

MARCH / APRIL 2020



RIVA RACING LIMITED EDITION YAMAHA FX1800R!



2020 KAWASAKI JET SKI STX 160!

PRO RIDER™

WATERCRAFT MAGAZINE

P1AQUA X

SUPERCHARGED PRO WATERCRAFT RACING PRO FORCE 2.0

FREESTYLE CONNECTION SUPER BOWL SHOW

PWC FISHING

2020 TORRENT DAYTONA FREERIDE

MG PARADISE OFFSHORE RACE FRENCH GUADELOUPE

NEW JET SPORT LIGHTWEIGHT HANDLEPOLE

HISTORICAL SCOTT WATKINS VINTAGE CUSTOM RESTORED

+MORE!



Pull-Out Poster!



2020 SWIMSUIT ISSUE!

ADVENTURE: TANGALOOMA WRECKS: MORETON ISLAND, AUSTRALIA • FREERIDE: 2020 TORRENT PUMPS DAYTONA FREERIDE • TECH: SNL INDUSTRIES PUMP SHAFT MODIFICATION

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2020 PRO RIDER INTERNATIONAL SWIMSUIT ISSUE
STARTING ON PAGE 16

Model: Jocey Bee – @Joceykaybee_1369

Photographer: Dante Borruso – @Danteborruso57



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RIVA RACING OFFERING UNIQUE LIMITED EDITIONS 18

For 2020 RIVA Racing is offering three limited edition models, high performance watercraft. The first to be released is the 350HP Yamaha FX1800R. The all black, stock 2020 FX SVHO is modified to RIVA's Stage 2 level, delivering huge gains in acceleration, notably improved handling, and an impressive top speed gain of 15mph!

P1 AQUAX TARGETS INTERNATIONAL GROWTH 20

As P1 AquaX celebrates its tenth anniversary, the international personal watercraft racing promoter plans to race in the US, Europe and the UK from April to September. Two highly anticipated partnership announcements with local promoters in new markets will extend AquaX's international footprint.

FREESTYLE CONNECTION USA TAKES ON SUPERBOWL LIV! 20

Chris Anyzeski Champion freestyler and Owner Operator of Freestyle Connection stepped into the role of choreographer and manager for an unprecedented Pro Freestyle/Flyboard show at the Superbowl featuring a team of professional jet ski and flyboard stunt performers.

KAWASAKI LAUNCHES THE NEW JET SKI® STX 160® IGNITE THE FUN 28

Introducing the new for 2020 Jet Ski® STX 160®. This new ski is an updated version of the STX-15F, which has been a great ski for Kawasaki for many years. Open ocean conditions, from glassy smooth to small chop, large swells, ferry wake, and yacht wakes, the STX 160 handles it all and is fun to ride!

JETSPORT AUSTRALIA 30

Jetsport Australia specializes in premium WSM aftermarket power sport parts, engines and accessories and is an authorized online dealer for Riva Racing. They offer second-hand and reconditioned parts as Australia's No.1 wrecker of PWCs with over 1000 crafts dismantled.

POWERFUL AND SMOOTH: PRO FORCE 260 BUILD 34

Everyone's into more horsepower, but what about handling? As standup jet skis continue to push the limits of top speed, they also push the limits of how well a rider can hold on. Chris Hagest at Pro Watercraft has dedicated his career to the testing and fine-tuning of products that make your ride easier to handle.

DAYTONA FREERIDE CELEBRATES 15th ANNIVERSARY! 44

Title sponsor Torrent takes Daytona Freeride to new heights with hundreds of participants lining the beach and riding the surf. The Surf and Style competitions saw competitors from all over the globe including Brazil, France and USA.

FULL LINES FAST SKIS — WELCOME TO MCG PARADISE OFFSHORE RACING! 52

Turquoise blue Caribbean waters, fast boats, skilled competitors, 3 days and more than 240 miles of wire-to-wire racing, welcome to paradise! Racers lined the white-sand shores of Saint-Louis for a LeMans start and a 41-mile round trip open water race.

A TRIBUTE TO MICHAEL JAMES KIRK — PHOTOGRAPHER ARTIST EXTRAORDINAIRE 58

Blowson's Scott Wheeler reflects on the life and work of Michael James Kirk, multi-faceted amazingly talented artist and photographer.



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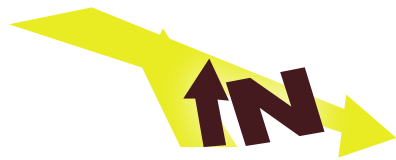




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Note:

Much of the action depicted in this publication is potentially dangerous. Virtually all the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always wear appropriate safety gear.

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The 2020 March/April Pro Rider Swimsuit Issue cover shot goes to Blowsion model Ali Anderson! The image was captured from the lens of Gino Martino. The Kawasaki X2 featured is an original custom Blowsion build, hand painted by none other than the legendary John Dady, Blowsion founder. This cover is a tribute to him.

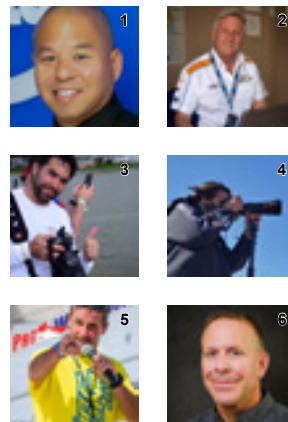


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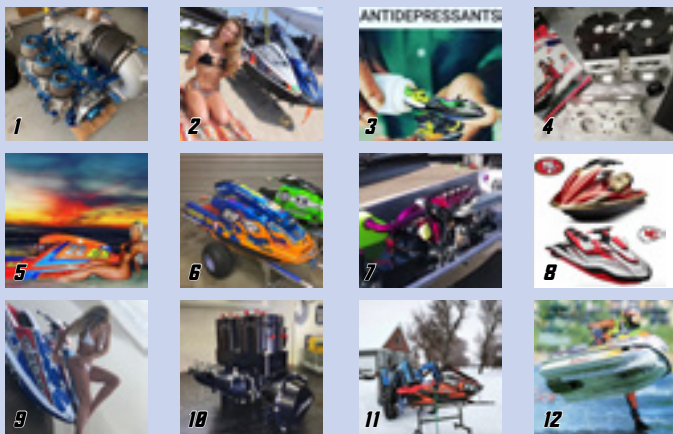
1. "@towrextrailers showing off the @belassi_group Burrasca!"
- Video: @towrextrailers
2. "Body Beach – Lake Havasu City, Arizona."
- Photo: @michael_james_photo, @blowsion Models:
@taramegancallahan, @tiffs_life87, @tabathaenglehart
3. "@proridermag supporter @jetstar_jetskiparts_from_japan representing in Japan!" - Photo: @jetstar_jetskiparts_from_japan
4. "Pick your potion! Bullet V4, Kommander GP1, Prowatercraft racing PF2.0. It's not very often you get the industries top builders all in the shop at once!"
- Photo: @jettrim
5. "@browardmotorsportsracing have all the boxes ticked!"
- Photo: @browardmotorsportsracing
6. "Is it real or fake?!" - Video: via @fizzlefactory



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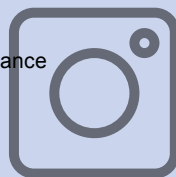


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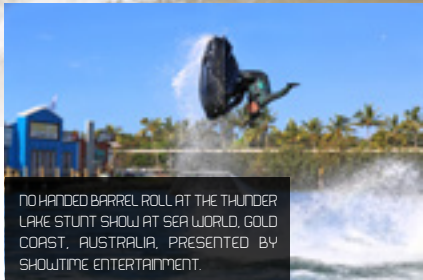
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PRO RIDER BABY DIVISION
DIRECTOR PAULYAH RATTI.

PRO RIDER MARCH/APRIL SWIMSUIT ISSUE!

Welcome to the 2020 March/April Swimsuit and 53rd print and digital issue of Pro Rider Watercraft Magazine!

Pro Rider Watercraft Magazine is honored to have had the opportunity to work and collaborate with major industry leaders, event promoters, photographers and brilliant authors in the creation of this year's March/April Swimsuit issue. What impressed me the most during the production of this issue were the amount of industry leaders who were onboard and excited to participate with high-class, creative and international swimsuit photos and ads.

Swimsuit-themed ads will be entered in the Annual Pro Rider Watercraft Magazine Bikini Cup contest. Following the release of this issue, our readership will be able to vote on their favorite bikini themed ads at proridermag.com. The top three finishing companies will be announced in the upcoming May/June issue and the winner will receive the highly coveted Bikini Cup trophy among other prizes and prestige. Be sure to cast your vote!

The 2020 March/April Pro Rider Swimsuit Issue cover shot goes to Blowsion model Ali

Anderson! The image was captured from the lens of Gino Martino. The Kawasaki X2 featured is an original custom Blowsion build, hand painted by none other than the legendary John Dady, Blowsion founder. This cover is a tribute to him.

In addition to our collection of international swimsuit photos, this issue features global coverage from Riva Racing, P1 Aqua X, Freestyle Connection, Kawasaki, Pro Force, the 2020 Torrent Daytona Freeride, Vintage customs, PWC fishing, Australia adventure ride, MG Paradise

Offshore racing and more! Don't miss this issue's Future Threats, social media top spots, Gear Giveaway Photo Contest presented by MotoOption and Tigercraft pull-out poster!

We are proud to announce continued and increased distribution in 179 Barnes and Noble outlets and distribution in 130 West Marine locations across the United States in addition to international growth. More distribution outlets are being added every issue.

I would like to dedicate this issue to friend and photographer Michael James Kirk whose

work was often featured in Pro Rider. We are grateful for the opportunity to honor his life in this issue.

All of us at Pro Rider Watercraft Magazine extend our thanks and appreciation to everyone who makes it possible for us to provide this quality publication. We hope you enjoy the 2020 March/April Swimsuit print and digital Issue of Pro Rider Watercraft Magazine!

