



2017
WE HAVE
LIFT OFF

For racers, fans and enthusiasts of powerboat racing

insightful interviews, race news,
behind the scenes, gear reviews,
techniques, tips and more

P1 SUPERSTOCK - A PASSAGE TO INDIA

UIM F1 H2O - THREE PRONGED CHALLENGE FROM ABU DHABI

UIM F2 - CATCH ME IF YOU CAN

UIM F2 - PALFREYMAN EYES TOP SPOT

AUSTRALIAN V8 SUPERBOAT CHAMPIONSHIPS - 2017

INTRODUCING THE IPRC



ISSN 2514-6887

IT'S ALL GO!

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London to St Petersburg.*

To find out more contact
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U.I.M World Record Cork - Fastnet - Cork

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THE NEW SEASON STARTS HERE...



JOHN MOORE

JOHN@POWERBOATRACINGWORLD.COM

John raced Offshore Class 3 in the 80's & 90's.

He served as the Cowes Torquay Cowes Event Director for 4 years, including running the 50 th Anniversary Event in 2010.

He is the Editor of powerboattracingworld.com

MAY 2017 | ISSUE 01

I have teamed up with the highly experienced M4 Publishing and Events team of Colin Heath and Jamie Street to create a digital monthly magazine to compliment our web site.

This magazine will provide a medium for in depth content with behind the scenes stories and extended interviews with the people in the sport.

We have signed up new writers for the magazine. UIM F4 racer Ben Jelf will be writing a regular 'Cockpit Column', April Palfreyman brings us up to speed on her brother in law Matt's UIM F2 exploits and Eugene Bari tells us about his vision for the sport.

Our regular web site contributors are onboard too, Roy Mantle reports on the Powerboat P1 Superstock event in Mumbai and looks forward to new venues this year, Nikki Drummond previews the Powerboat GP season, Neil Perkins brings us the latest on the F1H2o Abu Dhabi team, Sean Henshelwood updates us on the Aussie V8 Championships and Chris Davies looks back on a wild 2016 UIM F2 World Championship.

A big note of thanks must go to all of our contributing photographers for bringing the vibrancy of the sport to your electronic devices.

I am looking forward to working with M4PE, their experience in this field and design skills will give the fledgling Powerboat Racing World Magazine a head start in its new market place.

John Moore

PRW
POWERBOAT RACING WORLD



Mette Bjerknæs is a young, hugely talented powerboat racer from Norway with an exciting future. Competing in the 2017 UIM F2 World Championships, Mette is an **ICON** on and off the water. DRYU® are extremely proud to have Mette as our worldwide ambassador.

MUMBAI HOSTS INAUGURAL P1 WORLD CHAMPIONSHIP EVENT

— P1 SuperStock World Championship 2017 —

Article: Roy Mantle

British powerboat racers show their class as
P1 SuperStock action thrills Indian crowds



Tens of thousands of spectators around the natural amphitheatre of Mumbai's splendid, sweeping bay, together with millions of live viewers worldwide of Sony ESPN's live television coverage, enjoyed three days of intense racing as Powerboat P1 made its first visit to India in early March to stage the inaugural UIM P1 SuperStock World Championship.

The view from the shoreline of the Arabian Sea with its magnificent promenade featured a backdrop of elegant skyscrapers as the Indian sunshine raised temperatures above 30 degrees. In the midst of this impressive setting was a never-seen-before race track on water formed by an extraordinary 6,500 red and yellow buoys that replicated that of a car racing-style circuit.

WORLD CLASS TALENT

Six teams comprising two boats sponsored by major Indian brands - with competitors drawn

from six countries across four continents, including Indian motorsport superstars CS Santosh and Guarav Gill - competed across three days starting with a qualifying session.

The world class talent on show, that included reigning champions from both the UK and USA P1 SuperStock series, as well as seasoned offshore campaigners such as Giovanni Carpitella (Italy) and Darren Nicholson (Australia), produced a thrilling finale to qualifying as the two leading boats were separated by just one hundredth of a second.

The Baleno RS Booster Jets brother and sister pairing of Sam and Daisy Coleman from Pembrokeshire took pole position ahead of fellow Welsh racers James Norvill and Charlie Parsons-Young. With less than two seconds covering the top four boats, it promised to be a monumental battle for the world championship title and the prize purse of \$125,000.



“A NEW PARADIGM FOR THE SPORT,
AN INNOVATIVE NEW RACE TRACK
AND A NEW TEAM FORMAT THAT
SHOWCASED SOME OF THE BEST
POWERBOAT RACERS IN THE WORLD”

EXTREME TEST OF STAMINA

The teams then faced a total of 30 laps of racing around a 2.2 nautical mile track the following day in what proved to be an extreme test of stamina in the gruelling afternoon heat and increasingly choppy waters. Despite a slow start from the pole setters, the Coleman's were able to carry more speed through turns one and two to regain first position from Norvill and Parsons-Young and never looked back to pick up victory in race one of three.

A COLEMAN CLEAN SWEEP

With starting positions reversed for race two, things would prove harder for the top boats to make their mark.

The UK crew of John Donnelly and Kevin Burdock took an early lead but it proved to be an afternoon of contrasting fortunes for the Mirchi Mavericks duo when their delight at finishing second in the opening race turned to despair on the last turn of race two as they rolled their P1 Panther when looking to finish in third place.

Sam and Daisy completed a clean sweep of victories on the opening day to ensure their team would lead overnight.

PLAUDITS FROM THE PRESS

Applauded by the international media core as they entered the evening press conference, Sam and Daisy attributed their success to fitness, setting consistent lap times and detailed race preparation.

"It's a very technical course and essential to seek out clear water and choose the right line when you're racing in a pack of 12 boats on this innovative race track," explained Sam.

"Selecting when to take the compulsory pit laps is crucial and our strategy was to leave it to the last possible moment to make this decision and to be aware of the position of the rest of the fleet to give us the maximum benefit."



NOT CHAMPIONS YET

Despite their two victories, the Coleman's were very much aware that they needed their teammates in the other Baleno RS Booster Jets boat to play their part in the final race if they were to return home to Wales as World Champions with both teams' points being combined to make up the championship standings.

As day two concluded, the Baleno RS Booster Jets team held first place by just two points from the Lloyd Dolphins whose two crews of Craig Wilson and William Enriquez and Stuart and Sara Cutron had finished consistently in the top five.

ENERGY SAPPING

An energy-sapping 20-lap race rounded off the weekend action to decide the destination of both the NEXA P1 Powerboat Indian Grand Prix of the Seas team title and the UIM P1 SuperStock individual world title.

The battle for the world team title ended with the Baleno quartet edging out the Lloyd Dolphins team by just two points, whilst the all-British Money On Mobile Marlins team of Norvill, Parsons-Young and brothers Glynn and Lee Norvall took third place.



HAT-TRICK HEROES

It was a hat-trick of race victories for Sam and Daisy as they led from start to finish in the 50-minute finale. The American crew of Wilson and Enriquez drove superbly to push the champions all the way finishing just 13 seconds behind after almost an hour of racing.

Speaking at the final press conference of the weekend, Powerboat P1 Chief Operating Officer Robert Wicks told reporters: "This event was the culmination of six years developing a new paradigm for the sport, an innovative new race track and a new team format that showcased some of the best powerboat racers in the world. This has all happened with Mumbai as the backdrop – a world class city and a race venue befitting of the scale of this achievement."

The innovative team championship format has aroused considerable interest within the sport and the Mumbai event has taken the sport to a huge new audience on the sub-continent. The nine hours of live television broadcasting and extensive media coverage has played a considerable role in taking powerboat racing to the next level on its journey to becoming a mainstream sport.

"Our partnership with local promoter Procam International has enabled us to realise our world championship ambition this year and, very importantly, we believe it will now allow us to grow P1 racing in India and around the world over the coming years," added Wicks.

Article: Roy Mantle



P1 Inverclyde

PTI SCOTTISH GRAND PRIX OF THE SEA

SATURDAY 24 - SUNDAY 25 JUNE

THE ESPLANADE GREENOCK
POWERBOAT & JET SKI RACING
JET SKI FREESTYLE DISPLAYS

THEMED STALLS AND FAMILY ENTERTAINMENT
INCLUDING THE ESPLANADE SHOWCASE CELEBRATION

BOAT VIEWING FRIDAY PM
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FOLLOW THE EVENT



VIP

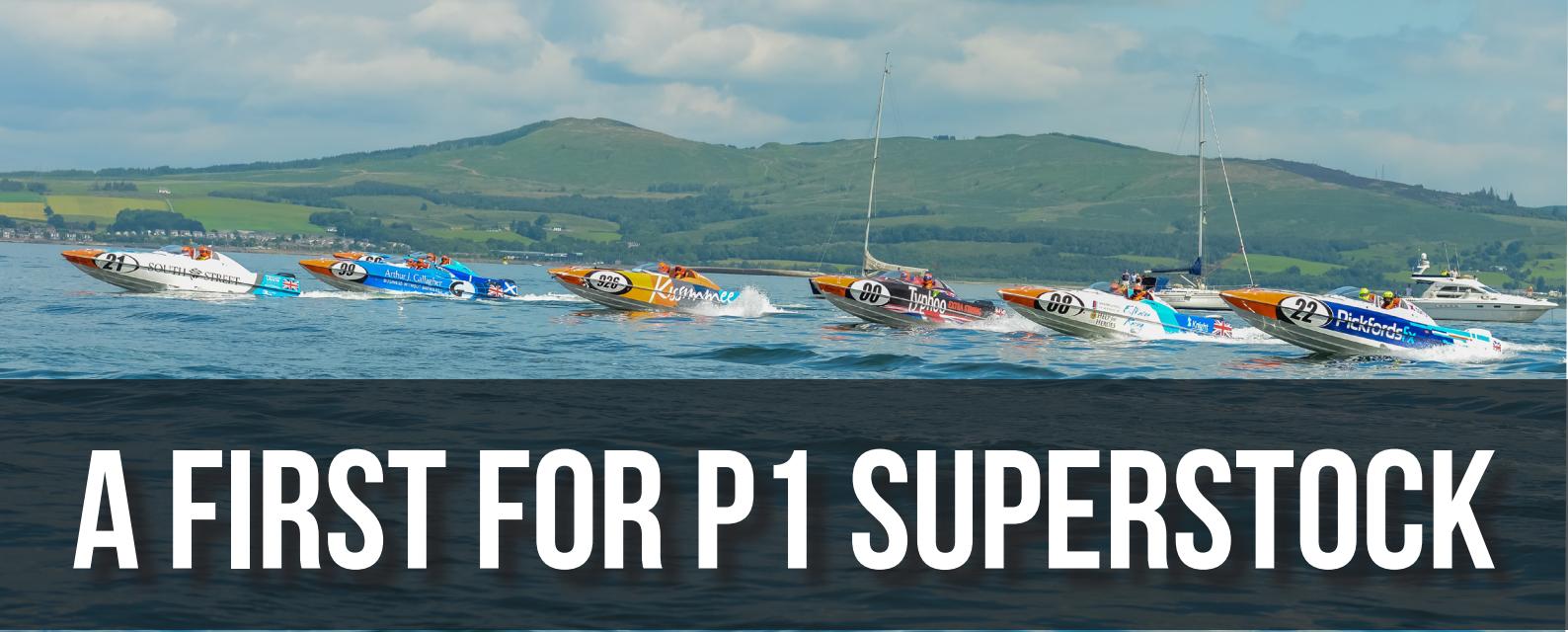
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A FIRST FOR P1 SUPERSTOCK

Opening round to take P1 SuperStock UK teams to Scandinavia for the first time

P1, the world's leading marine motorsport promoter, unveiled plans earlier this year to take its UK powerboat racing series to four countries this summer, with two new venues joining the line-up. Denmark, Scotland, Wales and England will each host a P1 Grand Prix of the Sea event.

