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WATERCRAFT MAGAZINE

BUSINESS PROFILE



**TORRENT PUMPS
DAYTONA FREERIDE**

QPWC RACING AUSTRALIA

LAKE MURRAY SKI RIDERS

TIDE VIBES ADVENTURE

HYD PWC FISHING

INSIDE PWC MUSCLE

**JET SKI LEGEND
HARRY GOATCHER**

SILVER GLEN SPRINGS REC RIDE

**JETSKI RACING IN
NEW ZEALAND**

**BUSINESS PROFILE
VINTAGE JETSKI**

+ MORE!

2021 SWIMSUIT ISSUE!

GREENHULK: Riva MapTunerX • RIG OF THE MONTH: Snyder Racing • HYDRO-TURF STR8UP: Abraham Hochstrasser

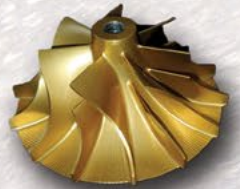
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PRO RIDER FEATURES

2021 Pro Rider Watercraft Magazine Swimsuit Issue!
Starting on Page 18.

Model: Janna Breslin - @jannabreslin
Photo: @jettribe



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TURNING OBSTACLES INTO OPPORTUNITIES: 2021 TORRENT DAYTONA FREERIDE! 28

Riders returned to the sandy shores of sunny Florida and the incredible hospitality and accommodations of the Hard Rock Hotel. The 2021 Torrent Pumps Daytona Freeride sanctioned by Pro Watercross offered luxury and spectacle throughout four beautiful days.

HIGH SPEED INDUSTRIES: BY RIDERS FOR RIDERS 24

Joey Morneau founded High Speed Industries based on quality and performance with a passion for jet skiing, Buoy riding and ocean freeriding fueled his addiction for the sport.

LIVING THE DREAM CHASING THOSE TIDE VIBES! 28

Nick Dobrovolskis is a videographer, photographer, diver, fisherman and adventurer. Nick explores unique places, everything Australia has to offer on its amazing coastlines.

HAULIN HARRY OG LEGEND GETS NEW SKI 32

Harry Goatcher is an OG jetski legend, an underdog who climbed his way through the ranks and earned a pro-ride the hard way.

FORMER DRIFT CAR DRIVER, SEA-DOO TRIXXGIRL 36

May-Helen Dahl has been catching quite a bit of attention with her enthusiastic riding style and distinctive eye-catching wrap on her Spark.

ADRENALINE CHARGED RACING WITH QPWC! 48

QPWC's round 1 in Clontarf saw great conditions and great riding from beginners and experts. With 3 closed course motos and a 30-minute lap enduro, it was a fun, adrenaline filled day.

CRYSTAL CLEAR WATERS SILVER GLEN SPRINGS 46

In North Central Florida, along the western shores of the Ocala National Forest, on the St. Johns River, lies one of the most beautiful places to visit on the water!

PASSION FOR OLD SCHOOL SKIS- MEET CAM WISE 58

Vintage skis continue to grow in popularity. Cam Wise is not only a vintage riding and restoration enthusiast but has built a successful business to meet the growing demand for all things vintage.

ARMY VETERAN ESTABLISHES LAKE MURRAY SKI RIDERS 68

Medically retired Army Officer Michael Coleman always loved being on the water and found PWC riding therapeutic for his injuries.

PWC MUSCLE PERFORMANCE PWC PARTS AND P3LABS 63

Celebrating over 10 successful years in the PWC industry, PWC Muscle is busier than ever and loving every minute of it.

RACING ON NEW ZEALAND'S PICTURESQUE LAKE ROTOMA 68

Mist hovered over the 30 red and yellow buoys that outlined the racecourse, so perfectly still as pilots arrived and friends greeted one another.

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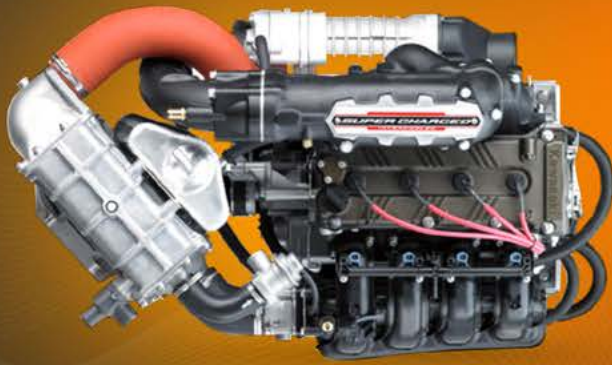
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USED IN JAPAN

YAMAHA FX SVHO '14
OEM ENGINE Used [X902-000]



Condition:Used
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Price:US \$5,909.09

Kawasaki STX-15F '06
OEM ENGINE Used [K806-000]



Condition:Used
Hour 138
Price:US \$4,095.24

YAMAHA FX Cruiser HO '05
OEM ENGINE Used [Y459-000]



