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H2OMagazine

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H2O RACING
POWERBOAT PROMOTION

CLASS 1

UNANIMOUS THUMBS UP FOR
CLASS 1 & V1 TANDEM WORLD
CHAMPIONSHIPS

AQUABIKE

FRENCH RIDERS LEAD THE WAY IN
RUNABOUT AND SKI - 'THE ROK' TOP IN
FREESTYLE

F1H2O

TEAMS LOOKING TO CHASE
DOWN LEADERS QATAR

the official championships magazine





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ClassOne aquabike **MEDITERRANEAN 2014**

GRAND PRIX

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ORGANISATIONS



**UNION INTERNATIONALE
MOTONAUTIQUE - UIM**

The Union Internationale Motonautique (U.I.M.) was formed in 1922, and is the world governing body for powerboating. It is fully recognized by the International Olympic Committee (IOC), and is also a member of the Sportaccord, the former General Association of International Sports Federations (GAISF) and of ARISF, the Association of IOC Recognised International Sports Federations.

President: Raffaele Chiulli

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H2O RACING
POWERBOAT PROMOTION

H2O RACING

H2O Racing is a sport's marketing company set up by Nicolò di San Germano to promote World Championship events in powerboating.

The company was launched in January 2011 and brings together a group of professionals with over 30 years of experience in sport's and event management to collectively manage all commercial and marketing activities across four Union Internationale Motonautique (UIM) sanctioned properties; the FIH2O and Class 1 World Powerboat Championships, the Aquabike World Championships and Nations Cup.

President: Nicolò di San Germano

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IBIZA STAGES SPECTACULAR TRIPLE-HEADER WITH AQUABIKE, CLASS 1 AND V1



The international sporting spotlight falls firmly on the Spanish Island of Ibiza in September (5-7) when the world-acclaimed tourist destination renowned for its influx of affluent international celebrity-visitors, legendary nightlife and music scene, hosts rounds of the UIM's most prestigious World Championships, with the world's elite Aquabike riders sharing centre stage and the water with their sporting cousins at the opening round of the Class 1 and V1 World Powerboat Championship.

Platja d'en Bossa is the perfect setting for the race circuits with Marina Ibiza in the heart of town hosting the Freestyle shows. "It has been a year of intense hard work from both parties which has led to this exciting triple-header," said Casimiro di San Germano. "The Local Organizer, IWC, and its experienced staff have done an amazing job in preparing for these events. We are looking forward to an incredible event where sport, music and glamour come together to provide spectacular racing during the day and entertainment during the evening."

UNANIMOUS THUMBS-UP FOR TANDEM CLASS 1 AND V1 WORLD CHAMPIONSHIPS



The 'new look' World Championship events format 'ClassOne' with Catamarans and V-hulls, the undisputed goliaths of world powerboat racing, sharing centre stage was given a unanimous seal of approval following a meeting of powerboating's hierarchy.

The meeting of UIM officials and drivers' representatives was chaired by H2O

Racing president and World Championship promoter Nicolo di San Germano to confirm the green light for the new format which has already been endorsed by UIM president Dr. Raffaele Chiulli, the technical criteria and the all-important safety aspects for two UIM World Championships, Class 1 and V1 to run in tandem at each event.

For the 2014 Championships the Class 1 line-up includes

the World's top three, Victory, Zabo-Isiklar, LFF10 and the European Champions LFF8, Team Abu Dhabi, DAC Racing and D'Alessio /SCAM who will be joined by V1 teams Searex from Germany, RG87 and Tommy Racing from Italy, Chaudron from Malta and Silverline from the UK, with the possibility of additional entries.

PHILIPPE CHIAPPE REIGNED SUPREME IN ROUEN

France's Philippe Chiappe traded his customary CTIC China Team overalls for Nolle Racing colours and reigned supreme to win for another year at the famed 24 Hours of Rouen endurance event in front of tens-of-thousands of his hometown spectators over the two day event in the historic northern French town.

The FIH2O ace, who currently sits in second place in the World Championship standings after finishing runner-up at the Grand Prix of Qatar, was driving his powerful Class 3 MOORE hull and battled against 120 competitors in 32 boats representing three different divisions in the always rough conditions on the River Seine.



AQUABIKE AND MUSIC FESTIVAL ROCK MILAN

The UIM-ABP Aquabike Class Pro World Championship closed out the first half of the year in style with a mix of high octane racing, aerial insanity courtesy of the Freestylers and all matched with the high-energy sounds of the inaugural Aquabike Music Festival at Milan's Idroscalo in June.

Organised by H2O Racing and AIM Group International the event delivered four days of great competition and non-stop entertainment. "This was our first major venture to stage an extended event of this type and overall we have received very positive feedback," said H2O Racing's marketing director, Raimondo di San Germano. "The mix of sport and music is a perfect fit for Aquabikes. There are things we would like to develop and some things we will change. But this is the way forward."

The night Slalom and Freestyle show followed by renowned French duo Klingande kicked off the event, the racing building over the next two days and reaching fever pitch on the Sunday, with international DJs and Nicolo Cavalchini prowling and pumping out sounds on the stage in the evenings.



FRENCH RIDERS LEAD THE WAY IN RUNABOUT AND SKI 'THE ROK' IN FREESTYLE



French riders hold the upper hand in Runabout and Ski and 'the Rok' leads the way in Freestyle as the UIM-ABP tour heads into the second half of what is already a spectacular season with 91 riders from 19 countries registering for the last event in Milan.

Double race wins and a Grand Prix title each for Jeremy Perez [Italy] and Jeremy Poret [Qatar] puts them out front in their respective title chases, with Perez also

leading the Runabout World Rankings. Jennifer Menard's three race and double GP win gives her the upper hand whilst 'the Rok' marches on, unbeaten in all his UIM-ABP tour outings.

QATAR TO HOST GRAND PRIX OF THE MIDDLE EAST



H2O Racing has confirmed that the Grand Prix of the Middle East, round 3 of the 2014 UIM FIH2O World Championship, will take place in Doha, Qatar on 14-15 November.

The news sees the Championship heading back to the Qatari capital Doha for the second time

in 2014 for the 12th Grand Prix to be held in the country in ten years, the first event taking place in 2005. "We are delighted to be heading back to Doha for a second visit this year and are very appreciative of the continued support that we receive from HE Sheikh Hassan Bin Jabor Al-Thani and his excellent team

at the Qatar Marine Sports Federation," said Nicolo di San Germano. "Qatar has proven time and time again that it is one of the world leader's at hosting World Championship powerboat and water sport events."

UGO FIDELIN WINS 17TH KARUJET



Described by the riders as an 'animal of an event that is hard to tame' it was Martinique rider Ugo Fidelin who ultimately did and held his nerve to bring his bike home in fifth and seventh places in the final two stages to take overall honours to win the 17th edition of the world famous Karujet in Guadeloupe.

Despite not claiming a stage win over the four days Fidelin's consistency with a second, a third and two top-six finishes was good enough to clinch the title, winning by 1:36.490seconds from local rider Vincent Karam and Frenchman Alain Tarzia.

Teddy Pons headed a quintet of UIM-ABP riders and grabbed the in-house bragging rights, but despite winning stage 2 and heading the leader board going into the final stages had to settle for seventh place. Francois Medori took the stage 4 win and tenth overall, one spot ahead of Herve Partouche. Chris MacClugage finished in 15th and despite winning the third and the final stage Alexandre Barret could only manage 24th spot.



GUIDO CAPPELLINI RETURNS TO CLASS 1 IN IBIZA IN PARTNERSHIP WITH ANDREY KITASHEV

Guido Cappellini has confirmed he will mark his return to racing at the Mediterranean Grand Prix in Ibiza, 5-7 September, announcing an exciting partnership with Russian entrepreneur Andrey Kitashev.

The news extends Andrey Kitashev's and Guido Cappellini's powerboat collaboration having

already teamed-up to run Formula 2 campaigns, so the step-up into Class 1 was a natural progression confirming that for the Mediterranean Grand Prix, the boat formerly known as Poliform 74 will be named Newstar – Poliform 74 and marks the debut of Russia amongst the teams in the top-flight of world powerboat racing.

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WITH TWO OUTSTANDING EVENTS IN QATAR AND ITALY DONE AND SETTING THE STANDARD FOR 2014 THE ACTION IS SET TO RATCHET-UP ANOTHER GEAR AS WE HEAD INTO THE SECOND HALF OF THE SEASON WHEN THE RIDERS COMPETING IN THE UIM-ABP AQUABIKE CLASS PRO WORLD CHAMPIONSHIP TAKE TO THE WATERS IN IBIZA FOR THE MEDITERRANEAN GRAND PRIX (5-7 SEPTEMBER) AND THEN HEAD TO LIUZHOU FOR GRAND PRIX OF CHINA IN OCTOBER.

UIM-ABP TOUR HITTING NEW HEIGHTS

AQUABIKE

The rise and rise and the growing stature of the UIM-ABP tour is reflected in the huge entry this season, topping out with an incredible 91 rider registrations from 19 countries at the last event in Italy. "The level of entry in all the categories is very high. We have many Champions, the best riders in the World and the competition is an incredible standard," commented Portugal's Ski GP1 ace Tiago Sousa. "The event weekends are a very very good standard. There is no better Championship, no better competition. This is the best in the World."