HOW THE SEASON WILL TAKE SHAPE

The first stop in June for the P1 SuperStock teams will be the city of Aalborg in northern Denmark, and later in the month the fleet of P1 Panther race boats will return to Scotland to entertain crowds on the River Clyde. Pembrokeshire will get its first taste of P1 action in July when Milford Haven welcomes the race series, and the season finale in September will be the P1 Yorkshire Grand Prix of the Sea in Scarborough.

"A distinctive, high quality blend of existing and new venues" is how P1 chief operating officer Robert Wicks describes the 2017 calendar. "First class facilities and great viewing for spectators are key factors in selecting our race locations"

he adds. "The opportunity to expand the series to take in a round in mainland Europe is a very positive step forward for the series. As is the case at our other host venues, P1 works to create events that attract visitors, boost the local economy and generate significant, positive publicity to raise the profile of the location," explains Wicks.

“A DISTINCTIVE HIGH QUALITY BLEND OF EXISTING AND NEW VENUES”

The opening round will take the P1 crews to Aalborg over the weekend of the city's annual Regatta, a maritime festival both on the water and along the waterfront with attractions for all the family. "Hosting a P1 event provides us with a wonderful opportunity to present Aalborg as a cultural and vibrant event city, with the powerboat racing taking place in a beautiful setting" says the Mayor, Thomas Kastrup-Larsen. "We are proud to be the first P1 host city in Denmark and I'm sure the people of Aalborg will welcome an event of this calibre and turn out in strength to watch all the action."

STORMING INTO SCOTLAND

Just a fortnight later, the P1 racing moves across the North Sea to Scotland when Greenock will again be aiming to attract thousands of spectators to the banks of the Clyde. The area is undergoing a major period of regeneration and reimaging, and major events such as the P1 Scottish Grand Prix of the Sea provide the perfect platform to attract new companies that create jobs, boost the area's tourism-related businesses, demonstrate the region's ability to host major events and also support its claim to the title 'marine leisure capital of Scotland.'

WELCOME RETURN TO WALES

P1 SuperStock heads back to Wales for the fourth successive year in July, with the action moving from Cardiff to the Port of Milford Haven in Pembrokeshire, the country's busiest trade gateway and the UK's biggest energy port. Plans are in place to make it a world class destination for industry and leisure, and the P1 Grand Prix of the Sea will join a busy calendar of events at Milford Waterfront, a multi-million pound regeneration project aimed at revitalising the marina and docks.

Neil Jenkins, Destination Director at the Port of Milford Haven, says: "Pembrokeshire is already known for hosting world class adrenalin-fuelled events, so the P1 race series is the perfect match for us. When teams and spectators need

to catch their breath, Milford Waterfront, with its great cafes, bars and restaurants which overlook the course, will be a perfect focal point for all the pre- and post-race activities."

ALL WAVES LEAD TO YORKSHIRE

The North Yorkshire coast will be the final P1 SuperStock destination at the beginning of September as Scarborough hosts a championship round for a third successive year. With its historic harbour and castle headland, the town's South Bay offers a natural amphitheatre for racing and for spectators, and this year there will be the additional attraction of a Food and Drink Festival featuring local produce as well as celebrating food and flavours from other countries. "We are delighted that the popularity of P1 has grown year on year, and in 2017 we are expanding the visitor experience to showcase the best of the Yorkshire Coast" says Janet Deacon, Area Tourism Director for Welcome to Yorkshire.



Article: Roy Mantle

More than 100,000 spectators will enjoy the P1 UK Championship this year and millions more will watch the action on Sky Sports and major sports networks around the world.

2017 P1 SUPERSTOCK SCHEDULE 2017

9 - 11 JUNE - AALBORG, DENMARK : P1 AALBORG GRAND PRIX OF THE SEA

23 - 25 JUNE - GREENOCK, SCOTLAND : P1 SCOTTISH GRAND PRIX OF THE SEA

14 - 16 JULY - MILFORD HAVEN, WALES : P1 WELSH GRAND PRIX OF THE SEA

1 - 3 SEPTEMBER - SCARBOROUGH, ENGLAND : P1 YORKSHIRE GRAND PRIX OF THE SEA



VELKOMMEN TIL DANMARK!

It may seem strange but crews in the P1 SuperStock UK race series will be including a visit to their local bookshop in preparation for the coming season. Sales of 'Teach Yourself Danish' are set to soar with Aalborg being the first stop on the 2017 race calendar.

ONE DESIGN : FOUR COUNTRIES

P1 will be taking its one-design championship to four countries this summer, with two new venues joining the line-up. Denmark, Scotland, Wales and England will each host a P1 Grand Prix of the Sea event, with the opening round taking the teams to Scandinavia for the first time. An industrial and university city in northern Denmark and the country's fourth most populous city, Aalborg will welcome the P1 fleet over the weekend of its annual Regatta in June.

POSITIVE STEP FOR THE SERIES

"Scandinavia has a close affinity with the water and an appetite for motorsport both on the land and sea" explains Powerboat P1's UK managing director Robert Wicks, "and expanding our championship to take in a round in mainland Europe is a very positive step for the

series. Other motorsport promoters such as the British Superbike Championship and V8 Supercars in Australia successfully include an overseas race venue in their calendar and we are confident that the people of Aalborg will turn out in strength to enjoy all the P1 action."

P1's association with the region goes back to 2009 when it raced in Gothenburg with its Evolution and SuperSport class boats, and in 2014 the P1 Panther toured Norway in a promotional campaign to build interest in the SuperStock series. Through its UIM membership, P1 works closely with representatives of the Swedish, Norwegian and Finnish powerboat federations and now with the recently affiliated Danish Motor Union.

A SHOWCASE FOR THE WATER

Wicks added: "As with all our events, we will aim to attract visitors to Aalborg, boost the local economy and generate significant publicity for the city. Our racing will showcase one of the city's biggest assets – the water – and we plan to present Aalborg as a vibrant event location, with the racing taking place in a splendid setting during the its annual maritime festival."

Article: Roy Mantle

EXPERIENCE THE EXTREME WITH 2SEATERF1

Gordon Cook provides passenger rides in '2 Seater F1' Powerboats at locations in the UK and throughout Europe, where they also support rounds of the F2 World Championship, catering for single rides and Corporate Entertainment.

For 2017 Gordon Cook are also supporting up to 8 rounds of the F1 Series in the US. F1 Boats are capable of speeds of up to 120mph and pulling up to a massive 6Gs in the corners; the boats are guaranteed to give you an exhilarating ride that you will never forget. The rides are recorded on 306 degree 4K cameras for you and published on Social Media together with photographs from the team photographer. The boats had an amazing debut in 2016 and Gordon Cook are building on that for 2017 by adding more venues and Experience Day Sales Partners that market the rides.

FOR FURTHER DETAILS: WWW.2SEATERF1.COM

TELEPHONE: +44 1892 818090

2SEATERF1.COM
POWERBOAT EXPERIENCE | GORDON COOK RACING



P1 SUPERSTOCK USA ANNOUNCES NEW TITLE SPONSOR FOR 2017 SEASON

— P1 Superstock Season USA 2017 —

Article: Roy Mantle

The seventh season of P1 SuperStock racing in the United States will see the five-venue national championship launch next month with a new title sponsor and engine supplier. The one-design race series has concluded a sponsorship deal with Florida-based Spectre Powerboats that will see the fleet of P1 Panther race boats compete in the Spectre P1 SuperStock USA Championship this summer. In another new partnership for the 2017 season and beyond, the P1 SuperStock boats will switch to the Mercury Racing 300XS Optimax engine.

THE BEST USA POWERBOAT EVENTS

"The P1 series has created

a huge following through its TV programming and great race events over the last six years" says Chris Ivey, owner and president of Spectre Powerboats, "and we are excited to partner with them for the 2017 championship. It's an awesome opportunity for us to promote the best looking boats in the market at the best powerboat events in the USA." Ivey, a former endurance sportscar racer, will use selected P1 events to showcase the company's new 32-foot catamaran powered by twin Mercury Racing Verado 400R engines.

Spectre Powerboats will also sponsor a team this season, with the hugely experienced Craig Wilson and his younger sister in the cockpit. "I'm very excited to be racing the

Spectre P1 boat and to have Kate alongside me as navigator" commented Wilson. "With the new Mercury engine it's like driving a brand new boat and I can't wait to get the season underway."



USA P1 SUPERSTOCK SEASON SCHEDULE

P1 will make its sixth visit to Kissimmee for the opening round on May 20 before moving on to Jacksonville and St. Pete Beach in June. The 33rd Annual Sarasota Powerboat Grand Prix Festival will host Round 4 at the beginning of July and the P1 SuperStock series will make its first visit to the beautiful Florida Keys when Islamorada, some 90 minutes south of Miami, will be the superb venue for the season finale in August.

P1 SUPERSTOCK REPOWERS USA FLEET WITH MERCURY 300XS OPTIMAX OFFSHORE

Powerboat P1 USA, promoters of the P1 SuperStock and P1 AquaX series in North America, will switch to Mercury Racing as they repower their powerboat fleet for the 2017 racing season and beyond. The alliance with Mercury Racing brings a wealth of experience and reliability associated with the clear leader in the marine high performance industry.

