



# *The Shaft*



## **March 2023**

**[www.cdbaracing.com](http://www.cdbaracing.com)**

# *The Shaft*

**Commodore:** Tim Tregoning 541-901-9431 TNTregoning@gmail.com

**Vice Commodore:** Rick Coffman (541) 884-1976 cell (541) 891-7210 rickswelding712@gmail.com

**Secretary:** Marjory Cole (206) 851-0699 CDBASec@629racing.com

**Treasurer:** Michelle DeBoard (541)316-0569 treasurercdba@gmail.com

## **Board members:**

**Darreld Murphy** 541 587 4400 darreldrmurphy@gmail.com

Cole Billings   **Brian Reinhart**   Richard Coffman

**Rescue Director:** Steve Ziebert   541-434-9220   Kneebert818@gmail.com

**Safety Director-** Mike Grover   541 643 6726

**Web Page:** Michelle DeBoard

**Newsletter:** Steve Montgomery (604) 600-4840   snark@shaw.ca

**Membership Chairperson& Licensing**   Cherri Willis   **Points**   Debi Julius

## *Message from the Commodore . . . .*

Hello CDBA Friends and Family,

I'd like to take a moment to bring everyone up to speed on what your CDBA board has been working on during the break aside from our routine duties.

First, I'd like to thank everyone for a fun and successful Commodore's Ball. We had our Annual Membership Meeting the morning of the ball. The minutes from the meeting are attached. (final pages of newsletter) Please take a moment to review them. Pay particular attention where it discusses Rule Book changes for 2023, Sponsorship Package, and transporting equipment to and from Haystack.

We had a discussion at the Annual Membership Meeting regarding indexes for Haystack. The indexes for the Haystack race will be as published in our rulebook with the following exception: - Racers in each class at Haystack can take the opportunity to come together at the event to agree upon an index adjustment for their class, and collectively ask the Race Director for the adjustment.

We also had a discussion regarding Test and Tune vs. More Qualifying Rounds. For our two day races, our plan is not to run Test and Tune so we can instead offer more rounds of qualifying. For racers who need to check out substantial changes to their program, they can talk with the Race Director about Safety Passes per rule 7.4.6. Additionally, racers who need to license will need to run their required licensing passes before competing, affording more opportunity to check out changes.

## *Commodore's Message, cont . . .*

Keep an eye on the schedule posted on our web page for updates. Our home race dates are set with Rob and Jeff getting the permits finalized. We added ADBA's October Race in Parker, AZ as a CDBA co-points race. The November co-points race we were planning for Bakersfield has shifted to Parker, AZ as well. I've had a discussions with ADBA and NJBA regarding November race options. Our November Co-points race will be November 2nd through the 5th at the Blue Water Resort and Casino in Parker AZ. So far, ADBA, KDBA and CDBA are on board with all the associations welcome to join us. Review the CDBA 2023 Rule Book, for a change to rule 6.2.4 regarding participation requirements to compete for a championship so you can accurately plan your season.

Michelle DeBoard has been very active with our web page, CDBAracing.com, and transitioning the association to electronic forms and payments. Take a moment to review the updates, and complete your 2023 Membership while there. The new CDBA 2023 Rule Book is posted to the webpage. The Medical Examination form is also currently available, and our Electronic Registration and Camping forms will be added soon. With our transition to Electronic Forms, it will make Pre-Registration easier than ever. I'm going to stress the importance of pre-registration as it greatly reduces the workload on our volunteers getting you signed up for the race. A happy registration trailer is a great start to a fantastic weekend. You can wait to pay at the track if you'd like. The important part is that we have your information to get as much done ahead of the event as we can. If it turns out you are unable to make the race after pre-registering, no worries. Just let us know and we can easily remove you from the program.

Here is a summary of the rule changes made in the 2023 CDBA Rule Book:

Championship Series Rule 6.2.4- We removed the verbiage for "monetary" awards, and outlined participation requirements for CDBA home races and how co-points races out of state can be applied to the championship series.

- 660ft Indexes Rule 7.16.13- We populated the empty table just in case it would be needed
- Capsule Requirements Rule 10.1- In addition to the capsule requirements for the PM through TFH, we added that Jet boats and Flat Bottoms 145mph and faster, and Hydros 165 and faster must have a capsule.
- Capsule Inspection Requirements Rule 10.3.1- We removed the verbiage regarding Capsule Re-certifications on the part of CDBA. We added verbiage regarding the process to qualify capsules for CDBA competition.
- Crankcase Catch System Rule 8.13- Added verbiage for when vent tubes can go to the exhaust, and using strictly valve cover breathers for gasoline boats.

