

PRW

POWERBOAT RACING WORLD

JUNE 2017 02

OUT OF THIS WORLD

COVER STORY: A HARD DAYS NIGHT - UIM WORLD ENDURANCE

CHIAPPE CONQUERS PORTIMAO - F1H2O

UNITE & CONQUER - SHAUN TORRENTE EXCLUSIVE

WHERE THE ACTION IS - OCRDA

For racers, fans
and enthusiasts of
powerboat racing

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

ISSN 2514-6887



IT'S ALL GO!

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U.I.M World Record Cork - Fastnet - Cork

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CHASING U.I.M. OFFSHORE
OCEAN ENDURANCE AND
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CONTENTS

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Website: www.powerboatracingworld.com
Email: sales@powerboatracingworld.com

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CHIAPPE CONQUERS PORTIMAO - F1H2O 6-15

CHIAPPE'S CINQUE - F1H2O 16-27

COCKPIT COLUMN - BEN JELF 28-29

P1 SUPERSTOCK 2017 30-32

POWERBOAT GP CHAMPIONSHIP 2017 34-39

NEWS THRASH 40-44

TORQUAY TRIUMPH - ORCDA 46-48

CHAMPIONS RETURN AT FISTRAL 50-51

AUSTRALIAN V8 SUPERBOAT CHAMPIONSHIPS 52-53

SIMONE SHINES IN TESTING 54-55

UNITE & CONQUER - TORRENTE EXCLUSIVE 56-59





NEW SEASON - NEW DISCUSSION



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 powerboatracingworld.com

The new season is underway! Philippe Chiappe is starting where he left off, in front. A win at the first round of the 2017 F1H2o championship in Portimao followed up by a fifth victory at the 24 Heures motonautiques de Rouen.

Shaun Torrente who took pole in Portimao and led the race until mechanical failure forced his retirement, writes for us in this issue about his experiences as an American racing for teams from the Middle East and Russia.

To compliment our international race reports we have added some new features, **PRW Pitlane** and **PRW Podium** bringing you the personalities of the sport.

In Britain, the RYA Powerboat GP and ThunderCat Racing Championships have got underway.

Ben Morse makes his writing debut and tells us about his recent win in Lancashire, while the other Ben in F4, Jelf, brings you his regular Cockpit Column.

We also report on Offshore Circuit Racing and their recent journey to 'the undiscovered country'.

With many thanks to F1H2o, Team Abu Dhabi, our writers and snappers for helping make Issue #2 of PRW Magazine possible!

John Moore

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POWERBOAT RACING WORLD



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DRYU® are extremely proud to support the P1 SuperStock UK and World Champions Coleman Racing duo Sam and Daisy Coleman in their 2017 title defence. #lifewithoutlimits

CHIAPPE CONQUERS PORTIMAO

UIM F1H20 World Championship

Article: Nigel Quilter Photography: Chris Davies

GRAND PRIX OF PORTUGAL - ALGARVE



Defending world champion Philippe Chiappe marked the start of his title defence in emphatic style with Victory at the opening round of the season in the UIM F1H20 Grand Prix of Portugal.

Starting from third place off the pontoon the CTIC F1 Shenzhen China driver was immediately up to second, passing Erik Stark by the end of the opening lap.

He trailed pole-sitter and race leader Shaun Torrente for nine of the 50 laps, then hit the front as Torrente slowed and left the circuit with engine problems, a disappointing ending to the day for Victory Team after Torrente and Ahmed Al Hameili's one-two in qualifying.

For the remaining laps Chiappe's main challenge came from Stark who kept the pressure on the

leader, but his hopes of a podium on his return to racing for Team Sweden faltered two laps short of the chequered flag with engine problems, retiring but classified in eighth, his teammate Jonas Andersson suffering the same fate after just five laps.

ALL ABOUT THE ENGINE

"This race was all about managing the engine after what we learned in qualifying about the fuel," said Chiappe. "My engine didn't have the same punch as normal so we decided to play safe

F1H2O

U.I.M. WORLD CHAMPIONSHIP



with the set-up. I sat back a little and took my chance when it came.”

Mad Croc BABA Racing's Sami Selio made up for a frustrating morning session after qualifying in ninth and despite a three-way duel with Duarte Benavente and Bartek Marszalek early on, broke away to take his second consecutive podium in Portimao.

TOTAL TUSSE

Benavente and Marzsalek enjoyed a race long tussle and the late demise of Stark upped the ante with a podium place at stake, Benavente taking advantage of a mistake from Marszalek who clouted and destroyed a turn buoy and passing him four laps from the flag to take his second podium in Portimao.

IN THE FACE OF ADVERSITY

The drive of the day belonged to Abu Dhabi's Alex Carella after a desperate weekend for the team, damaging four out of five engines with Carella the only one of the three to make the start, Thani and Rashed Al Qemzi both sidelined.

Despite qualifying in fifth, an engine change forced the Italian to start from 15th off the pontoon, but he clawed his way through the pack to finish in a remarkable fourth place, after Marszałek was given a one lap penalty for taking out the buoy, a result he described that felt like a win after all the issues they had faced.

DELIGHT & DISAPPOINTMENT

Cedric Deguisne marked his and his Maverick F1 Team's full time entry into the championship with sixth place, despite running for 40 laps with a sticking throttle and controlling the boat with the trim. But it was a disappointing debut for his teammate Amaury Jousseume, retiring on lap 27.

Australia's Grant Trask completed a good day for the F1 Atlantic Team, driving from 16th to take seventh place, Chiappe's new teammate Peter Morin picking up two championship points on his F1H2O debut in ninth.

It was a disappointing day for Emirates racing with Marit Stromoy retiring on lap seven and teammate Mike Szymura disqualified for failing to respond to the race commissioner's instructions. It was also a frustrating day for Mad Croc's Filip Roms, a loose camera hitting the kill switch on his fuel pump and forcing him to retire on lap 31.

Despite making the start line after his crash in qualifying and posting the seventh best time, Blaze Performance's Francesco Cantando's race came to a premature end on lap 1.

ROUND TWO

Round two of the UIM F1H2O World Championship takes place in Evian, France on the 1-2 July.

Article: Nigel Quilter
Photography: Chris Davies





“ DRIVE OF THE DAY BELONGED TO ALEX CARELLA ”

POS.	DRIVER	GAP	POINTS
1	Phillipe Chiappe	+ 0:00	20
2	Sami Selio	+ 12:88	15
3	Duarte Benavente	+ L1	12
4	Alex Carella	+ L1	9
5	Bartek Marszalek	+ L2	7
6	Cedric Deguisne	+ L2	5
7	Grant Trask	+ L2	4
8	Erik Stark	RET	3
9	Peter Morin	+ L3	2
10	Filip Roms	RET	0
11	Amaury Jousseume	RET	0
12	Shaun Torrente	RET	0
13	Marit Stromoy	RET	0
14	Jonas Andersson	RET	0
15	Francesco Cantando	RET	0
16	Ahmed Al Hameli	DNS	0
17	Thani Al Qemzi	DNS	0
18	Rashed Al Qemzi	DNS	0
19	Mike Szymure	DSQ	0



DRIVE OF THE DAY Alex Carella





PRW PITLANE

— UIM F1H2O World Championship —

Photography : Chris Davies

GRAND PRIX OF PORTUGAL - ALGARVE



OUTSTANDING AGAINST ALL ODDS

Aussie F1 driver Grant Trask recorded a stunning sixth place in Portugal, he is the only Australian and the only disabled pilot contesting the 2017 World Championship.

