



Formula One Racers to Offshore Powerboats to Unlimited Hydroplanes, Extreme Powerboats takes viewers up close with the world's fastest boats, the sport's best drivers, and the most advanced technologies".

Also airs: Saturday, January 21, 2006, 4:00PM; details at:  
<http://channel.nationalgeographic.com/channel/ET/daily/20060118.html>

Watch for other show dates on the AeroMarine Research website!  
[http://www.aeromarineresearch.com/NatGeo\\_thrill-zone.html](http://www.aeromarineresearch.com/NatGeo_thrill-zone.html)

#### 4) Cappellini Captures 50th Career Win in Sharjah

Italian Guido Cappellini played a patient game and moved ahead on the 2nd restart to take his 50th career victory and his 4th in the six rounds of the 2005 U.I.M. F1 World Championship for power boating at the 6th Annual Grand Prix of Sharjah on the Khalid Lagoon in downtown Sharjah, United Arab Emirates .

Cappellini, who started 6th off the dock, pushed fastest qualifier Scott Gillman of the Emirates Team for the first 3rd of the race until the native of Como jumped the American at the restart and passed both he and Finnish driver Sami Selio on the restart to take the lead and never look back on the 50 lap event. Sami Selio was pushing Cappellini as hard as he could dropping back as far as 7 seconds before reeling him back in with just 8 laps to go to make it a race again. He finished 2.11 seconds behind at the end and took his 4th podium of the season.

Pole sitter Scott Gillman, the two time defending champion of this event led from the pole early and was controlling the race only to have two restarts slow his progress. The 2nd restart he misjudged and was immediately passed by Cappellini and Selio and quickly dropped from 1st to 3rd in an instant. After a brief battle with Cantando he pushed himself again forward and came within 5 seconds of leader Cappellini when he started to slow down and was no longer in contention for a podium finish and took 5th place at days end and a lap down. Gillman scored 7 points enough to take 3rd in the championship with 42 and a win in Abu Dhabi for the season.

German driver Fabian Kalsow took "Rookie of the Year" honors with an 8th place and 6 points on the season.

So the 2005 season comes to a close with Guido Cappellini not only taking his record setting 9th World Championship and his 50th career victory while winning 4 of 6 of the seasons races. Now the question will be if Cappellini reaches his goal of 10 titles and then retires after this accomplishment. You can believe that 20+ drivers will be pushing hard to see he doesn't reach his goal starting the 2006 season in Doha, Qatar.

\*\*\*\*\* TBPNews \*\*\*\*\*

#### 5) Cracking down on copycats

It's called "hull splashing" when a boat builder makes an unauthorized copy of a hull design and calls it his own. Storm Hawk Boats, co-owned by Tim James, is a Madison boat-maker that would benefit from a bill to halt copying of hull designs. Big manufacturers spend millions of dollars developing hull designs. Advances in hull design help boat-builders promote new models.

With a little luck, Wisconsin marine manufacturers say, proposed changes to a federal law would end the practice that's bothered them for decades. Senate Bill 1785 is meant to strengthen the Vessel Hull Design Protection Act passed



by Congress seven years ago but lacking in some important areas, according to the National Marine Manufacturers Association, a Chicago-based trade group. The legislation is co-sponsored by Sen. Herb Kohl (D-Wis.). Under it, hull splashers could no longer copy a design, make a couple of cosmetic changes and call the design their original work.

Genmar is one of the world's largest builders of recreational boats. Every year, the company fires off "cease and desist" letters to manufacturers that are copying its hull designs. The federal law protecting hull designs isn't strong enough and is cumbersome for manufacturers to use, said David Marlow, a director of product integrity with Brunswick Corp., a Lake Forest, Ill., conglomerate that makes Sea Ray, Boston Whaler, Crestliner and other popular boat brands.

Brunswick, which also owns outboard engine maker Mercury Marine Inc., of Fond du Lac, spent about \$25 million in research and development of boating products in 2004.

Some people buy individual boats, new or used, just to use the hulls for mold-making. The manufacturers don't know who those people are until it's too late, said Gary Stray, chief engineer for Marine Technology Inc., which builds racing boat hulls in Oneida.

Marine Technology Inc. races boats all over the world, which further exposes them to copying. To stay ahead of copycats, the company continually makes slight changes to its hull designs. State laws are ineffective at protecting hull designs, according to the National Marine Manufacturers Association. A court case in Florida sent "a real chill" through the industry, Fontaine said. Simply making minor changes in a boat design, such as moving the position of a cleat on the deck, should not be enough to justify hull splashing, she said.

Not every example of a copied boat design is hull splashing. Some manufacturers sell molds and tooling when they're finished with them, giving older products a second lease on life. Senate Bill 1785 would protect the design rights of large and small manufacturers, Marlow said. The legislation would make it harder to hull splash, and it would make it easier for companies to register their designs with the government.

The legislation has passed the Senate and has been sent to the House of Representatives. So far there's been no opposition, Fontaine said, adding that she hoped it would be signed into law by next summer.

<http://www.jsonline.com/by/news/dec05/375571.asp>  
\*\*\*\*\* TBPNews \*\*\*\*\*

#### 6) Mercury Racing returns as Presenting Sponsor of ChampBoat Series

05 January 2006 - Mercury Racing announces its return as Presenting Sponsor and Official Engine of ChampBoat Series racing for 2006. The series, which features Mercury powered Champ and SST 120 class outboard tunnel boat racing, consists of qualifying heat races and single-lap time trials to determine starting positions for the main events. SST 120 races feature 30-lap main events, while the Champ final race is 50 laps. Mercury Racing has supported the series since its inaugural 2002 season.