Condition:Used
Hour 188.8
Price:US \$3,428.57

Kawasaki ULTRA260X '09
OEM ENGINE Used [K036-000]



Condition:Used
Hour 212
Price:US \$3,428.57

SEADOO RXT-X 260 '10
OEM ENGINE Used [S811-000]



Condition:Used
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Price:US \$2,952.38

YAMAHA FX140 '02
OEM ENGINE Used [Y277-000]



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Price:US \$2,952.38

YAMAHA XLT1200 '01
OEM ENGINE Used [Y831-000]



Condition:Used
FreshWaterOnly
Hour 136.7
Price:US \$2,952.38

YAMAHA VX110 Sport '05
OEM ENGINE Used [Y081-000]



Condition:Used
Hour 198
Price:US \$2,761.91

SEADOO GTX LTD IS 255 '09
OEM ENGINE Used [S951-000]



Condition:Used
Hour 156
Price:US \$2,476.19

SEADOO GTX LTD '07
OEM ENGINE Used [S950-000]]



Condition:Used
Hour 180
Price:US \$2,476.19

YAMAHA FX Cruiser SHO '12
OEM ENGINE
(WITH DEFECT) Used [Y354-000]



Condition:not working
Hour 273
Price:US \$2,380.95

SEADOO GTX4-TEC WAKE '05
OEM ENGINE Used [S770-000]



Condition:Used
Hour 97.9
Price:US \$2,285.71

SEADOO GTX 4-TEC SC '03
OEM ENGINE Used [S851-000]



Condition:Used
Hour 115.2
Price:US \$2,476.19

SEADOO GTX 4-TEC SC '03
OEM ENGINE Used [S523-000]



Condition:Used
Hour 150
Price:US \$1,619.05

SEADOO GTX DI '02
OEM ENGINE Used [S218-000]

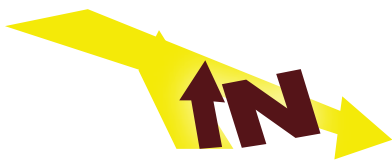


Condition:Used
Hour 39.6
Price:US \$1,047.62

Kawasaki 1100STXDI '02
OEM ENGINE Used [K941-100]



Condition:Used
Hour Unknown
Price:US \$761.90



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PRO RIDER™

WATERCRAFT MAGAZINE

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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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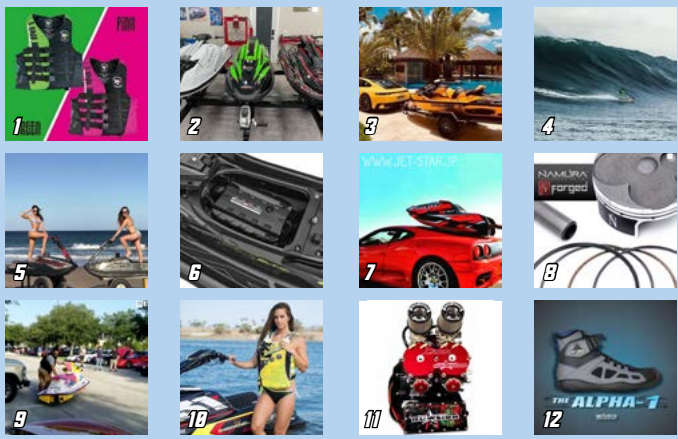
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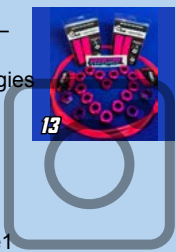
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1. "@ctracing_inc wins biggest money bet race in history! \$106,000." - Photo: Photo: @mvp_production
2. "Single and back issues are now available on the @proridermagazine website! Only \$4.95 per issue. Shop today!" - Photo: Photo: @proridermagazine
3. "Some things simply cannot be contested. The Alpha Jet "Gold Standard Award" simply repre-sents the "Alpha" in its class. One who provides high quality and operates with the utmost genuine integrity... Today we Congratulate Pro Rider Watercraft Magazine as the next recipient of our #goldstandardaward. From the breathtaking photos, the well written articles, the swimsuit issues to their unwavering support of this industry, it is no wonder why they are known worldwide as #legitnprint. Be sure to subscribe to the absolute very best worldwide PWC coverage on the globe! www.proridermag.com" - Photo: @alpha_jet_studio
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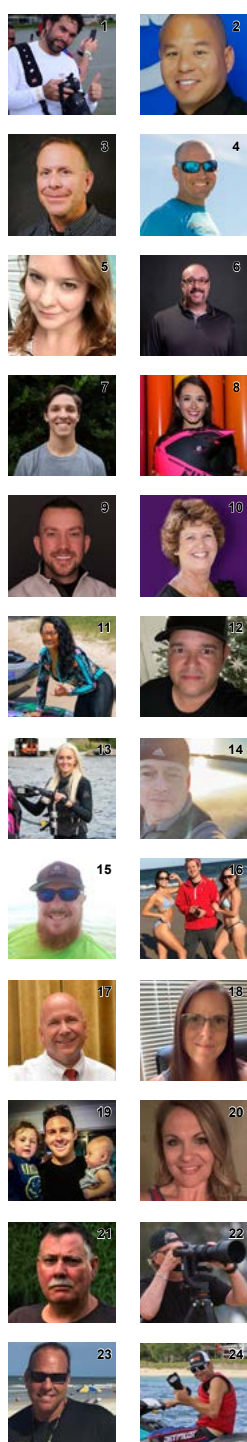


