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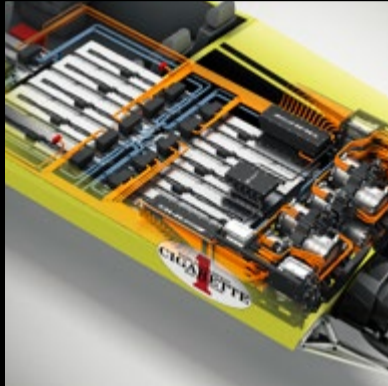


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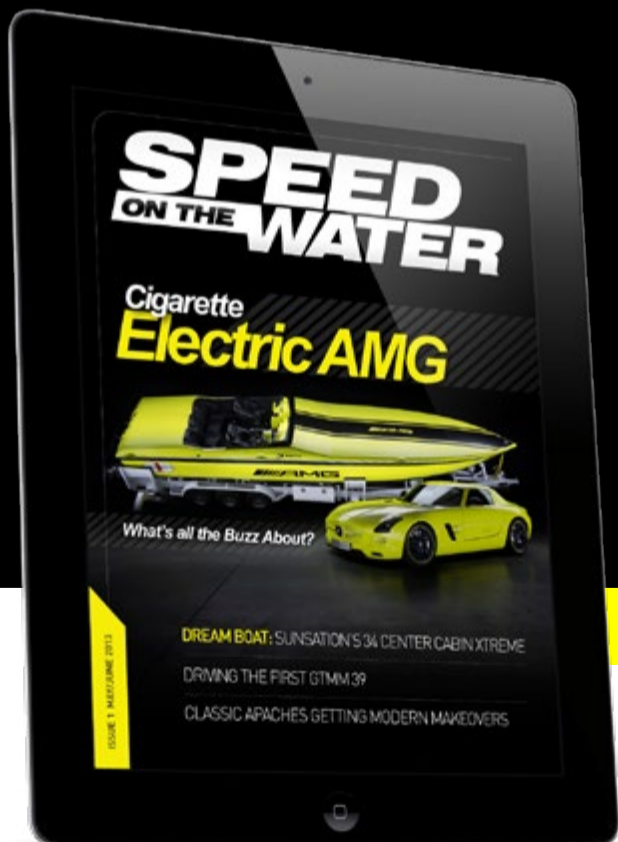
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Cover Photo: courtesy Cigarette

← ON THE COVER

Cigarette Racing Team and Mercedes AMG joined forces on the prototype Cigarette AMG Electric Drive 38' Top Gun, which was inspired by the SLS AMG Coupe Electric Drive luxury sportscar.



NEW WORLD ORDER

Since the dawn of magazine journalism time—how’s that for a dramatic opening—news has driven features. By that we mean that magazine editors typically look for the most compelling “news of the day” to expand into more in-depth feature stories. Based on what they believe will interest their readers, they decide which news stories will become full-blown features. But no matter how much experience or knowledge of “the beat” an editor has, it’s mostly guesswork.

Until now. The features for this issue—the first edition of our new digital Speed On The Water magazine that will be published every other month—weren’t selected because we think you’ll like them. They were chosen because we know you liked them as news stories on Speedonthewater.com.

How do we know? It’s pretty simple. Speedonthewater.com reports daily news—as many as four stories a day—from the high-performance powerboat world. Our content management system, the software we use to publish the stories, tracks exactly how many times each story is opened and viewed. The tracking process begins the moment a story goes live and it never ends.

So to choose news stories from the site that will become features in our bi-monthly digital magazine, we look at the tracking. Based on those numbers, the hottest news stories get feature treatment. As we said, the selection process is simple. It’s also, at least to some degree, a lot more scientific than what has been done in the past. (And

“THE TRACKING PROCESS BEGINS THE MOMENT A STORY GOES LIVE AND **IT NEVER ENDS**”

as former magazine editors ourselves, we speak from some experience.)

Of course, we would be delusional to believe that every feature we choose will appeal to every reader. We’re not crazy. But we believe that being a daily online news site puts us in a unique position to make better feature choices for our magazine.

As always, you’ll be the judges of that, and to that end we don’t just value your feedback. We expect and look forward to it.

We hope you enjoy the magazine. **SOTW**

Jason Johnson and Matt Trulio

Editors/Publishers, Speedonthewater.com and Speed On The Water magazine

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HOT SHEET

Happenings | Hardware | Heroics



ACE DEALT TO POKER RUN CIRCUIT

Racing cat goes pleasure ride—turbine style.

Rarely seen on the racecourse in recent years, the *JBS Racing Mystic* catamaran is being reincarnated as a **poker run boat** thanks to its sale by former owner/driver Jeff Stevenson to new owner Tom Borisch. In the Boat Customs paint and design shop right now, the 50-footer will keep its twin 1,850-hp turbine engines but will boast an all new “Low Altitude”-themed graphics package. Catch it this summer at a poker run near you.

HEADLINERS

Quick hits from the go-fast world



RACE

U.S.-based **Hering Propellers** gets into the act overseas big time with its deal to be the exclusive propeller supplier to Union International Motonautique Class 1 offshore racing.



CHARITY

Despite the havoc wreaked by Super Storm Sandy in the New Jersey Shore area and a struggle in its wake for funding, **Shore Dream for Kids** will happen on July 13 in Seaside Heights.

Proving that the only thing better than watching go-fast boats is being in them, **“Pegged 2 The Movie”** will make its public debut during the Desert Storm Street Party.



VIDEO

PHOTO DESK STUNNER



MAJOR STATEMENT

Running on Florida's Tampa Bay, *Statement Marine's* first Mercury Racing 1350-engine-powered **50-foot catamaran** had no trouble catching photographer Jay Nichols' keen eye.

Photos: Jay Nichols and Tim Sharkey



HOT SHEET



SOARING FOR KENNY

Spearheaded by offshore racer Jimmy Winters and performance-boat enthusiast Alec Cloke, the powerboat community pulled together for New Jersey-based Outlaw-class racer **Kenny "Toes" Cranmer**, who was paralyzed from the shoulders down during a crash in 2011. Donations of more than \$26,000 came in for Cranmer (shown here in his racing days) and that was plenty for a piece of physical therapy equipment he needed but couldn't afford.



NO LIMITS FOR OUTERLIMITS

With last year's release of its first single-engine model dubbed the SV29 and this year's stunning SV50, Outerlimits hasn't exactly been stingy with new releases. Slated to be ready this summer, the Rhode Island custom boat builder's latest release is the **Super Leggera 36**. Not only does the stepped 36-footer ride on an all-new bottom, it is predicted to top 105 mph on staggered 565-hp engines from Mercury Racing.



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HOT SHEET



HIGH-STYLED AND CENTERED

No center console offering was more anticipated this year than the **V42** from Marine Technology Inc. And for good reason—the first production model, which was delivered to a Miami-based buyer in March, blew away the prototype shown to the public at the 2012 Lake of the Ozarks Shootout. From all accounts, the stylish 42-footer, which rides on a patented hull, is a winner.