Highlighting the 'best in the world' tag is the splattering of World Champions - not to mention European and National Champions - across the categories; in Runabout Cyrille Lemoine, Francois Medori, Mattia Fracasso, Teddy Pons, in Ski Michael and Jeremy Poret, Alberto Monti, Chris MacClugage and in Freestyle the Florjancic brothers Rok and Nac and Valerio Calderoni.

The season this far has delivered on all fronts, great action, heartache and elation, memorable moments and great entertainment on and off the water.

The opening round in Doha, Qatar produced a feast of breath taking close-quarter racing; French duo Cyrille Lemoine and Teddy Pons went head-to-head and locked out the top two spots in the points table in Runabout sharing a win apiece, Lemoine winning race 1 Pons winning race 2 by less than a bike's length, with two Qatari riders Waleed Al Sharshani and Mohammed Al Heidus producing great performances to take third and fourth overall.

But the shock of the weekend was the second consecutive non-points tally in Qatar for defending World Champion Yousef Al Abdulrazzaq, the Kuwaiti rider red-flagged in race 1 for going the wrong way on the course and then breaking in race 2 after a spirited drive from the back of the pack to challenge at the front when his engine let go.

In Ski it was the first round of Europe versus USA, Jeremy Poret versus Chris MacClugage, the Frenchman marking his return to the Championship after a year out with a double win and the Qatar GP title after the unfortunate American, who finished second in race 1, broke on the penultimate lap leading race 2 to end up in seventh overall.

Tiago Sousa once again delivered two consistent performances to take second overall ahead of Ludo Caumont, with defending Champion Mickael Poret in fifth behind Alberto Monti. In the Ladies division Jenifer Menard grabbed both race wins and the title over Estelle Poret and Marta Sorrentino.

Defending World Champion Rok Florjancic started this year as he closed out the last one, dominating the Freestyle show to extend his unbeaten run to grab yet another GP title ahead of brother Nac, with Sultan Al Kuwari the best of the rest in third.

The UIM-ABP tour closed out the first half of the year in real style with a mix of high octane racing, aerial insanity, courtesy of the Freestylers, and all matched with the high-energy sounds of the inaugural Aquabike Music Festival at Milan's Idroscalo.



The season this far has delivered on all fronts, great action, heartache and elation, memorable moments and great entertainment on and off the water.



AQUABIKE





Organised by H2O Racing and AIM Group International the event delivered four days of great competition and entertainment. "This was our first major venture to stage an event of this type, and overall we have received very positive feedback," said H2O Racing's marketing director, Raimondo di San Germano. "The mix of sport and music is a perfect fit for Aquabikes. There are things we would like to develop and some things we will change. But this is the way forward."

The night Slalom and Freestyle show followed by world-renowned French duo Klingande kicked off the event, the racing building over the next two days and reaching fever pitch on the Sunday, with international DJs and Nicolo Cavalchini prowling and pumping out sounds on the stage in the evenings.

Gyorgy Kasza grabbed his second win of the year beating France's Jeremy Perez in a nail-biting deciding third leg to maintain the overall lead in the Runabout Slalom World Championship over Francois Medori.

The Hungarians pace was electrifying winning both heats on the way to the final two nil, taking out Teddy Pons and then Sebastian Bukiej, but was pushed all the way in the final.

Perez had a tougher route before matching up against Kasza, each heat going the distance, seeing off Poland's Andrzej Wisniewski and then Sweden's Lars Sebastien Akerblom, who won the third-fourth placed race off against Bukiej.

In Ski, Jeremy Poret broke Italian hearts beating Alberto Monti. His performance was clinical, easing past Norway's Stian Schjetlein and then his elder brother and Qatar winner Mickael before completing his unbeaten run in the final against Monti, who earlier had disposed of Spain's Nacho Armillas and then Tiago Sousa. Mickael Poret grabbed the final podium slot to maintain his overall lead, just one point ahead of Monti.

In the World Championship races, Jeremy Perez reigned-supreme, stealing heat 1 from Francois Medori on the last corner of the final lap and crushing the opposition in heat two to complete the double – last year's number one in the World Rankings now leading the World Championship.

Race 1 was full of drama and produced an extraordinary and spectacular ending to the days racing, with the early race leaders Lorenzo Benaglia and Thamer Al-Darwish both hitting trouble.

Benaglia stormed to the front from the start and for the first three laps was in complete control and the thousands of spectators started to think of an Italian win on home water, then on lap 4 a problem with the compressor forced him to stop and carry out on-water repairs, eventually fixing the problem but dropping down to finish in 21st place.

Al-Darwish took over at the front and led until lap 10 when he was hit from the side and ran off the circuit, recovering to finish in tenth, the lead changing for the third time as Francois Medori hit the front on lap 11.

The Frenchman led for the next four laps but was being chased down by his hard-charging countryman Perez, who looked to have too

much to do when he was forced to take the penalty buoy at the end of the penultimate lap. But Perez had other ideas and drove like a man possessed closing in on Medori and snatching the win with the chequered flag just metres away.

Qatar's Mohamed Al-Heidus made up for the team's disappointment of seeing Al-Darwish literally knocked off the lead and produced a battling performance to take third place from pole-sitter Teddy Pons, with Spain's Jordi Tomas Jimenez moving up from twelfth to finish in fifth ahead of Andrej Wisniewski.

Perez made race 2 look easy, hitting the front on lap 3 after being outgunned at the start by Wisniewski, whose race ended a lap later, and chased by Al Heidus.

The Qatari stayed within a couple of seconds of the leader for several laps before Perez started to pull way extending his lead lap-by-lap to run out a comfortable winner.

Thamer Al Darwish was running strongly in third spot but hit trouble on lap 10 and dropped down through the field, with Teddy Pons fighting his way back from lying in ninth at the end of lap 1 to finish third.

But a post-race one lap penalty handed out to a raft of riders for jumping the start, including Al Heidus, dropped him to fifth and elevated Pons to second and third overall, with Hungary's Rainer Eidner up to third in the heat ahead of a battling Mattia Fracasso.

For Qatar winner Cyrille Lemoine, the event was one to forget, failing to post points and dropping to fourth in the title race after leading it after Qatar.

In Ski Chris MacClugage and Jeremy Poret traded heat wins, Mac laying the ghost of Qatar's loss to rest to win the GP of Italy title over his rival, with Portugal's Tiago Sousa third overall.

Race 1 was another titanic battle, the American making his customary electrifying start to get ahead of pole-sitter and rival Poret, with Tiago Sousa, Alberto Monti and Nacho Armillas taking up the chase.

MacClugage held firm but could not widen the gap to more than two seconds, when on lap 7 Poret started to make his move, closing in and then passing him on lap 8, going on to take his third win of the year and extend his Championship lead, finishing nine seconds clear of MacClugage.



Sousa was comfortable in third for all of the ten laps, behind him Monti and Armillas traded places, the Spaniard moving into third place on lap 3 Italy's Monti grabbing it back on the penultimate lap, with Croatia's Tomaz Kete and Norway's Stian Schjetlein fighting to complete the top six, Kete winning that fight.

In race 2 the American made no mistake, getting the perfect start and stealing the advantage of starting from pole position away from Poret immediately, and from that point was in control of the race, going on to close out the eleven lap race and take his first victory and title on the UIM-ABP tour.

Sousa also jumped Poret at the start and held off a sustained challenge from the Championship leader, but third place for Poret was good enough for second overall, Sousa taking third.

Behind the lead trio Alberto Monti was the best of the Italians finishing in fourth, with Tomaz Kete moving up from seventh mid-race to finish in fifth ahead of Alex Barret.

Jennifer Menard stretched her lead in the title race with her second GP title of the year, trading wins with Estelle Poret, taking her maiden UIM-ABP tour win and describing it as the 'best day of her life', with 16-year-old Swede Jonna Borgstrom in third.

In Freestyle the Rok Florjancic show rolled on and up and over and backwards, and once again the Slovenian was in a class of his own, topping the points for variety, style and quantity and awarded 94 out of a maximum 100 in both heats, with brother Nac in second and Italy's Valerio Calderoni in third, the result extending the Champions unbeaten run to 20 and ten consecutive Grand Prix titles.

Heading to Ibiza it is French riders who hold the whip hand; in Runabout Perez is the man of the moment, leading the World Championship from Teddy Pons and Mohammed Al Heidus. Jeremy Poret tops the table in Ski ahead of Tiago Sousa and Chris MacClugage, with Jennifer Menard leading from Estelle Poret and Marta Sorrentino. And in Freestyle 'the Rok' remains on top.