Visit Pro Rider Watercraft Magazine on Facebook, Instagram at @proridermag, and online at www.proridermag.com for news, announcements digital issue access and extras! **PR**

Sincerely,

Michael Ratti

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DEAR PRO RIDER EDITOR,

Early January was a test of patience for some pretty impatient males in my house with the new issue of Pro Rider Watercraft Magazine on the horizon. They were all thrilled to see the new cover on an Instagram post only to then question where their magazine was and if we were in fact current on our subscription. The following is some of the now comical commentary from that week beginning with

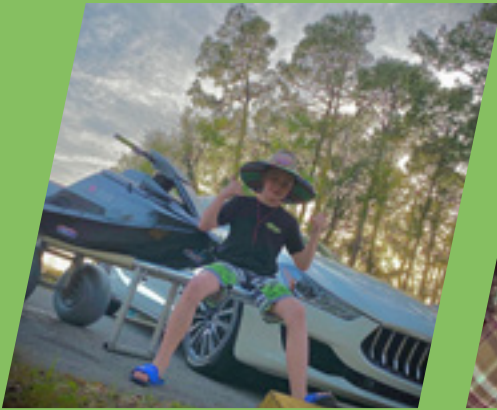
the first peek of the cover: "Yes! Pro Rider is out!" "Did you check the mail today? Was it in there?" "I'm sure it will be here tomorrow." "It's still not here. Do we even have a subscription, Mom? Did you pay?" "Maybe ours is lost." "Maybe we didn't really pay like we thought we did." "I'm sure it will be here tomorrow."

Tomorrow finally did come and we had our fresh new copy of Pro Rider! Thank you, Pro Rider Magazine, for giving the excitement of

Christmas morning to my guys 6 times a year and teaching them patience in this fast-paced world we live in today. Your magazine helps get us through the long Minnesota winters of no riding and to feel connected to the jetski world even with ice on our lakes!

Thank you again!

Kristy Jukish
Deerwood, Minnesota



DEAR PRO RIDER MAGAZINE,

We returned to racing 4 years ago after a long hiatus. When setting up our practice course new riders expressed much interest and would often ask "where are you racing this weekend?" "What do I do to get started racing?" With at least 3 sanctioning bodies in the US, I realized there was no one place to refer people interested in getting into racing for information. This summer we plan on attending races put on by 4 different promoters representing 3 sanctioning bodies — try

explaining all that to a prospective new racer while standing on the beach! It took 2 years of brainstorming with my daughter and husband before launching the PWC Racing Schedules page on Facebook in December 2018. The original plan was a website however, I ultimately figured how to make Facebook work and be interactive and not just a place to get information. Along with providing information to prospective new racers, I hope the page motivates seasoned racers to branch outside their area and discover races they might not

normally have attended. Lastly, I hope the page helps promoters when they are planning their schedules by making it easy to see what other promoters' schedules look like. Racers nor promoters win if races overlap in close proximity to each other.

I want to thank you for your magazine, I read it cover to cover. It is an awesome asset to our sport!

Kirsten R. Hasty,
PWC Racing Schedules Admin
Cicero, Indiana



EDITOR'S NOTE:

PRO RIDER SENDS A HUGE 'SHOUT OUT' TO KIRSTY FOR UNDERTAKING THIS VALUABLE TASK OF KEEPING THE PWC COMMUNITY UPDATED ON RACE SCHEDULES. ON BEHALF OF PWC ENTHUSIASTS EVERYWHERE,

THANK YOU!

FACTORY YAMAHA RACING

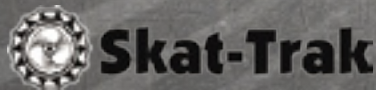
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Eric Francis #911
2019 P1 Aqua X World Champion



Troy Snyder #110
2019 Kings Cup World Champion



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FREERIDE WORLD CHAMPION ABRAHAM HOCHSTRASSER SELECTED FOR HOT PRODUCTS CATALOG COVER

Congratulations to world renowned freerider Abraham Hochstrasser, Puerto Escondido, Mexico for being selected for the cover of the 2020 Hot Products Catalog! In addition to numerous World Championship titles, Abraham holds the world record in riding giant waves on a jet ski.



ATLANTIC OCEAN CLAIMS JET SKI — TEMPORARILY

Jason Hough and his family traveled from Valdosta, Georgia to the 2020 Daytona Freeride, an event they have attended for many years. Jason shared with Pro Rider, “ I let my son ride my ski and then let another friend of a friend ride it. Sadly, he got swamped and when he finally got it righted and started, another wave took him down and the ski went to the bottom. The seat was recovered within an hour but nothing else surfaced. I was pretty torn up, so we left the next morning and headed home. The following day we received a call from the Daytona Beach Patrol saying they had found it! The ski spent 2 days submerged in the Atlantic Ocean and lost the hood and steering completely. However, the gentleman who sank it already provided a replacement hood. Simon Curwood sent a new seat base, PWC Doctor, Extreme Throttle, KP Steering, and others have donated or provided deep discounts to help with the rebuild.” When asked if this experience will keep him away from next year’s Daytona Freeride Jason said, “We will absolutely be back next year! I’m building a Superjet to ride this year and will rebuild the blaster again hopefully in a year.” To see more about this story watch:

<https://www.youtube.com/watch?v=N0RZWNqqQmg>.



INTRODUCING THE SQUID MOOSE ALUMINUM HITCH HAULER

Submitted by: Egis Jankevicius, Founder

A Naval Architect / Marine Engineer by education and trade, I spend a lot of time around water as my work involves design and engineering for superyachts and commercial ships. Weekends I try to adventure and half the time it means looking for surf to shred. Using my own products helps me maintain an intimate knowledge of their functions and look for ways to improve them.

SquidMoose came about as a unique and playful name that has strong associations with land and sea, since the hauler does well in both environments. The company started in 2019, although product development, testing, and real-world use began long before then. I started SquidMoose to provide improved products to the jet ski community and help further grow the sport. Over time, I’ve experimented with various DIY solutions and custom fabrications for transporting my own skis and have been approached numerous times by riders asking “Who makes this? Where did you buy it?” I used to have a heavy, rusting, steel hauler and wanted to upgrade, but was not impressed with options on the market, so I set out to provide a new product much lighter and rust free. In the process, I focused on maximizing safety and utility while incorporating customizations and better aesthetics.



To promote the product and support our sport, we have started attending freerides as sponsors and provided entire haulers and vouchers as raffle prizes. It has been extremely rewarding each time a customer receives my product and tells me how much they love it, how impressed they are with the build quality and the light weight of the hauler. It is also exciting to encounter people using our haulers which are minimalistic, durable, rust-free, and weigh only 25 lbs. These benefits eliminate maintenance/replacement hassles and help make loading/unloading simple and easy. The hauler has integrated tie-down points that improve the function and contribute to the appearance. Several color configurations are available for the bunks. Built in America, SquidMoose currently offers one product, the aluminum hitch hauler. By popular demand and requests, we have other exciting products in the works for a 2020 launch! Visit www.squidmoose.com for details.

SURECAN ANNOUNCES NEW PRODUCT FOR DISPENSING WATER, DIESEL EXHAUST FLUID, + OTHER NON-FUEL-BASED LIQUIDS

SURECAN is stepping outside the fuel can sphere of product applications entering new markets geared towards dispensing water, (DEF) diesel exhaust fluid, and other non-fuel-based liquids. This new Multipurpose Utility Transfer Tank opens the door to new markets and makes performing daily tasks much easier! From watering plants, washing your hands/dishes while camping, to filling up the dog's water bowl, these are just three simple things made easier by SureCan's new Utility Tank. Visit www.surecanusa.com for details.



PTR MOTORSPORTS FAMILY AND RACING TEAM

PTR Motorsports is a family run business and racing team that specializes in quality, American made parts and accessories. PTR stands for Precision-Tuning-Racing; the name came about due to the family's passion for being precise and the love for racing of all types from jet skis to cars, quads, to dirt bikes. They are currently racing in several watercraft series. David Ho-Yen started riding at age 5 on his dad's Yamaha Waverunner 500, slow but fun. His uncle raced the Region 8 series in the 1990s-2000s with his dad and his mechanic on a '97 Sea-Doo SPX. In 2000, David got his PWC license and rode every summer at Candlewood Lake in Connecticut with his dad, brother, and sister. From 2004-2011 he raced ATV Motocross and Flattrack and started PTR Motorsports with a passion to build the best in racing. In 2015, they decided to give jetski racing a try which took PTR Motorsports to the next level as David resurrected his uncle's race ski. In 2017, he ended 5th and his brother 3rd in the Region 8 Championship. With success in 2018 they raced IJSBA World Finals in Lake Havasu placing 8th and 10th in the Pro-AM Runabout 1100 Superstock class. 2020 goals are to compete in more races and rides create new builds and offer new parts! Their best advice to new and veteran riders is never ride alone, have fun and learn about your jet skis! Visit www.ptrmotorsports.com for more information.



PHOTO CONTEST WINNER

Congratulations to Brody Zigler of Edgerton, Wisconsin, winner of the Jan/Feb 2020 photo contest! Brody will receive a swag package from Hydro-Turf consisting



of Hydro-Turf shirt, hat and gear bag. Brody snapped these pictures of his 2015 Superjet in his garage. Dayton Bender of ID graphics made the wrap kit; Hydro-Turf royal blue cut diamond mat brought the whole package together. Brody rides with a large group in southern Wisconsin on the Rick River and Lake Koshkonong.

MEET THE HAMILTON PWC GROUP ONTARIO CANADA

The Hamilton PWC Group in Canada was started by Brandon Dietl in early May 2019. Later Josh Rose and Jason McNutt helped build and prepare the Facebook page. Together they planned a few group rides including Niagara River and Toronto Island, and other day trips. They started the Facebook page expecting a few other riders to join so they could all do small rides together and share photos, but the page quickly grew with riders joining and posting their stories, pictures and comments about their rides. The page is great for sharing photos from rides or asking questions about PWCs. Experienced and knowledgeable riders in the group are more than happy to help and give advice.