THE MONEY SHOT MARCH APRIL 2021

The March / April 2021 cover shot goes to Amateur Freestyle rider Demi Morgan. Once Freerider now Freestyler, Demi is one of the few females in the sport that gives the boys a run for their money. High Speed Industries wanted to bring a cover shot to the swimsuit issue that was not only a model, but also a rider. The cover photo of Demi and her H.S.I. built / tuned Rickter XFS was taken in Lake Havasu City, Arizona. Nathan Adler of Havasu Photos captured the photo in the English Village water fountain near the famous London Bridge.



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4. Kyle Harris Tampa Braaps
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12. Manny Arroyo Jet Rider Nation
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21. Alan McIntosh Alan McIntosh Sports Photography
22. Craig Milne Zoomed Images
23. Robert Sand RS Vintage Jetski
24. Andrew Donovan Photo by Skip

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PR EDITOR'S LETTER



HEADER: Shout out to Andrew Donovan Photo by Skip for organizing this awesome photo shoot at The Spit in beautiful Gold Coast, Queensland, Australia. Thanks to the rest of the crew who made this possible including Eight 1 Racing, Zoomed Images, Jake Beekman, Ngahuia Reihana and Natasha Lay. | **1:** One-handed backflip sequence during our photoshoot with Photo by Skip and Zoomed Images. Photo: Craig Milne - Zoomed Images | **2:** Behind the scenes during model photoshoot Gold Coast Australia. Photo: Zoomed Images | **3:** Big 180 during a test & tune session with Tony Blair at Thunder Lake Sea World Gold Coast Australia. Photo: Tony Blair | **4:** Family visit to Thunder Lake.

PRO RIDER MARCH/APRIL SWIMSUIT ISSUE!

Photos: Photo by Skip, Zoomed Images, Tony Blair

Welcome to the 2021 March/April Swimsuit and 59th print & digital issue of Pro Rider Watercraft Magazine!

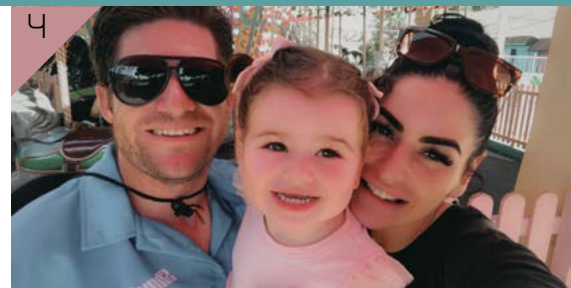
Pro Rider Watercraft Magazine is honored to have had the opportunity to work and collaborate with major industry leaders, event promoters, amazing photographers, and talented authors in the creation of this year's March/April Swimsuit issue. What impressed me the most during the production of this issue is the amount of industry leaders onboard and excited to participate with beautiful swimsuit photos and creative ads. Following the release of this issue, readers will be able to vote on their favorite bikini themed ad at proridermag.com. Winners will be announced in the May/June issue, be sure to cast your vote!

The 2021 March/April Pro Rider Swimsuit Issue cover shot goes to Amateur Freestyle rider Demi Morgan, one of the few females in the sport that gives the boys a run for their

money. The cover photo of Demi and her H.S.I. built / tuned Rickter XFS was taken in Lake Havasu City, Arizona by Nathan Adler of Havasu Photos in the English Village water fountain near the famous London Bridge.

In addition to our collection of international swimsuit photos, this issue features coverage from the 2021 Torrent Daytona Freeride, Queensland PWC Racing in Australia, OG legend Harry Gatchler, Lake Murray Ski Riders, Silver Glen Springs Recreation Ride, New Zealand Jet Ski Racing, Vintage Corner, PWC fishing, Australia adventure ride, and more! Don't miss this issue's Str8Up sponsored by Hydro-Turf, Business Profiles, Tech Tips, Future Threats, social media top spots, Rig of the Month, Fitness Tips, and Gear Giveaway Photo Contest presented by Jettribe.