UIM-ABP AQUABIKE CLASS PRO WORLD CHAMPIONSHIP

Ski GP1 Ladies - after round 2				
POS	NOS	RIDER	POINTS	
1	89	Jennifer Menard (fra)	95	
2	1	Estelle Poret (fra)	81	
3	4	Marta Sorrentino (ita)	53	
4	28	Jonna Borgstrom (swe)	27	
5	98	Emma Nellie Ortendahl (swe)	26	
6	33	Julie Bulteau (fra)	24	
7	19	Helen Lauri (est)	18	

Freestyle - after round 2				
POS	NOS	RIDER	POINTS	
1	1	Rok Florjancic (svn)	100	
2	2	Nac Florjancic (svn)	80	
3	14	Valerio Calderoni (ita)	55	
4	70	Roberto Mariani (ita)	46	
5	77	Sultan Al Kuwari (qat)	32	
6	4	William Bajelet (fra)	22	
7=	20	Romain Stampers (fra)	21	
7=	11	Bader Al Abdulla (qat)	21	
9	7	Fahad Al Hamli (qat)	18	
10	69	Abdulla Al Lengawi (qat)	7	
11=	8	Mohammed Al Dosari (qat)	0	
11=	88	Essaj Al Mannai (qat)	0	
11=	66	Mohamed Al Buainain (qat)	0	

Runabout GP1 - after round 2

POS	NOS	RIDER	POINTS
1	86	Jeremy Perez	61
2	14	Teddy Pons	58
3	3	Mohammed Al Heidus	50
4	9	Cyrille Lemoine	45
5	8	Mattia Fracasso	32
6	1	Waleed Al Shasharni	26
7	16	Harve Parfouche	24
8	30	Lars Sebastian Akerblom	22
9	24	Rainer Eidner	20
9	4	Francois Medori	20
11	23	Jean Marc Douki	19
12=	19	Sebastien Blondi	18
12=	22	Didier Chabert	18
14=	17	Ahmed Al Dawas	17
14=	25	Andrzej Wisniewski	17
16	92	Christophe Agostinho	16
17	84	Johan Johansson	15
17	21	Patrice Peller	15
19=	44	Lorenzo Benaglia	13
19=	99	Jordi Tomas Jimenez	13
21	50	Gianluca Santi Amantini	11
22=	20	Thamer Al Darwish	8
22=	90	Patrick Agostinho	8
24	6	Franck Marechal	6
25	51	Tomasz Kazmierczak	5
26=	41	David Chassier	4
26=	38	Antonio D'Arma	4
28=	88	Mohamed Mohsin	2
29=	11	Emmanuel Cantamessa	0
29=	27	Hesham Bakhsh	0
29=	15	Gyorgy Kasza	0
29=	12	Yousef Al Abdullrazzaq	0
29=	26	Roberto Alexander	0

Ski GP1 Men - after round 2

POS	NOS	RIDER	POINTS
1	72	Jeremy Poret	91
2	82	Tiago Sousa	72
3	3	Chris MacClugage	65
4	30	Alberto Monti	50
5	17	Tomaz Kete	35
6	33	Alex Barret	32
7	6	Ludovic Caumont	26
8	77	Mickael Poret	24
9	4	Slaven Ivancic	21
10	7	Morgan Poret	20
11	2	Stian Schjetlein	17
12	18	Nicola Piscaglia	14
13=	10	Steven Loidice	13
13=	21	Kevin Moreno Rojo	13
13=	5	Vincent Villat	13
13=	69	Rui Sousa	13
17	36	Nacho Armillas	11
18	97	Lourenco Gallego	8
19	39	Lukas Binar	16
20	44	Attila Futo	5
21	15	Jerome Boyadjian	4
22=	23	Jozef Bohuslav	3
22=	22	Markus Erlach	2
22=	55	Attila Szep	2
25	19	Franco Piscaglia	2
26=	25	Steven Lopes	1
26=	20	Marco Lobina	0
26=	8	Nawaf Al Farhan	0
26=	11	Florian Mayer	0

INTERVIEW

Royal

THE FAMILY OF
AQUABIKE RACING



If there ever was a 'royal family' of Aquabike Racing, hands down it would go to the Poret family from the South East of France.

Elder brothers Mickael, 27, and Jeremy, 26, have dominated Ski GPI over the last four years winning the World title twice each and now younger brother Morgan, 23, is looking to take over the mantle in the coming years.

For the youngest family member, Estelle, who turned 18 in March and who made her World Championship debut at just 15, having three elder brothers and Champions to emulate has already helped her too win the French title twice as she looks to win her first World crown after taking her maiden race win in Italy. It all started 25 years ago when father Gilles and wife Nathalie decided to take up a sport that they both could enjoy together and include the youngsters.

the family work with me. So it's easy to keep everyone informed on new ideas and strategy, we can talk it all out during lunch if needed. It works very well indeed being under one roof."

Jeremy, the middle brother of the family is a multi-time world title holder. Did he have to work hard to push past his older brother Michael early on?

"Yes, I learned early in racing that since I was younger I was going to have to fight a little harder to get my career going. Michael being the oldest was always challenging me and if I was going to win, I'd have to push past him which wasn't always easy."

Do you look for your brothers while you are racing in the same event?

"Normally, I am focused on my own situation, but, yes I do look



Gilles, you are the father to this 'clan' how did you and your wife Nathalie get started?

"My wife and I wanted to do things together so we looked at a couple of options. At first we thought that motocross would be the answer but it didn't work for my wife as a rider so instead we jumped at the idea of racing Jet Skis.

"We did in 1989 and it was a great way to take the family along since two of my sons Mickael and Jeremy were less than two years old. We were a 'clan' and we travelled and raced around France in those early years getting our feet wet in the sport."

Do you gather the family together before the start of the season and discuss strategy, budgets, travel and all the logistics it takes to have all four family members who race on the same page?

"Actually, we don't have one particular meeting we literally discuss it every day while at our family business. You see, I am in the windows and doors construction business and most of

for them when I have a moment just to see where I am verses their pace during an event. It's fun to gauge where I am verses their progress."

Did you pick on your younger sister Estelle when she was ready to race?

"No, actually I spent a lot of time teaching her the special nuances of the sport and she's doing very well. I'm happy for her."

Morgan is the youngest of the three brothers and he told us about his 'identity' on the team and where he fits in with the business.

"I'm 23-years-old and since I'm the youngest I get some of the hand down pieces. Not really, but since my two brothers have both won world titles, I want to desperately to do the same someday soon.

"At work my job is one of the chief inspectors for quality control and I make sure the products that are going out the door have no mistakes. Believe me, I get a lot of heat from my brothers because I am brutally honest with the quality of the product that goes out the door and when there is a redo they might not always agree. Then, we all get on the water to hash out our differences. It's fun!"

Estelle is the only daughter in this racing dynasty and is the youngest, but she's not shy about her role on the race team.

"When I was younger I didn't hesitate about letting my parents know that I wanted to follow my brothers into racing. It was so natural, just get out there and be competitive. I decided to do this at age 10 and started at 15. When you have three bigger brothers around you all day and night, you have to learn to get right in the middle of the action, or else drown in self-pity and that I don't do.

"I am still in school and look forward to next year attending college so I can someday become an architect. Being around the family building business it's only natural that I go in this direction and I can't wait to start."

Do you think that there will be more women who will continue to join the sport?

"Yes for sure. As a matter of fact we now have 11 women in France racing this year so the numbers are climbing."

Does Estelle think she can become the next member of the family to become a World Champion?

"Of course, this is what I am aiming for and I think I have a good shot at it in 2014. We'll see how it plays out."

Mickael, the oldest of the four at 27 and the defending Ski GPI World Champion, has been racing for 15 years. Can he keep the motivation at a high level again this season and win another title in 2014?

"Yes, actually I do have the motivation to do it again. I feel that I always have something to prove every time I go out on the water and just focus on the job at hand to get a winning checkered flag at the end of the day."

With so much time with family either racing or at work, do you ever have a chance to get alone and socialise on your own?

"Of course, as a matter of fact my girlfriend races and my Brother Jeremy's wife also races and the brother of my other Brother Morgan's wife also races, so there are seven of us now closely competing together almost as one large family unit."

So, if you can't beat them on the water, you marry them and make them part of the family?

"No, but I like the way you think."





UGO FIDELIN 'TAMES' THE 17TH KARUJET TO TAKE VICTORY

Martinique's Ugo Fidelin held his nerve on the fourth and final day of the 17th running of the world-famous Karujet in Guadeloupe to claim overall victory and join an elite group of riders.

2004 winner Chris MacClugage described the event as 'an animal that is real hard to tame' but that's just what Fidelin did, topping the final classification of 39 riders to win by 1:36.49 seconds from local rider Vincent Karam and Frenchman Alain Tarzia.

Despite not claiming a stage win over the four days Fidelin's consistency

with a second, a third and two top-six finishes was good enough to clinch the title from Karam, another to show consistency grabbing the runners-up slot after lying seventh at the end of day one then finishing fourth twice and third in the final stage, with Tarzia moving up from 19th at the end of day one to take third overall.

Over forty five thousand spectators turned out for the annual event described by competitors as the pinnacle of racing and one of the toughest events in the world, with riders facing over 500km of arduous conditions over four days starting and finishing each day at Le Plage Viard, Petit Bourg and racing from and to the Islands of Basse and Grand Terre.

AQUABIKE

Amongst the 39 starters was a quintet of ABP riders headed by France's Teddy Pons who won the Karujet in 2011 and countrymen Francois Medori, Herve Partouche, Alexandre Barret and America's MacClugage.

The group faced an impressive and formidable field of riders including former winners Davy Vaitilingon from Guadeloupe who lifted the title in 2007 & 2012 and France's Jean-Bruno Pastorello who won it in 2010.

Local rider Lucas Granger struck the first blow to take an early lead after winning the two-leg first stage from Viard to Saint Marie, Ilet Gosier and back to Viard, with Ugo Fidelin second ahead of the best of the ABP riders, Chris MacClugage.

The Guadeloupe [Granger] rider moved up from lying in second behind Pascal Gounouman at the end of lap 1 to hit the front and complete the 60kms in 44:51 seconds to finish head of Fidelin by 17 seconds, just 54 seconds separating the top five. "I know the waters well which is an advantage and I have a very good team behind me," said Granger. "This is the shortest of all the stages but a win is a good start but for sure it now gets harder."

