

H2O Magazine

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H2O RACING
POWERBOAT PROMOTION



FIH2O

AQUABIKE

**PERFECT START FOR TORRENTE
AND TEAM ABU DHABI IN
PORTUGAL**

**AQUABIKE SEASON KICKS OFF
WITH SPECTACULAR DOUBLE
HEADER IN GALLIPOLI AND OLBIA**

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H2O RACING POWERBOAT PROMOTION

H2O Racing is an international sports management, marketing and media company responsible for organising and promoting events in powerboat and jet ski racing – two of the most spectacular and entertaining sports on water.

The multi-faceted company, founded by Nicolo di San Germano in 2011, takes care of all commercial activities relating to three Union Internationale Motonautique (UIM) sanctioned properties; the F1H2O Powerboat World Championship, the Aquabike Circuit World Championship and the Nations Cup Powerboat World Series.

H2O Racing is made up of a group of dynamic professionals with over 30 years of experience in the sporting and event management sector, and a great passion for the industry.

President: Nicolò di San Germano

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The UIM is the world governing body for all Powerboating activities. It is fully recognised by the International Olympic Committee (IOC) and is a member of the Association of the IOC Recognised International Sports Federations (ARISF) and of SportAccord for whom the UIM President serves respectively as President and Vice President.

The UIM has 59 affiliated National Federations; Circuit, Offshore, Pleasure Navigation and Aquabike are the main disciplines. The UIM has signed a Cooperation Agreement with the United Nations Environment Program (UNEP) to further its range of environmental initiatives, share expertise and work together for "greening" the Sport.

President: Dr. Raffaele Chiulli

uimpowerboating.com

PERFECT START FOR TORRENTE AND TEAM ABU DHABI



Shaun Torrente made a perfect start to the year heading up a Team Abu Dhabi one-two at the UIM F1H2O Grand Prix of Portugal in Portimao in May.

The American was in imperious form taking his second successive pole position in Portimao and then leading the 48 lap race run on the 1,937km Arade River circuit from

lights out to chequered flag to take a fifth career Grand Prix victory and win by 2.09s, but was pushed all the way by teammate Thani Al Qemzi, with CTIC F1 Shenzhen China's Philippe Chiappe completing the podium.

F1H2O HEADING TO XIANGYANG, CHINA



H2O Racing has confirmed that Xiangyang in Hubei Province, China will host round 4 of the UIM F1H2O World Championship on 21-23 September.

Xiangyang replaces Harbin on the calendar and becomes the eleventh city to host a round of the championship since the first Grand Prix was held in Hangzhou in 1995. The People's Republic has hosted 23 Grand Prix in 17 years.



OLBIA WELCOMES AND EMBRACES UIM-ABP AQUABIKE WORLD CHAMPIONSHIP

The UIM-ABP Aquabike World Championship has a new jewel in its crown, the enchanting town of Olbia on the north east coast of the island of Sardinia, which welcomed and embraced the UIM-ABP tour, hosting round 2 on the 1-3 June.

It was a spectacular first event in Olbia and an action packed weekend with 149 competitors from over 30 countries on show, the elite

riders in GP1 joined by fellow racers in GP2, GP3 and GP4 competing in the single event three Moto UIM-ABP World Championship.

At the end of the weekend world champions were crowned, new winners and stars emerged with H2O Racing President Nicolo di San Germano addressing the crowd at a packed podium ceremony saying "the winner this weekend is Olbia".

MAVERICK RACING CONFIRM METTE BRANDT BJERKNAES FOR GRAND PRIX OF LONDON

Cedric Deguisne has confirmed the team will run a third boat at the UIM F1H2O Grand Prix of London on 15-17 June with Norwegian Mette Brandt Bjerknaes joining the French outfit Maverick F1 Racing

The 29-year-old Drobak resident steps up from F2 and Endurance Racing to make her F1H2O debut, swelling the ranks of women competing in the top-flight of circuit racing to three, joining her fellow countrywoman Marit Stromoy and Germany's Simone Schuft.



GALLIPOLI GLORY FOR ABDULRAZZAQ, MAURIN, UZARE AND AL MULLA

The 24th season of the UIM-ABP Aquabike World Championship got off to a fantastic start at the Grand Prix of Italy held in the lovely port town of Gallipoli in the province of Lecce in the south of Puglia (Apulia).

An impressive 76 rider turnout from 29 countries showcased the sport in its best possible light during a weekend of

spectacular competition filled with incident, drama and emotion, the testing and at times very rough seas providing a perfect stage and setting for some great racing, with Grand Prix titles falling to Yousef Al Abdulrazzaq in Runabout GP1, Raphael Maurin and Krista Uzare in Ski GP1 and Rashed Al Mulla in Freestyle.

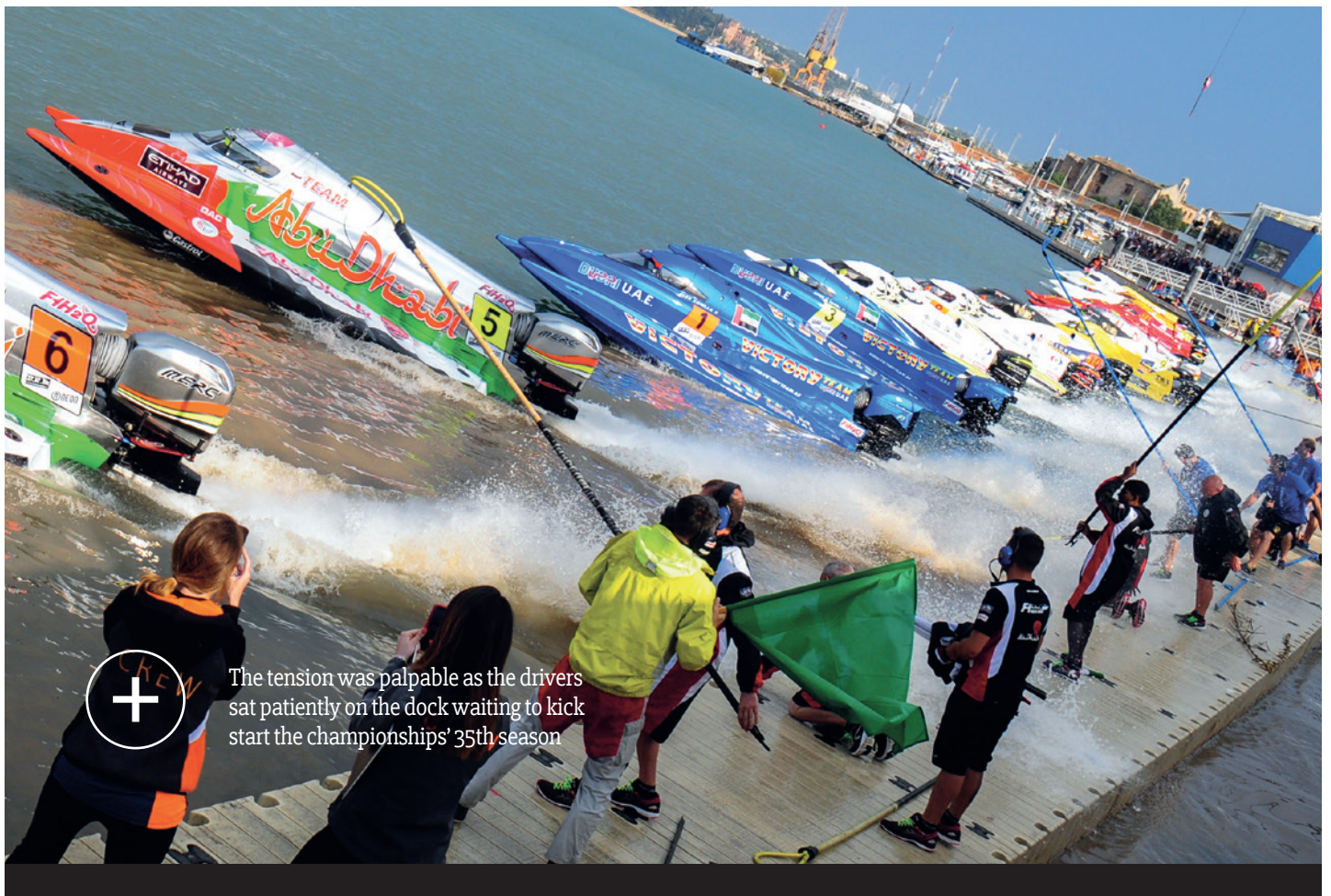






FIH20

TORRENTE AND TEAM ABU DHABI MAKE THE PERFECT START IN PORTIMAO



The tension was palpable as the drivers sat patiently on the dock waiting to kick start the championships' 35th season

Team Abu Dhabi laid down an impressive marker and sent a clear message to their rivals at the season-opener in Portimao with Shaun Torrente delivering in full on his maiden outing with the 2017 Team World Champions at the UIM F1H2O Grand Prix of Portugal, his teammate Thani Al Qemzi adding to the celebrations coming home in second place to complete an Abu Dhabi one-two.