LEASING OPPORTUNITIES

A key element of the series is the lease feature available to racers, allowing teams to lease a boat for a season or a single event, with P1 maintaining ownership of the boat itself. Consequently, P1 performs the major annual maintenance of the fleet, including the powertrain, from normal wear and tear associated with racing, as well as damage from incidents on the racecourse.

BEST OPTION MOVING FORWARD

"With six seasons of racing on most of the engines, we were faced with the need to repower the fleet", according to P1 USA Managing Director Azam Rangoonwala. "After careful consideration, we determined that the Mercury Racing 300XS Optimax was the best option moving forward due to their extensive record of reliability in conditions and applications that most closely parallel our racing series."

The Mercury Racing 300XS Optimax Offshore package features a heavy duty "race proven" bracket system, heavy duty mid-section, and a lower unit that provides exceptional stability as well as increased overall performance.



The USA conversion and fleet refurbishment will be overseen by P1's Director of Manufacturing, Martin Sanborn, who has managed the production of the fleet since 2010. "The boat was actually designed and initially tested with the Mercury Racing package, so the conversion will yield predictable and exceptional results," said Sanborn. "The performance improvement is notable, and we are confident that this change will spur increased interest in the already successful series."

REFURBISHED FLEET

The conversions will be performed at the Doller Offshore Marine facility in Hollywood, Florida. "As a Premier Mercury Service Center, we are thrilled to have the opportunity to partner with P1 and prepare their fleet for the 2017 season," according to Doller Offshore president, Mindi Doller. "We have dedicated a segment of our service department to the project, and anticipate the ability to run up to two boats per week through the refurbishment and recertification process." The repower will be accompanied with a full refurbishment of each boat in the fleet, both structurally and mechanically, including servicing the trailers. The intention is to bring the fleet to a "factory certified" refurbishment status for the coming season, according to Sanborn.

The 2017 racing season will commence in St. Cloud/Kissimmee, Florida on May 20th and run through the summer with the final event in Islamorada in the Florida Keys in August.

Article: Roy Mantle

COCKPIT COLUMN

Hello racefans! Welcome to my new 'Cockpit Column', where I will regularly be keeping you all updated on my season in the Formula 4 British, World and European Championships. It's going to be a busy year for the Jelf racing team, but we are looking forward to an epic season in front of us.

I'm going to start from the beginning, I have grown up around powerboat racing all my life, and travelled to many places as both my father Colin and my uncle Owen were competing in the UIM F2 World Championship.

FAMILY FORTUNES

My father is most commonly known for being the first driver in F2 history to win 3 World championships in a row in 2006, 2007 and 2008. After 9 years of watching him race, it was fairly inevitable that I would get behind the wheel in competition.

EARLY SUCCESS

Dad bought me a JT-250 junior boat back in 2009 (now called GT-15) and in 2010, I won my first National and Sprint Championship with my second boat, a Winrace MK9.

In 2011, (the year GT-15 was first introduced in the UK), I won both championships again, where I campaigned a Swedish Lundin 7 hull. The UIM GT-15 World Championship was hosted in Britain that year and we decided that we should give it a try after a couple of weekends testing sessions.

In 2011, (the year GT-15 was first introduced in the UK), I won both championships again, where I campaigned a Swedish Lundin 7 hull.



BEN JELF

f @jelfracing

g @benjelf_4

www.powerboatgp.co.uk

The UIM GT-15 World Championship was hosted in Britain that year and we decided that we should give it a try after a couple of weekends testing sessions.

WORLD TITLE #1

I won my first World title at my home club of Stewartby and fellow Brit Charlotte Newton took the Bronze Medal. With our Stewartby success behind us, we then made the long trip to Estonia to compete in the European Championships and once again we had a huge success.

**“I HAVE GROWN UP
AROUND POWERBOAT
RACING ALL MY LIFE”**





By 2012, with even stronger competition in the GT-15 class, I took European, National and Sprint honours although missed out by one place in the World Championship. In 2013 I managed to regain the European title in Sweden and British National but when the World Championships came to Nottingham, England, I made some mistakes and ended up with a fifth overall.

GROWING PAINS

2014 was the year I moved to GT-30 and drove GT-15 at the same time. Competing in GT-15 wasn't my best season, as I had grown bigger, heavier and there was younger competition snapping at my transom! I did however get the Sprint title back and was runner up in the British National and took third in the Europeans.

We travelled to the Czech Republic with two other British drivers Thomas Mantripp and Harvey Smith, for the UIM GT-15 World Championships. Harvey finished a strong 7th place, Thomas unfortunately finished last due to a crash on the start and I ended up in 4th place after difficult heats. GT-30 that year was more successful.

BUILDING FOR SUCCESS

I started out in a borrowed boat for the first and second round of the National Championships. At the first round I finished second in the race and was moved up to first after a protest. I finished second place, in the second round behind my cousin, Jessica Stoneman.

By the third round we had put together our own carbon fibre Lundin 7 Hull, which we then ended up winning that weekend with, this was a positive thing for us because we were planning to go to Poland for the GT-30 World Championships.

We ended up being the quickest in free practice/qualifying, because there were so many boats they had to split us in two groups and do knockout races.

I had then won my group and then the other group had their race so then the positions were decided on who could compete for the world title.

I started out in pole position but second placed Sara Pakalen was very fast and she just had me on the start.

By the 4th turn I had gained first place back and I then started pull a lead, as I was going round the boat began to break up and I finished the race full of water, that's when we knew that the Championship was finished for us.

A promotional banner for the Nottingham Grand Prix. It features a young man holding a Union Jack flag. The text on the banner includes "NOTTINGHAM GR", "30/31 August 2010", "13 BRITISH CHAMPIONSHIPS", "5 INTERNATIONAL CHAMPIONSHIPS", "3 WORLD CHAMPIONSHIPS", and "6 BRITISH SPEED RECORDS".

DILEMMA

We had a dilemma then because we had another National Championship race to go to the following week but luckily another driver who didn't qualify had a boat that was very similar to ours so we purchased it from them.

Once we fitted all of our gear on it, the boat was quick, we went on to race the next week end and win the National Championship. A flip at Stewartby cost us the Sprint Championship although a European win at Nottingham helped to make up for the World Championship disappointment.

STEPPING UP TO F4

In 2015, I only competed in GT-30 and took the Sprint and National championships. Once again we went to Nottingham and challenged for the UIM GT-30 World Championships, a

rollover cost me dearly. I also started to drive an F4 that year in a Molgaard 'Gen 3' catamaran hull.

I competed in only 1 round of the National Championship at Stewartby Lake and qualified second in very tricky conditions, on the first lap I was taken out and we had to fix the boat over the winter.

FULL SEASON OF F4

2016 was my first full season in F4, I started the season in the Molgaard but by the third round at the Kingsbury GP we had moved to a BaBa hull which showed promising results when it finished third in its first race, which then helped me to third places in the National and Sprint championships.

I competed in my first European Championship event in the BaBa boat and finished 6th in very windy conditions, Ben Morse who was the

highest placing Brit ended up finishing 3rd.

Also continuing to compete in GT-30 that year, I won both the Sprint and National titles that year fending off strong competition from Tiegen Goodfellow, who beat me in a couple of races.

PLANS FOR THE FUTURE

This year I will be competing in the full 2017 British F4 season and I also hope to compete internationally. Although there will be strong competition not just from the Brits such as Ben Morse, Sam Whittle and Rob Vears, I will also have to compete with the best in Europe and the rest of the world. After F4 racing I do hope to race in F2, just as my whole family have done before me.

That's all from me for now, I will update you all again soon.

Ben

“AFTER F4 RACING I DO HOPE TO RACE IN F2, JUST AS MY WHOLE FAMILY HAVE DONE BEFORE ME”



POWERBOAT GP BRITISH CHAMPIONSHIP LEAPS INTO GEAR!

— Powerboat GP Championship 2017 —

Article: Nikki Drummond Photos: Bryan Scott



The 2017 Powerboat GP British Championship leaps into gear this month as competitors head to the opening round at the Lancashire Grand Prix on Carr Mill Dam, St Helens over the Bank Holiday (29/30 April) weekend. Some 50 competitors are set to compete at six individual Grand Prix throughout the summer battling in six championship classes in search of the British Powerboat crown.

Amongst the competitors will be a wealth of home grown talent fighting for the first all important championship points.

GT30 & GT15

Jack Pickles of Bolton will be looking to get his season in the GT30 class off to a flying start. After a strong successful season in his first year in the GT30 class during 2016 Jack will be looking to start his season off with a home win. However Staffordshire's Tiegen Goodfellow will be aiming to prove to her fellow competitors that it really should be ladies first as she aims to secure her first British Championship title.

The junior GT15 class sees the formidable Thomas Mantripp retire to focus solely on his GT30 career leaving the water wide open for the up and coming junior racers to make their impact on the scene and fight for the junior crown. Amongst those

youngsters will be George Elmore who finished the season with his best result of his career in 2016 taking bronze in the championship. George who will be fighting every turn of the course for the top spot with Aidan Fleet, and Ethan Goodfellow will also be joined by a influx of new junior racers all looking to make their mark on the championship.

T850 MONOHULL

In the T850 Monohull class Wigan's Bill Owen will be looking to hold off his rivals as he goes in search of his 10th British Championship Title. Although team mate Steve Cash will be looking for a repeat performance of the 2016 Lancashire Grand Prix that saw him win his first Grand Prix of his career. Also looking to stop Bill Owen in his tracks will be Bedfords Nigel Edwards who will be looking to improve on his second place championship finish last season.

F4

One of the biggest battles of the 2017 Powerboat GP championship will come in the form of the F4 Class where Ashton-in-Makerfield's Ben Morse who will make a full return to the Powerboat Championship and will be looking to reclaim his top spot in the championship.

Ben will face stiff competition in the class in the form of reigning champion Sam Whittle but will also have the formidable Rob Veares and youngster Ben Jelf all looking for the first points for the championship and the vital steps on the championship ladder. This is certainly one battle not to be missed!

OSY400

The OSY400 class will make a welcome return to the banks of the dam following a couple of year's absence but will bounce back with strengths in numbers. Jason Mantripp of Oulton Broad will aim to retain his British Championship but many will be looking to stop him none the least in the form of Wayne Moyse and Jamie Marr.

F2

Then as the water settles from all the rest of the action the big cats will leap into action as the mighty F2 catamarans take to the water. All eyes will be on the fairground turn as the 2017 F2 class roars into life and head into the first turn to see which driver will dominate with no shortage of hopefuls.