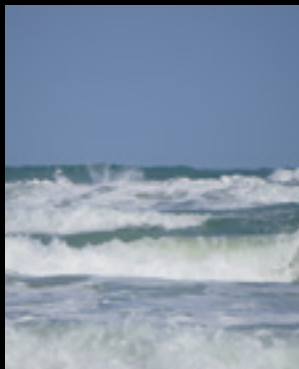
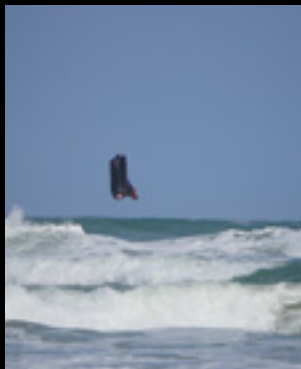
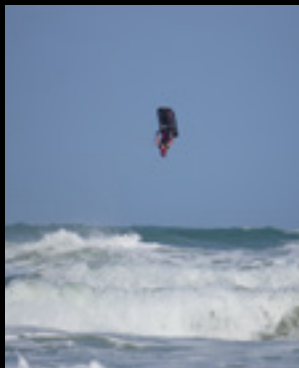
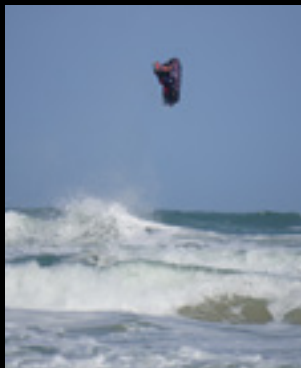
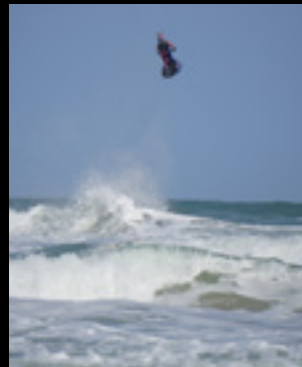
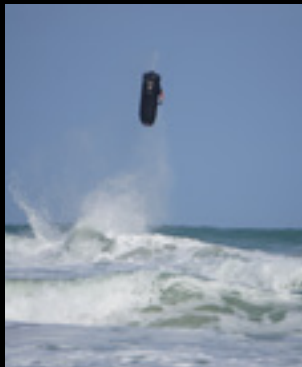


Hamilton PWC group is planning many group rides in Canada for the 2020 season including day trips to Toronto Island, Niagara River and Lake Ontario. Hamilton PWC group merchandise and decals will soon be available. Visit Hamilton PWC group on Facebook and request to join!

H2O INDUSTRIES DURABLE JET SKI COVER

Nestled in the mountains at 5,500 feet, family owned, H2o Industries, has been testing their products in the extreme weather conditions of Idaho where they strive to produce high quality products that withstand abusive weather climates and are long lasting. Their initial product, a high-end jet ski cover, seems to do just that. Introducing a product that is American made, with the utmost attention to detail, and advancements that the jet ski cover industry hasn't seen in nearly 30 years. They recently unveiled a phenomenal product customers can get behind, or under. With a range of fitment for most aftermarket hull designs, including Krash, Rickter, Yamaha and more, their covers are the perfect add-on to protect your investment. For more information visit www.h2oindustries.com.





DOUBLE BACKFLIP – DAYTONA FREERIDE 2020

RIDER: JAMES JUVET

HOMETOWN: LONG ISLAND, NEW YORK

PHOTOGRAPHER: B-TEAM PR



JET★STAR



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PHOTOGRAPHER



Andrew Donovan
- Photo by Skip
@photobyskip

MODELS

Sydney Bennett (L)
@sydney.bennett_

Mollie Gilbert (R)
@missmollegilbert

LOCATION

Queensland, Australia



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For 2020 RIVA Racing is offering three limited edition models, high performance watercraft. The first to be released is the 350HP Yamaha FX1800R. We will cover the other two in future issues, but let's see what this one is made of first.

It's no easy task taking an already proven platform and making it better. But, if anyone, RIVA Racing is up to the task. The all black, stock 2020 FX SVHO is modified to RIVA's Stage 2 level, delivering huge gains in acceleration, notably improved handling, and an impressive top speed gain of 15mph! Additional upgrades worthy of a custom build are added for both improved performance and styling.

Key to the performance enhancements of RIVA's FX1800R is the engine management upgrade. Instant "plug-in" horsepower is achieved using custom engineered and championship proven tune that is flashed to the stock ECU via a MaptunerX tuning device. The restrictive stock air intake is replaced with a large, high-volume power filter kit that draws cooler air from forward of the engine, near the hull's fresh air inlet ports, and feeds it directly to the supercharger. Supercharger reliability is beefed up with the installation of RIVA's Supercharger Shaft Upgrade Kit. Heat, as we all know, is a performance killer. RIVA fends that off by installing their Pro series engine cooling kit as well as replacing the small stock intercooler with a massive 'GEN-3' power cooler kit. Cooler, denser air is delivered to the 1.8L SVHO engine resulting in significantly increased torque and acceleration. Ample premium pump fuel is supplied to the engine through their high flow billet fuel rail to support the Stage 2 modifications while adding a high-performance look. To further improve engine reliability RIVA replaced the stock valve retainers with lightweight valve retainers. This reduces the likelihood of valve float when running at high rpm. RIVA completed the engine upgrades by replacing the restrictive stock exhaust sound suppression system with their rear exhaust kit. The free-flowing design reduces back pressure for improved engine performance and reliability while providing a stylish look and muscle craft sound any motorhead will appreciate.

To put the hard-hitting engine upgrades to good use when you hit the water RIVA employs a series of pump and handling upgrades. Their race-bred top-loader intake rate incorporates a large forward 'wing' and optimized inlet ramp that evenly distributes water to a Solas Concord Pump Impeller reducing cavitation while improving hook-up and acceleration. A pump seal kit is installed further optimizing pump efficiency. RIVA's Performance Ride Plate enhances the FX's handling and increases top speed. This makes for a great stand-alone upgrade! Finally, RIVA Pro series sponsons are installed. Their design provides vertical adjustability enabling riders to "fine-tune" the sponson blade's influence to match riding conditions.

RIVA knows you can't compromise control with that much power and speed. To address this, they replaced the stock steering system, which consists of mostly plastic materials, with a precision Pro series steering system made from billet aluminum. Motocross style RIVA Pro-Bar Aluminum Handlebars are completed with ODI lock-on grips for enhanced control and comfort. The Yamaha RIDE system is retained for ease-of-operation while launching and docking. **PR**



**RIVA
RACING**
Story and photos: Riva Racing



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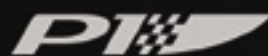
AquaCross



Kawasaki

2020 EVENT CALENDARS

WEST BAY MAY 16-17
 TORQUAY JUNE 13-14
 COLWYN BAY JULY 25-26
 BLANKENBERGE AUG 22-23
 BARCELONA PORT BALIS SEPT 26-27
 NASSAU BAHAMAS NOV 13-15

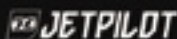


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DAYTONA BEACH APRIL 18-19
 TAVARES MAY 2
 COCOA BEACH MAY 16-17
 ST PETE BEACH JUNE 13-14
 MICHIGAN CITY AUG 1-2
 VENUE TBC AUG 22-23





PHOTOGRAPHER

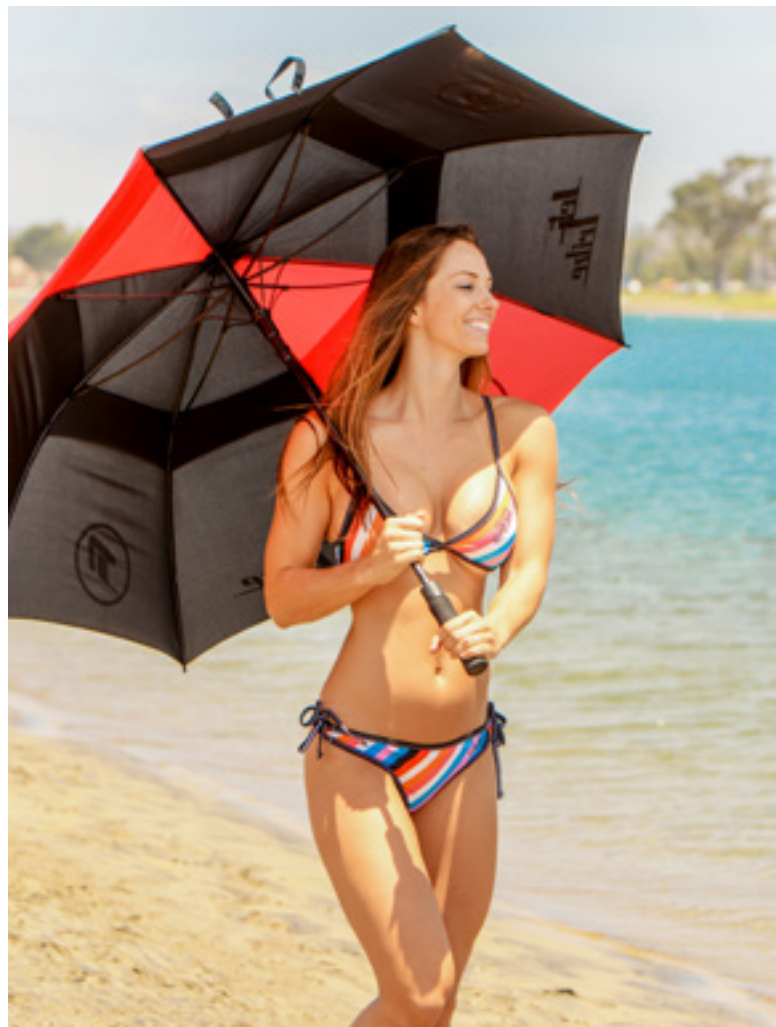
Mark San Agustin
@mark_sanagustin

MODELS

Jessica Harbour
@jessharbour

Janna Breslin
@jannabreslin

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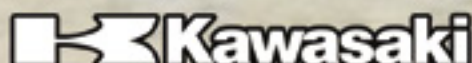
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FREESTYLE CONNECTION USA TAKES ON SUPERBOWL LIV!