The tension was palpable as the drivers sat patiently on the dock waiting to kick start the championships' 35th season; the skies darkened momentarily, thunder cracked overhead, then lights out and the 2018 season was underway as 19 boats launched off the dock to take on the 1.937km Arade River circuit.

Within less than a lap the yellow flag was out two boats sat motionless, an engine fire which was quickly doused adding to the drama. On lap five the green flag was given, Torrente held his nerve controlled the restart and went off in search of the chequered flag and duly found it with 2.09s to spare.

There was little movement behind the race leader over the 48 laps, Victory's Ahmed Al Hameli dropping two spots to sixth at the restart, CTIC teammates Philippe Chiappe and Peter Morin gaining ground, Chiappe then going on to pass a struggling Alex Carella on lap 34 to secure the final slot on the podium.

For Team Abu Dhabi it was the perfect start to the season. They arrived in Portugal with an air of confidence that all their pre-season testing and preparation would pay off, and how. Both Torrente and Thani Al Qemzi had two new gleaming 'next generation' DACs to parade, Rashed Al Qemzi, the youngest

of the trio, stepping into the hull that was steered to the 2017 drivers' world title.

If Torrente at any time pondered who along the pit lane would be his most likely challenger over the weekend, he didn't have to look too far; he was quickest in first practice, Thani Al Qemzi not far off him in fourth. In BRM Qualifying Torrente was second best to his teammate in Q1 and Q2 but saved his best till last to secure pole position in the six boat shoot-out, but by just 0.07s from that man Al Qemzi.

And in the race it was again Al Qemzi who pushed Torrente all the way, closing a five second gap to just two at the chequered flag. Going into the event Torrente said 'how I run in Portugal will do the talking' which said it all. "I am so proud of the team. I love everything about the boat. It's just tremendous, a perfect weekend. I have been waiting for this for quite a while," he said. "We were so prepared for this. We knew which engine we were going to run. We put



For Team Abu Dhabi it was the perfect start to the season

it on and never took it off. We knew which propellers we were going to use. I only did a couple of laps in practice ahead of the race and it all came together."

Al Qemzi's second place proved that the team has a strong two-boat attack and on present form will be tough to beat, with Rashed Al Qemzi bringing the third DAC home in 13th. "I was very happy with the race and my boat. I started very well and was just in front at the first turn but I kept my line to give Shaun my teammate room. It was a great result for the team. I was happy with second." Thani Al Qemzi said.

Three time champion Philippe Chiappe acknowledged that it would be hard to win with their limited pre-season testing and after BRM Qualifying a good result looked to be a big ask with two Abu Dhabi and two Victory boats in front of him and teammate Peter Morin, who produced his best qualifying performance in sixth.

The race proved a different story, Chiappe and Morin gained a place a piece immediately with Chiappe then taking advantage of Carella's miss-handling boat to move up into third and take the final podium, with Morin finishing in fifth his best ever result and rounding out what proved to be a very good weekend for the CTIC F1 Shenzhen China outfit. "For sure I am very happy with that, starting five and finishing on the podium. On this circuit is not easy to overtake. I make a good start but lost out because of the yellow. The boat was running well and I was keeping close to Carella then I think he had a problem and I was able to get passed. Maybe if there were a few more laps I could have caught Al Qemzi. But overall it was a good



weekend for the team especially with Peter [Morin] doing so well in qualifying and the race to get his best results so far."

Fourth and sixth may not have been the outcome that the Dubai-based Victory Team had hoped for or were targeting but both Alex Carella and Ahmed Al Hameli were running brand new out of the mould boats and showed over the three days that they were competitive and both were in the mix throughout.

Had it not been for Al Hameli losing ground early on and a trim issue affecting Carella mid-race at least one podium place was there for the taking. "I am starting to feel more and more comfortable in the

boat and we have shown that we are competitive. I am impressed with the team and with what we have. In many ways it is a good start but we know we have areas to look at and see where we can improve. We have work to do and we need find some more, work on the balance but overall I am more quite happy." said Carella.

Behind the 'big three' teams F1 Atlantic's Duarte Benavente produced another strong showing at his home Grand Prix and was the best of the rest, posting the seventh quickest time in BRM Qualifying and matching that place in the race, with teammate Grant Trask who qualified in tenth facing engine issues during the race and classified in 14th, bringing the boat in after 39 laps. "I was

quite satisfied with that. I think it shows where we are and hopefully we can work on one or two areas to find some more pace.” commented Benavente.

There has never been a lack of passion in the Blaze Performance camp and there was certainly a spring in the step of Francesco Cantando after one of the team's best weekends for many a Grand Prix, the enigmatic Italian delivering his strongest qualifying outing in ninth and then his best race result in his relatively new Blaze finishing in eighth. “I am quite happy. For such a long time we have not had such a good weekend. The boat was running fantastic but we were a little short on propellers but now we know what we need,” he said. “I am confident that next time we go out we will improve a little more. We are working hard, the improvements are coming and the guys have worked so hard and are doing a great job. It is a big puzzle that we have to put together but now we really have something to work with. It is a struggle but this gives us a lot of energy.”

Cantando's new teammate Simone Schuft came through her championship debut unscathed getting through all practice sessions and BRM Qualifying and going on to record her first Grand Prix finish in 15th.

If Jonas Andersson was hoping for an uneventful weekend in Portugal he didn't get it and it was his teammate Erik Edin who had the quieter time and picked up points in ninth place.

Andersson was running a brand new boat but his hopes of a strong showing in BRM Qualifying ended when he limped back to the pits during Q2 with a gaping hole on the right sponson. A change of boat and he would start, but from down in 17th his race lasting less than a minute after a coming together with Emirates Racing's Marit Stromoy. “I think we were three boats going into the same turn. Marit was close to me and we hit. She caught me or I caught her on the side and then the engine burst into flames. It was just one of those weekends.” said Andersson.

It was a frustrating ending to a somewhat frustrating weekend for Stromoy who qualified well in eighth despite the best efforts of several of her peers to block her progress and as she put it ‘make my life quite miserable so I wasn't at all happy’ then breaking the engine and having to start from 16th. “We took two different lines I went on the inside and Jonas went outside. He turned in through the spray and there I was. It was just a race accident but for a few seconds I was just a passenger in my own boat. My boat spun out onto his and then the little fire. There's





a bit of damage but we will fix it for sure. Hopefully the engine is OK”

Erik Stark who five days earlier had resigned himself to not racing, but was given a lifeline after a last minute call up by Maverick F1 Racing to step in for the unwell Mike Szymura, secured the final points’ slot finishing in tenth with Cedric Deguisne retiring on lap 43 abut classified in 12th. “It was the most laps I managed all weekend but my set-up was wrong, wrong propeller but it was good to finish the race especially as I didn’t expect to be here. I hope to be London, let’s see. I have to sort a few things out.”