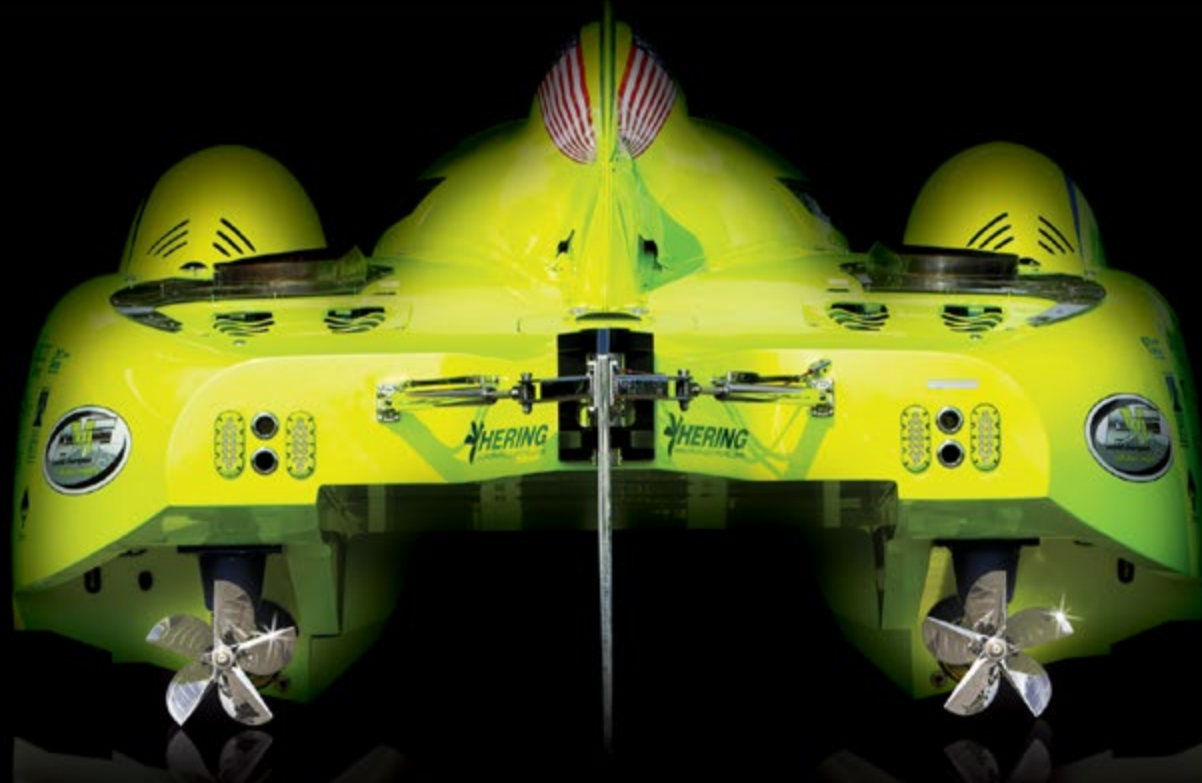
134 MPH

That's how fast **Brendan Alvarez** went last year in his 25-foot Eliminator catamaran at the Lake of the Ozarks Shootout. *Will he go faster this year?*



ULTIMATE MAKEOVER

Missouri's **Waves and Wheels** powerboat and tow rig renovation and audio/video shop popped out yet another beauty this season, this time in the form of a 36 Gladiator from Cigarette Racing. To create more space for each person in the cockpit, Waves and Wheels actually converted—at owner Tom Roof's request—the five-person cockpit of the 36-footer to a four-person cockpit. **SOTW**



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MAXIMUS OR NOT →

Q Would a Donzi 28ZX benefit from a Mercury five-blade Maximus propeller?

Denny Kadle, Batavia, Ohio

A The Mercury Maximus propeller has quite a bit more blade area than just about any other propeller designed for use on Bravo-style drives. The standard diameter also is a large 15⁵/₈ inches. Accordingly, the propeller is very efficient. If you are currently running a Bravo One four-blade propeller on your single-engine 28-footer, it is likely that your propeller slip is above 15 percent. Switching to a Maximus propeller is likely going to cut that figure in half.

The Maximus propeller works well on larger single-engine boats such as yours. However, due to the Maximus propeller's stock large diameter, it can cause a single-engine boat to torque to one side or the other during acceleration or deceleration.

The correct propeller for your boat will have to be one that is Mercury lab-finished with the diameter reduced. I think the best diameter would be 15¹/₄ inches. Also, the pitch on the Maximus propellers is understated. So, for example, if you are currently running a 28"-pitch four-blade prop, you will need to drop to a 24"-pitch or 26"-pitch Maximus. Being that the drive is relatively deep on your Donzi, it is common to remove about ⁵/₈ inch of the diffuser ring on the Maximus propeller to improve top-speed performance

and reduce transom lift. The diffuser aids in bringing the boat on plane, but it's unnecessary with the efficiency of the five blades working together.

You may or may not experience a significant increase in top speed with the Maximus propeller. But you will definitely experience a significant increase in midrange efficiency. I believe that your boat will be going 6 to 8 mph faster at 4,000 rpm compared to the current setup.

SLOPPY STEERING

Q I own a 2005 Nordic Rage powered by a MerCruiser 496 Mag HO engine with Dana Marine headers. The boat has a Bravo One X drive spinning a lab-finished 28"-pitch Bravo One prop. The boat runs 80 mph as indicated on the Livorsi Marine GPS speedometer.

I'm having problems with my steering system. My steering responds quickly when turned to the right but has 2 to 3 inches of slack when turned to the left.

TEAGUE'S TIP

WHEN INSTALLING HINGED TRIM TABS from companies such as Mercury Marine, Dana Marine and Bennett Marine, mount them about a half inch above the running surface. It's best if the tabs don't come in contact with the water when they're in the full up position. Installing them flush with the bottom can create unnecessary drag and possible handling problems.



This occurs no matter what position the steering wheel is in. The steering is stock from the factory.

This problem did not exist until I hit a 40-foot vine on the Illinois River at 45 mph that put a hard pull on the boat. The steering went away immediately. My local dealer pulled the lower unit, which was loose, and tightened and checked the alignment, which was OK. However, these adjustments did not help the steering. The lower unit is very tight and in great condition. I would love to go to hydraulic steering, but the funds are not available right now. Would single- or dual-ram help?

How can I adjust or fix the stock steering, which has always been tight?

Scott Andress, Pittsfield, Ill.

A First of all, if your single-engine Rage is capable of going 80 mph, it should have hydraulic steering. Dual-ram systems are always better than single-ram systems because the rams inherently have more force

extending than when retracting. Dual rams balance the system.

The reason that your steering seems to have slack in one direction, and not the other, is because of the effect of propeller torque in combination with damaged or worn steering components. Cable steering always has a little play, but yours is excessive.

I suspect that the tiller arm attachment to your gimbal ring is sloppy. This can be checked by moving the drive side-to-side while the boat is on the trailer. If you do not see an immediate corresponding movement of the steering system on the inside, the tiller arm is loose. This can be repaired from the outside by cutting an access hole in the housing and tightening the bolt on the tiller arm. Cover plates are available to seal the access hole.

Being that you have noticed a difference since striking the submerged object, a thorough inspection of your transom assembly and gimbal ring is in order. If something is cracked or broken, the results could be



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catastrophic. There should be no play in any of the four pivot points in the transom assembly or gimbal ring.

Your steering system is likely equipped with a Brazil steering control valve assembly. With this unit, it is important that the steering cable is in perfect alignment with the unit and is not in a bind from any other rigging in the boat. The cable attaches to the center cylinder of the Brazil valve. There are two flat spots on the cylinder adjacent to where the cable nut attaches. The two flat spots must be positioned so they are vertical or the steering sometimes acts weird.

I'd definitely check everything discussed before using the boat again. And you should really install a full hydraulic steering system on this boat. It is a matter of safety.

NO WATER EQUALS NO IMPELLER

Q I have a Bravo One outdrive on my boat. Can a plastic bag wrapped around the water inlets on the lower unit prevent water

flow to the external water pump? What will this do to the impeller? And will this cause the impeller to totally melt inside the plastic housing, or will the fins break off and go through the system?

Bryan Chinarian, Lake Havasu City, Ariz.

A Plastic-bag blockages are probably claimed as a cause of an overheating condition more often than they really are. In order for a plastic bag to completely block off your engine's water supply, it would have to cover nearly all of the water inlet holes in the drive, and stay there.

If your Bravo One drive is a later-model unit with a stock lower unit, it is a "dual water pickup" style which has water inlet holes in the front of the nose cone as well as higher up on the case in the traditional location. If your drive lower is the "dual water pickup" variety, it would be nearly impossible to have a plastic bag block the water flow completely. If your drive has a low water pickup, it's possible to



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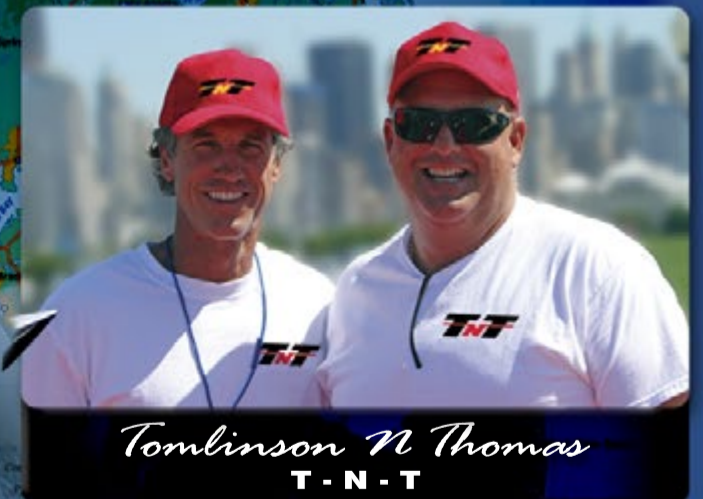
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have a bag block off the water pickup, but it would have to be a tough bag to stay there while underway. It is more likely that low water pickup blockages occur due to sucking up sand and debris when beaching the boat, or operating the boat in shallow water.

