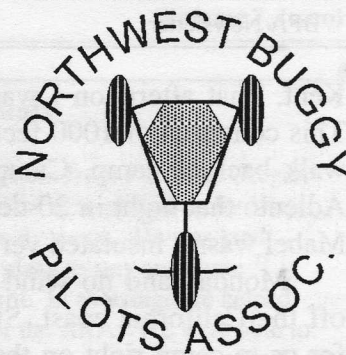


NWBPA News

Northwest Buggy Pilots Association Newsletter

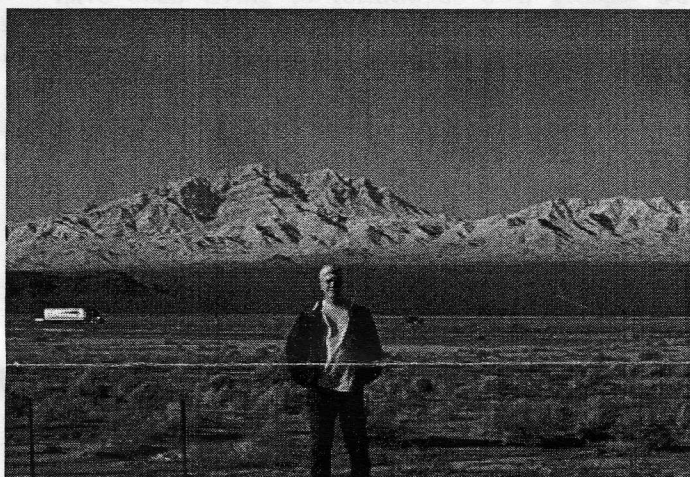


Spring 2001

Volume 7, Issue 1

KTAI ROAD TRIP 2001

By Jon Ellis



A Sunday in January was the first time I was formally introduced to Mabel. Mabel is Luk Stanek's 1972 Dodge Campervan in baby's revenge yellow. Poor Mabel was loaded down to her rubber bumpers on the rear axles, and her engine sounded as if she wasn't in for the rough trip ahead. All that said, we still made Stockton, California by 11:30 PM. The day had us traversing through snowy passes in the dark. Notable issues consisted of electrical problems such as the lack of headlights at times.

Monday saw us passing through the windmill hills east of Bakersfield. The California power crunch asked all of them to harness the natural phenomenon we love so much. The day was relatively uneventful till we were caught in a white out snowstorm just above the Ivanpah valley. We had just started checking in to the hotel when we heard that I-15 had been closed behind us.

Tuesday was setup day. I was amazed at the amount of display equipment that was coming in the arena. Everyone worked well together. It was like a family all working together toward a larger goal.

Some with smaller booths finished sooner and headed out to buggy. Later we had a get together arranged by the KTAI. Then it was off to the hanging tree for spirited refreshments.

Wednesday was the first day of the show. The doors opened and the crowds came in, questions in hand. I was able to sneak away at times to check out all the new wind powered items in all the colors of the rainbow. After, we headed for the Hanging tree for refreshments

Thursday started with demos at 10am till 1pm then the show opened again and ran till 7:30pm. The exhibitors all worked hard to show their product in its best light, and some had great lights.

Friday started at 8am and ended around 1 PM, only to start the packing and clear out of the arena. Last minute orders were taken and back to the lakebed to buggy. That evening the KTAI banquet provided great food. Presenters kept it short, with awards for the best in several categories, along with directions to Roach lakebed for the demos on Saturday.

Saturday; finally a play day or so I thought. Out on Roach Dry Lakebed we watched car after car go the wrong way and back up 2 miles to the right turn off. This was truly demo day, try it, fly it, ride it. I soon found myself riding along side people learning to buggy. My scooter was instrumental in this task, giving me the ability to instruct on what to do next. Actually it worked quite well and before long, they were on their own. That night it was back to the Hanging tree for more refreshments, a recurring theme, and camaraderie with Keith Anderson.

Sunday exhibited a significant lack of wind. So it was off to El Mirage to meet with Steve

Kent. That afternoon I was the only one to buggy. This consisted of 1000 feet with a 10 meter only to walk back to camp. Camping for the first time in Adlento that night in 20-degree weather was bad, as Mabel wasn't insulated very well.

Monday and no wind on El Mirage, so it was off the California coast. Steve had a place in mind for us to camp right on the beach. It was great just get out the camper, walk 10 feet and buggy. Steve provided us with his large camper to live in and in trade we worked at the kite shop till the wind came up. By the way I am a great scooter mechanic now if anyone needs that service. The rest of the week was a repeat, work at the kite shop, and wait for wind, then buggy. Evenings had us at different restaurants around the area, guided by Mr. Kent; this guy was a great host.

Saturday they were predicting rain for Sunday so the decision was made to leave. After all the fun it was hard to head Mabel home, but we knew all good things must come to and end. Monday afternoon and I was home only to find out my family was sick with the flue and needed nursing. What a reality check! In the days that followed I started planning the next trip which was back to Ivanpah in March to one of the greatest buggy fun times around. Challenge Buggy Racing Camp, Spring Break Buggy Blast 2001 and the El Mirage pre-event.

Ed Note: Spirited Refreshments?

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A New Look – A New Editor

The beginning of this year brings a new editor to the NWBPA newsletter. I would like to take this time to introduce myself and share some ideas for the newsletter.

I have been involved in Kite Buggys since the summer of 1996. In that time I have gone from a rank beginner to a sponsored pilot competing on an international level. There have been ups and downs over the years, but one thing that has stayed true is the support and friendship I have gained as a member of this elite group.

Recently, as many of you may already know, I have had setbacks not only in my professional life but also personally. After being laid-off in March 2000 and then diagnosed with Hodgkins in April, this has been a trying year. Well I'm happy to report that I am in remission from cancer and am looking forward to getting on with life.