Bartek Marszalek’s debut weekend with Emirates Racing was as frustrating as his teammate Stromoy’s, with engine issues keeping him off the water on the Friday, breaking after three laps in first practice and then sitting out qualifying but managing some laps in second practice and going the race distance finishing 11th. “Finally I managed to get some laps in. I haven’t driven the boat since Sharjah and had so many problems so to finally get out and complete the race was a relief. I still need to learn a lot about the set-up of the engine which I do myself and understanding this fuel which is quite challenging but now I have some good conclusions for London so I am looking forward to a better weekend there.”

Sami Selio summed up his and Mad Croc BABA Racing’s weekend very simply – an absolute disaster – and any hopes of a repeat of last year’s podium faded for Selio early on the



Bartek Marszalek’s debut weekend with Emirates Racing



Morin finishing in fifth his best ever result

Friday in practice after only six laps when the engine problem surfaced for the first time, teammate Filip Roms struggling with fuel supply issues and managing just 10 laps.

Despite the efforts of the team to identify and fix the issues the scenario would repeat time and again, with Selio managing just six laps in BRM Qualifying, Roms unable to start. "A disaster a terrible weekend, this has been one of those weekends that you think will never happen to you to the team," said Sami Selio. "The bigger worry is that we are struggling to understand why. Last year with the same fuel for the opening races everything was completely different, two good results this year a disaster.

"We tried to rectify the engine issues running it with super super safe modes but nothing worked. My engine went in the practice before the race and despite a good session for Filip, in the race he saw his temperature way high so called it a day after 10 laps.

"Now we will get the engines back to the workshop and analyse absolutely everything and try to be ready and in a better shape for London." ■



F1H2O

F

or French driver Philippe Chiappe the God's of racing can sometimes be cruel and unwavering.

Chiappe's resume shows him as the winner of nine Grand Prix in his 111 starts during his 16 years of racing in the UIM F1H2O World Championship. He's also a three-time World Champion. So, what's the rub? He's just following a growing trend that has plagued French drivers for over four decades on home waters, as he feels "the sting" of having never won in his native France.

This year marks the 35th season of the UIM F1H2O World Championship and as we head towards the annual Grand Prix of France, one statistic that both stands out like a sore thumb and is remarkably clear, is that no French driver has ever won a French Grand Prix in 21 previous races.

However, that situation could change this year on Europe's highest Alpine lake on stunning Lac Lemman.

But, haven't we already heard this scenario for the past three years here in Evian?

Oh sure, they've come close so many times and here's the rub. Since its first Grand Prix in Vichy back in the summer of 1981, the French Grand Prix has been won by a mixed salad of many drivers from other countries, including 11 times by Italian drivers three times by British, twice by a Dutch driver and mix that blend of one-timers from Sweden, Finland, USA and even an Australian, which shows but once again, no French drivers on the list.

There have been 17 French racers that have competed in the series. What has been their best performance so far? How about a pair of fourth place finishes by Francois Salabert in Paris in 1985 and more recently Cedric Deguisne in Evian in 2016. That's it.

Which brings us back to the Rouen native Chiappe who, has been remarkable in his first three starts in Evian, especially in qualifying



EVIAN

IT'S ALL ABOUT WINNING
STREAKS, GREMLINS AND THE
MIGHTY LAC LEMAN



taking the pole position in 2015 third in 2016 and second last year. So, what's the problem you say?

Simple, he's only finished 54 laps in the last three years combined! That's barely a one race total number of laps for an event which normally consists of 48 tours around for a French Grand Prix.

In 2015 at the first race in Evian, Chiappe led from pole position before dropping out on the 16th lap. In 2016 he made it to lap 21 before stopping on the circuit in third place. In both of these years he went on to take the Drivers' Championship despite his bad luck on home waters.

However, a year ago he lost his championship lead by dropping out on the 17th tour and never regained it back, thus having his three-year championship streak come to an end, while his engine went silent for the third straight time on the Southern shore of Europe's second largest Alpine lake.

Is there added pressure this time around for Philippe Chiappe?

Yes, you better believe there will be. If he wants to truly stay as a contender for this year's title, he'll be hoping to become the first French driver to make the podium at the country's 22nd Grand Prix event.

Now, the driver who has had the most success in the previous three races on Lac Lemman is defending race and World Champion Alex Carella of Italy.

Carella has finished in first place in every event here in Evian thus far. Well, the first time around in 2015 for what the UIM officials deemed was an illegal race set-up he was disqualified. He has more than made up for it in the past two seasons winning from pole position in both 2016 and again last year when he was driving for Team Abu Dhabi.

He will be an odds-on favorite to take the top step again this year on the podium after finishing in fourth place at the season's opening round with his new Victory Team boat in Portugal six weeks ago. He continues on a large learning curve with a new crew and a new group of professionals led by Team Manager Scott Gillman, the four-time

World Champion from America who by-the-way won the Grand Prix of France in 1997 when it was run in Chalon-Sur-Saone.

Another driver, who was Carella's teammate four years ago and who has had great success and flare for this very rough two kilometer circuit, is American Shaun Torrente. He actually has flip-flopped seats with Carella and is now in the number six Team Abu Dhabi DAC hull.

Torrente, the driver from Miami has been a contender in each of the last three years. He led the race in 2016 and finished on the podium in third place the last couple of years. His most memorable moment in Evian included a heart stomping push from 15th on the start dock to reach a battle for the runner-up position last year for second place finally settling for third after 48 laps.

Shaun Torrente started this season with a pole and a victory at the opening round in Portimao. He looks to be a legitimate title contender hoping to win his first drivers' championship after finishing in the top three in three of the last four seasons.





Two-time World Champion Sami Selio who won in La Rochelle, France back in 2007, has struggled to find form early in 2018. The native of Helsinki, Finland finished a fine second place a year ago in Evian just behind Carella after qualifying third. He was classified a well-earned fifth place in 2015 despite being penalized for taking out a buoy and being docked a lap. Selio's only blemish came two years ago when he dropped out of the event with a mechanical issue in 15th position. He should be another driver to keep an eye on.

Selio's teammate with the Mad-Croc Baba Team is young Filip Roms. The 24-year-old has made a career best pair of performances in Evian earning his first podium of his career in 2015 with a third place and going one better in 2016 finishing second while out-dueling the talented Torrente for the runner-up spot in the process.

Veteran driver Jonas Andersson of Team Sweden has in three appearances finished second in 2015 and fifth a year ago and is always considered a race winner candidate. He also had a podium third in La Rochelle back in 2007.

Fellow Scandinavian drivers such as Erik Stark of the French Maverick Team is fast as well finishing seventh a year ago in his only finish in three tries here.

Marit Stromoy of Norway has three straight top-10 finishes there, for the only woman who became an instant success having won a race in international motorsports competition against an all-male line-up when she accomplished this at the final round in Sharjah in the United Arab Emirates in 2015.

Abu Dhabi residents Thani Al Qemzi of Team Abu Dhabi and his cousin Ahmed Al Hameli with the Victory Team are fast

Carella has finished in first place in every event here in Evian thus far

EVIAN

Lake Geneva - France



Réalisation : G. Hamchart - Crédits : Evian Tourisme & Congrès / Tristan Shiu



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Two-time World Champion Sami Selio who won in La Rochelle, France back in 2007, has struggled to find form early in 2018. He finished a fine second place a year ago in Evian

and should be mentioned in the mix for victory.

A year ago Al Qemzi finished sixth here while Al Hameli did even better with a fourth. Both drivers are having a great start to the 2018 campaign. Either one could take the top step on the podium at the end of the weekend as well.

The major factor when discussing lovely Evian are the wind and water conditions on Lac Lemman. For the past three years running BRM Qualifying day has been delayed or put off until the Sunday morning "Race Day" schedule forcing drivers to make a long day of it and hoping they will have enough time to solve problems in a limited time period between qualifying and the Grand Prix itself in one day's time.

This year everyone is hoping to be able to make the event a two day affair as scheduled and have the wind and waves of the giant lake not become a factor in the plans for the 22nd Grand Prix of France and the third round of the UIM F1H2O World Championship for 2018.