As some of you may know, Haystack Reservoir was drained this winter. Steve Ziebert took advantage of our course being out of the water to verify everything was where it needs to be and collect GPS positions to make setting up the course easier.

We are offering up 2 new PWC classes in July with the potential to run the classes at our remaining events. It will be a PWC Buoy course where the skis will race for time, one at a time. They'll cross the starting line to start the clock, leave the lane to correctly navigate a series of buoys, and return to the lane to trip the 660ft lights and get their time. The classes should be fun for racers and spectators, give boats more time to turn around between classes, and supply us with more tow boats to keep the program moving. Details will be posted to the CDBAracing.com soon.

We also took some time to refine our standards for the Pro Comp Flat (PCF) class as follows.

- We'll offer PCF when there are 5 or more boats available and registered for Super E.
- The index range for PCF is ME (8 seconds) and quicker.
- Boats must stay within .30 seconds of the class for which the driver is licensed per Rule

3.4, Optional Classes

I look forward to seeing everyone at the races!

*Tim Tregoning*

# The Year in Review 2022

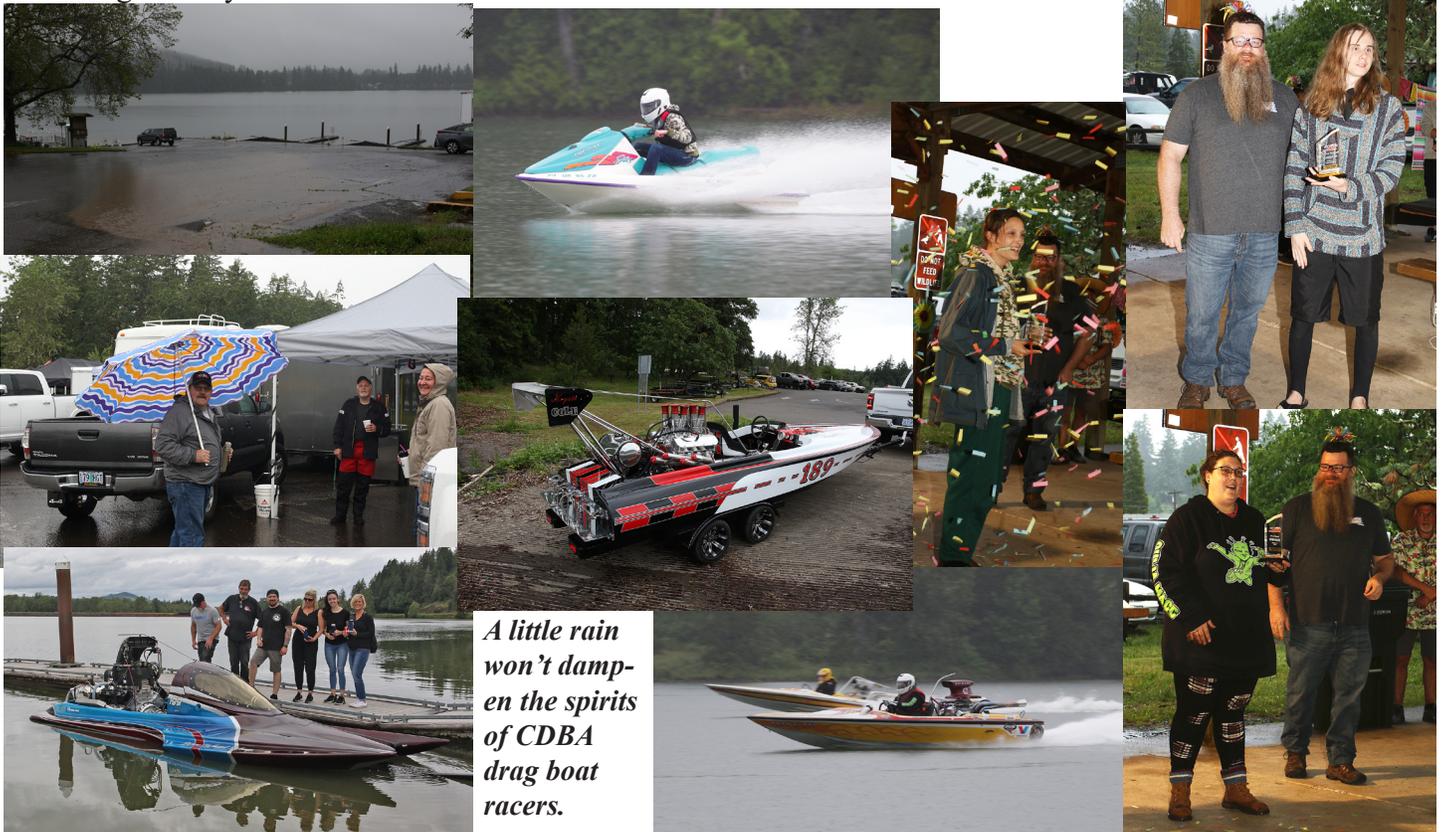
After the absolute mess that was 2021 there was no way that things could get any worse right? In fact it felt like a privilege just to show up at Dexter June 11 & 12. While the weather was not very sublime we were all grateful to have a race to show up at. As usual that first race of the year was lightly attended with 21 teams on site and 9 entries in Super E. So optimistic people would bump that up to 30, which sounds so much better. It was a cold, wet weekend and at one point it looked like we might cancel but cooler heads prevailed and the race went on as planned. The large difference was that the race was run on Saturday in its entirety as the weather for Sunday was going to be even worse.