2004 winner MacClugage recovered from a terrible start, first having to take drastic action to avoid a coming together with a late starter and then tumbling from his bike. But the experienced 18 time World Champion recovered his composure to fight back, moving up through the field from running outside the top 15 at the end of leg 1 to finish in third just 22 seconds behind the stage winner.

Francois Medori who has a record of breaking down in the Karujet was more than satisfied with his opening showing taking fourth place after a late close duel with ABP rival MacClugage. "You can't win the event on the first day, but you can lose it and the competition is very tight."

Still in the mix after day 1 were three former winners Teddy Pons, Jean-Bruno Pastorello and Davy Vaitilingon who came home in fifth, sixth and eighth, 54, 79 and 115 seconds off the pace of Granger. Last year's Winner Marc Forbin finishing 16th.

Two other ABP riders with it all to do were Herve Partouche who had a 9:16 second deficit to make up after finishing down in 25th spot with Alexandre Barret incurring two penalties and classified in a time of 1:15:09 seconds.

Stage 2 belonged to Teddy Pons winning by 1:38 seconds from Lucas Granger with Chris MacClugage coming home in third spot for the second time in two days, just five seconds behind Granger. The win put Pons into second place in the overall classification 16 seconds behind Granger and ahead of MacClugage.

In the first of the legs from Viard to Saint-Francois and back to Viard run in difficult conditions with big seas and poor visibility, Alexandre Barret led almost the whole way. Behind him the battle was between Pons, Jean-Bruno Pastorello, Davy Vaitilingon and MacClugage.

Craig Warner picked up his pace and at about 66km into the stage moved into fourth behind Barret, Pons and MacClugage, with Medori fifth and Lucas

Granger sixth. But Warner hit trouble, the American rider eventually retiring.

Approaching the end of the first leg Barret broke down, handing the lead to Pons with MacClugage ahead of Granger and stage 1 runner-up Ugo Fidelin.

Francois Medori was in the lead group for most of leg one but then had an ignition problem, his engine cutting out every time he hit a wave, eventually finishing in 17th place 27 minutes off the pace.

Pons was quickest in and first out after the pit stops and never looked back, and went on unchallenged to win by 1:38 seconds. MacClugage looked set to follow Pons home but Lucas Granger made a late attack as the two went head-to-head in the closing stages with Granger nabbing second place by just five seconds, Ugo Fidelin finishing in fourth.

MacClugage said after the stage that "his age was catching up with him and that he really felt all his 40 years of experience, and his knees".

Pastorello, who was running in the top three in the early stages, then had problems with his bike and struggled ultimately retiring. Vincent Karam picked up his best finish coming home in fourth, with last year's winner Marc Forbin right back in contention after finishing in fifth ahead of Fidelin.

The majority of the riders agreed that the 144km stage 3 was the hardest, especially along the Canal Des Saintes and around the Island with 1.5 metres waves coming from both sides.





Alexandre Barret became the third different stage winner and saw a reshuffle in the standings with title hopefuls Lucas Granger who won stage 1 and led the standings after stage two and third-placed Chris MacClugage both having problems, Granger breaking after 20 minutes in, MacClugage going out at the start.

Fidelin moved out to an early lead ahead of Francois Medori and Barret but conceded position to both, with Barret hitting the front, Frederic Roussel running in fourth.

At around the 85km mark Barret dropped to fifth with engine issues, Medori and Fidelin taking advantage to run one –two ahead of Cedric Ramassamy, Teddy Pons running strongly in fourth. But Medori's lead was short-lived breaking down and going out, Lucas Granger suffering the same fate, followed almost immediately by Jean-Bruno Pastorello's exit.

Pons hit the front and led briefly before Barret stormed passed him to lead into the pit stop ahead of Kevin Carlini, Pons, Fidelin and Yann Ponama.

Barret was first back out on the course followed by Pons with Carlini stranded in the pits and retiring, and never looked back carving out a 4km lead to take the win from Pons by 6:52.146 seconds.

Fidelin made a late charge to pass Karam to take third with Roussel and Ponama completing the top six.

Going into the final days stages Pons led the overall standings

and was within sight of second title with an 8:51.785 second advantage over Fidelin. But there would be a dramatic twist and with it huge disappointment for the Frenchman [Pons] who broke down in both stages and failed to finish, ending his Karujet in seventh place.

Francois Medori grabbed his first win on stage 4 ahead of countryman Jean-Bruno Pastorello with Karam in third, with fifth spot for Ugo Fidelin moving him to the top of the leader board with one stage to run.

The fifth and final stage win went to Alexandre Barret ahead of a resurgent Medori and Pastorello, but all eyes were on Fidelin who eased home in seventh place to take the overall victory over Vincent Karam and Alain Tarzia.

Overall final classification – top six

1. Ugo Fidelin (mtq): 07:12:26.065s
2. Vincent Karam (glp) + 1:36.490ss
3. Alain Tarzia (fra) + 21:19.332s
4. Vincent Thomas (glp) + 26:22.382s
5. Franck Arnoux (glp) + 59:09.201s
6. Lionel Espinet (fra) + 1:03:53.305s
7. Teddy Pons (fra) + 3:06:12.08
10. Francois Medori (fra) + 3:27:08.01
11. Herve Partouche (fra) + 3:49:17.55
15. Chris MacClugage (usa) + 5:39:14.61
24. Alexandre Barret (fra) + 6:38:05.93

CAN THE QATAR TEAM KEEP UP THE PACE THEY STARTED IN DOHA?





It's one thing for any racing organization to enter a new season with high hopes but it's quite another to dominate the field, but the Qatar Team did just that, picking up where they left off a year ago setting a blazingly fast pace on the field at the opening round of the 2014 UIM FIH2O World Championship at the Grand Prix of Qatar.

Their two very talented drivers, Shaun Torrente from the USA and three-time World Champion Alex Carella from Italy, flew in a one-two formation around their home waters along the Corniche on Doha Bay for most of the 40 lap event, to open up the 2014 UIM FIH2O Championship series in style in front of the thousands of screaming hometown fans.

Alex would eventually take a well-earned first victory on his team's home waters, but only after bad luck struck his teammate from Florida. Torrente would lose his lead just nine laps from the end when an electrical fire started after his power steering unit quit working and the resulting fire was doused and his bad luck streak would continue.

Carella, who was sitting just a few boat lengths behind his teammate from the opening lap, would take the checkered flag for his ninth career victory and now leads the championship with 20 points heading into the next event. "I really felt bad for Shaun," said the 28 year-old driver. "However, oddly enough, this is exactly what happened to me a year ago here. I led until the very end when I broke down, Shaun won the race, this year the opposite. I guess it all evens out in the end and I now lead the championship."

But this is only the summary. The weekend opened with news that Team Abu Dhabi wasn't going to participate because of internal politics, staying home in the United Arab Emirates and missing the show for the first time in 15 years.

So as the 31st season was about to begin 14 drivers from 11 different nations were on hand for the 11th year in Doha to take up the challenge of the Grand Prix of Qatar and chasing a world title.

The "home team" from Qatar was bringing back their same driver line up they have employed for the last two seasons and ready to introduce the latest DAC Racing hull from the shops of ten-time World Champion Guido Cappellini of Como, Italy.

However, the plans were put on hold, when a very unfortunate accident developed in private testing a few days before the race weekend. A fuel leak mixed with a spark from the engine exploded and damaged the boats sponsons badly enough so it couldn't be raced and would have to be immediately shipped back to Italy for major repairs with no harm luckily to the mechanics who were close by when it happened.

The UIM officials were forced to change the circuit dimensions for safety reasons on Friday qualifying when the weather conditions combined with the always challenging open segment of the five-pm almost two kilometer race circuit became a major factor.

It all came down to the final six boat "shoot-out" in Q3. First, Kuwait's young driver Youssef Al-Rubayan did a 43.77 second lap with France's Philippe Chiappe of the CTIC China Team doing better with a 43.43 to move to the top of the charts.

However, that was temporary as defending race champion Shaun Torrente of the Qatar Team improved that time by almost two seconds doing a 41.44 second lap for a speed of 169.40 Kph.

His teammate Carella came out looking to out qualify Torrente like he had in the past four races, but wasn't able to falling short by almost six-tenths of a second.

Two time pole sitter in Doha Sami Selio of Finland and the Mad Croc Baba Racing Team now was the fast man with a 41.41 beating the Florida driver Torrente by three one-hundredths of a second in his BABA racing craft.

Last out was Swedish driver and 2008 race winner Jonas Andersson of Team Sweden. Despite a huge crash in morning free practice when he submarined his Danish built Molgaard boat he somehow managed to run a sparkling 41.34 second lap reaching pole for only the second time of his career doing a 169.81 Kph lap and a starting spot at the front of the field.

Saturday 15 March has become well known for the famous "Ides of March" story which is deemed as bad luck day for some while the full moon is out during this time of the Roman calendar. For one driver it would play out this way as well.

As the thousands of race fans gathered for the late afternoon start along the Corniche on the West Bay of Doha, the drivers lined up ready for the challenge of 40 laps and not all were in the qualifying starting positions.

The big news was that pole sitter Swede Jonas Andersson had broken his engine in morning warm-up and would now be forced to start near the back of the line-up in 11th place.

Italian Marco Gambi gave up his spot in the race in order for the number one driver on the Motorglass Team Francesco Cantando to race in the number 23 hull after breaking his own boat.

As the three rows of lights turned suddenly off, the season began with the now pole sitting Sami Selio getting eaten up with a slow start by the pair of Qatar Team boats of Torrente and Carella. They both immediately passed him coming out of the first corner and pulling ahead crossing the start-finish line for the first time



with the crowds cheering like mad for the home standing boats who were now in first and second positions.