The raw water pump in your boat is mounted on the engine and driven by a belt. The pump is not designed to operate without water as it provides lubrication and cooling to the pump impeller. It is common for boat owners to damage their water pump by starting the engine without properly connecting a flush hose while the boat is on the trailer. Damage will occur to the pump impeller and housing if it is run dry or near dry at higher rpm. The severity of the damage can vary depending on how long the pump was starved for water and the condition of the pump and housing initially.

Impellers fail over a period of time from age. They should be changed annually without regard to the number of hours of use. Actually,

impellers survive better when the boat is used more frequently. When the engine is stopped, some of the vanes remain compressed in the housing.

After sitting for a period of time, the impeller vanes lose their resiliency, start to crack and then break off. These parts are then forced by water flow into your cooling system and generally end up blocking the passages in a heat exchanger such as the power steering cooler or oil cooler. The point is that any time you service a raw water pump and discover missing parts of the impeller, they must be found. This can be done by back flushing the water hoses on the engine or removing the hoses after the pump to find parts that are lodged in the coolers.

Plastic pump housings can be damaged by running the pump dry, or by sand and debris. If your housing is melted, it was run dry to the point that you should have first observed other factors such as your overheat warning alarm, smell or a high temperature



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Late-model Mercury raw water pumps utilize a single-piece plastic water pump housing. While this housing is easy to change, it does not have a desired feature of having a stainless-steel wear plate in the rear. Without the wear plate, the housing is easily damaged by debris and immediately damaged from running dry. Once the housing is scored where the impeller seals on each end, the impeller to housing seal is compromised, which can cause the pump to not draw water when the boat is first launched. If this is the case, the damage increases and the pump could fail completely.

You can retrofit your one-piece pump housing to the “older” style three-piece type by purchasing an alternate water pump body and impeller kit. Mercury sells this kit as part no. 46-72774A89. In order to complete the conversion, you’ll also need to purchase the rear wear plate separately (part no. 94916), which for some reason was not included in

this kit from Mercury.

Finally, you will need to obtain a cast-iron (stock) or billet aluminum (aftermarket) rear plate that has 1-inch pipe threads for the barbed hose adapters to screw into. These parts are easy to find. Experience has proven that this “heavy-duty” design survives better in environments where the pump can be contaminated by sand or other abrasive debris.

Many Lake Havasu boaters damage their water pumps from beaching their boats at the Sand Bar or other locations. It is important to not run your engine when the drive is near the bottom. This will require that you shut the engine off before hitting the beach. Then, push the boat off the beach before you start the engine. That’s what friends are for. **SOTW**

➔ ASK THE EXPERT

Would you like boating advice from technical editor Bob Teague? Send your questions or comments to him at sotwnews@gmail.com.

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ON SCENE



TAMPA BAY POKER RUN

St. Petersburg, Florida

When the Florida Powerboat Club decided a few years ago to return to the Tampa Bay area for a poker run, it was all about timing. The historic Renaissance Vinoy Resort & Marina in St. Petersburg had recently renovated its marina so Stu Jones, the president and founder of the club, added an event to the 2011 schedule to test the waters, so to speak. After the third annual event on April 13, Jones and the nearly 40 boat owners and their guests who participated in the run can't wait to return to St. Pete next year. Although weather nixed any chance of a Friday fun run, Saturday's run to a new lunch stop—Tarpon Pointe Grille in Bradenton—was complemented by beautiful weather and followed by a big bash at Suite Six Bar and Lounge. According to Jones, who expects to work closer with the city of St. Petersburg next year, the event's growth potential is tremendous.



1) Gary Goodell and company ran the bright *GEICO Caveman*, a Cigarette Racing 38 Top Gun with a pair of 525-hp engines from Mercury Racing, in the poker run. 2) The docks at Tarpon Pointe Grille—a new lunch stop for the event—were filled with impressive hardware from the likes of MTI, Nor-Tech, Outerlimits, Skater, Statement and much more. 3) The crew from *Team Artemis*, a 50-foot Nor-Tech V-bottom owned by Robert and Elle Berg of Miami, took home the well-deserved award for the Sexiest Crew for the third straight year.





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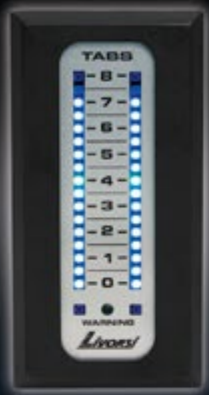
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7

4) Chris Fenelon's *Stray Cat*, the first 50-foot catamaran from Statement Marine with twin Mercury Racing 1350 engines, cruises along the choppy Tampa Bay waters with ease. 5) A pair of Outerlimits—the company's new SV50 model owned by Canada's Mark Stoddart and Glenn Kennedy's carbon-edition SV43—run alongside each other in the poker run. 6) Bob and Madeline Christie pick up a card in their quad-engine 368 SUV from Statement Marine, which builds its performance V-bottoms, catamarans and center consoles locally in St. Petersburg. 7) Bill Pyburn, who owns the 388 Skater *Pure Platinum*, enjoys lunch with his girlfriend, Fallon Thibodeaux. **SOTW**

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CREATIVE SPARKS FLY —AND FLOAT

It isn't on the water today and it probably won't be tomorrow, but the Cigarette AMG Electric Drive 38' Top Gun could be the most important release of 2013.

words Matt Trulio | photos courtesy Cigarette



Cigarette AMG Electric Drive

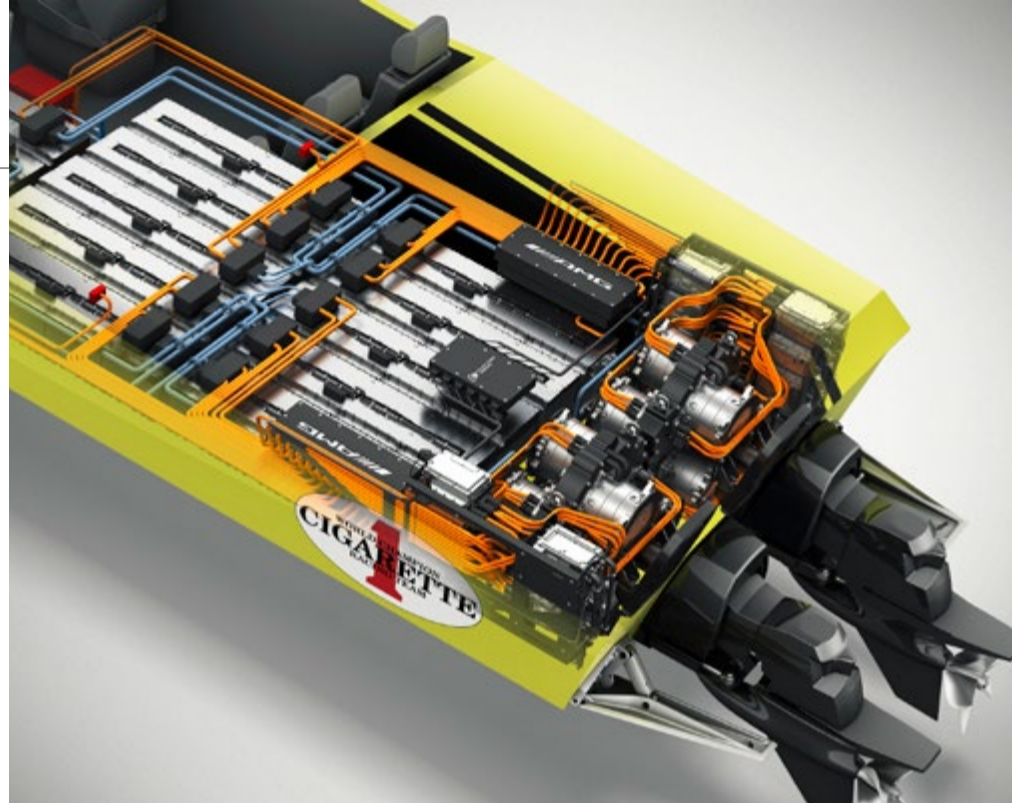
Like a lot of folks who enjoy the go-fast powerboat world, I have a rebellious side, which means I like to raise the occasional middle finger to polite society. So if and when the Cigarette AMG Electric Drive 38' Top Gun does become available, I want to get a hold of one and take it to the nearest "electric boat only" lake. I want to idle out among the quaint little skiffs with the frilly tops and wave to their drivers and passengers as they frantically dig out their mobile phones to report me to the authorities, for surely my boat cannot be electric.