One of many great stories from this race was the return of the MacKillican clan with “More Wasted Money” making its 2022 debut. Over a few years Joey MacKillican had purchased the hull and brought it back from Texas and Ken MacKillican would be back in the driver’s seat after close to 20 years. Also back in the driver’s seat after almost 10 years was Andy Erskine in “Liquid Insanity”, running once again in Pro Eliminator. We did have a couple of new racers with Stephanie Pine in PWC and Travis Farber was on site with a beautiful flat but settled back to watch the proceedings from a dry vantage point.

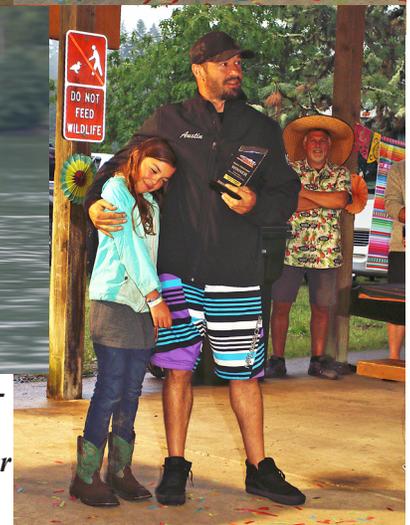
As far as the Can-Am portion of the event it was a less than spectacular outing for both teams on site. Terry Bilow and Ken MacKillican both had transmission problems so we’ll give this version of the Can-Am Challenge to the Americans. This time.

Winners on the day included rookie Stephanie Pine in PWC, Heather Ziebert in RR, Gary Henning in ME, Rob Temple in TE, Andy Erskine in PE and Austin Cole in QE. Kyle Harder won in Super E and Dennis Flint had the best reaction time of eliminations with a .009, not bad! Outstanding race team went to the CDBA’s own Safety/Rescue squad who did heroic feats getting the race course up and down in awful conditions.

We also held the long postponed 2019 awards ceremony and the 2021 awards as well. So for some it was a very rewarding one day race!



*A little rain won't dampen the spirits of CDBA drag boat racers.*



The Can-Am Challenge for 2022 was a one day race after some discussion. Lot of the usual suspects at trophies but Andy Erkin picked up his first PE win in many years and Austin Cole was the sole survivor in QE.



The CDBA's Summer Clash is the premiere west coast drag boat race and while travel costs have increased greatly attendance was still good with a total registration of 54. Of course that includes Super E and the newly minted Pro Comp Flat class so in reality 36 different race teams were on site. And yes, that is a far cry from years past but current events make that number seem okay. Of course we would all like to see some improvement in that area in the near future. Winner on Sunday's eliminations included Brian Marble in PWC, Heather Ziebert in RR, Brent Brookart in ME, Bill Erkelens in TE, and Andy Erskine in PE, Pete Collett was the sole survivor in QE and Dave Wallingford took the Pro Outlaw win. Super E had Andy Erskine picking up his second big win of the day and he also collected Outstanding Race Team award on the day. Brian Marble added a best reaction time trophy to his resume as well. And we had our first winner in Pro Comp Flat with Matt Rogers beating out Clay Stiefbold for that honor in their final That will be a class that draws our attention for quite some time here in the CDBA.