No more than a lap later Selio pulled off the west side of the race circuit with engine trouble ending his race before it even got started.

A lap later, pole qualifying Andersson also left the circuit on the far back straightaway with more engine problems and a dream of a second victory in Doha, gone with it.

On lap four both rookie hopeful Erik Stark of Team Nautica and Al-Rubayan of the FI GC Atlantic Team came to a halt and suddenly the field was down to nine boats with 36 more laps left to be run.

The Grand Prix settled into a two boat race between the Qatar Team teammates with Torrente holding off Carella as they whistled by back markers like they were tied to moorings on the circuit with Miami driver Torrente holding a constant and steady three second margin over the Italian.

Then, with just nine laps to go, bad luck once again hit Torrente who slowed, then pushed his canopy lid off sending it flying as the boat hesitated and then the three-time North American champion headed quickly back to the paddock with smoke filling the cockpit, leaving the young American with a "hot seat" and no points on the afternoon.

His demise handed the lead to Carella who knew all he had to do was to coast home.

For the recent winner of his hometown race at the 24 Hours of Rouen, France's Philippe Chiappe was the only other driver on the same lap as Alex and would finish almost 35 seconds behind Carella in second.

However, more importantly, Philippe would pick up 15 valuable points in his quest for his first world title for the CTIC China Team pilot.

Moving up quickly was Portugal's Duarte Benavente who would come home in third when it was over, reaching the podium for the first time since Portimao in 2009 for the FI GC Atlantic Team.

Finishing fourth was the driver from Milan, Cantando, charging up from the back on a good run ahead of the tours youngest driver Filip Roms of the Mad Croc Baba Racing Team who had a career best fifth place for the 20 year pilot.

Norway's Marit Stromoy had another top ten finish taking sixth for the Team Nautica veteran, while the second year driver Zi-Wei "Leo" Xiong of the CTIC China Team had his career best result with a seventh place.

Poland's Bartek Marszalek had another nice top-ten performance, finishing eighth for the Motorglass Team and the final driver to complete the event on Doha Bay.

In the end Alex Carella would win by 34.61 seconds reversing his fortunes from a year ago in Doha when he





lost the win with just two laps to go when he dropped out with mechanical failure handing the victory to his teammate Torrente.

For Carella it was his ninth career victory in his 28th start and his sixth in his last 12 races. He is currently chasing his record tying fourth straight World Championship title in 2014.

As for Shaun Torrente, the "Ides of March" struck him on the 15th of March, losing out once again on a great opportunity to lead the championship instead now sitting 20 points behind his teammate as he chases for his first crown.

So, with the first Grand Prix in the record books for 2014 the news may only get even more dire for the rest of the starting

field. Why? Well the Qatar Team is never satisfied and is off to test two new DAC boats in Italy that should be ready in time for the next Grand Prix.

And, as the campaign heads to the Far East and the races that make up the "meat and potatoes" events of the season, Italian Carella always seems to go to the top of his game. Will anyone be able to stop him this year?

Let's see if it will be a step forward or a step back in their program to win their fourth straight drivers title.

LIUZHOU THE HISTORIC CENTER OF THE GP OF CHINA!

Tracing the roots of the UIM F1H2O World Championship series in China dates back to 1995 when multi-time World Champion Guido Cappellini won his first of four Grand Prix victories in Hangzhou in front of nearly 300,000 race fans.

Since that time, the routes to the Chinese races have gone all throughout the country in Wuxi, Xiamen, Shanghai, Chongzhou, Xian, Shenzhen, Linyi and finally for the seventh year this season in Liuzhou.

The city, located on the banks of the Liu River, is in the Southeast part of the country some 1,852 kilometers from Beijing and 537 km from Hong Kong.

The race location has been in two different venues with the new dynamic setting established a few years ago away from the crowded city center and now hi-lighted by its own ornate complex for a mixture of racing on water.

Over the years, the Qatar Team has dominated the racing with American driver and World Champion Jay Price winning the first event in 2008 and again in 2010, while three-time defending World Champion Alex Carella of Italy winning the last two straight events in 2012 and again in 2013.

The race in Liuzhou always seems to be the turning point in any championship season. Jay Price's win in 2008 was his springboard to his title that season while ex-teammate Alex Carella needed both victories to send him through to his last two titles with victories on the Liu River.

Other notables at Liuzhou over the years include Finnish star Sami Selio, who, after winning the event in 2009 had a black cloud hang over his head the next seasons, crashing out heavily in the race in 2011 necessitating him to miss the final races of the season with head injuries and again early in the race in 2012 on a race restart.

A year ago Selio turned his luck around with a second place finish on the podium next to the winner Carella.

Swedish driver Jonas Andersson captured his last and fourth career win with a strong performance in the second race of 2009 ahead of Italian Cappellini and UAE driver Thani Al Qamzi.

Team Abu Dhabi driver Al Qamzi would improve his stake in the event the next three seasons finishing with a win in 2011 and finishing runner-up in 2010 and again in 2012 having earned four podiums in his last seven starts in Liuzhou.

When it comes to qualifying and fighting for pole position at the head of the start dock for the Grand Prix, there has been nobody better than Sami Selio. The native of Helsinki has three poles, a second and a third in seven previous starts. When the 37 year-old Finn actually gets to the finish line, which isn't always a guarantee here, he has a win and a second place to show for it in seven starts.

All told the Grand Prix of China has been a special place to race over the last twenty years.



UIM F1H2O WORLD CHAMPIONSHIP 2014
after round 1

POS	NOS	DRIVER	TEAM	POINTS
1	1	Alex Carella (gat)	Qatar	20
2	7	Philippe Chiappe (fra)	CTIC China	15
3	10	Duarte Benavente (por)	F1 Atlantic / Interpass / GC	12
4	24	Francesco Cantando (ita)	Motorglass F1	9
5	12	Filip Roms (fin)	Mad Croc BABA Racing	7
6	4	Marit Stromoy (nor)	Nautica	5
7	8	Xiong Zi-Wei (chn)	CTIC China	4
8	18	Bartek Marszalek (pol)	Motorglass F1	3
	2	Shaun Torrente (gat)	Qatar	
	9	Youssef Al Rubayan (uae)	F1 Atlantic / Interpass / GC	
	51	Erik Stark (swe)	Nautica	
	14	Jonas Andersson (swe)	Sweden	
	11	Sami Selio (fin)	Mad Croc BABA Racing	

FORSS WINS F-4S EUROFIN TROPHY SEASON-OPENER



Sweden's Jesper Forss and Latvia's Nikita Lijcs were the stand-out drivers at the Eurofin Trophy season-opener in Doha, Qatar dominating and trading places on the time sheets in both practice and qualifying sessions.

It was Forss who ultimately grabbed the upper hand and marked his return to the F-4S Eurofin Trophy series to take the honours in an event interrupted by poor weather conditions that forced officials to cancel race 2.

The 20-year-old was fastest in first practice and topped the time sheets in first qualifying ahead of Lijcs and Mike Szymura and led from start-to-finish overcoming tricky conditions to win race 1, with defending Champion Szymura starting the defence of his title with a solid race long drive in second to finish ahead of 18 year-old Lijcs.

After a somewhat processional beginning the 19 lap race sparked in to life at the end of lap 14 when Motorglass FI Team's Norwegian driver Jan Andre Landsnes overcooked it as he harried and chased down Mad-Croc's Lijcs, and had closed the gap to under a second when he barrel-rolled out of the race at the final turn of the lap.

Forss, who won the F-4S Eurofin Trophy in 2012, took full advantage of starting from pole but was unable to shake off the attentions of FI GC Atlantic's German driver who closed to within less than a second when the yellow flag came out with Landsnes' spectacular exit.

The safety boat held the 6-boat pack under yellow, releasing them halfway round lap 17 for a two lap sprint to the chequered flag, Forss holding his nerve to take the win and maximum points for Team Sweden.

Qatar's Khalid Al Kuwari, the elder statesman of the series at 37, held off a sustained early challenge from the youngest driver out on the water Team Nautica's, 17-year-old Morgan Fernplast and was moving clear when the yellow flag came out, but he held on to take fourth his teammate Mohamed Al-Obaidly finishing three laps down in sixth.

With the young Latvian Lijcs topping the time sheets and turning the tables on Forss in practice and qualifying sessions on day 2, and Szymura qualifying third, the scene was set for a thrilling three-way dice for the overall win, but, as the boats motored out to the pontoon the winds that had been blowing on and off all day picked up.

