

AeroMarine Research

TBPNews - Performance Report

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**TBPNews #107 – November 19, 2006**  
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>>>> **Tunnel Boat Performance News** >>>>> (over 7000 members!)
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***** TBPNews *****

1) Legend Billy Schumacher new owner of the U-8 racing team

Former top Unlimited Hydroplane driver Billy Schumacher, who walked away from the sport because of its dangers, has returned as an owner.



Schumacher reached an agreement to purchase the U-8 racing team from Bill Wurster. Wurster will stay on as acting Director for the 2006 season to assist Schumacher. The boat number will be changed to U-37 the same number as the Miss Seattle of the 1950's but the crew and driver Jean Theoret will remain the same which should make a seamless transition and allow the team to continue its winning ways.

Schumacher retired from Unlimited racing in 1976 after his win in San Diego piloting the Miss Olympia Beer. This will be his first entry as a boat owner and is a welcome personality into the sport.

Thirty years ago this weekend, Billy Schumacher retired as a driver after winning his final race on Mission Bay. This weekend, Schumacher and wife Jane return to San Diego as rookie co-owners of the U-37 hull. While still perhaps the most spectacular and dangerous form of motorsports, Unlimited Hydroplane is far safer today than it was during Schumacher's time in the cockpit. Today's drivers ride in enclosed cockpits with life-support systems.

Schumacher was among the first Thunderboat drivers to use a parachute to help pull him free from a

crash. But he didn't wear a seatbelt. And his head protection was an open-faced helmet – a style which later was shown to instantly fill with water in a 150-mph accident, causing fatal head and neck injuries. Schumacher had conducted the test runs in the radical new cab-over design – moving the driver from his traditional seat behind the massive, 12-cylinder World War II fighter engine to a position in the boat's bow – that carried Musson to his death. _

***** TBPNews *****

2) FEATURE: 'Winterizing Your Performance Outboard Engine' (Part 1)

It's that time of the year again - If you live in a part of the world where winter is not the best time for power boating, then it is time to put your boat away for the winter. Although it is usually a sad time of year - remembering all the great times in the boat through the summer - taking a little time now can help to make sure that your boat will be ready (and happy) when you bring it out again next spring.



Getting your performance powerboat ready for winter storage is more than just pulling it out of the water. Proper winterization of your boat and motor can be the most important maintenance a boat owner can perform to help ensure it weathers the winter without damage, and to ensure safe boating next spring.

Make a list and check it twice - I am big on checklists. I don't like to forget any of the steps of the winterizing process, so I follow a list that I've built up over the years. If your owner's manual includes winterizing instructions, you should follow those recommended procedures. So, I recommend that you make up your own 'checklist' with all the winterizing steps that apply to your engine.

Tools of the Trade - The key items that you'll need are general maintenance tools (spark plug wrench, large slot screwdriver, manual ratchet set); your engine's normal lubricants (lower unit oil, triple-guard grease; lithium-based grease); aerosol can of fogging oil, a fuel stabilizer, and a grease gun.

It doesn't take a lot of time to get your outboard prepared for safe winter hibernation, and can save a lot of time and headaches in the spring. What needs to be done to get your outboard ready?

Prepare the Fuel System - Starting your engine in the spring with old gasoline is an invitation to problems. Removing all the possible moisture from the tank is the best approach. It is really best to leave your fuel tank(s) close to empty, draining the fuel that remains in the gasoline tanks and the fuel lines.

This is not always easy to do, and so as an alternative, a fuel stabilizer can be used in the tank(s) and lines.

If you are planning to drain the fuel tank, run the fuel tank fairly low, to minimize the amount of fuel that you have to drain. If you are not planning on draining the tank, fill it to a level that is almost (90%) full.

Filling the tank will help reduce condensation in the tank as the temperature changes. Then, add a liquid fuel stabilizer to the fuel in the tank, using the instructions on the label of the fuel stabilizer.

Run the engine for a few minutes, either on the ramp or with a water hose attached for cooling, to move some of the stabilized fuel through the fuel pump and fuel system (never run your outboard without a water supply). The fuel stabilizer helps maintain the octane of the fuel, and reduces the gum and varnish buildup that can otherwise occur during storage.



Fog the carburetor/air breather intake(s) with an engine fogging oil. Fogging oil is an anticorrosive mixture that protects the internal surfaces of the carburetor and the cylinders. Available in bulk or aerosol cans, fogging oil is formulated to stick to the cylinders and not slide down the walls. Follow the instructions that come with the product. Remove the cowls of your motor, and spray the fogging oil into the intake holes/vents.