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 2021 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 and the Pro Rider Team

Instagram: @michael_ratti

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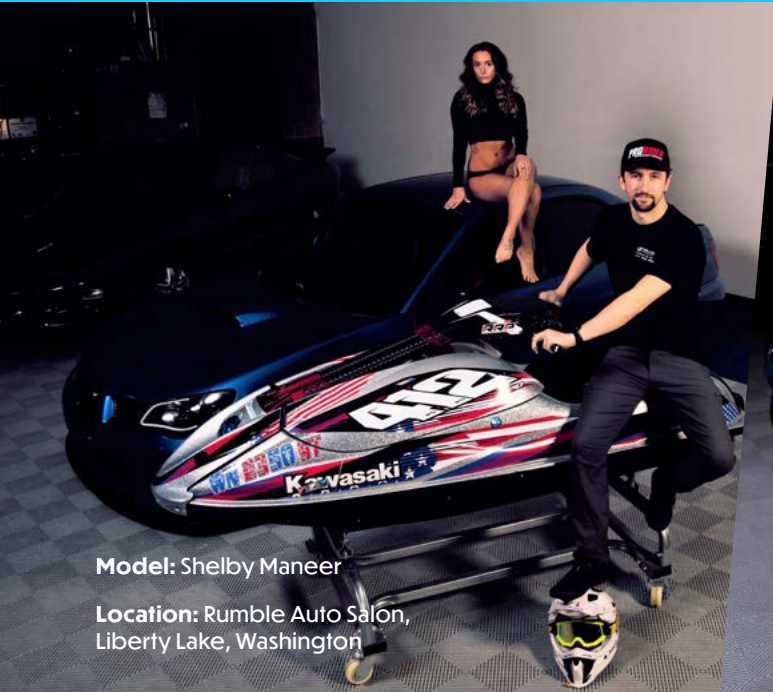
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DEAR PRO RIDER MAGAZINE,

Thank you for the awesome coverage you guys offer. I look at your magazines all the time! I couldn't make it to WF last year as I was out for injury. Now that I'm healed, I see this upcoming race season to be an amazing one. Support from sponsors and fans will aid me in hopefully bringing home some victories in 2021. Pro Rider has been a huge part in bringing fans to the races through their outstanding magazine.

Preston Hawkins, #412
Post Falls, Idaho

Photos: Tanner Veillette



Model: Shelby Maneer

Location: Rumble Auto Salon,
Liberty Lake, Washington



DEAR PRO RIDER WATERCRAFT MAGAZINE,

I had a digital subscription this past year but find I really enjoy holding an actual magazine better! Pro Rider is awesome and so important to our sport. PWC Racing Schedules is a labor of love so I truly enjoy doing it. I am glad it has proven to be a useful tool for others. I bought my first ski in 1991 after falling in love with the X2. I entered my first race the next year and have been hooked on the sport ever since. A large group of us sets up a practice course weekly on Morse Reservoir in Cicero, Indiana from May through October. We are very proud of the fact that our small community has produced many World Champions over the years. Thank you, Pro Rider Magazine, for highlighting our racers and jet ski riders from all over!

Kirsten Hasty
Administrator PWC Racing Schedules
Cicero, Indiana



NOTE: KIRSTEN ESTABLISHED PWC RACING SCHEDULES PAGE ON FACEBOOK IN 2018 AND DILIGENTLY UPDATES AND POSTS ALL AVAILABLE RACING SCHEDULES IN THE USA AND CANADA. THERE ARE 1,400 MEMBERS IN THE GROUP! THANK YOU, KIRSTEN, FOR THIS VALUABLE SERVICE!



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ERMINIO IANTOSCA
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ATL JET RIDERS

Story and photos: Andy Bagwell, Vice-President ATL Jet Riders

The ATL Jet Riders, established in 2014, is a close group of individuals who share the same passion to ride PWCs anywhere!



I joined them in 2016 with my first ski, a 2015 Sea-Doo Spark and have participated in many rides on Lake Lanier in Georgia and the St. Johns River in Florida. In 2019, I was invited to join them on a trip to Bimini, that's when I made the decision to upgrade to my current ski a 2018 Sea-Doo Wake 155. Riding rivers and lakes on a PWC is the best. Currently we have 411 members in the club and are always accepting new members. The only requirement is you own a PWC and are active within the group. Rides take place on Lanier, Allatoona, Tennessee River, St. Johns River, and to Bimini. Riding in groups allows for greater safety in the off chance something goes wrong, or you break down. Plus, it gives a chance for new riders to see all the fun that can be had! My advice to anybody that wants to PWC group ride is get out there and have fun, remember your safety equipment and ropes, plan your rides ahead of time and stay safe.



PRO RACING COUPLE ERIC AND SOPHIE FRANCIS WELCOME BABY WILLOW MAE FRANCIS

Congratulations to Eric and Sophie Francis on the birth of Willow Mae Francis, January 14th, 2021 at 7lb 12oz. In addition to enjoying their new role as parents, Sophie shared, "Our plan for 2021 is to continue racing P1 Aqua X in the Pro Endurance class on our Yamahas for Broward Motorsports. Currently Eric is sitting in the sweet number 1 spot in the World ranking and I am at number 11 and the only woman in the top 50. My goal this year is to keep chasing the men and move up through the ranks. We purchased some standups and might throw in a few closed course races to mix it up. We will compete at World Finals in Lake Havasu, hoping to bring home some more world titles."