By: Mike Young



Chris “Andajetski” Anyzeski, world-renowned Champion jet ski freestyler and Owner and Operator of Freestyle Connection, recently stepped into the role of chief choreographer and manager for an unprecedented Pro Freestyle/Flyboard show on one of the biggest stages in the world at Bayfront Park in Miami, Florida for Superbowl LIV! The event welcomed sports fans from all over the globe to enjoy concerts, VIP gatherings, football (of course) and much more, including the Freestyle Connection Superbowl Freestyle Show, which featured 4 professional freestylers and 4 professional flyboarders! This was a very talented group of individuals that Anyzeski assembled for an epic set of 9 shows over a 3-day period. Athletes included Mark Gomez, Tanner Thomas, Justin Sylvain, and Evan Krefski representing PWC Freestyle and Kristen “the destroyer” Smoyer, Ronnie Faist, Scotty Knemeyer, and Ben Merrill rocking the Zapata Flyboards!

Athletes were provided with Jetpilot gear from our good friend Jetpilot Brand Manager PJ Elbing. The first skit to warm up and build the crowd featured 2 flyboarders playing catch with a football, followed by 4 flyboarders kicking off the show “dancing” 40 feet in the

air, followed by backflipping from 4 stories to thunderous applause from audience members. Dueling Superjets, piloted by Thomas and Sylvain burst onto the scene with spectacular submarine moves and impressive water

Sylvain performed a synchronized freestyle routine with exact precision. Next, all athletes stayed out on Biscayne Bay for an explosive, “Expression Session” followed by a “payoff” from the amazing crowds! Finally, we got the crowd involved by picking 2 volunteers, 1 from the Chiefs and 1 from the 49ers to toss a football to flyboarders Scotty “butterfingers” Knemeyer and Ronnie “surehands” Feist! We gave away goodies from Hydro-Turf, Jetpilot, and Chick Fil-A. Every show got better and better; it was an honor to be a part of this production.

As with every show, there are shenanigans, and this one was no different! I would like to say thanks to Mark Gomez as he was unofficially “punked” being locked in Mitch MacClugage’s garage, #sorry. Congratulations to the Flyboarders for taking the “heads up” Championship, sponsored by multiple beverages. Highly acclaimed performer MC Hammer himself made it to a couple of shows and the athletes were featured on FOX National news all weekend long! It was an awesome event with 9 great shows. Chris Anyzeski proved to be quite skillful in the show business world as evidenced by the 5-star performances he produced. **PR**

“CHRIS, MARK, TANNER, JUSTIN, AND EVAN ALL KNOW HOW TO PUT ON AN EYE-CATCHING SHOW AND PAIRING THEM WITH THE FLYBOARDERS MADE FOR SOME GREAT ENTERTAINMENT!”

— PJ Elbing

Jetpilot Brand Manager

fountains, as Mark Gomez rode through and wowed fans with his World Championship flair, busting out combos for the Superbowl LIV crowd! Longtime friends and Lake Orion, Michigan neighbors, Evan Krefski and Justin



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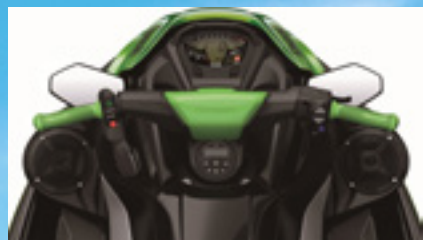
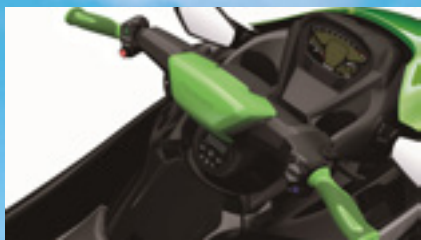
Coverage and stories you've never heard.

@DawnD2

Kawasaki launches the new Jet Ski® STX 160®

IGNITE THE FUN!

By: Dan Lindgren
Photos: Kawasaki



Kawasaki

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watercraft
STX 160



I recently had the opportunity to travel to sunny San Diego, California to attend the Press Launch for the new for 2020 Jet Ski® STX 160® for Pro Rider Magazine. This new ski is an updated version of the STX-15F, which has been a great ski for Kawasaki for many years. The STX-15F always had great power coming from the naturally aspirated 1498 cc DOHC 16 valve 160 horsepower engine. It's the same base engine found in the SXR 1500 and the Supercharged Ultra 310R Jet Skis. The engine is reliable, efficient and makes good power, especially for an entry level ski. The new STX 160 continues to use this same power plant and bottom deck design but now comes with a completely different upper deck design with many new modern comfort features and an updated look.

Who wants cup holders? Two cup holders come standard, being conveniently located just ahead of the steering and just back from the massive 30.12-gallon front storage area and large new LCD display. The rear seat now has a slide back and flip up design making the rear 4.4-gallon storage area easier to use. One touch 5mph cruise control is now standard. This was great for coming into and out of no wake zones in Mission Bay and Coronado. The mechanical reverse lever has been moved to the left side of the craft for easier use. A redesigned saddle style seat is extremely comfortable, plush and doesn't

get hot in the sun. I don't know what voodoo magic Kawasaki used for seat cover material, but it somehow stays cool in the sun. The throttle is now fly by wire, super responsive, has a light, comfortable lever pull and saves you from getting arm pump on longer rides. I rode this ski for a good 30+ miles on the open ocean without a hint of arm pump. This Kawasaki's fuel capacity has been increased from 16.4 to 20.6 gallons making for longer ride times without having to stop for fuel. The STX 160's larger fuel capacity, comfortable seat, fuel efficient powerplant, reliability and lots of storage makes this ski an ideal option for long distance riding. It's evident that comfort on long rides was a focus for the new STX 160.

There are 3 option packages. The STX 160 base model includes all of the above standard options and retails for \$9,599. The STX 160X model priced at \$9,999 adds adjustable cruise control, new comfort grips and a premium paint package. The top of the line STX 160LX offered at \$11,699 adds the JETSOUND Bluetooth audio system, which sounds great! The LX also comes with full graphics and premium custom cut turf and in my opinion, is the best looking of the three new STX models.

I spent a lot of time on this new ski at the press launch and was lucky to join Kawasaki on a long ride in changing open ocean conditions, from glassy smooth to small chop, large swells, ferry wake, tugboat wakes and yacht wakes. We even encountered a huge navy submarine for a minute. The STX 160 handles it all and is fun to ride! The STX 160 rips for a ski that costs under \$10k.

A huge thank you to Kawasaki for inviting Pro Rider out to be a part of the 2020 STX 160 Press Launch and for the opportunity to test the new ski in such a great location! **PR**

SPECIFICATIONS	STX160SIF
Engine Type	4 Stroke, 4 Cylinder, DOHC, 16 Valve, Liquid Cooled
Displacement	1,498 cc
Stroke and Bore	60.0mm x 60.0mm
Compression Ratio	10.5:1
Fuel Injection	EFI with 4 Stroke Single Carburetor Throttle Body Injection
Ignition	TCI with Digital Advance
Valvetrain	Overhead Valve
Cooling System	Water Pump
Oil Pump	Wet Sump, Single Stage
Reverse Gearbox	Hydraulic
Maximum Speed	100 mph
Overall Length	121.1 in.
Overall Width	30.1 in.
Overall Height	40.1 in.
Load Capacity	300 lbs.
Load Capacity	400 lbs.
Maneuverability	18 deg.
Fuel Capacity	20.6 gal.
Warranty	3 Year
Recommended Protection Plan*	12 Mo. 100 Mile Mileage

JETSPORT AUSTRALIA NOW SUPPLYING NEW COMPLETE JET1 HANDLEPOLE KIT!

Story and Photos: Pro Rider Watercraft Magazine

Jetsport Australia, owned and operated by John and Matt Daley, specializes in premium WSM aftermarket power sport parts, engines and accessories and is an authorized online dealer for Riva Racing, a leading OEM part supplier in the world.

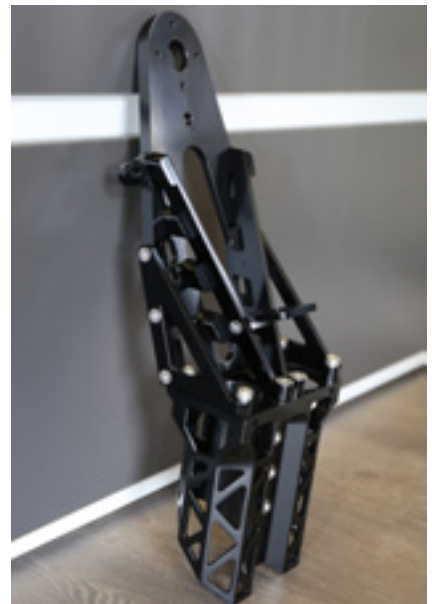
Jetsport Australia is also Australia's number-one wrecker of PWCs. Their impressive facilities boast over 1000 crafts dismantled and have a range of quality used PWCs that has been workshop tested. The Jetsport team have a total of 50 years experience in the PWC industry.

Recently, Jetsport has begun supplying the new Jet1 lightweight premium billet aluminum handle pole kit that will suit a Yamaha Super Jet or Kawasaki SXR and can be used for freestyle or racing.

The complete handlepole kit includes handlepole tubes, upper and lower tube receivers, quick steering system, handlebar clamps, steering cable holder, PJS trigger throttle, handlebars, ODI grips, carbon chin pad, chin pad stem and hardware needed for installation. The kit offers a one stop shop without having to purchase additional items separately at a bargain price of \$1,495 USD plus shipping to anywhere in the world.

