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Cover photo by Jay Nicholas/Naples Image

### ← ON THE COVER

Restored and repowered with twin Mercury Racing 1350 engines in 2013, Ron Szolack's 46-foot Skater catamaran *Tom Cat* is one of his all-time favorite boats—and he's owned a lot of them.



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## THE ISSUE AT HAND

With our first print magazine—an oversized 132-page photo-rich stunner—coming together and the ongoing task of producing news stories on speedonthewater.com seven days a week, it would have been easy to let this issue of our bi-monthly digital magazine be *less than*. But we're not wired that way. So we've been pushing kind of hard (not complaining, that comes with the territory of building a publishing company) of late and don't expect that to end anytime soon.

The result is a digital magazine we think you'll enjoy *just in time* for the Super Boat International Offshore World Championships that begin Nov. 11 in Key West, Fla. Getting this issue done before we left for Key West was a must for us, as we need to be focused 100 percent on coverage while we are there. In addition to daily reports from the event, Speedonthewater.com will carry the Livestream of the races Wednesday, Friday and Sunday.

Among those headed to Key West for events is well-known performance boat owner Ron Szolack. In "Creative Process" on Page 51 you can learn all about this colorful character from Michigan. And in "Front Row Center" on Page 44, you can learn all about his latest ride, a Mystic M4200 luxury center console. Of course, Szolack is far from the only go-fast powerboat owner with more than one ride, as you'll discover on Page 67 in "Matching Set," a feature on Scott Oldnettle's DCB M35 Widebody catamaran and Sunsation 34 CCX center console.



For a bigger-picture look at the high-performance marine world through the eyes of five of its key players, you'll want to check out "Industry Perspective: 2015 and Beyond" on page 38. Or if you prefer to see the old made new, check out "Back to Life," the story behind the restored 1969 Bertram raceboat, *White Tornado*, on page 59.

Of course, there's more in this issue and it's all just a click away.

For those of you who'll be in Key West, we hope to see you at the third annual Speedonthewater.com Key West Party, Thursday, Nov. 12 from 6 p.m. to 9 p.m. at the Smokin' Tuna Saloon. For those who won't be, we look forward to bringing you comprehensive coverage from the event. You expect nothing less from us—no matter what else we have in the works—and neither do we. **SOTW**

### **Jason Johnson and Matt Trulio**

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

#### EDITORIAL

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Talking about coming full circle. Almost six years ago we founded speedonthewater.com as *Powerboat* magazine, where we worked as editors and writers for a combined 22 years, spiraled into decline with most of the print periodical world. Since then, we've built speedonthewater.com into a daily news site with a weekly newsletter and a bi-monthly digital magazine. And still, something was missing. That will change come December when we release our first print magazine, a 132-page **2015 Special Collector's Edition**. Perfect bound and loaded with spectacular images from the best photographers in the game, the oversized—10"x13"—magazine, which is priced at \$20 per issue, will find a special place in your home for 2016 and beyond. [Click here](#) to order yours now.

### HEADLINERS

Quick hits from the go-fast world



Thanks to SunSation's **new online apparel store**, fans can now show off their appreciation for the sportboat and center console brand located in Algonac, Mich.



POKER RUNS

Elite Poker Runs LLC recently released its **2016 schedule** with events planned in New York and Pennsylvania.



SHOOTOUT

Hoping to build upon a fairly successful first year, the **GLOC Performance Boat Challenge Shootout** organizers are busy planning the 2016 Oklahoma event.

### PHOTO DESK STUNNER

### RAGGED EDGE



Photographer Tim Sharkey captured this amazing sequence of *Bronx Phantom*, a 34-foot Phantom V-bottom, getting out of and back into shape during the **Hudson River Fall Fun Run**.

Tim Sharkey, Jim Winters







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# HOT SHEET



## TEAM ABU DHABI'S TRIUMPH

For eight years, the Dubai-backed Victory Team has owned the Union Internationale Motonautique **Class 1 World Championship**. Its reign ended in November when throttleman John Tomlinson and driver Gary Ballough claimed the Class 1 world title for the Abu Dhabi Team. In a clear case of Midwest meets Middle East, the dynamic American duo accomplished the feat in a 48-foot MTI catamaran built in Wentzville, Mo., and powered by twin 850-hp Mercury Racing engines from Fond du Lac, Wis.

Team Abu Dhabi, Outerlimits



## SCOTTO GOES BOLD WITH SL 50

In time for Florida Powerboat Club's Key West Poker Run, **Outerlimits completed an SL 50** V-bottom for longtime customer Dave Scotto—and it's a beauty. Scotto went big with both the boat's power (a pair of power-adjustable Mercury Racing 1350/1550 engines) and graphics (the Outerlimits takes up most of the 50-footer's hull sides). "It definitely has the largest Outerlimits name we've ever put on the side of a boat, and that's what Dave wanted," said Outerlimits' Dan Kleitz. Said Scotto, "It's a beautiful boat, man."



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# HOT SHEET



## VERADO OUTBOARD-POWERED CAT HITS 124 MPH

The Mercury Racing **Verado 400R** engines have been keeping sport catamaran enthusiasts guessing, speculating—and sometimes even bickering—about what speeds a boat with twin 400-hp supercharged outboards should achieve. So far a 2009-built Skater 32 reached 104 mph while the first new Skater 318 reached 114 mph and a 32-foot canopied Doug Wright catamaran hit an impressive 124 mph.

# \$40,000

*The substantial total prize purse value of the **Florida Powerboat Club's** 2015 Key West Poker Run.*

Andy Newman/ Jonathan Perque



## SPIRIT OF QATAR ASSETS ON THE BLOCK

With the announcement from the Qatar Watersports and Sailing Federation—formerly the Qatar Marine Sports Federation—that the **Spirit of Qatar** offshore racing team's equipment is up for auction, the final chapter on the Middle Eastern team, which set a Lake of the Ozarks Shootout record in 2014 with a 244-mph top speed in a turbine-powered 50-foot Mystic catamaran, is officially written. **SOTW**

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# IT'S DRIVE TIME

*This issue's Q&A session features a few drive-related questions*

**T**wo issues back, I answered a few questions regarding propellers. This time around we have a couple of drive-related inquiries. I won't be doing this every issue, but if you have a question for me, please ask. I like tech questions and think Q&A formats can be informative and fun.

## **LAZY SHIFT**

**Q:** I have a 2005 32-foot Advantage Victory with twin MerCruiser 496 Mag HO engines and Bravo One X drives. The starboard drive is very slow to fully respond to the shifter at the helm. When shifting into gear in reverse and forward, the prop begins to spin immediately, however, it spins with very little power.

It takes 5 to 10 seconds and then the clutch locks up and the boat responds appropriately. The port drive responds immediately as did the starboard drive prior to having it serviced. I recently had the drives serviced, which included removing them, checking the alignment and replacing the drive oil.

The problem with the starboard drive started shortly after servicing with a brief delay that has grown to 5 to 10 seconds. I had this same problem with the port drive a year ago, but was unable, at the time, to link it to drive service due

to some other factors, although the drives were serviced within the time frame of the problem. The shop ultimately replaced the cone clutch assembly in the port drive unit.

Is it possible that there is air in the starboard drive unit that has accumulated creating an air pocket that is preventing full engagement rather than a problem with the cone clutch assembly?

Do you have any other suggestions as to the cause of the problem, diagnosis and the fix for it before I replace another cone clutch assembly?

**A:** There is no way that it's related to air in the drive. A Bravo drive is a wet-sump drive and is filled to the midpoint of the upper input shaft. When the engine is running, the upper pinion gear and the driven gears are always in motion. When the cone clutch is engaged, one of the driven gears is locked to the upper shaft, which is coupled to the lower vertical shaft. When the lower driven gear is engaged, the propeller spins clockwise, and when the upper driven gear is engaged, the propeller spins counterclockwise.

There are brass rings attached to the two driven gears. When the drive is

## TEAGUE'S TIP

**FOR SOMEONE WONDERING** how to find the neutral position of their drives, here's my recommendation: With the boat out of the water and on the trailer, use the trailer jack to level it (a level on the keel or chine will do the trick). Then, have someone trim your drives to a point where the cavitation plates or prop shafts are level (parallel) to the keel. The corresponding indicator reading at the helm is "neutral" for your boat.





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assembled, the driven (forward and reverse) gears must be timed in order for the cone clutch to shift properly. The brass rings are high on one side and low on the other so there is a "wobble" when they rotate. The shifting fork that rides in a slot in the cone clutch goes between the two brass rings on the gears. The shifting fork also has some cam ramps on it that contact the brass rings. When the drive is shifted, the uneven motion of the rings helps to kick the cone clutch into an engaged position.