ZERO TO HERO

With virtually zero seat time in practice and two blown engines on race day, Trask was relegated to pole position 18 on the start dock. With Saturday all practice and qualifying sessions abandoned due to 70 km/h winds, officials restructured the Sunday GP program. A 90-minute combined qualifying session was staged at 9:00 am with the GP set to start at 1:00 pm.

Driving an unfamiliar DAC hull in his first drive with the F1 Atlantic Team, Grant Trask desperately needed every minute of practice. Fate intervened and it wasn't to be. Early in the Sunday practice session, Trask's 2.5 litre Mercury race engine expired and the DAC hull was towed back to the pits and craned out.

The spare powerhead was fitted and Trask re-joined the practice/qualifying session with less than 10 minutes to run. With the engine barely warmed up, the spare engine also expired. The post-race review indicated a fuel pump problem.

TIME TO SHINE

So, with virtually no seat time and a third, untried engine being bolted on, Grant Trask was

starting the opening race of his 2017 campaign from the last position on the dock.

Somebody forgot to tell the young F1 rookie from Australia, that the odds were stacked against him. Throughout the 50-lap race, Trask steadily made his way up the leader board. By lap 9 Trask had moved up to 11th position. At half-race distance, 25 laps down, Trask was in 10th position.



Faster drivers and more experienced drivers were making mistakes & paying the price as Grant Trask edged towards the front of the field.

SECRET STRATEGY

Team owner and father of Grant, Bob Trask, had a strategy to go fast but race safe. It was all about finishing and finishing strongly.

And that's the way that the Portugal GP played out. Grant Trask showed true Aussie grit and enormous resolve to come home in sixth position outright. After 50 gruelling laps around the 7 pin 1937 m circuit, Grant Trask again captured the attention of the F1 world scoring points in the driver's championship.

With F1 Atlantic Team lead driver Duarte Benavente finishing third, the F1 Atlantic Team sits in second place on the F1 Teams World Championship.



TEAM OWNER, BOB TRASK

'It was a big effort with lots of challenges and broken motors.

After blowing up 2 engines, we put on an old powerhead that had not been rebuilt in 8 years and came home 6th.

We've had a glimpse now of what is possible. We now move on to the second round in France in June.

We will be looking closely at our engines and want to get Grant some serious seat time.

With the right combination of engines and testing, anything is possible'.





PRW PODIUM

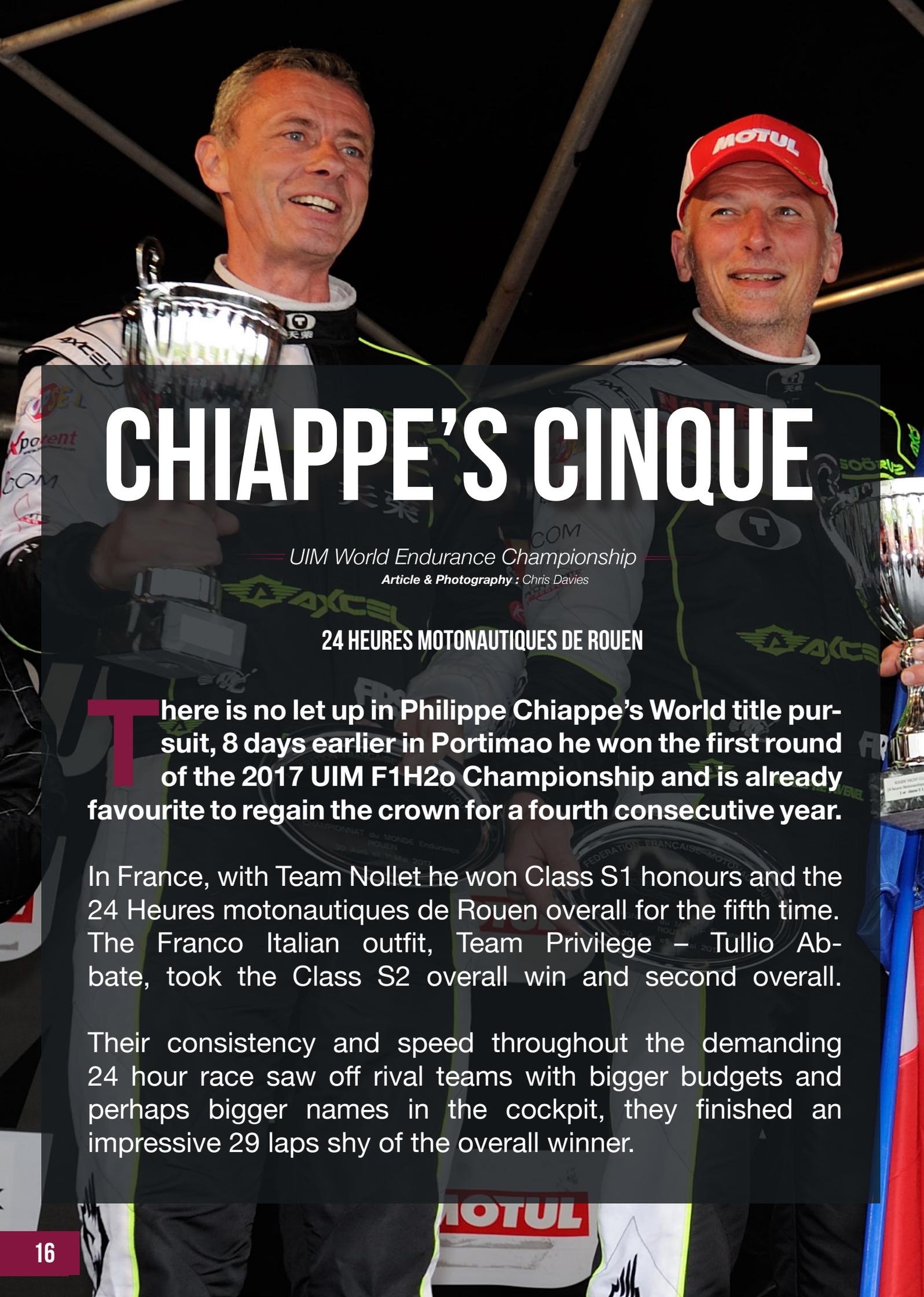
UIM F1H2O World Championship

Photography : Chris Davies

GRAND PRIX OF PORTUGAL - ALGARVE







CHIAPPE'S CINQUE

UIM World Endurance Championship

Article & Photography : Chris Davies

24 HEURES MOTONAUTIQUES DE ROUEN

There is no let up in Philippe Chiappe's World title pursuit, 8 days earlier in Portimao he won the first round of the 2017 UIM F1H2o Championship and is already favourite to regain the crown for a fourth consecutive year.

In France, with Team Nollet he won Class S1 honours and the 24 Heures motonautiques de Rouen overall for the fifth time. The Franco Italian outfit, Team Privilege – Tullio Abate, took the Class S2 overall win and second overall.

Their consistency and speed throughout the demanding 24 hour race saw off rival teams with bigger budgets and perhaps bigger names in the cockpit, they finished an impressive 29 laps shy of the overall winner.

24^H ROUEN



A HARD DAYS NIGHT

UIM World Endurance Championship

Article & Photography : Chris Davies

HOW LONG WILL IT BE BEFORE AN F2 ENTRY'S WIN ROUEN OUT-RIGHT?

Over the years the 24 Heures de Rouen, the first round of the UIM World Endurance Championship has always attracted a fair few drivers who regularly compete in the UIM F2 World Championship and the 54th running of the event was no exception.

With ten boats competing for the S2 Class honours, the field split between using DAC and Moore hulls, it proved to be third time lucky for Edgaras Riabko, who was racing for the New Star Team.