And then I want to hit the throttles hard and see what 1,656 kilowatts—that's 2,200 hp in regular go-fast-boat speak—can do.

I know this is the stuff of fantasy. Yet despite that the prototype AMG E-Drive technology-equipped, stepped hull 38-footer has not touched the water, the boat is not.

"I haven't made the decision yet on when the boat will go in the water," said Skip Braver, owner and chief executive officer of Cigarette Racing Team in Opa-locka, Fla. "It will be based on what AMG wants to do with the design study, meaning the concept, the technology and the boat itself.

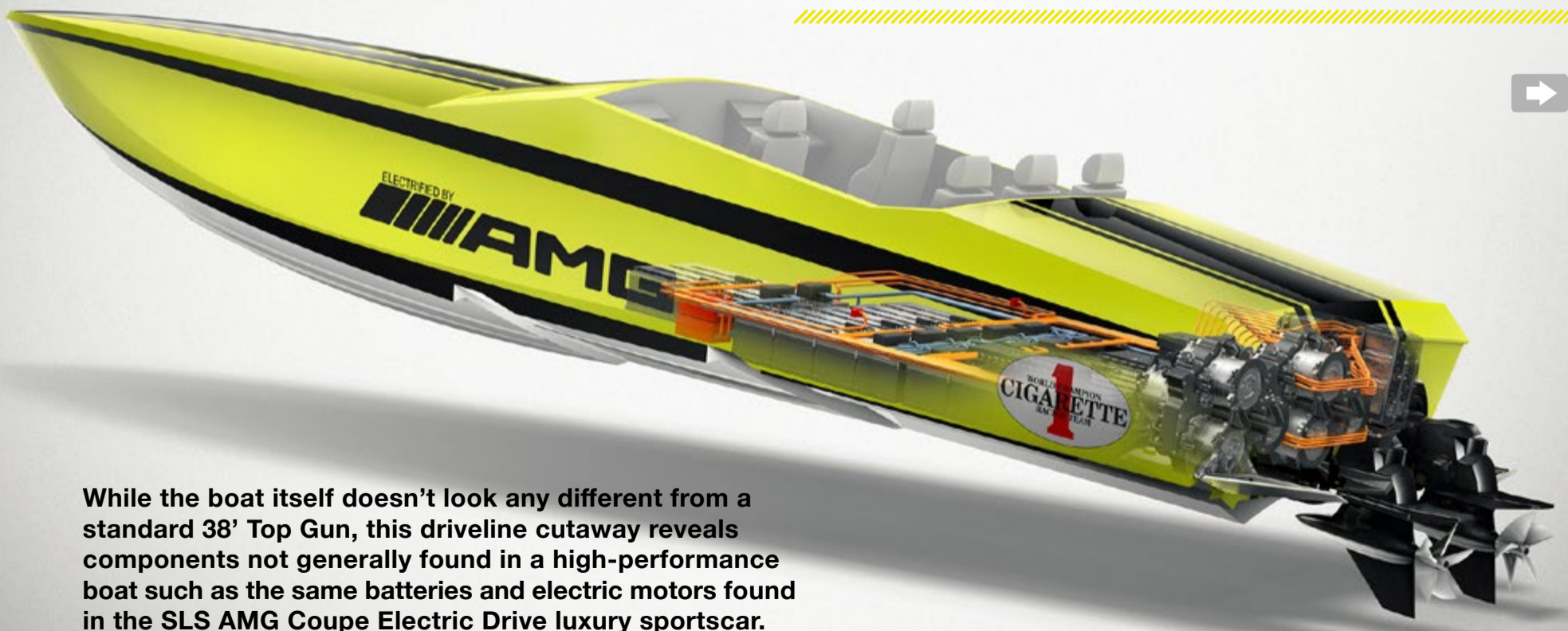
"The people who 'get it' understand the



A cutaway rendering of the Cigarette AMG Electric Drive reveals rows of Lithium-ion batteries that lead to DC power distribution boxes, inverters that convert the power to AC, and motors connected to gear boxes and drives. The blue lines trace the cooling system.

breakthrough in technology, not that electric power will be the future of the entire world of high-performance boats, but that technology is going to change how we approach and build things in the future," he continued. "It's about the whole spectrum of how technology will change the way we do things. Some people will be on the cutting edge of it. Others won't. A company the size of Cigarette could never afford to do something like this on its own. But with Mercedes AMG as a partner and the two companies working closely together, we can."

Divided into six per side, the electric motors



While the boat itself doesn't look any different from a standard 38' Top Gun, this driveline cutaway reveals components not generally found in a high-performance boat such as the same batteries and electric motors found in the SLS AMG Coupe Electric Drive luxury sports car.

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BY THE NUMBERS

If you could purchase the Cigarette AMG Electric Drive right now—and you can't because it's not for sale—it would set you back about \$5 million. That makes it roughly five times the price, depending on options, of a Cigarette 50' Marauder with Mercury Racing 1350 engines. So clearly, as Braver would gladly tell you, the 38-footer is not a product of today.

But as of today, here's what's in the hull and under the hatch. ▶

12

“Permanent-magnetic synchronous electric” AMG E-Drive motors, the same motors that are used in the SLS AMG Coupe Electric Drive sports automobile.

3,456

HPP Lithium-ion battery cells, the same as those used in the car, weighing more than two tons, all with inverters and managed by an AMG Powertrain Controller.

2,213

foot-pounds of torque at start-up thanks to a hybrid of AC and DC power.

1

hour of running time—30 minutes of idle and 30 minutes at 70 mph with blasts to an estimated top speed of more than 110 mph—with adequate power in reserve.

10

hours of recharge time.

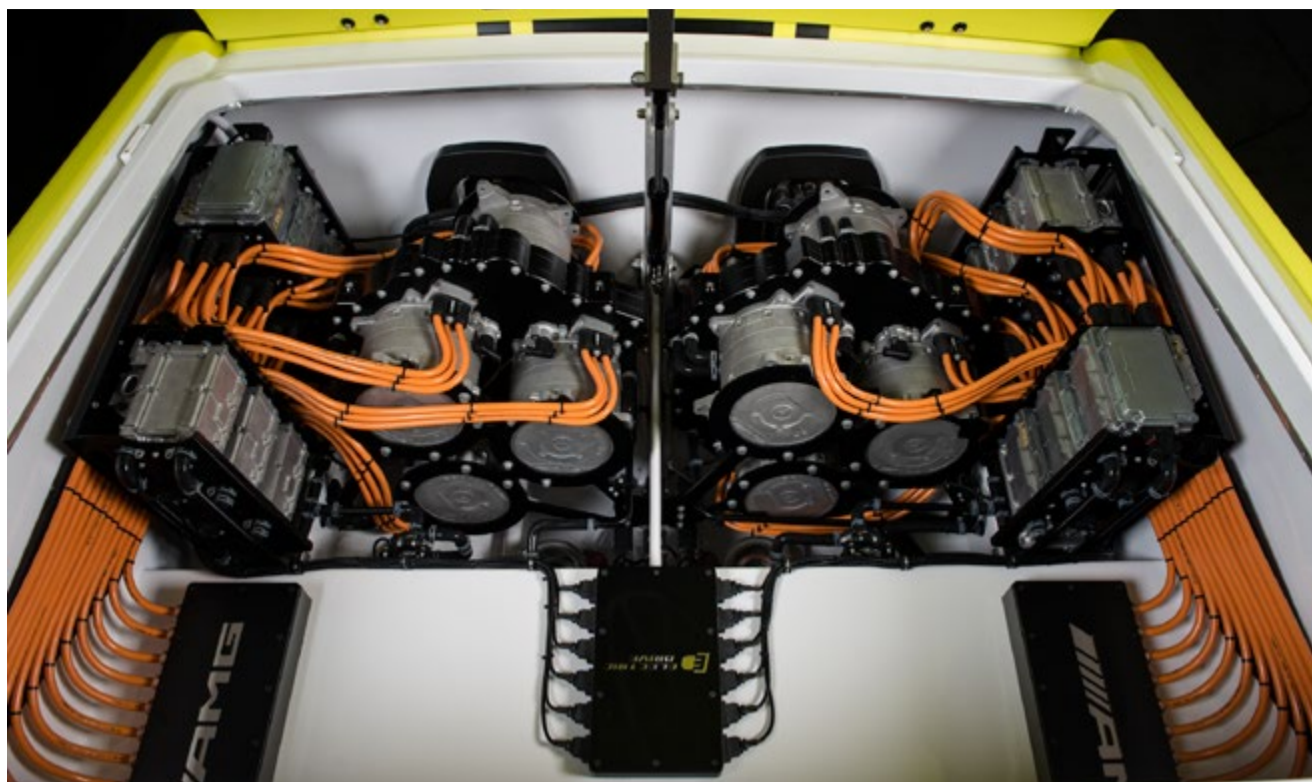


are grouped in what AMG engineer Peter Kagi, who worked extensively on the automobile and powerboat projects, calls a “double-star arrangement” for reliability. Both the E-Drive motors and the batteries that power them were designed to the most rigid automobile safety standards, so neither required upgrades for use in the boat. But as noted earlier, the boat has 12 motors as compared to four—one for each wheel—for the car.

