


F1 UIM World Championship

Media Guide 2008



	Country	City	Date	Status
	Qatar	Doha	March 29	C
	Portugal	Portimao	May 4	C
	Finland	Lathi	June 8	C
	Russia	St Petersburg	June 14	C
	China	TBA	October 1	C
	China	Shenzhen	October 26	C
	Bahrain	Manama	November 28	C
	UAE	Abu Dhabi	December 5	C
	UAE	Sharjah	December 12	C

Updated: 19/03/2008



Inaugurated in 1981, the F1 Powerboat World Championship is similar to F1 car racing and similar rules apply. Each F1 Powerboat race lasts approximately 45 minutes following a circuit marked out in a selected stretch of water, usually a lake, river, or sheltered bay.

Qualifying periods decide the formation of the grid, and timing equipment records the performance of competitors to decide the final classification and all-important allocation of championship points.

The sport is governed by the Monaco based U.I.M. Union Internationale Motonautique (International Power boating Association). Nicolo di San Germano has been responsible for promoting the F1 World Championship since 1993 and has expanded the sport's geographical reach and its global stature.

In 2003, 11 different teams worked tirelessly throughout the year to ensure that during each Grand Prix their 24 drivers (representing 15 different nationalities) could rely on the latest technology in their fight for the World Championship.

Picture the scene: 24 sleek, powerful, and lightweight catamarans line up at the start pontoon. Inside each cockpit sits a lone individual peering through his tiny windscreen. One hand grasps the steering wheel while the other stands poised over the start button. The tension inside the cockpit is intense as the pilot awaits the crucial start. Beyond the cockpit, an eerie silence descends over the entire arena all attention fixed on the start.

No sooner does the wait end than 10,000hp of highly tuned brute power bursts into life sending the fleet of 24 screaming towards the first corner leaving nothing but a glorious fountain of white spray in its wake.

However, with the thrilling high-speed action comes the risk of ruin as drivers endure brain-numbing G-forces - their rigs taking hairpin turns at over 90mph while they dice deck to deck in often zero visibility.

How does this compare to F1 motor racing? Imagine driving a Formula One car at 225 kph through a freshly ploughed field and you'd be close: such are the torturous conditions F1 Powerboat drivers contend with week in, week out. These gladiators put their lives on the line every time they step into the cockpit searching for the most elusive and most coveted award... the World Championship.

Over the last three decades, Formula One powerboats have attracted a worldwide audience of millions. Few would argue that the sight of these awesome machines skimming across the water's surface at speeds of up to 225 kph is a truly breathtaking spectacle.

While today's F1 catamarans bear a striking resemblance to those in action throughout the 1980's there is a world of difference in terms of driver protection and general safety. Earlier boats were constructed from thin plywood. They would reach phenomenal speeds but the driver sitting in an exposed cockpit - would face a high probability of death should he suffer an accident.

During one particularly tragic season the sport suffered several fatalities and serious injuries. British F1 designer, boat builder and racer Chris Hodges concluded that unless more time and effort was devoted to safety measures he would have very few friends left alive.

Hodges set about improving the situation and constructed a safety cell that was produced from an immensely strong composite material. Instead of the cockpit being part of the main structure Hodges' capsule was separate and was fitted to the hulls and centre section. For the first time drivers were actually strapped into their seats. The idea was that if a craft was involved in an accident, the timber hulls could break up and absorb the impact forces while the driver remained well protected inside his cell.

Ironically, several pilots were opposed to this new device but after it successfully proved itself in several major crashes, the UIM called for it to be compulsory. British builder Dave Burgess introduced canopies in the early 1990's that made cockpits fully enclosed. Although not built to withstand a major impact, the canopy did protect the driver from the full force of water if his craft nose-dived.

In the late 1990's further developments saw the introduction of an airbag in the cockpit that would inflate in a crash to ensure the capsule wouldn't sink before rescue crews could attend.

Over the years, F1 boat construction has been developed and today few craft are built of timber instead of modern composites. While F1 Powerboat racing is still a dangerous sport by any standards, driver welfare has been improved to such a degree that while craft are still involved in spectacular and horrifying accidents, the unlucky victim usually swims away unscathed.

For those watching an F1 powerboat Grand Prix for the first time, the usual question is how an earth do these boats stick to the water at such high speeds?

The simple answer is they don't stick to the water - in fact just the opposite. Working on the same principle as an aircraft wing, the twin hulls lift out of the water when power is applied and a cushion of air is trapped between the two hulls. The craft rides on this cushion.

Inside the capsule of today's F1 outfit, the pilot has very little to keep him company. He looks at a quickly detachable steering wheel, a rev counter, a foot throttle, yellow and red lights (which are operated by crew chiefs ashore to warn of danger on the course), a fuel pump switch, and the all important yellow start button.

Before obtaining a Super License to drive an F1 boat, drivers undergo a stringent medical and also an immersion test. This involves being strapped into a mock F1 cockpit. The cell is flipped over and the driver has to make his escape while being judged by safety officials.

Once awarded a license to race in F1, a novice then starts the long haul to stardom and there is ample evidence to show there is no easy route to the top. Too much enthusiasm spells disaster as the lightweight outfits leave little room for error. Too much caution though, and you are permanent back marker.

Although Guido Cappellini can now boast a record of 9 world titles, his rise to the top has been a long and often painful process. It took him five years before he won his first F1 race. Indeed in his early years he was nicknamed 'Crashalini' as he barrel-rolled his boats on a regular basis. However that learning curve proved invaluable, as his experience has led to him becoming one of the world's leading builders of F1 boats.

What does the future promise for F1 Powerboat racing? In terms of safety, there is always room for improvement as Nicolo di San Germano and the U.I.M. work closely to find those improvements. In 2003 the HANS (Head and Neck Safety) device was introduced to the sport to protect the driver from serious injury in the case of an accident.

"Safety is one of my key priorities," explained di San Germano. "F1 Powerboat safety officers work closely with the U.I.M. to make the sport safer. Since the 1980s we have adopted many measures to improve safety, including: safer cockpits with flexible and shock-absorbing 'pickle fork' construction; air-bag crash protection systems; and the HANS (Head and Neck Safety) device."

"The number of fatal accidents has decreased, but a risk is always present and so research for improved safety is a never-ending effort," he added.

Talks are currently underway with motor racing engine makers with a view to introduce 4 stroke inboard engines into F1 but many problems have to be overcome before we see a Porsche or BMW engine on the start line.

The current power plant in F1 is a remarkable piece of engineering when you consider what it has to endure throughout a Grand Prix. It sits silently on the start grid until the red lights are switched off. The start button is pressed and within a fraction of a second it's spinning at 9600rpm and pumping out 400hp. Over 50 laps its throttle remains on full power for much of the time even when turning up to 5 or 6 corners on each lap. If conditions are rough, the propeller often leaves the water which puts mechanical components, and drivers under increased stress.

Year	Driver	Country
2007	Sami Selio	FIN
2006	Scott Gillman	USA
2005	Guido Cappellini	Italy
2004	Scott Gillman	USA
2003	Guido Cappellini	Italy
2002	Guido Cappellini	Italy
2001	Guido Cappellini	Italy
2000	Scott Gillman	USA
1999	Guido Cappellini	Italy
1998	Jonathan Jones	Great Britain
1997	Scott Gillman	USA
1996	Guido Cappellini	Italy
1995	Guido Cappellini	Italy
1994	Guido Cappellini	Italy
1993	Guido Cappellini	Italy
1992	Fabrizio Bocca	Italy
1991	Jonathan Jones	Great Britain
1990	John Hill	Great Britain
1989	Not competed	
1988	Not competed	
1987	Not competed	
1986	Gene Thibodaux	USA
1985	Bob Spalding	Great Britain
1984	Renato Molinari	Italy
1983	Renato Molinari	Italy
1982	Roger Jenkins	Great Britain

Drivers	Country	Races Victories	World Titles
Guido Cappellini	ITA	56	9
Scott Gillman	USA	23	4
Renato Molinari	ITA	16	3
Jonathan Jones	GBR	14	2
Francesco Cantando	ITA	11	0
Cees Van der Velden	NED	9	0
Michael Werner	GER	7	0
Roger Jenkins	GBR	6	1
Ben Robertson	USA	5	0
Bob Spalding	GBR	4	1
Steve Kerton	GBR	4	0
Barry Woods	USA	4	0
Sami Selio	FIN	3	1
Gene Thibodaux	USA	3	1
Thani Al Qamzi	UAE	3	0
Massimo Roggiero	ITA	3	0
Laith Pharaon	SAU	3	0
Bill Seebold	USA	3	0
Fabrizio Bocca	ITA	2	1
Andrew Elliott	GBR	2	0
Pertti Leppälä	FIN	2	0
Anders Anderson	SWE	2	0
Felix Seralles	USA	2	0
Enrico Vidoli	ITA	2	0
John Hill	GBR	1	1
Philippe Dessertenne	FRA	1	0
Fabio Comparato	ITA	1	0
Mike Seebold	USA	1	0
Phil Duggan	GBR	1	0
Goran Karloff	SWE	1	0
Viktor Kunitch	LAT	1	0
Art Kennedy	USA	1	0
Mike Zamparelli	ITA	1	0
Bertil Wik	SWE	1	0
Don Johnston	USA	1	0
Craig Bailey	AUS	1	0
Ivan Brigada	ITA	1	0

WHAT IS FORMULA 1 RACING?

Formula 1 Powerboat racing is the most spectacular watersport in the world. It has been described as driving the F1 race car at full speed over a ploughed field. Formula 1 Powerboats accelerate faster than even the most state-of-the-art F1 cars; they are capable of going from standstill to 160 kilometres per hour in only 4 seconds.

Impressive as this is by itself, they compete at these speeds without the use of brakes or gears. It is competitive, fascinating, challenging, daring, risky and entertaining. Formula 1 Powerboat racing is the ultimate extreme sport.

DEFYING THE LAWS OF GRAVITY

Formula 1 Powerboat racing has to be seen to believe. Spectators who are new to this most spectacular watersport are invariably left spellbound when they witness these lightweight catamarans defying the laws of gravity and virtually lifted in the air during high-speed manoeuvre with only a portion of the boat in contact with the water.

It is amazing that these boats can manage to maintain their balance in more than 160kph, taking hairpin turns at 90 mph without brakes and shifting gears, what's more with limited visibility, One tiny error of judgement would spell high-speed disaster.

Driving a powerboat is like piloting a fighter jet, F1 pilots need to have that split-second decision making capability and nerves of steel because once strapped into his fully enclosed safety capsule, he has only his skills, courage and a certain amount of luck to achieve success on the race circuit.

The rivalry between powerboat pilots often thrill the crowds with near-collision overtaking and daring acts as they blazed their boats across the water in high-octane velocity, considerable dexterity and finely tuned driving skills,

THE CHAMPIONSHIP SERIES

Inaugurated in 1981, this international competition is similar to F1 for cars and similar rules apply. Across the world, teams of different nationalities compete in the Grand Prix, which is regulated by the Union Internationale Motonautique (UIM) and the International Powerboating Association.