Reigning champion Paul Balfour of Warrington will hope his hours of practice and knowledge of the local

conditions will give the edge he requires to get the jump on the rest of the fleet. Meanwhile young gun Matt Palfreyman of Ormskirk will hope to raise his game following a disappointing 2016 season for the youngster in British competition. But former British champions Steve Hoult and Colin Jelf will also be right there in the mix looking to take the lead.

A RIGHT CHALLENGE

Carr Mill Dam offers a challenging venue for the 2017 Powerboat GP British Championship as the only venue to offer drivers a right handed corner meaning drivers need to choose the best lines in and out of turns and keep their wits about them as they head into the turns.

“Powerboat GP Promoter Luke Jones had this to say on the forthcoming season opener:

The season will fast be upon us and what better way to kick the season off than with a fantastic Bank Holiday weekend of boating action at the Lancashire Grand Prix. The Lancashire Powerboat Racing Club provides us with a fantastic venue for our opening round at Carr Mill Dam it's a firm favourite between the racers and crews and lends itself to some fantastic racing and brilliant viewing for spectators and racing fans.”

“It's been a long winter season but recent testing has shown the emergence of new boat setups and new racers and the times being put in are looking for a very positive season. Every racer will bring their A game to the Lancashire Grand Prix as the first boat to the first turn means the first step towards the championship crown and we can't wait for the season to officially start again!”

Article: Nikki Drummon Photos Bryan Scott



NEWS THRASH



GRANT TRASK MOVES TO F1 ATLANTIC TEAM

In the dizzy world of F1 powerboat racing, circumstances can change in the blink of an eye, as Aussie F1 pilot Grant Trask has discovered.

Literally weeks before Grant Trask was set to head off to Italy for testing with the Emirates Team, team boss Scott Gillman was lured away from Emirates to the Victory Team. Within days F1 Atlantic owner-driver Duarte Benavente confirmed that he had snatched Aussie Grant Trask from the Emirates stable.

Duarte Benavente is one of the sports most experienced campaigners. 2017 is his 19th season on the F1 tour and the opening round of the 2017 series is Portimao where he made his debut in 1999. Last year, the veteran F1 pilot was one of only two drivers to finish in the points in every Grand Prix, rounding out the year in ninth overall.

"I see this as a wonderful opportunity to join a highly experienced and seasoned F1 team," Grant Trask said. "F1 Atlantic Team has heaps of logistical support and team back up."

As young five-year old boy, Grant was run over by a truck and as a result, lost his right leg above the knee. When racing, Grant removes his prosthetic leg, before being strapped into the cockpit.

With amazing courage and commitment, Grant Trask has not let his disability stand in the way of his dream to be a successful F1 pilot. In only his second race on the F1H20 UIM World Championship, Grant Trask finished sixth outright.

"We will still be campaigning as an Aussie team and my father, Bob Trask, remains heavily involved as my crew chief and will be at every round as my radio man."

With the opening round of the 2017 F1H20 UIM World

Championship series just weeks away, Grant Trask is busy assembling his support equipment ready to ship to Portugal. This includes three Troy Woods built race engines from Australia.



The first round of the seven event F1H20 UIM World Championship will be held in Portugal on April 22/23 2017.

Grant Trask Racing is an all Australian race team, proudly competing for the F1H20 UIM World Championship. Follow Grant Trask Racing at www.granttrakracing.com.au, Facebook and Instagram.

HYPERCAT GEARS UP FOR PRODUCTION

Swecat Racing, the Swedish team in offshore racing that are transitioning into a professional boat builder, are now well under way with the production of their new Hypercat.

The Hypercat, a 31 foot catamaran, in vacuum injected full carbon fibre, will be produced either as a "Race" version, a two seater with full safety cockpit and "Pleasure", a semi open version with four individual bespoke suspension seats.

Since the first presentation, the team behind this bold venture, has been working hard on finetuning CAD-drawings, and further developing the unique safety cockpit and are, as we speak conducting material testing for a U.I.M (the governing body of all boat racing, under the International Olympic Committee) approval.

As you can tell from the images, the production process is well under way, with milling of plug for hull and deck, as well as production of the two respective molds being finalized. The plugs have been produced by well renowned Swedish specialist firm Macromould.

Says Benjamin Berner, CEO of Macromould: "We are used to working towards short timelines and under high levels of secrecy, and our business is built on a close dialog with the customer, where we assist them in the process from design to reality, all to maximize customer value. We are truly proud to have won this procurement, and to be part of the unique Hypercat project."

After production, at another Swedish specialist firm, RB Marin & Composite, the molds will be delivered to start the carbon fibre lamination process.

"We have hand picked a production team consisting of the foremost experts within composite manufacturing that Sweden has to offer for this "state of the art" project, that is truly "Made in Sweden!", says Niklas Sjöö,

The team's own new race boat, also the very first "Race" version to be built, will be completed just after the first Hypercat "Pleasure", in order to join the XCAT World Series already later this year, as part of the team's three year initiative on this global sports arena.

CEO of Swecat Racing. "As you can tell, we have set the bar very high in this project, just like the Hypercars of the car industry. We are highly inspired by Swedish super entrepreneur Christian von Koenigsegg, that has really placed Sweden on the world map in terms of both design and cutting edge technology."

"We are happy to see that more and more Swedish industrial partners are supporting our efforts with both expertise and top-of-the-line products in several areas, and would at the same time like to thank all our long term supporters, partners and suppliers for their unrestricted support."

The first Hypercat Pleasure is scheduled for delivery end of Q2 2017. Rigging and testing will be performed by Swecat Racing's experienced mechanics and drivers. "We still have room to accommodate one additional order during April, to be able to deliver a Hypercat Pleasure during the summer of 2017", says Niklas Sjöö. "Later orders will be ready for delivery beginning of January 2018." 

2017 UIM F2 WORLD CHAMPIONSHIP

Lithuania, Kaunas -
10-11 June Confirmed

Belgium, Antwerp -
22-23 July Confirmed

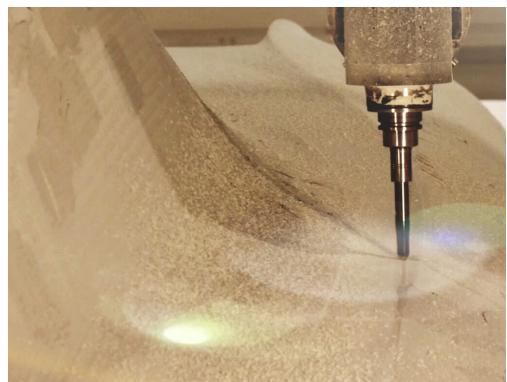
Norway, Tonsberg -
5-6 August Confirmed

Italy, Lugano -
9-10 September TBC

Portugal, Ribadouro -
7-8 October Confirmed

2017 UIM F2 European Cup

Lithuania, Kupiski -
19-20 August Confirmed





LANDMARK DEVELOPMENT IN THE WORLD OF POWERBOAT RACING

The Bund Holding Group have announced a landmark development in the World of Powerboat Racing with the launch of the China Bund Electric Integrated Propulsion System (EIPS) high performance marine racing engine.

Mr Xin Chongjie, president of the highly successful Chinese conglomerate Bund Holding Group and Mr Dario Calzavara, managing director of the renowned Italian specialised engineering company Terra Modena Mechatronic, revealed details of this significant engineering achievement at a press conference in Monaco, hosted by Dr. Raffaele Chiulli, the president of the Union Internationale Motonautique (UIM).

The project to develop and produce the China Bund EIPS, which will be the engine of choice for the UIM-H2O Nations Cup World Series, has taken two years of research and development at Terra Modena Mechatronic's engineering facility in Reggio Emilia in northeast Italy and is fully endorsed by the president of the UIM and has received the full support of the president of H2O Racing, Nicolo di San Germano, the promoter of the UIM F1H2O and Aquabike-World Championships and Nations Cup World Series.

Terra Modena Mechatronic is a world leader in its field and has already designed and produced a single seater electric racing car, the Terra Modena SG 1.

Dario Calzavara said:

'Building on our experience the company started to design an upgraded compact electric power unit for BUND Holding Group. While most of the competitors' electric energy systems power units are conceived for low power and low autonomy,

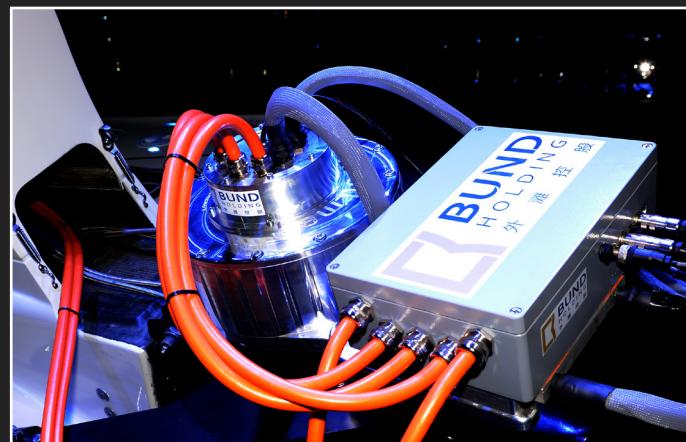
the China Bund EIPS was designed to grant high performances and high autonomy for both racing and everyday use'.

The environmental impact of the China Bund EIPS is highly significant and cannot be under estimated.

Dr. Raffaele Chiulli told Powerboat Racing World,

'We are combining a traditional boat design with an alternative power source. It will be the first zero emission racing engine to be used in an international powerboat event, and further endorses Bund Holding Group's strategy of investing in high quality innovative carbon reduction projects and striving for carbon neutral events'.

“IT WILL BE THE FIRST ZERO EMISSION RACING ENGINE TO BE USED IN AN INTERNATIONAL POWERBOAT EVENT”



EIGHTH UIM WORLD CHAMPIONS AWARDS GIVING GALA

In the presence of HSH The Prince Albert II of Monaco, the 2016 achievements of the world's leading powerboat racers were celebrated at the eighth Union International Motonautique (UIM) World Champions Awards Giving Gala, staged at the iconic Sporting Monte-Carlo, Monaco and sponsored by China's Bund Holding Group.

More than 450 guests from sport, commerce, the boating industry and media gathered for the glittering annual showpiece which saw the 2016 UIM World Champions receive their winners' trophies.

The awards – which were broadcast live on UIM TV and the Olympic Channel - were the first to be supported by the Shanghai-based Bund Holding who recently signed a collaboration agreement to continue their ongoing involvement and commitment to the world of international powerboat racing.