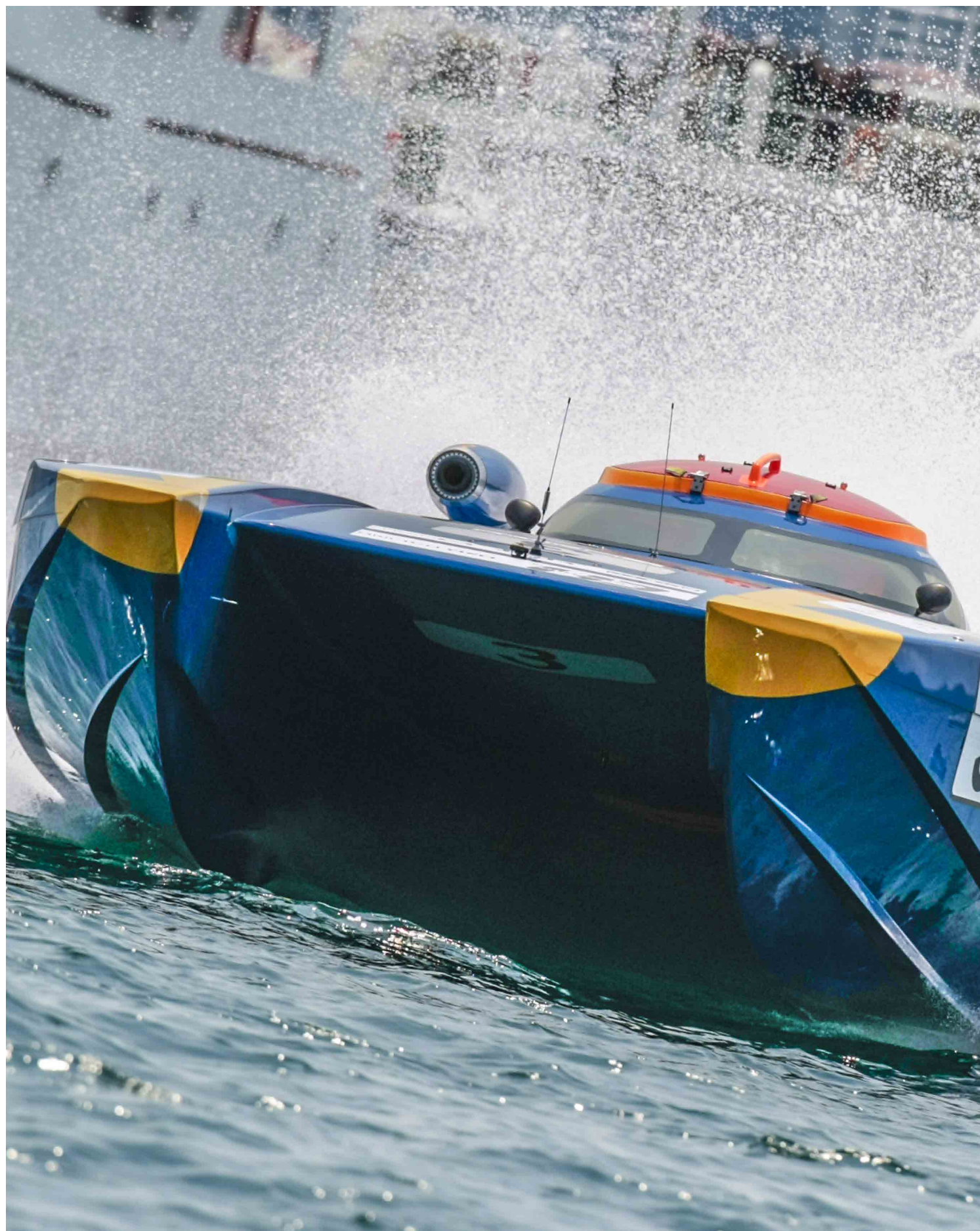
Race officials held them on the pontoon and delayed the start for 15 minutes to see if the winds would abate, but erred on the side of caution with safety taking precedence and eventually taking the decision to cancel the race.

The decision meant that the overall win in Qatar was awarded to race 1 winner Jesper Forss with Mike Szymura and Nikita Lijcs completing the podium.

F-4S EUROFIN TROPHY 2014
after round 1

POS	NOS	DRIVER	TEAM	POINTS
1	41	Jesper Forss (swe)	Sweden	20
2	10	Mike Szymura (ger)	F1 Atlantic / Interpass / GC	15
3	71	Nikita Lijcs (lat)	Mad Oroc BABA Racing	12
4	63	Khalid Al Kuwari (qat)	Qatar	9
5	78	Morgan Jernfast (swe)	Nautica	7
6	96	Mohamad Al Obaidly (qat)	Qatar	5
	35	Jan Andre Landsnes (nor)	Motorglass F1	
	88	Bingchen Wu (chn)	GTIC China	







CLASS 1 & V1 SET FOR SIZZLING SEASON-OPENER IN IBIZA

The 2014 UIM Class 1 World Powerboat Championship will kick-start its season with a spectacular sporting double-header in the world-acclaimed tourist destination of Ibiza renowned for its influx of affluent international celebrity-visitors, legendary nightlife and music scene, and will share the waters with the elite riders of the UIM-ABP Aquabike Class Pro World Championship.

As the sport embarks on its 51st year of racing since its sanctioning by the sports' World Governing Body, the Union Internationale Motonautique (U.I.M.) in 1964, it will undergo a strategic restructuring with the addition of Class V mono-hulls joining the tour and running in tandem with their 'catamaran' cousins.

Despite the events market becoming increasingly more and more competitive, recent years have shown by the overwhelming successes of recent new events in China and Italy, that Class 1 is still regarded as a premium lifestyle and sporting must-have brand that delivers added value in terms of spend versus a viable commercial return for investors. "I firmly believe that the future is positive but with the right strategic approach and that is to place Europe centre stage at the heart of the Championship to compliment activities in the Middle East and Asia, as well as revisiting the original format of the sport when catamarans and mono-hulls were competing at the same events," said promoter Nicolo di San Germano.

Last year Terracina [Italy] emerged as a sparkling new jewel in the Class 1 crown and the strategy to bring in new and exciting venues continues this year, the addition of Spain with on-going talks in place for a second event in Italy and further afield.

The 'new look' World Championship events format 'ClassOne' with Catamarans and V-hulls, the undisputed goliaths of world powerboat racing, sharing centre stage was given a unanimous seal of approval following a meeting of powerboating's hierarchy.

The meeting of UIM officials and drivers' representatives was chaired by H2O Racing president and World Championship promoter Nicolo di San Germano to confirm the green light for the new format which has already been endorsed by UIM president Dr. Raffaele Chiulli, the technical criteria and the all-important safety aspects for two UIM World Championships, Class 1 and V1 to run in tandem at each event, with the first event double-header taking place in one of the



Victory remains the team to beat in 2014, but they are likely to face an increasingly strengthening challenge from Zabo-Isiklar and LFF10



World's most iconic tourist destinations, Ibiza, on 5-7 September.

The news of the inclusion of the V1 class [formerly Evolution] resulted in an immediate and positive response with five teams signing up, Searex from Germany, RG87 and Tommy Racing from Italy, Chaudron from Malta and Silverline from the UK.

With the rules for Class 1 well set, it was agreed that for 2014 the V1 boats will follow the existing technical rules of the UIM EVO class with new procedures to be adopted for 2015 and beyond with regard to measurement certificates and pre-race safety checks, that are already in place in Class 1.

The key technical criteria for V1 is governed by a minimum-maximum length of 10.97 to 13.41m and a minimum weight of 4000kgs, with capacity set at 13.000cc for inducted diesel and 9.315cc for inducted petrol engines, normally aspirated petrol engines set at 11.000cc. The maximum power output for petrol-engined boats is a DPO (declared power output) to weight of 1hp per 3.5ksg with diesel-engined boats set at 1hp per 3.35ksg – all boats limited to three engines per Grand Prix and all running cast propellers.

The racing format, devised to ensure greater event and racing entertainment for spectators, sponsors and media will see Class 1 and V1 running together on a simple mirror-image circuit with separate sets of turn-buoys, Class 1 turning on the inside marks, V1 the outside and a spectacular rolling start with all boats running line-a-breast.

The target for any aspiring title contender in 2014 in Class 1 is simple, to try to break the vice-like grip that Dubai's Victory Team has had on the coveted Sam Griffith Trophy since 2007, courtesy of Champions Arif Al Zaffain, Nadir Bin Hendi, Mohammed Al Marri and the late Jean-Marc Sanchez.

Their recent domination speaks for itself and not since the glory years from 1998 to 2006 when their then nemesis Spirit of Norway won six World titles to Victory's three and dominated Pole Position winning six titles to Victory's one has a team got close to taking their [Victory's] crown or compete with them for race wins, other than the odd fleeting incursion of success by Jolly Motor, Maritimo, the Qatar Team and more recently Victory Australia and LFF8.

2013 saw Arif Al Zaffain and Mohammed Al Marri extend the teams' remarkable record of wins to 98 from 175 starts in 21 years to wrap up a 13th World title and a ninth Pole Position Championship. But despite a 31-point winning margin over Zabo-Isiklar the duo that came together in 2011 and have won 14 times did not have it all their own way.

They kicked off in style in Sanya in China to

complete the win-treble and take an early lead in the title race but were pushed hard throughout qualifying and in race 1 by Zabo-Isiklar. In Turkey the rails seemed to come off – albeit momentarily – the usually tight turning Victory hull, Al Zaffain and Al Marri spinning out twice in race 1 and retiring before resuming normal service to take the win in race 2.

Their troubles continued in Italy and despite closing out the Pole Position Championship and winning race 1, a broken propeller in race 2 ended their hopes of lifting an eighth European title, limping across the line in sixth. In Abu Dhabi they eased to a fourth pole in qualifying but another broken propeller in race 1 gifted the win to their teammates, but Al Zaffain and Al Marri wrapped up the season with a Championship winning drive to seal a 13th crown.

Victory remains the team to beat in 2014 with Nadir bin Hendi returning to partner Arif Al Zaffain, but they are likely to face an increasingly strengthening challenge from Zabo-Isiklar and LFFIO.

2013 was the year that Zabo Racing's Christian Zaborowski and Ugur Isik staked their claim as potential race and title winners and but for a rather large slice of misfortune would have picked up their long overdue race win.