For more information on how to order, visit www.jetskiparts.com.au or email info@jetskiparts.com.au. Be sure to follow the Jet Sport accounts @jetskiparts and @jetsportasia on social media. **PR**

PRO RIDER EDITOR IN CHIEF, MICHAEL RATTI, TESTING THE NEW JETSPORT JET1 HANDLE POLE ON THE KAWASAKI SXR 1500 IN GOLD COAST, QUEENSLAND, AUSTRALIA.





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PHOTOGRAPHER

Ryan Statt

MODELS

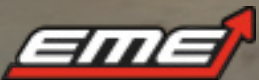
*Seana Mendez;
Pro Freestyle World
Champion Eric Malons*

LOCATION

Daytona Beach, Florida



PRESENTED BY



PHOTOGRAPHER

Nicole Miller

MODELS

*Professional Freestyle
World Champion Chris
Anuzeski; Aimee Briggs*

Location

*Daytona Beach,
Florida*



PRESENTED BY

**FREESTYLE
CONNECTION**



PHOTOGRAPHER

Nicole Miller

MODELS

*Kaley McNay Gomez,
Professional Freestyle World
Champion Mark Gomez*

Location

Daytona Beach, Florida





Story and photos: Anna Glennon, Pro Watercraft

POWERFUL AND SMOOTH: PRO FORCE 260 BUILD

SKI SPECIFICATIONS

HULL: 2019 Pro Force 2.0

ENGINE: RxtX 260 Supercharged

CC^s: 1503

TOP SPEED: 75+ MPH

COOL PARTS: Riva Racing retainer valves, Skat-Trak 160mm 14-vein pump, tuned with Riva Racing Map Tuner X; Jettrim custom mats

PRO FORCE FEATURES: Visual carbon fiber, integrated dash display and boost gauges, enlarged hood air flow vents, wide tray, expanded engine bay.

BUILDERS: Joey Pearce, Antonio Curtinhal, Chris Hagest



Everyone's into more horsepower, but what about handling? As standup jet skis continue to push the limits of top speed, they also push the limits of how well a rider can hold on. Chris Hagest at Pro Watercraft has dedicated his career to the testing and fine-tuning of products that make your ride easier to handle. So, he dreamt up the ultimate test — putting a supercharged runabout motor into a Pro Force 2.0 standup. The RxtX by Sea-Doo is notorious for being one of the fastest runabouts around, so it was the perfect fit for this project.

THE HULL

The Pro Force 2.0 is a completely one-of-a-kind aftermarket personal watercraft hull, the result of Hagest's years of developing personal watercraft. Each element of its unique design is intended to elevate your experience with the best stability, turning, and overall fun anywhere you ride. The patent pending multi-level hull design creates an optimal experience from the recreational ride to closed-course ocean racing. This hull features a unique tray design, made to connect you to the water and provide more control over the ski. Other features include the enlarged air flow vents in the hood for better airflow and cooling, and the massive engine bay which was simply waiting for a monstrous motor to be dropped in. This particular Pro Force 2.0 also features a visual carbon exterior for a luxury look.

THE MOTOR

The RxtX donor ski came from Tech One Racing in Lake Havasu City, and was quickly gutted to be prepped for the Pro Force 2.0 hull. In order to make the transplant successful, Joey Pearce and Antonio Curtinhal worked with Hagest to fabricate custom pieces to put the build together. The biggest hurdle was the gas tank. For this build, a custom fabricated 6-gallon gas tank was created to fit behind the motor. A custom 3-inch exhaust was also built to direct the exhaust out the back of the ski. Additions to the engine included a super-tune with the Riva Racing Map Tuner X, and Riva Racing retainer valves for boosted RPMs. Outside of the motor, a massive 160mm, 14-vein Skat Trak jet pump was bolted up to help push all that power. After the motor was complete, the original dash and gauges from the RxtX were integrated into the Pro Force hull.

THE RIDE

Despite all those horses under the hood, the Pro Force 260 build turned out to be a very smooth ride. The power band was linear and smooth throughout, and the hull handles the power well to make for a white-knuckle free ride. With only a few motor modifications, the ski is pushing 75+ mph, but the Pro Force 2.0 makes that power feel smooth and controllable, rather than violent. The only downside to this build? You might upset the neighbors when you fire it up.

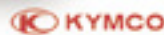
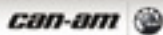
Stay tuned to Pro Rider Magazine and Pro Watercraft online as this ski may be raffled off in the near future! **PR**

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WHERE YOU ALWAYS GET **THE FRONT OF THE BOAT!**

By: Bob Reed

Photos: Sam Reed Photography
www.samreedphotos.com





Things are finally coming along in the PWC fishing world. Not long ago PWC owners desiring to satisfy their fishing passions had only their existing watercrafts to manipulate into fishing machines, I was one of those guys.

I had a 2005 Honda Aquatrax. After expensive modifications, I designed a fishing machine with ice chest, fish finder, and rod holders. However, the problem was this machine was not made to handle extra weight in the rear which caused porpoising and instability. When carrying a passenger or leaning over the side to grab a fish, I had to use caution, or it would roll over.

Nevertheless, I spent over 500 hours fishing from my old Honda and thought I was satisfied with what I created. I had so much passion for this new sport that I started my own guided fishing and adventure company on Lake Powell, Up Lake Adventures. Lake Powell is a reservoir on the Colorado River between Utah and Arizona.

In 2019 my world was rocked. I thought I was unique in my creation. I was part of an exclusive group of individuals worldwide who found a way to satisfy their passion for fishing and exploring on modified PWCs. Then I saw

the new Sea-Doo Fish Pro. I selfishly thought, "now everyone can fish and explore like I do;" did I want that? After serious reflection, and being totally honest, I was stoked. Fish Pro solved all my concerns. I immediately replaced my four Hondas with four new 2019 Sea-Doo Fish Pros. Best decision ever! I'm thrilled that a major manufacturer listened and built what anglers dreamt about for so long.

The Sea-Doo Fish Pro is a game changer. A completely loaded Fish Pro is around 16k. You can satisfy anglers in the family while providing fun for all. The kids can be pulled on a tube and go for a super fun ride while others fulfill their passion for fishing.

At Up Lake Adventures, we spend our days exploring, fishing, and riding at one of the greatest locations in the world, Lake Powell. As a licensed guide, I have the privilege of guiding individuals through narrow slot canyons and wide-open bays. Advantages of exploring and fishing from a PWC are numerous. We provide a Sea-Doo Fish Pro for every client, stocked with drinks, snacks and all necessary fishing gear. One of the most appreciated aspects of PWC fishing is the ability to drift over shallow rocks and outcroppings without fear of prop damage. At Lake Powell there are 96 major canyons

and many small inlets and glens. Riding a PWC allows for easy exploration of areas normally inaccessible by other means <https://www.youtube.com/watch?v=ri2YHZe1uRU>.

Up Lake Adventures and affiliates are in the process of organizing PWC fishing tournaments in hopes of making tournaments more accessible to anglers while providing a unique enjoyable experience.

Safety is a major concern; we go to great lengths to provide proper equipment and instruction to ensure all return home safely. We provide marine radios every rider has attached to their life vest. We have found the floating, waterproof Icom M-25 to be durable and effective for communication while underway.

I am very optimistic about the future of PWC fishing. As the love of PWC fishing and riding grows, so do the number of organized groups and clubs dedicated to promoting this sport. I belong to the West Coast Watercraft Club wcwcc.com. WCWCC and other groups are feeding the passion by organizing longer rides and new adventures.

Check us out at uplakeadventures.com and "Command Your Adventure" by becoming a PWC angler today. **PR**

RACER TIP



ILDIKO VASARI, RUNABOUT GP4 (SPARK)

BUDAPEST, HUNGARY

Unfortunately, you cannot prepare fully for the jet-ski racing season in the gym, but we try to stay fit and increase strength and endurance during winter. I am lucky because György Kasza gives me advice and we train together. He knows from experience what is most effective for racers. Most important is to work on core and stability through functional training, such as HIIT trainings; focus on jet-ski related exercises, use a TRX, ropes, interval running, go to the mountains to run or bike. There are many exercises and you should do everything you enjoy that increases your overall fitness. **PR**



RACE AND FITNESS TIP

THE KING OF EXERCISES: THE SQUAT

Story and photos: Joseph M. Berning, PhD, CSCS, FACSM Strength Psychologist New Mexico State University

EXERCISE OF THE MONTH: WIDE STANCE SQUATS

OVERVIEW: The squat, often referred to as the "King" of exercises, is one of the best overall body movements anyone can perform. Over the decades an unfounded myth has surrounded squatting. Claims have been made that the exercise injures the knees or back and although this could happen if performed incorrectly, squatting is safe and performed daily by most humans. For example, sitting/standing from a chair or getting in/out of your vehicle is a form of a squat. All upright sports require lower body strength and power and squatting is a standard training exercise performed for most traditional sports (e.g. football, basketball, soccer, etc.) as well as non-traditional sports (e.g. motocross, skiing, snowboarding, etc.).

Stand-up or sit-down PWC racing falls into these same categories. In addition, recreational riders can gain great stamina for longer ride days if they incorporate squatting into their weekly exercise routine.

EXERCISE RELEVANCE TO PWC: The wide-stance squat closely mimics the position most sit-down PWC operators maintain when riding or racing (straddling the engine/seat). This is especially true when riding in rough water. The legs serve as 'shock absorbers' as the watercraft skips across waves and wakes.