"The eighth edition of the UIM Awards Giving Ceremony and Gala Dinner also coincides with our 95th anniversary, which gives the event an extra special touch," said UIM President Dr Chiulli.

"Special thanks go to HSH Prince Albert of Monaco, who regularly honours the UIM with His presence, and to all the World Champions and distinguished guests on this special occasion."

"In 2016 the UIM organised close to 150 titled events worldwide in the disciplines of Off-shore, Circuit, Pleasure Navigation and Aquabike and it fills me with honour and pride to welcome the resulting World Champions to Monaco."

He added: *"This year's edition also bears witness to our new partner China's Bund Holding Group who enjoyed a successful 2016 as local*



organisers of UIM Aquabike and Nations Cup Events in China and whose plans for the future are built on ground-breaking technical innovation with an immense potential to "green" our sport." 

CATCH ME IF YOU CAN

— UIM F2 2016 Season Round Up —

Article: Chris Davies **Photos:** Chris Davies and Kristian J. Vabø

The question asked by many at the start of the 2016 UIM F2 World Championship season was can anyone catch Pierre Lundin? —



Out to stop him reclaiming his crown would be forty other drivers, who collectively made this World Championship the largest circuit class in the UIM.

Seven race venues would decide those drivers destiny starting in Peurunka and no one could foresee what would transpire come late Sunday evening.

RACE 1: FINNISH GRAND PRIX

Pole position for the Finnish Grand Prix had been secured by Erik Edin, who most race pundits thought would provide the strongest challenge to Lundin's title aspirations. What made the young Swede's qualifying time more remarkable was that it eclipsed those set by former UIM F1 World Champion's Sami Selio and Alex Carella.

Watched by a large number of knowledgeable Finish fans, the race had hardly started before the

rescue teams were called into action.

Daniel Segenmark and Roman Vandyshov had collided in the run up to the demarcation mark leaving Segenmark's hull completely destroyed, fortunately both drivers were unhurt.

This started the first of many 'yellow flag' situations, due to drivers crashing out and turn-buoys being destroyed. It felt like this race would never end, eventually it did but who had won it? After all the protests and disqualifications had been discussed, Italian, Alberto Comparato, who at eighteen years old, became the youngest ever driver to win a round of the UIM F2 World Championship.

As for Lundin and Edin, both had destroyed turn-buoys and were either disqualified or docked laps. Carella had been disqualified for a technical infringement and also out would go provisionally third placed Rupp Temper, after they had found that his Mercury engine had a powerhead component removed.



Erik Edin, Sweden



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RACE 2: CAMPIONE D'ITALIA GRAND PRIX.

Following the disappointment of Finland it was all smiles again for Lundin and his team when he took the spoils at round two, the Campione d'Italia Grand Prix. This time the Swede had made no mistakes as he led from pole position in water conditions best described as 'tricky'.

During the previous day it had been the claps of thunder resonating off the surrounding mountains and fork lightning grabbing people's attentions rather than the qualifying times. These showed that it would be Comparato and Britain's Matt Palfreyman challenging Lundin for that top step of the podium.

Edin, meanwhile, was way down the start grid in tenth after he narrowly survived crashing out of the final qualifying session.

Come the race and despite his best efforts Palfreyman just did not have the answer on how to close the gap on Lundin. It didn't help when he collided with Bimba Sjoholm resulting in a hole in his BaBa hull.

Over thirty seconds behind Palfreyman at the chequered flag was Erik Edin who had spent most of the race trying to find a way past Comparato.

RACE 3: TVEDESTRAND, NORWAY GRAND PRIX.

Round three would take the competitors to an unusual race circuit location. Tvedstrand, the home of the famous Skagerrak Across offshore event, would be the first of two Norwegian venues to host races this year.

The surroundings might have been unfamiliar but the names at the top of the timing sheets certainly weren't with Edin claiming his second pole position of the year.

Palfreyman had been disqualified from the final qualifying session and would start from tenth place. As the race got under way the British driver charged his way through the field but was unseen by one of the local drivers and was comprehensively taken out.

Both drivers survived the impact but would take no further part in race which soon got back under way.

Edin would eventually take the chequered flag, his first win since he joined the series back in 2013. Lundin's second place meant that Edin's championship lead was now down to a single point. Rupp Temper drove a steady race to comehome in third whilst his former team-mate Frode Sundsdal finished fourth.



IN SHORT



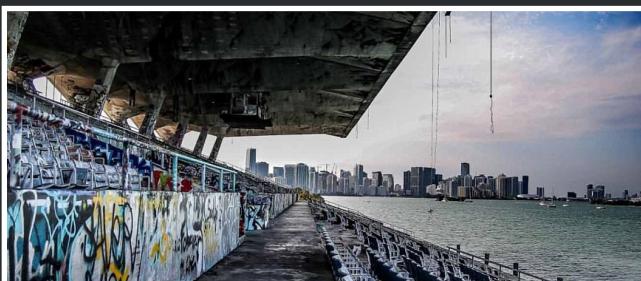
TRAVOLTA TO PLAY ARONOW

John Travolta will be starring as designer, boat builder and offshore racer Don Aronow in an upcoming Hollywood movie, 'Speed Kills'.



CHIULLI RE-ELECTED AS ARISF PRESIDENT

Dr. Raffaele Chiulli, President of the Union Internationale Motonautique (UIM) was unanimously re-elected President of ARISF for another four year term by the Association of IOC Recognised International Sport Federation (ARISF) General Assembly held in Aarhus in Denmark.



MIAMI STADIUM

The graffiti covered Miami Stadium had a contract for restoration work approved in 2016 and with luck, spectators will be able to watch powerboat racing from it again.



RACE 4: TONSBERG, NORWAY GRAND PRIX.

After his fine performance at the previous round Sundsdal now welcomed the drivers to his home Grand Prix in Tønsberg and to the delight of the local fans he qualified fourth fastest for race. Comparato was just ahead of him, with Temper second quickest, which was impressive due to Pål Virik Nilsen driving into the back of the Austrian's DAC hull in qualifying.

Lundin meanwhile would start from tenth place after he destroyed the top turn mark. Heavy rain added to the poor visibility as the Grand Prix got underway and in a frenetic forty-four lap battle the lead changed no less than three times and saw yellow flags being flown for various incidents.

The first time after Ustinov took out one of the turn buoys opposite the harbour side restaurants and a slightly longer period following Carlsen's barrel roll.



RACE 5: ZARASAI, LITHUANIAN GRAND PRIX.

Edin, who had started from pole, led for half the race until he became another victim of the rough conditions resulting in a spectacular somersault.

To the spectators amazement the Swede hit the throttle as his Molgaard landed the right way up and continued on his way, minus its rear cowling, to finish in third place.

Palfreyman, who had briefly led the race would eventually finish second after he succumbed to the pressure applied by Lundin.

Following his second victory of the season the Swede admitted that there was a great deal of luck involved with drivers ahead of him crashing out in the challenging condition.

With Sundsdal finishing outside the top ten it was the turn of another Norwegian driver to make the headlines when Mette Brandt Bjerknæs drove the best race of her career to finish in seventh place and score her first ever Championships points.

By the time the Championship had moved onto Zarasai for the Lithuanian Grand Prix, it was developing into something of a two horse title race with Lundin now seven points ahead of Edin.

It would be the younger of the two Swedes though who would take pole position for the Grand Prix.

Making it an all Scandinavian top three on the start pontoon would be the Norwegian driver Tobias Munthe-Kaas, who had shown some amazing speed around the Lake Zaraso course. Just moments into the race Lundin, who had made a dreadful start, dramatically crashed out at the top of course.

**“METTE BRANDT BJERKNÆS
DROVE THE BEST RACE OF
HER CAREER”**



UIM F2 2016 Champion Pierre Lundin, Sweden

So, as the field set off once again it was Edin who hit the front and looked totally at ease as the remaining sixteen drivers fought it out amongst themselves. Palfreyman was having a real tussle with Vandyshov, then on lap twenty two he caught the Russians rooster tail and over he went.

As the green flag got proceedings back under way it was Edin who sped off into the distance, followed by the Latvian driver Uvis Slakteris.

Temper and Britain's Owen Jelf were now locked into a battle for that last spot on the podium but with only five laps remaining their squabble was soon settled as amazingly the race leader

Edin was now slowing to a halt allowing Slakteris, Temper and Jelf to get past.

The delighted Latvian driver could not believe his luck as his last victory was back in 2013. Finally Edin had managed to get going and would eventually cross the line in fifth place.

RACE 6: MACON, FRANCE GP.

So as the teams arrived in Macon, France, for the penultimate round, both Lundin and Edin topped the Championship table on fifty-five points each, though Lundin had the slight advantage of two race wins to Edin's one. First to bounce back from their disappointing trip to Lithuanian was Edin, who produced a

stunning lap time to take pole position. Repeating the qualifying form he showed in Lithuania was Munthe-Kaas, with the second quickest time. As the boats lined up in 'Parc Ferme' Temper, who was third fastest was subsequently disqualified following a technical inspection on his gear-case. That promoted Bjerkaas into third place, her best ever qualifying result.

As the start the lights went out Edin once again made the perfect get away and quickly opened up a gap over Lundin, who had started back in fifth place. Around the tight course on the River Saone the action was non stop as the eighteen drivers battled their way through the choppy condition.

Amongst the early retirements was Bjerknæs with a damaged hull. Moments later the destiny of the 2016 World Championship title was decided when the leading drivers began to lap the field.

As Edin approached the top turn the door was firmly closed on him by the Abu Dhabi Team driver Rashed Al Tayer and over he went. All of a sudden Edin's Championship dream became a nightmare and all Lundin needed to do was get safely to the chequered flag.

As the Grand Prix was nearing the conclusion Palfreyman miss judged the bottom turn and took out both turn buoys. In doing so he was instantly disqualified.

As the officials were replacing the marks, the laps were quickly being counted down leaving the UIM Commissioner with little option but to add a further five laps onto the race since a new rule was introduced to make sure it was nev-

er concluded under a yellow flag situation. With the course now set the race was back under way but it didn't last long after Ustinov, who had been in third place, clashed with Jelf at the top turn. With the Russian now out, it promoted the Lithuanian driver Edgaras Riabko into third just behind the Abu Dhabi driver Rashid Al Qamzi.

His second place finish gave the UAE team its best ever result in F2. Now twenty points clear of his rival Lundin headed off to celebrate his World Championship title success, whilst all thoughts for the remaining drivers now turned to the final round of the series, the Portuguese Grand Prix.

“MOMENTS LATER THE DESTINY OF THE 2016 WORLD CHAMPIONSHIP WAS DECIDED.”