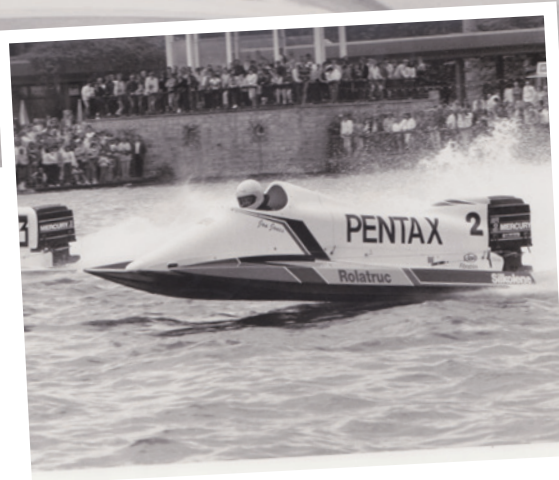
This year's number one question going into the event remains: "Will a French driver finally win on home waters or if nothing else reach the podium for the first time in the history of the Grand Prix of France that dates back to 1981?"

We are about to find out shortly.

"Laissez le bon temps rouler" as the French say in such a dynamic way and in English it means; "Let the good times roll" and that's exactly what is expected to happen as the world of the UIM F1H2O World Championship series comes rolling into lovely Evian on the weekend of 29 – 1 July on idyllic Lac Lemman. ■



WHEN BRITANNIA RULED THE WAVES



The British circuit racing community got very excited when it was announced that the UK had secured a round of the 2018 UIM F1H2O World Championship to be run in the Royal Victoria Dock, London. But disappointingly, the race, which will be the first round of the world championship to be run in London since 1985, will not feature a British driver.

This wasn't always the case, indeed throughout the 1980-1990's the world championship boasted many top British drivers, and although London's Royal Victoria Dock has hosted three UIM [F1H2O] Grands Prix in 1983-84-85, the championship was not just confined to the capital - Holme Pierrepont in Nottinghamshire staged Grands Prix in 1981 and 1982, Bristol Docks hosted rounds in 1982 and 1990 and Cardiff was included in the calendar in 1993 and 94.

The most successful British driver is Jonathon Jones, a resident of Cardigan, Wales, winning 14 Grand Prix and the

UIM F1H2O World Championship in 1991 and 1998 and the FONDA World Grand Prix series in 1986 and 1989. Jones has raced all over the world winning many races in the USA, and his success on the international circuits played a major part in putting the name of David Burgess on the global map as one of the most successful boat builders in the world. Now retired from driving Jones is still very much involved in powerboat racing, as the owner of Dragon Powerboats and as a television presenter in the F1H2O TV programmes that are broadcast live at each Grand Prix event.

Other Brits who have enjoyed considerable success include Roger Jenkins with six race wins to his name and the world title in 1982, Bob Spalding who accumulated four race wins, the same number as Brit Steve Kerton, and won gold in 1985. We had to wait until 1990 for the next British World Champion when the late John Hill collected

his award after winning only one of the F1H2O races.

The relatively small number of drivers who have won a UIM [F1H2O] World Championship shows just how difficult it is to clinch the gold medal, and to secure more than one is an achievement to be truly proud of.

Jon Jones is the only British driver to date who can boast that achievement.

Words by David Sewell, Raceboat International





1982 World Champion
and British Grand Prix
winner Roger Jenkins



BRITAIN: A SOLID ANCHOR IN THE F1H2O SPORT... WHO WAS BEST?

You wouldn't know it by the look at this year's starting line-up of drivers in the 2018 UIM F1H2O World Championship, but Great Britain was a dominate force when it came to talent and race venues a few decades ago.

The series which had its beginning on Lake Como in Italy in May, 1981, chose to hold a round of the championship every year for the first five seasons of the tour before the big V8 engine machines lost their way. They dissolved after an all-North American show in 1986 before re-emerging in its current format in 1990.

Holme Pierrepont and Bristol were the first venues in 1981 and 1982 to hold a round of the championship until London became the central focus from 1983 to 1985.

When the series re-established itself in 1990 Bristol was Britain's venue. Winning that year was dual citizen of Italy/UK Mike Zamparelli and the last time it was held in this historic location.

The Welsh city of Cardiff held back-to-back Grands Prix, both won by Germany's Michael Werner in 1993 and 1994. This turned out to be the last British visit until this year's June event, with the championship returning to London's Victoria Dock.

With that said who is the all-time best British driver in the history of F1H2O racing?

Well, today everyone loves lists. They are always debatable but the one driver who has always been mentioned at the top of most lists when it comes to success over the years, is two-time UIM F1H2O World Champion and two-time FONDA World Grand Prix Champion Jonathan Jones.

"JJ or Jonesy" as he known today, was a monster in the old Grand Prix series that was running Mercury two-litre engines. Meanwhile, at the same time in the 1980's, the UIM series was showcasing their tour with the more powerful V8 Outboard Marine Corporation (OMC) Evinrude and Johnson power plants.

By 1990 the revamped Formula Grand Prix series became the UIM [F1H2O] World Championship. Jones continued his success representing the UK for another decade, going on winning two world titles in 1991 and again in 1998, his two other titles coming in 1986 and 1989.

On the UIM-F1H2O tour Jones is currently ranked fifth of all-time in victories with 14 and ninth all-time in reaching the podium 26 times in his 95 career race starts.

"JJ" was always a consistent threat for the overall drivers' title, finishing in the top-three of the drivers' championship in five of the ten seasons he raced before retiring as a full time driver in 2000.

If Jonathan tops our list, the battle for second place is a bit harder to establish. Great Britain has had a slew



Racing legends and multiple UIM F1H2O World Champions Jonathan Jones and Renato Molinari



of drivers compete in the championship over the decades. The numbers are staggering with 25 drivers ranking third to Italy's series leading 40 and the United States second on the list with 27 individuals who have raced in the series.

The names of other great drivers start with Roger Jenkins. In 1982 he won his only title in spectacular fashion defeating the legendary Italian Renato Molinari in three of the final four events, winning the championship by a single point on Molinari's home waters of Milan. That same year he won in Great Britain at Holme Pierrepont.

Known as the "Welsh Wizard" Jenkins in his day had six career victories and 12 podiums in less than four years of racing on the circuit. He had a big accident in Minneapolis in America and this eventually helped signal the end of his career.

The Brits won the Drivers' Championship for a second time in the first five years of the

UIM tour when the late Bob Spalding won the title in 1985. He did so by winning a key race here in London at the series last stop 33 years ago.

Overall, Bob had four victories and seven podiums in his five years of racing retiring after his world championship season.

Nobody reached the podium top-three step more in the early 1980's than the late Tom Percival. The British driver, who was a marine dealer by trade, was third in the championship for three straight seasons and managed to get to the podium 15 times in those years of racing from 1981 before being unfortunately killed at the Liege Grand Prix in Belgium in 1984.

Rick Frost was another talented driver who turned out to be a great qualifier but who oddly never won a Grand Prix race, despite reaching the podium 14 times with four runner-up positions in his six year career.

John Hill was the fourth and final driver to win a world title for Great Britain. He captured the crown by winning at the last moment in the final round of the championship defeating another excellent driver from England, Andy Elliott, in Singapore in 1990, a year when British drivers locked out the world championship podium, Elliot taking the runners-up slot, Jonathan Jones third.

Hill unfortunately would be killed a few years later in a race in Abu Dhabi, while Elliott would go on to take four Grand Prix victories before retiring as a full time driver in 2010.

If you look at the 'big picture' Great Britain has been one of the anchors to the sport of F1H2O formula powerboat racing, having the third largest field of drivers with 25 participants; third all-time in podium appearances with 107; third all-time number of various drivers on the podium with 11 and finally 10th in hosting the most Grand Prix's with nine. ■

A LOOK BACK AT THE FIRST UIM [F1H2O] WORLD POWERBOAT GRAND PRIX OF LONDON - 35 YEARS AGO!

It doesn't seem that long ago, but the world was a totally different place in 1983 when on the 27-29 August the UIM [F1H2O] World Championship series came to London's Royal Victoria Dock for the Harp Heating UK Powerboat Grand Prix.