"Finally, after two unsuccessful years I have finished in Rouen, not just that but finished second in the class" said the delighted Lithuanian driver. "For me it was a very big win, because it's the most difficult race in the world for a human and for the boat."

PREDICTABLE PROBLEMS

As with any long distance race the team soon began to hit problems along the way. The biggest headache came from over heating the power steering system, caused by running with bigger steering drums than in previous years.

At one stage Riabko was brought back to the pits because the sister boat being raced by Roman Vandyshev, Shaun Torrente and Mikhael Kitashev needed a new system. "The team boss thought that the Vandyshev boat was leading the class" said Riabko

"I was told to head back to the pits so they could take our system, but the Team Manager told him that our boat was in second place and that their boat was twenty laps behind us. So they then sent me back out and Vandyshev finished the race without power steering."

An extremely tired Vandyshev was relieved to see the chequered flag, "The goal was always two

boats on the podium" said the Russian driver after the prize presentation, "We delivered that."

Fourth in class was the Team Abu Dhabi DAC hull driven by Rashed Al-Tayer, along with Thani Al-Qemzi and Alex Carella.

The team lost their chance of retaining their S2 Class title when





“THE GOAL WAS ALWAYS TWO BOATS ON THE PODIUM. WE DELIVERED THAT”

Carella barrel rolled the DAC after 267 laps and the crew dropped down the rankings from second in class while the boat was being repaired.

During the previous day the Emirati quartet of Mohammed Al-Mehairbi, Faleh Al-Mansoori, Rashed Al-Remeithi and Majed Al-Mansoori had actually led overall for a short period of time some two hours into the race. Then on lap 87 disaster struck their boat when their F2 reserve driver, Al-Remeithi was caught out by the spray coming from two boats running ahead of him. With rain causing visibility problems the young UAE driver had got to close and over he went. Fortunately the Emirati was not injured in the incident but the left sponsor on his DAC was completely destroyed in the impact.



French driver Sébastien Lemoine didn't make it past Sunday night in his Navikart Racing Moore hull. Just after 11pm they were towed back to the pits with mechanical problems. The number four piston needed changing, which took the mechanics just under an hour to fix. When they finally made it back onto the water it only took another twenty five minutes before the connecting rod broke and it was 'game-over' for this normally reliable team.



Lemoine's fellow countryman Fabrice Boulter in the Touax Pegase Racing Team Moore was also having a race to forget. Several mechanical issues had plagued their twenty four hours, with them having to change nearly everything bar the engine block. With just a couple of hours till the chequered flag made its appearance they too were brought to a grinding halt with a connecting rod failure.

HONOURS

The S2 Class honours went to the Team Privilege – Tullio Abbate entry, who ran a wise and trouble free twenty four hours around the Ile Lacroix course, clocking up an incredible 766 laps. The overall race win went to the French Team Nolle crew that included the now five-time Rouen winner Philippe Chiappe, and his CTIC Shenzhen team-mate Peter Morin.

Although Team Nolle came under very little pressure, their winning margin was still only thirty laps, which makes you ask the question, how long will it be before an F2 entry wins Rouen out-right?

Article & Photography: Chris Davies



THE FOURTH IS WITH TEAM ABU DHABI

UIM World Endurance Championship

Article: Neil Perkins

“ SENSATIONAL FIGHT BACK TO FINISH
FOURTH IN THE S2 CLASS ”



Team Abu Dhabi's Thani Al-Qemzi, Alex Carella, Rashed Al-Tayer and Majed Al-Mansoori produced a sensational fight back to finish fourth in the S2 class and sixth overall in the 54th 24 Hours of Rouen on France's River Seine on Monday afternoon.

The team lost their chance of retaining their Class S2 title when Carella somersaulted the Team Abu Dhabi 35 DAC boat after 267 laps and the crew plummeted down the rankings while the boat was repaired. But that was the start of a stunning fight back through the field on the opening round

of the UIM World Endurance Championship.

The race finished late on Monday afternoon and the team running out of the Abu Dhabi International Marine Sports Club (ADIMSC) was able to complete 678 laps after repairs and missed out on a podium finish by just four laps. The overall race win fell to the French Team Nollet crew that included triple UIM F1 H2O World Champion and five-time Rouen winner Philippe Chiappe and his CTIC Shenzhen team-mate Peter Morin. Team Privilege 25 won Class S2 and finished second overall.

The Emirati quartet of Mohammed Al-Mehairbi, Faleh Al-Mansoori, Rashed Al-Remeithi and Majed Al-Mansoori raced in Team Abu Dhabi 36, with Majed Al-Mansoori replacing Rashed Al-Qemzi at the 11th hour.

BITTER SETBACK

The quartet actually led the race outright for a short period of time around the two-hour mark, but suffered a bitter setback after 86 laps when their UIM F4 and F2 reserve driver Al-Remeithi was caught out by the spray coming from two boats running ahead of him and his boat blew over. The Emirati was not injured in the incident but the DAC's left sponson was completely destroyed in the incident.

"This is one of the most famous endurance races in the world and both our teams showed their pace and determination and both were leading at one point in the early stages of the race," said Salem Al-Remeithi, general manager of the Abu Dhabi International Marine Sports Club (ADIMSC). "It's disappointing that we were not able to retain the S2 class title, but the race was fantastic experience for everyone and gave our drivers the chance for valuable time in the race boats."

Etihad Airways is the official carrier for Team Abu Dhabi that is also supported by the Abu Dhabi Sports Council and runs under the patronage of His Highness Sheikh Dr. Sultan Bin Khalifa Al-Nahyan, advisor to the Head of State and chairman of the board of directors of the Abu Dhabi International Marine Sports Club

and under the guidance of His Highness Sheikh Mohammed Bin Sultan Bin Khalifa Al-Nahyan, Vice-President and CEO of the ADIMSC.

THE RACE UNRAVELLED

Despite a delay of 40 minutes before the start, the Team Abu Dhabi boats began strongly and with just under two hours on the clock, VSI Racing was leading the 28-boat entry and heading class S1, while Team Abu Dhabi 36 was in a solid third overall and second in S2 behind New Star 2, having run for 44 laps on the Seine course. Team Abu Dhabi 35 was down in 10th, six laps behind, and eighth in the S2 class.

Team Abu Dhabi 36 actually snatched the overall lead for a lap or so soon afterwards before slipping behind again. After five hours, Team Nollet and VSI Racing led overall and Xtrem Racing 26 headed class S2. Team Abu Dhabi 35 was in fifth overall and third in S2 – just two laps behind the leaders - but Team Abu Dhabi 36 had fallen to ninth in S2 after Al-Remeithi's accident and was withdrawn by the team.

By one-quarter distance, after six hours, Team Abu Dhabi 35 had climbed to the top of the S2 standings, had run 175 laps and was one lap ahead of the French Xtrem Racing 26 crew in their Moore. Rain had dampened spirits during the course of the session.





BARREL ROLL

Carella was running strongly at the head of the S2 class battle, but the Italian barrel-rolled his DAC after around nine hours and 267 laps and the team lost the class lead while the boat was retrieved and Carella was treated for slight shock. Damage was not as severe on 35 as it had been on boat 36 and the decision was made to repair the damage around the same time as the front-running New Star 20 suffered gear case issues. By the 10-hour mark, Team Privilege 25 led the S2 section by 22 laps from Team Nollet 26.