INTRODUCING RACHEL CUMMINGS—REMEMBER HER NAME

Photos: Kenny Wong **Location:** Mission Bay Park, San Diego

Rachel Cummings, from the Southern California area, has not been racing long. She raced in last year's World Finals for the first time. Rachel raced against the men in the Men's Vintage 550 class and placed 11th out of 18 men. Rachel had the goal of finishing in the top 10, therefore, she is coming back stronger and faster in 2021 in hopes to reach her target this time around. Go get 'em Rachel!

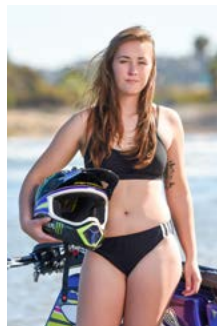


PHOTO CONTEST WINNER

Congratulations to Reed and Lana Gunnell, Chandler, Arizona on winning the Jan-Feb 2021 photo contest with this picture of their adorable daughter Aubrey in her Little Mermaid costume checking out mom's Ricker. They will receive a custom red jet ski cover compliments of H2O Industries!



MORE THAN BAD FOOTBALL AND CHICKEN WINGS: WNY PWC LAUNCHES PODCAST

Submitted by: Craig Witt

Powered by Alpha Jet Studio, WNY PWC becomes the world's first PWC group with their own dedicated podcast! Hosted by myself and Co-host Cameron Pless, we plan to kick it Thursday nights @7:45pm to bring industry news directly to the WNY WOLFPACK. Our goal is to show the world how we do it in WNY. Tune in on the WNY PWC Owners main Facebook page, to see why Buffalo, New York isn't just about bad football and chicken wings!



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 WATKINS GLEN, NY - AUG. 21ST/22ND
 LOCATION PENDING - SEPT.

2021 EAST COAST WATERCROSS

RIDE AWAY WITH ME! MEET ALVEAN AZURIN

Story and photos: Alvean Azurin @alvean_azurin

Hello my name is Alvean Azurin. I am Filipino descent but born and raised in Houston and will always be a Texas girl at heart. My first ride was with a friend that ended with me being whipped off the back of her ski 15 years ago. Eight skis later, I'm just getting started. Currently I ride the best of three worlds; 2019 Sea-Doo Spark Trixx, 2019 Sea-Doo GTX300 Limited, and 2021 Sea-Doo RXPX 300, each has its own style of riding.