The race circuit then was laid out with four pins and 2,500 metres (1.56 miles) in length. The scheduled Grand Prix was to be a three race format of 15 laps each for the weekend's race day festivities.

In the time trials local hero 39-year-old driver Rick Frost from Great Britain in his Trimate Paints sponsored Burgess boat, powered by a huge V8 Johnson engine, set the pace with a 176 km/h (109.36 mph) lap besting Italian legend Renato Molinari driving his Martini sponsored boat that he had built himself and powered by an Evinrude engine from outside Chicago, Illinois in the USA.

Third was another UIM F1H2O legendary driver, Dutchman Cees van der Velden, in the cockpit of the boat he built with a Johnson engine powering it, his teammate and fellow countryman Arthur Mostert was fourth fastest in another Velden designed craft powered by a Johnson engine.

Rounding out the top-five in qualifying was another British driver, Bob Spalding. Spalding was teaming with Molinari in his Martini Molinari designed hull, powered by an Evinrude, making the local fans very excited about the prospects having two "Brit's" in the top five.

Race 1 on the weekend saw 14 starters and 13 finishers with Molinari winning van der Velden second and Britain's Tom Percival third in his Percival Hodges Racing hull.

The rest of the day would continue like this with Renato Molinari dominating and winning all three races and his overall fifth victory of the season.

Cees van der Velden ended up following Molinari in formation, taking second place in all three races. Tom Percival would finish twice in the third place position during the three events and take the final spot on the podium. When the day was over Percival's result at least kept the local fans happy for their "native son" and his success got him to the podium celebration.

The perfect weekend for the "Hall-of-Fame" driver Molinari was enough to officially give him his second title in three years with an insurmountable points lead with only the final race in Milan left on the calendar. Molinari, who resides in Como, Italy, went on to win three of the first four titles of the championship before retiring in the sport after the 1984 campaign.

The UIM F1H2O World Championship is always evolving and changing but these past hero's will always have a special place in our hearts knowing their success and bravery has helped push this sport along.

In 2018, now in its historic 35th season, the UIM F1H2O World Championship has returned to the Royal Victoria Dock in London for the first time in three decades to put on a show on water that only it can as the world's most exciting powerboat series! ■

The Harp Heating UK Formula 1 Powerboat Grand Prix

Incorporating the
World QZ Sprint Championship



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LONDON**

August 27th–29th, 1983



A Sports Sponsorship International Event

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UIM F1H2O BRITISH GRAND PRIX WINNERS. A BRIEF HISTORY!

-PROFILES-

RENATO MOLINARI (ITA)

1981 - HOLME PIERREPONT
1983 - LONDON

.....
Considered the "Godfather" of modern in-shore powerboat racing catamaran hull design this native of Como, Italy set the standard for the sport... Renato raced for both OMC (Outboard Motor Corporation) and Mercury... He started racing in 1964... Won the World Championship in three of the first four UIM [F1H2O] seasons... Has a career 16 victories and 29 podiums in just 34 Grand Prix's entered from 1981 to 1984... Had a remarkable 47% winning percentage during that time... Won the very first UIM [F1H2O] Grand Prix in Como, Italy in May of 1981... UIM [F1H2O] "Hall-of-Fame" member... Lives in Como... 72 years old.

BILL SEEBOLD (USA)

1982 - BRISTOL

.....
The winningest driver in powerboat racing history with over 900 victories in his 37 year career... Won what many to believe is the greatest performance of any driver in the history of the sport in the '82 Bristol event running the smallest engine in the field and winning easily... Was a multi-time North American champion... won the title in his final year of racing in 1997 at the age of 57... Has over 50 national/world records... In the UIM

F1H2O "Hall-of-Fame"... Had the same sponsor for 36 years in "Anheuser-Busch"... Only driver in history to have two sons Michael and Tim race on the UIM F1H2O tour as well... Lives in Naples, Florida... 78 years old.

ROGER JENKINS (GBR)

1982 - HOLME PIERREPONT

.....
Known as the "Clown Prince" he was a 19 year racing veteran who retired in 1984... Won the 1982 UIM [F1H2O] world title beating Molinari by one point winning three of the last four events that season... took the crown in Milan... Had 6 victories, four 2nd's and two 3rd's for 12 podiums in just over three years on the tour... Had a big accident in Minneapolis in 1983... Started racing in 1965... retired from racing after Liege Grand Prix in 1984... Was an owner of a chain of music shops... Lives in Wales... 77 years old.

BARRY WOODS (USA)

1984 - LONDON

.....
A 15 year racing veteran... Raced for three seasons from 1984 to 1986 on the UIM [F1H2O] tour accumulating 132 points... His best season was 1984 with three wins in four races including London in 1984 his best streak of success in his career finishing third in the drivers' championship... He also won in Pittsburgh, Munich and Seville... Had a total of seven career podiums... Was a factory

Evinrude driver... Won the Bud Light Formula One National Championship in 1984... Had wins in Sacramento and Toledo as well... Onetime President of Concrete Coring... From Portland, Oregon... 76 years old.

BOB SPALDING (GBR)

1985 - LONDON

.....
The 1985 World Champion... Won in Munich, London and Lyon and had six podiums in 12 races that year...

Started racing in 1961 when he was 20 years old... Was a F2 World Champion in 1969... Also won in London in F2... Was the 1979 [F1H2O] European sprint champion... Raced on the tour from 1981 thru his championship winning season in 1985... Overall, he had four victories and seven podiums during his five seasons of racing on the tour... Was a Mercury Test Driver in 1972... Won the Paris 6-Hour's four times... Also won the 1980 Parker (Arizona) nine hour Enduro race... Retired after a severe crash in Seville, Spain in 1985. Passed away in December 1997.

MIKE ZAMPARELLI (ITA)

1990 - BRISTOL

.....
Born in Italy but makes his home in England... Started racing in the S850 class in 1985... Made his FONDA series debut two years later at

Drammen, Norway... First victory in that series was at Nottingham in 1989... His only UIM [F1H2O] victory was at Bristol in 1990 where he also won the coveted "Duke of York" Trophy... Raced in the series on and off from 1990 to 1997... His best season was in 1990 when he finished 6th in the drivers' championship... Ended his career with the DAC Europe Team driving alongside Finnish pilot Pertti Leppala... 65 years old.

MICHAEL WERNER (GER)

1993 - CARDIFF
1994 - CARDIFF

.....
A longtime racing veteran and a true "anchor" to the sport... Was a seven-time World Champion winning in over 300 races in his long and illustrious career... Started racing in 1970 and worked his way into the OE, ON and the Formula Grand Prix series... Won the IOGP Championship in America in 1986... Joined the UIM [F1H2O] tour in 1984... One of five German's to have raced in the series and by far the most successful accumulating almost 500 points with seven victories, 23 top-three podiums and 27 top-five performances in 67 starts during his nine seasons before retiring full time racing in 1997... Lives in Kerpen, Germany... 72 years old.

INAUGURAL SEASON 1981

(no World Championship 1987 – 1989)

32 COUNTRIES

35th SEASON

13 WORLD CHAMPIONS

7 MULTIPLE WORLD CHAMPION

Guido Cappellini (ITA) 10

Scott Gillman (USA) 4

Alex Carella (ITA) 4

Philippe Chiappe (FRA) 3

Renato Molinari (ITA) 3

Sami Selio (FIN) 2

Jonathan Jones (GBR) 2

47 GRAND PRIX WINNERS



The FIH20 World Championship is a multiple Grand Prix series taking place in Europe, the Middle East and Asia.

Points allocated at each Grand Prix count towards the overall World Championship standings.
(1st 20, 2nd 15, 3rd 12, 4th 9, 5th 7, 6th 5, 7th 4, 8th 3, 9th 2, 10th 1)

A Grand Prix weekend consists of two/three practice sessions, official qualifying, race.