Before the engine runs out of fuel, spray fogging oil into the carburetor or breather covers. Expect that the engine will run rough just before it runs out of fuel - that's ok. Get lots of fogging oil into the air intake system while the vacuum is operating.

Change the fuel filter inside the engine, using a fresh filter from your engine dealer. Remember to also change the fuel/water filter canister (usually mounted inside the boat and the aft, near the transom) if you have one. Leaving water in the fuel lines is dangerous during the winter

Inspect & Change Gearcase (Lower Unit) Oil - This operation is one of those things that you "can't do too often". When I was racing on the OPC circuit, we would change gearcase oil after every race - sometimes after every heat. It gives a chance to check condition of the transmission, seals, etc. - a chance to find a problem before it trashes your lower unit.



Even a small leak in your bearings or shaft seals will allow moisture to migrate into your gearcase. The carbon-steel parts, like gears and some shafts, will corrode, and ultimately cause more seal failures. But worse - if there is any water or moisture whatsoever inside your gearcase, the result can be a cracked housing! It is easy prevent such an event by checking for moisture now and replacing with fresh lube oil. (Note: if you do find water in the oil, you may have leaking seals that should be replaced before next season!)

Normal operation and wear will leave small metal filings mixed in your oil. Changing the oil now will prevent them from building up in the mixture and causing further wear next spring.

Don't leave your outboard without oil for the winter. This just allows moisture in the air to condense inside the gearcase and corrode during the winter. Fill it with fresh oil - ready for next season!

To drain the oil in the lower unit, have a container ready to catch the used oil. Remove the lower screw on the side of the lower unit (usually on the right side). Oil will begin slowly draining into your container. Remove the vent (upper) screw. The oil should come out faster now. Let the oil drain until you're satisfied that most of it is out.

To fill the lower unit, you will need either a squeeze bottle with a narrow tapered spout, or a pump. The oil is pumped into the lower unit through the bottom hole - not the top one! The top is a vent - and also prevents overfilling. With both holes open, place your squeeze bottle or hose against the lower hole, and begin pumping the oil in. Watch the upper hole. When you see oil starting to come out of the upper hole, the lower unit is full. Keeping the lower hole covered, install the upper screw and tighten snugly. When you remove the bottle/pump from the lower hole, immediately plug the hole with the proper screw. Tighten the screw, and clean up the mess with your rags.

Tip: Don't try to put the bottom plug in first and then fill from the top. This method can cause under filling or undesirable air pockets in the chamber.

That's all for this issue. Watch for the next issue of TBPNews, for the conclusion of Winterizing your Outboard. In Part 2, we will cover Preventing Rust & Corrosion, Engine Inspection & Preparation, and Freezing prevention.

See Jimboat's full colour article published in Family & Performance magazine at: http://www.aeromarineresearch.com/adverts/F&PB_Jan05.html]

***** TBPNews *****

3) Powerboat champion banned for five years

A TOP powerboat racer has been banned from the sport for five years after allegedly pouring water into a rival's fuel tank. Former European champion Rob Lister driver of the Fat Boy racing craft in the Honda Formula 4-Stroke series, was said to have tampered with a competitor's fuel supply. Lister was stripped of his racing licence until January 1 2012, in a move that could end his career.

His navigator, William Nocker, was also said to have intervered with the craft's fuel supply. He was banned from the sport for five years. The disqualification was imposed after Lister and Nocker appeared before a Royal Yachting Association (RYA) disciplinary panel following their disqualification from the Liverpool Powerboat Grand Prix last September. Members of the tribunal rescinded the duo's racing licences with immediate effect. A spokesman for Nocker said he would be lodging an appeal but was unable to issue any comment on behalf of Lister.

***** TBPNews *****

4) Rinker Sets World Record With 7th Straight

SAVANNAH, GA – November 05, 2006 – The impossible dream season that only the longest odds makers would image came through when Terry Rinker in his Rinker Boats/Amsoil sponsored Leecraft

hull came home with a 2.2 second victory over fellow Floridian Shaun Torrente of the California Gold Racing Team. The victory made for a clean sweep of the season with seven straight race wins and capturing a new World Record with his victory at the Inaugural Grand Prix of Savannah in front of thousands of race fans on the Savannah River.



The 50 lap event was hampered with a wild array of mishaps and restarts as the first 12 laps took 5 starts and over an hour to get going. At the end of the race, only 6 boats completed the event from the 20 drivers that had registered for the 7th and final round of the 2006 ChampBoat Grand Prix Series.