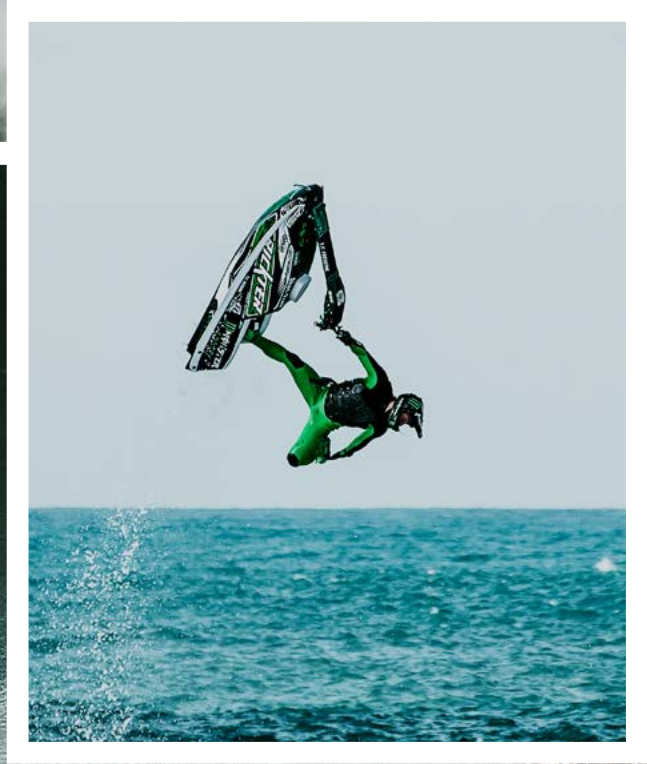
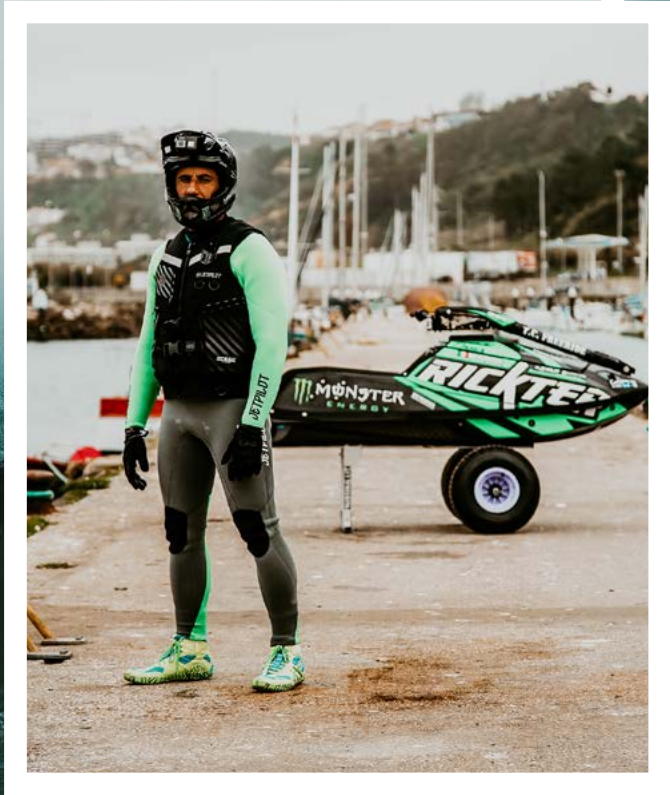
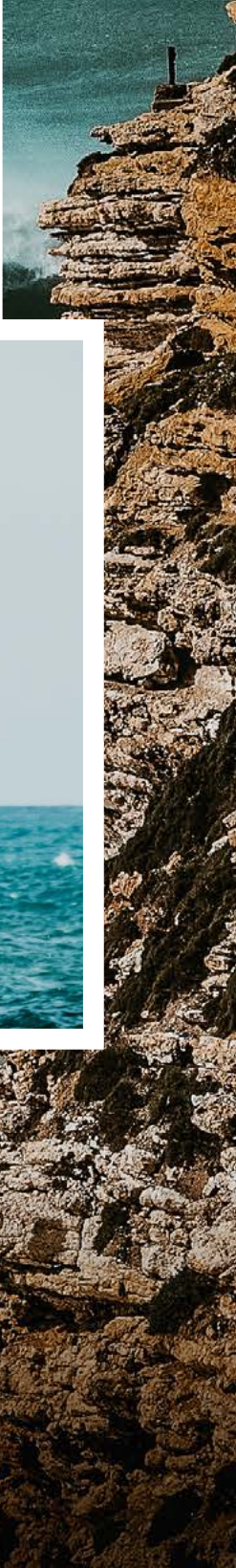
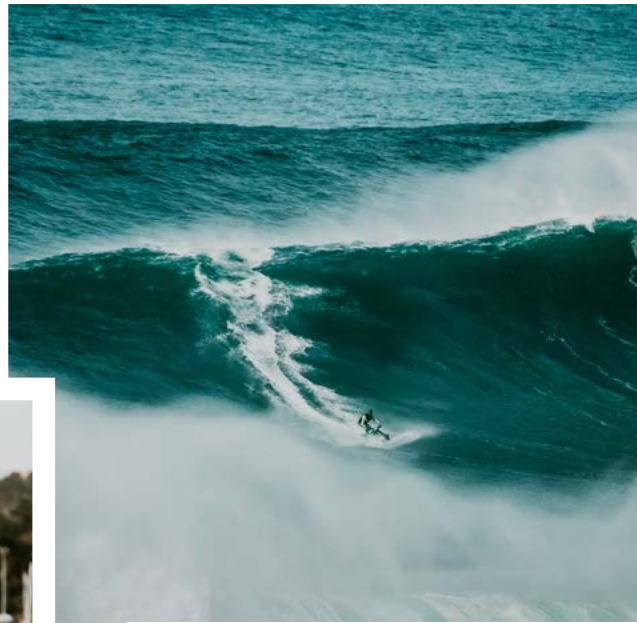
Originally, I started my YouTube channel to capture my adventures for memories but now love being able to share and take those who support the channel with me on these journeys. I started a PWC group, Xtreme Jet Skiing, to bring the Houston PWC community together. Riding 1-2 days a week, my favorite days are weekdays when rivers are smooth and little boat ramp traffic. Mainly we ride in the Houston area but venture throughout Texas and other states. When not riding I try to stay as active as possible, play a lot of 2v2 beach volleyball, mountain bike for cardio, get down and dirty in mud on the 4-wheeler and hit the mountains



snowboarding in the winter season.

On rides we encounter lots of wildlife such as gators, dolphins, and wild hogs! One of the most popular touring rides in Houston is the San Jacinto River Battleship Ride. For something a bit more exciting, check out the Kemah Boardwalk to Pleasure Pier Galveston Ride with open bay water, sunken ship, dolphin sightings, ocean riding and plenty of great photo ops/scenery. My most memorable ride would have to be the 3 states in one day, launched in Biloxi, Mississippi, crossed over Alabama and ended up in Destin, Florida. For 2021 I plan on crossing off some PWC bucket list rides by making a long haul over to Lake Powell to ride the canyons, go east to ride the clear rivers in Florida, explore the Keys and check out the Bahamas exploring places I've never been. Be safe, be prepared, and don't forget to SEND IT!