I don't believe your problem is from having the drives serviced unless they put the wrong oil in the drives. I believe that the brass rings on the gears may be worn or there is a problem with the shifting fork or cams. There's a possibility that the problem is only being

### → ASK THE EXPERT

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

caused by the shifting fork or the linkage that connects to the intermediate shift cable. There is a setscrew on the shift shaft that also might have come loose. Remove the back cover from the drive to inspect the linkage, shift fork and the setscrew.

It's possible that the intermediate shift cable wasn't properly engaged in the shift linkage when the drive was reinstalled on the boat. It is sometimes tricky to get the linkage to latch on the cable end. To inspect that connection, the drive will have to be removed. The linkage is connected to the drive's starboard side. It must be unlatched to remove the drive fully.

If all of the shifting mechanism is in good order, it is likely that you will need to replace the cone clutch and shifting fork. If the brass rings on the driven gears are excessively worn, replacement of the upper gear set also will be necessary. If there is any metal on your upper plug magnet, it's possible that the thrust bearing is failing. The debris that is generated can cause the cone clutch to act weird.

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**BRAVO ONE TO XR**

**Q:** I recently upgraded from a Bravo One drive to a Bravo One XR drive. The new drive sheared teeth in the upper unit after only three hours of use. In contacting the selling company, they informed me that since I had "upgraded" and not simply replaced my old drive, I should have purchased a kit, which includes spacers to be installed on the cylinders so the drive cannot be raised as high as the Bravo One. Also, the kit has some kind of part that would be placed in the gimbal housing. Have you heard of this?

**A:** The first design of the Bravo One XR drive used a more massive universal joint and yoke assembly in comparison to the stock Bravo One. Because of the larger U-joints, it is desirable to not run them at too much of an angle. That is the purpose of the trim-ram blocks. Also, if your transom is an earlier model Bravo One, the gimbal bearing has to be changed to the later design that has less

of the inner race protruding on the drive side of the bearing. The Spicer version of the XR universal joint assembly is slightly longer. The design of the later gimbal bearing provides the additional room needed. The late-model XR gimbal bearing is easily identified by a red dot on the aft face of the bearing unit.

The aluminum bellows retaining ring also needs to be changed to the later design that is slightly narrower in order to provide adequate clearance for the larger universal joints.

All that being said, it is very doubtful that the cause of your upper gear failure was because you didn't have the "kit" installed in your boat. There has been a run of teeth breaking off the "forward" and pinion XR gears lately. If your engine is in the 500-hp range or less, was full of oil, and you didn't hit anything, I think the seller should stand behind it if they are a marine business. **SOTW**

*—Technical editor and offshore racing world champion Bob Teague is the owner of Teague Custom Marine in Valencia, Calif.*



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## MONSTER BASH POKER RUN

Lake Havasu City, Ariz.

One of the primary reasons that the annual **Monster Bash Poker Run** in Lake Havasu City, Ariz., draws so many participants—this year’s attendance was close to 100 registered boats—is that it’s *not* the Desert Storm Poker Run. The late-April event on the same lake is one of the largest and most-over-the-top events in the country. The Monster Bash, although still a fairly large run, is less days, more laid-back and definitely more focused on being a family. It helps that the event, which was held in mid-October, has a Halloween theme to it. And while the weather for this year’s event was stormy and less than ideal for boating, participants managed to make the most of Friday’s fun run and Saturday’s poker run, which included five stops around the lake and a lunch run to Pirate’s Cove followed by a photo station south of the historic London Bridge.



3



1) Utah performance boater Darren Housel brought *Stepped Up*, his 42-foot Fountain Powerboats V-bottom to the eighth annual Monster Bash Poker Run in October. 2) Housel’s friend and fellow Utah performance boater, Brett Baur, had a great time running *Panty Dropper*, his 44-foot MTI catamaran with twin Mercury Racing 1100 engines, at the event. 3) Southern Californian Clayton Sampson and his wife, Lisa, enjoyed the poker run in their 46-foot Outerlimits Offshore Powerboats V-bottom powered by a pair of supercharged 1,075-hp Mercury engines.





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7



4) As is normally the case on the Colorado River-fed lake bordering Arizona and California, the contingent of DCB Performance Boats customers in their M31 and M35 Widebody catamarans was outstanding. 5) Timothy Jones of Fresno, Calif., participated in the Monster Bash Poker Run in his 40-foot Skater Powerboats catamaran, *Tempus Fugit*. 6) Powered by a pair of 1,450-hp engines from Teague Custom Marine, *Lick This*, a 46-foot canopied Skater owned by Sean Moore, was one of the most radical boats in the Monster Bash fleet. 7) Chris Hamlin of Prestige Marine in Lake Havasu City (second from right) was joined in the poker run by a crew consisting of Heather Shilosky, Craig Hall, Jeff Stumpf and Shannon McPherson in his 38-foot Scarab. **SOTW**



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# ON SCENE



## HUDSON RIVER FALL FUN RUN

Stony Point, N.Y.

The last event of the go-fast boating season in the Northeast, this year's **Hudson River Fall Fun Run** in New York, pulled in more than 50 boats and 200 people in conditions best described as "chilly." Gloves, jackets and knitted caps were the order of the 50-degree day, but that didn't stop everyone from enjoying the 124-mile round-trip run that included lunch at the Old Savannah Restaurant in Kingston and started and finished in Stony Point. Participants came from various areas in New York as well as from Maryland, Massachusetts and Rhode Island. The informal event has grown during the years mostly by word mouth—aided in a big way by the OffshoreOnly.com forums—according to organizer Jonathon Godfry. Said Godfry on the event's appeal, "The Hudson River is gorgeous, period, end of story. But this time of year it's even more beautiful with the foliage on trees changing."



1) Lunch stops just don't get any prettier than the Old Savannah Restaurant in Kingston, N.Y., especially when fall color is exploding. 2) Event organizer Jonathon Godfry brought plenty of company—including his fiancé Debbie Shapiro—to the event in his 40-foot Sutphen. 3) Given the chill of the day, Anthony Durso's guests were grateful for the protection in the deep cockpit of his Outerlimits 37' Stiletto, which is powered by twin 950-hp Chief engines.

Tim Sharkey





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4



5



6



7

4) In less than typical fashion at many go-fast boat events these days, V-bottoms outnumbered the catamarans at the Hudson River Fall Fun Run. But that didn't stop Marc Longhitano and company from representing strong in his vibrant Nor-Tech 3600 Super Cat powered by a pair of Mercury Racing 1075SCi engines. 5) Of course, no go-fast boating event would be complete without at least one Fountain, in this case a 42' Poker Run Edition powered by twin supercharged 1,150-hp engines from J.C. Performance. 6) After regrouping at Newburgh-Beacon Bridge on the way to lunch, the fleet got rolling again. 7) Ed LaGuardia didn't hesitate to fly his 27-foot Activator V-bottom powered by an 1,100-hp Shafiroff Racing Engine. **SOTW**