They gave Victory a run for their money in race 1 in China, leading for over half race distance, finishing second, and were set to do it again when they barrel-rolled out of race 2. Repaired and ready to go again in Turkey, Zaborowski and Isik clawed their way from the back of the pack to take a brilliant second but failed to start race 2. They completed a hat-trick of second-placed finishes in the opener in Italy and were in front with less than half a lap to the chequered flag when they ran out of fuel, limping home in third. Another second place in Abu Dhabi and a herculean and spirited effort by Zaborowski and Isik to just finish secured them their best ever result in the Championship, the runners-up slot.

Looking to unseat them and Victory will be Fendi Racing's Luca Formilli Fendi and Giovanni Carpitella whose season was a mix of great performances and technical woes, and on several occasions they were in winning positions when their races came to a premature halt.

They settled for the third step of the podium twice in China and were on course for a win in Turkey when a torque sensor let go and curtailed their race, but they bounced back to finish second in race 2. An overzealous first corner in Italy taking out a turn buoy, resulting in a 25-second penalty, cost them second place and another broken torque sensor in race 2 robbed them of a win. They rounded out there year with a fourth and a second in Abu Dhabi to take third overall in the title race.

CLASS 1

If they start in 2014, the Australian duo of Darren Nicholson and Ross Willaton will surely be up at the front challenging for race wins, and if they had completed a full season together and not missed the Italian GP, the overall Championship standings may well have looked somewhat different.

They gave a good account of themselves in their first Class 1 outing together with fourth and second in the season opener in China. In Turkey they became the first Aussies to take the chequered flag and climb the top step of the podium since 2002 and momentarily led the points table, and followed that up with third in race 2. After missing Italy Nicholson was seconded to run with the returning Nadir Bin Hendi and grabbed his second win of the year, but ended the year with a DNF and in fourth spot in the points tally.

A must have entry and a must see duo for 2014 are Italy's Alfredo Amato and Brit Miles Jennings who, at times, produced some thrilling performances and became the unlikeliest of European Champions.

Their Class 1 debut and first race of the year was a washout with a zero points haul, but they found some pace in Turkey to take their first podium and backed it with a fourth place. In Italy they must have written the script, grabbing fourth in race 1 and in race 2 watched as one-by-one three race leaders' dropped off the radar, the cool Italian and the flamboyant Brit hitting the front on the last lap to take the chequered flag, the win and lift the European Championship.

FA.RO ACCIAI was by far the most consistent and the only outfit in 2013 to pick up points in every race, what they lacked to put them higher up the order was race pace. Gian Maria Gabbiani and Luca Nicolini extended their points run to ten races before a driver switch in Abu Dhabi, with Robert Lo Piano joining Nicolini to extend the run further, ending the year with five top-five finishes and a best fourth. The team is still to confirm their starting line-up for 2014.

Team Abu Dhabi rounded off a frustrating last season with two podiums for Class 1 rookie Faleh Al Mansoori and Rashed Al Tayer at their home Grand Prix, but is looking to the future and will run a new Randy Scism built and designed MTI hull and retaining the same driver pairing for 2014.

In China their drivers were split with Tomaso Polli guiding Faleh Al Mansoori to a fifth and a fourth on his debut. In Turkey Al Tayer was back and on the throttles for the first time, but a DQ cost them fourth and in race 2 they crashed out early. Italy was a season low managing just one lap, but they closed out their year with a double podium finish.

By the time Giampaolo Montavoci arrived in Turkey he had already dialled in two different drivers, qualifying in China with Al Mansoori but racing with Salim Al Adidi, and was about to get a third, Tarek Oktem, who partnered him for the remainder of the season.

Poliform picked up a sixth place in China and renamed Poliform-Polimersan finished fourth in race 1 in Turkey. Oktem and Montavoci's season-high came in Italy finishing second in race 2 before ending on a low, bowing out with two DNF's.

The opening race of 2014 in Ibiza will see ten-time FIH2O World Champion Guido Cappellini back in the boat which is renamed Newstar – Poliform in partnership with Russian entrepreneur Andrey Kitashev.







TEAM BELARUS
WIN IN QATAR

ITALY'S PAOLETTI
THE STAR TURN



NATIONS CUP

Newcomers Belarus lead the UIM Nations Cup World Series after the first of three scheduled events in 2014 following a nail-biting narrow one point win over Italy in the season-opener in Doha, Qatar with Malaysia marking their return to the series finishing in third.

The three man squad of Dmitry and Roman Vandyshev and Andrey Ovchinnikov proved too strong and were the most consistent of the teams and drivers from six countries, scoring highly in both the Match Race and two Sprint Races to secure the win.

But it was a disappointing return to Qatar for the heavyweight four-man Russia squad of Kitashv, Panyushkin, Malkin and Dmitry, who won in Doha last year, trailing home in fifth.

The stand-out driver and performer of the weekend was Italy's Stefano Paoletti; the 29-year-old from Miane was quickest in qualifying, battled his way through to win the Match Race final and produced two virtuoso performances winning both Sprint Races. Unfortunately for Italy, Marco Gambi's non-points finish in Race 2 costing them the overall win.

Now in its fourth year, the events in Singapore, Khor Fakkan, Abu Dhabi and Qatar have delivered a string of outstanding solo performers with Paoletti now one of an elite trio of drivers to complete the Match and Sprint Race win hat-trick, joining the UAE's Ahmed Al Hameli and Majed Al Mansoori.

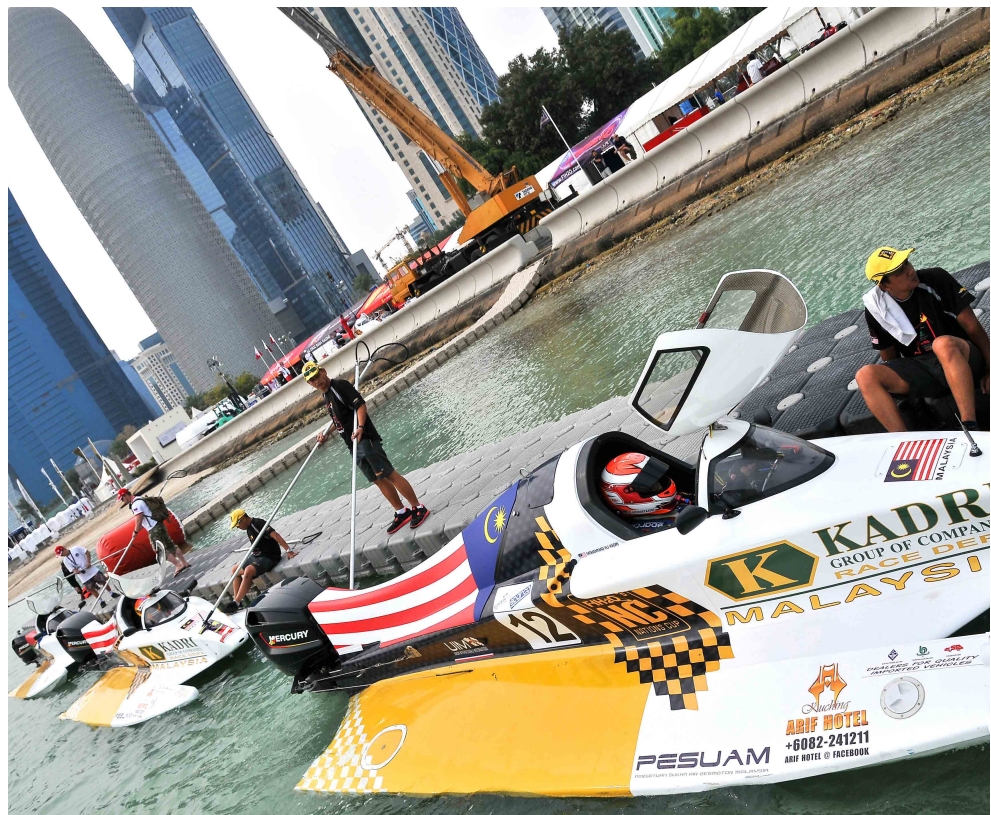
Paoletti was the only driver to get under 50 seconds in qualifying posting the fastest time of 49.72s in a drama-filled session on a blustery and choppy Doha Bay, with less than a second splitting the top six. Malaysia's Alffian Bin Kadri was the first to get caught out barrel-rolling 20 minutes into the session and bringing out the yellow flag but had done enough to qualify in sixth, with Lebanon's Lebos Chaguri going over immediately after the restart at the same corner to end the session and his weekend.

Belarus fought it out for second and third spots with Andrey Ovchinnikov edging teammate Roman Vandyshev by a tenth of a second, the second of the Bin Kadri brothers Mohammed posting fourth fastest ahead of Qatar's Nations Cup veteran Khalid Al Kuwari.

The Match Race, run on an alternate three pin course with one short and one long leg, produced a nail-biting final with Paoletti outgunning Russia's Kostantin Ustinov, his teammate Marco Gambi taking fourth place after being narrowly beaten by Belarus' Roman Vandyshev.

The Italians route to the final saw him cruise past last year's Match Race winner Khalid Al Kuwari, and then outgun Belarus' Roman Vandyshev in the semi-final. Russia's Kostantin Ustinov battled his way to the final beating Malaysia's Mohammad Bin Kadri and Italy's Gambi in the tightest of semi-finals, narrowly winning the deciding third leg shoot-out.







