Dry Lake, Adelanto, CA. Contact Dean Jordan - 352-372-2021 or ahclem0013@aol.com.

Mar 8-13 - Spring Break Buggy Blast 2000 - Ivanpah Dry Lake, Primm, NV. Contact Fran Gramkowski - 856-429-5735 or frang@voicenet.com.

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



**BOOBS
Banter**

by Kelci Williams

I want to thank Mary Neitzke for her two part article about how she became a **BOOB**. It brought back a lot of memories for me too. We could use more articles like that one. So, if you've got some time on your hands, why don't you use it to write (or even record on tape, if that's easier) your favorite buggy stories. Boys or **BOOBS**, we'd like to hear from all of you.

Fly high and proud. Let them know you're one of

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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