New for 2006, is the Mercury Racing Champ class loyalty program for participants in the ChampBoat Series rookie program. Champ class rookies are eligible for a \$500-per race rebate on the purchase of a Mercury Racing Champ powerhead and gearcase (or a complete Champ outboard) or \$400 per race on a



purchase of a Mercury Racing Champ powerhead only. The rebate is limited to a maximum of eight (8) races and five (5) participants. Program participants must be contracted to both Champ Boat Series and Mercury Racing to run the entire 2006 annual series under the Champ Boat Series Rookie Program. Qualifying purchases must be made by Mar. 31, 2006. Rookie participants must run a Mercury Racing-only stock engine in each of the qualifying races for which the rebate will be claimed. "Stock" includes the current drive shaft housing and exhaust tuner. Rebates will be paid by Mercury Racing at the end of the season.

Champ class participants also have the option of leasing a Champ powerhead and gearcase for up to five races, with an option to purchase the leased units at the end of the fifth race. Mercury Racing will continue its previous hardship powerhead and gearcase lease program for teams that face difficulties during a race weekend.

Mercury Racing also supports the ChampBoat Series with a \$50,000 contingency points fund purse. A \$40,000 purse for Champ class is split between a \$20,000 purse for competitors running stock champ engines and \$20,000 for all Champ class competitors (stock, modified and rookie). A total of \$10,000 in contingency prize purse is split between competitors running Mercury SST 120 race engines and those running the new OptiMax 200XS SST race outboard in SST 120 class competition (\$5,000 available to both the SST 120 and OptiMax 200XS SST competitors).

#### Champ Boat Series 2006 Season Schedule

Date / Event / Location / Classes

May 13-14 Grand Prix of Texas Port Neches, TX 2/3  
June 3-4 Hurricane Relief GP New Roads, LA Champ 1/2/3  
\*June 17-18 Northern Grand Prix Sault Ste. Marie, MI Champ 1,2,3  
June 24-25 Bay City River Roar Bay City, MI Champ 1/2/3  
\*July 1-2 Three Rivers Regatta Pittsburgh, PA Champ 1/2  
July 15-16 Grand Prix of Cincinnati Newport, KY Champ 1/2/3  
July 22-23 Grand Prix of Minneapolis Minneapolis, MN Champ 1/2  
July 22-23 APBA Championship Trenton, MI 2/3  
Aug. 5-6 Grand Prix of Portland Portland, OR Champ 1  
Aug. 26-27 Roar of the Rockies Windsor, CO Champ 1  
Sept. 2-4 APBA Championships Kankakee, IL Champ 1/2/3  
Sept. 16-17 Bud Light of St. Louis St. Louis, MO Champ1/TBD  
\*Oct. TBA  
\*Nov. 4-5 Grand Prix of Savannah Savannah, GA Champ/TBD  
\*To be confirmed, tentative event  
\*\*\*\*\* TBPNews \*\*\*\*\*

7) Jimboat writes NEW Feature article in F&PB magazine

\*\*\* NEW \*\*\*

Jimboat writes Feature article in Family & Performance Boating magazine. 'The Bottom Line'--"Why does a Pad make a vee Hull faster?" is the FEATURE in the F&PB September 2005 issue.

Get your copy of the full article at:

<http://www.aeromarineresearch.com/adverts/Vee%20Pad%20Design.html>

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and Recently published...

Jimboat writes Feature articles in HOTBOAT & F&PB magazine



"10 Smokin' Speed Secrets Revealed..." - Jimboat has new article in February 2005 HOT BOAT magazine. "If you don't want to make expensive modifications to your hull or engine setup, then here are some tips for getting the most performance from your current setup. By Jim Russell, author of "Secrets of Tunnel Boat Design" [editor-HB]  
Check it out at: [http://www.aeromarineresearch.com/adverts/HB\\_Feb2005.html](http://www.aeromarineresearch.com/adverts/HB_Feb2005.html)

and Recently published...

"Winterizing your Performance Outboard" - Jimboat has new article in Jan2005 issue of Family & Performance Boating. Check it out at:  
[http://www.aeromarineresearch.com/adverts/F&PB\\_Jan05.html](http://www.aeromarineresearch.com/adverts/F&PB_Jan05.html)

"What a Drag" - Trim Angle & Engine Height Can Reduce Drag and Increase Speed", by Jim Russell, author of "Secrets of Tunnel Boat Design book [editor-HB]. See September 2004 issue of HOT BOAT Magazine. Or get your own copy of the feature article at:  
[http://www.aeromarineresearch.com/adverts/HotBoat\\_Sept2004.html](http://www.aeromarineresearch.com/adverts/HotBoat_Sept2004.html)

"10 Safety Tips" - The author of "Secrets of Tunnel Boat Design" offers ten safety ideas for high performance go-fast boats [editor-HB]. See August 2004 issue of HOT BOAT Magazine. Or get your own copy of the feature article at:  
[http://www.aeromarineresearch.com/adverts/HotBoat\\_August2004.html](http://www.aeromarineresearch.com/adverts/HotBoat_August2004.html)  
\*\*\*\*\* TBPNews \*\*\*\*\*

See you next time!

/Jimboat