THE CHAMPIONSHIP RACES

Races are organised at selected locations around the world based on the water conditions, infrastructures, public access, local hotels amenities and telecommunication facilities, Each race last for 45 minutes with up to 24 boats hurtle around the race circuit at thundering speed of 225kph (130mph). All races are broadcast worldwide on TV, on local channels and international networks.

THE CIRCUITS

Every race circuit is different in size, but are generally about 2000 meters in distance. Each circuit has at least one long straightaway and several tight turns, mostly left with one or two right turns. The turns produce a G-force of up to 4.5 on the driver, which means his weight is multiplied 4.5 times as he makes a tight U-turn at over 100 mph (F1 car drivers endure only 2.5).

WATER CONDITIONS

Water conditions play a major part in the outcome of each Grand Prix. With water current and wind conditions varying on every lap and spray being continually showered over the tiny console screen, pilots are quite often driving 'blind' at full speed, mere inches away from their rivals. In the event of a 'barrel-roll' (capsize), a mandatory air bag installed above the pilot's head will inflate upon contact with water. This enables the cockpit to remain above water until rescue arrives. Some pilots have a self-contained air supply fitted inside the capsule as an added safety features.

EVENT STARTING POSITIONS

Pole position and starting line-ups are determined by multiple qualifying sessions on Saturday during the race week. State-of-the-art timing equipment records the performances of each boat to decide the final classification and starting positions.

THE TEAMS

Each team consists of a manager, one or two pilots, mechanics, radio coordinator, technical coordinator and equipped with infrastructure such as trailer workshop and welcome marquee. They should have one or two catamarans fitted with 2.5 litre engine and compete between ten to fourteen Grand Prix events that make up a full season.

THE BOATS

Imagine this: up to 24 lightweight, 16-foot carbon fiber catamaran hurtle around a racing circuit at speeds topping 225kph (130mph); all boats are powered by highly tuned V6 outboard engines, each pumping out 400 horsepower at 10,000 rpm; they boast an awesome power to weight ratio, weighing in at around 500 kilos with a 425hp fully-tuned engine strapped on the transom; they have no brakes or gearboxes. Yes, These are F1 Powerboats.

THE CHAMPIONS

For the last few years, the Italian Cappellini is the 9 time WC, however his main competitor in the last 10 seasons, Scott Gillman is showing his dominance having won the WC fourth of the last seasons.

There are a number of new pilots who are making the race more competitive than ever. At each event, about twenty to twenty four pilots represent at least 12 nations, not to mention the countless sponsors, managers, radiomen and women, team members, safety crews and boats, medical staff, doctors, and spectators. The atmosphere is buoyant as tension mounts amongst the competitors, all of whom have worked so hard to be worthy of competing in the F1 Powerboat World Championships.

RACE FORMAT

It shall always be the intention of the F1 officials and race sponsors/club to conduct each race as advertised and promoted. However, in the interest of safety or race promotion, a revision in the schedule /format and/or number of entries qualified to compete in the final event may be necessary and will be announced to all teams as early as possible. There will be a maximum of 24 finalists in the F1 events.

Saturday

- 1) Free Practice
- 2) First Time Trial
- 3) Second Time Trial
- 4) F1 Shoot-out - six best pilots to go for a showdown to determine the pole position.

Sunday

- 1) Free Practice
- 2) Race - The boat with the most number of laps in 45 minutes will win the race.

Points System

20 points	1st
15 points	2nd
12 points	3rd
09 points	4th
07 points	5th
05 points	6th
04 points	7th
03 points	8th
02 points	9th
01 points	10th



LIGHT SIGNALS

Each entry must have the electronic time-keeping device and lighting equipment.

The material can be bought from IDEA at cost or rented on a race per race basis.

Compliance is required for scrutineering clearance.

Lights signals are used in accordance with these rules to designate specific times or to give instructions to pilots. Lights and their purposes are as follows:

YELLOW

Reduce speed to 3000 rpm maximum - extreme caution on racecourse – hold current position - no overtaking - follow pace boat

RED

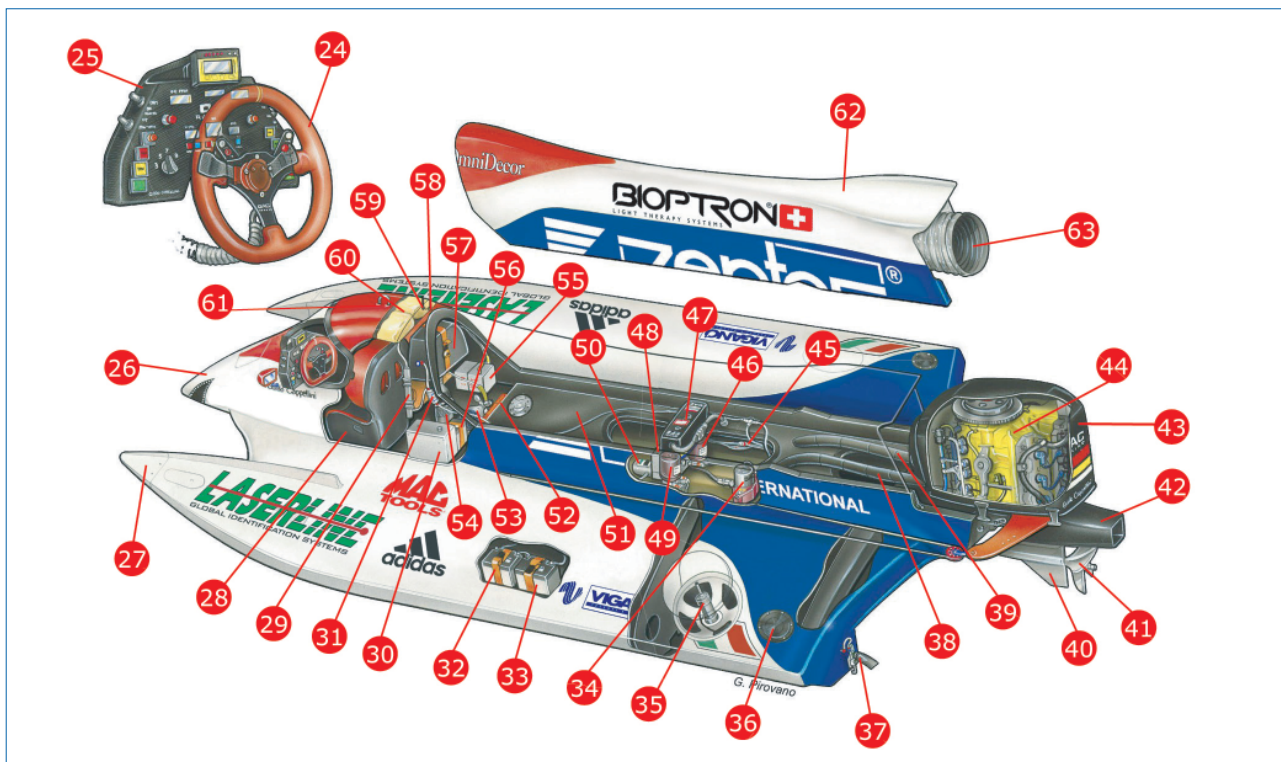
Race stopped, slow down instantly and return to the start dock, identical to actual black flag.

WHITE AND BLUE caution FLAG

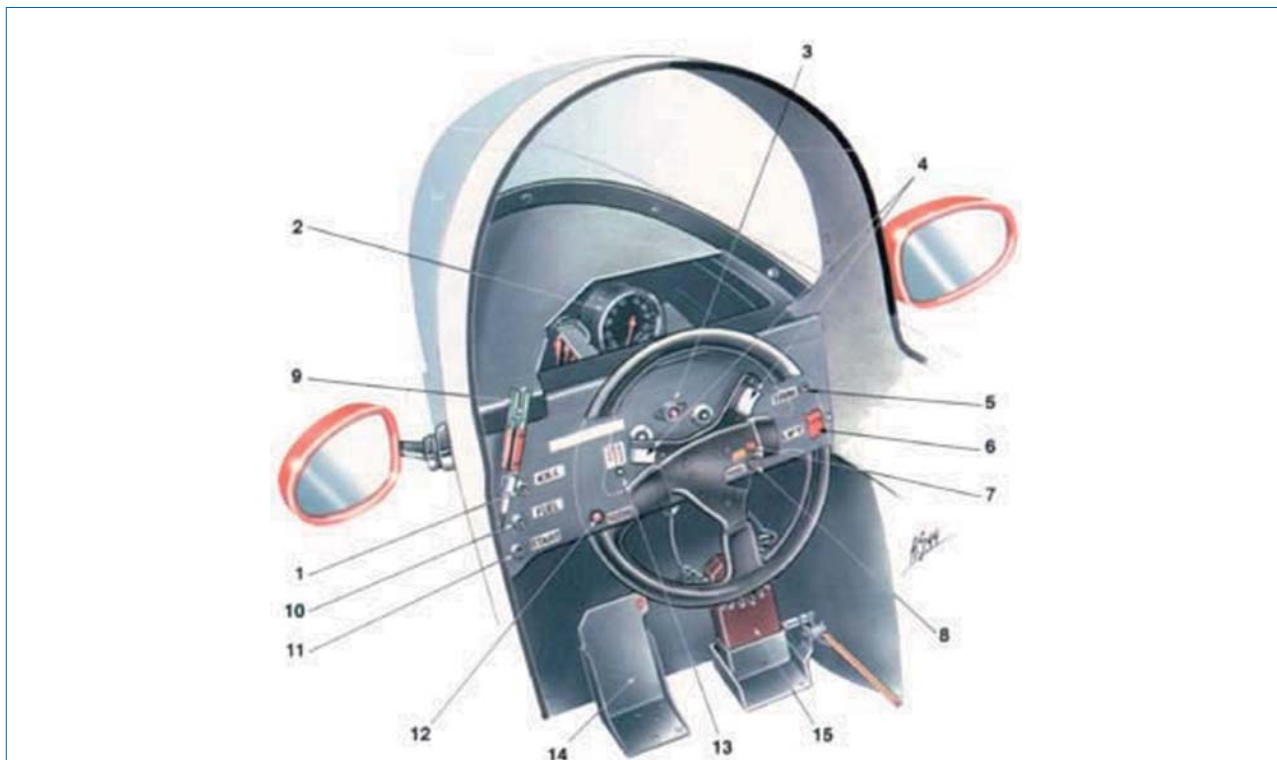
Rescue boats must be given the right of way. A complaint from rescue personnel will be penalised.

Boats that have broken down and pulled to the infield or off the racecourse will be towed to the trailer or the start dock only during a «race stop» condition and if pick-up boats are available.

During the time trials and the race, one crewmember should always remain at signalling area and maintain radio contact with his driver during free practice, time trials and race.