*Pages and pages of Summer Clash action, no captions necessary!*







After the cancellation of the Haystack race due to low water the Northwest Nationals would be our last local race on the schedule. We were dealing with some nearby wild fire issues and it was a little smoky at times but 23 teams made it to Dexter and 14 of those signed up for Super E. So an optimist would say 37 boats completed registration.

Pro Eliminator and Quick Eliminator were combined which meant Pete Collett was added to the PE group. Point leader Andy Erskine was having some transmission trouble while 2nd in points Cole Billings was top qualifier and went on to take the win over Chris Yates in that final. Still not quite enough for Billings to take the point lead and while there was another point race available with the final ADBA race Erskine would still take the title by 86 points, less than a round win.

Top Eliminator point leader Rob Temple finished strong at the Northwest Nationals, taking top qualifying honors and going on to win the class over Canuck Terry Bilow in the final. So at the conclusion of the 2022 season he took the TE point title and the overall point title as well. And did very well in Super E besides, quite a year.

Mod Eliminator class saw Gary Henning take the top qualifying spot and go on to take the first place trophy over Travis Farber in their final pass. That win would decide the ME title in his favor and he would be on the very few racers making the trip to La Paz for the ADBA race. Losing that Summer Clash race probably cost him the overall point title too.

River Racer had Heather Ziebert once again having the perfect race, top qualifier and going on the win. In fact she really had the perfect season, top qualifier at every race and a win at a every race. Not many can say that.

PWC Class saw Brian Marble take the win and move into the point lead and not look back. He also represented the CDBA at La Paz in October and finished 3rd in the overall points chase





*Stephanie Pine was runner up in PWC while Brian Marble went on to win the class. Dana Kuehl got to the RR final where she lost out to Heather Ziebert. Gary Henning got the ME win over Travis Farber in their ME final.*





*Top, Rob Temple and Terry Bilow finished 1 & 2 in TE while Cole Billings got the PE win over Chris Yates.*



*Above, Joe Willis took the Super E win after a long day of racing. Mixed bag kind of day for Rob Temple in "Whiplash". Won the TE class, runner up in Super E, best reaction time trophy, outstanding race team. And probably clinched the CDBA overall high points championship with one race left on the schedule. If only those rods had stayed inside their normal confines!*



*Above, this sobering image was the bottom of Brian Reinhart's ride, missing that vital strut. It all turned out okay in this instance but it's a good warning that we need to check that underwater gear on a regular basis. This would have been a tricky one to find without some serious testing though. Above right, Rick Coffman enjoying the spectator life. Right, the Keinitz crew heading out to cover tow duties. Below, Pete Collett on a storming QE pass. Lower right, Stan Kujala made the trek from Vancouver Island to compete. Bottom, always have to include Rescue 1 in the newsletter somewhere.*



While only a couple of teams made the trip the La Paz we did have 4 CDBA teams to cheer on at Wild Horse Motorsports Park in November. Ken MacKillican and Dave Wallingford in Pro Outlaw, Cole Billings in PE and Brian Marble in PWC. All represented our club well both on and off the water, MacKillican made he semis in a tough field of boats and Billings went on to take a serious win in PE. And of course we had a great group of CDBA members past and present on site, a good time was had by all. PM driver Terry Kain adopted (or was adopted by) a group of CDBA members and they helped him to a top qualifier spot and a good showing in that class. Mike Grover was an essential part of SDBA Rescue at the event as well, driving a rescue boat for the weekend. All in all a great way to end the 2022 season.

So with the 2023 race season coming up quickly we'll be starting off at Haystack with the hope of getting more races on the books. And more competition. See you all there!





# 2023 Commodore's Ball

CDBA members, families and friends gathered at the Willsonville Holiday Inn to celebrate the successes of the 2022 race season. And meetings. Plenty of meetings, well two at least. The usual suspects were there early of course and the Friday night parties had some wishing Saturday morning that they had made better choices Friday night. But after a long ongoing winter break it was good to catch up with the social aspect of racing and life in general.

All the meetings seemed very civilised, a sure sign we are all getting older. Nothing in the way of bar fights, busted up hotel rooms or gunplay was recorded by your intrepid reporter. All those stories about times past get riper with age anyway but we have witnessed some of those previously mentioned felonies and misdemeanors.