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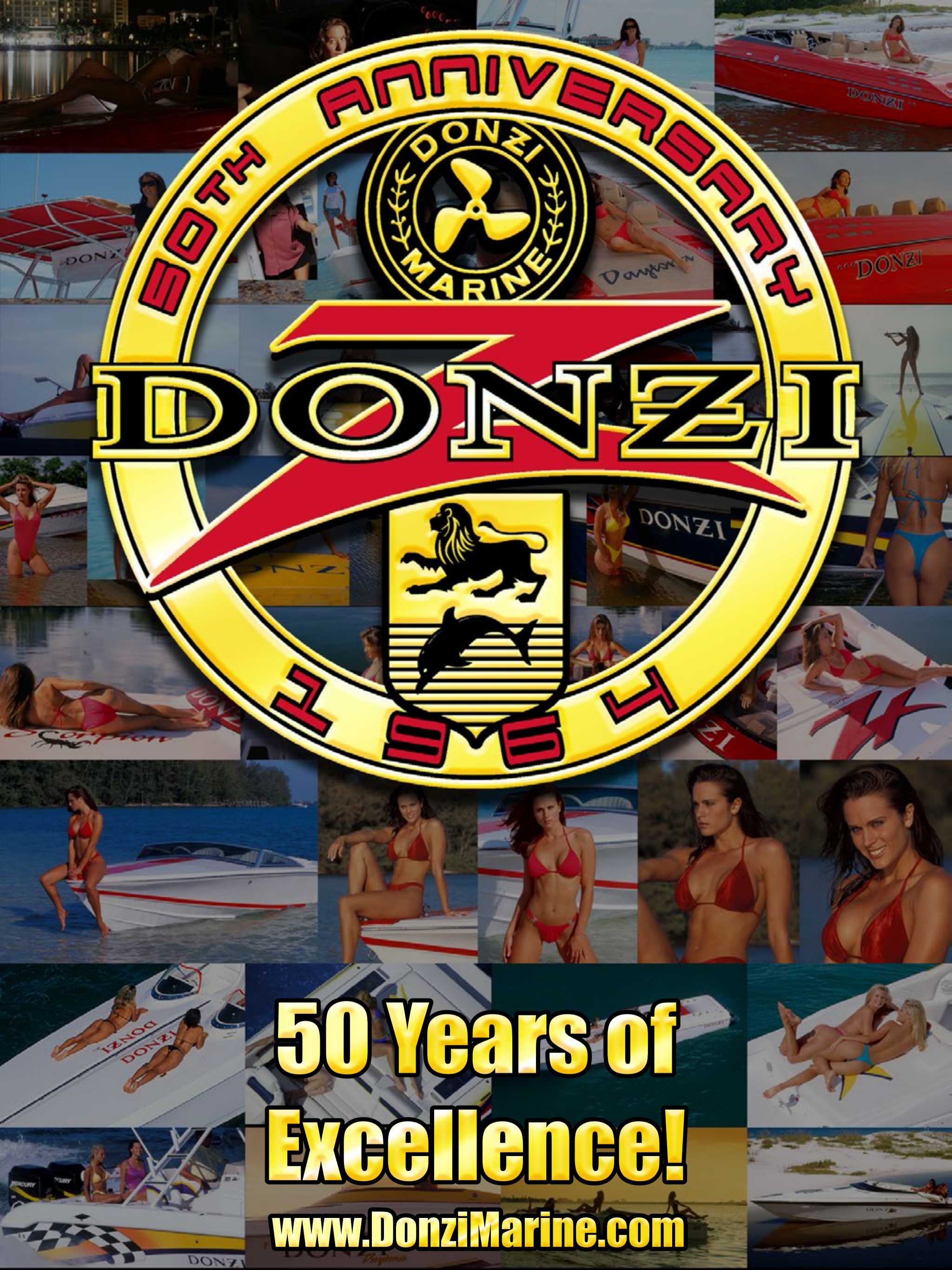
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► Paragon Performance & Machine in Fort Myers, Fla., which specializes in CNC machining, fabrication, welding, prototyping and product development, now offers race-proven billet aluminum jack plates for outboard engines (a Verado version is currently being tested). Made in the USA and available in standard setbacks of 5.5 and 8 inches (any setback from 3 to 14 inches can be special ordered), the jack plates are rated up to 550 pounds and come with a jackscrew under each side of the clamp bracket that allows you to level the outboard. With endless color choices, the plates are offered for new builds and retrofits.

[www.facebook.com/paragon](http://www.facebook.com/paragon)







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## BEEF UP YOUR DRIVE PLATE \$1,599



► Designed as an upgrade for engines rated up to 1,800 hp including the QC4v turbocharged applications from Mercury Racing, the new Titan damper drive plates can be used as a direct replacement for the high-performance damper plates on Mercury's 1350 and 1650 engines. With a mounting flange that is five times thicker than traditional drive plates, the heat-treated steel plates are available with matching custom flywheels supplied from Hardin Marine to allow the use of the severe-duty damper plates on big-block GM applications.

[www.hardin-marine.com](http://www.hardin-marine.com)

## SYSTEMATIC FLUSHING \$130

► The new Reverso Automatic Outboard Flushing System, which won the NMMA Product Innovation Award in the Boat Care and Maintenance category at IBEX 2015 in Louisville, Ky., last month, eliminates the cumbersome process of manually flushing outboard engines after a day on the water. The patent-pending onboard unit, which requires a hose connection, systematically flushes each engine and automatically shuts off when the cycle is complete.

[www.reversopumps.com](http://www.reversopumps.com)

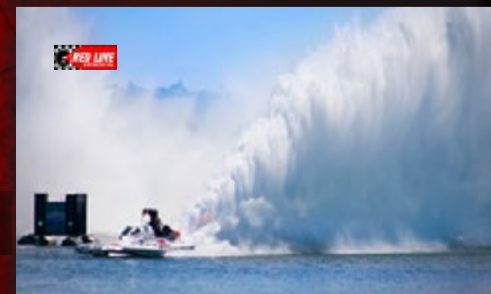


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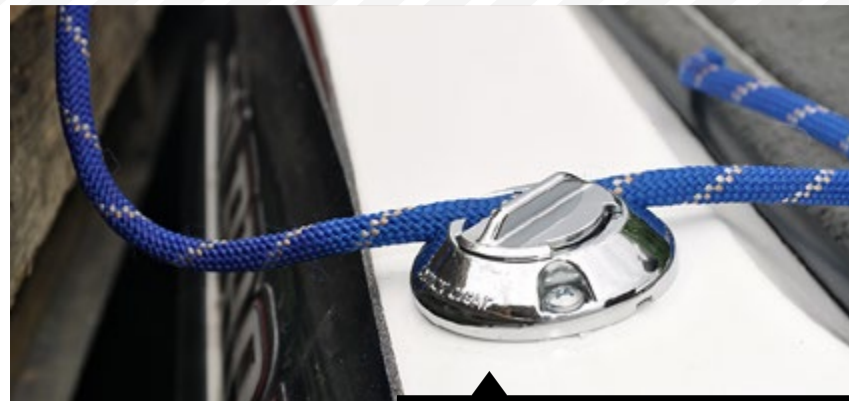




## POWERFUL POLISHER \$315

► With more power, bigger pads and a larger orbit, Shurhold Industries offers the new Dual Action Polisher Pro. It works using a similar motion as its predecessor, but can cut through oxidation faster. The Pro features an industry-leading, extra-large 21mm random orbit to help get a swirl-free shine every time. With two ergonomic gripping styles, it is well-balanced and powerful enough for an expert detailer, but easy enough for the novice to use.

[www.shurhold.com](http://www.shurhold.com)

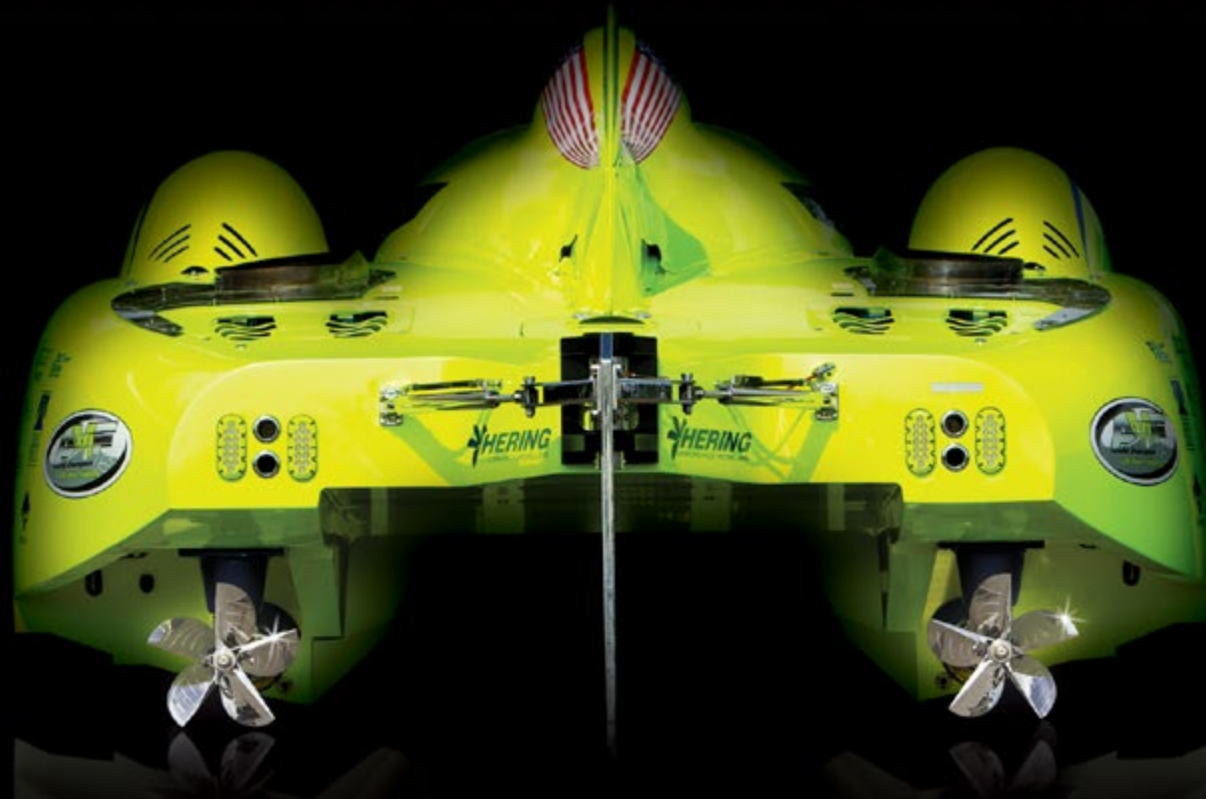


## QUICK AND EASY \$13

► In what could be the fastest, easiest way to secure dock lines, anchor lines, mooring lines and fenders—without knots—the Quick Cleat offers a unique, durable, low-profile design that quickly ties up lines in seconds. All you need to do is drop a line into the rope slot and release. The cleats, which are easy to install on board or on the dock, are available in three sizes—2" (maximum 1/4" line), 3" (maximum 3/8" line) and 4" (maximum 1/2" line). Check out the

[Quick Cleat how-to videos](#) right here. **SOTW**

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## SPOTLIGHT: BOLT SERIES



As the packaging above proclaims, BOLT locks, which range from hitch receiver locks and coupler pin locks (left) to cable locks and padlocks, will work with just your car key.