According to press material from Cigarette and Mercedes AMG, the optimized arrangement of 48 modules containing 72 Lithium-ion cells in the high-voltage battery system maximizes space usage and performance. A strategically planned parallel circuit for each module optimizes battery safety, reliability and longevity.

Even in electric engine applications, heat can be an unwanted byproduct, so it must be managed. The Cigarette AMG Electric Drive’s engine compartment is equipped with two low-temperature cooling circuits, one for the 12 motors and the power-management electronics and one for the batteries. Both are closed circuits, with heat exchangers, that use seawater filtered through strainers.

Kagi said that when the prototype does eventually hit the water for its first sea trial, he believes that controlling output via two outdrives—and Mercury Racing No. 6 units are the most likely candidates for the job—will be a much easier task than it was for the car.



The black component between the AMG-marked power distribution boxes is the computer that controls how the electricity runs to the motors that are connected to planetary gear boxes arranged to balance separating forces.

“In the end, it is very hard to have an electric system ‘release’ to the road,” Kagi said. “There are so many forces on each wheel, different torque, different torque vectoring and so on, and each motor is not inside the wheel. So the development of the E-Drive was difficult for Mercedes. Obviously, because of automobile standards, it had to be very good and, very safe. But for water, it is no problem. There is less to control.”

Beyond the Numbers

Cigarette’s alliance with Mercedes AMG started in 2007 when the companies began collaborating on joint customer and marketing events. Three years later at the Miami International Boat Show, Cigarette introduced the AMG-inspired 46’ Rider with the first pair of Mercury Racing 1350 quad overhead cam engines. That release reportedly was inspired

by the SLS AMG gullwing luxury sportscar launched in 2009.

In 2012, Cigarette unveiled the AMG Black Series 50’ Marauder at the Miami show. Like the 46-footer, the 50-footer took its inspiration from an AMG product—the then-new C63 AMG Coupe Black Series. Also like its 46-foot predecessor, the 50-foot AMG-inspired offering was powered by twin Mercury Racing 1350 engines. And this year in Miami, Cigarette displayed another AMG-inspired model, the 42’ Huntress inspired by the Mercedes AMG G63 sport utility vehicle.

None of those releases convinced the skeptics who doubted that Cigarette and Mercedes AMG had a true technological alliance. But with the release of the Cigarette AMG Electric Drive 38’ Top Gun, even the most strident naysayers are left with little argument about the extent of



technological collaboration between the two luxury brands.

“Do people honestly think AMG works with Cigarette because I buy their cars and go to Germany every year and drive fast cars on a track?” Braver asked. “Originally, when the people from AMG came over here I am sure they were skeptical. But they saw that we have the same passion for excellence, innovation and technology that they do. They saw how seriously we take things. And they learned that we don’t talk about things, that we keep them to ourselves. The E-Drive boat project didn’t just happen. It’s been going on for some time. And nobody outside of a few people at Cigarette and AMG knew about it.

“We are continuing to do things with AMG,” he added. “They are doing stuff that is pretty revolutionary, and you’re going to see it over the next five, six, seven years.”

While the Cigarette AMG Electric Drive 38’ Top Gun is indeed a product of tomorrow, at least in terms of practical application, its marketing and media spotlight benefits have

been immediate. Even Braver, who is not shy about touting his company’s products, said he’s been pleasantly surprised with the amount of publicity the boat has gotten for both companies since the introduction in Miami.

“The first design study was to see if it was practical and possible to incorporate all the AMG E-Drive technology into the boat, and we proved it was,” Braver said. “The best way to put it is like this: Boeing built the first Dreamliner without ever flying it. We built this boat without ‘flying it,’ so far, because computer studies and modeling enable us to do it. Putting it in the water—what drives to use, what props to use and the rest—that’s actually a minor thing in the development of the project. We’re looking at the really big picture. And I have to be honest, it’s one of the most fun things we’ve done since I’ve been at Cigarette.” **SOTW**

“They saw that we have the same passion for excellence, innovation and technology.”



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SUNSATION'S NEXT CHAPTER

For Wayne and Joe Schaldenbrand, the decision to build a 34-foot center console is quite possibly the best one the brothers have made for their company, Sunsation Powerboats in Algonac, Mich., in the 30 years they've been building boats. And while it may be a bit early to call the boat a game-changer—Sunsation's first 34 CCX made its debut in February at the Miami International Boat Show—it appears that the company has hit a home run with the 34-footer.

Sunsation Powerboats didn't reinvent itself over the past year, it just took a step in a new direction with the sensational 34 CCX.

words Jason Johnson
photos courtesy Sunsation



“We were very pleased with the overwhelming response to the new model in Miami—we got a few deals out of being down there and we picked up a new dealer, which will help with sales,” said Wayne Schaldenbrand, adding that it took nearly a year and a half to build the boat. “Usually after finishing a new model we come back and think of a few things we’d change or improve on, but not this time. I don’t think there’s anything we’ll change besides maybe adding a little more storage space.”

The first 34 CCX, which stands for Center Cabin Xtreme, was powered by twin Mercury 300 Verado engines and, according to Schaldenbrand, tops out around 64 mph. Featuring a 10-foot beam and a weight of approximately 9,000 pounds, the 34-footer includes a multiple-position three-person seating arrangement at the helm produced by McLeod Design Group, a transom-mounted rear bench, wraparound bench seating in the bow and a large reclining lounge ahead of the sizable console.