Qualifying : 60 minutes
Q1 :20 minutes, top 12 go through (times reset)
Q2: 15 minutes, top six go through (times reset)
Q3: top six, two flying laps

Grand Prix – not to exceed 60 minutes

RACE BOATS

single-seater, enclosed cockpit, tunnel-hull catamarans

Construction: carbon fibre/composite

Hull: 6 metres

Width: 2.1 metres

Weight: 390kgs

Engine: Mercury 2.5litre

HP: circa 400

Top Speed: 220km/h – 136mph

HALL OF FAME WORLD CHAMPIONS

Year	Driver	Country
2017	Alex Carella	Italy
2016	Philippe Chiappe	France
2015	Philippe Chiappe	France
2014	Philippe Chiappe	France
2013	Alex Carella	Italy
2012	Alex Carella	Italy
2011	Alex Carella	Italy
2010	Sami Selio	Finland
2009	Guido Cappellini	Italy
2008	Jay Price	USA
2007	Sami Selio	Finland
2006	Scott Gillman	USA
2005	Guido Cappellini	Italy
2004	Scott Gillman	USA
2003	Guido Cappellini	Italy
2002	Guido Cappellini	Italy
2001	Guido Cappellini	Italy
2000	Scott Gillman	USA
1999	Guido Cappellini	Italy
1998	Jonathan Jones	Great Britain
1997	Scott Gillman	USA
1996	Guido Cappellini	Italy
1995	Guido Cappellini	Italy
1994	Guido Cappellini	Italy
1993	Guido Cappellini	Italy
1992	Fabrizio Bocca	Italy
1991	Jonathan Jones	Great Britain
1990	John Hill	Great Britain
1989	Not competed	
1988	Not competed	
1987	Not competed	
1986	Gene Thibodaux	USA
1985	Bob Spalding	Great Britain
1984	Renato Molinari	Italy
1983	Renato Molinari	Italy
1982	Roger Jenkins	Great Britain
1981	Renato Molinari	Italy

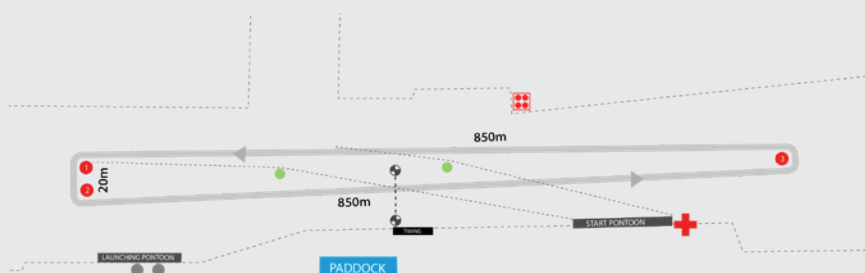
DRIVER STATS

Drivers	Country	GP's Entered	Race Starts	Points Overall	Poles	Wins	Podiums
Sami Selio	FIN	153	150	973,5	25	13	46
Francesco Cantando	ITA	175	171	927,5	4	12	42
Philippe Chiappe	FRA	115	111	697	6	9	33
Thani Al Qamzi	UAE	128	127	766,5	2	7	33
Alex Carella	ITA	52	52	583	15	15	30
Ahmed Al Hameli	UAE	80	75	440	10	7	19
Jonas Andersson	SWE	89	88	467	4	5	16
Shaun Torrente	USA	42	41	338	5	5	15
Duarte Benavente	POR	149	136	365,5	0	0	6
Erik Stark	SWE	27	26	135	2	1	5
Marit Stromoy	NOR	78	73	173	1	1	2
Filip Roms	FIN	37	35	86	0	0	2
Bartek Marszalek	POL	34	30	62	0	0	0
Cedric Deguisne	FRA	21	19	20	0	0	0
Peter Morin	FRA	7	7	17	0	0	0
Grant Trask	AUS	9	9	14	0	0	0
Rashed Al Qemzi	UAE	8	7	2	0	0	0
Erik Edin	SWE	3	2	0	0	0	0
Simone Schuft	GER	1	1	0	0	0	0

LONDON, GRAND PRIX OF LONDON - UNITED KINGDOM

15-17 JUNE 2018, ROUND 2

9 teams - 20 drivers - 12 countries (Australia, China, Finland, France, Germany, Italy, Norway, Poland, Portugal, Sweden, UAE, USA)



TEAMS & DRIVERS 2018

Victory Team

- 1 Alex Carella (ITA/*UAE)
- 3 Ahmed Al Hameli (UAE)

Team Abu Dhabi

- 5 Thani Al Qemzi (UAE)
- 6 Shaun Torrente (USA/*UAE)
- 35 Rashed Al Qemzi (UAE)

CTIC F1 Shenzhen China

- 7 Philippe Chiappe (FRA)
- 8 Peter Morin (FRA)

F1 Atlantic

- 9 Grant Trask (AUS)
- 10 Duarte Benavente (POR)

Mad-Croc BABA Racing

- 11 Sami Selio (FIN)
- 12 Filip Roms (FIN)

Team Sweden

- 14 Jonas Andersson (SWE)
- 15 Erik Edin (SWE)

Blaze Performance

- 23 Simone Schuft (GER)
- 24 Francesco Cantando (ITA)

Emirates Racing Team

- 50 Marit Stromoy (NOR)
- 51 Bartek Marszalek (POL)

Maverick F1

- 70 Mette Brandt Bjerknæs (NOR)
- 73 Cedric Deguisne (FRA)
- 74 Mike Szymura (GER)

DRIVERS WORLD CHAMPIONSHIP STANDINGS

(AFTER ROUND 1)

Pos	Boat	Driver	Nat.	Pts
1	6	Shaun Torrente	USA/*UAE	20
2	5	Thani Al Qemzi	UAE	15
3	7	Philippe Chiappe	FRA	12
4	1	Alex Carella	ITA/*UAE	9
5	8	Peter Morin	FRA	7
6	3	Ahmed Al Hameli	UAE	5
7	10	Duarte Benavente	POR	4
8	37	Francesco Cantando	ITA	3
9	15	Erik Edin	SWE	2
10	74	Erik Stark	SWE	1
11	36	Simone Schuft	GER	0
12	35	Rashed Al Qemzi	UAE	0
13	14	Jonas Andersson	SWE	0
14	12	Filip Roms	FIN	0
15	11	Sami Selio	FIN	0
16	73	Cédric Deguisne	FRA	0
17	51	Bartek Marszalek	POL	0
18	50	Marit Stromoy	NOR	0
19	9	Grant Trask	AUS	0

* Racing Super License

BRM POLE POSITION CHAMPIONSHIP STANDINGS

(AFTER ROUND 1)

Pos	Boat	Driver	Nat.	Pts
1	6	Shaun Torrente	USA/*UAE	20
2	5	Thani Al Qemzi	UAE	15
3	1	Alex Carella	ITA/*UAE	12
4	3	Ahmed Al Hameli	UAE	9
5	7	Philippe Chiappe	FRA	7
6	8	Peter Morin	FRA	5

WORLD CHAMPION

Alex Carella (ITA)
Victory Team

WORLD GOVERNING BODY

Union International
Motonautique (U.I.M.)
President:
Dr. Raffaele Chiulli

PROMOTER

H2O Racing
President:
Nicolò di San Germano

PREVIOUS GRAND PRIX / WINNERS IN GREAT BRITAIN

- 1994 Cardiff Michael Werner GER
- 1993 Cardiff Michael Werner GER
- 1990 Bristol Mike Zamparelli ITA
- 1985 London Bob Spalding GBR
- 1984 London Barry Woods USA
- 1983 London Renato Molinari ITA
- 1982 Holme Pierrepont Rogers Jenkins GBR
- 1982 Bristol Bill Seebold USA
- 1981 Holme Pierrepont Renato Molinari ITA



AQUABIKE

GALLIPOLI GLORY FOR ABDULRAZZAQ, MAURIN, UZARE AND AL MULLA





t

he 24th season of the UIM-ABP Aquabike World Championship got off to a fantastic start at the Grand Prix of Italy held in the lovely port town of Gallipoli in the province of Lecce in the south of Puglia (Apulia).

opening Moto then simply destroying the field of 25 in the second to notch up a career 19th win.