Team Abu Dhabi managed to repair boat 35 and the crew returned to the water before nightfall. With just over 10 hours to run and shortly before the seven-hour break after the first 15-hour stint, Team Privilege led the S2 class by 19 laps from New Star 1. Team Abu Dhabi 35 was back up to 11th overall and running eighth in S2.

THE CHARGE

But the Team Abu Dhabi 35 charge had only just begun and the fight back continued throughout Sunday morning. With 19 hours on the clock, Team Privilege continued to lead the S2 class by 47 laps from New Star 2 and the Abu Dhabi boat was running in sixth overall and fourth in class, a mere 13 laps behind New Star 1 and closing in on a podium finish. With New Star 1 out of the water, Team Abu Dhabi 35 continued

to press on and reduced the Russian team's hold on third place to just five laps with 4hrs 41min of the race to run.

But, with the gap down to just four laps, New Star 1 returned to action heading into the last 4hrs 25mins to move ahead again and a static Team Abu Dhabi 35 was passed by Team Marine Inshore Loutz and slipped back to fifth after the team made a quick gear case change.

FIGHT TO THE FINISH

With 90 minutes of the race to run, Team Abu Dhabi 35 was back into sixth overall and fourth in S2 and hunting down New Star 1 for the final podium place with eight laps between the two boats. The New Star boat featured Carella's former Qatar F1 team-mate and current Victory Team driver Shaun Torrente working alongside the Russian trio of Roman Vandyshev, Mikhael Kitashhev and Konstantin Ustinov.

Heading into the last hour, Team Abu Dhabi 35 trailed New Star 1 by just five laps and the margin was down to four with 23 minutes remaining, but there wasn't quite enough time to catch the Russian entry and the Emirati team reached the chequered flag in fourth position in S2.



Article: Roy Mantle





PRW

UIM World Endurance
Photography

24 HEURES





PITLANE

ance Championship
phy : Chris Davies
S DE ROUEN



COCKPIT COLUMN

Hello race fans! Welcome to the secondentry in my 'cockpit column.' It has been a busy period leading up to the Powerboat GP Lancashire race which took place on the 29th and the 30th of April.

My team and I have been spending long hours at Stewartby lake testing as much as we could.

At the last testing session before the first national round all of us were really close on lap times, but the only time we would know for sure who is fastest would be at the first national at Carr mill.

When it came to the race weekend I was feeling a buzz of excitement, not from just the 8 Formula 4's that had entered but from the fact that we had secured our first sponsors of the season a week before, Fibretech UK.

INTO THE UNKNOWN

The interesting thing over the weekend was that people had new boats, new equipment and many other developments so it would be a mystery as to how everyone would do in qualifying.

Ben Morse made a full comeback and ended up just over a second faster on his home water Rob Veares was just 0.07 faster than me so it was very competitive.

I also had newcomer Martin Wood hot on my tail qualifying 0.70 seconds behind me.

After qualifying it came to the first race, there is no feeling like being on the start line during the countdown.



BEN JELF

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 @benjelf_4

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13 BRITISH CHAMPIONSHIPS

5 INTERNATIONAL CHAMPIONSHIPS

3 WORLD CHAMPIONSHIPS

6 BRITISH SPEED RECORDS

“WHEN IT CAME TO THE RACE WEEKEND I WAS FEELING A BUZZ OF EXCITEMENT”

FEEL IT

You start to feel the adrenaline pumping around your body and when the red lights come on the whole world seems like it goes into slow motion.

You can feel your heart beating and your finger is poised in that start button and when the lights go out you just spring into action.

The only problem was that I didn't get the start I wanted in the first race so I was lagging behind a little bit but I was able to hold on to my third place.

The second race was a better

start but I had the best view watching the battle between Ben Morse and Rob Veares battle it out together, I was keeping my distance as they were getting very close but I didn't stay far behind.

In the end I did settle for third place again.

Then it came to the final race.

Once again it was a good start but Rob and Ben were just ahead of me and they were having a great battle for the first three laps.

Eventually Ben got ahead of Rob and by this time I was catching Rob in every turn. When we got to the right

hand turn I was really close to him but my boat 'dug' in at the wrong time, I lost too much speed and then had to settle for third place.

FUN WEEKEND

Overall I had a fun weekend not just racing myself I enjoyed watching the racing.

I watched my dad Colin, dominate the racing in his 2004 F2 Molgaard hull. It was also good to see my cousin George Elmore win two of his races especially after he had engine problems in his qualifying and first race. That's all from me, I will update you all again soon.

Ben

“WHEN THE RED LIGHTS COME ON THE WHOLE WORLD SEEMS LIKE IT GOES INTO SLOW MOTION”



P1 USA SECURE MERCURY BACKING

P1 Superstock USA 2017 Season



Mercury Racing announced recently that it has signed on as presenting sponsor of the US Powerboat P1 SuperStock series for the 2017 season. The Mercury Racing 300XS outboard will be weapon of choice for the 2017 Spectre P1 SuperStock USA Championship.

“ Our new alliance with Mercury Racing, the acknowledged leader in the marine high performance industry, is testimony to the growth and stature of the P1 SuperStock series.

Powerboat P1 USA Managing Director Azam Rangoonwala

”



‘The performance of the P1 Panther with the 300XS is outstanding. Acceleration and top speed are dramatically improved, and the tracking and handling is crisp and nimble. It’s like a new boat’, said Spectre P1 SuperStock USA Championship spokesperson Martin Sanborn.

‘Partnerships are at the heart of our P1 business and our new alliance with Mercury Racing, the acknowledged leader in the

marine high performance industry, is testimony to the growth and stature of the P1 SuperStock series’, said Powerboat P1 USA Managing Director Azam Rangoonwala.

‘Our association with Mercury Racing brings a wealth of experience and reliability, and we are confident that this move will generate even greater interest in our national championship’.

ROARING RETURN TO KISSIMMEE/ST. CLOUD

P1 returns to Kissimmee/St. Cloud's East Lake Tohopekaliga on Saturday, May 20th, featuring the AquaX Amateur Enduro Florida Championship and the first race of the 2017 P1 SuperStock USA Series presented by Mercury Racing.

GAINING MOMENTUM

'Our P1 SuperStock powerboat series, presented by Mercury Racing, continues to gain momentum and recognition and it boasts the most extensive television package in powerboat racing with coverage in more than 150 countries', says Azam Rangoonwala, Managing Director of P1 USA.

'With St. Cloud's long history of powerboat racing this is a great venue to launch the new season, and the double bill of P1 SuperStock action and AquaX racing will serve up a feast of top class marine motorsport entertainment for all the family'.

RETURN TO RACING

Returning SuperStock race teams include GEICO, SouthEastern Lighting Solutions, Visit Jacksonville, and Frank & Al's Pizza. Fox Sports will again be covering this year's race and the broadcast will be aired in June.

'For the sixth consecutive year we are thrilled to welcome back the action-packed Powerboat P1 racing to Kissimmee', said John Poole, Kissimmee Sports Commission Director of Sports Marketing and Development.

'This event is just one example of Kissimmee's diverse sporting industry that directly impacts local economic development. We hope to continue growing this partnership for years to come'.

FITTING PARTNERSHIP

The partnership between Mercury Racing and Powerboat P1 seemed fitting knowing the racing history of Kissimmee/St. Cloud's East Lake Tohopekaliga, and nearby Lake X.

The Outboard Performance Craft Category of the American Power Boat Association, was the outgrowth of boat racing enthusiasts' desire in the 50's and early 60's to compete in their family boats with standard mass produced outboard motors larger than 40 cubic inches.