# Get Your Bolt On

The breakthrough one-key lock technology from BOLT is pretty impressive.

words Jason Johnson

**BROUGHT TO** market from STRATTEC Security Corporation—the world's largest manufacturer of automotive locks, keys and related access control products, as well as the primary lock supplier to Ford, GM and Chrysler—the innovative BOLT (Breakthrough One-Key Lock) Series locks eliminate the need to carry extra keys or remember a combination.

As someone who normally carries a ring full of keys for various locks, I find the design particularly impressive. The convenience of being able to open a padlock, a receiver lock for my hitch, a coupler pin lock

and a 6-foot cable lock all with the same key—the removable key within my Dodge Durango key fob—is amazing. Well, maybe amazing is a strong wrong, but the technology is awfully cool.

And here's how it works. The patented one-key lock technology is designed to permanently program the BOLT lock to a specific vehicle's ignition key (or in my case, and anyone with vehicles featuring keyless technology, the key for the glove box). When you insert your key into the lock cylinder, spring-loaded plate tumblers move up and down until they are matched

exactly to your key. The first time the key is rotated, the cylinder is uniquely coded to only that key. What's cool, as I found out when I received my set of four locks, is that any number of BOLT locks may be programmed to open with the same vehicle key thanks to the innovative technology designed to code a series of make/model-specific locks.

So for most of us with trailers, now we can use our tow vehicle's key for everything, which is a nice feeling when you're worried about forgetting (or losing) one of the three or four keys needed to tow your boat trailer or any other type of trailer. Before getting the BOLT locks, I had a key for my receiver hitch, one for the padlock for the rear doors of the speedon-the-water.com trailer and one for the coupler pin. Now all of





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## SPOTLIGHT: BOLT SERIES

those locks, which come with a limited lifetime warranty, work with the same key I use to drive the vehicle towing the trailer. Genius.

For towing purposes, the receiver locks are robust, too. Available in a 1/2-inch size for Class I and II hitches, and a 5/8-inch size for most trucks and SUVs with Class III, Class IV and Class V hitches, the locks are plated with a cast zinc cylinder and case for superior corrosion resistance. The receiver locks feature a durable, stainless-steel pin, a rugged cover jacket and an automotive-grade lock shutter to keep out moisture and debris.

Along with the styles I

mentioned above, the BOLT Series includes locks for J-Mount Hi-Lift jack mounts, toolboxes, tailgate handles for GM trucks and hoods and spare tires on Jeep models. Of course you can use the padlock, cable lock or any of the others for boat lifts, storage facilities, bike racks, lockers, buildings, fences, etc. The possibilities are endless—and you only need your vehicle key for access.

The only negative aspect I see is that the locks can't ever be reset (I guess that's a good thing for security purposes). So, if indeed you ever want to sell your vehicle, it's probably

best to sell the locks with it. Or you can keep an extra key, but that defeats the purpose as you'll be left carrying a separate key again.

The good news is that the locks start at \$19.99—the 5/8-inch receiver locks are about \$30—and they can be ordered online at [www.boltlock.com](http://www.boltlock.com) or purchased at a variety of retailers, including 4-Wheel Parts, Advance Auto Parts, Bass Pro Shops, Cabela's, Pep Boys, Summit Racing and more. Want to know if your vehicle key will work with BOLT locks? Check out the Vehicle Match section on the website. **SOTW**

**STRATTEC Security Corporation, 844-972-7547, [www.boltlock.com](http://www.boltlock.com)**

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Introduced at the 2015 Miami International Boat Show, the 41' GTR center console reportedly has been a hot seller for Cigarette Racing Team.

# INDUSTRY PERSPECTIVE

With a good year coming to a close, key members of the high-performance marine industry weigh in on what went right—and what challenges lie ahead.

words Matt Trulio

**A**ny way you look at it, 2015 was a strong year—perhaps the strongest year since the early 2000s—for the high-performance marine industry. Yes, we have a much smaller industry than we had in the early 2000s, but any go-fast boat, engine or product builder still in business will tell you that the recession that began in 2007 simply accelerated—albeit at a horrific pace—what

had been happening since the late 1990s. Even back then, what kept industry insiders up at night was that more consumers were leaving the go-fast powerboat world than entering it.

But it is what it is, as they say, and while the industry still struggles to attract new customers, performance-oriented center consoles have at least stemmed the tide of existing go-fast boat customers

completely abandoning the industry. And nimble, smart business people have seen the trend and capitalized on it.

What follows are interviews with five notable members from various segments of the high-performance marine industry. We started each interview with two simple questions:

How was 2015 for your company? What are the biggest challenges the industry as a whole faces moving forward?







**SKIP BRAVER**  
**OWNER/CHIEF EXECUTIVE**  
**OFFICER, CIGARETTE**  
**RACING TEAM**

It was a phenomenal year for us. We found growing interest in our product from people who really understand ‘the Cigarette difference.’ The new product we brought out last year raised the bar again, and our strategic partnerships with Mercury Racing and AMG have helped drive our customers into the next stratosphere. From a sales perspective, the 41 GTR is doing well and the Huntress continues to do extremely well. There’s no competition for it. Nobody has come out with a boat that connects the dots so well.

It’s a size you can live with—it’s functional and fast and you can put a lot of people

Not only did Performance Boat Center host hundreds of boating enthusiasts in its showroom during its second annual Lake of the Ozarks Shootout party, this year partygoers also enjoyed the newly opened Redhead Lakeside Grill.

on it. Make it any bigger and you can’t rack-store it in Florida. It’s not a yacht. It’s not just a center console. It’s a great, in-between performance boat.

The first thing that comes to mind to improve the industry? Kill all the lawyers. I’m kidding, of course, but the regulation in this industry makes it tougher and tougher to do business. Our other job continues to be educating consumers on the product—that’s key. We need to make sure they understand the boats and that they are safe and responsible when they’re operating them. Also, how can we make owning a boat easier? That’s something we’re always talking about.

**BRETT MANIRE**  
**CO-OWNER, PERFORMANCE**  
**BOAT CENTER**

This year was a blur. We finally opened our restaurant after two years, all of our slips were full and all of our rental houses were occupied. The Nauti-Marine guys settled in and we added sales, service and administrative support staff. The restaurant, which gives people a nice place to stop and have a drink and get something to eat in a great setting, brought people into our showroom and definitely helped us sell some boats. We had a 50-percent increase this year over last year, and last year was better





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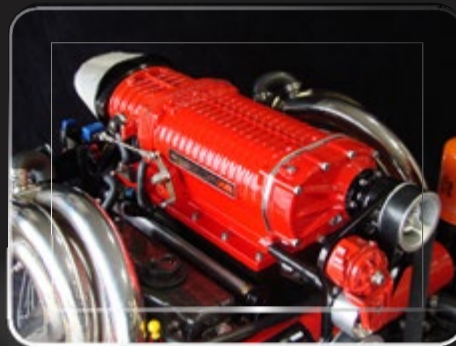
### MARINE:

- 1999-2010 350 Magnum MPI
- 2002-2010 350 Black Scorpion
- 1999-2010 6.2 MX MPI
- 1993-2001 454/502 Magnum MPI
- 2001-2010 496 Magnum/HO
- 2010-2014 8.2L Magnum/HO
- 1999-2005 500HP EFI
- 2001-2013 525HP EFI
- 2004-2012 850/1075/1200SCI

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### Auto:

- 2010-2014 Chevrolet Camaro
- 2007-2013 Chevrolet Corvette *(LS3/LS7)*
- 1999-2014 GM Truck/SUV
- 2005-2012 Ford Mustang
- 2005-2006 Ford GT
- 2007-2014 Ford Shelby *GT500*
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Presented by Performance Boat Center, the 2015 Cigarette Owners Rendezvous took place on Lake of the Ozarks for the first time.

sportboats. So maybe lower price-point center consoles such as Renegade and Concept are the new 'entry-level' in the performance world.

I'd like to see a resurgence in the 'middle' sportboat market, the market where a guy could walk in and, say, buy a 35-foot Fountain for \$200,000 and change. That part of the market is gone, and so is the part of the market where a guy could buy a single-engine sportboat for \$80,000. The banks are freeing up money now. People can borrow. But if a guy wants an \$80,000 sportboat, what are his options? No one starts with a big catamaran or V-bottom. We all start with smaller boats. There's no 'farm system' now.

than the year before. We're just looking to continue to grow. We can squeeze more out of this place.