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HYDRO-TURF

ABRAHAM HOCHSTRASSER

HOMETOWN: PUERTO ESCONDIDO, OAXACA, MEXICO
PHOTOS: ZEROAD PHOTOS & ARDILLA FILMS
LOCATION: NAZARE, PORTUGAL

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PHOTOGRAPHER

Andrew Donovan

Photo by Skip - @photobyskip

MODELS

(Left) *Ngahuia Reihana*

@ngahuiareihana

(Right) *Natasha Lay*

@natashalaay

LOCATION

*The Spit, Main Beach,
Gold Coast, Australia*

PHOTO
BY SKIP





TURNING OBSTACLES INTO OPPORTUNITIES:
**PRESENTING THE 2021
 TORRENT DAYTONA FREERIDE!**

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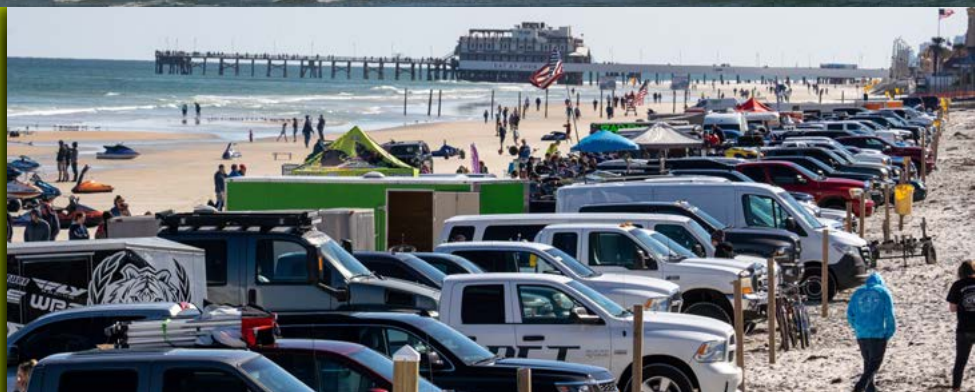


Photo: Clay Frapwell



“The 2021 Torrent Pumps Daytona Freeride benefited cancer research for Roswell Park Institute. The event was socially distant with plenty of open water for all to enjoy. It was well attended despite the pandemic. Thanks to everyone who contributed, whether it was time, prizes, or a monetary donation. We raised over \$5,000 and are diligently working on making next year even better.”

Brian Sizemore
Torrent Pumps Title Sponsor, Daytona Freeride

By: Kyle Harris, Manager Tampa.Braaps



Photos: Pat Whittington

There will always be reasons not to ride or host an event, reasons not to give back. This sport is for pushing through barriers, leaving excuses behind, and making obstacles into opportunities. Now in its 16th consecutive year, Nick Foederer, Brian Sizemore, and the Daytona Freeride family managed to do just that.

Riders from across the country and around the world returned to the sandy shores of sunny Florida and the incredible hospitality and accommodations of the Hard Rock Hotel. The 2021 Torrent Pumps Daytona Freeride sanctioned by Pro Watercross offered luxury and spectacle throughout four beautiful days.

At daybreak vehicles lined up waiting to get on the beach. As eight o'clock came, trucks, vans, cars, and trailers with jet skis arranged in an amazing variety of configurations filed onto the sand as a flurry as riders anxious to test themselves and their machines lined up. With 150 registered riders, many new to the sport, the Daytona Freeride continued to be a source of growth and outreach for the stand-up jet ski community.

What the water lacked in sizable waves, it made up for in accessibility. Dozens of first-time riders found the water much more approachable than the eight to ten-foot waves and driving winds of the previous year. Riders who braved the shallow face of the sandbar were occasionally rewarded with a clean, curling wave with which to ply their array of acrobatic aerials.

Flatwater Friday, or “Flat-tona,” has morphed from a casual outside entity to a world-renowned gathering of talent in a freshwater resource less than an hour from the host hotel. A day of testing, tuning, and more than a little good-natured jeering, transformed the locale

for an afternoon into a full-fledged flatwater jet ski experience. Those in attendance watched, amazed by a dizzying number of flips, tricks, stunts, and huge air. Sunset turned the scene into a theatre-in-the-round of natural beauty mixed with a perfect pairing of athleticism and mechanical precision.

Saturday brought early sunshine, a gentle breeze, and a lively atmosphere as Foederer turned up the tunes on the beach. Spectators on the third floor Wave Terrace enjoyed an elevated view of the festivities perched next to waving flags and banners of vendors and sponsors. Unfortunately, this year's competitions had to be cancelled due to concerns for participants' safety. The swell simply wasn't substantial enough to support that portion of the event.

While giant waves weren't pouring out of the Atlantic, there was a huge outpouring of support for the 2021 Torrent Pumps Daytona Freeride Charity Raffle. Participants, both in person and online, generously purchased tickets which gave them a chance to win high end jet ski components, apparel, gift certificates from top name jet ski brands, an entire beach cart, and even personalized Jetsurf lessons! Powered by support from sponsors and participants, this year's raffle was able to donate over \$5,000 to The Herd of Hope Benefitting Research at Roswell Park Comprehensive Cancer Center.