This desire led in 1961 to the hugely successful race for APBA on Lake Tohopekaliga organized by E. C. Kiekhaefer, the legendary head of Mercury Outboards, under rules prepared by Mr. Kiekhaefer's lead engineer Charlie Strang of Mercury racing. Only twenty minutes away is Lake X which has also been a legend in the U.S. boating industry.

For 47 years, Lake X served as the secret testing facility in central Florida for Mercury Marine's latest products. It was the site where the company often ran engines 24 hours a day, six days a week, to test their endurance. Two United State Auto Club certified 25,000 mile endurance runs were held there. 





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LIFT OFF IN LANCASHIRE

Powerboat GP Championship 2017

Introduction: Nikki Drummond

Competitors from 6 championship classes descended on Carr Mill Dam, St Helens over the weekend of 29/30 April for the opening round of the 2017 Powerboat GP Championship - The Lancashire Grand Prix.

Luke Jones Powerboat GP promoter, summed up the weekend, 'What a way to kick off the 2017 championship. We've had an influx of new racers and returning old friends'.

'We aim to produce close, exciting and safe racing for both competitors and spectators alike and this weekend certainly ticked all the boxes. There was a great standard of racing out there'.

'To the Lancashire Powerboat Racing Club, Officials and safety crew thank you for making the vent such a success and we can't wait to see the action unfold at our next event in Lowestoft at the end of the month'.





WINNING WORDS WITH BEN MORSE

Powerboat GP F4 Championship 2017

Photography: Bryan Scott

“ WITH A WIN UNDER MY BELT, I’M REALLY LOOKING FORWARD TO BATTLING IT OUT WITH ROB, BEN AND THE OTHER DRIVERS THROUGH THE REST OF THE SEASON. ”



It was a great start to the season! Coming into the weekend we were quietly confident, knowing that we were lapping at Carr Mill faster than we ever had and the boat felt really good.

PERFECT POLE

To set pole position by almost a second was a great feeling as we expected times of the top few drivers to be a lot closer.

The first heat went extremely well, almost perfect. I pulled out a lead from the start and then settled into a rhythm holding the gap throughout the race.

I had feared starting issues would let me down at some point as it has been a bit hit and miss in testing - and the gremlins hit me on Sunday morning!

STIFF COMPETITION

Rob got away as my engine didn't fire, I knew I could catch him but also know from previous experience that passing people around Carr Mill can be hard even when you are visibly faster.

Rob drove a great defensive race, hats off to him, but we had just enough to pass him by playing the home water card.

The third heat ran pretty much the same although I knew exactly where to play my hand.

LEARN AND LEAD

I'd established that I could carry a lot more speed around the right hander and after getting as close as I dare, I used that knowledge to my advantage and overtook Rob, going on to pull away and take the win.

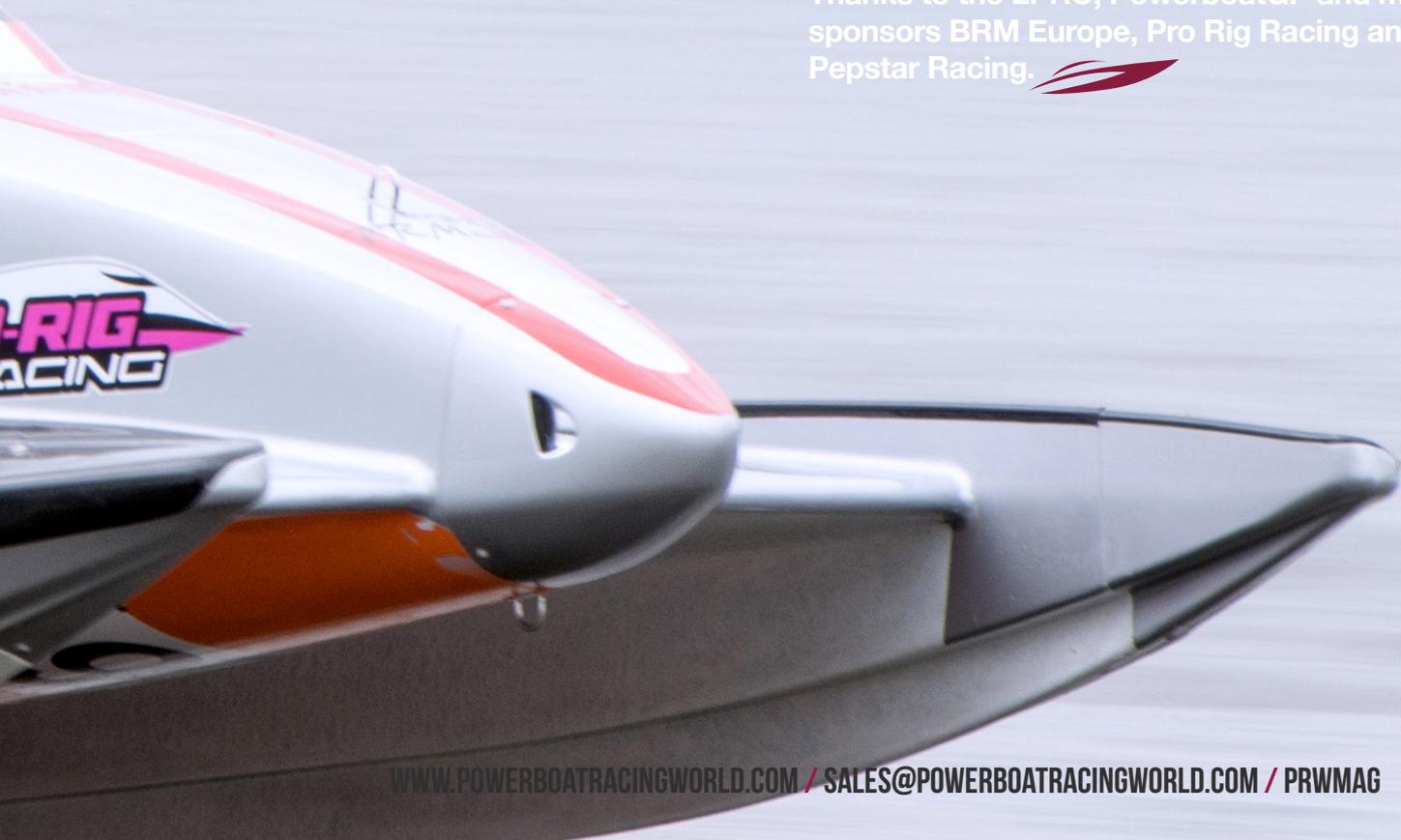
With a win under my belt, I'm really looking forward to battling it out with Rob, Ben and the other drivers through the rest of the season.

BRIGHT FUTURE

It was great to see more boats out and I'm going to have to watch rookie Martin Wood as he gets more familiar with his boat.

There's talk about more new drivers joining us during the season so F4 looks like becoming the best supported National class in the UK.

Thanks to the LPRC, PowerboatGP and my sponsors BRM Europe, Pro Rig Racing and Pepstar Racing.





GT15



GT30



Colin Jelf has won the UIM F2 World Championship on 3 occasions in 2006, 2007 and 2008. Since then, he has mainly concentrated on racing in Britain and nurturing his son Ben through the ranks of GT15, GT30 and this year F4.

Jelf Snr was in dominant form in the F2 class at the Lancashire GP and provided spectators with a 'Master Class' of qualification and racing.

With the form and boat set-up Jelf has right now, it surely should be a must that he joins his brother Owen and fellow Brit Matt Palfreyman for a crack at the 2017 UIM F2 World Championship?