The used-boat market is drying up—that's certainly a challenge for us. I am having a hard time finding used boats from 2010 to 2012 to refurbish and sell. The used-boat market is dwindling. The plus side is that our new-boat brands are rolling. Cigarette is nine months out, Sunsation is nine months out, Skater is nine months out.

so if one thing gets low the other can pick up. We don't have to rely on subcontractors—we can do anything a customer wants.

Another couple of good things have happened. A few years ago, we thought poker runs were dying. But club-style poker runs have created resurgence. And of course, the center console market, as mentioned, has been great for us. I have been to some poker runs where there are more center consoles than

### **PETER ROBERTS** CO-OWNER, **DOUBLE R** **PERFORMANCE**

We had a great year—a record year in new-boat sales—primarily due to Nor-Tech's center console program and Mercury's Verado program. We have been expanding our company since we started. We began as a small rigging shop and grew to add fiberglass repair, rigging, restoration and engine and drive work. We added haulage and boat sales and brokerage. This year, we opened a floating dock business. We're a boat dealer, but our goal is to add 'more tools to the Swiss Army knife'



Whether its customers own a high-performance cat or a center console, the team at Double R Performance does everything it can to take care of them.



## **TERRY SOBO** **DIRECTOR OF SALES AND** **MARKETING, NOR-TECH** **HI-PERFORMANCE BOATS**

This year was excellent, and not just because it was a record year for deliveries. We kind of had a resurgence in the company where we streamlined and improved production across the board. So we are able to deliver much faster than we ever have before. On top of that, we've been able to work on our new, bigger center consoles and get them going. Next year, we're looking at even more sales volume. Hopefully, the growth will continue.

As far as the industry goes, the Mercury Marine Verado 350 and Mercury Racing Verado 400R outboards have been game changers for all of us. Better performance, reliability and fuel efficiency—that's been a lot of fun.

It's hard to say what the industry as whole can do better. A reduction in costs would be good, but prices never seem to come down. In general, trying to bring new blood into boating is always challenging, but even more so now because prices have become quite expensive on most 'entry-level' boats.



Nor-Tech's Terry Sobo stated that Mercury's new Verado outboard engines have been game changers for the company's popular center console lineup.

## **DEVIN WOZENCRAFT** **OWNER, WOZENCRAFT** **INSURANCE AGENCY**

We are probably up 20 to 25 percent in sales from the previous year, so I would say that 2015 has actually been very good. Part of that, I think, is because we have improved service by licensing our entire staff, through the California Department of Insurance—to write. Now they are insurance professionals themselves who can advise. We started that process two years ago and finished it up about month ago.

There definitely is a surge in the center console market. We get calls on those deals frequently. The West Coast market seems to run parallel

with the current West Coast home market. As home values in Southern California go up, people start buying boats. We've been fortunate to build strong relationships with boat builders and dealers over the years. And so far this year we've had a good profit-to-loss ratio. I still have a fear of us going through a patch of losses and boat accidents—it kind of scares me because these things go through peaks and valleys.

Moving forward, I would still like to see more education. People can buy performance boats who have never owned them before. Money doesn't dictate operator ability, and I worry about people who are not properly educated. It hurts all of us who are educated and doing the right thing.

We promote the Tres Martin Performance Boat School all the time, but it doesn't even have to be that. If some of these people took just one U.S. Coast Guard Power Squadron course they would be so much more educated and able to deal with the basic rules of the waterway. **SOTW**

Insurance guru Devin Wozencraft attended several performance boat events across the country this year in his E-Ticket Boats 29 Luxury Cat powered by twin 710-hp Ilmor Marine engines.





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# FRONT ROW CENTER

When Mystic Powerboats' M4200 luxury center console commands the stage, there isn't a bad seat in the house.

words Matt Trulio | photos Pete Boden and Devin Williams

**F**ORGIVING. THAT WAS THE WORD that came to mind while I piloted a Mystic Powerboats M4200 luxury center console during last summer's Old Hickory Fun Run in Tennessee and crossed some big cruiser wakes at a soft and frankly less-than-ideal angle. I expected the

43-foot-long, almost 11-foot-wide, stepped-hull to at least roll from side to side courtesy of my inept angle of attack. But that didn't happen. In fact, the quad 400-hp Mercury Racing outboard engine-powered beauty didn't even budge.

Other words such as quiet, solid, elegant and even nimble—at least for its considerable







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**With a new handle that better suits its specifications, Mystic's M4200 is offered with quad and triple outboard engines. With the quad 400-hp Verado setup, the boat—shown during the Lake of the Ozarks Shootout—can reach 80 mph.**

---

size—came to mind during the 45 fruitless minutes I spent trying to find water on the Cumberland River that would challenge the M4200 owned by Vinnie Foglia of Chicago. But here's the thing: All of those words were *mine* and were based on a fine and fun day in the water that involved less than an hour of personal seat time.

So to learn more I turned to three of the 12 folks who have purchased the M4200 from the DeLand, Fla., luxury center console and catamaran company so far, as well as university-trained naval architect and Mystic Powerboats founder John Cosker and his business partner Scott Sjogren of Shogren Performance Marine, the company's global dealer in Gurnee, Ill.

The cool thing? All confirmed—and expanded on—the impressions I formed in 45 minutes.

### **Focused Group**

"I love the ride, the luxury and the speed," said Aldo Waters, who purchased hull No. 1—a prototype displayed at the 2015 Miami International Boat Show—with quad Verado 400R outboards. "It handles great, and it's bigger than any of my previous boats. When I take off, well, I wouldn't even call it a 'bow rise'—I don't have to wait for the boat to settle down. In some of the other boats I've owned

I had to stand on my toes for a few seconds when coming on plane. Not in this one."

For Waters, an experienced, Oklahoma-based powerboat operator who has owned V-bottoms and catamarans from some of the most well-respected builders in the game, the acid test for his M4200 came at the end of the first day of the 2015 Lake of the Ozarks Shootout in Central Missouri. Waters and his guests enjoyed the liquid-mile speed runs from the 43-footer in the event's massive spectator fleet. And that meant they had to deal with the messy water created by hundreds of boats simultaneously departing at the same time from the general area when the day was done.

"That was kind of a proving point," said Waters. "Lake of the Ozarks gets really rough, but especially when hundreds of boats leave at the same time to get to their slips. It was a washing machine out there, and the boat just handled it perfectly."

Since purchasing the M4200, Waters has put 55 running hours on its engines. The center console currently is back at Mystic having air-conditioning installed in its cabin, which he uses mostly "to get out of the heat" and a rear-facing bench in the cockpit, which is now standard for the model.

"Other than the rear bench and adding AC in the cabin, I don't think there's a thing I would





## Mystic M4200

change,” said Waters. “I am in a new boat every two years. I think I am going to keep this one awhile.”

Chicago-based Mike Hara, who has owned a variety of vessels from 27-foot sportboats to a 112-foot Westport Yacht, took delivery of his M4200 powered by triple 350-hp Verado outboards in time to enjoy most of the 2015 boating season on Lake Michigan. Hara said he avoids the rough conditions for which the body of water is well known, but thanks to first-person experience knows the boat can handle it.

“I typically don’t go out in rough water—I go out in one- to three-footers,” he said. “But I had it out in five-footers and we didn’t take a drop of spray. The quality of the comfort of the ride, well, this is like buying the Mercedes of center consoles. I’ve had it out in everything from flat water to five-footers and the handling is more like a performance boat in the way it drives.”

A social being with a definite eye for the finer things, Hara said he appreciates the boat’s seating capacity, as well as its fit and finish. Like Waters, he praised the M4200 for its planing ability. The standard bow thruster, he said, is much appreciated around the docks.

“This is an amazing boat,” said Hara. “On a good day, my 42-foot Fountain seats five. The Mystic comfortably seats 16 and it will cruise all day at 60 mph. It sea-trialed at 75 mph and I’ve had it up to 70 mph.

“I always wanted a quality center console that performs and I finally found one,” he



**Mystic built Frank Sacco’s M4200 luxury center console (top) with triple 350-hp Verados. Ron Szolack also went the triple-outboard route with his M4200 model.**

added. “This one exceeded my expectations. I have actually taken out another new 39-foot center console from a Mystic competitor. It wasn’t even in the same league in everything from the handling to the ride to the fit and finish. The stereo system with like 15 or 18 speakers, the twin 15-inch Garmins, the LED lighting system, it’s an amazing boat.

“I love the water—I have to be on the water,” he concluded. “This is really the most beautiful boat I’ve ever seen, and keep in mind I’m coming from a 110-foot Westport.”