MAJOR MUSCLE GROUPS: gluteus maximus (hips), quadriceps (thighs), hamstrings (back of legs)

SUPPORT MUSCLE GROUPS: lumbar and thoracic back (lower, upper back), shoulders, arms, neck

EXERCISE PERFORMANCE: This wide-stance squat is typically performed with/without a barbell. (When lifting a heavy barbell, always perform the exercise in a squat rack with safety

catch bars and/or a spotter). To perform the exercise, lifters stand with their feet wider than shoulder width and toes pointed outwards slightly (Figure 1). The lifter stands upright, back straight and head facing forward (Figure 2). The lifter will then move downwards as if they are about to sit on a chair (Figure 3). As the lifter moves downward and rearward their torso will lean slightly forward. During the exercise, attempt to keep the lower leg almost vertical so the knees only move slightly forward over the feet. By keeping the lower leg vertical, the force shifts away from the knees and towards the hips. The lifter should lower their body until the thighs are close to parallel with the ground (Figures 3 & 4). Upon reaching parallel, the lifter would reverse the movement returning to an upright standing position (Figure 2).

The wider stance shifts the greatest amount of force to the hips thus requiring the gluts (butt) to endure most of the work. In sport performance, the entire hip region is referred to as the "power zone" and is considered one of the most critical areas for training.

VARIATIONS: A long list of squat modifications exist such as varying stance width, barbell location and equipment. In future issues, I will introduce variations to assist in your training.

PRESCRIPTION: The exercise can be done independently or with other lower body exercises.

DAYS OF THE WEEK: 2–3 days (7-day week)

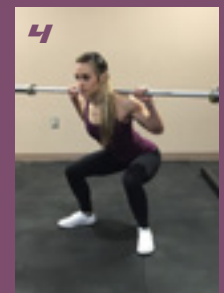
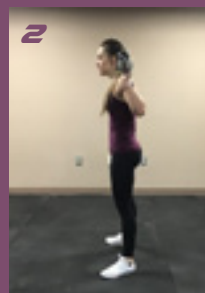
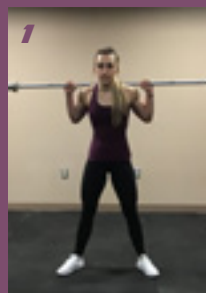
SETS: Beginners:
3 sets.

Moderate/Advanced:
4–5 sets

REPETITIONS: 8–10 repetitions per set

WEIGHT: Beginners:
Start with a lighter weight. If you break form, decrease the weight.

Moderate/Advanced:
Maintain/increase weight such that you can perform 4–5 sets at 8–10 reps.



PHOTOGRAPHER

Sebouk Bahadourian

MODEL

*Jess McGillivray
- Edge Models*

Location

*Refuge Bay,
Sydney, Australia*



PHOTOGRAPHER

Sebouk Bahadourian

MODEL

*Georgia Cook
- Edge Models*

Location

*Refuge Bay,
Sydney, Australia*



PRESENTED BY

sebu racing team





PHOTOGRAPHER

Serena Dattilo

@serenadattilo

MODELS

Clara Guggiari

Claudio Del Falco

LOCATION

Rome, Italy



Jet Pump Shaft Modification

Story and photos: Stephen Lundy



Ten years ago, a friend invited me to ride with him. He had a pair of old Superjets, and everyone knows riding is more fun with a buddy. After one evening of riding and falling, I was hooked. I was offered a free js550 if I would come get it off the beach. That ski led down the path of 'break it and then build it faster' until I followed the sound advice to "just buy a Superjet!" After building on the Superjet for a few years and trying to get a back flip on it I decided it was time for an aftermarket hull. I made an offer on a used Backie Chan by Trendsetters and it was accepted. It seems this is pretty much how we all got started, which brings me to the evolution of the custom shaft.

With plenty of longer couch shafts laying around and a lathe in my grandpa's shop I cut a section of shaft out, welded the splines back on to get the needed length, did some "secret

straightening technique" and had a pretty good looking product, not to sell, just for my ski. One thing led to another and friends in the same situation needed shafts. By the end of the riding season I'd modified 8 shafts, and nothing was breaking. With more and more requests I decided it would help fund my jet skiing hobby to provide this service. Over the next 2 years I cut and welded driveshafts back together to customers' specified lengths. After researching the production process and verifying material hardness tests I acquired a machine that cuts new splines in the shafts. This brings me to where I am today, with SNL Industries trying to provide a product everyone in the sport needs. The bulk of my work is made up of OEM Superjet style shafts with custom lengths; we have Kawasaki X2 shafts available and have done some Sea- Doo hybrid shafts.

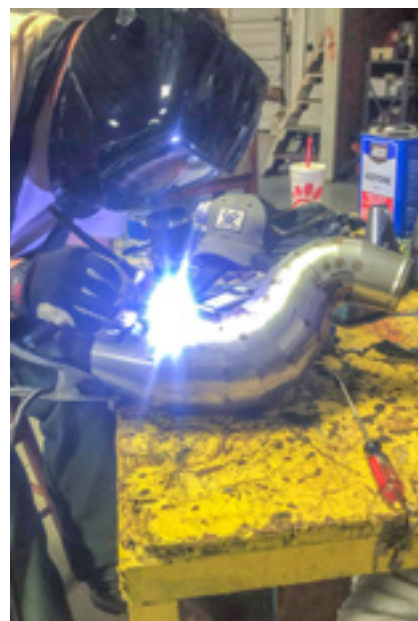
Before SNL Industries I was and still am on XH20 (screenname Sasquachcrap).

A lightweight stainless Titanium shaft is in the testing stages and if all goes well, we will be taking orders summer of 2020. Samples were on display at this year's Daytona Freeride was amazed at the weight difference.

If you're looking for a standard Superjet setup, "donor shafts" from any Yamaha sitdown that uses a 144/155 pump 2 or 3 cylinders non power valve can be used.

Located north of Charlotte in NC, my riding group regularly rides Lake Norman and Lake Lookout and we make several trips a year to get our salt fix and ride surf.

For more information visit SNL Industries on Facebook. **PR**



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DAYTONA FREERIDE CELEBRATES 15th ANNIVERSARY!

By: Brian Sizemore

Photos: Ryan Statt, Nicole Miller, @bteampr, Catherine Doberstein, Chris Williams

When event organizer Nick Foederer contacted us about being the title sponsor for the 15th Annual Daytona Freeride I immediately said yes, but with a catch. If we were going to be the title, we wanted to take it to the next level. We had no clue what we were getting into but, had an idea of what it takes to make an event better each year. Having attended rides, races, organized and judged events for the last ten years we set out to not only be the title sponsor, but to make the event better for all involved.

While attending the 2019 Daytona Freeride my wife MaryBeth and I strolled the beach looking for locations to host for 2020, stopping at the Hard Rock Hotel for lunch. Staff were more than welcoming, and the food, bars, pool and amenities were spectacular including a spa, ice cream stand, coffee barista,

and gift shop. It was decided—the Hard Rock Hotel would be ground zero for the event and so far, all feedback has been positive.

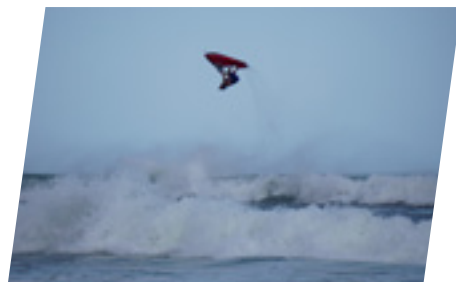
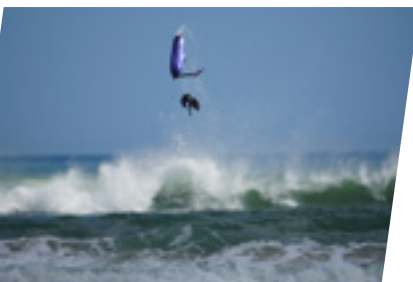
As most know, a freeride “pre-ride” takes place in nearby Ormond; this unsanctioned portion of the event has occurred since its inception. Riders were greeted every day with 80-degree temperatures and waist high to head high surf.

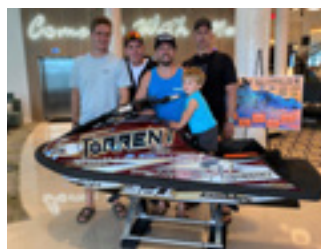
Following planning, hotel briefings, transporting gear, obtaining permits, moving the ride zone, securing insurance, alternative parking, and Volusia County lifeguards the event was approved!

The first official day of the ride preparations commenced early including roping off an area for registration with a special hospitality area for Pro and Team Torrent riders. The 3–5’ surf Thursday morning was perfect and late in the

day was still 2–4’. Thursday night’s party at the Wave Terrace of the Hard Rock with the Reggae band “Brothers Within” provided clean sounds and a great time for reconnecting with familiar faces. Friday, we awoke to howling winds and chop with 10’ monsters lurking in the back sets. A few riders were brave enough to venture into the washing machine that Daytona had become.

“Flatwater Friday” aka “FlatTona” at Lake Dias has long been an unofficial part of the Daytona Freeride. West of Daytona Beach lies a small boat launch where champions of the world gather to tout their riding prowess and share their latest weapons with friends and fellow competitors in the flatwater world. Surf riders also come there to ride, tune, and flush the saltwater from their skis. Winds and washing machine surf drove riders to the lake early in the day.





Back Flip, Ninja Cork, Flex Flip, 50/50 BF, Super Flip, Madonna BF, Sushi Roll, Can Can BF, Barrel Roll, Point Back BR, 360s, 540s, and a few 720s were on display by riders including Mark Gomez, Chris Anyzeski, Evan Krefski, Jason Stoyer, James Juvet, Eric Malone, Ryan Doberstein, Josh DeSantis, Bobby Clouse, Gabe and Nolan Jukish, each out shining the next.

Friday night's festivities included food trucks and beer sampling at Ormond Brewing where Foederer works as a brew master. The space was huge, inviting, clean, and friendly. A tremendous success, the owners said it was the best event they ever had.

Saturday was ideal as winds slowed with 4-6' clean surf as the day progressed as vehicles, skis and eager riders filled a 1/2 mile strip on the beach. A highlight of the

day included the traditional "Cherry Buster" competition with riders racing into the waves to attempt their first ever complete surf backflip. Ryan Statt from Rochester, New York managed to snag the win barely keeping the hood on his Superjet.