F2 RESULTS

1. Colin Jelf
2. Paul Balfour
3. Steve Hoult
4. Matt Palfreyman
5. Mark Williams

A GT 15 Pole Position and an overall Lancashire GP round win gave Harvey Smith the perfect start to the 2017 season.

Smith, still recovering from a broken leg sustained during a recent skiing holiday, steered his F1 Team Atlantic GT15 set-up to a heat win and 2 second places, which was enough to secure an overall win.

He said afterwards;

'It's a great start to the season and I'm particularly pleased to win at my home club, the LPRC, who signed off my racing licence. I was hoping to give F1 Team Atlantic a hat-trick of wins this weekend although George Elmore was too strong today.'

GT 15 RESULTS

1. Harvey Smith
2. Aidan Fleet
3. Caleb Jelf
4. George Elmore
5. Ethan Goodfellow
6. Jessica Haylock

GT30 RESULTS

1. Thomas Mantripp
2. Jack Pickles
3. Tiegan Goodfellow
4. Tony Judge
5. Ralph White
6. Jayme Speller
7. Andy Cousins
8. Jonathan Brewer

“IT'S A GREAT START TO THE SEASON AND I'M PARTICULARLY PLEASED TO WIN AT MY HOME CLUB, THE LRPC”

Harvey Smith GT15

NEWS THRASH



GUERNSEY 2017 IS A GO

A May Day date was set by the Guernsey Powerboat Association (GPA) for competitors to enter their UIM Class 3 World Championships and for the organisers to gauge interest in the Event.

The organisers have confirmed, 'Following the 1st May deadline that was set in partnership with the RYA, we are pleased to confirm that the UIM Class 3 A and B World Championships will take place in September 2017 in Guernsey as planned'.



The UIM Class 3A category already has 2016 World Champion Jack Bobin entered and ready to defend his title against teams from Norway, Sweden, Britain and the Channel Islands.

The GPA continued, 'We require a few more Class 3B entries in order to secure the official UIM World status'. Currently only 2 international teams have entered, however the organisers are optimistic that once Scandinavia thaws out from a long winter, more 'Cats and Bats' will sign up for the Event in scheduled for September.

LESSONS LEARNED IN LANCASHIRE

Matt Palfreyman's, Mercury Racing Team arrived at the Lancashire Grand Prix well prepared following the previous weekends test session at Stewartby Lake in Bedford.

The boat was running perfectly, with a newly wrapped trailer and pit area to go with it.

Though unfortunately, the disappointment started early when Matt struggled to qualify, completing only approximately four laps, only one of them being a qualifying lap. Nevertheless, he qualified in third position and the team spent the lunch break attempting to diagnose the problem.

It was quickly determined that the changes made by the mechanics were unsuccessful, as Matt was unable to complete heat 1 without the gremlins rearing their head once again.

After changing the batteries on the morning of day two, Matt successfully completed heats two and three in third position, allowing him to give the boat a good shake down and build his confidence for the season ahead.

Matt took 4th place overall for the weekend, not ideal, or where he wanted to finish, but the team learnt valuable lessons and are now further prepared for the main goal, the UIM F2 World Championships which commence 10th June in Kaunas, Lithuania.



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

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2016 UIM PHOTOGRAPHIC COMPETITION WINNERS

Participants from 14 countries submitted over 200 entries for the 2016 UIM Photographic competition – slightly down on 2015.

James Wright, Judging Panel Chairman said:

'In spite of lower numbers, the competition was just as strong with many new names and differing interpretations of the brief once again making the task of the judging panel both a most enjoyable experience.

'Between them, the entrants covered almost every aspect of our beloved sport and the world of powerboat racing at its best proving, yet again, what a photogenic sport we cover.

'The passion for the sport is obvious both from the photographers who submitted entries to the subjects in those images where emotion and commitment is evident on both sides of the camera.

'The task of judging these competitions is not an easy one and a great deal of thought goes into ensuring that each and every entrant is afforded the same levels of consideration in each of the rating categories.

'I would therefore like to take this opportunity to thank each of my fellow members of the judging panel for their time and commitment in ensuring this competition continues and also to each and every entrant for taking the time to select and present their submissions.

'I have done this myself on numerous occasions and it is no easy task, thank you.

'I would also like to say congratulations to the winners across all categories a tremendous effort providing some stunning images.

PHOTO: AREK REJS – BRONZE CIRCUIT CATEGORY





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ARTHUR J. GALLAGHER CONTINUES ITS TEAM SPONSORSHIP WITH POWERBOAT P1 RACE SERIES

Powerboat P1, the world's leading marine motorsport promoter, has announced that Arthur J. Gallagher will again sponsor a racing team in this year's P1 SuperStock powerboat championship in the UK.

Founded in 1927 and currently celebrating its 90th anniversary, Arthur J. Gallagher has grown to become one of the largest insurance brokerage and risk management companies in the world, and in the UK alone has a network of client-focused branches in more than 50 locations. The relationship with P1 is now entering a fourth year and it will see their sponsored team compete in the four-venue race series this summer, with the P1 Panther race boat and team suits carrying Arthur J. Gallagher branding.

P1 UK managing director Robert Wicks explained: "This new agreement makes strategic sense for both businesses, with P1 greatly valuing its association with a well-

respected, global brand and Arthur J. Gallagher having access to the racing team across the season for PR and promotional activity together with extensive digital and international broadcast exposure.

The branded boat will be seen by more than 100,000 spectators at race events in England, Scotland, Wales and Denmark between June and September, and all the high-speed action will be enjoyed by TV viewers on Sky Sports and other leading sports networks around the world."

Peter Matthews, Area Managing Director (Midlands & Islands) of Arthur J. Gallagher said: "This will be the fourth year of our successful partnership with Powerboat P1 and we are looking forward to our Arthur J. Gallagher race boat competing in the prestigious P1 SuperStock Championship.

Our team sponsorship provides us with an exciting and distinctive platform for a range of activities that include employee engagement, corporate hospitality and social media. In addition this year, we will be using the sponsorship to enhance our 90th anniversary celebrations."

Earlier this year P1 unveiled plans to take its one-design UK powerboat racing series to four countries this season, with two new venues joining the line-up to host a P1 Grand Prix of the Sea event.



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ORCDA Torquay 2017

Photography: Tim Tapping Article: Kerry Bobin

TORQUAY TRIUMPH

Teams arrived in Torquay on the first May bank holiday to put on a show that has reignited racers' desires for Offshore Racing in the UK after many years of being in the doldrums.

WHERE THE ACTION IS

Billed as being 'where the action is', ORCDA took the recent step to follow the example of Jetsport, no longer recognise the RYA as its governing body and go about its business unfettered by the many years of quarrels that have held its progress back.

Being a recent decision and also the first event of the season meant that the 62 individuals (31 teams) actually competing only represented just over half of the teams that have already signed up to OCR for this coming season with, you guessed it, more still asking how they can start.

ECSTATIC RESPONSE

Torbay Mayor Gordon Oliver was absolutely ecstatic to see so many boats lining the pier and noted that the high standards of preparation of the fleet along with extremely professional event management was such that the spectacle created was exactly what he envisaged for future events followed by the suggestion that if they wanted to come back this year let alone next they would be welcome.

Nick Burns from Torquay Harbour Authority spent the weekend fully relaxed in the knowledge that the officiating team were fully on top of the safety aspects of the event with a large safety fleet and experienced officials in place.

UNEXPECTED APPLAUSE

His particular note was that of the drivers' briefing on Sunday where the racing had to be cancelled due to swells meaning that boat recovery was thought too difficult. He was astounded to see not disappointment but a round of applause from the competitors for putting their safety above all.