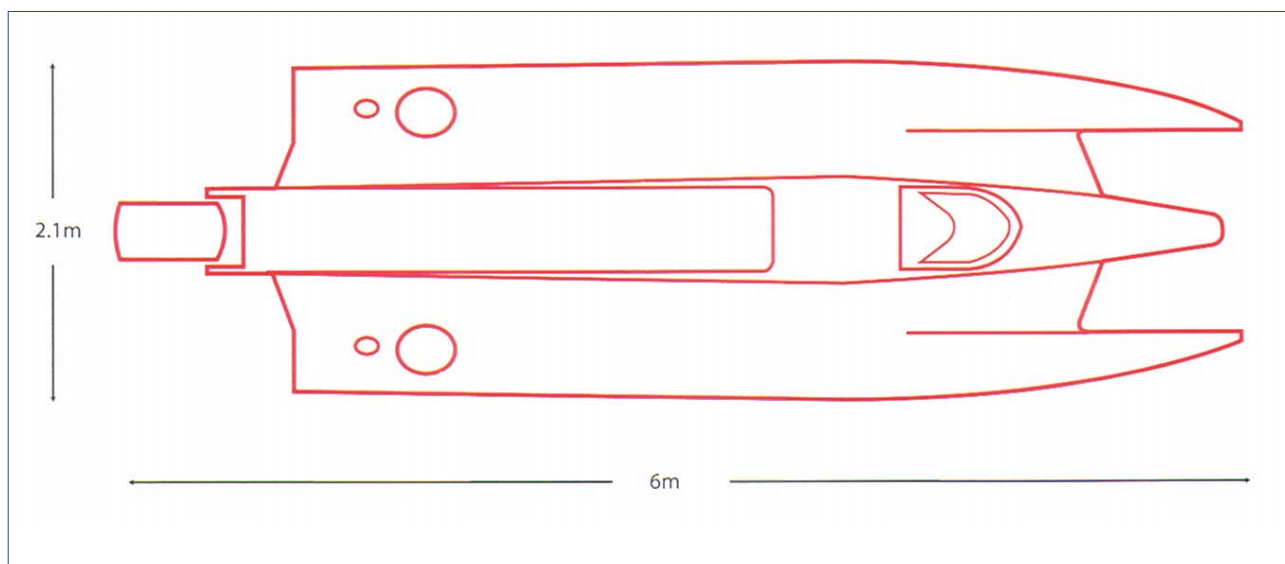


- | | | | |
|----|--|----|--|
| 24 | Steering | 45 | Accelerometers sensor |
| 25 | Dashboard | 46 | Lift pump |
| 26 | Deformable and energy absorbing Nose | 47 | Fuel injection EFI Box |
| 27 | Deformable and energy absorbing pickle forks | 48 | Trim solenoid box |
| 28 | Driver seat | 49 | Trim pump |
| 29 | SB System magnetic gravitational switch | 50 | Fuel filter |
| 30 | AWACS box | 51 | Fuel tank |
| 31 | Not return fuel valve | 52 | Radio box |
| 32 | 12 volt start battery | 53 | Oxygen air supply bottle and regulator |
| 33 | 12 volt main battery | 54 | SB System nitrogen bottle with high pressure valve and timer |
| 34 | Fuel Pump | 55 | Telemetry box |
| 35 | SB System pneumatic piston | 56 | 12 volt auxiliary battery |
| 36 | Inspection cork | 57 | Floating |
| 37 | Speed sensor | 58 | Telemetry antenna |
| 38 | Fuel hoses | 59 | Radio antenna |
| 39 | Electric wiring harness | 60 | SB System floating balloon |
| 40 | Gearcase (transmission) | 61 | Lift box |
| 41 | Propeller | 62 | Boat cowling |
| 42 | Driveshaft and exhaust | 63 | Air induction pipe |
| 43 | Engine cowling | | |
| 44 | Engine | | |



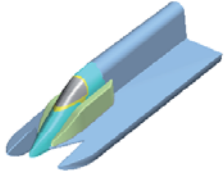
- 1 «KILL» - interrupting extinction and motor ignition.
- 2 RPM indicator.
- 3 Head temperature.
- 4 Push-buttons of the Trim that serves to angle the position of the motor.
- 5 «TRIM» - push-button that sends command to pedal.
- 6 «LIFT» button that tilts the motor.
- 7 Switch radio.
- 8 «PACE BOAT» - signallight for yellow flag.
- 9 TRIM pointer.
- 10 «FUEL» - opening or closing of benzine.
- 11 Start
- 12 «RACE STOPPED» - signal light.
- 13 «TATCH RECALL ERASE» - switch.
- 14 Pedal with push-button trim.
- 15 Accelerating pedal.

Hull material:	Carbon fibre, Kevlar, synthetic fibre, airex & nomex
Length:	6 metres
Width:	2.1 metres
Weight:	390 kg
Fuel tank:	120 litres
Engine:	2-stroke mercury engine
Engine capacity:	2500cc
Horse power:	350 hp with 10,500 rpm
Top speed:	Over 220 km/h (136 mp/h)
Acceleration:	0-100 km/h in 4 seconds
Safety features:	Airbag, cockpit built in carbon fibre and Kevlar with shockproof materials i.e. HANS head and neck support, bullet-proof windscreen and plastic foam for tips of the hull to avoid penetration force in case of collision.



I.S.A. ENGINEERING

**Information about the
Crash Box Description**



31 Jan 2006

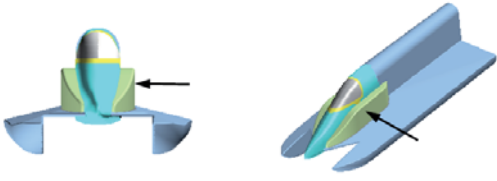
ISATEC GmbH - Refrainstr. 10 - D-32072 Aachen - Tel. 0241 98110-0 - Fax 0241 98110-20 - Mail: engineering@isatec-mechanik.de



Crash Box

The document describes the so called crash-boxes, which are designed to reduce the impact on the pilot during T-accidents while absorbing a part of the energy. They are also stiffening the cockpit in order to increase the survival space. For existing boats they will be added on the outside of the cockpit cells, for new boats they can be integrated in the cockpit cell design as outer layers.

Some hints concerning the shape together with the up-force influence as well as to avoid trapping are indicated.



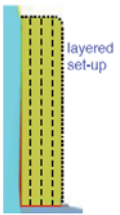
Information about the Crash Box Description

31 Jan 2006
2



Crash Box

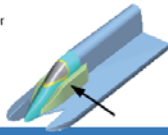
The thickness, the set-up, the base-materials and the orientation for fiber-layers are described. The necessary area and position on the cockpit sides are shown and apply for existing as well as for new boats, for which also a proposal for the integration into the outer shape is sketched.



layered
set-up

The function of the boxes need a good gluing to the cockpit and to the deck! For these connections strength requirements are given together with a simple test method, which are conducted by the manufacturer and has to be documented.

In the appendix there are given some advises for the design and mounting.




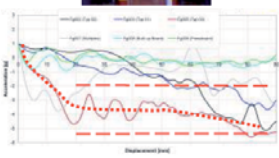
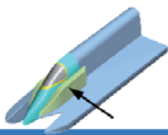
Information about the Crash Box Description

31 Jan 2006
3



Crash Box

To ensure the crash absorbing capabilities a dynamic test is absolutely necessary. The drop test set-up together with the impactor geometry and the requirements are described, thus the test could be done at several test institutions.

Information about the Crash Box Description

31 Jan 2006
4

In the last few years' passive safety has increased to such an extent that it is almost total. As a rule, all pilots must wear Hans@ head & neck support. The device helps to reduce the chance of serious injury from head motions and neck loads in case of an accident. It protects pilot's head from being pulled away from his upper body. Forces stretching the neck in a frontal collision are also reduced by more than 80%.

It is also mandatory to use carbon fibre and Kevlar to built the cockpit (this applies to wooden hulls as well). The cockpit must be coated with shockproof material to protect the driver's head, arms and knees. The interiors must not have sharp angles or overhangs, which could be dangerous on impact.

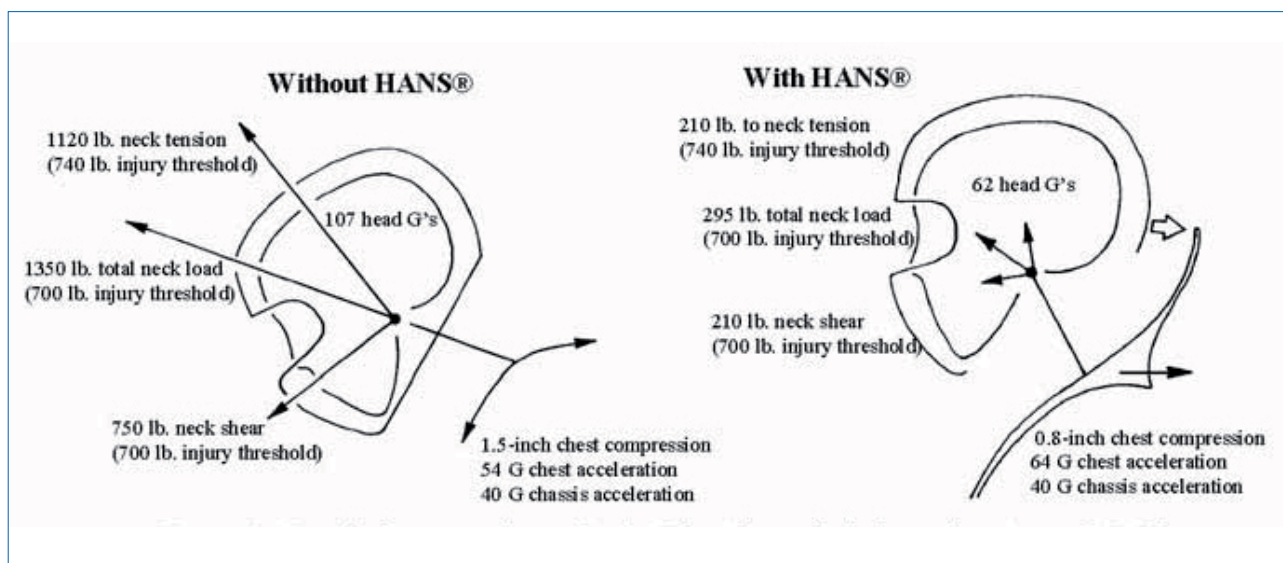
The drivers are free to choose if they want the cockpit roof open or closed. The cockpit must, anyhow, feature a windscreen built in the same material as that of the American F14 fighters (Lexan), which is bulletproof. Very few drivers now decide upon an open capsule, since most of them keep it closed – having avoided the mist-up of the windscreen by means of air inlets. The dome of the cockpit is nudged or slided (easy to open) and the driver sits on F1 car-type seats, secured with quick-snap safety belts. Every boat has to have reserve buoyancy to facilitate rescue operation of unconscious pilot especially when the boat is capsized.

In addition to these safety features, F1 Powerboat is also equipped with airbags to cushion the impact of a collision.

The tips of the hulls must be built in deformable material, usually plastic foam, which brings down the penetration force in case of collision.

Helmet and lifejacket, are, of course, compulsory. Nevertheless, every driver has to pass the so called «turtle test» (because of the name of the device used, which is similar to a large turtle), which is carried out in a swimming pool. They have to demonstrate to be able to exit the sunken cockpit. Those who partake in an F1 powerboat race have to hold a super license issued by their national federation and recognised by the URM, It is valid for one year. The maximum age is 59 years. .

