

AeroMarine Research

TBPNews - Performance Report

TBPNews #113 – September 13, 2007

>>>> **Tunnel Boat Performance News** >>>>> (over 5000 members!)
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***** TBPNews *****

1) Roger Penske Discovers Boating



MasterCraft Boat Co is entering into a partnership with motor racing legend Roger Penske (Transportation Resource Partners) with a five-year goal of doubling revenues to \$400 million. MasterCraft is the world's largest producer of ski, waterboard and luxury performance powerboats.

When the company began in Maryville in 1968, it sold 12 boats the first year. It sells boats in 25 different countries and has more than 100 domestic and international dealers. The market for these boats is small, but it has been one of the few growing categories in the sport over the last few years, thanks to the advent of wakeboarding – both with and without a tow rope. Ski/wakeboard boats are also complex and the most creatively-designed boats for their size. They are also expensive. In addition to growing the international market, MasterCraft wants to expand in larger freshwater and saltwater markets.

Penske became world-famous as the most successful Indy Car Racing Team in history. In 1958, at the age of 21, he drove his first official race in the SCCA (Sports Car Club of America) National in Maryland. He debuted in Formula One in 1961 and drove in Monaco and the U.S. Grand Prix at Watkins Glen in 1962. The Penske Racing Teams victories at Indianapolis are legendary. Donohue, Rick Mears, Bobby Unser, Al Unser, Danny Sullivan, and Emerson Fittipaldi are a few of the drivers who won the Indy 500 for Penske Racing Team.

Roger Penske is known as a genius at business. He bought Detroit Diesel from GM and the company went public on the NYSE. Penske's success in truck rentals is legendary. In 1993 Penske created a joint venture with Italy's MV Motori, a maker of small, common-rail diesel engines. Among his other joint ventures are the United Auto Group (the world's largest auto dealership with 252 dealers), National Powersport Auctions (three Harley-Davidson motorcycle auction sites), Universal Technical Institute (has a marine engine mechanic training school in Orlando, FL, in addition to other engine schools), and the Deer Valley Ski Resort. Then there is the . Penske has gained U.S. distribution rights to the two passenger Smart car that has sold in Europe for years.

Penske likes speed, order, business turn-arounds. Once in an industry he has a sharp eye for opportunities. Penske has a net worth estimated by Forbes Magazine at \$2.2 billion in 2006.

***** 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 overflowing. 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) Spirit of Norway' wins in Oslo

The deafening roar of speedboat engines finally faded when this year's Scandinavian Grand Prix wound down in Oslo with a Norwegian winning the day's events.



Whirring, low-flying helicopters added to the spectacle of ultra wealthy men racing their oversized, noisy craft over the otherwise peaceful waters of the inner Oslo Fjord. The roar of their engines could be heard all over the city, not just along the waterfront.

It's all about power, on the water and otherwise. Norway's leading racer is the former business tycoon Bjørn Rune Gjelsten, who's also the former partner of industrialist and fellow tycoon Kjell Inge Røkke. Gjelsten, who turned 50 last year, won Sunday's Scandinavian Grand Prix, improving his chances for an overall victory when the season ends. The August/07 victory gave his boat, Spirit of Norway 10, seven important points in the race against Victory 77 from

Dubai. It's leading with 56 points, with Gjelsten 20 points behind in fourth place overall at present.

***** TBPNews *****

4) 2007 Software Updates for TBDP© and PropWorks2©



New 2007 Motor Wizard update (AeroMarine Research®)- Now over 450 engine choices in Motor Wizard database! With new 2007 engine spec's. [Included with "[Tunnel Boat Design©](#)" software & [PropWorks2©](#) software]. Use the New Motor Design Wizard to easily input the dimensional information for your setup. Just select your OEM engine manufacturer and highlight your model from the over 450 listed. The published manufacturers specifications are all there - Mercury Marine, Merc Hi-Performance, Bombardier Evinrude/Johnson, Yamaha, Suzuki, Nissan, Honda, Tohatsu, Mariner, Volvo, Mercruiser, Steyr, OMC, Volvo Penta. The OEM factory correct MaxHP, Height, Weight, RPM and gear ratio will be automatically input to TBDP V7.8 and PropWorks software V2.8. [Contact AeroMarine Research®](#) for more information or your Update!



Also: Latest Tunnel Boat Design Program (TBDP) Software Update - Available to CURRENT TBDP© USERS. Get the latest Version of TBDP© for Windows XP/2000/ME/98/98se. Now more features than ever! New 2007 Motor Wizard database update, now over 450+ engines listed!. Vee-hull analysis enhancements! WinXP latest updates; 2006 Motor Wizard database update; Euro software additions, vee-hull analysis features added; [Download a summary of NEW TBDP here.](#) If you already own TBDP©, and you want to obtain

the LATEST SOFTWARE VERSION UPGRADE, please provide your original date of purchase in the "special shipping instructions" section of the order form.

Order your AeroMarine Research Software Updates:

TBDP Update: aeromarineresearch.com

MOTOR WIZARD Update: aeromarineresearch.com

Check it out at: aeromarineresearch.com

***** TBPNews *****

4) Tim Seebold Wins In Colorado For 5th Time In 7 Years



WINDSOR, Colorado – Tim Seebold waited patiently for an opportunity and took advantage of Shaun Torrente's spark plug wire failure on the 41st of 50 laps to take his 3rd victory of the season and his 5th in 7 years in Colorado to take the 5th Round of the 2007 F1-ChampBoat Grand Prix Series on Water Valley Lake in Windsor, Colorado.

The Bud Light Seebold Race team driver was aced out on the start by Torrente as the Miami, Florida driver moved from 2nd to the lead and built up to a 10 second margin until the 17th lap when the race was red flagged when Greg Foster of Anaheim Hill, California, making his first racing appearance in two years, spun out on the apex of turn

four stopping the race and forcing a restart.

Again, Torrente held the point with Seebold, the Osage Beach, Missouri driver moving from 3rd to 2nd off the start chasing the California Gold Racing driver for the next 24 laps until Torrente's boat slowed giving the 43 year-old driver a chance to pounce into the lead that he would never relinquish to the end.

Chicago area driver Chris Fairchild took a well earned 3rd place closing up on the front two boats near races end and has now moved himself into 2nd place in the championship. Mike Seebold, the 2nd driver in the Bud Light Seebold Racing Team enjoying his 2nd ride of the season came home in 4th. Torrente, had to settle for 5th place.

Check out more at: www.champboat.com

***** TBPNews *****

5) Honda powerboat racing on TV



The Honda Formula 4-Stroke Powerboat Series returns to TV screens on ITV4. With the exciting action on the water already underway, fans of the sport can look forward to comprehensive TV coverage. The new broadcast sees ITV represented on the water in their 225hp boat 'ITV4 Fearless' piloted by Rupert Pugh.

The broadcast schedule for the championship is as follows:

Saturday 15 September 17:30 225hp from Lowestoft

Saturday 22 September 15:45 150hp from Lowestoft

Saturday 29 September 17:30 225hp from Cowes

Saturday 6 October 17:30 150hp from Cowes

Saturday 13 October 17:30 225hp from Liverpool

Saturday 20 October 16:30 150hp from Liverpool

(Final broadcast times/dates may be subject to change)