**Almost everything comes standard on the Mystic M4200. Options include radar, such as the unit on the top of this model, cabin air conditioning and autopilot.**



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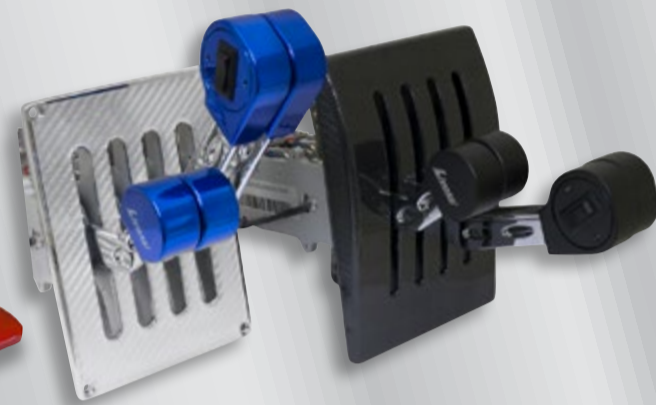
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For many of the same reasons as Hara, fellow Chicago boater Vinnie Foglia is smitten with his M4200. In fact, of all the boats he has owned and the two he currently owns—the other is a Mystic C4400 catamaran—the luxury center console is his favorite.

“I wanted something big that could hold a lot of people, but still gave me speed in excess of 60 mph so we can get where we’re going in a relatively short period of time,” he said. “I wanted utility, comfort and shelter from the sun. The shelter provided by the boat’s top sure helps on hot days, like when we were at the Old Hickory Fun Run. We’d have never survived without it.”

*“I always wanted a quality center console that performs and I finally found one.”—Mike Hara*

“It gets out of the hole quickly, cruises at 50-plus mph so easily and it’s really quiet. The quiet adds to the social experience and as well as the entire boating experience,” he added. “If I have to have one boat, this is it.”

### **Beyond the Prototypes**

Since the Mystic M4200 was introduced early this year at the Miami show, a lot has changed with the center console beyond its name. (The model was originally released as the M3900 but the name was changed to more accurately reflect its true size as a 43-footer with a

**As the author learned in Vinnie Foglia’s luxury center console, the M4200 is a big boat that makes short work of lake chop and cruiser wakes.**

10-foot, 8-inch beam.) From small modifications such as switch placement at the dash to large ones such as a completely new interior for the cabin, the boat has received more than 40 aesthetic, cosmetic and ergonomic alterations since its original release. And yet structurally and mechanically, the boat, which rides on a 24-degree two-step (with variable deadrise through the steps) hull, hasn’t changed a bit according to its creator.

“We’ve been fine-tuning things like throttle placement and such, but structurally and mechanically the M4200 hasn’t changed whatsoever,” Cosker said. “The nice thing is that both Scott Sjogren and I are boaters. We are always bouncing stuff off each other. And we get a lot of ideas from our customers.”

“I think the thing I am most pleased with is how quiet and soft the ride is,” he continued. “Whether you’re in wind-blown lake chop or five-footers offshore, you never feel like you’re running over cobblestones. It has a luxurious-feeling ride, and a dry ride. It’s one thing to get splashed in Florida where the water is 80 degrees. But if that happens in the Great Lakes or somewhere else where the water is cold, that kind of ruins your day.”

“It’s a risk taking a prototype to a show like we did in Miami,” Sjogren said. “You have to be open to constructive criticism and you







**The rear-facing cockpit bench is a post prototype addition that has become popular with Mystic clients. Ahead of the console, the plush forward lounge can handle two to three passengers and has flip-up armrests. Additional seating includes facing benches with padded grab handles. Standard amenities include in-sole fender lockers.**

also have to deal with consumers who don't understand that the boat is a prototype—that it's not 'done.' But the big plus is that you get consumer input. If we went to the show with a 'finished' boat and came out with all sorts of suggested changes it would cost twice as much to implement them. So it was a risk, but it turned out to be a good one."

Depending on options, which at this point are primarily limited to air conditioning in the cabin, radar and outboard power, the M4200 retails from \$499,000 to \$599,000. Features including a bow thruster, twin 15-inch Garmin GPS units, a 16-speaker Focal stereo system, LED interior lighting, underwater lighting and a cabin outfitted with a flat-screen television, a microwave oven and refrigerator are standard.

Considering that Cosker has built 16 of his vaunted 50-foot catamarans since he started Mystic almost 20 years ago and has taken 12 orders on a center console he released less than 12 months ago, it's fair to call the M4200 a success. Cosker definitely appreciates the commercial rewards—improving the long-term sustainability of his company chief among them—of releasing the luxury center console.

But there have been unexpected benefits for the boat builder.

"The owners (of the M4200) are different," he said. "It's the pretty well-heeled owner who's been through every performance boat. So going in, they know the process of building a custom boat and they embrace it. They understand it and are very mellow guys. The cat owners are a little more—high strung.

"With the center console, it's more about the utility than how it looks at a street party," he added. "I really like that. It's kind of gotten me back into boating."

On the sales side, Sjogren said that Mystic Powerboats and Shogren Performance Marine are exactly where they want to be with the M4200, which he describes as a "Range Rover" for the water. "Mass producing" the luxury center console model is not a goal.

"We really are a small custom boat company," he said. "We are only looking to build one center console a month and three to five cats a year. And in our first year of business together we've been able to do that. We are really happy with the way things are going." **SOTW**





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# SIMPLY CREATIVE

*KNOWING HE MAY NEVER DRIVE ANY OF THE NEW OR USED GO-FAST BOATS HE OWNS, RON SZOLACK STILL ORDERS ONE AFTER THE NEXT. SO WHAT'S UP WITH THAT?*

words Matt Trulio • photos Chip Miller and Jay Nichols

It was an easy question, the kind almost any boat owner could answer without hesitation. And yet for Ron Szolack, the well-known Detroit-based performance boat enthusiast who goes through new and used go-fast boats—in particular catamarans from Skater Powerboats—faster than most folks go through shoes, it was a genuine stumper.

“I have no idea how many boats I’ve owned,”

he said. “Maybe 30 or 40 or 50? I’ve probably had at least 30 Skaters. I have owned every single model they make multiple times.”

To his credit, Szolack had no trouble recalling the first go-fast boat he purchased—and that was 15 years ago.

“It was a Formula 419 with triple 500 EFI engines,” he said. “That was the first one I had. Then I decided to give cats a try, but the





## The Szolack Vision

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**What does Ron Szolack like best about running a high-performance catamaran like the Skater 412 (above) powered by twin turbocharged Mercury Racing 1100 engines? That's easy—blasting around local waterways with his friends.**

---

first cat I bought was a big disappointment—it wasn't a Skater—so I got out of performance boats all together and got a 44-foot Sea Ray or something like that.

“But then I'd be out there cruising in the Sea Ray and a go-fast boat would go by,” he adds. “So my next boat after the Sea Ray was a 50-foot Nor-Tech cat with twin 1,000-hp Sterling engines.”

At present, Szolack owns two 46-foot Skaters (the famed *Tom Cat* and *Freedom* catamarans), one 36-foot Skater cat and two center consoles, a Statement 38 SUV and a Mystic M4200. That much he knows for sure. But he also knows that with the exception of the Mystic he plans to keep for the three months of winter he'll spend at his second home in Pompano Beach, Fla., in 2016, any one of them could be gone by day's end. The price just has to be right.

“Ron has always said to me, ‘Never fall in love with stuff,’” said Chip Miller, the owner of Miller Marina in St. Clair Shores, Mich., who helps Szolack store and care for his ever-changing fleet. “Being a boating enthusiast, I would be like ‘I'm not selling this boat I ordered at least until I get a ride.’ But Ron—he likes to see someone buy something he came up with, something he helped design and orchestrate the build on, and see that new owner happy. I think that makes him as happy as running the boat.”



**Although he didn't bring one of his boats with him, Szolack and his girlfriend, Jessica, had a great time at the Lake of the Ozarks Shootout in Missouri.**

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## The Szolack Vision



### HOW THINGS WORK

For the record, Ron Szolack is not a boat designer. He's a nightclub owner who knows what he *likes* in high-performance boat interiors, amenities and graphics. He's also a shrewd businessman who knows how to buy low and sell high—or at least higher—and that is the foundation of a business relationship he formed roughly 10 years ago with Peter Hledin of Skater Powerboats in Douglas, Mich.

Their business dealings are simple. Szolack orders and buys new (and used, if the math works) Skater catamarans at a lower price than Hledin, who described Szolack as “almost like a broker” would offer a first-time buyer and then sells them at a higher price.

“I make money on some boats and lose money on some others, and if at the end of the year I break even I'm fine,” said Szolack, who last month sold a Skater 40 SS—via Randy Sweers at Fastboats Marine Group—he commissioned before he took possession. (Szolack did at least get one ride in the boat.) “I just have fun building the boats and selling them. I love to see how they turn out when I put all my ideas together. It's really cool.”

So why would a buyer opt for a completed go-fast boat ordered by Szolack rather than order one of his own? Szolack had no trouble answering *that* one.