Since the dunk test became part of the driver licensing requirements, Osprey Rescue Team has become personally familiar with the test.



The Osprey is a group of professional scuba divers from England who specialises in Powerboat Racing Rescue. They are highly motivated and capable of performing rescue operation effectively and efficiently.

The team came into existence some thirty-five years ago when members of Staffordshire Sub Aqua Club were asked to attend a Powerboat Meeting at Chasewater Powerboat Club. Those members were not impressed with the Rescue that the club had and set about creating what would become the «Osprey Powerboat Rescue Team».

Gone are the days when an accident happened the rescuers had to drag injured drivers bodily over the side of a rescue boat. This process was slow, and more importantly, since many of the injuries are to the spinal column, the rescue could prove worse than the actual accident.

The team came up with a solution to have a craft where the bow ramp drops. If a serious injury is suspected the boat is partially flooded, allowing the diver to effectively dive under the casualty. The injured person is then floated over the ramp into the boat and straight onto a stretcher. Accelerating away makes the boat automatically self-bail.

The biggest concern of racing drivers is that they will be trapped in their boat after an accident, risked either drowning or suffering brain damage.

All Osprey members are qualified sub-aqua divers and carry equipment to cut drivers free from their wreckage. They are also trained in first aid, under the supervision of the team Doctor, Dr Ian Wilson.

Four minutes under water can mean brain damage, but the team guarantees to be at an accident within thirty seconds.



Team	N°	Driver	Nat	Hull	Engine
Woodstock Red Devil Racing	1	Sami Selio	FIN	BaBa	Mercury 2,5l
	2	Massimo Roggiro	ITA	BaBa	Mercury 2,5l
Trask Brothers Racing	3	Bob Trask	AUS	GTR	Mercury 2,5l
	4	David Trask	AUS	GTR	Mercury 2,5l
Team Abu Dhabi	5	Thani Al Qamzi	UAE	DAC	Mercury 2,5l
	6	Ahmad Al Hamli	UAE	BaBa	Mercury 2,5l
CTIC China Team	7	Philippe Dessertenne	FRA	DAC	Mercury 2,5l
	8	Peng Linwu	CHN	DAC	Mercury 2,5l
Atlantic Team	9	Philippe Chiappe	FRA	BaBa	Mercury 2,5l
	10	Duarte Benavente	POR	Dragon	Mercury 2,5l
Qatar Team	11	Jay Price	USA	DAC	Mercury 2,5l
	12	Ahmed Al Fayyad	QAT	DAC	Mercury 2,5l
	13	Youssef Al Khulifi	QAT	BaBa	Mercury 2,5l
F1 Team Sweden	14	Jonas Andersson	SWE	DAC	Mercury 2,5l
	15	Philippe Turre	FRA	DAC	Mercury 2,5l
	16	Uvis Slakteris	LAT	Molgaard	Mercury 2,5l
Singha F1 Racing	23	Marco Gambi	ITA	BLAZE	Mercury 2,5l
	24	Francesco Cantando	ITA	BLAZE	Mercury 2,5l
Rainbow Team	31	Marit Stromoy	NOR	DAC	Mercury 2,5l
	32	Valerio Lagiannella	ITA	DAC	Mercury 2,5l
800 Doctor	70	Fabio Comparato	ITA	Comparato	Mercury 2,5l
	80	TBA	TBA	TBA	Mercury 2,5l
Tamoil Team	74	Guido Cappellini	ITA	DAC	Mercury 2,5l
	75	Stanislav Kourtsenovsky	RUS	DAC	Mercury 2,5l

Sami SELIO		1
	Hull	BABA
	Nationality	Finn
	DOB	5 MAY 1975
	Place	Lohja (FIN)
	Height	182 cm
	Weight	90 kg
Career Highlights		
<p>2007 - F1 World Champion 2006 - 8th F1 World Championship 2005 - 2nd F1 World Championship 2004 - 5th F1 World Championship 2003 - 10th F1 World Championship 2002 - 11th F1 World Championship 2001 - 9th F1 World Championship 2000 - 15th F1 World Championship 1999 - 11th F1 World Championship 1998 - F1 Rookie of the year and 9th F1 World Championship 1996 - 3rd F4 World Championship 1990 - SJ - 15 Champion in Finnish series</p>		

Massimo ROGGIERO		2
	Hull	BABA
	Nationality	Italian
	DOB	16 SEP 1964
	Place	Busto A. (ITA)
	Height	178 cm
	Weight	75 kg
Career Highlights		
<p>2006 - 13th F1 World Championship 2005 - 9th F1 World Championship 2004 - 8th F1 World Championship 2003 - 15th F1 World Championship 2002 - 3rd F1 World Championship 2002 - World Champion 2Lt Endurance 2001 - 6th F1 World Championship 2000 - 5th F1 World Championship 1999 - 5th F1 World Championship 1998 - 3rd F1 World Championship 1997 - 9th F1 World Championship 1996 - 5th F1 World Championship 1995 - 5th F1 World Championship 1994 - S850 World Champion 1993 - S750 World Champion 1992 - S850 European Champion 1992 - S750 World & European Champion 1990 - S750 World & European Champion 1989 - S750 European Champion</p>		

Woodstock Red Devil Racing		
Team Manager	Michael Jenkins	
Team Address	Kajavatie 10 00200 Helsinki Finland	
Tel	+358 400 977805 +34 696453094	
Fax	+358 9 660 550	
Sponsors	Red Devil Mad Crock UPO Usag Viking Line Castrol Exide Bella Brunswick Finland/Mercury Favari Trasmissioni	Brunswick Finland/Mercury Favari Trasmissioni Sapin Tecnitrail Luhta Sebaco Sparco Vuarnet Honkatalot Mammutti
E-mail	michael.jenkins@vnet.hu	
Web site	www.samiselio.com/	

Bob TRASK		3
	Hull	GTR
	Nationality	Australian
	DOB	27 NOV 1958
	Place	Brisbane (AUS)
	Height	182 cm
	Weight	95 kg
Career Highlights		
<p>2007 - 19th F1 World Championship 2006 - 7th F1 World Championship 2005 - 19th F1 World Championship 2005 - 2nd Australian Superboat Championship 2004 - 19th F1 World Championship 2003 - 19th F1 World Championship 2001 - 2nd Australian championship formula one 1985 - Queensland champion 1250cc mono 1985 - 2nd Australian championship 1984 - Queensland champion 1250cc mono 1984 - 2nd Australian championship 1250cc mono 1983 - Queensland champion 1250cc mono 1983 - 2nd Australian championship 1250cc mono</p>		

David TRASK		4
	Hull	GTR
	Nationality	Australian
	DOB	15 OCT 1971
	Place	Brisbane (AUS)
	Height	175 cm
	Weight	88 kg
Career Highlights		
<p>2007 - 7th F1 World Championship 2006 - 5th F1 World Championship 2006 - 4th Australian Superboat Championship 2005 - 8th F1 World Championship 2005 - 1st Australian Superboat Championship 2004 - 11th F1 World Championship - "Rookie of the Year" 2003 - 8th F1 Superboat Series 2002 - 2nd F1 Superboat Series Qld 2700 Cc Carby Champ 2002 - 7th F1 Tunnel Boat Tour Qld Unlimited Champ 2001 - 2nd F1 Superboat Series Qld 2700cc Carby Champ 2001 - 4th F1 Tunnel Boat Tour Qld Unlimited Champ 2000 - 4th F1 Superboat Series Qld 2700cc Carby Champ 2000 - 6th F1 Tunnel Boat Tour Qld Unlimited Champ 1999 - 4th F1 Superboat Series Qld 2700cc Carby Champ 1999 - 5th F1 Tunnel Boat Tour Qld Unlimited 1999 - 2nd Australian 2700cc Carby Champ 1999 - 2nd Australian Unlimited 1998 - 5th F1 Superboat Series 1998 - 6th F1 Tunnel Boat Tour 1996 - 8th Aust F1 Drivers Assoc 1989 - Commenced Racing 550cc Supersports Tunnel</p>		

Trask Brothers Racing	
Team Manager	Troy Wood
Team Address	306, Duffield Rd QLD 4019, Clontarf Queensland Australia
Tel	+61 4000 16 017
Fax	+61 7 328 44 200
Sponsors	TDC Group (Trask Development Corporation) EC Trust (Labuan) Bhd Seaquest Cruisers Navigator Boats Tiger Performance Mercury Racing Fishabout Australia
E-mail	troywoodf1@hotmail.com
Web site	www.tbrf1boats.com

Thani AL QAMZI **5**



Hull DAC
Nationality Emirates
DOB 1 SEP 1978
Place Abu Dhabi (UAE)
Height 185 cm
Weight 80 kg

Career Highlights

2007 - 3rd F1 World Championship
 2006 - 3rd F1 World Championship
 2005 - 12th F1 World Championship
 2004 - 7th F1 World Championship
 2004 - UAE F2 President Cup Champion
 2003 - 8th F1 World Championship
 2003 - UAE F2 President Cup Champion
 2002 - Won last round in F2 World Championship
 2002 - 18th F1 World Championship
 2002 - UAE Jet Ski 2nd Championship
 2002 - UAE F2 President Cup Champion
 2000 - UAE F2 President Cup 4th March
 1999 - UAE F2 President Cup 6th November
 1999 - UAE F2 President Cup 3rd October
 1999 - Abu Dhabi jet Ski race 4th place

Ahmad AL HAMELI **6**



Hull BaBa
Nationality Emirates
DOB 3 MAR 1979
Place Abu Dhabi (UAE)
Height 167 cm
Weight 65 kg

Career Highlights

2007 - 10th F1 World Championship
 2007 - 1st F2000 President's Cup Championship
 2006 - 20th F1 World Championship
 2004 - Dubai (April) S Class 6L. 1st place
 2004 - Abu Dhabi (January) S Class 6L. 1st place
 2004 - Dubai (January) S Class 6L. 1st place
 2004 - Ras Al Khaymah F2000 President Cup 9th place
 2004 - Qatar F2000 President Cup 4th place
 2004 - Abu Dhabi F2000 President Cup 10th place
 2004 - Fujairah F2000 President Cup 6th place
 2001 - Abu Dhabi S Class 6L. 1st place
 2001 - Abu Dhabi S Class 6L. 2nd place

Team Abu Dhabi

Team Manager	Scott Gillman	
Team Address	PO Box 45656 Abu Dhabi UAE	
Tel	+971 507 315 322	
Fax	+971 268 155 77	
Sponsors	Abu Dhabi Tourism	
E-mail	paolabocchetti@interfree.it	
Web site	www.adimsc.ae/	

Philippe DESSERTENNE

7



Hull DAC
Nationality French
DOB 28 NOV 1962
Place Moulins (FRA)
Height 190 cm
Weight 83 kg