**“I DON’T THINK
THERE’S ANYTHING
WE’LL CHANGE.”**

⬇ Bringing it to Life

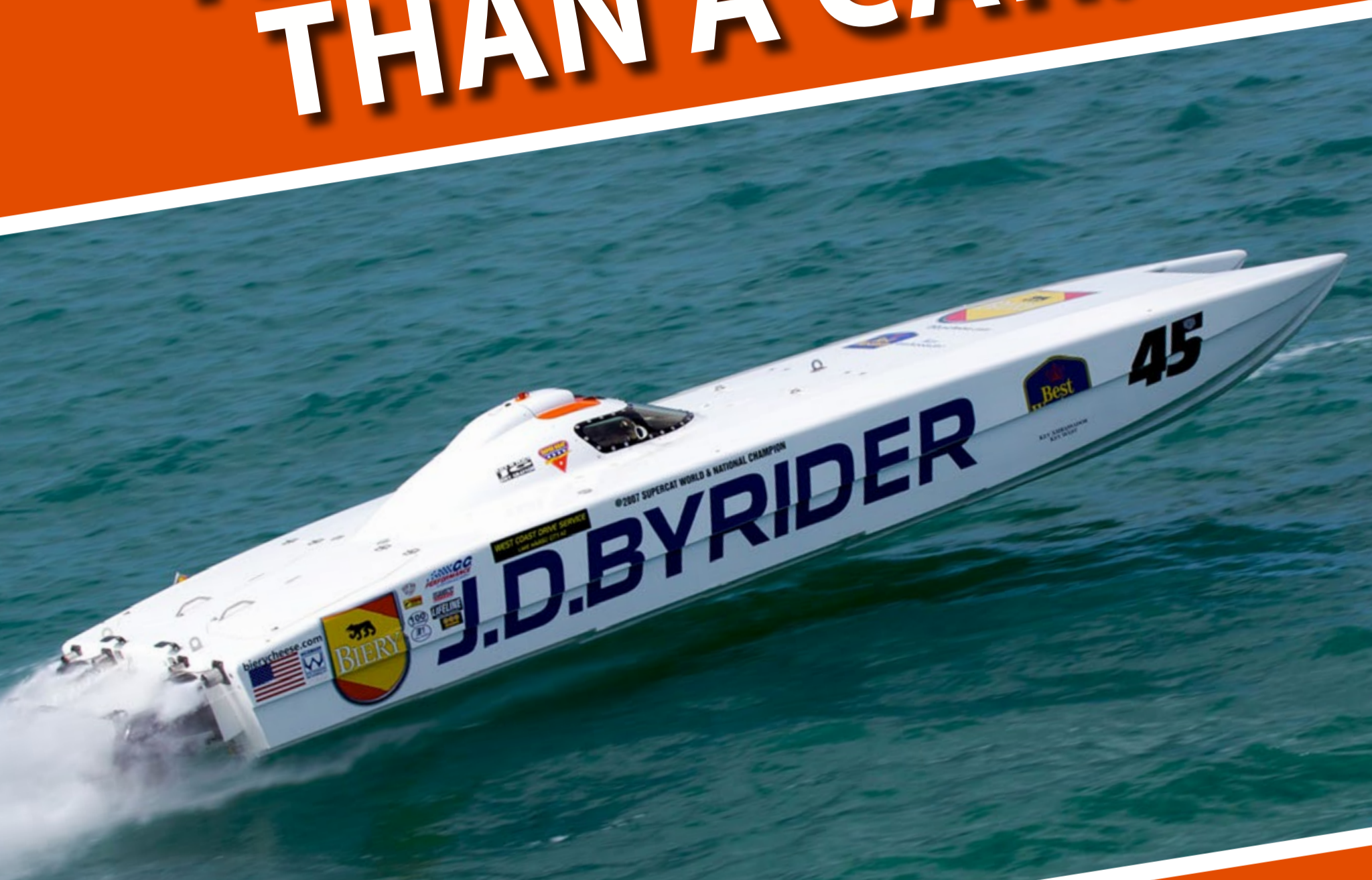
A work in progress for nearly two years, the 34 CCX from Sunsation Powerboats came to life at the company’s Algonac, Mich., facility to the delight of the Schaldenbrand brothers. After creating a simulated cabin, the two spent a couple of weeks inside figuring out the layout.

Sizable is probably not even the best word to describe the console, which was the most notable aspect of the boat thanks to a cabin that’s 13 feet long with headroom that starts at 7½ feet and slopes down to about 5 feet above the twin lounges that can be converted to a queen-size bed with filler cushions.

“There was some apprehension from people who saw how big the cabin was from pictures as we were building it, but once they got in it or saw pictures of the finished product, they were blown away,” said Schaldenbrand, explaining that he and his brother examined and drove as many other center consoles as possible before designing their model. “You don’t realize it from the outside, but



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Sunsation's Next Chapter

when you go down in the cabin it's huge. The biggest difference between our boat and other center consoles is that we generated a full-featured cabin without taking anything away from other aspects of the boat.

"When we first designed the boat, we didn't think it needed a cabin, just an area for a toilet and storage," he continued. "But when we started working on it, we generated a simulator here. We actually built the cabin framework out of plywood so we could sit in there and figure things out. We realized we could do quite a bit with it."

Sunsation has had every intention of building the 34-foot model for pleasure use from the beginning, but Schaldenbrand said he plans to make new molds for fishing amenities such as livewells, washdown pumps and more.

"We come out of the sportboat world so



From the multi-position three-person helm seat and the stylish dash panel, Sunsation put a lot of thought into the all-new 34 CCX, which made its debut at the Miami International Boat Show.



naturally we designed this boat for the pleasure market," he explained. "No doubt it's a pleasure boat. Our first few boats will have nothing to do with rod holders, but in the long run, we're expecting to build some boats with everything you need for fishing."

The company recently finished the second 34-footer for its new dealer, Lake Ozarks Marine, which joined the Sunsation family in Miami after representatives took a ride and were impressed by the boat's monstrous cabin and top-notch workmanship. The third 34 CCX, which is powered by triple 300-hp engines, should be finished sometime in May.

Schalddenbrand, who expects the triple-engine boat to run 72 to 73 mph, decided to stretch the boat's beam an extra six inches to an even 10 feet in the initial design phase and the result was impressive. Not only did the 34-footer perform well right out of the box, it also provided a great platform for entertaining.

"We had 11 people on the boat for a run in Miami and it didn't even seem like it was crowded," said Schalddenbrand, who designed

a removable windshield so you can take out the window and store it in the cabin while towing the boat.

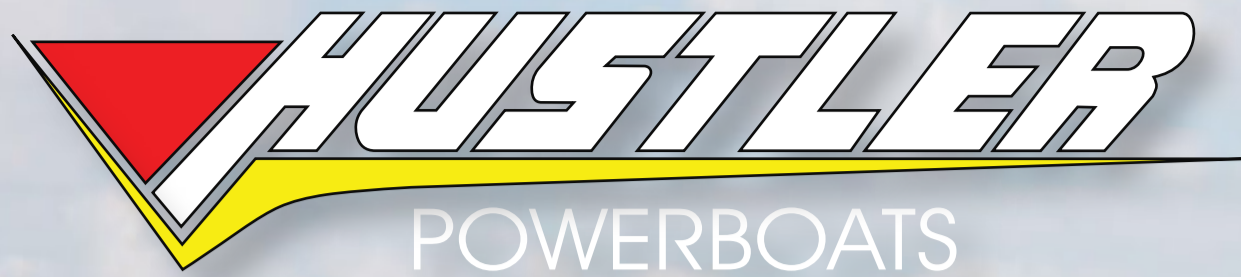
Ed Champion, sales manager for Lake Ozarks Marine, pointed to the overall user-friendly design of the 34 CCX as an absolute selling point.

"Once we got on the boat, got to touch and feel it, saw the size of the cabin, and got to ride on it, it was a done deal," Champion said. "I delivered a boat to Sunsation last year for some work and the guys walked me through the factory. They told me all about the new model so I had an idea of what was in store and how much work went into it. The finished product is amazing."

With a reported six boats sold and surely more to come, it looks like Sunsation made the right decision to invest the time and money into the 34 CCX. Was it the company's best decision ever? Only time will tell. One thing is clear though—the Schalddenbrand brothers must be happy to have the last year and a half behind them. **SOTW**

So pleased with the cabin in the 34-footer, Sunsation named its boat the 34 CCX (Center Cabin Xtreme).

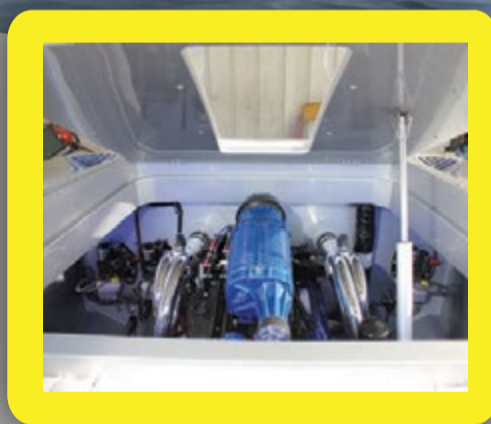
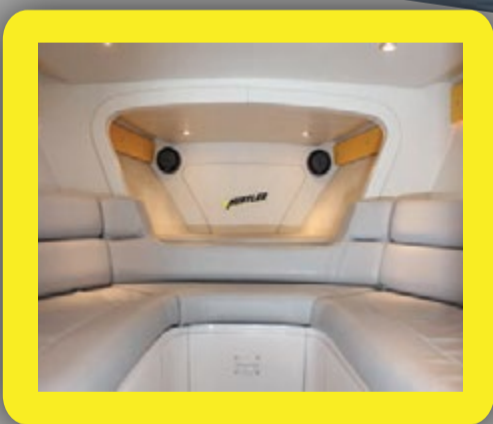




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APACHE SAVIOR

One former offshore racer is on a mission to rebuild as many classic Apache Powerboats offerings as possible.

words Tank Sears
photos courtesy Islander Marine

In the powerboat world, the Apache name conjures images of beefy V-bottoms that commanded rough-water respect on offshore racecourses in the 1980s and 1990s. Off the course, they were rumored to be the “boats of choice” for drug smugglers. That combination had the makings of a modern-day opera that would have done Puccini and Verdi proud with their storylines of success, failure and scandal that ultimately killed production of the original Apache Powerboats line.