I hope to make constructive changes to this newsletter and provide useful information along with continued reports from around the Northwest and the country. Starting this issue I'm including a new column addressing site rules. I plan to continue this through out the next year and address rules of specific sites. (See Rules of the Beach, this issue)

Also new this issue is safety guidelines that all buggy pilots should adhere to when participating in activities that we all enjoy. I hope that others will contribute to not only the site rules for your area but also contribute to safety guidelines to allow them to be refined.

Finally, Rumor has it that some of the beaches in Washington may open up to buggies. So keep your ears open for more information on this developing topic.

AKA Traction Committee News

The AKA Traction Committee is going through a major change this year. David Gomberg announced a near clean sweep of members and the assignment of co-chairs, Keith Anderson and Rob Cembalast in January. A list of the members will be available after SBBB 2001.

The goals set for the committee, from Dave G., are as follows:

- 1) Run clean, safe well organized competitions at the nationals. Typically, the buggy races have been independent of other convention events and overlap other important activities. Can we schedule them so more people watch and we are better integrated? Given the complexity of the schedule, that won't be

easy. But I hope we can do better than in the past.

- 2) Update the rulebook. My goal is a manual that is relevant and usable. If there are two sets of rules commonly in use, I have no problem with including both in the book. That way, anyone organizing a race has no excuse for not operating under the AKA umbrella. The main thing to remember is that we need to involve the committee members so that no one says this was done without their involvement. Dave Arnold has *lots* of experience with rulebooks.
- 3) Reach out and recruit traction enthusiasts. The AKA insurance now covers buggies and surfing. We should be signing up lots of folks for that reason alone! We have ignored the surf community so long that they have been trying to form their own groups. But predictably, they are finding newsletters, insurance, and infrastructure expensive and difficult. We have all that stuff! Traction could (and should) be a major component of AKA. The simple answer for now is to contact traction product distributors and get them to insert AKA membership materials. Troy is on the membership committee and already has accepted this task. The other approach is to hand out AKA materials at events.
- 4) Produce basic safety and educational materials. I'm not talking a 20 page manual, but more of a one page primer similar to the Professor Kite brochure. Buggy Bison is an advocate of this and might be the guy to get it done.

Buggy Races At Nationals

By Richard Ridgeway

Eli Anderson and I flew down from Portland, Oregon to Treasure Island, Florida. We were picked up by Victor Lopez our gratuitous host for the event. He was kind enough to provide us with a place to stay and some transportation during the event. In exchange we helped him with catering lunches for the AKA. We were able to meet most of the participants at the convention on the first day.

The weather was hot and humid during most of the event. Fortunately, we acclimated quickly to the change. It is nice to be able to run around in shorts during the month of October. A rare occurrence in the northwest. Although rain was forecast for many of the days of the event. Most saw little to no precipitation.

The races were planned for Thursday but postponed until Friday due to lack of wind. On Friday we were able to race. We got two races done before the stormfront lurking to the north hit us during the third race. Unfortunately, during the third race the winds went from 10mph to approximately 30 mph. Since we were all flying large kites many of us had trouble recovering and controlling our kites. Dean Jorden was injured, but whisked off to the hospital quickly. He has recovered and is feeling much better now. The image I still have in my head is Luk Stanek sliding by on his feet at about 30 mph struggling to get his kite on the ground. He was able to get the kite down without injury or damage. We packed quickly in the hard rain and went for a dip in the hot tub and drinks.

Overall, the trip was a lot of fun. Due to Airline delays for the flight back, we came back in style in first class. This made the whole trip.

Publishing Policies -

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, May, August, and November. Articles, calendar information, and classified ads should be submitted by the 1st of the month prior to the publication dates (i.e. the 1st of January, April, July, and October).

For submissions or questions contact:

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Classifieds

Classified Ad Policy -

The editors must receive newsletter ads by the 1st of January, April, July, and October for publication in the following month's issues. Ads will only be printed

Get Your NWBPA Pins Now!

1 1/4" 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

Mark your calendars for these events:

March 9th – 13th Challenge Buggy Race Camp 2001
Ivanpah Dry Lake, Ca. Contact David or Luk Stanek, 604-535-8304 or via email staff@skylinewings.com

March 10th – 12th SBBB Pre Event 2001
El Mirage Dry Lake, Ca. Contact Dean Jordan 352-372-2021 or via email ahclem0013@aol.com

March 14th – 19th Spring Break Buggy Blast 2001
Ivanpah Dry Lake, Ca. Contact Fran Gramkoski 856-429-6260 or via email francis.gram@home.com

May 26th – 28th Spring Buggy Blitz
Lake Alvord, Fields, Or. Contact Morrie or Kelci Williams at 360-268-0318 or williams@techline.com



BOOBS Banter

by Kelci Williams

Winter is upon us and the gray northwest rains have begun. But we **BOOBS** shouldn't let that get us down. We have lots of fun in the desert to look forward to with SBBB 2001 and its associated doings fast approaching.

So it's time for all of us **BOOBS** to dust off our gear and get ready to give the guys a run for their money. Let's see if one of us **BOOBS** can win the big one. Get your registration form in to Fran Gramkowski now.

NWBPA Membership Application

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

Name _____ Hm Ph. _____

Address _____ Wk Ph. _____

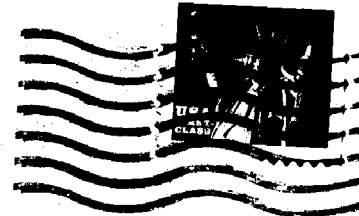
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Please Check One: New _____ Renewal _____ Date _____ Method of Payment _____

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

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