Career Highlights

2007 - 12th F1 World Championship
2006 - 8th F1 World Championship
2005 - 5th F1 World Championship
2004 - 6th F1 World Championship
2003 - World Champion Endurance
2003 - 6th F1 World Championship
2002 - 4th F1 World Championship
2001 - 3rd F1 World Championship
2000 - 16th F1 World Championship
1999 - 7th F1 World Championship
1998 - 11th F1 World Championship
1997 - 8th F1 World Championship
1996 - 15th F1 World Championship
1995 - 17th F1 World Championship
1994 - France Vice Champion F3000
1990 - 2nd Rouen 24hour Race

Linwu PENG

8



Hull DAC
Nationality Chinese
DOB 8 JAN 1966
Place Qingdao (CHN)
Height 172 cm
Weight 70 kg

Career Highlights

2007 - 26th F1 World Championship
2006 - 24th F1 World Championship
More than twenty national championships
Represent China to join international championship for more than twenty times
2001 - O125cc World Championship
The first Chinese Powerboat championship

CTIC China Team

Team Manager	Eric Chan	
Team Address	POLE POSITION Bassin du Lazaret F-17000 La Rochelle France	
Tel	+33 (0)5 46563956	
Fax	+33 (0)5 46310125	
Sponsors	Conseil Général de la Charente-Maritime KONKA EIGSI (Ecole d'ingénieurs La Rochelle) Grand Pavois La Rochelle MOTUL (Oil) VANNIER-PHOTELEC Ville de La Rochelle Port de la Rochelle Motonautique club Rochelais IMAP immobilier	SAM outillages (Tools) IRO (Printing) ALPHASIGN (Stickers) SAMRO (Trailers) ICOM VHF Marine CGF (helmet) HORS-BORD Magazine BOERO (Painting) FULMEN (Battery) SOOROUZ (Rider's Vision)
E-mail	phd17@wanadoo.fr	
Web site	www.philippe-dessertenne.com	

Philippe CHIAPPE

9



Hull BABA
Nationality French
DOB 21 NOV 1963
Place Cau de Bec (FRA)
Height 184 cm
Weight 83 kg

Career Highlights

2007 - 8th F1 World Championship
2006 - 11th F1 World Championship
2006 - French Champion Vitesse S3000
2005 - 22nd F1 World Championship
2004 - 16th F1 World Championship
2003 - World Champion Endurance
2003 - 24th F1 World Championship
2002 - 4th Championnat de France Vitesse S3000
2001 - 7th 24 hours Rouen S3000
2001 - 6th French Championship Chalon sur Saone S3000
2000 - 4th French Championship S850
2000 - 4th French Championship Endurance S850
2000 - 4th Euromaster Le Havre
2000 - 4th 24 hours Rouen S850
1999 - 7th 24 hours Rouen S850
1999 - 6th French Championship Endurance S850
1999 - 5th French Championship S850
1998 - 6th French Championship Endurance S850
1998 - 4th 24 hours Rouen S850
1998 - 17th French Championship S850

Duarte BENAVENTE

10



Hull DRAGON
Nationality Portuguese
DOB 04 MAR 1971
Place Lisbon (POR)
Height 165 cm
Weight 75 kg

Career Highlights

2007 - 17th F1 World Championship
2006 - 15th F1 World Championship
2005 - 14th F1 World Championship
2004 - 10th F1 World Championship
2003 - 7th F1 World Championship
2002 - 8th F1 World Championship
2001 - F4 World Champion
2000 - 6th F1 World Championship
1999 - F1 Multicopa Spain Champion
1998 - Portuguese F2 Champion
1998 - Iberian F2 Champion
1998 - European F4 Champion
1995 to 1997 - Iberian F4 Champion
1991 to 1998 - Portuguese F4 Champion

Atlantic Team

Team Manager	Mario Benavente
Team Address	Quinta da Vinha Grande Vendas de Azeiato 2925 Azeiato Portugal
Tel	+351 91 6060 267
Fax	+
Sponsors	Interpass Castrol Queiróplas NGK Arai Helmets Memorandum Europcar
E-mail	f1atlanticteam@clix.pt
Web site	

Jay PRICE **11**



Hull DAC
Nationality American
DOB 12 DEC 1958
Place New Orleans (USA)
Height 181 cm
Weight 90 kg

Career Highlights

2007 - 5th F1 World Championship
 2006 - 8th F1 World Championship
 2005 - 2nd World Championship F-2000
 2002 - 3rd Formula 2000 World Championship
 2001 - 2nd Formula T-1 World Championship
 1997, 98 & 99 : Cuba National Champion (SST -120)
 1996, 97 & 99 : Mexico National Champion(SST-120)
 1997 & 1998 : World Champion (SST- 60)
 1996 & 1997 : World Champion (SST-120)
 1996 & 1997 : Mexico National Champion(SST-60)
 1987 & 1990 : North American Champion (SST-140)

Ahmed AL FAYYAD **12**



Hull DAC
Nationality Qatar
DOB 5 APR 1980
Place Doha (QAT)
Height 165 cm
Weight 79 kg

Career Highlights

Racing in Formula 2
 Racing in Jet Ski

Qatar Team	
Team Manager	Mohammed Al Jaidah
Team Address	Qatar Marine Sports Federation PO Box 23311 Doha Qatar
Tel	+9744379744
Fax	+9744434753
Sponsors	QMSF
E-mail	
Web site	www.qmsf.com

Youssef AL KHULIFI

13



Hull	BaBa
Nationality	Qatar
DOB	19 NOV 1980
Place	Doha (QAT)
Height	178 cm
Weight	107 kg

Career Highlights

Racing in Formula 2
Racing in Pleasure Boat Racing

Jonas ANDERSSON

14



Hull DAC
Nationality Swedish
DOB 19 JUN 1974
Place Orebro, (SWE)
Height 177 cm
Weight 77 kg

Career Highlights

2007 - 9th F1 World Championship
2006 - 5th F1 World Championship
2005 - 3 rd F2000 World Championship
2005 - 1 st F2000 Scandinavian Championship
2005 - 1 st F2000 President Cup
2004 - 1 st F2000 World Championship
2003 - 3rd F2000 Scandinavian Championship
2003 - 3rd Scandinavian Timed Trial Trophy
2003 - 1st F2000 World Championship
2002 - 3rd F2000 Scandinavian Championship
2002 - 2nd Scandinavian Timed Trial Trophy
2001 - 5th F2000 Scandinavian Championship
2001 - 5th Scandinavian Timed Trial Trophy
2000 - 3rd F2000 Scandinavian Championship
2000 - 3rd Scandinavian Timed Trial Trophy
1999 - 8th F2000 Scandinavian Championship

Philippe TOURRE

15



Hull DAC
Nationality French
DOB 12 AUG 1957
Place Compiègne (FRA)
Height 178 cm
Weight 92 kg

Career Highlights

2007 - 15th F1 World Championship
2006 - F2000 World Championship
2006 - F2000 Scandinavian Championship
1st in Mariehamn
1st in Karlshamn
1st in Drammen
2006 - F2000 Président Cup 3rd in Qatar
2005 - F2000 World Championship
2004 - F2000 World Championship
2003 - F2000 World Championship
2003 - F3 World Championship 3rd in Dunaujvaros
2002 - F3 World Championship
2001 - F3 World Championship
2000 - F3 World Championship
1993 - F3000 French Championship
2nd in Epinay
2nd in Cahors
1992 - F3000 French Championship
1st in Pont à Mousson
2nd in Avignon
1990 - F3 French Champion
1987 - F2000 1st in 24H de Rouen

F1 Team Sweden

Team Manager	Anders Stark
PR & Sponsor Manager	Urban Stamming +46 708 875749
Team Address	
Tel	+46707158360
Fax	
Sponsors	
E-mail	anders.stark@starktelecom.se
Web site	www.f1teamsweden.se

Uvis SLAKTERIS

16



Hull	Molgaard
Nationality	Latvian
DOB	17 FEB 1980
Place	Baujka, Latvia
Height	? cm
Weight	? kg

Career Highlights

2007 - 3rd in World Championship F2000
2007 - 2nd in European Cup F2000
2006 - 3rd in World Championship F2000
2006 - 1st Boat GP in F2000 (overall results)
2006 - 1 st in Speed Records in F2000

Marco GAMBÌ **23**



Hull BLAZE
Nationality Italian
DOB 01 JUN 1965
Place Milano (ITA)
Height 169 cm
Weight 69 kg

Career Highlights

2005 - 19th F1 World Championship
2004 - 19th F1 World Championship
2003 - 24th F1 World Championship
2002 - 3° in the 24 hours of Le Mans - Historical Cars -
Have the first race in powerboat
2001 Sport Prototype
Alfa Romeo 33TT 8 cyl - Targa Florio - Sicily
Alfa Romeo 33TT12 cyl - GP Pokono - USA
Alfa Romeo 33TT12 cyl. - GP Daytona - USA
2000 Sport Prototype
Alfa Romeo 33TT 8 cyl - GP Daytona - USA
1999 Sport Prototype
Alfa Romeo 33TT12 cyl - GP Seabring - USA
Alfa Romeo 33TT8 cyl - GP Pokono - USA
1992 - Began in the historical F1 Grand Prix of Sardinia (Alfa Romeo 183 turbo)

Francesco CANTANDO **24**



Hull BLAZE
Nationality Italian
DOB 25 DEC 1974
Place Milano (ITA)
Height 180 cm
Weight 80 kg

Career Highlights

2007 - 11th F1 World Championship
2006 - 17th F1 World Championship
2005 - 7th F1 World Championship
2004 - 2nd F1 World Championship
2003 - 3rd F1 World Championship
2002 - 7th F1 World Championship
2001 - 2nd F1 World Championship
2000 - 2nd F1 World Championship
1999 - 14th F1 World Championship
1998 - 5th F1 World Championship and 3rd F1 European Championship
1997 - 7th F1 World Championship
1995 - 3rd Eu Championship F4 and 4th Italian Championship S850
1994 - Eu Champion T400 and 1st European Cup T850
1994 - 3rd European Championship F4
1993 - Eu Champion T400 and World Champion T400
1993 - 2nd Italian Championship and 3rd World Championship PHR 500
1992 - 3rd World Championship T400
1992 - 3rd European Championship T400
1992 - 1st in the Italian Championship A1

Singha F1 Racing Team

Team Manager	Franco Cantando	
Team Address	Via Salvo D'Acquisto 29 I-20090 FIZZONASCO DI PIEVE EMANUELE ITALY	
Tel	+39 02 90427142	
Fax	+39 02 90427142	
Sponsors	SINGHA BEER WAIRCOM MBS ELMORE ELMAX Q8 OILS ITALUTENSILI TSA	
E-mail	singha.racing@tin.it	
Web site	www.blazepformance.com	

Marit STROMOY

31



Hull DAC
Nationality Norwegian
DOB 25 SEP 1976
Place Tonsberg, (NOR)
Height 160 cm
Weight 55 kg