**Here's your 2023 CDBA board:**

**Commodore- Tim Tregoning\***

**Vice Commodore- Rick Coffman**

**Treasurer- Michelle DeBoard\***

**Secretary- Marjory Cole**

**Board Members- Richard Coffman, Brian Reinhart, Cole Billings, and Darreld Murphy**

**Race Director- Pete Collett**

**Safety Director- Mike Grover**

**Rescue Director- Steve Ziebert.**





*Right, those spectacular metal sculptures by Joe and Cherri Willis are awesome. I believe that top fuel hydro model was donated by Bob Brazil and Hot Wired Images brought in a large framed collage.*



*Left & below, being the commodore has its perks and disadvantages.*





*Draw prizes galore!  
Thanks to all that donated, fun stuff!*





Above left, the 2023 board in all its glory. Left, the many sponsors that help us do what we do! Thank you Oregon State Parks; Bi-Mart; Bob and Patty Harris; Mike Grover; Hot Wired Images; Bridgetown Market; Rick's Welding, Fabricating and Repair LLC; Eugene Skin Divers Supply; Fine Line Motor Sports; Darrell R. Murphy Logging Inc.; Over the Edge Tap House. Below, Lorena Reinhart outlasted us all to collect the loot from the reverse draw. Below left, Jim DeBoard handled the parson duties for the evening.





Above Stephanie Pine collected the PWC runner up trophy and class winner Brian Marble sent in a clip for his amusing acceptance speech. Top middle, Heather Ziebert won everything in River Racer, Dana Kuehl was runner up. Top right, Brent Brookhart was runner up in Mod Eliminator, class winner was Gary Henning.



Above, Brian Reinhart was runner up in the 2022 TE point chase while Rob Temple (left) claimed the season title. Left, Cole Billings took the PE runner up trophy while racing buddy Andy Erkin (bottom left) won the top PE honors. Below center, Pete Collett outlasted everyone in QE class over the 2022 season with Austin Cole taking that runner up spot. Ken MacKillican was crowned PO champ with Dave Wallingford taking runner up there.





Above, sporty guy Cole Billings was awarded "Sportsman of the Year" and Brent Brookhart (below) was named as "New Member of the Year"



Super E runner up was Andy Erskine with Joe Willis taking that championship. Brian Reinhart was runner up in Pro Comp Flat with Clay Stiefbold being intital champion in that new class. Right Dave Wallingford was awarded the prestigious Dick Bement trophy for all his efforts promoting the sport of drag boat racing. Well deserved!



Right, driver of the year as voted by his peers was Cole Billings, overall high point champion was Rob Temple and "outstanding member of the year" was Tim Tregoning





Above, 65 years being on the right side of the dirt, I'm looking to see who's going to shove my face in the cake! Shots below, Cole Billings and Brenda did an awesome job with the auction, well done! Sandi Coffman was a bidding machine which Rick thoroughly enjoyed of course. Thanks to all that donated.





*Some of the best air shows of 2022, not all of them intentional. If there was a prize for it I would think it might have to go to the River Racer entry!*



## ***CDBA Annual Membership Meeting***

February 18th, 2023 at 1pm Holiday Inn Portland South

***Meeting Minutes*** Meeting started shortly after 1 pm

### ***Treasurer Report:***

#### ***1. Financial.***

#### ***Officer and Committee Reports:***

- a.. Equipment Repairs- Rescue 2- Need to work on Starter Switch, Amber Light, Crane Inspection;
- b. Roscoe- Installed new transom, working towards new console
- c. Tower Truck- Sealed top and tears on side. Still need to seal door, and repair window.
- d. Equipment Truck- Go through equipment. Visual inspection of springs. Discussing replacing with a trailer due to reliability, safety concerns, and annual costs.
- e. Annual Servicing- Tentative April 22nd at Bobs.

***2. Security-*** Discussed the Security companies for both venues. Security is our biggest expense, and we're going to be paying more than last year to get the level of service we need.

#### ***3. Safety/Rescue***

- a. Capsule Training- March 18th

***4. Tech-*** Eric on board for 2023. Asked for volunteers to join the Tech Team.

***5. Timing System-*** Software updates made to the computer to hopefully resolve the bugs experienced during elimination in September. We'll test the system through a couple rounds of qualifying and eliminations on Bob's lawn during the work party on April.