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RACE 7: RIBADOURO, PORTUGAL GRAND PRIX.

Seventeen drivers made the long journey to Ribadouro in Portugal for the final round of this years World Championship.

Missing from their ranks were both Edin, who knew his 'championship runners-up' Silver medal was secure and Palfreymen, who was recovering from the after effects he sustained when he crashed at the UIM F2 European Championships some weeks before.

The weekend didn't get off to the smoothest of starts when three boats were badly damaged during 'free practice'. Amongst them was the Latvian driver Slakteris, who had recently become the 2016 UIM F2 European Champion.

A crash with the French driver Fabrice Boulier had wrecked any chance he had of securing the third place Bronze medal.

Also out was Bjerkaaes following a huge crash, plus Bimba Sjoholm's team would need all night to fix her badly damaged Molgaard if she was too make Sunday's race.

After a rather dramatic morning, final qualifying past off without any need to get the rescue teams involved and it would be Lundin who would take his first pole position since Campione.

Lining up alongside the recently crowned World Champion would be Jelf, who posted a season's best qualifying position in his pursuit of that Bronze medal.

Out to stop the British driver getting his hands on that medal was Temper who qualified in third.

Following a faultless start Lundin soon opened up a comfortable lead and for the second time this season went on to take took a pole to chequered flag victory.



Following him home were Temper and Jelf, the British driver later said that he made a slight error with his start, which allowed Temper to get the jump on him.

With the celebratory champagne barely dry it soon emerged from post race scrutineering that Temper had been disqualified due to a non standard specification on the electrical connection to the engine.

That promoted Jelf to second place much to the obvious delight of the British driver, who would also receive the Bronze medal for finishing third in the Championship standings.

That decision would eventually be over turned by the UIM Appeal Board who upheld the team's

argument that the wiring on the engine had been put like that on the grounds of safety.

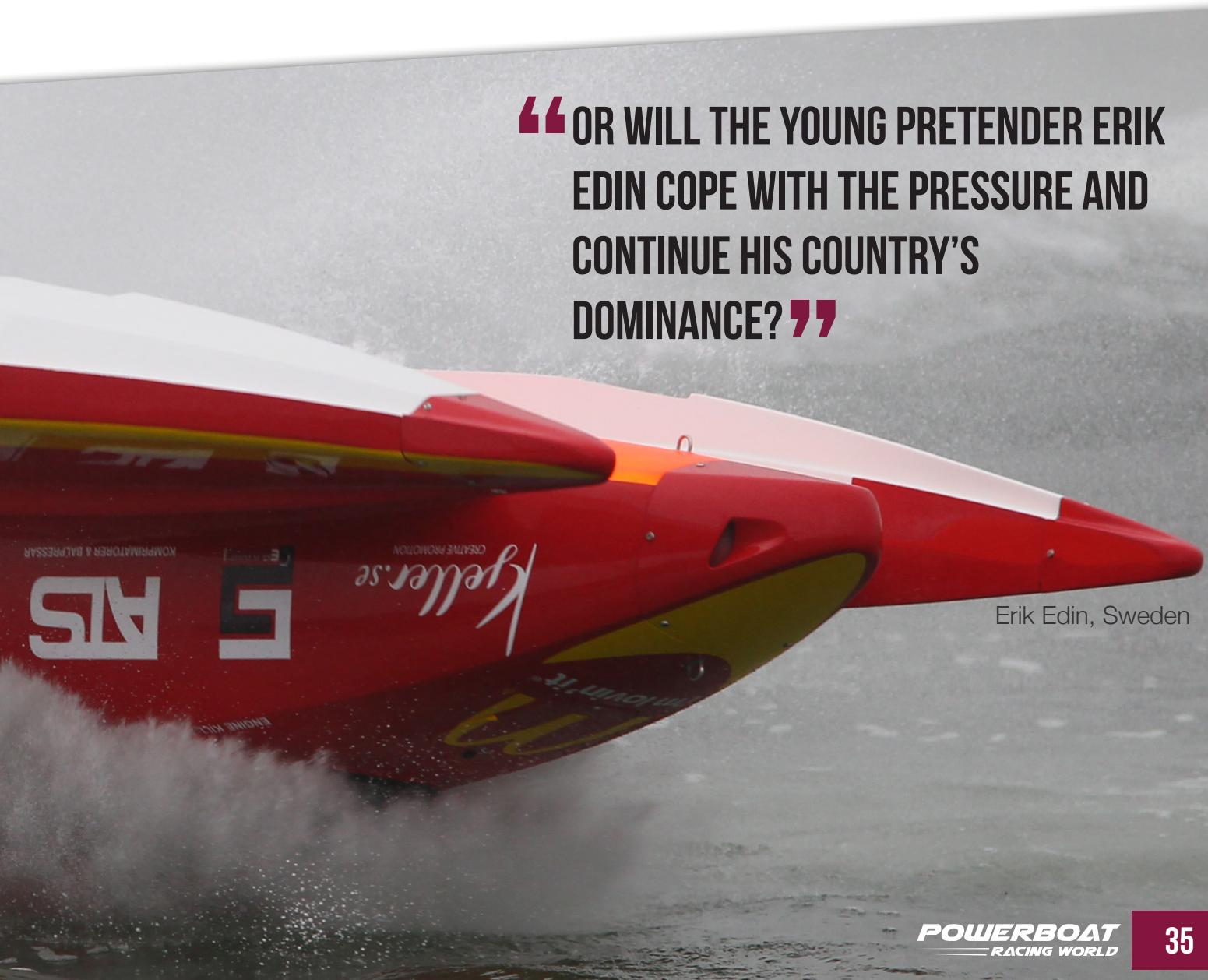
So for the sixth consecutive year a Swedish driver has topped the Championship table but with the recent announcement that Pierre Lundin will not be back to defend his crown will we see the title head to pastures new? Or will the 'young pretender' Erik Edin cope with the pressure and continue his country's dominance? Can the fast charging Palfreyman find the consistency he needs to secure a World title? Or will a driver from an emerging nation shock the establishment? The 2017 UIM F2 World Championship starts in June and by October we should know the answer.



Article: Chris Davies Photos: Chris Davies and Kristian J. Vabø

“OR WILL THE YOUNG PRETENDER ERIK EDIN COPE WITH THE PRESSURE AND CONTINUE HIS COUNTRY’S DOMINANCE?”

Erik Edin, Sweden



PALFREYMAN EYES TOP SPOT ON THE PODIUM

Palfreyman's UIM F2 Journey

Article: April Palfreyman **Photos:** Chris Davies and Fred Emery

For the first time ever, preparations started early for Matt Palfreyman's Pepstar Racing Team.

Between a holiday and Christmas it was a race against the clock to somehow get the Baba hull prepared ahead of its unveiling at the London Boat Show in January.

The boat took the stand alongside EP Barrus as part of their Centenary celebrations, further cementing the announcement of the teams newly appointed Chief Engineer, Lee Allen, made at the 46th edition of the famous Coniston Records Week.

Of course, the boat show was a huge success which generated a lot of interest in the team.

IMPRESSIVE INTERNATIONAL DEBUT

Palfreyman had an impressive International F2 debut back in 2015, finishing on the podium of every round, though in the end he couldn't quite catch Pierre Lundin of Sweden. Nevertheless, Matt and his team ended the season on a high and extremely proud to take home the UIM Silver medal on the first attempt.

BAD LUCK IN 2016 WORLD CHAMPIONSHIPS

Unfortunately, 2016 held a completely different fate for the team. The bad luck started instantly at the opening round of Peurunka, Finland. Only managing to complete 19 laps before heading back to the jetty with a badly damaged Moore hull. The team were filled with the feeling of immense disappointment, after ending last year so well and all the work that had been put in over the winter, over in an instant.

Finland forced our hand and we had to say goodbye to our newly painted Moore, but luckily a saviour in the form of Massimo Roggiero was willing to take us under his wing. We arrived at Campione d'Italia for round two after testing Owen Jelf's ex Baba hull for approximately 100 laps, Matt went on to take the podium for the second time on Lake Lugano and it seemed Peurunka was just a blip.

Round three, Tvedstrand, became an extension of that temporary deviation, having his race ended early started to become the general trend and it all started in qualifying. After putting down some impressive lap times in free practice he was disqualified from Q3. Starting 10th on the grid, he failed to complete a lap after being involved in a collision.

**"THERE'S NO SUCH THING AS LUCK,
YOU CREATE YOUR OWN LUCK"**

Matt Palfreyman



UIM F2 World Championship lady driver Mette Brandt Bjerknæs will be going it alone this year with under the Mette Bjerknes Racing team banner.



After a successful partnership with the Swedish Lundin F1 Racing since 2011, Mette will be campaigning her Moore hull in a brand new white based colour scheme.

The school teacher from Drøbak, Norway has been busy preparing her hull with partner Dennis Altis this last winter.

She showed some excellent form in Macon last year, qualifying third, which I only found out from her new entry on Wikipedia!



Though Tonsberg always seems to be a good race for team, Matt thrives on technical courses and that was proven when he finished just behind Lundin and ahead of Erik Edin for the second year in a row.

Zarasai, Lithuania was a struggle, plagued with problems it was a relief to find ourselves on the starting grid of the Grand Prix, making up many places on the first turn before Lundin rolled his boat, causing a restart. Matt wasn't as successful the second time around and eventually put his boat over backwards following a tussle with Russian driver, Roman Vandyshov.

Starting seventh on the grid in Macon, France, Matt gained many places before taking out a turn bouy and making the decision to retire from the race in order to save his boat for the only hope he had left, the European Championships. For several reasons, the team would not be attending the final round in Portugal.

EUROPEAN ACHIEVEMENTS

When the European Championships in Bedford finally began, Matt qualified in third position, only to end up wet in Free Practice, just a couple of hours ahead of heat one. The weather was on our side, causing the first race to be delayed and allowing our super hero team members to get to work.

We cannot thank them enough for the superb work they put in that day, showing exactly how

good our teams mechanics are, of course we must thank other teams for helping and lending parts as needed.

The crews hard work was reward with a first place in heat one but Matt couldn't quite catch the Latvian, Uvis Slakteris in the remaining rounds, finishing just behind him in second place.

Somehow the team managed to end the 2016 season on a high with another medal, as he took the Silver European Championship position home from Stewartby.

YOU CREATE YOUR OWN LUCK

Even though you couldn't call the 2016 World Championship a blessing, Matt continues to maintain the mantra, "There is no such thing as luck, you create your own luck", and this is the attitude he will arriving with in 2017.