TESTING IN THE EXTREME

Despite the poor weather conditions, the organisers, in the knowledge that it had been many years since this many boats had been in close proximity, had insisted upon a 3 lap familiarisation before going straight into two heats of extremely exciting racing on the Saturday. This made for a very full packed schedule on the water.

The conditions were testing in the extreme and it has to be said that it was probably seen as a blessing by the teams that they could not run on the Sunday!

HOW IT UNFOLDED

Heat 1 saw a start of all 31 boats quickly followed by a red flag stop due to a roll over resulting in a quick recovery and restart to give us a second opportunity to see that fantastic sight of a large fleet vying for the first buoy.

Class 1 became an unexpected duel between Circle Express and Enforcer with the pair swapping places during both heats and a final result of one win each, the remaining three all succumbing to either mechanical or crew issues due to the extreme conditions.

Class 2 being on a slightly shorter lap may have been expected to avoid the worst of conditions but it was not the case. Who Dares Swims and IR Play gave the expected epic battle being the ex-

perienced hardcore rough water teams that they are. The former just winning out in both heats. Foam Fury, Bayside Graphics, Hyperactive, Mr Bump, The Rock and Multispark all gave a good account of themselves with the remaining 5 teams all again suffering failure in the conditions.

Class 3 saw the new design of Power Marine battling with Eat Sleep Race Repeat to take a win a piece with Racing Green chasing them hard despite the crew having taken a complete bashing very early on in heat 1. A huge disappointment for YKnot who took the early lead in what were definitely their conditions but they suffered a catastrophic failure of their trim system. A K Racing, Shocker, Exe Boys and Licence To Thrill all made the points table with a further 6 boats repeating the story of demise from class 1 and 2.

CREDIT TO THE FLEET

What was plainly obvious is that being the first race of the series some teams were left scratching their heads as to both their equipment and crew abilities although it has to be said that actually a better than 50% finishers was a credit to the whole of the fleet given the circumstances.

The writer suspects we are going to see a whole load more success at the next race in Newhaven 9/11th June with hopefully less testing conditions.





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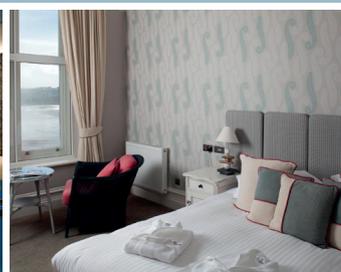
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A CHAMPIONS RETURN AT FISTRAL THUNDERCATS

Thundercat Racing Championship 2017

Photography: Mike Powell

FISTRAL BEACH NEWQUAY 22ND-23RD APRIL

Reigning ThunderCat Racing Champions Rob Davies and Darren Phillips driving Magor Racing won both Round 1 and 2 of the 2017 Championship in flat conditions at Fistral Beach, Cornwall, and are already looking firm favourites to regain their title this year.

The Welsh pairing saw off a spirited challenge from former UIM P750 Pro-Stock World Champions James Tapp and Ed Redman on Saturday and from David Finlayson and Mark Blackman guesting for the weekend in Multispark Racing in Round 2.

Tom Zierer and Ben Backhouse from Guernsey achieved their first ever podium place by taking third overall in the second round.

Was this the first time in a British ThunderCat Championship where an English driver was absent from the podium?

The Welsh, Scots and Guerns certainly had a good weekend.



“ THE WELSH, SCOTS AND
GUERNS CERTAINLY HAD A
GOOD WEEKEND. ”





DOUBLE PODIUM FOR SPITWATER TEAM OUTLAW IN GRIFFITH

Rnd #3 2017 Australia V8 Superboat Championships - Lake Wynagan, Griffith, NSW (15 April 2017)

CLOSE TO PERFECTION

Easter was kind to the new Spitwater Team Outlaw outfit during the third round of the Australian V8 Superboats championship under lights in Griffith with not just one, but two drivers completing the hotly contested 400-Class podium in what was a near perfect weekend for the team.

Joining team-leader Justin Roylance as the 'B' driver in the #67 machine was former 350-Class champion Daniel James, the two pushing each other all day as they worked their way up the leaderboard to be in the battle for a podium finish thanks to two impressive drives through the first two finals.

SEAMLESS SPITWATER

Roylance was the pace-setter for the team early, whilst James carefully worked his way forward through every session, the pair working seamlessly

through each run to improve the performance of the new JRE Race Engines built machine to put themselves on the podium ahead of the final run of the night.

In the end caution saw them run second and third, whilst Queensland Griffith rookie Paul Kelly threw caution to the wind to take victory on what is widely regarded as the most unforgiving and treacherous circuit in the country.

"I couldn't be more pleased with the result," a beaming Justin Roylance admitted after making the third step of the podium.

"Our goal this weekend was to learn and keep the boat straight and we managed that perfectly. Personally I wanted to be able to learn from Daniel - who is arguably one of the best drivers in the country - and work to improve the performance of the boat. This is only our second event with the new package, and the second event at a venue where caution plays a big part in your approach



2017 AUSTRALIAN V8 SUPERBOAT CHAMPIONSHIPS

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

because there's little margin for error at Griffith, so in my mind we were big winners this weekend, and having Daniel join me on the podium was the icing on the cake!"

FAULTLESS WEEKEND

For James, who has only made cameo appearances in the championship over recent seasons, a podium finish was a perfect end to what had been a faultless weekend.

"It was great to be back behind the wheel again, I really enjoyed the experience, and to make the podium alongside Justin was a great result," James confirmed.

"It was nice too to get a feel for the boat and help Justin improve the performance. Data is great, but there's no better way to get an understanding for what's going on than during the racing itself, so we learnt an awful lot and can go away now and

make a few more tweaks to the setup to extract even more performance."

"Now it's back to Cabarita to a circuit we know well," Roylance added reflecting on the championship's move north to the Tweed Coast venue at the end of May. "That's great because Keith was new - as was the boat - and Griffith was a circuit that we run on just once a year, so to go back to a venue where we compete regularly and have a good understanding, we feel confident we'll be able to keep this competitive run alive!"

NEXT UP

The fourth round of the 2017 Australian V8 Superboats Championship will be held at the Tweed Coast facility on the north coast of New South Wales over two days, on 26-27 May 2017.



SIMONE SHINES IN TESTING

Simone Schuft agreed terms with Gordon Cook Racing to compete in the team's UIM F2 Moore hull back in February.

In early May, Wyboston Lakes in Bedfordshire was the chosen venue for the driver from Neuss, Germany to get acquainted with her new rig and put in some installation laps.

It was the first time that the lake had ever hosted a racing power-

boat test and the first time Simone had ever piloted a Moore hull. By the end of the first testing session, she was on the pace.

'It's been a very productive day considering everything was so new to me this morning and I can go into my first race in Brodenbach with some confidence'. The race in Germany, an F2 UIM International Ordinary, will run over the weekend of the 20/21 May. 

“BY THE END OF THE FIRST TESTING SESSION, SHE WAS ON THE PACE.”



UNITE AND

Victory Team UIM F1H2o driver Shaun Torrente writes for Powerboat Racing World

I have just returned home to Miami after 2 weeks of great racing and enjoying the company of wonderful people. The kick off to my UIM F1h2o season was in Portimao, Portugal last month.

This, my third season with the Dubai based Victory Team, started well with Pole Position and an early lead in the race. Unfortunately, an engine failure ended my race early and no points for the weekend.

I then traveled to France to compete in the UIM Endurance World Championship opening round and marquee event, the 24 hours of Rouen. In this series, I drive for the New Star team which is based out of Moscow, Russia. This is my second season racing for New Star. The 24 hours of Rouen resulted in a 3rd in F2 and 5th overall.