***6. Moving Equipment-*** Discussed moving equipment to and from Haystack, soliciting for volunteers. Get with Mike Grover if you can help transport either way.

### ***Old Business:***

#### ***1. Elections***

a. Announced the 2023 CDBA Board or Directors:

a. Commodore- Tim Tregoning\*

b. Vice Commodore- Rick Coffman

c. Treasurer- Michelle DeBoard\*

d. Secretary- Marjory Cole

e. Board Members- Richard Coffman, Brian Reinhart\*, Cole Billings\*, and Darreld

Murphy is in Mike Grover's vacated position.

f. Race Director- Pete Collett

g. Safety Director- Mike Grover

h. Rescue Director- Steve Ziebert. Board recently voted to create the Rescue Director position pending amendment of the By-Laws.

\*voted into the position this election cycle.

***New Business:***

***1. 2023 CDBA Schedule***

- a. The Oregon races are set
- b. November 4-5 tentative 3 way co-sanction race between NJBA, ADBA and CDBA in Bakersfield. (This has changed since the annual meeting took place. Watch CDBAracing.com for updates)
- c. The ADBA October race is added to our schedule as a co-sanction race with CDBA like years past. It will be in Parker; Currently La Paz, may change to Blue Water Resort.

***2. 2023 Rule Book Committee: Changes***

- 10.1 ***Capsule Requirements***- Added a MPH threshold to when capsules are required. Flats and Jets- 145mph and faster, Hydros- 165mph and faster.

- Populated the 660ft indexes that were blank for use when weather prevents running the full track to progress the program.

Class 660'

Pro Outlaw 3.80 Index

Pro Modified 4.10 Index

Quick Eliminator 4.40 Index

Pro Eliminator 4.70 Index

Top Eliminator 4.90 Index

Modified Eliminator 5.60 Index

Stock Eliminator 5.80 Index

River Racer / PWC 6.00 fastest Dial In

- 6.2.4 ***Championship Participation Criteria***

Removed "Monetary awards" verbiage

Championship Series Criteria for CDBA as follows:

All winners and runners-up in Championship Series classes must have participated in that class at a minimum of fifty-one percent (51%) of the current years CDBA Pacific Northwest races at which the class was offered.

Additionally:

- Championship points are tallied from up to 4 races.

- Points from 1 CDBA co-points race hosted & organized by a partner association can be applied to replace the points of 1 CDBA home race where fewer points were received, or where the racer was unable to attend the event.

- Examples of what can be applied to qualify as a Championship Series winner or runner-up.

o 4 CDBA home races

o 3 CDBA home races + 1 partner association co-points race

o 2 CDBA home races (if we host 3 or fewer) + 1 partner association copoints race

- 10.3.1 ***Capsule Inspection Requirements***- At the recommendation of SFI Foundation, changed verbiage consistent with "certified" to "qualified for competition." Also added inspection and documentation responsibilities on the part of the race teams.

- 10.21 ***Capsule Helmets***- Though not in the rule book, discussed CDBA will be issuing a sticker to helmets used in driver capsule orientation to track the helmet used for training. We are looking at adopting other procedures SDBA is putting in place for our 2024 season. There's not enough time to put them in play this year.

**3. Haystack E.T. Input-** The board welcomed a brief discussion on adjusting the indexes due to Haystacks elevation. The board asked for a written preference election from the drivers/owners on a provided form. The board will announce a decision on Haystack Indexes on or before the March Board meeting date.

**4. Test and Tune vs. More Qualifying Rounds** for the two day races. The board welcomed a brief discussion on the merits and disadvantages for both. The board asked for a written preference election from the drivers/owners on a provided form. The board will announce their decision on or before the March Board meeting date.

**5. Electronic Time Slip Discussion.** The board led a discussion on the possibility of adopting the electronic time slip like what's used with NJBA and SDBA. Key points were:

- Approximate \$800 start up fee to buy the needed server
- \$3000 reoccurring annual fee to the developer for use of the app. (Tim said 3 or 4K at the meeting)
- Will require reoccurring fees to provide internet access to the server at events.
- There are 4 sponsor positions available on the app to help pay expenses.
- Tim stated he has a hard time justifying placing the full annual expense on CDBA when we have a timing slip system that meets the need.
- Tim stated for now, we'll stick with paper. If someone found sponsors to cover most of the expense, he would ask the board about covering the remainder.
- Question was asked if we'd be able to add the weather data presented with the app to our paper time slips. Tim will see if the capability exists, and what the expense would be.