Career Highlights

2007 - 3rd European Championship F2000
2007 - 3rd 24 Hours of Rouen
2006 - 3rd 24 Hours of Rouen
2005 - 2nd Scandinavian Championship F2000
2003 - 10th Formula 2000 GP of Hungary, Dunaujvaros
2003 - 11th Match Race Run of Euromasters, St. Nicholas
2003 - 6th Speed Record Run Italy, Como 163 km/h
2003 - 17th Formula 2000 World Championship
2003 - 2nd Oslo, Scandinavian Series F-2000
2002 - 2nd President Cup UAE, F-2000
2001 - 4th Scandinavian Series F-2000
2000 - Rookie of the year Scandinavian Series F-2000
1999 - European Champion, Nordic Champion, S-550
1998 - European Champion, Nordic Champion, S-550
1996 - European Champion, Nordic Champion, S-550
1992 - World Record, T-250

Valerio LAGIANNELLA

32



Hull DAC
Nationality Italian
DOB 21 APR 1973
Place Milano (ITA)
Height 199 cm
Weight 92 kg

Career Highlights

2007 - 26th F1 World Championship
2005 - 22th F1 World Championship
2005 - 3th Place F2 Colorno (Parma) Race Italian Championship
2004 - 3rd Place F2 Italian Championship
2003 - Participation F2 Italian Championship
2002 - 3rd Place European Championship STGA T2 Endurance Inbord
2002 - 3rd Place Italian Championship STGA T2
2001 - 4th Place European Championship STGA T2
2001 - 4th Place Italian Championship STGA T2
2000 - 7th Place Italian Championship STGA T2
1999 - 8th Place Italian Championship STGA T2

Rainbow Team

Team Manager	Elisa Bocca	
Team Address	Rainbow Team Association Strada Casale Pontestura 3/4 I-15033 Casale Monferato Italy	
Tel	+39 0142 451668	
Fax	+39 0142 451668	
Sponsors	GIEFFE RACING PARTS GSC CLIMMA ROMANO BRUNO GAIERO MOTUL SABELT BETA TOOLS	
E-mail	rainbowf1@plion.com	
Web site	www.rainbowf1.com	

Fabio COMPARATO **70**



Hull BaBa
Nationality Italian
DOB 12 MAR 1964
Place Padova (ITA)
Height 170 cm
Weight 73 kg

Career Highlights

2007 - 21st F1 World Championship
2006 - 12th F1 World Championship
2005 - 4th F1 World Championship
2004 - 3rd F1 World Championship
2003 - 5th F1 World Championship
2002 - 6th F1 World Championship
2001 - 18th F1 World Championship
2001 - F2 World Champion
2000 - 4th F1 World Championship
2000 - 3rd F2 World Championship
1999 - 4th F1 World Championship
1998 - European and Italian F2 Champion
1998 - 22nd F1 World Championship
1996 - European and Italian F2 Champion
1994 - Pavia Venezia Raid T3000 Category
1991 - World, European and Italian Champion T750, T850 Champion
1989 - World, European and Italian Champion T750, T850 Champion
1988 - World, European and Italian Champion T750, T850 Champion
1987 - World, European and Italian Champion T750, T850 Champion
1985 - T750 World Champion

TBA **80**

Hull TBA
Nationality TBA
DOB 00 000 0000
Place TBA (000)
Height 000 cm
Weight 00 kg

Career Highlights

TBA

800 Doctor

Team Manager	Giorgio Tandi	
Team Address	Isola Saloni 68 30015 Chioggia (Ve) Italy	
Tel	+39 041 5507204	
Fax	+39 041 400280	
Sponsors	NAUTICA COMPARATO S.R.L Doctor Glass Aerre Automazioni Aesthetic Auto	
E-mail	nauticacomparato@libero.it	
Web site		

Guido CAPPELLINI **74**



Hull DAC
Nationality Italian
DOB 7 SEP 1959
Place Mariano Comense (Italy)
Height 178 cm
Weight 85 kg

Career Highlights

2007 - 2nd F1 World Championship
2006 - 2nd F1 World Championship
2005 - F1 World Champion
2005 - F1 World Speed Record Holder - 256,2 km/h
2004 - 4th F1 World Championship
2003 - F1 World Champion
2002 - F1 World Champion
2001 - F1 World Champion
2000 - 3rd F1 World Championship
1999 - F1 World Champion
1998 - 2nd F1 World Championship
1997 - 3rd F1 World Championship
1996 - F1 World Champion
1995 - F1 World Champion
1994 - F1 World Champion
1993 - F1 World Champion
1992 - 5th F1 World Championship
1991 - 6th F1 World Championship
1990 - 8th F1 World Championship
1989 - 4th Formula Grand Prix Championship
1988 - 5th Formula Grand Prix Championship
1987 - 19th Formula Grand Prix Championship
1986 - 17th F1 World Championship
1985 - 5th F3 World Champion

Stanislav KOURTSENOVSKY **75**



Hull DAC
Nationality Russian
DOB 14 JUN 1971
Place St Petersburg (RUS)
Height 190 cm
Weight 85 kg

Career Highlights

2007 - 16th F1 World Championship
2003 - 17th F1 World Championship
2002 - 24th F1 World Championship
2001 - 25th F1 World Championship
2000 - 23rd F1 World Championship
2000 - 2nd WC F500
1999 - 2nd WC O700

Tamoil F1 Team

Team Manager	Donzelli Attilio	
Team Address	Via Turati 36 22060 Carugo Como Italy	
Tel	+39 031 764342	
Fax	+39 031 764328	
Sponsors	Tamoil Zepter Biopton Vigano Omnidecor Moregallo Boat Service Mac Tools	Faren Sparco Gas Jeans Poliform Nautica Casarola Stainless Products Kimberly & Clark Primatist
E-mail	team@dacracing.com	
Web site	www.dacracing.com	

Records & Statistics

with help of

Stephen j. Michael

Drivers World Championship												
Pos	Boat	Driver	Country	PORTIMAO	LA ROCHELLE	XIAN	SHENZHEN	DOHA	DOHA	SHARJAH	ABU DHABI	TOT
1	5	Sami SELIO	FIN	9	20	12	12	7	4	20	20	104
2	21	Guido CAPPELLINI	ITA	15	RET	15	20	15	20	15	RET	100
3	2	Thani AL QAMZI	UAE	RET	RET	20	15	20	15	RET	9	79
4	20	Pierre LUNDIN	SWE	5	RET	9	DNS	12	12	9	4	51
5	11	Jay PRICE	USA	12	9	RET	RET	RET	7	4	15	47
6	1	Scott GILLMAN	USA	20	15	RET	-	-	-	-	-	35
7	4	David TRASK	AUS	4	RET	7	RET	3	RET	5	12	31
8	9	Philippe CHIAPPE	FRA	3	7	RET	RET	9	5	RET	5	29
9	14	Jonas ANDERSSON	SWE	RET	12	RET	RET	RET	RET	12	RET	24
10	27	Ahmed AL HAMLII	UAE	RET	RET	2	RET	0	9	RET	7	18
11	24	Francesco CANTANDO	ITA	RET	RET	1	5	5	RET	7	RET	18
12	7	Philippe DESSERTENNE	FRA	7	DSQ	DNS	7	1	RET	RET	RET	15
13	31	Fabrizio BOCCA	ITA	2	3	3	3	2	2	RET	DNS	15
14	22	Ivan BRIGADA	ITA	-	-	-	9	RET	DNS	-	-	9
15	15	Philippe TOURRE	FRA	RET	RET	5	RET	4	DNS	RET	RET	9
16	6	Stas KOURTSENOVSKY	RUS	0	5	RET	0	RET	DNS	3	RET	8
17	12	Leo BONELLI	ITA	1	4	DNS	2	DNS	RET	-	-	7
17	10	Duarte BENAVENTE	POR	RET	2	4	1	RET	DNS	0	RET	7
19	3	Bob TRASK	AUS	0	0	0	4	RET	1	0	RET	5
20	33	Andy ELLIOTT	GBR	-	0	-	-	-	-	2	2	4
21	19	Fabio COMPARATO	ITA	RET	RET	0	0	RET	3	RET	DNS	3
21	36	Marit STROMOY	NOR	-	-	-	-	0	0	RET	3	3
23	22	Marco GAMBI	ITA	RET	1	-	-	-	-	RET	-	1
23	22	Ugis GROSS	LAT	-	-	-	-	-	-	1	RET	1
23	23	Franco LEIDI	ITA	0	DNS	0	0	0	0	RET	1	1
26	8	Lin Wu PENG	CHN	0	RET	0	RET	DNS	0	0	DNS	0
26	32	Valerio LAGIANNELLA	ITA	0	RET	0	0	RET	DNS	-	-	0

Pole Position												
Pos	Boat	Driver	Country	PORTIMAO	LA ROCHELLE	XIAN	SHENZHEN	DOHA	DOHA	SHARJAH	ABU DHABI	TOT
1	21	CAPPELLINI Guido	ITA	7	7	20	20	15	20	15	15	119
2	2	AL QAMZI Thani	UAE	15	9	9	15	20	15	12	0	95
3	5	SELIO Sami	FIN	12	12	7	12	5	0	20	20	88
4	14	ANDERSSON Jonas	SWE	9	0	12	0	0	12	9	9	51
5	4	TRASK David	AUS	0	20	0	9	0	0	7	7	43
6	1	GILLMAN Scott	USA	20	15	5	0	0	0	0	0	40
7	11	PRICE Jay	USA	5	5	0	5	9	7	0	5	36
8	22	BRIGADA Ivan	ITA	0	0	0	7	12	0	0	0	19
9	46	ROGGIERO Massimo	ITA	0	0	0	0	0	0	5	12	17
10	7	DESSERTENNE Philippe	FRA	0	0	15	0	0	0	0	0	15
11	20	LUNDIN Pierre	SWE	0	0	0	0	0	9	0	0	9
12	6	KOURTSENOVSKY Stas	RUS	0	0	0	0	7	0	0	0	7
13	1	AL HAMLII Ahmed	UAE	0	0	0	0	0	5	0	0	5

Teams World Championship											
Pos	TEAM	Country	PORTIMAO	LA ROCHELLE	XIAN	SHENZHEN	DOHA	DOHA	SHARJAH	ABU DHABI	TOT
1	EMIRATES	UAE	20	15	20	15	20	24	0	16	130
2	F1 TEAM ENERGY	FIN	9	25	12	12	7	4	23	20	112
3	TAMOIL F1	ITA	15	1	15	29	15	20	16	0	111
4	COMPARATO RACING	ITA	5	0	9	0	12	15	9	4	54
4	QATAR TEAM	QAT	13	13	0	2	0	7	4	15	54
6	F1 TEAM SWEDEN	SWE	0	12	5	0	4	0	12	3	36
6	ATLANTIC TEAM	POR	3	9	4	1	9	5	0	5	36
7	XPV RACING	AUS	4	0	7	4	3	1	5	12	36
9	SINGHA F1 RACING	ITA	0	0	1	5	5	0	7	1	19
10	CTIC CHINA TEAM	FRA	7	0	0	7	1	0	0	0	15
10	RAINBOW TEAM	ITA	2	3	3	3	2	2	0	0	15

SLAM FASTEST LAP AWARD

A new trophy is up for grabs throughout the new season. Slam is presenting a beautiful trophy to the driver who records the fastest lap during a Grand Prix at every venue during the 2006 World F1 Series. At the end of the season points will be accumulated by every driver and the top first driver will be presented with elegant trophy and a prize fund .