Following the race in Rouen, I went through my text messages and email. A particular message made me think and reflect. The message was from a friend's wife of German descent. The message stated that my name and the American flag on a boat with Russian flags gave her a small feeling of hope.

HOW DIFFERENT ARE WE?

In spite of social unrest and violence, that just a generation after the end of the cold war, two past adversaries could work together towards a common goal.

On my long flight home, I continued to reflect. I have been racing around the globe for the last seven years. I have had team members from all corners of the world. We all come together to race. How different are we really? What are our differences truly based on? These are the questions that I began to explore.

**“ WE ALL COME TOGETHER TO RACE.
HOW DIFFERENT ARE WE REALLY? ”**

”



CONQUER

Even though I was born toward the end of the cold war, it had a profound effect on my life. My father was born in Cuba and he and his family fled Cuba when Castro took power, to this day, I have never set foot on that island a mere 90 miles from our coast.

For some that do not know, Castro and Cuba were backed by the Soviet Union. In South Florida (where I grew up), both Cuba and the Cold war were always present in our lives.

When I was approached to race for the New Star team, I had a moment of trepidation

and that is very unlike me! I usually jump into things too quickly, what I realized very quickly is that my upbringing and environment had left me with preconceived notions about Russia.

TEMPORARY TREPIDATION

What happened next is what usually happens during my years of racing, we sat down to talk about the opportunity and within one minute, I realized that at the core “they” are the same as I am. They love to race boats and they want to win. Most importantly, once I had the opportunity to know them as individuals all the preconceived notions and stereotypes I had in my youth no longer existed. America and Russia were supposed to be the antithesis of each other, that is what we were told for so long.





The reality was, we shared more similarities than differences. I have also been racing for teams based in the Middle East, (Qatar and Victory) for 6 plus years.

UNFORTUNATE MISCONCEPTIONS

Unfortunately, many Americans have misconceptions about the Middle East, and Muslims in general; I am asked regularly if I am scared to travel there. The reality is the majority of Americans do not travel outside the U.S. often if at all, all they know of the Middle East is what they see on the news.

If we take the time to see outside ourselves, embrace different cultures and religions, you too will see that that these stereotypes are unfounded. Even though we may not speak the same language or practice the same religion we all share the same values.

KNOWLEDGE & ACCEPTANCE

As with the New Star team, Qatar and Victory teams have given me the opportunity to be more knowledgeable and accepting of a culture I was unfamiliar with. To say my F1 teams are multicultural is an understatement.

Through the years we have had Americans, Italians, Qatari, Emirati, Indian, Phillipino, Australian, Bahraini, and Norwegian just to name a few. We have all began our relationship with what we have in common not what makes us 'different'.

INVALUABLE OPPORTUNITIES

I have always said that racing has given me more than I could have ever imagined. It has provided me so many opportunities, but none more important than the opportunity to meet and get to know people from so many different cultures and countries.

My family here at home is very small, but the people that I race with become my extended family. All those relationships started with what makes us similar through racing. How they develop and grow starts from a place of common ground, and we celebrate and discuss the differences in our cultures and countries.

take in each other's customs. Our differences become part of our bond not what makes us separate.

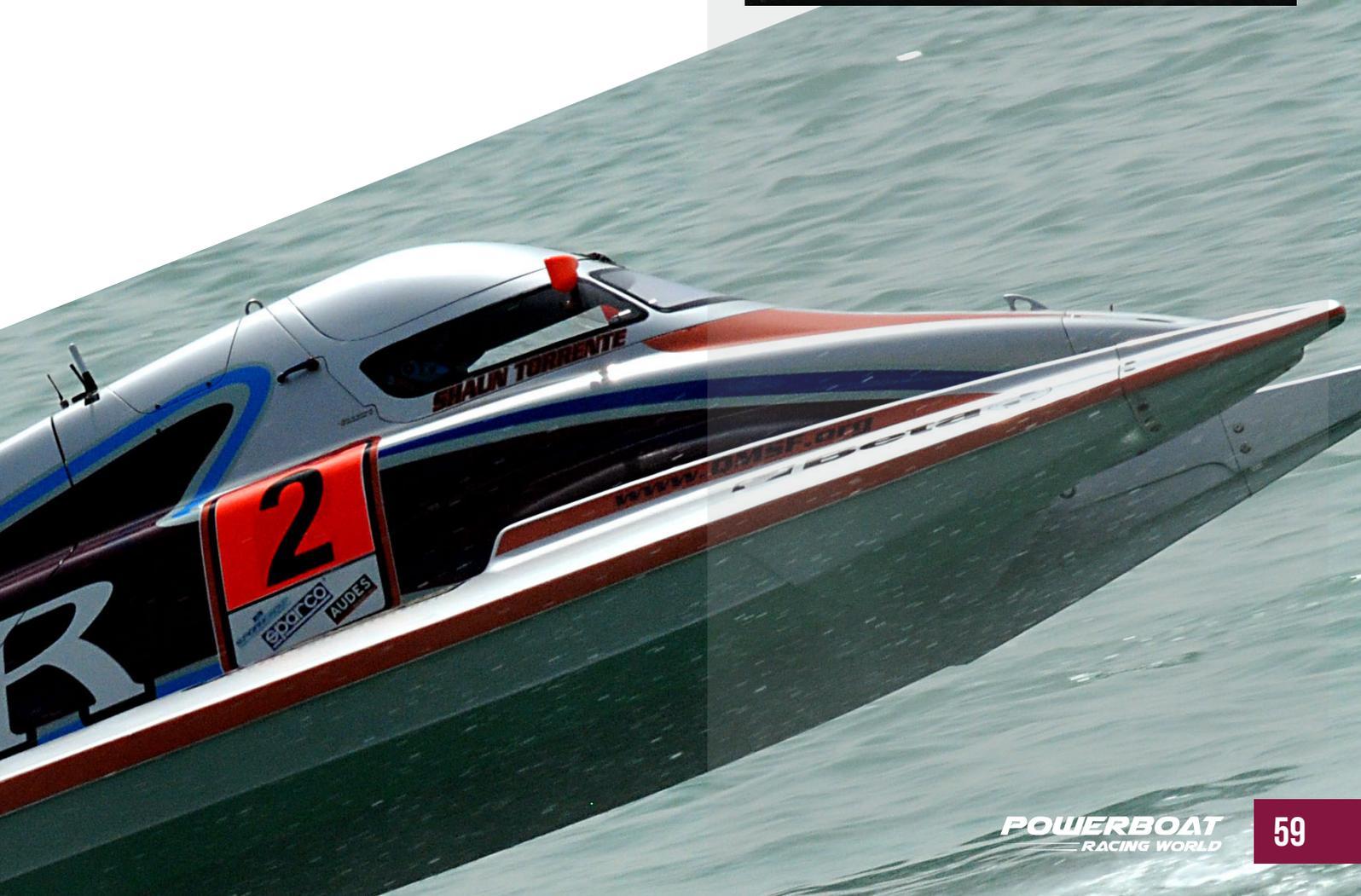
WHAT MAKES US DIFFERENT?

So, what makes us different? My answer to that is simple—NOTHING. Our differences are based on perspective, how we may view the world or another culture.

In this crazy world we live in, my hope is that we can start to focus on what we have in common and learn about our differences.

Let us adjust our perspective, and try to make this world better place one relationship at a time. 

☛☛ FOCUS ON WHAT WE HAVE IN COMMON AND LEARN ABOUT OUR DIFFERENCES ☞☞



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