2017 European Champion Raphael Maurin laid down a big big marker in Ski GP1, stealing the thunder from an array of champions that he lined up alongside to win his first Moto and GP title, with Krista Uzare repeating the feat in the Ladies division and giving defending champion Emma-Nellie Ortendahl something to ponder about!

those not contracted or supported, faced a 20-minute pre-qualification for the 14 available slots to comply with UIM rules limiting official qualifying and Moto start numbers to 25.

Denmark's Marcus Jorgensen eased his way into official qualifying with a best lap of 1:57.30s, comfortably the quickest by 3.66s from Italy's Mattia Fracasso and 6.11s better than Hungary's Gyorgy Kasza.

An impressive 76 rider turnout from 29 countries showcased the sport in its best possible light during a weekend of spectacular competition filled with incident, drama and emotion the testing and at times very rough seas providing a perfect stage and setting for some great racing.

In Freestyle the absence of the two and three time champions Nac and Rok Florjancic means a new champion will emerge in 2018 and the man most likely to succeed, even at this ridiculously early stage of the season is Abu Dhabi's brilliant aerial trickster Rashed Al Mulla who owned the top spot in qualifying and both heats to win his third successive Grand Prix title.

Italy's Michele Colasanto squeezed into qualifying in 14th spot, Gianluca Santi Amantini and Anton Pankratov missing the cut, Dmitry Tsukov and Gediminas Leonas failing to get out on the water.

In Runabout GP1 defending and four-time world champion Yousef Al Abdulrazzaq showed his absolute class to win his 11th Grand Prix title, finishing second in the

The large turnout of riders in Runabout meant that 18 of the registered 29 signees,

In official qualifying Kuwait's Yousef Al Abdulrazzaq and Denmark's Marcus Jorgensen traded places at the top of the time sheets, Abdulrazzaq sitting on top when it mattered most.



Jeremy Perez back on the podium for the first time since 2016

He was second quickest to Jorgensen by 0.59s in Q1, a 15 minute session with all riders out on the water, but stepped up the pace in the second 10 minute session leading the top ten riders out in Q2 and sealing pole position on his first flying lap with a time of 1:51.35s.

Jorgensen was the last rider out on the water and went to try to snatch the pole but a mistake on his final run forced him to take the penalty buoy and was unable to better his best time of 1:53.72s.

Britain's James Bushell fired in the third quickest time with a 1:56.22s lap but was a big 4.87s of the pole sitter, Jeremy Perez's time of 1:57.50s putting him fourth quickest 0.21s faster than Christophe Agostinho, with Roberto Alexander rounding out the top six with a best time of 1:58.56s.

In Moto 1 it was Hungary's Gyorgy Kasza who dominated and produced a brilliant performance to take just his second win in the UIM-ABP Aquabike World Championship.

The opening laps were chaotic with the conditions playing havoc with the riders qualifying slots and none of the top five holding their positions, Kasza making up seven places and out front at the end of lap one from Italy's Mattia Fracasso, who held point for four laps before his race ended, with Portugal's Christophe Agostinho running in third.

Pole-sitter Yousef Al Abdulrazzaq had a torrid opening lap, struggling to see the first turn mark due the glare of the sun, then his engine cutting out when he went into the alternate track for the first time, hitting a big wave and his ignition key coming out momentarily halting his progress and dropping

him to fifth.

Marcus Jorgensen and James Bushell both had poor starts from P2 and P3 dropping to seventh and ninth on the opening lap, Jorgensen's race ending a lap later Bushell limping round and coming home seven laps down in 17th place.

Kasza cut a solitary figure out front for seven of the 13 laps and was 30 seconds clear but by the chequered flag his winning margin had been cut to 5.80s.

By mid-race Abdulrazzaq was back up into second place and on a charge taking 24 seconds out of the leader but ran out of laps.

Agostinho looked to have had third place sewn up but Jeremy Perez had other ideas, first trading places with Roberto Alexander and moving into fourth on lap 8 then chasing down and passing Agostinho on lap 12 to steal third spot. Sweden's Lars Akerblom fought his way up from 11th after dropping two slots at the start to finish in fifth ahead of fellow countryman Johan Johansson who had made up ten places.

The second Moto was all about Yousef Al Abdulrazzaq who grabbed the advantage

immediately to get ahead Moto 1 winner and pole-sitter Gyorgy Kasza and led from Christophe Agostinho, Kasza and Jeremy Perez at the end of lap 1.

Spain's Roberto Alexander was very much in the mix on the opening lap but a truly spectacular high-side coming to the start-finish line at the end of lap 1 launched him off his bike and put paid to his chances, he recovered but dropped back and ended the race a lap down in tenth.

The running order at the front remained static until lap 5 when Kasza hit a 'wall of a wave' and was passed by Perez, who made a double gain and also moved ahead of Agostinho, the hit on Kasza's bike proving costly, his race ending on lap 7, but his Moto 1 win was enough to put him on the third step of the podium.

Out front Abdulrazzaq was in complete control and raced away from Perez with a 30 second advantage by lap 10 and running out the winner by 19.00s to take his 11th Grand Prix title and an early nine point lead in the title race. Second place for Perez put him into second overall and on the podium for the first time since Sharjah 2016.

But the rider who produced the outstanding

performance of Moto 2 was Marcus Jorgensen; from 23rd off the beach he was up to 11th at the end of lap 1 and started to scythe his way through the pack picking of riders with ease and by lap 8 was into third and banked his first points of the season.

Lars Akerblom came home in fourth place ahead of a great race by Alexander Kabatov, with the consistent Johan Johansson picking up a second top six finish.

James Bushell put the frustrations of the day before behind him and despite having to switch to his spare machine just before the start, came from the back of the line of 25 to finish in eighth behind Marcus Schick with Andrzej Wisniewski in tenth.

It was another frustrating outing for Agostinho who is clearly one of the quickest out there, but from second spot a technical problem saw him slide down the field to end his Moto in eleventh.

In Ski GP 1 Quinten Bossche got off to the start he would have wanted; the young Belgian rider eased into the weekend's activities running just one lap in first practice posting the second quickest time of 1:59.26s, stepping it up a gear in Q1 in qualifying to top the time sheets with a best



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2017 European Champion Raphael Maurin laid down a big big marker in Ski GP1



Kevin Reiterer made a solid start on his debut outing for Dubai's Victory Team

lap of 1:56.26s and then went into to overdrive to seal pole position with a blistering lap of 1:51.29s, the only rider to break 1:52s.

France's Raphael Maurin locked out P2 in both sessions, the time that counted 2.25s adrift of the pole sitter.

Kevin Reiterer made a solid start on his debut outing for Dubai's Victory Team, the Austrian going third quickest in a time 1:53:84s, with France's two time world champion Mickael Poret taking on all the Kawasaki riders almost single-handedly on his Bullet V3 and going fourth quickest.

The battle to seal the remaining two top six slots was an all-Norwegian affair with Ulrik Berntsen's 1:58.39s edging world ranked number 1 Stian Schjetlein by 0.14s.

In the opening Moto it was Kevin Reiterer who made light work of the tough conditions with a comfortable victory, second place going to Raphael Maurin with defending champion Quinten Bossche coming home in third to complete a Kawasaki lock-out of the top three positions.

Starting from P3 the Austrian trailed Mickael Poret at the end of the start lap but hit the front on lap 1 and was 15 seconds clear on lap 5 of nine, easing up over the remaining few laps to take the win

by 6.44s. Maurin lost a place early on after qualifying in second but was able to regain the slot on lap 3 after passing Poret but was unable to make any impact on the run away race leader.

Pole-sitter Bossche was the big loser at the start but fought his way back to take third, with Poret producing an impressive performance to be the first non-Kawasaki rider to take the chequered flag, bringing his Bullett V3 home in fourth. Stian Schjetlein picked up a place to finish fifth ahead of Ulrik Berntsen.

In the second Moto it was Raphael Maurin who tamed the waves, cruising to his first UIM-ABP Aquabike Grand Prix title with a convincing first win on the UIM-ABP tour, second place and second overall going to Moto 1 winner Kevin Reiterer and the final podium place going to Mickael Poret, taking the chequered flag in third spot.