**6. New PWC Buoy Course Classes.** The board shared tentative details on two new PWC classes we're considering for July. The board welcomed a brief discussion, and addressed questions.

**7. Haystack Equipment** Transport there and back. The board solicited volunteers to help get the equipment where it needs to be.

**8. Equipment Truck.** The board is discussing replacing the equipment truck with an enclosed trailer potentially for the 2024 season. Looking for a 20-24ft enclosed trailer that can be a long term asset to CDBA needs.

**9. Public Affairs Events; Boat Shows**

- Portland Boat Show- Thank you Kyle and Cole for organizing and placing their boats.
- Eugene Sportsman Show- Thanks to Sparky for Organizing, to Steve and Tim for boats, and Steve, Tim, Lee, Kevin, and Matt for manning.
- Redmond Show- Jeff Green secured spot. Shayne Burton will place his boat in it. Thank you both!
- Portland Roadster Show- Kyle and Cole planning to enter.
- Have promotional ideas? Let Tim and Marjory know.

- Cole made banners to preposition in Washington, Eugene, the Redmond, and the Coast for easy access if needed for events

**10. Sponsorships**

First there was a brief discussion regarding increasing expenses, and trying to recoup the increase through sponsorship and gate admissions; not by increasing fees to cover inflation on the racers. Marjory put together a nice sponsorship letter. We are increasing the Event Title Sponsor fee from \$1500 to \$2000, striving to get 3 Banner sponsors. The trophy and lane sponsor fees are increased by 20%, \$600 and \$900 respectively. We'll e-mail members when the updated sponsor package is available online. Anyone pursuing sponsorship for CDBA needs to work with Marjory to help avoid duplication of effort and standardize the message.

## *11. We opened the floor to Q & A.*

a. Question was asked about live streaming possibilities similar to what SDBA is doing with RACER H20. A discussion followed with the conclusion the board isn't put much energy into researching due to costs. If someone finds a way to do so at little cost, please let the board know.

b. A question asked about not hearing the starter through the Raceiver. Discussion indicated drivers should be hearing the starter and the board will work with the starters through standardized instructions to do the following.

- Starter ask for a thumbs up when the drivers ready on the radio

- Ask the starter to delay talking a couple seconds after mike goes hot because communication is getting cut short.

c. As of the date of the meeting, there were 10 spots left at KOA. A discussion followed indicating CDBA has the ability to use campsites at Haystack if needed to accommodate racers. There were questions about camping in the pits with the answer being only if there is space available.

d. Joe Willis asked about arrangement to produce season posters, and shared he can get them done. The board agreed.

e. Work Party- Discussed getting supplies for oil and filters. Joe will look into his ability to get from past sources. We'll also need more bodies than usual because we're also going through the equipment truck, and running a full program to test timing computer updates.

f. Mike Grover had new 50th anniversary shirts for sale at the ball. They'll also be available at the track.

g. A request was made to get some pony tail hats for the ladies. 2 members will reach out to their hat guys.

12. We reviewed the plan for the ball, and reminded everyone Debi Julius was available to renew RESP memberships. ( you can got to <http://www.racersesp.org/> )

13. Adjourned around 2:25



# ***CDBA 2023 Race Schedule***

***JUNE 10 & 11, 2023***

***HIGH DESERT SHOWDOWN***

***HAYSTACK RESERVOIR CULVER, OREGON***

***JULY 14-16, 2023***

***BI-MART SUMMER CLASH***

***CO-SANCTIONED WITH ADBA***

***\*\*TEST AND TUNE JULY 14TH***

***DEXTER RESERVOIR LOWELL, OREGON***

***AUGUST 19 & 20, 2023***

***CAN AM CHALLENGE***

***DEXTER RESERVOIR LOWELL, OREGON***

***SEPTEMBER 16 & 17, 2023***

***NORTHWEST NATIONALS***

***DEXTER RESERVOIR LOWELL, OREGON***

***OCTOBER 6 - 8, 2023***

***CO-SANCTIONED WITH ADBA***

***LA PAZ COUNTY PARK PARKER, ARIZONA***

***NOVEMBER TBD***

***CO-SANCTIONED WITH ADBA & NJBA***

***Subject to change***