The final went down to the wire with the two youngest drivers in the Nations Cup producing a spectacular race-off, Paoletti winning heat 1 Ustinov hitting back to take heat 2 and force a decider, with the Italian holding his nerve on the final run to take the win.

The result put Italy at the top of the standings on 43 points ahead of Russia on 36 points with Belarus in third spot on 35. Back-to-back wins for Paoletti in the Sprint Races rounded off a perfect three days for the young Italian. He trailed Ovchinnikov through the first half of Race 1 and two yellow flag periods, the first coming out on lap six when Russia's Mikhail Kitashev crashed out, the second on lap nine when Bin Kadri (Mohammed) stopped then restarted.

The Italian hit the front on lap 16 and began to stretch his lead moving eight seconds clear when the third yellow came out on lap 20 with the exit of the second Russian driver Dmitry Malkin, Paoletti leading the remaining seven boats to the chequered flag behind the safety boat.

Belarus, Malaysia and Russia traded places behind the race leader, Russia's Dmitry Malkin moving into second place on lap 19 before his exit two laps later, with Mohammed Bin Kadri moving up from fifth to take second ahead of Ovchinnikov.

In Race 2 Paoletti survived one nervy moment at the end of lap 12, but led from pole throughout to take a flag-to-finish win with Mohammad Bin Kadri producing another impressive

performance keeping the pressure on the race leader and the gap to two seconds and finishing in second.

Team Belarus switched their drivers, Dmitry Vandyshv replacing Ovchinnikov to line up alongside brother Roman who passed Qatar's Khalid Al Kuwari on lap 9 and ran a lonely second half of the race to finish a distant third, over 40 seconds behind the race winner.

Al Kuwari and Malaysia's Alfian Bin Kadri then enjoyed a close tussle with the Doha driver hanging on to take fourth, Dmitry Vandyshv handed a yellow card and retiring from the race on lap 20 from sixth place, but picking up 15 valuable points.

UIM NATIONS CUP WORLD SERIES 2014				
after round 1				
POS	NOS	DRIVER	TEAM	POINTS
1	9	Belarus	Dmitri Vandyshv, Roman Vandyshv	108
	10		Andrey Ovchinnikov	
2	8	Italy	Stefano Paoletti	107
	7		Marco Gambi	
3	11	Malaysia	Alfian bin Kadri	100
	12		Mohammed bin Kadri	
4	6	Qatar	Khalid Al Kuwari	61
	7		Abdullah Gholam Ali	
5	3	Russia	Mikhail Kitashev, Andrey Panyushkin	36
	4		Dmitri Malkin, Kostantin Ustinov	
	13	Lebanon	Lebos Chaguri	



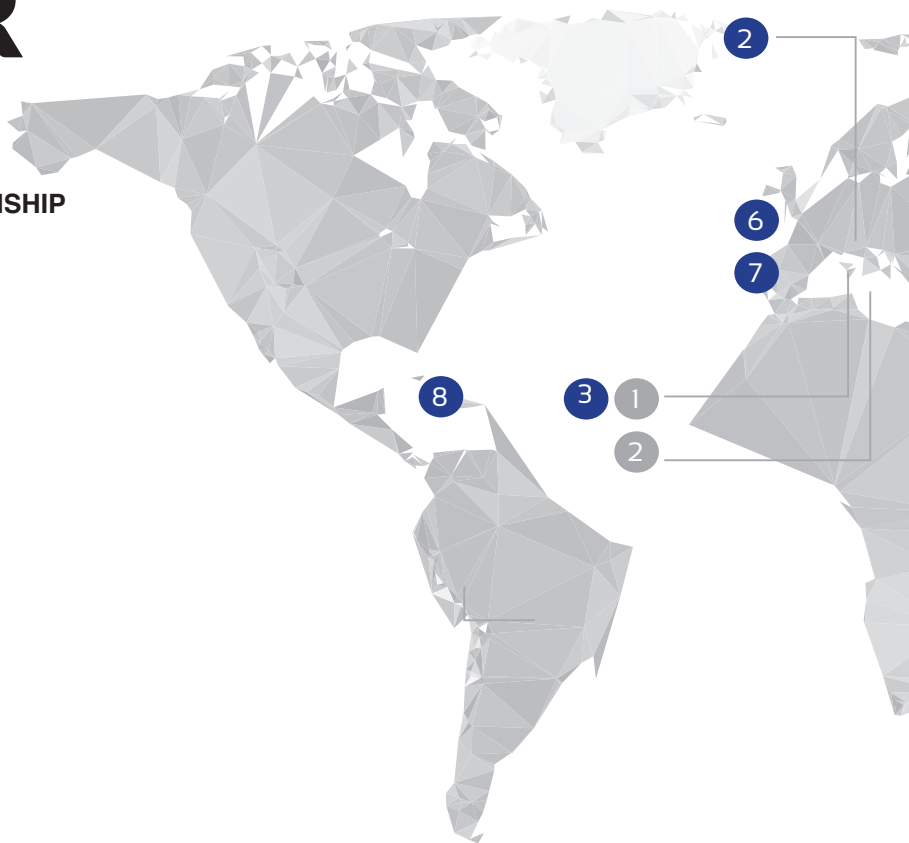
2014 CALENDAR

UIM F1H20 WORLD POWERBOAT CHAMPIONSHIP

- 1 14/15 MARCH - Doha, Qatar
- 2 1/2 OCTOBER - Liuzhou, China
- 3 14/15 NOVEMBER - Doha, Qatar
- 4 4/5 DECEMBER - Abu Dhabi, UAE
- 5 11/12 DECEMBER - Sharjah, UAE

UIM NATIONS CUP

- 1 10/12 MARCH - Doha, Qatar
- 2 29/30 NOVEMBER - Abu Dhabi, UAE



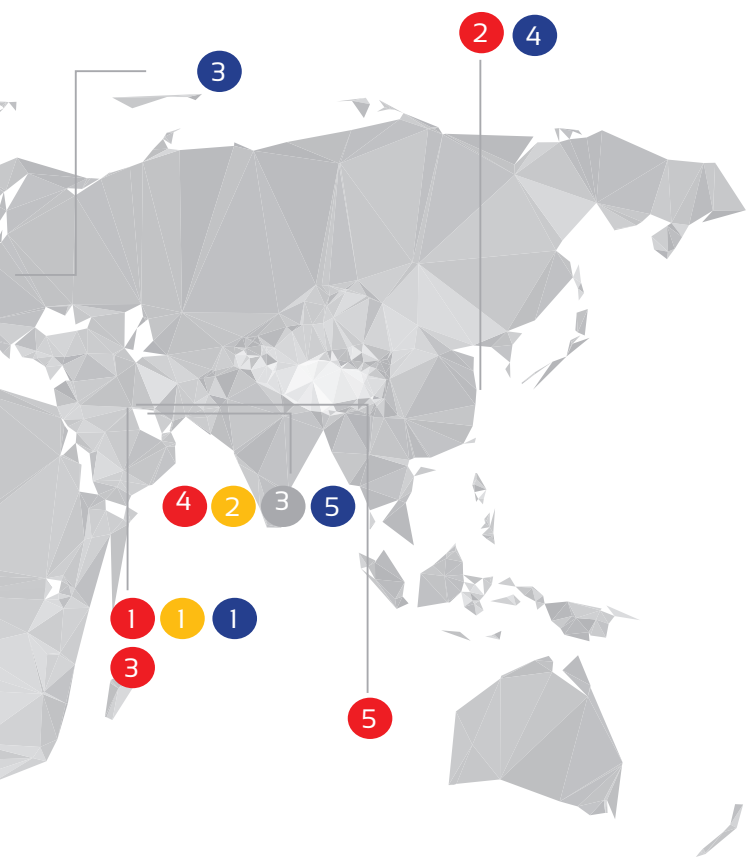
NEXT RACE

CLASS 1 - AQUABIKE

IBIZA WORLD ACCLAIMED TOURIST DESTINATION


IBIZA - SPAIN
5 / 7 SEPTEMBER 2014





UIM CLASS 1 WORLD POWERBOAT CHAMPIONSHIP

- 1 5/7 SEPTEMBER - Ibiza, Spain
- 2 10/12 OCTOBER - Terracina, Italy
- 3 29/30 NOVEMBER - Abu Dhabi, UAE

UIM-ABP AQUABIKE CLASS-PRO WORLD CHAMPIONSHIP

- 1 6/8 MARCH - Doha Qatar
- 2 6/8 JUNE - Milan, Italy
- 3 5/7 SEPTEMBER - Ibiza, Spain
- 4 3/5 OCTOBER - Liuzhou, China
- 5 DECEMBER - TBA, UAE

UIM EUROPEAN CHAMPIONSHIP - ENDURANCE

- 6 9/11 MAY - Portimao, Portugal

UIM EUROPEAN CHAMPIONSHIP - CIRCUIT

- 7 25/27 JULY - Mirandela, Portugal

UIM OFFSHORE & RALLY JET WORLD CHAMPIONSHIP

- 8 10/13 APRIL - Guadeloupe, France (Karujet)



▲ LIUZHOU - CHINA
1 / 5 OCTOBER 2014

FIH2O - AQUABIKE
LIUZHOU
**ONE OF THE REGIONS
MOST BEAUTIFUL CITIES**

CLASS 1
TERRACINA
AN ANCIENT AND
HISTORICAL ITALIAN GEM

▼ TERRACINA - ITALY
10 / 12 OCTOBER 2014



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