The opening laps mixed up the starting order with defending champion Quinten Bossche leading to the first turn and at the end of lap 1, but that was as good as it got, stopping

and going out of the race a lap later.

Maurin trailed in fourth behind pole-sitter Reiterer and Poret but hit the front on lap 2 after a mistake by Reiterer in the alternate track and disappeared off into the distance to win by an impressive 39.78s.

Reiterer made a few more mistakes and took a few tumbles but eventually followed the leader home to give Victory Team a maiden podium, with Poret completing a very good weekend on his Bullett V3 to again be the best of the non-Kawasaki shod riders.

Stian Schjetlein produced his best run of the weekend finishing in fourth with UIM-ABP tour newcomer Preston Matzdorf finishing in fifth, Ulrik Berntsen coming home in sixth to seal fifth overall behind his fellow Norwegian Schjetlein, a second seventh place finish giving Markus Lutsokert sixth overall.

Before the Ladies took to the water for first practice Emma-Nellie Ortendahl muttered that she didn't like rough conditions! but then went out and set the pace and fastest time and was again very much on the pace

in qualifying.

But in qualifying it was Krista Uzare who dominated; the Latvian rider topped the time sheets in both sessions, her first lap of 2:11.66s in the opening 15 minute session 4.62s quicker than her nearest rival, then securing the pole with her second lap in Q2, posting a best time of 2:11.86s and the only rider to go sub 2:12s.

Sweden's Emma-Nellie Ortendahl produced a best lap of 2:12.36s to go second quickest just 0.50s off the pole time, with France's Jessica Chavanne impressing on her UIM-ABP debut going third quickest with a time of 2:17.11s.

Estonia's Katriin Nilbe held off New Zealander Kylie Ellmers by 0.24s to secure fourth place with Nilbe's fellow countrywoman and tour newcomer Jasmiin Ypraus posting the sixth-best of 2:20.15s and finishing ahead of Britain's Mollie Fearn, also making her UIM-ABP debut.

The opening Moto was an Ortendahl masterclass the champion producing a



flawless virtuoso performance leaving her rivals in her wake to take her 18th win and the chequered flag by a massive winning margin of 45.66s.

Krista Uzare lost out from starting in pole dropping to third but recovered to finish in second, with young Sophie Borgstrom producing a sensational performance to take her best result on the UIM-ABP tour finishing in third to complete a Swedish one-three.

The testing conditions took their toll at the start with newcomer Jessica Chavanne dropping her bike immediately from third place off the beach with Borgstrom stunning the 13-strong field, moving from the outside of the line from 12th place to lead at the end of the start lap from Ortendahl, Uzare and Italy's Marta Sorrentino.

Borgstrom's lead however was short-lived and she was passed by Ortendahl a lap later then slipping to third when Uzare went by her on lap 3.

After hitting the front Ortendahl disappeared into the distance stretching her lead over Uzare to 17 seconds on lap 3 and was 40 seconds clear starting the penultimate lap.

Uzare finished comfortably in second to match her best result in the championship with Borgstrom coming under intense pressure and brilliantly holding off a strong and repeated challenge from Katriin Nilbe, Mollie Fearn signalling her arrival on the UIM-ABP tour finishing in fifth ahead of Jasmiin Ypraus.

In Moto 2 the tables were turned with Krista Uzare producing a brilliant performance to take her first Moto victory in the UIM-ABP Aquabike World Championship and her first Grand Prix title.

Second place went to defending world champion and Moto 1 winner Emma-Nellie Ortendahl to seal the runners-up slot on the podium, with third place and the final podium place going to Katriin Nilbe.

Uzare and Ortendahl enjoyed a titanic battle around the 25-pin circuit and treated the crowds to a spectacular race run in rough conditions and high temperatures, trading places at the front.







Uzare stole the advantage from pole-sitter Ortendahl off the beach and held the lead until lap 3 when the defending champion swept passed her and opened out to a 4.5s lead. But the Latvian rider hit back and regained the upper-hand on lap 5 and going on to take her maiden win and Grand Prix title by 11.51s.

Katriin Nilbe trailed Kylie Ellmers for four laps before making the telling pass on lap 5 of nine to improve on her fourth spot in Moto 1 and picked up her first UIM-ABP podium finish, Ellmers who was back on her number one bike made up for the disappointment of being disqualified the day before to bank her first points of the season in fourth.

Sophie Borgstrom was unable to match her brilliant third place run in Moto 1 but again was very impressive finishing fifth to take her best overall result in fourth, narrowly missing the podium by just two points. Jasmiin Ypraus grabbed her second sixth place of the weekend to take fifth overall with Mollie Fearn finishing in eighth.

In Freestyle Rashed Al Mulla arrived in Gallipoli on a six heat, two Grand Prix winning streak and the Team Abu Dhabi showman was in no mood for it to end.

The world of Freestyle is littered with description, backflip, barrel roll, 180 - and all the way up 720 if you can manage it - fountain, running bicycle, hood grab, extensions one handed no handed and so on. Bring it all together and it is a great show.

The riders are judged on variety and quantity of tricks, number of extensions and of course style and in Gallipoli it was Al Mulla who stood out and came out on top despite the best efforts of Italy's Roberto Mariani.

Al Mulla topped the points' sheets in all excursions onto the water; qualifying was closer than he had expected, gaining the privilege of starting last in heat 1 with a nine point advantage over second placed Mariani, Alberto Camerlengo, Paolo Nunes and Alexander Kuramshin completing the

reverse start order.

In the heats Al Mulla and Mariani were pretty evenly matched for variety and quantity but it was the number of extensions and the style with which he executed his tricks that gave Al Mulla both wins and the Gallipoli title, all the more impressive the fact that he was nursing an injury to his right shoulder.

Mariani was his normal flamboyant self, owned second plac, and gave it everything including one heart stopping moment in heat 2 when his bike got away from him and careered off into some nearby rocks. Camerlengo picked up his first UIM-ABP podium in third ahead of Nunes and Kuramshin. ■

OLBIA A SPARKLING NEW JEWEL IN THE AQUABIKE CROWN

The UIM-ABP Aquabike World Championship has a sparkling new jewel in its crown, the enchanting town of Olbia on the north east coast of the island of Sardinia, which welcomed and embraced the UIM-ABP tour, hosting round 2 on the 1-3 June.



It was a spectacular first event in Olbia and an action packed weekend with 149 competitors from over 30 countries on show, the elite riders in GP1 joined by fellow racers in GP2, GP3 and GP4 competing in the single event three Moto UIM-ABP World Championship.

In Runabout GP1 Jeremy Perez continued his return to form winning twice and climbed back onto the top step of the podium taking his first GP title since 2014 and now leads the championship standings.

Victory Team's Kevin Reiterer completed the Olbia win-double to take his first Grand

Prix win of the year to move 14 points clear at the top of the world championship standings ahead of Raphael Maurin. In the Ladies division a three-way fight for the title is emerging; Emma-Nellie Ortendahl producing a stunning lap to go quickest in qualifying, Krista Uzare hit back to win Moto1 and now leads in the points, Katriin Nilbe stunning both her rivals to take her maiden win in Moto2.

In Freestyle, Rashed Al Mulla's brilliance and unbeaten run continued, taking his fourth straight Grand Prix title.

The sensational story from the weekend

was all about 16-year-old Swedish rider Samuel Johansson taking two wins and a second place to win the UIM-ABP Runabout GP2 World Championship, Germany's Philip Salobir winning in GP4. In Ski GP2 Benjamin Scharff went three for three to claim the world title for France, with Hungary's Barnabas Szabo crowned champion in GP3.

At the end of the weekend world champions were crowned, new winners and stars emerged with H2O Racing President Nicolò di San Germano addressing the crowd at a packed podium ceremony saying "the winner this weekend is Olbia". ■



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2018 CALENDAR

2018 all set to be another spectacular and exciting season for H2O Racing with 18 events planned over nine months, taking its UIM sanctioned Championships, F1H2O, Aquabike and Nations Cup to four continents.



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France

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