The Surf and Style competitions, limited to two-minute heats, saw competitors from all over the globe including Brazil, France and USA. François Lavergne took 3rd, Bruno Jacob 2nd and Mark Gomez with his signature style and flair that makes even rough chop look smooth, took 1st. Sickest Air Biggest Trick this year was won by James Juvet for popping a huge double backflip.

Raffle prizes supplied by sponsors were a hit and included hull discounts, Bluetooth headsets, handle poles, hitch haulers, helmets, head kits, carburetors, riding gear, cleaning supplies, gas cans, jackets,

hats, t-shirts, Pro Rider subscriptions, and a 50" Smart TV. Proceeds from event t-shirt sales were donated to the Volusia County Jr. Lifeguard Association. Thank you to all who attended and to AJ Handler from Pro Watercross for sanctioning the event. Congratulations to Nick Foederer for being selected as this year's Legacy Award recipient, well deserved.

Make your plans now for the largest freeride in the world, the 2021 Daytona Freeride January 14-17! **PR**



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PHOTOGRAPHER

*Britni Tallero
Copper Glow Photos*

MODEL

*Bri Tate
with her 550 Vintage Race Ski*

LOCATION

*Donner Lake,
Truckee, California*



PHOTOGRAPHER

Evano Gucciardo

MODEL

Jessica Sang

Location

Rochester, New York

Swimwear

MotoOption Checkers Bikini

PRESENTED BY



PR PRORIDER VINTAGE

HISTORICAL SCOTT WATKINS JET PILOT PURPLE / PINK / YELLOW FREESTYLE SKI RESTORED

Story and photos: Ty McFarland, Fly-n-Ty Jet Ski Products

I got my first jet ski in 1979, a 1979 JS 440 and rode on the Colorado River every chance I got. In 1992 I competed in the IJSBA Amateur Freestyle competition and was ranked #1 in Region 1 (California, Arizona, Nevada) and became friends with famous painter Mark Lopera, aka "Looper." I had him paint my ski using the legendary Freestyle World Champion Scott Watkins, Jet Pilot design with different colors. I loved that design so much, it was the most beautiful ski I had ever seen.

As time marched on I thought more about what a great era that was; it would be great to find some of the old race skis and restore them to their former glory. I looked on PWCToday.com well before Facebook took hold, not specifically looking for the Watkins ski, just any race ski from 80s and 90s. Low and behold I found in Sacramento Scott Watkins' black/silver/pink Jet Pilot ski! I bought it and shipped it to my house immediately before the seller changed his mind. After posting pictures of it, Scott Fowler in Canada, posted pictures of a beat-up purple Scott Watkins Jet Pilot replica he acquired, a very good replica, but the paint was faded badly. The more I looked at it I thought it could be the original purple Jet Pilot boat. I took a chance, contacted Fowler and bought it. It certainly was beat, but it had a custom Jet Pilot mat and expensive billet steering. I found pictures I had personally taken of Scott's ski at the 1992 Ski Springs race and placed the picture next to the ski and all the scratch marks

and paint chips on each side of the ski matched up to the picture! I had just found the most important, beautiful, historical freestyle ski of all time. I rolled my 1991 Looper painted ski next to the now confirmed "real deal" Watkins boat, the ski that was the inspiration of my own freestyle ski and the ski that was plastered all over my bedroom wall as a kid.

I got straight to work on the restoration, no expense spared. Unable to locate Looper, I utilized the talented Denny Bloom of Phoenix. Denny stenciled the entire ski onto paper, had decals made of the stencils which were used to mask the ski so every detail of the original paint would be reflected in the respray. Denny sanded, fiber glassed, masked, re-masked and painted to get it just right. There are no decals on the ski, except the 1992 registration sticker intentionally left in place and sealed off during the restoration. Once the ski was painted, we removed the protective tape covering it and cleared over it and the rest of the ski to preserve the 1992 registration for all time. All sponsor logos are painted on just as Looper had done. It took 4 months from start to finish.

In 2010, Jettrim's creator, Gary Hart, connected me with Scott Watkins at our first IJSBA Old School Jet Ski Museum where Scott was reunited with his long gone but never forgotten ski. Scott grinned from ear to ear. It was a double win for me. I brought the famous purple/pink/yellow Jet Pilot ski back from the dead and I met and made my hero Scott Watkins' day. PR



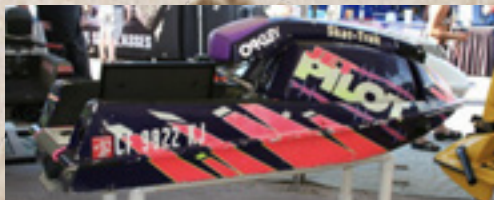
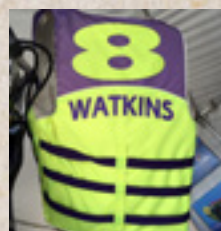
SPECIFICATIONS

Make: 1988 550 Jet Ski

Modifications:

- PJS T3 Reed Motor
- K&N Flame Arrestor
- Dual 38 mm Carbs
- Genetics Charging Flywheel
- R&R Jet Tech Pipe
- Aluminum Water Box
- Triple Bilge
- PJS Ride Plate and grate
- PJS Afterburner Pump
- 16.5 Prop
- Jettrim Custom Mat
- Stock reversed side tray mat pads
- UMI Billet Steering
- AME Grips
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WELCOME TO MG PARADISE OFFSHORE RACING!

Story and photos: Jessica Waters



Turquoise blue Caribbean waters, fast boats, skilled competitors, 3 days and more than 240 miles of wire-to-wire racing, plus a community – and their leadership – that supports and promotes the event-welcome to paradise!

The MG Paradise Offshore Race, held recently in French Guadeloupe, was one of the most beautiful race venues



I've worked, one of the most unique race formats I've had the chance to shoot, and one of the few, if not the only, watercross race I've encountered where a map is necessary to describe the race properly, and that, in itself, is one of the attractions of the race. The points-based MG race featured both open-water racing and a closer-to-shore buoy race, six races with four categories of runabouts.

Day one 43 racers crowded behind the starting line off the southwest coast of Guadeloupe's Grande-Terre Island and raced east for 11 miles, reaching a point just offshore of St. Anne before veering south toward Saint-Louis, 20 miles away on the northern shore of the island of Marie Galante.

Race two saw racers line the white-sand shores of Saint-Louis for a LeMans start and a 41-mile round trip open water race. In addition to the endurance and fortitude needed, this leg of the MG Offshore race highlighted the added navigational challenge offshore racing poses, as two racers ended up finishing on a completely different island

and had to be retrieved by race staff before the races could commence on Saturday.

The third race of the series again featured a LeMans start, as did the remainder of the event's races, this time sending racers in an easterly direction into oncoming wind as they raced toward the island of Terre-de-Haut, then back, a 35-mile endurance run.

Something of a cross between the open-water endurance racing of the first three motos, and an AquaX style course was set for the final three motos. For Saturday's final race, and both races on Sunday, racers followed the northwest coastline of Marie Galante to pivot around a tiny island where jagged rock cliffs towered above the racers before circling back toward the start line, running laps around the island for a total of 45 miles each moto.

"The race was brilliant with really tough conditions as you would expect," said UK racer Tim Bette. "The last couple races were flat water, but the first couple days were great. I would definitely recommend this event; these riders are the best in the world." Bette did recommend that any out-of-country racers bring a crew with them and begin planning early as logistics and communications were somewhat tricky.

An awards ceremony followed the final race, with plaques, cash payouts and other prizes awarded through 5th place in each category. Throughout the race, beaches were crowded with spectators and race crews, and even the Mayor of Marie Galante, who said he may join next year's race after he retires at the end of his current office. **PR**





CHÈQUE CADEAU 500
Marie-Galante
26 Janvier 2020

***RESULTS:**

- GP 3 – 1st - #428 Trefle Steeve
- GP 2– 1st - #87 Nicolas Stojanovic
- GP 1 - 1st - #33 Lucas Granger
- GP F1 - 1st - #82 Christophe Lycaon

OVERALL:

- 1st #35 Quentin Menault (KAWASAKI)
- 2nd #82 Christophe Lycaon (KAWASAKI)
- 3rd #89 Bruno Claret (KAWASAKI)

*FOR FULL LISTING OF RESULTS PLEASE VISIT
WWW.SPO-EVENEMENT.COM/MGRACE/RESULTATS.HTML



GPS:

Find your way on a

PWC

Story and photos: Jason Weissman

If you enjoy riding PWCs like me, you've probably encountered a similar thought—"How do I get to all the great places this country has to offer?" After riding with many people and watching what they do, I knew it was time to get a GPS. There are so many on the market, it's overwhelming. The GPS we are familiar with is quite different than the GPS required for marine use. Marine specific GPS units are programmed to be run on water, so their navigation is specialized. After buying what I thought was a great unit, I soon realized that a touch screen is imperative to be able to easily maneuver the screen while in motion which is quite important in a group setting.

Everyone works differently when it comes to electronics and these devices are not like your iPhone or Android where it's very intuitive. Whether you like Simrad, Garmin or others, I suggest you try them out and see what works for you with the basic commands. It is recommended you inquire about warranty, map content, and where the maps come from.

After attending the Florida International Boat Show and speaking with manufacturing reps, I settled on the Garmin 942xs. I never intended to attempt to mount a 9" GPS on my 2019 Yamaha FXHO. Sadly, as I age into my 40's my eyesight simply isn't what it was so the larger the better. The Garmin 942xs is powerful with many options such as radar and an in-hull transducer; I knew I could always transfer it to a boat if so inclined.