The driver from Tampa, Florida stayed out of harms way and held off a determined Shaun Torrente to do what most thought was impossible in his Blackhawk Racing effort by having the perfect season on a cold and windy day in southeast Georgia. The race came to a quick stop in the opening lap when Jeff Sheperd in his Hooter's boat crashed out in a rough turn 4 ending his day when the boat crashed and rolled over. On the restart, Brian Normand in his Swipes sponsored boat came to rest at the entrance of turn one forcing the officials to once again bring a halt to the event on the 2nd lap.

Wyatt Nelson crashed out on lap 8 in turn four and forcing another stoppage. On the third restart Michael "Hurricane" Floyd blew over in a big way on the back straightaway forcing the final restart without drivers Mark Major of Newmarket, Ontario, Canada, Michael Seebold of Marco Island, Florida and Chris Fairchild of Illinois who's engines failed to refire. At that point the 10 drivers remaining took the race to the final 38 laps with Torrente hounding Rinker at the front with Tim Seebold hanging on to a distant 3rd place in his Bud Light Racing Seebold boat, while Illinois driver Lynn Simburger placing 4th for his 6th top 5 place of the year. Toronto, Ontario, Canada driver Brian Venton had his career best finish with a 5th while Ned Mihajlovic was also having a career best weekend taking 6th place in his SPN Motorsports effort. Tokyo, Japan's Yuzo Okawa was 7th in his first race back from his major accident in Japan two months ago, while rookie Canadian driver Steve Attard took a career best 8th. Randy Rinker in the Rinker Boats/Amsoil boat was 9th with Formula 2 champion Kris Sheperd finishing 10th.

So the 2006 ChampBoat Grand Prix Series has come to a close and Terry Rinker has a record that no one in the history of the sport has done, win 7 straight races on his way to a perfect season.

Check out more at: www.champboat.com

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5) Brits Win SBI-APBA World Super Vee Title



13th November 2006. There were forty three entries in the 2006 World SBI-APBA Championships in Key West and Production boats made up a large part of that number. However of the pukka race boats taking part, Briton's Nigel Hook and guest driver James Shepherd were the most satisfied when they secured the World



Super Vee title in their Skater 'Lucas Oil'. Satisfied inasmuch as not only had they clinched the coveted gold medal, they had also relegated their arch rival 'Yachts Magazine' to the runner-up berth.

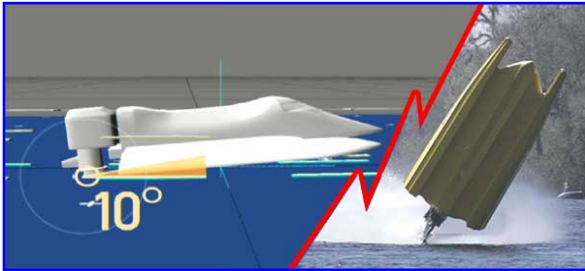
Another UK entry making only their third appearance on the US scene was former Pro Vee promoter Chris Witty and Simon Fletcher in the Super Vee Extreme Scarab who collect third place in class. (A full report in our next edition)

Check out more at: www.worldofpowerboats.com

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6) Powerboat Racing on TV

*** **"Thrill Zone: Extreme Powerboats"** - National Geographic powerboat show.



Author Jim Russell (Jimboat) is powerboat design technical consultant on a new National Geographic special for "Thrill Zone" series...**Next Show is on: Sat. November 25, 2006, at 04P and Thursday, November 30, 4P**

Details at: (channel.nationalgeographic.com)

Watch for other show dates on AR's website! www.aeromarineresearch.com/NatGeo_thrill-zone.html

*** **"F1 World Championship TV Show"** on The Water Channel - Check it out at: www.waterchannel.com; **Monday November 20, 2006 12:00 AM ET.**

*** **NEW "War On Water" TV Show** on The Water Channel - Check it out at: www.waterchannel.com; **Next Show is on: Monday, Nov. 20, 2006 at 4:30 PM ET.** [see web site for other show times]

*** **"American Powerboat Television"** on The Water Channel - Check it out at: www.waterchannel.com; **Next Show is on: Wednesday November 22, 2006 at 6:00 PM ET** [see web site for other show times]

*** **"APBA Pro Nationals from DePue, IL"** - on Water Channel; **Sunday, September 17, 2006; 9:00 PM EST; DISH Network**

[Ed. Note: The Water Channel is available on [The Dish Network](http://www.dish.com)]

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7) Jimboat's Feature articles

Jimboat writes Feature articles in HotBoat, Family&Performance Boating, World of Powerboats, Extreme Boats magazines.