The mystique and powerful history of Apache go-fast boats still have people talking about them. And those rich elements are part of what attracted David Traitel to the historic brand one sunny day during the 1995 Super Boat International Offshore World Championships in Key West, Fla. No stranger to powerboats or racing, Traitel had just finished the Pacific Offshore Powerboat Racing Association season in his 31-foot Scarab *Stampede* and was in Key West to support his fellow offshore racers.

Raised in Pasadena, Calif., Traitel vacationed on the shores of Lake Tahoe with his family during summers. He grew up watching high-performance boats race on the pristine lake, and the speed bug bit him early. He started wrenching on his own boats as a teenager and parlayed that into boat racing beginning in the 1970s.

A couple of decades later, Traitel stood in the wet pits of the 1995 Key West World Championships. Like so many other offshore racing fans, he was spellbound by

Dave Traitel bought the *Sacred Ground* Apache (below) and immediately gutted the 41-footer (right) to begin a complete rebuild of everything from the cockpit to the transom and stringers.

“I immediately fell in love.”

one of the most famous Apache boats to ever hit the course—the monstrous 47-foot *Little Caesars*.

“I’d heard of Apache as everyone did, but when I saw my first one, I immediately fell in love,” Traitel explained. “The crew was very gracious and let me crawl all over her. It was right then and there, I knew I wanted one.”

But it would be another 15 years before Traitel would begin to see his dream come true.



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Vision Quest

The catalyst to Traitel finding his own Apache came from his remarkable career and his opening of TKO Motorsports in 2010. Specializing in custom-built, street-legal pro-mod street rods, the impressive race shop in Reno, Nev., is now the epicenter of full-tilt jaw-dropping street creations.

“We build the best of the best,” Traitel said. “Our motto is ‘Do it right, or don’t do it at all.’”

The financial success of TKO put Traitel in a position not just to own one Apache, but to acquire several of the iconic models. He even toyed with the idea of building them from scratch and selling them. In the end, he decided that buying and restoring Apaches would be the best option, especially in terms of preserving their rich history—a major part of their allure.

Traitel began to search for Apaches he felt had special heritage, and his search was fruitful. His first acquisition was a 41-foot V-bottom, which he purchased from Robert Asner, called *Sacred Ground*. He then later bought the 45-foot *Kid Apache/Apache Kid* raced by Allen Finegold, the 47-footer *Lucky Strike*—once used as a back-up race boat by the infamous Apache owner Ben Kramer—and *War Party*, the 47-footer that was rumored to be the first million-dollar offshore boat.

His restoration plan for his new stable of boats was at once extensive and simple: No detail would be left unattended.

“When I build something, I’m going all the way,” said Traitel,



Hundreds of man-hours went into sanding and buffing the 41-foot Apache before it was turned over to Krazy Kolors to lay down the stellar candy red and white paint job on the “new” *Straight Arrow*.

“Our motto is ‘Do it right, or don’t do it at all.’”



WHO'S THE FASTEST?



2012
Lake of the Ozarks
Shoot-Out

TOP GUN

192 MPH

33 Daytona
Greg Olsen, owner/driver
powered by GT Performance Engines
& Mercury Racing Six Drives



Greg Olsen (left)
and
Brendan Alvarez

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134 MPH

25 Daytona
Brendan Alvarez, owner/driver
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who added that the attention to detail when it comes to interior, paint and rigging will be “first class” for each boat. “Safety is paramount, and with the power these boats are going to get, safety upgrades are imperative. We also want to bring a ‘West Coast’ aspect to them.”

That led Traitel to longtime friend Rick Michaels, owner of Islander Marine located in Ontario, Calif. Michaels has earned an outstanding reputation running a premier all-inclusive boat shop. Traitel talked to Michaels about his “crazy” idea of rebuilding Apaches and eventually became a silent partner in Islander Marine.

Project Straight Arrow

Traitel decided that he would tackle the 41-footer, which he renamed *Straight Arrow*, as his first project. Why the name change from *Sacred Ground*?

“All these original Apaches came out of race molds,” Traitel explained. “They had all that heavy and crazy paint to hide the huge waves in the finish. The first thing we did was start sanding and filling.”

As you can see from the photos in this article, the hard work has paid off. The mirror finish you see in *Straight Arrow*’s hull and deck is the result of hundreds of man-hours sanding and buffing.

With work underway on the boat’s exterior, including removing the fairing and replacing it with a new one, the next move was to strip the dash. Heavier lifting, so to speak, included removing



The impressive TKO Motorsports, which opened in 2010 in Reno, Nev., specializes in custom-built pro-mod street rods.

the old engines and drives, replacing most of the stringers and rebuilding the transom, and replacing the existing fuel cells with modern aluminum versions. To update *Straight Arrow*’s look, they capped its hull-and-deck joint.

Next stop was Crazy Kolors in Upland, Calif. That’s where veteran performance boat and hot rod painter Billy Berkenheger—well known in hot rod and go-fast boat circles out West as “Billy B”—laid down the 41-footer’s smoldering candy red and white paint job.

At present, the boat is back at the TKO shop in Reno. The next stage in its restoration is repowering, and that will come in the form of twin-turbocharged, 1,200-hp engines from renowned engine man Carson Brummett. (With race fuel, engine output reportedly climbs to 1,500 hp.) Mercury Racing No. 6 dry sump drives will be used to put the power to the water. After rigging is complete, TKO will install a brand-new custom interior in the cockpit.

To date, the entire project has taken more than two and a half years. *Straight Arrow* is slated to be in the water for testing in July. And while the finishing touches are coming together on this classic Apache, Traitel is prepping *Lucky Strike* for its tear down and rebuild. After that, it’ll be the other two boats he already owns. And that’s not all—Traitel said he’s still “definitely” looking for more classics from the famed builder.

“My goal is to build the best Apaches out there,” he said. It looks like he’s off to a great start. **SOTW**



Contact Information

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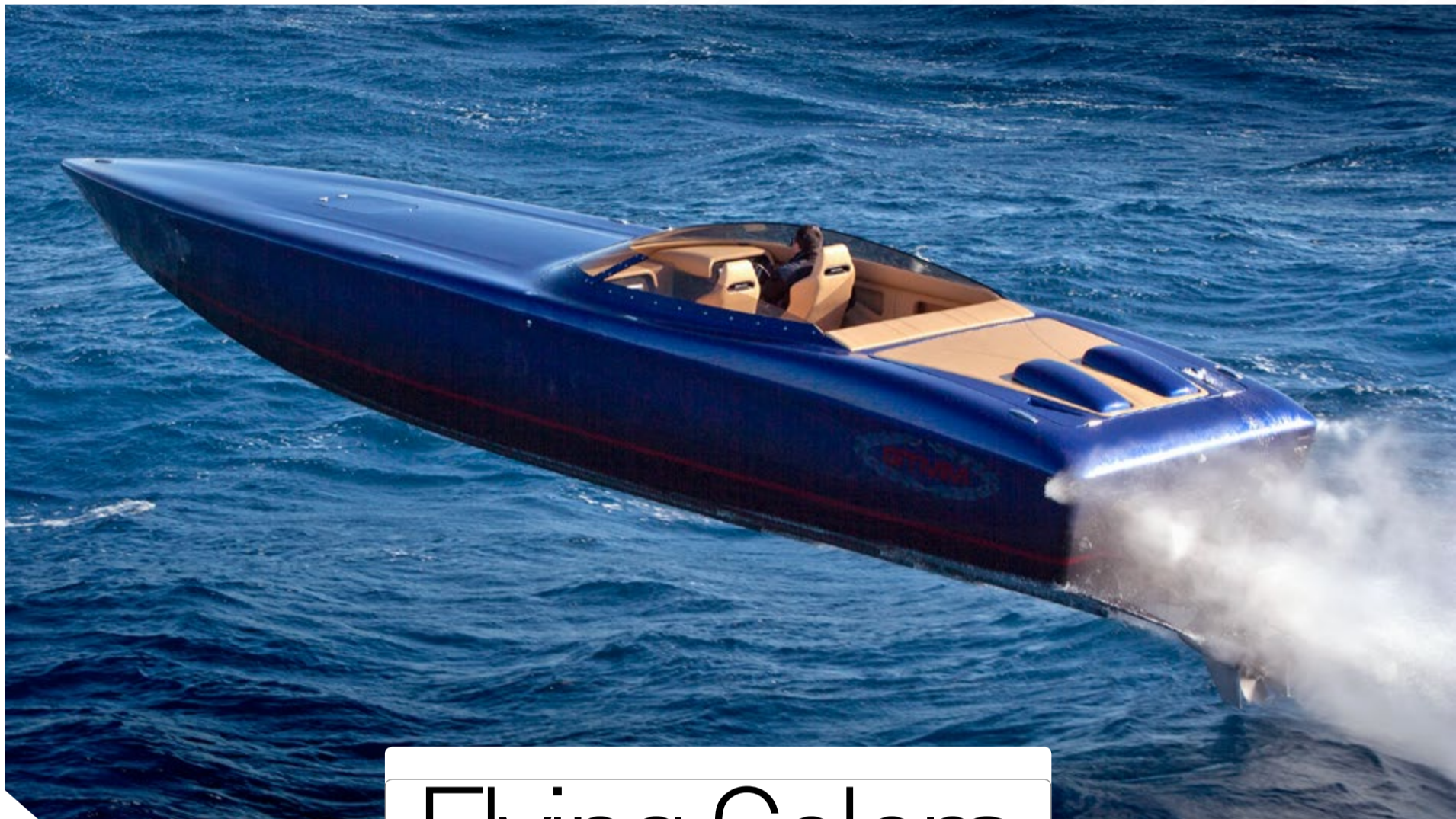