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Although he doesn't keep them long—sometimes he doesn't even take delivery before someone else buys them—there's no denying Ron Szolack has owned some of the coolest Skater Powerboats catamarans Douglas Marine has ever built.





## The Szolack Vision



While he's made many friends thanks to boating, Szolack (at right in top left picture with Chip Miller) said his favorite part about boats is building and selling them. "I love to see how they turn out when I put all my ideas together," he said.

"They don't want to wait," he said. "They don't want to wait through the build process."

Hledin believes that Szolack's tastes in performance boat styling and features, as well as his understanding of how he fits as a client involved in the build process, doesn't just make him exceptional. It makes the boats he commissions *sell*.

"The really smart part of Ron Szolack is that he gives you a general idea of what he wants and then lets you go," Hledin said. "He'll come in with a picture of an aircraft or car and we'll look through our (design) book, which takes less than an hour. Then he lets me go. He knows what he wants and he knows that I know what I'm doing."

"The boats we build for Ronnie are clean and crisp and have very good performance," he continued. "He keeps his boats clean and functional. He tries not to second-guess the builder—he knows I can build a very good boat."

Miller agreed. "Ron pretty much knows exactly how he wants his boats built," he said. "He has a vision in his head."

### **SOCIAL VISION**

Gregarious and "definitely not a homebody" by nature, Szolack enjoys participating in poker runs—with or without his own ride—and other go-fast boating events. But what he found lacking in poker runs was sharing quality time with his fellow attendees, so five years ago he founded Skaterfest at his former home on the shores of Lake St. Clair. (He has since purchased another waterfront home.)

At first, the event was called Flight Club Skaterfest—the name of the gentlemen's club he owns—since then, it's been simplified to Skaterfest. But the event itself has grown.

"I noticed at all these poker runs you say hi to people but you don't really socialize," Szolack said. "You stay with your own group



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## The Szolack Vision

Szolack has owned *Tom Cat*, an iconic 2001 46-foot Skater that was restored and repowered in 2013 with twin Mercury Racing 1350 engines and M8 drives, longer than most of his boats.



of friends. I wanted to have an event where everyone hangs out together on the same weekend, so I started Skaterfest. I wanted 10 to 12 boats. At this last one, we had 25. That's a lot of boats and people for a house party."

To this day, as prepares to head to the 2015 Super Boat International World Championships in Key West, Fla., Szolack still doesn't know the exact number of Skater catamarans he's owned. And in a way, it really doesn't matter

because by the end of 2016 that number will surely rise. But he does know which Skater model he loves best.

"The Skater 36 is my favorite," said Szolack said, citing its ease when it comes to trailering the boat to different places. "I have probably owned 10 of those. I like the way it handles big water the same way a 40 would unless the water gets huge, and who wants to go out in that, anyway?" **SOTW**



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# BACK TO LIFE

With TNT Custom Marine leading the way, *White Tornado*, a classic 1969 Bertram offshore raceboat, gets fully restored—and modernized.

words Jason Johnson



Judging by the reaction from anyone who had any part in the recent restoration of a classic 1969 Bertram offshore raceboat, it's easy to tell that the project was one they will never forget. No matter if it was the person rebuilding the stringers, the one machining the many custom pieces or the guy rigging the staggered Mercury Racing 520 engines, everyone at the late-October reception to celebrate the re-launch of the 31-foot Bertram, *White Tornado*, appeared to be overjoyed after seeing the finished product at TNT Custom Marine in North Miami.

And when the boat impresses the socks off

On the day *White Tornado* was unveiled, Sammy James drove the restored 1969 Bertram with Michael Peters, Cadillac McDaniel and Johnny Tomlinson (from left above), and proceeded to share a laugh afterward.

of people like Mike Thomas, the co-owner of TNT who oversaw the project, and offshore racer Sammy James, who was the head of Bertram Racing in the '60s and '70s, there's no doubt the reactions are genuine.

"I am so grateful that I was able to drive the boat—boy is it a beautiful piece," said James, who got to know the experienced owner of the boat who wished to remain anonymous by





# White Tornado Restoration



**As shown in the top images, the 31-foot Bertram was a complete mess when Cadillac McDaniel purchased it. Fortunately the crew from Guardado Marine in Opa-locka, Fla., got its hands on the boat and gutted it, rebuilt practically everything, refinished it, painted it and sent it over to TNT Custom Marine to finish the restoration.**

helping research the nearly 50-year-old vessel. “Everyone involved did such an amazing job. It’s been more than 40 years since I’ve driven a Bertram so that made it even more special. The fastest we ever had one of those boats was 75 mph and this one—with the drives tucked under in a

fairly conservative setup—ran 78 mph when we were on it at the unveiling.”

James didn’t hesitate to admit that the boat was even nicer than the original.

“It has a nicer paint job, that’s for sure,” James added. “The boat drove really nice, too. It was real stable and it ran

just like it was designed to do.”

Charlie McCarthy, the founder and chairman of the Historic Offshore Race Boat Association, attended the unveiling and said that the bar for restorations has been forever raised by the Bertram.

“The boat in person is superb—well done to everyone





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## White Tornado Restoration

involved,” said McCarthy, who added that it was great to see so many old friends, including Sammy and Patty James, Alan “Brownie” Brown, Bob and Yoko Saccenti, Ed Cozzi, Johnny Tomlinson (Thomas’ partner at TNT), Cadillac McDaniel, Michael Peters and more.

Thomas, who appreciated the owner’s enthusiasm for the project and its historical significance, said his crew is very proud of the Bertram.

“The boat was challenging in the sense that we were looking at some pretty old photos for the basis of what needed to be done and because you can’t buy a lot of the parts from back then,” said Thomas, who added that he and the TNT crew enjoy doing restoration projects just as much as new rigging jobs. “We definitely kept our machinist busy with this project. It was real neat to be a part of this restoration. If we get the chance to do another one like it with this owner or someone else, we’ll probably jump at the opportunity.”

Obviously the boat is impressive, but considering where it came from to where it is now, it’s downright incredible.

The deteriorating boat was tracked down in someone’s backyard by racer turned classic boat aficionado Cadillac McDaniel, who in turn sold it to well-known boat designer Michael Peters. The international raceboat turned drug-smuggling machine (complete with false bilges and more) was basically a frame



From above: The owner of *White Tornado* said the crew at Guardado Marine did a phenomenal job with the rebuild. At the reception recognizing those who worked on the boat, Cadillac McDaniel showed off a little of the boat’s history and how the project came together at TNT Custom Marine.

bearing little resemblance to its glory days on the racecourse. Peters spent some time cleaning up the rot, glassing in new stringers and rebuilding the entire transom. The undertaking turned out to be a little more

than Peters was willing to take on at the time so he didn’t hesitate to sell the boat when its current owner came calling.

After doing much more research via domestic and international racing enthusiasts,





# White Tornado Restoration



From rigging the twin Mercury Racing 520 engines and Bravo One XR drives to machining custom hardware, getting the helm station just right and working with Miami Prestige Interiors to execute the classic race-style cockpit, TNT Custom Marine put hundreds of hours into the restoration of the 50-year-old, 31-foot Bertram.

not to mention examining as many photos as possible, the owner decided to turn the 31-footer over to the talented teams at TNT, Guardado Marine in Opa-locka, Fla., and Miami Prestige Interiors in Hialeah, Fla.

“Considering the shape the boat was in, seeing the finished product at TNT was

unbelievable,” said McDaniel, who has been “rescuing” classic boats for more than 10 years. “I don’t work on the boats—I respect everyone who does—but I sure love tracking them down and finding someone to bring a boat back to life. There’s always a story and an adventure behind each one.

“Fortunately the owner of

*White Tornado* is ecstatic, and that’s the most important part,” he added. “So many times owners can get frustrated with the process, but that wasn’t the case this time around. The guys at TNT and Guardado took good care of the boat. It came out incredible.”

McDaniel, who hopes others might be inspired to







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## White Tornado Restoration

take on a project like *White Tornado*, is excited that the 31-footer won't just be a showpiece. Its owner, who has owned boats from Fountain Powerboats, Magic Powerboats and Powerplay Powerboats, plans to use the boat in and around South Florida frequently.

"In all my years of boating I've never had such a good experience at a facility as I did dealing with TNT," he continued. "Without TNT this boat wouldn't be where it is. I was blown away by the accessibility of both Mike and John throughout the whole process. They are both their greatest critics and they hold their work to a super-high standard."

The owner, who opted to install a modern power package to make the boat more current, drivable and user friendly, said everything that had to do with the rebuild and paint application was handled

*"Considering the shape the boat was in, seeing the finished product at TNT was unbelievable."*

—Cadillac McDaniel

by Eddie Guardado and his crew with Thomas managing the project overall.