TOP OF THE PODIUM

Both Matt and the team are extremely excited to get the new season underway, being trend-setters in live streaming races via Facebook, we once again hope to take you all along with us on our 2017 journey. With many changes and new editions to the team in place, we are confident with the support of our new sponsors we will finally be able to reward them by standing on the top step of the podium.



Article: April Palfreyman *Photos:* Chris Davies & Fred Emery





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JOIN HUNDREDS OF RACERS WORLD WIDE WHO ARE ALREADY ENJOYING A FUN, COMPETITIVE AND SOCIAL LIFESTYLE

The 2017 calendar may be underway but there's still time to start your ThunderCat Racing career! Taking part couldn't be easier with options to join an existing team or even start your own. Our sport is part of a global network of ThunderCat Race Series' spanning over 18 countries. Some of the UK teams have been involved in the development traveling to Sri Lanka, South Africa, Ireland and more.

The race set up consists of a 4m inflatable boat with a 50hp motor with two crew racing across three different course styles; surf, flat water and endurance.

Prefer dry land?, then join the community and help their charity; www.true.foundation

Meet the Teams

PICK A TEAM
AND GIVE THEM
A CHEER!

SOME ARE 12 YR SEASONED PROS WHILST OTHERS, THIS WILL BE THEIR FIRST BRITISH RACE!!



02



DRIVER: ROB DAVIES

CO-DRIVER: DARREN PHILLIPS

TEAM NAME: MAGOR RACING

04



DRIVER: JASON WHEELER

CO-DRIVER: MATT RELTON

TEAM NAME: CORNISH VIKINGS/
AHMAD TEA

07



DRIVER: DARRYN HARRISON CO-DRIVER: JAMES ION

TEAM NAME: EVOLUTION 5 - MOKU

14



DRIVER: KERSEY SEGGER

CO-DRIVER: JAMES BLACKMAN

TEAM NAME: KINGFISHER FIRE &
SECURITY

16

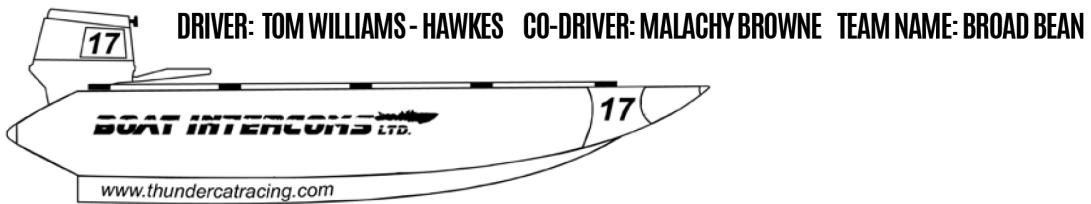


DRIVER: TOM ZIERER

CO-DRIVER: BEN BACKHOUSE

TEAM NAME: THUNDERCAT
GUERNSEY

16



20



22



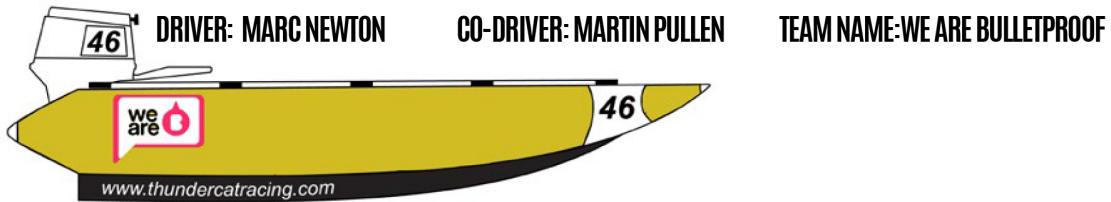
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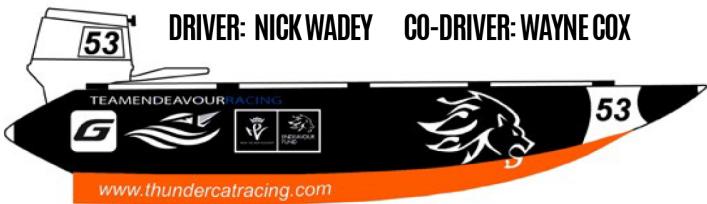


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51





DRIVER: NICK WADEY CO-DRIVER: WAYNE COX

TEAM NAME: TEAM ENDEAVOUR 53



DRIVER: SEBASTIAN WATTS CO-DRIVER: JOSH BROADBENT

TEAM NAME: STUDENT LOAN



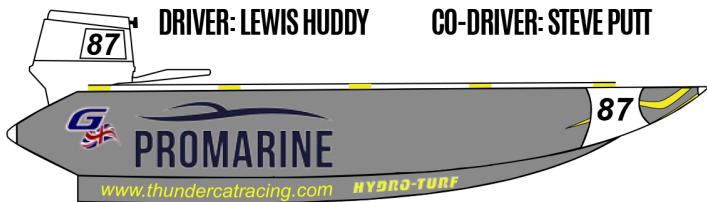
DRIVER: ANDY WHITE CO-DRIVER: SCOTT KERSHAW

TEAM NAME: OCEAN RACING



DRIVER: GARY TOLMAN CO-DRIVER: MARK BLACKMAN

TEAM NAME: MULTISPARK
RACING 61



DRIVER: LEWIS HUDDY CO-DRIVER: STEVE PUTT

TEAM NAME: PRO MARINE

2017 THUNDERCAT RACING CALENDAR

- Rounds 1 & 2 - Fistral, N.Cornwall: 22nd - 23rd April
- Rounds 3 & 4 - Bournemouth, Dorset: 20th - 21st May
- Rounds 5 & 6 - Caernafron, N.Wales: 17th - 18th June
- Rounds 7 & 8 - Liverpool, Merseyside: 24th - 25th June
- Rounds 9 & 10 - Clevedon, N.Somerset: 12th - 13th August
- Rounds 11 & 12 - Perranporth, N.Cornwall: 30th Sept - 1st Oct



SPIRIT OF PAKISTAN IS LAUNCHED

History was made in Lillestrøm at the Norwegian International Boat Show, when the first ever Powerboat Racing Team from Pakistan was officially launched.

'Spirit of Pakistan' will enter the sport racing a F4 Molgaard hull and it will be driven by newcomer Muhammad Ali from the UAE.

Former UIM F2 World Championship promoter, Abdul Salam Fairooz, Managing Director of Spirit of Pakistan told Powerboat Racing World:

'We are very excited about this new venture and Pakistan's first foray into powerboat racing. The country has a population of 182 million and many of those people are mad on sport. We see this as an amazing opportunity to introduce those sports fans to our racing'.

Driver Muhammad Ali whose parents are both from Pakistan, knows he has a steep

learning curve:

'I will start testing the F4 in the UAE. The plan is then to ship it to Norway and enter some local races here and finally travel to Brodenbach in German to race against international competition'.

The connection with Norway is the Team Manager, none other than Nordic superstar Frode Sundsdal;

'The new team will be able to use my race HQ, a contract has been drawn up between my EDH Racing outfit and Spirit of Pakistan, we will also be responsible for their European campaign. It's a pleasure to be working with Abdul again, our friendship goes back some twenty years and I look forward to extending that with success on the water'.



SPIRIT OF PAKISTAN F4 CALENDAR

10th – 11th June Porsgrunn, Norway
F4 National Championship.

17th – 18th June Songe
F4 national Championship.

4th – 6th August Tønsberg Boat race, Norway
F4 National Championship

11th – 13th August Sandefjord, Norway
F4 National Championship

26th – 27th August Drammen, Norway
F4 National Championship European Championship F4

9th – 10th September – Rendsburg, Germany
F4 European championship



The first international Pakistani powerboat team is led and managed by an Emirati staff with the concept of positive investment in human resources, especially that of the young generation.

This investment would in turn benefit the country and community nursing these extraordinary talents which will represent Pakistan honorably in both local and international championships alike.

Follow Spirit Of Pakistan
on our social networks:



@spiritofpakistanclub



CEO's Message
Abdul Salam Fairouz

It is a great honor, for us as an Emirati company experienced in managing and organizing several international sports events, to be chosen for the launching of the project involving establishing Pakistan Soul Team. We are also honored to lead this team to glory in many local and international events by providing the technical support of the best professionals in the world.

THREE-PRONGED F1 H2O CHALLENGE FOR TEAM ABU DHABI

Team Abu Dhabi - F1 H20

Article: Neil Perkins

Team Abu Dhabi is overdue major success in the UIM F1 H2O World Championship and the team running out of the Abu Dhabi International Marine Sports Club (ADIMSC) will field three drivers in this year's championship.

THREE IS THE MAGIC NUMBER

Three-time World Champion Alex Carella will be joined by regular sidekick Thani Al-Qamzi, while Rashed Al-Qamezi makes the leap from the F4-S Championship to stake his claim on the third boat.

Tipped by many to win last year's title, thanks to the fearless approach of the talented Carella and the fact that they won the Teams' Championship in 2015, the team and Carella, in particular, suffered their fair share of misfortunes.

MORE DETERMINED THAN EVER

Carella eventually finished fifth in the

points' standings behind Philippe Chiappe, Shaun Torrente, Jonas Andersson and Sami Selio, but pre-season testing has given the Italian from Piacenza the incentive to come back even more determined than ever this year, under the watchful eye of multiple World Champion and team manager Guido Cappellini.

TRIO UP FOR THE CHALLENGE

Carella, 31, has a remarkable record in the highest echelon of single-seater racing. In only 45 races - since his debut in 2010 - the Italian has won three world titles, claimed 24 podiums and won 12 races.

Last year was disappointing for Thani Al-Qamezi, but the experienced 38-year-old Abu Dhabi driver is a veteran of 121 Grand Prix and has seven wins and 13 second places to his name since making his debut in 2000. He retains the number five boat, while Rashed Al-Qamezi is handed what he hopes will be lucky number seven.

The 25-year-old rookie stormed to the 2016 UIM F4-S Championship title with a race meeting to spare and that enabled him to make his first ever F1 H2O appearance at last December's Grand Prix of Sharjah.

A CLEAN SLATE FOR THE NEW SEASON

Engine issues cost the team dearly in 2016, but a new organisational structure within Team Abu Dhabi has given responsibility of that to Cappellini's own team at the expense of Brendan Power and the team heads to Portugal with a clean slate, three DACs and a point to prove.