The Slam Trophy will be an added incentive to those drivers gunning for individual glory.

SlamTrophy

Pos	Boat	Driver	Country	PORTIMAO	LA ROCHELLE	XIAN	SHENZHEN	DOHA	DOHA	SHARJAH	ABU DHABI	TOT
1	21	CAPPELLINI Guido	ITA	15	0	20	20	20	15	12	0	102
2	5	SELIO Sami	FIN	7	5	12	0	9	0	20	15	68
3	2	AL QAMZI Thani	UAE	0	0	15	12	15	20	0	5	67
4	4	TRASK David	AUS	5	15	7	0	5	7	0	7	46
5	11	PRICE Jay	USA	12	0	0	5	0	5	0	20	42
6	27	AL HAMLJI Ahmed	UAE	0	7	0	15	0	0	7	9	38
7	9	CHIAPPE Philippe	FRA	0	12	0	0	12	0	0	12	36
8	20	LUNDIN Pierre	SWE	0	0	9	0	7	9	9	0	34
9	14	ANDERSSON Jonas	SWE	0	20	0	0	0	12	0	0	32
10	1	GILLMAN Scott	USA	20	9	0	-	-	-	-	-	29
11	33	ELLIOTT Andy	GBR	-	-	-	-	-	-	15	0	15
12	12	BONELLI Leo	ITA	9	0	0	0	-	0	-	-	9
12	6	KOURTSENOVSKY Stas	RUS	0	0	0	9	0	0	0	0	9
14	22	BRIGADA Ivan	ITA	0	0	0	7	0	0	-	-	7
15	10	BENAVENTE Duarte	POR	0	0	5	0	0	0	0	0	5
15	3	TRASK Bob	AUS	0	0	0	0	0	0	5	0	5

1981			1982			1983		
1	Renato MOLINARI	ITA	1	Roger JENKINS	GBR	1	Renato MOLINARI	ITA
2	Bob SPALDING	GBR	2	Renato MOLINARI	ITA	2	C. van der VELDEN	NED
3	C. van der VELDEN	NED	3	Tom PERCIVAL	GBR	3	Tom Percival	GBR
1984			1985			1986		
1	Renato MOLINARI	ITA	1	Bob SPALDING	GBR	1	G. THIBODAUX	USA
2	C. van der VELDEN	NED	2	Ben ROBERTSON	USA	2	Art KENNEDY	USA
3	Barry WOODS	USA	3	Bertil WIK	SWE	3	C. van der VELDEN	NED
1987			1988			1989		
No Championship			No Championship			No Championship		
1990			1991			1992		
1	John HILL	GBR	1	Jonathan JONES	GBR	1	Fabrizio BOCCA	ITA
2	Andrew ELLIOTT	GBR	2	Michael WERNER	GER	2	Steve KERTON	GBR
3	Jonathan JONES	GBR	3	Steve KERTON	GBR	3	John HILL	GBR
1993			1994			1995		
1	Guido CAPPELLINI	ITA	1	Guido CAPPELLINI	ITA	1	Guido CAPPELLINI	ITA
2	Michael WERNER	GER	2	Jonathan JONES	GBR	2	Michael WERNER	GER
3	Jonathan JONES	GBR	3	Michael WERNER	GER	3	Danny BERTELS	BEL
1996			1997			1998		
1	Guido CAPPELLINI	ITA	1	Scott GILLMAN	USA	1	Jonathan JONES	GBR
2	Pertti LEPPALA	FIN	2	Pertti LEPPALA	FIN	2	Guido CAPPELLINI	ITA
3	Jonathan JONES	GBR	3	Guido CAPPELLINI	ITA	3	Massimo ROGGIERO	ITA
1999			2000			2001		
1	Guido CAPPELLINI	ITA	1	Scott GILLMAN	USA	1	Guido CAPPELLINI	ITA
2	Scott GILLMAN	USA	2	F. CANTANDO	ITA	2	F. CANTANDO	ITA
3	Pertti LEPPALA	FIN	3	Fabio COMPARATO	ITA	3	Ph. DESSERTENNE	FRA
2002			2003			2004		
1	Guido CAPPELLINI	ITA	1	Guido CAPPELLINI	ITA	1	Scott GILLMAN	USA
2	Laith PHARAON	SAU	2	Scott GILLMAN	USA	2	F. CANTANDO	ITA
3	Massimo ROGGIERO	ITA	3	F. CANTANDO	ITA	3	Fabio COMPARATO	ITA
2005			2006			2007		
1	Guido CAPPELLINI	ITA	1	Scott GILLMAN	USA	1	Sami SELIO	FIN
2	Sami SELIO	FIN	2	Guido CAPPELLINI	ITA	2	Guido CAPPELLINI	ITA
3	Scott GILLMAN	USA	3	Thani AL QAMZI	UAE	3	THani AL QAMZI	UAE

Top 6 «Shootout» appearances 1995 to 2007

Pos	Name	Nat	95	96	97	98	99	00	01	02	03	04	05	06	07	Total
1	CAPPELLINI Guido	ITA	7	7	9	8	8	9	10	10	8	8	6	5	8	103
2	GILLMAN Scott	USA	-	-	9	9	8	12	10	7	7	9	6	6	3	86
3	ROGGIERO Massimo	ITA	6	7	5	7	7	8	6	4	5	2	2	4	2	65
4	CANTANDO Francesco	ITA	-	-	2	4	1	11	8	8	5	6	4	0	0	49
5	JONES Jonathan	GBR	5	5	9	9	7	8	-	-	1	-	-	-	-	44
=	COMPARATO Fabio	ITA	-	-	-	1	7	9	5	9	3	7	3	0	0	44
7	PHARAON Laith	SAU	-	-	-	-	-	1	7	8	5	5	5	1	-	32
=	SELIO Sami	FIN	-	-	-	-	2	-	1	-	6	6	5	5	7	32
9	LEPPALA Pertti	FIN	-	4	8	8	6	1	-	-	-	-	-	-	-	27
10	AI QAMZI Thani	UAE	-	-	-	-	-	-	2	1	-	2	-	6	7	18
11	WERNER Michael	GER	6	6	2	-	-	-	-	-	-	-	-	-	-	14
12	BENAVENTE Duarte	POR	-	-	-	-	-	3	-	1	4	4	-	1	0	13
=	DESSERTENNE Philippe	FRA	-	-	1	-	1	-	1	4	-	1	3	1	1	13
14	BOCCA Fabrizio	ITA	3	2	1	1	-	3	-	-	1	-	-	0	0	11
15	KUNITCH Viktor	RUS	-	-	-	-	-	1	8	-	-	-	-	-	-	9
16	BAKHIT Humaid	UAE	-	4	4	-	-	-	-	-	-	-	-	-	-	8
=	ANDERSSON Jonas	SWE	-	-	-	-	-	-	-	-	-	-	-	3	5	8
18	BERTELS Danny	BEL	7	-	-	-	-	-	-	-	-	-	-	-	-	7
=	MAIDANA Carlos	ARG	1	1	-	3	-	-	2	-	-	-	-	-	-	7
=	BRIGADA Ivan	ITA	-	-	-	-	-	-	-	-	-	1	1	3	2	7
21	PRICE Jay	QAT	-	-	-	-	-	-	-	-	-	-	-	-	6	6
22	KARLOF Goran	SWE	-	1	1	3	-	-	-	-	-	-	-	-	-	5
=	TRASK David	AUS	-	-	-	-	-	-	-	-	-	-	-	1	4	5
24	LADEFOGED Gert	DEN	-	-	-	-	-	-	-	-	2	1	1	-	-	4
25	HONKALA Jari	SWE	-	-	-	-	-	1	-	2	-	-	-	-	-	3
=	ISHIKAWA Tadaaki	JPN	3	-	-	-	-	-	-	-	-	-	-	-	-	3
=	MIHALDINECZ Rudolf	HUN	-	-	-	-	1	2	-	-	-	-	-	-	-	3
=	TORTA Ivan	ITA	-	-	-	-	-	-	-	3	-	-	-	-	-	3
=	VAN HEERDEN Anton	RSA	-	3	-	-	-	-	-	-	-	-	-	-	-	3
30	AL QUBAISI Awad	UAE	-	-	-	-	-	2	-	-	-	-	-	-	-	2
=	BLACKBURN Paul	GBR	1	1	-	-	-	-	-	-	-	-	-	-	-	2
=	SEEBOLD Mike	USA	-	-	-	-	-	-	-	2	-	-	-	-	-	2
=	SUNDE Rolf	NOR	-	-	-	-	-	-	-	-	-	2	-	-	-	2
34	ANDERSSON Anders	SWE	1	-	-	-	-	-	-	-	-	-	-	-	-	1
=	CABRINI Walter	ITA	1	-	-	-	-	-	-	-	-	-	-	-	-	1
=	CHIAPPA Piergiorgio	ITA	1	-	-	-	-	-	-	-	-	-	-	-	-	1
=	GUTTORMSEN Thomas	NOR	-	1	-	-	-	-	-	-	-	-	-	-	-	1
=	JELF Owen	GBR	-	1	-	-	-	-	-	-	-	-	-	-	-	1
=	LEIDI Franco	ITA	-	-	-	-	-	1	-	-	-	-	-	-	-	1
=	SUGIHARA Yutaka	JPN	-	-	1	-	-	-	-	-	-	-	-	-	-	1
=	WECKSTROM Michael	FIN	-	-	-	-	-	-	-	-	1	-	-	-	-	1
=	LUNDIN Pierre	SWE	-	-	-	-	-	-	-	-	-	-	-	-	1	1
=	KOURTSENOVSKI Stas	RUS	-	-	-	-	-	-	-	-	-	-	-	-	1	1
=	AL HAMELI Ahmad	UAE	-	-	-	-	-	-	-	-	-	-	-	-	1	1