All of the rigging and custom hardware, including the fuel caps, engine mounts, dash accessories and more, were handled by the team at TNT. And anything that could be saved, such as the cleats, were refinished.

"None of this would be possible without the amazing people who had a hand in recreating this modern version

of a classic machine," the owner said. "Besides the overall beauty of the boat, the details are impressive. I mean these guys were able to fabricate control handles and machine the splines to fit on a Mercury yacht control box so it looks like an old Morse throttle control."

As you can see from the photos included throughout, this was one comprehensive and challenging restoration project—and one that the owner just might do again.

"As far as I'm concerned, the greatest pleasure I've received from this project is the people I've met like Sam James," the owner said. "I feel like my life is richer for having known him and his wife, Patty. Of course the boat is cool, don't get me wrong, but it's the people who showed interest and helped me along the way who really made this whole process so special." **SOTW**

Sammy James, who was the head of Bertram Racing in the '60s and '70s, said the restored *White Tornado* that he got to drive (below) is nicer than the original (right).





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# MATCHING SET

WITH HIS NEW DCB M35 WIDEBODY AND SUNSATIION 34 CCX, ALABAMA'S SCOTT OLDNETTLE HAS THE BEST OF BOTH WORLDS.

words Jason Johnson | photos DCB Performance Boats, Sunsation Boats

**F**or years Scott Oldnettle has enjoyed having different options at his disposal to hit the water. But with his two most recent purchases, the Deatsville, Ala., performance boater who can often be found enjoying Florida's Emerald Coast—his home away from home is in Destin—feels like he's got the perfect balance between the boats he took delivery of this summer and fall.

There aren't many people who would disagree with Oldnettle either once they find out his color-matched models are a DCB Performance Boats M35 Widebody catamaran powered by twin Mercury Racing 1100 engines that he took delivery of in October and a Sunsation Boats 34

CCX powered by twin Mercury Racing Verado 400R engines that was delivered in late July.

Both boats feature designs with matching blue, black, gray and yellow color schemes. The DCB, of course, is done in the

gelcoat, while the Sunsation has paint applied by Mitcher T Custom Painting.

"Both boats were started around the same time so we asked Sunsation to paint the boat using the same colors we were using on the DCB," said Oldnettle, who timed the delivery of his DCB with a trip to the Monster Bash Poker Run in Lake Havasu City, Ariz., with his fiancé, Suzanne. "Everything went good with the DCB delivery. I had a DCB

**Before ordering a new DCB M35 Widebody with twin Mercury Racing 1100 engines, Scott Oldnettle had a DCB F32 with 625-hp Ilmor Marine engines.**





## Oldnettle's Matching Set



Just a few months after taking delivery of the 34 CCX from Sunsation (above), Scott Oldnettle and his fiancé, Suzanne, picked up their new M35 cat from DCB.

upgraded from a 2014 34 CCX with twin Mercury Verado 300 engines) is a little faster obviously. It cruises at 45 to 50 mph rather than 35 to 40 mph, and it is fully loaded. The Garmin displays are the new flush-mount ones, we added a generator this time around and we have joystick docking, which is nice around the docks or when rafting up, especially if it's windy. It's like having bow thrusters."

Of course the Sunsation offers the versatility and fuel efficiency—not to mention the ability to host twice as many guests—that Oldnettle's DCB can't. But the performance of the six-seat, 2,200-hp catamaran capable of running 160 mph coupled with DCB's typical show-quality rigging

F32 (with twin Ilmor Marine 625 engines) before this so I knew a lot of the basics. But Tony Chiaramonte definitely pointed out some things about the boat, the turbocharged engines and the way everything is displayed that is going to take some getting used to.

"It doesn't seem like a performance boat cockpit, but that's because I'm used to having all of the gauges," Oldnettle continued. "For me it's going to be about getting into a new mindset for receiving the critical information I'm used to reading on gauges. The good thing is that the engines

are so smart, if not a little too smart, that you really can't hurt them. If something goes wrong, the engines know it and the SmartCraft can tell you what's happening."

Oldnettle isn't completely new to the world of Smart-Craft technology and oversize GPS displays since he's on his second center console in two years from Sunsation, but he admits there's been a lot to learn, and that the positives of the digital age outweighs the negatives.

"The Sunsation is more of our 'goof-off' boat," he said. "The new one (Oldnettle





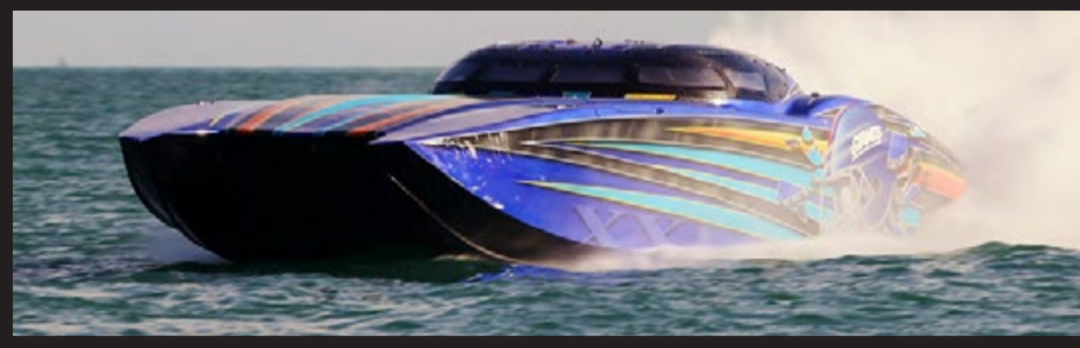


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## Oldnettle's Matching Set

gives the 35-footer a definite edge in terms of wow factor.

"As I expected the DCB is flawless; it performs so well and everything about it is so beautiful," said Oldnettle, who enjoyed his first trip to Lake Havasu despite dealing with some rainstorms. "We were able to take it out on Thursday and run up and down the lake. It's not a very big lake but it's sure beautiful. Of course Suzanne and I joked that it had to rain during our trip the desert—what are the odds?"

"We still had a good time—the poker run was great and everyone involved was so nice and so helpful," he continued. "The scenery was amazing and the water was so clear, especially when we were heading through the Topock Gorge. We took a drive around town one morning and thought it was cool that pretty much every house has an oversize garage for an RV, sand rail or boat. It seemed like everyone had a Harley or a Razor, too. It was pretty cool that you can just drive your Razor on the street out there."



*"The poker run was great and everyone involved was so nice and so helpful."*  
—Scott Oldnettle

Oldnettle, who expects to own both boats for some time, said he doesn't envision running his DCB close to its top-end very often, if at all. He said the thrill factor comes with the M35's hole shot and midrange acceleration, which he described as outstanding thanks to the turbocharged engines paired with Mercury No. 6 drives.

When Oldnettle ordered the DCB, he requested that the catamaran sit on a triple-axle trailer from MYCO Trailers primarily because he wanted an aluminum trailer from a builder he's trusted to haul many of his boats. His Sunsation also rides on a MYCO.

"Nothing against Extreme Custom Trailers, my F32 was on a very nice Extreme, but I've owned a lot of MYCOs—all of my Fountains were on MYCOs—and they're nice over-built trailers," Oldnettle said. "We get a lot of rain here and I use my boats in saltwater so I told DCB I needed something that will hold up in that environment. I could have had the trailer painted, but I left it plain aluminum because it's

going to take longer before it starts showing its age. It's hard to keep your trailer as beautiful as you can keep your boat, you know?"

Whether he's spending weekends in Destin or venturing out of the area to a poker run—he's hoping to at least hit Pirates of Lanier in Georgia, Old Hickory in Tennessee and the Lake of the Ozarks Shootout in Missouri—Oldnettle is looking forward to 2016 and having two beautiful boats at his disposal. Wouldn't you be? **SOTW**

**Whether he is hauling his DCB or his Sunsation, Alabama's Scott Oldnettle prefers to do it with a MYCO Trailers triple-axle trailer.**



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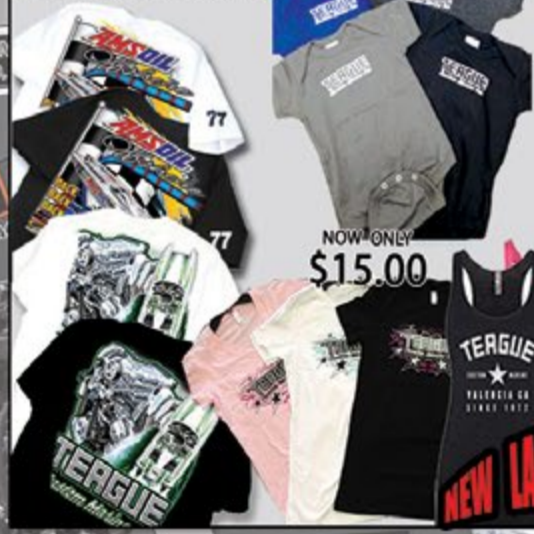


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