Article: Neil Perkins



“THE TEAM HEADS TO PORTUGAL WITH A CLEAN SLATE, THREE DACS AND A POINT TO PROVE”

Russell Puckeridge, Pureart Creative Images



JUKES DOES IT AGAIN WHILST HATHAWAY DOMINATES 400S

Rnd #2 2017 Australia V8 Superboat Championships - Keith Showgrounds, Keith SA (25 March 2017)

- Tremayne Jukes wins second consecutive round of Unlimited Superboats
- Ben Hathaway sets stunning pace to claim maiden 400-Class victory
- Keith stuns on V8 Superboats debut with more than 10,000 screaming fans

Tremayne Jukes sat on top of the Unlimited Superboat championship points table heading into the first ever event at Keith in South Australia, the Victorian acknowledging that he may not be able to repeat his giant-killing effort from the opening round of the season where he defeated four-time national champion Phonsy Mullan in Temora, but in front of more than 10,000 screaming fans 'Maniac' once again claimed the top spot.

MISSION IMPOSSIBLE

The event saw Mullan typically dominating the qualifiers before Jukes was able to 'open-up' his 1300-horsepower machine in the finals, stopping the clocks in the last rotation a full six tenths faster than Mullan in a time few felt was possible.

UNLEASH THE WEAPON

Jukes' win was almost overshadowed though by 400-Class rookie Ben Hathaway in 'Weapon'. The Victorian had set a stunning pace in the opening round at Temora, but lost out in the battle for the top three after an electrical gremlin stopped him in the final.

This time though Hathaway was not going to be denied, setting a cracking pace from opening qualifying to defeat multiple Australian champion Mark Garlick, and reigning title-holder Brett Thornton in the final.

Despite going back-to-back with his second win of the year, Jukes admitted that he had to throw caution into the wind in the end to beat Mullan, who had been the pace-setter for much of the day.

"When I went out for the final, all I knew was that Phonsy had thrown down a 48, and I knew then that the only chance I had was to take a risk. To that point I hadn't extended myself and gone out of my comfort zone, but I knew where I could take a couple of chances, and the boat proved up to the challenge - I never expected to be that quick, it was quite a surprise, but I'm happy to have done it."

BATTLE FOR TOP SPOT

For Ben Hathaway, his first victory in the 400-Class has paved the way to what promises to be another entertaining season long battle for the top step of the podium.

"It's awesome," he admitted afterwards. "I never expected that to be the result, but I was just so comfortable in the boat that I didn't want to back off and risk putting it up the bank. Perhaps all my experience at Cabarita helped because it was a testing tight circuit and the boat, and the team, were exceptional."

For the sport of jetsprinting in Australia, Keith was a revelation, AFJSA President Grant Bourke thanking the man responsible for much of the success - local farmer Glen Simpson - for his efforts, admitting that the V8 Superboat fraternity can't wait for the next event in South Australia. 

2017 AUSTRALIAN V8 SUPERBOAT CHAMPIONSHIPS

Rnd#1 - 4 March, Temora (NSW)
Colin Parish Memorial Trophy - day/night

Rnd#2 - 25 March
Keith (SA) Diesel & Dirt Derby

Rnd#3 - 15 April
Griffith (NSW) day/night

Rnd#4 - 27-28 May
Tweed Coast (NSW) - day

Rnd#5 - 26-27 August,
Tweed Coast (NSW) - day

Rnd#6 - 23 September, Temora
(NSW) - day/night

Rnd#7 - 28-29 October,
Tweed Coast (NSW) [FINAL] - day



SPITWATER MAKE OUTLAW DEBUT

Outlaw Team Spitwater made their public debut in the Australian V8 Superboats over the weekend, in front of more than 10,000 screaming fans as part of the Keith Diesel & Dirt Derby in regional South Australia.

The mastermind of local farmer Glen Simpson, the event was developed to provide some growth for the struggling Keith agricultural show and from slow beginnings, the event grew to attract more than 7000 people in 2016, the 2017 event - thanks in part to the Spitwater V8 Superboats - attracting a staggering 10,000 plus people!

FIRST OPPORTUNITY

For Justin Roylance and his team, the event became their first real opportunity to debut their all-new Outlaw Team Spitwater package, which had been developed by two young V8 Superboat talents from JRE Race Engines, and from opening practice the new team showed just how competitive they'd be.

"We had a few challenges first up," Roylance laughed. *"The most notable was finding that a liner we'd put in the nozzle of our jet unit actually created a big problem for us, which forced us into a literal flat spin in Friday afternoon's first practice.*

"We resolved that very quickly, and from there - apart from a few navigational issues on my behalf - we had a flawless run.

"Our aim for the weekend was to put the boat back on the trailer every run, and we achieved that. I think that once I get more comfortable and confident in the boat - I believe we're capable of regular podiums, it feels that good."

ELECTRICAL GREMLIN

Despite qualifying sixth fastest, Roylance missed the cut for the second final after an electrical gremlin put paid to their chances of making the podium.

"It was a good run too, but just as we got going, the dashboard lit up with an alarm which took my focus off navigation, and despite Peter Hodge's best efforts to point me down the right path, that momentary loss of focus to work out what the alarm was about finished us off.

It was frustrating, but we'd always expected there would be some teething issues with the new package, and you can test all you like, but the best test is on the water racing, so we'll take away what we learnt and come back at Griffith in three weeks looking for a podium."



For more information on the 2017 Australian V8 Superboat Championships, please visit www.v8superboats.com.au www.facebook.com/theoutlaw67

Like Keith, Griffith is arguably the toughest V8 Superboat challenge of the year. A popular annual Easter event that regularly attracts crowds of more than 5000 fans, the day/night event has seen a number of Superboat casualties over the years, with many a hull forced into retirement after an off on the unforgiving red clay circuit.

ANOTHER CHALLENGE

For Roylance though, it's just another challenge, and a challenge the whole Outlaw Team Spitwater operation is willing to take.

"We had a great time at Keith and are moire than ready for Griffith. I can't thank Bree [Roylance], Peter [Hodge], Brad [James] and Daniel James enough, but the whole crew were behind us 100% so thanks to all of them for their tireless efforts to keep us running and in the fight - I hope we can reward them with some silverware in Griffith." 



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INTRODUCING THE IPRC: INTERNATIONAL POWERBOAT RACE CLUB

Article: Eugene Bari



HOW THE IPRC FORMED

In the summer of 2015 a small group of powerboat racers and fans decided to join forces and create a new club with one purpose: to create a positive influence on the sport they love. Together we founded the International Powerboat Race Club. The members of the IPRC decided to start with a fresh approach. Our ambition is to create races and to reanimate the waves.

WHY? BECAUSE WE LOVE OUR SPORT

The sea forces equality. All people are at the mercy of the waves and the sea has no borders. It is international and so is the IPRC. It doesn't matter to us what club, country, colour or creed you are provided you love powerboat racing and honest competition.

The questions we asked ourselves when we started out were simple but they led to two years of intense development before we decided to publicly announce our existence in February 2017. From that moment on it wasn't going to be easy but then nothing worthwhile ever is.

Right from the start we decided to question every assumption and adopt everything that worked. How do we do something different? How do we learn from the best and worst examples? What do we really want to achieve?

Is it good for the sport? Just because it has always been done that way is it the only way? How do we remain positive in the face of endless negativity?

The questions are simple but the answers are complex however we are determined to do our best to answer them. A lot of damage had been done in the recent past by broken promises but that is history and there are lessons to be learned. One of the main lessons is that we have to bring the teams with us at every step of the way. We know we will make mistakes. That's life, but we know that we have to be realistic and deliver on our promises. So we have a rule that applies to everything we do, if we don't make a public announcement it isn't true. If you have a question ask us and we will give you an answer. There are no secrets and no hidden agenda.

GEARING UP

When the sea is churning, the engines screaming, when hulls are slamming and the gasps of excitement are audible you know that something special is happening. That thrill is our only motivation.

iPRC

The world is full of armchair experts. We aren't interested in them. Our determination is to become active experts. The IPRC is made up of people who "do", people who care, people who are committed. It isn't a job for us, it is a vocation. We are doing this because we love it.

In the end the IPRC project can be described in one simple sentence:

"The IPRC is designed to be a place where everyone involved in our sport is welcome."

The IPRC members want to learn and we want to expand the reach of Powerboat racing into every living room but before we can do that we have to focus on the core elements. We have to put one word before all others; "Racing". Racing is the only thing that matters. Not marketing, not hospitality, not merchandise or social media or TV. Racing first second and third. If the races are good and the teams feel valued then the rest will automatically follow.



At the time of writing this we are about 3 months away from our first race and there is a lot to do. We haven't spent insane amounts of money of promoting the event to the public. Instead we are aiming to deliver a range of benefits for the teams. It is far more important to us that the teams know how valued they are.

Our biggest commercial advantage is that we don't have huge debts to service or sponsors to placate and we run with a very tight team who trust each other.

We are fortunate enough to be able to turn down offers we think are inappropriate and we don't owe anyone a penny. That has made life much simpler and our focus much clearer.

GEARING UP

There is a great German word, "Gestaldt", which means that the sum of the parts is greater than the sum of the whole. That pretty much sums up our approach. We want to engage with as many parts of the sport as we can, from circuit to marathon, from ThunderCats to turbines. It doesn't matter. We have no ambition to take over from anyone. Our plan is to act as a facilitator to allow people to race in any category we can and the more we can involve other clubs and teams in our events the more we will be able to help each other. We think that the days of single series promoters trying to make one series work on their own are almost over. Either we work together for the good of everyone or we all fail.

In the UK there has been a lot of political turmoil recently in politics and in our sport but we think it is time to look forward. Everyone is welcome. We are inclusive and international in our outlook and we will stay that way.

Happily, we have the support of a lot of established teams in the UK and from overseas and our Marathon race looks set to be an instant classic. Thanks to the support of all the teams who have entered we are confident that the race will be a fantastic experience for all concerned. After us on the calendar come BPRC's Cowes Torquay Cowes race and then the World Championships in Guernsey. Running these events takes months of preparation and a lot of commitment and we salute everyone involved in every club and in every team. We know what it takes and if we can make it a little easier to get on the water then we have done our job. From our perspective we are delighted to be adding something exciting and new and we hope you will support everywhere you can, wherever it is held.

To paraphrase JFK:

**“ASK NOT WHAT YOUR
SPORT CAN DO FOR YOU,
ASK WHAT YOU CAN DO
FOR YOUR SPORT”**





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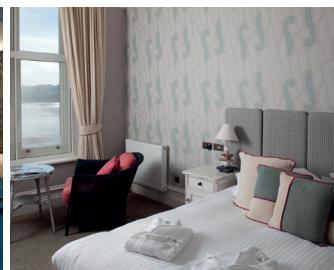
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