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The Shaft

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Message from the Commodore

“Making it happen, rain or shine,” could be a theme for September’s Northwest Nationals, or perhaps simply “Great times with friends and family.” No matter the words you use to sum up our last race of our abbreviated 2021 season, the feedback received was that everyone had a good time. The overall circumstances of the year along the forecasted weather limited who was able to participate, making it a joy to see our membership step in to fill vacant roles to make the race a success. Thank you to all who made it happen. And again, Skippy, great job announcing!!!

Another huge thank you goes out to the racers who competed in our co-sanctioned Oktoberfest hosted by ADBA at Hidden Lake in Buckeye, Arizona. Steve Ziebert, Kevin Kelsey, and Gary Henning made the trek to reciprocate appreciation of our partnership with ADBA, and have a great time in the Arizona sun. ADBA posted their tentative 2022 schedule to social media, so please check it out and put a race or two on your schedule if you can.

With our 2021 season wrapped up, preparations for 2022 have begun. Let’s spend the off-season dusting off our machines, and make a strong return to the track in 2022. I encourage everyone to reach out to our CDBA friends and family who have not been to the track in a few years and see what help maybe needed to get them back out competing and having fun.

Thank you again to all the racers, crews, sponsors, volunteers and sanctioning partners for your continued support!

Sincerely, Tim Tregoning

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Well, things didn't go so well for your intrepid reporter after the last event so hopefully you all will understand my non-presence at this event. Until that land border opens up I don't think I'll be travelling stateside and it does not look like that will happen anytime soon without restrictions. I have missed CDBA races, not too many though, my record is pretty good from 2000 on. Doing the camp jobs in 2014 and 2015 had me missing a couple of events but this is a completely different situation altogether. Hopefully in 2022 things get back to the normal side of life. Many thanks to Brenda Bratt Davis, Amy Tregoning and Jim Deboard for supplying photos and to Marjory Cole for putting those photos into one lump. And thanks also to Michelle DeBoard for on site information.

So from the paperwork I see 14 teams registered and 6 of those signing up for Super E, making it the largest group of racers on site. Weather was obviously an issue but patience and determination had racers and officials getting this race done! I see the first runs started at 12:09 Saturday afternoon and the final pass Sunday was 11:36 a.m. It only took 83 passes to complete the event, 50 qualifying passes and 33 in eliminations.



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Heather Ziebert was back but driving the “Four Winnnds” runabout, while that boat has done a few laps around Dexter Reservoir most have been in a patrol and tow capacity. Like any of that mattered when she drove the boat to the #1 qualifying position, an 18.029 on the 18.00 index good for that honor. Good to see a totally new boat with Dana Kuehl in “Grandma Go Faster” running in River Racer, she held the # 2 spot after qualifying was complete. She also held the best reaction time of qualifying with a .1770. Interesting reaction times in this group to say the least. Holding the #3 qualifying position was Kevin Kelsey driving Steve Ziebert’s “Daddy’s Midlife Crisis” jet. Another new racer on site was John Tregoning piloting the stout PWC to 4 break-outs in qualifying.

Round 1 of eliminations had #1 qualifier Heather Ziebert losing 3 seconds to John Tregoning at the start line, no doubt that family boat is a bit difficult to get a clean start. Both boats broke out on their declared index and as the lesser offender Tregoning moved on to the final. A start line advantage also helped Kevin Kelsey to a round 1 win over Dana Kuehl, she left a little late and also broke out.

So that left our final between Kelsey and Tregoning, jet boat against PWC. Kelsey was .172 better off the line than Tregoning and once again both boats broke out. Kelsey got the win running very close to his index, 10.3990 on a 10.40 index, Tregoning was 10.97 on an 11.10 index. Tregoning was the break-out king this event, he was too quick on every pass in qualifying and eliminations, crew chief problems?