I thought about designing a mount for it and after searching was relieved to find that Loren Piotrowski of Boondocks PWC (www.boondockspwc.com) made a bracket which utilizes the cup holders with no drilling needed. What is unique is that Loren is an ex-machinist and a PWC rider so he's familiar with what is required and was able to make what I needed. The mounting kit consisting of two cup holder inserts, a "bridge" that connects them and a

"D" size RAM ball mount along with a "B" size RAM ball mount looked fantastic. The parts that Loren makes are anodized which protects the aluminum from corrosion. The installation of the mount was very simple as it replaces the factory Yamaha cup holder mounts. Next, I sourced a marine grade fuse holder and started the process to install the whole system which was quite easy. It's very important to remember to take your time as these items come apart very easily. Next up was the wiring. I used 14AWG and some Raychem DR-25 heat shrink. I recommend you source some marine grade wiring and be done with it. It will save you time and money. Besides the fuse holder, it's important to use watertight connectors. I prefer the Deutsch DT series connectors for this purpose. The only drawback to them is they require a special crimper which is expensive

though if you and a buddy are doing more than one PWC, it may be a good investment and the tool lasts forever.

I'm very happy with how it turned out and can't wait to keep navigating my way through the waters! **PR**



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PHOTOGRAPHER

Dante Borruso

@Danteborruso57

MODEL

Joccy Bee

@joccykaybee_1369

LOCATION

*The Power House,
Norco, California*



PRESENTED BY:



PHOTOGRAPHER

*Manuel Valdes
MVP Production*

MODELS

*Max Philisaire
Mahpara Khan*

LOCATION

*Flagler Monument
Island, South Beach,
Miami, Florida*



PRESENTED BY:

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PRODUCTION





REMEMBERING *Michael James Kirk* MJK PHOTOGRAPHY

MJK

By: P. Annie Kirk
Photos: Blowsion, MJK Photography, Pro Rider Watercraft Magazine

Pro Rider Watercraft Magazine, Blowsion photographer and close friend Michael James (Mike) Kirk passed away January 21, 2020. Mike was born December 14, 1970 in San Jose, CA to Pat Kirk and Mary Janet (Jennie) Rinehart. His work was often featured in Pro Rider and received multiple cover photos for his outstanding creativity and composure.

Mike was the second of two children and number 46 of 48 first cousins of the UJ and Zeta Kirk clan. In 1983 the family relocated to Aurora, OR where he was mentored at a young age by local artisans and began what would be his life-long master craftsmanship of custom woodworking and fine furniture design. He was a multidimensional, multitasked, passionate artist with an extensive portfolio of creations that also included photography and graphic design.

Though known widely for his extraordinary, savant-like creative talents, Mike is most

remembered for what fueled his talents: his heart. He was rich with inexhaustible kindness, unwavering loyalty, infectious humor, keen listening, and deep ability to see possibility. He was a mentor, safe place, and friend to the world.

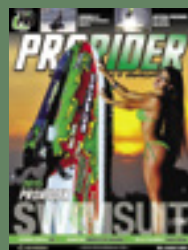
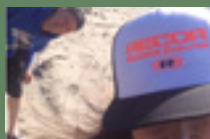
Mike is survived by his sons Jacob (Jake), Elijah (Eli) and Samuel (Sam); mother; sister Patricia Ann (Annie) Kirk, her husband Steve Heer and their son Ambrose; the mother of his sons, Andrea Blackmar; extended and borrowed family; a galaxy of friends, many of whom considered Mike a best friend.

"Having worked frequently with Artists what I always enjoyed about Mike that it seemed as if the process of creating something was often more enjoyable than the completed project. The time we spent on the planning and execution of some of our photoshoots will surely remain some of my best memories.

— Scott Wheeler, Blowsion

"Mike was always a pleasure to be around. His quality was top notch and we always knew we'd be getting the best photography any time we worked together. We spoke frequently and were constantly discussing ideas. His latest idea was a swimsuit calendar of sorts that we hope to carry on one day in his honor. He was a great friend and contributor to Pro Rider for many years. He will be missed and remembered forever."

— Michael Ratti, Pro Rider Watercraft Magazine



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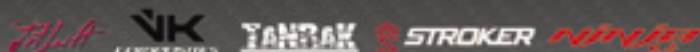
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JET SKI CLUB ADVENTURE RIDE TO TANGALOOMA WRECKS: *Moreton Island - Australia*

By: Mandy Brown - Jet Ski Club

Photos: Nigel Miller & Ed Szymanski - Jet Ski TV



At dawn 18 jet skis with 26 riders gathered at Manly Harbour for a beautiful day on the Gold Coast, without a breath of wind in the treetops. The usual discussions about how much fuel to carry prevailed despite the 70 kilometres round trip! Excitement ruled as we launched into Moreton Bay. Sunscreen, food, water, safety gear, snorkelling gear, phones, warm jackets – check.

We were fortunate to have Ben, Vice President of the Australian Jet Ski Association, join us. His navigation skills are second to none. Moreton Bay Marine Park, established in 1992, is home to sensitive reefs, tidal mud flats, mangroves and lakes. It provides breeding grounds and shelter to dugongs, dolphins, turtles, whales and migrating shore birds. It's listed under the Ramsar Convention as a place of international significance and is heavily zoned for habitat protection. The "go slow" zones restrict the speed of powered vessels to allow for inhabitants below to escape impact from hulls and props.

While avoiding an infringement is one issue to consider, all agreed the importance of upholding our hard-earned reputation as environmentally sensitive jet skiers was the most important approach.

The pre-ride chat focussed on staying 60m away from each other at all times. Global statistics are clear this is the best way to stay safe during group rides. Of course, there was the usual mandatory requirement for an excellent sense of humour, adventure and fun as our adventure began.

Through the 1960's to 80's 15 vessels were sunk off the coast of Moreton Island. It's a spectacular place to snorkel in shallow water close to shore, with 200 species of friendly fish, dolphins, wobbegongs and sea turtles.

Entering Moreton Bay from tranquil Manly Harbour the tidal flows worked with the slight breeze making a bit of a bumpy ride. Nevertheless, it held no one back as we took off, forgetting about everything except enjoying ourselves.

At our 3rd stop we turned in unison to see a ball of white water erupt as cameraman Ed's RXTX did an amazing bronco sending Ed cartwheeling into the warm waters, luckily without the camera gear. With no harm done, albeit a bit of ego damage, we set off to the Tangalooma wrecks.

Front runners were greeted by sea turtles and dolphins lounging in the pristine turquoise waters of the bay. Jason arrived on his GTX having launched from Brیبie Island; Jackie arrived on her Storm Trooper FX from Russel Island, as all made their way to the pristine white sandy beach to set up camp and ferry snorkelers over to the wrecks; the tide was running fast so swimming over wasn't an option. Everyone was fired up for the fun blast back when another cameraman, Nigel decided he was a bit too hot and into the water he went, luckily with a waterproof camera!

Setting course for the trip homeward I rode 60m off adjacent to Ben who kept a steady pace for everyone to enjoy. Glancing back, this time the photographers weren't in the water, they had their cameras out and captured poor Ben enjoying the warm crystal water a little more than usual! What do you know, I had launched with a fun loving bunch of leaders today!

If you ever get the chance to visit Queensland, Australia make sure you do this ride. You are guaranteed a great fun adventure, even if you do go for a swim or two! Keep an eye on Jet Ski TV for video of the ride. **PR**







MARCH / APRIL 2020



MASON

RACIN' MASON DIETZ

Photos: Kenny Wong

AGE: 15

HOMETOWN: Santa Rosa, California, USA

SKI: Racing: Yamaha Superjet and 1300 ProForce; Freestyle: Rickter Edge 1000 for the surf and Rickter Ninja 900 for amateur freestyle

RACE NUMBER: 771

LATEST ACHIEVEMENTS: I just started learning freestyle this past summer and attended my first freestyle competition in Lake Havasu at the US Freestyle Championship. I came in 2nd for the Juniors; World Finals in Havasu came in 9th for Amateur GP 2-Stroke. I'm working on getting my back flip for the upcoming season while improving my racing skills. My family owns a construction company and during the summer I helped rebuild homes that burned in the 2017 fires that devastated my hometown, working 10-hour days, 4 days a week so I could have 3-day weekends for racing.

CRAZIEST MOMENT ON TOUR: While practicing for a race at Lake Sonoma late one day I got on my ski, pulled out of the marina and was nabbed by the water fuzzi. Since I'm not 16 yet, I was ordered to get on the boat while they towed my ski and they told my parents I couldn't come to this lake and practice until I turned 16. They gave me a very strict warning! Now my parents drive me 2 hours away to practice.

SPONSORS: Blowsion, 771 Industries, Silver Lining Construction

DIEGO MASALA

Photos: Carlo Spano

AGE: 9

HOMETOWN: Olbia, Sardinia, Italy

SKI: Sea-Doo Spark (previously Kawasaki sxr 800)

RACE NUMBER: N/A; currently in training

LATEST ACHIEVEMENTS: Training in a circuit by the sea with plans to eventually race in the Italian championship and compete in a world championship I enjoy electric surfing, flyboarding, riding horses, and am very good at school. I also play football and participate in kickboxing, in short, I live on sports.

CRAZIEST MOMENT ON TOUR: I have not yet been on tour but will begin at age 13 which is the age in Italy you can race. In the first 2 years I was afraid of the sea, now I cannot live without being in the water.

SPONSORS: Jet Energy, Aairoh Helmet, TWparts.com, Electronautica Olbia



NILS

NILS WITTLING

Photos: Manuela Wittling

AGE: 13

HOMETOWN: Frechen, Germany

SKI: Sea-Doo Spark Runabout Rec-Lites

RACE NUMBER: 15

LATEST ACHIEVEMENTS: I raced up to now only one race in my life and finished 3rd place at the European Championship in Belgium in 2019. Planning for 2020: German Championship, European Championship and my dream is to participate in next year's World Cup in Thailand where I was born.

CRAZIEST MOMENT ON TOUR: At an early age of 4 recognized that one of the buoys in the big closed course was changed compared to the days before - so already a quite good course feeling, which hopefully helps in best case of "never doing a buoy mistake."

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PR PHOTO CONTEST

Pro Rider Mar / Apr 2020
Gear Giveaway

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