Recent History - 1997 to Present

Pos	Name	Nat.	97	98	99	00	01	02	03	04	05	06	07	Total
1	CAPPELLINI Guido	ITA	6	4	7	7	6	7	6	3	5	3	6	60
2	GILLMAN Scott	USA	8	4	4	9	3	4	5	8	2	4	2	53
3	CANTANDO Francesco	ITA	1	3	0	9	6	2	4	6	2	0	0	33
4	SELIO Sami	FIN	0	0	1	0	1	1	0	4	4	0	5	16
5	COMPARATO Fabio	ITA	0	0	3	4	0	1	2	3	1	1	0	15
=	DESSERTENNE Philippe	FRA	0	1	0	0	4	4	2	1	2	1	0	15
7	ROGGIERO Massimo	ITA	2	3	1	2	2	3	0	0	0	1	0	14
8	LEPPALA Pertti	FIN	6	2	4	1	0	0	0	0	0	0	0	13
=	PHARAON Laith	SAU	0	0	0	0	3	5	3	1	1	0	0	13
10	JONES Jonathan	GBR	2	6	0	1	0	0	0	0	0	0	0	9
=	AL QAMZI Thani	UAE	0	0	0	0	1	0	1	0	0	3	4	9
12	BOCCA Fabrizzio	ITA	0	2	0	1	0	0	0	0	0	0	0	3
=	BENAVENTE Duarte	POR	0	0	0	0	0	1	1	1	0	0	0	3
=	KARLOF Goran	SWE	1	2	0	0	0	0	0	0	0	0	0	3
=	KUNITCH Viktor	RUS	0	0	0	0	3	0	0	0	0	0	0	3
=	PRICE Jay	USA	0	0	0	0	0	0	0	0	0	1	2	3
=	ANDERSSON Jonas	SWE	0	0	0	0	0	0	0	0	0	1	2	3
18	BRIGADA Ivan	ITA	0	0	0	0	0	0	0	0	0	2	0	2
=	TRASK David	AUS	0	0	0	0	0	0	0	0	0	1	1	2
=	LUNDIN Pierre	SWE	0	0	0	0	0	0	0	0	0	0	2	2
21	AL KHATTAL Salem	UAE	0	0	0	1	0	0	0	0	0	0	0	1
=	ELLIOT Andy	GBR	0	0	0	0	0	0	0	0	1	0	0	1
=	SEEBOLD Mike	USA	0	0	0	0	0	1	0	0	0	0	0	1
=	TORTA Ivan	ITA	0	0	0	0	0	1	0	0	0	0	0	1
=	HONKALA Jari	SWE	0	0	0	0	1	0	0	0	0	0	0	1
=	AL QUBAIS Awad	UAE	0	0	0	1	0	0	0	0	0	0	0	1
=	MIHALDINECZ Rudolf	HUN	0	0	1	0	0	0	0	0	0	0	0	1
=	SUGIHARA Yutaka	JPN	1	0	0	0	0	0	0	0	0	0	0	1

F1 Drivers Stats from 1981 to 2007

Drivers	Country	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	W/n	World Titles	
Guido Cappellini	ITA										1	1	1	3	1	3	8	2	3	5	6	5	5	2	1	4	3	2	56	9	
Scott Gillman	USA																	5	2	2	2									4	
Renato Molinari	ITA	4	3	5	4																								16	3	
Jonathan Jones	GBR										2	2																	14	2	
Francesco Cantando	ITA																												11	0	
Cees Van der Velden	NED	1	1	3	2	2															3	3	1	2	1	1			9	0	
Michael Werner	GER										1																		7	0	
Roger Jenkins	GBR		4	1	1																								6	1	
Ben Robertson	USA					3	2																						5	0	
Bob Spalding	GBR	1				3																							4	1	
Steve Kerton	GBR									2	2																		4	0	
Barry Woods	USA					3	1																						4	0	
Sami Sello	FIN																												3	3	1
Gene Thibodaux	USA					1	2																						3	1	
Thani Al Qamzi	UAE																										1	2	3	0	
Massimo Roggiere	ITA																		1				2						3	0	
Laith Pharaon	SAU																					1	1	1					3	0	
Bill Seebold	USA											1			1														3	0	
Fabrizio Bocca	ITA											1	1																2	1	
Andrew Elliott	GBR										1	1																	2	0	
Pertti Leppälä	FIN																				1								2	0	
Anders Anderson	SWE																												2	0	
Felix Seralles	USA																												2	0	
Enrico Vrdoli	ITA					2																							2	0	
John Hill	GBR																												1	1	
Philippe Dessertenne	FRA																												1	0	
Fabio Comparato	ITA																								1				1	0	
Mike Seebold	USA																												1	0	
Phil Duggan	GBR												1																1	0	
Goran Karloff	SWE																												1	0	
Viktor Kunitch	LAT																												1	0	
Art Kennedy	USA																												1	0	
Mike Zamparelli	ITA										1																		1	0	
Bertil Wik	SWE																												1	0	
Don Johnston	USA																												1	0	
Craig Bailey	AUS																												1	0	
Ivan Brigada	ITA																												1	0	
Number Races		6	9	9	10	11	7				8	7	7	9	8	8	9	9	9	7	12	10	10	8	9	6	6	8	202	24	

Driver Career Point Totals - Average Points Per Race

	Driver	Country	Years	Total Pts.	Ave. Pts	Races	Points Per Race
1	Guido Cappellini	ITA	17	1 598	94	141	11,33
2	Scott Gillman	USA	11	868	86,8	86	10,09
3	Jonathan Jones	GBR	13	625	56,8	95	6,57
4	Francesco Cantando	ITA	11	600,5	54,6	88	6,82
5	Fabrizio Bocca	ITA	17	511	30	136	3,75
6	Massimo Roggiero	ITA	12	498	41,5	99	5,03
7	Michael Werner	GER	8	473,5	59,2	65	7,23
8	Philippe Dessertenne	FRA	12	439,5	36,6	103	4,26
9	Fabio Comparato	ITA	8	392	49	62	6,3
10	Sami Selio	FIN	9	262,5	29,2	62	4,23
11	Andy Elliott	GBR	14	262,5	18,8	130	2,01
12	Laith Pharaon	SAU	7	252,5	36,1	49	5,15
13	Duarte Benavente	POR	8	197,5	24,7	59	3,34
14	Thani Al Qamzi	UAE	7	169,5	24,1	49	3,45
15	Franco Leidi	ITA	7	67	9,5	66	1,01
16	David Trask	AUS	4	60,5	15,1	20	3,05
17	Gert Ladefoged	DEN	5	58,5	11,7	26	2,3
18	Ivan Brigada	ITA	1	35	35	8	4,4
19	Bob Trask	AUS	4	32	8	31	1,1
20	Julius Leysen	BEL	4	32	8	27	1,2
21	Jonas Andersson	SWE	1	28	28	5	5,6
22	Jay Price	USA	1	20	20	6	3,33
23	Max Moreschi	ITA	4	19	4,8	29	0,6

All Time Podium Finishes 1981 - 2006

Pos	Driver	Nat	Starts	Wins	2nd	3rd	Totals	Winning %	Podium %
1	Guido Cappellini	ITA	141	54	22	13	89	38,30%	63,12%
2	Scott Gillman	USA	86	22	20	11	53	25,58%	61,63%
3	Francesco Cantando	ITA	88	11	14	7	32	12,50%	36,36%
4	Renato Molinari	ITA	34	16	10	2	28	47,06%	82,35%
5	Jonathan Jones	GBR	95	14	8	5	27	14,74%	28,42%
6	Michael Werner	GER	67	7	4	11	22	10,45%	32,84%
7	Massimo Roggiero	ITA	99	3	6	9	18	3,03%	18,18%
8	Pertti Leppala	FIN	40	2	9	7	18	5,00%	45,00%
9	Fabrizio Bocca	ITA	136	4	6	6	16	2,94%	11,76%
10	Cees Van Der Velden	HOL	50	8	4	3	15	16,00%	30,00%
10	Philippe Dessertenne	FRA	103	1	5	9	15	0,97%	14,56%
12	Laith Pharaon	SAU	49	3	4	6	13	6,12%	26,53%
12	Sami Selio	FIN	62	0	6	5	11	0%	17,74%
14	Rick Frost	GBR	28	0	3	9	12	0%	42,86%
15	Roger Jenkins	GBR	30	6	3	2	11	20,00%	36,67%
16	Andy Elliott	GBR	130	3	1	4	8	2,31%	6,15%
16	Steve Kerton	GBR	39	4	1	3	8	10,26%	20,51%
18	Ben Robertson	USA	18	5	1	1	7	27,78%	38,89%
18	Bob Spalding	GBR	46	4	2	1	7	8,70%	15,22%
18	Barry Woods	USA	28	4	0	3	7	14,29%	25,00%
18	Jon Hill	GBR	24	1	6	0	7	4,17%	29,17%
22	Arthur Mostert	HOL	42	1	3	3	7	2,38%	16,67%
22	Fabio Comparato	ITA	63	1	6	8	15	1,59%	23,81%
22	Francois Salabert	FRA	24	0	4	2	6	0%	25,00%
25	Anders Anderson	SWE	31	2	1	1	4	6,45%	12,90%
25	Enrico Vidoli	ITA	15	2	1	2	5	13,33%	33,33%
25	Thani Al Qamzi	UAE	49	1	2	2	5	2,04%	10,20%
25	Goran Karlof	SWE	59	1	0	4	5	1,69%	8,47%
29	Gene Thibodaux	USA	18	2	0	2	4	11,11%	22,22%
29	Danny Bertels	BEL	16	0	2	2	4	0%	25,00%
29	Andy Bullen	GBR	22	0	1	3	4	0%	18,18%
32	Bill Seebold	USA	6	3	0	0	3	50,00%	50,00%
32	Phil Duggan	GBR	24	1	1	1	3	4,17%	12,50%
32	Art Kennedy	USA	18	1	1	1	3	5,56%	16,67%
32	Michael Seebold	USA	4	1	1	1	3	25,00%	75,00%
32	Peter Ericksson	SWE	24	0	2	1	3	0%	12,50%
32	Duarte Benavente	POR	61	0	1	2	3	0%	4,92%
32	Yutaka Sugihara	JPN	58	0	1	2	3	0%	5,17%
32	Tadaki Ishikawa	JPN	42	0	0	3	3	0%	7,14%
40	Felix Serralles	USA	3	2	0	0	2	66,60%	66,67%
40	Ivan Brigada	ITA	8	1	0	1	2	12,50%	25,00%
40	Victor Kunitch	RUS	20	1	0	1	2	5%	10,00%

All Time Podium Finishes 1981 - 2006

40	Peter Lindenberg	RSA	18	0	2	0	2	0%	11,11%
40	Humaid Bakhit	UAE	27	0	1	1	2	0%	7,41%
40	Walter Cabrini	ITA	24	0	1	1	2	0%	8,33%
46	Craig Bailey	AUS	20	1	0	0	1	5%	5,00%
46	Mike Zamparelli	ITA	25	1	0	0	1	4%	4,00%
46	Jay Price	USA	6	0	1	0	1	0%	16,67%
46	Mark Rotharmel	CDN	12	0	1	0	1	0%	8,33%
46	Pele Brolin	SWE	17	0	1	0	1	0%	5,88%
46	Mark Rolls	GBR	10	0	1	0	1	0%	10,00%
46	Awad Al Qubaisi	UAE	22	0	0	1	1	0%	4,55%
46	Salem Al Khattal	UAE	2	0	0	1	1	0%	50,00%
46	Ettori Cagnani	ITA	0	0	0	1	1	0%	0,00%
46	Thomas Eriksson	SWE	73	0	0	1	1	0%	1,37%
46	Jari Honkala	SWE	20	0	0	1	1	0%	5,00%
46	Rudy Mihaldinecz	HUN	23	0	0	1	1	0%	4,35%
46	Carlos Maidana	ARG	54	0	0	1	1	0%	1,85%
46	Jimbo Mc Connell	USA	9	0	0	1	1	0%	11,11%
46	P. Suthin	THA	2	0	0	1	1	0%	50,00%
46	Ivan Torta	ITA	24	0	0	1	1	0%	4,17%
46	David Trask	AUS	20	0	0	1	1	0%	5,00%
46	Jonas Andersson	SWE	5	0	0	1	1	0%	20,00%