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Just 3 racers in Mod Eliminator, usual suspects Gary Henning and Kyle Harder joined by Dennis Flint, he returning to racing this season after a lengthy time away. Henning's 8.023 was good for the #1 qualifying position and a round 1 bye. Which also meant a free pass to the final. Henning served notice in round 1 with a near perfect 8.007 elapsed time. #2 qualifier Harder and Flint paired up to see who would join him in the final and Harder's .0730 reaction time with an 8.159 was good for the win over Flint.

The final was decided at the start line with Harder posting a -.1460 red light and Henning's .061 tree and 8.027 was good for the large trophy in ME.



Gary Henning's weekend in Modified Eliminator couldn't get much better, top qualifier and the win to go along with it for maximum points. Kyle Harder picked up some hardware too, runner up in this class.



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So we had 4 teams in Top Eliminator, we could have been at 5 but Rob Miles had a head gasket problem I'm told. Brian Reinhart didn't make any TE qualifying passes as the group had a prior commitment Saturday. Steve Ziebert had the "Shell Shock" hydro out and made 1 pass but that was it for the weekend apparently. Joe Willis took the number 1 spot with a 7.036 and was the only driver to post a 7.0.

Round 1 had #1 Willis up against Reinhart in the #4 spot, Reinhart was .212 on the red side and Willis bettered his qualifying number with a 7.003 for the win. Darreld Murphy had a legal single when Ziebert didn't show, he rolled through with a 7.839 to advance to the final.

The final had Willis taking a double foul, a large .3660 red and a 6.967 break-out and Murphy's 7.2530 with a .1250 reaction time was good for the win.



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In Pro Eliminator after a couple of close break-outs Cole Billings earned the top qualifying spot with a 6.158 and with 3 boats in the class that's a quick trip to the finals. #2 qualifier Al Zemke wasn't far behind with a 6.591 and #3 Rick Coffman held the #3 spot with a 6.622. Round 1 saw Coffman take the win when Zemke went .181 red at the start line. Coffman's .072 tree and 6.584 was a tight run anyway.

The final was very close at the start line, Billings posted .159 at the line and Coffman was .162, that's just a .003 difference in Billings' favor. Through the track though Coffman ended up too quick with a 6.420 against Billings' 6.158, same number he ran in qualifying. That's win #1 in Pro Eliminator for Billings, nice set of numbers for the weekend all around.



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Super E had 6 teams in the fray, the largest group of the day. Round 1 saw Kyle Harder take out Gary Henning with a stout .070 tree in their pairing while Cole Billings went red at the start line against Brian Reinhart. Rick Coffman committed his foul at the top end of the track with a 6.420 break-out against Dennis Flint.

Round 2 saw Harder with the bye run while Reinhart red lit against Flint and that set the final. In that final Flint had some trouble getting off the line cleanly and his 1.430 reaction time had Harder taking the win handily. In addition to that Super E win Harder also got a “Best Reaction Time” trophy for his .070 first round.



Dennis Flint took the runner up spot in Super E, collecting 2nd place money in “Wildflower”. Good to see Dennis and that flat back in competition in 2021.



Kyle Harder collected a lot of wall hardware this weekend. Here it was the Super E win and also a “Best Reaction Time” plaque for a sweet .070 in first round of Super E. Some coin is a nice addition as well!



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Outstanding race team award went to Steve Ziebert and team, 3 boats in competition for the weekend, well done.



Doesn't matter how many boats are registered, the work is still the same. Many hands . . .

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A mix of pit shots, rope shots and our stand in announcer for the event.



Just a few of the mighty volunteers working the event, looks like Skip Hruby has found a new calling. Maybe Mike Berry too. From what I can see take down was well attended too, racing done, equipment stashed and stowed in record time.



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Left, Dan Kirkman still on tow duty rain or shine, not much shine this weekend. From the top fuel jet to PWC he's got us covered. Right, a rare sunny moment off the launch rope.



The grace and composure of a good flatbottom driver can't be overlooked, Cole Billings and Kevin Kelsey took dips in the cool waters of Dexter Reservoir for first wins.