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Flying Colors

The first boat from GTMM—a 39-foot offshore V-bottom—aces the test with twin Mercury Racing 700-hp engines.

words Jason Johnson
photos Forest Johnson

THE FIRST TIME I met the founder of Giovanni Theodoli Marine Manufacturing—GTMM to keep it simple—was at the Miami International Boat Show in 2011. The son of Katrin Theodoli, owner of famed Magnum Marine, Theodoli told me about the boat company he recently started and the two boats he was planning to build under the GTMM moniker—a 27-foot sportboat and a 39-foot offshore boat.

A year later, Theodoli had a nearly complete GTMM 39 on display at the Miami Beach Convention Center, and it was one of the show-stoppers at the 2012 event. A rich blue paint job from Guardado Marine coupled with a luxurious tan interior gave the sit-down-style V-bottom a refined

appearance. And while it took nearly a year to completely finish the 39-footer, the end result is a smooth-running, stylish boat that Theodoli and his business partner Scott Smith are proud of. The two have been giving demo rides to prospective customers and were kind enough to allow TNT Custom Marine's John Tomlinson to drive the boat and provide his feedback.

Tomlinson, one of the most accomplished offshore racers in the sport's history, said the boat's overall appearance was first rate. From its clean rigging and simple dash layout to the gorgeous paint job and the sleek lines while it sat in the water, the GTMM 39 was "as elegant as a performance boat gets."



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On The Water

Tomlinson, who dials in some of the finest performance boats in the world before they are delivered to their owners, described the boat as solid and comfortable to drive. The 39-footer is powered by staggered Mercury Racing HP700SCi engines and NXT¹ drives.

“It feels like there is a lot of boat underneath you, which is nice,” said Tomlinson, adding that the boat ran exactly 99 mph at 5,300 rpm with roughly 200 gallons of fuel in the tank and 17” x 32” six-blade propellers with a 16-degree rake from Hering Propellers. He thinks it could hit 102 mph with less fuel and ideal conditions.

“I thought the adjustable seats were comfortable and I liked the cleanliness of the dash and the throttle placement,” he continued. “The only thing I’d criticize—and this is the case with every sit-down V-bottom I’ve driven—is that the visibility when coming on plane and when making a turn to the right is almost nonexistent.”

Tomlinson reported that the boat displayed good handling characteristics in turns and didn’t rattle one bit when he ran it across the 2-foot chop in Miami’s

Biscayne Bay. Coming on plane with the Mercury Racing 380S K-Plane trim tabs down, the 39 leveled out in less than 6 seconds and was running 60-plus mph 10 seconds later. It responded well to the 700-hp engines in the midrange, too, accelerating from 40 to 60 mph in 6.2 seconds and from 40 to 70 mph in 9.3 seconds.

Overall, Tomlinson said the boat, which was derived from the former 39-foot Dragon Powerboats molds with hull modifications that included deeper steps and a notch in the transom in front of the drives, performed comparably to other 39-foot models he’s driven over the years.

10 AGE OF GIOVANNI THEODOLI WHEN HE STARTED WORKING AROUND THE MAGNUM MARINE SHOP OWNED BY HIS PARENTS, FILIPPO AND KATRIN.

Style Points

Aesthetically the GTMM 39 is elegant, and that’s exactly what Theodoli was looking for when he set out to build the boat, which went through a design transformation—in the original Dragon design the 39-footer had a canopy rather than an open cockpit—with help from Mystic Powerboats founder John Cosker. Mystic also was contracted to



NOTEWORTHY

It took Eddie Guardado and the crew at Guardado Marine in Miami a full six weeks to paint the 39-foot V-bottom.

PROFILE: GTMM 39



construct the fully capped boat at its DeLand, Fla., facility.

“People have been so impressed when they see her,” said Theodoli, referring to the prototype he finished alongside Smith, who founded Dragon with Craig Barrie. “It took a long time to get her there, but she’s so beautiful.”

Theodoli said the 39 is available for sea trials and, while he’s yet to find a buyer for it, he’s had good interest in the boat, which starts in the low \$500,000 range with twin Mercury Racing HP525EFI engines. As is—with twin 700-hp engines and various options—it is priced at \$600,000. Theodoli likened the

From left: A pair of staggered Mercury Racing HP700SCi engines were installed neatly in the GTMM 39. At the driver’s station to starboard, the builder kept things simple with a pair of SmartCraft VesselView screens.

boat to a high-end luxury automobile, and the plush interior supports that assertion. As does the custom hardware along the deck.

The wraparound windshield and deep cockpit, which includes twin high-back bucket seats and a three-person rear bench, provide a sense of comfort while the boat is at speed. At the observer’s side to port, GTMM included a large GPS display. The driver’s dash was clean with two Mercury SmartCraft VesselView monitors mounted ahead of

the tilt steering wheel featuring a GTMM logo. Push-button switches for the accessories were on an extension from the gunwale above the controls.

Theodoli admits it’s been slow-going bringing a new brand to the market in this economy, but he’s extremely confident in the product. With the 39 ready for public consumption, much of his attention has turned toward building the 27-footer, which is based off the classic 27 Magnum. He expects to have the first one finished by the end of this year.

“I feel like the marine industry owes it to its clients to evolve things, and that’s what we’re trying to do with GTMM,” Theodoli said. “We plan to constantly refine our product. The evolution of design is important to be relevant. It’s about doing something beautiful and functional. We’re very happy with the 39. It’s the perfect marriage between beauty, comfort, safety and speed.” **SOTW**

QUICK FIGURES

LENGTH/WIDTH	39’/8’6”	TOP SPEED	99 MPH
WEIGHT	9,200 POUNDS	4,000 RPM	75 MPH
ENGINE	MERCURY RACING HP700SCI	5,000 RPM	92 MPH
PROPS	HERING SIX-BLADE 17” X 32”	40-60 MPH	6.2 SECONDS
PRICE AS EQUIPPED	\$600,000	TIME TO PLANE	5.9 SECONDS

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June 5-9 • Schedule of Events

Tuesday, June 4

Lake Race Pontoon Party at Lazy Gators, presented by Showcase Publishing, Inc.

Wednesday, June 5

Lake Race Tribute Party & Benefit Auction at Topsider Entertainment Complex

Friday, June 7

Vendor Set Up and Meet and Greet on Bagnell Dam Strip – Open to the Public

Saturday, June 8

Race team practice runs.

All Boats Racing. First Ever Pontoon Boat Race.

Party at Beaver's – 8 p.m.-Midnight,
with Disco Dick & the Mirror Balls

Historic Bagnell Dam

Open to the Public

First time in over 30 Years!

Sunday, June 9

Lake Race Pro-Am Race Heats

Super V Lite Canopy Race – Twin Out Board Cat Race

Main Event

Performance Xtreme Canopy Class Unlimited Race

5-6 p.m. – Awards Ceremony

Evening - Victory Party
at Beavers at the Dam

For up-to-date information, visit: www.lakerace.com