There will always be a reason not to achieve, unforeseen challenges, a reason not to succeed, and those who choose to overcome regardless of circumstance. The organizers, sponsors, and patrons of the 2021 Torrent Pumps Daytona Freeride took everything that 2020 had to give in stride and put on a world class event despite it all. **PR**



PHOTOGRAPHER

Clay Frapwell

MODEL

Bailey Hyatt

LOCATION

Daytona Beach, Florida



MODEL

Emma





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HIGH SPEED INDUSTRIES:

By Riders For Riders



Joey Morneault founded High Speed Industries based on *quality* and *performance* with a passion for jet skiing. Buoy riding and ocean freeriding fueled his addiction for the sport. When Joey started riding 10 years ago, he was the guy that was self-taught making his SuperJet go faster. He was his own mechanic on a mission to make his ski the fastest on the starting line. H.S.I. was officially established in 2015 inside a tiny shop in Boulder City, Nevada. Within that small shop Joey's knowledge continued to grow while working to make engines perform better which caught the attention of fellow riders. By attaining the ability to tune skis well, Joey began helping riders properly set up freestyle, freeride, and race skis.

Fast forward, as growth continued, in 2019 hard work and late nights started to pay off. At the beginning of 2020 H.S.I. began offering in house machining services to eliminate poor quality control and long wait times. In addition,

Demi Morgan became part of the operation full time as the director of sales and social media / customer relations. Once a freerider and now a freestyle rider, Demi has brought a vast amount of riding and operations knowledge into the team.

Entering 2021 H.S.I. made massive changes by moving their whole operation to Lake Havasu City, Arizona. Shared Joey, "We are hoping this move helps us with product development and face-to-face customer outreach. Another new thing for 2021 will be an option for Body Beach parts delivery when you order from us. We ship worldwide daily, have thousands of parts in stock, and if it's not in stock we can order it in. As always, we plan to grow our team and continue to take our services and knowledge to the next level.

What sets us apart here at High Speed Industries is that we are *By Riders For Riders*. We aren't in this for the glory. Using our riding experience, we do our best to meet customers'



PHOTOGRAPHER

Nathan Adler

MODEL

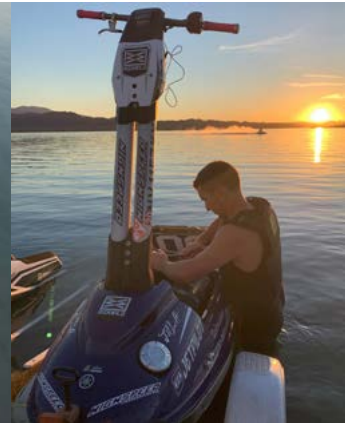
Demi Morgan



needs and keep them on the water. We test all the parts and packages that we sell. We don't do smoke and mirrors – if a product doesn't perform well, we won't sell it. This helps ensure that when we send parts off to a customer, we know for a fact they are getting the best there is."

Joey continued, "In addition to our parts and packages, our service work is second to none. We are constantly receiving carburetors, cylinders, engines, and even complete skis for us to work our magic. No corners are ever cut on our builds or service work. We love to go above and beyond to get the best results period. We aren't brand specific, which allows us to do a build with any hull, any engine, and any pump setup out there. It doesn't have to be the typical run of the mill package; we treat every build as its own. All our skis are built to spec and tuned for maximum performance, not just assembled.

Our team is consistently overwhelmed by the positive feedback from fellow riders / customers about our amazing service, and we plan to continue blowing them away with superior service. We look forward to seeing everyone on the water this summer — be sure to say hi!" **PR**





PRESENTED BY

Jett
the
RACING

PHOTOGRAPHER

Mark San Agustin

@mark_sanagustin

MODELS

Jessica Harbour

@jessharbour

Janna Breslin

@jannabreslin

LOCATION

Janna - San Diego, California

Jessica - Lake Havasu City, Arizona



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LIVING THE DREAM CHASING THOSE TIDE VIBES!



Photos: Nick Dobrovolskis

Nick Dobrovolskis is a videographer, photographer, diver, fisherman and adventurer from Queensland, Australia. Nick explores unique places, everything Australia has to offer on its amazing coastlines. On this trip in particular Nick explored the beautiful Whitsundays in Queensland on his PWC. Starting from Hayman Island, clockwise, he traveled the entire distance around the 12 islands and back to the port of Airlie Beach. Travel virtually with Nick on his journeys as he visually story tells his experiences while snorkeling with sharks and diving for crayfish. **PR**

FOLLOW NICK ON  **INSTAGRAM**,  **FACEBOOK**, AND  **YOUTUBE: TIDE VIBES**
LINK TO FULL LENGTH VIDEO: [HTTPS://WWW.FACEBOOK.COM/TIDEVIBES1/VIDEOS/656889381688648](https://www.facebook.com/tidevibes1/videos/656889381688648)



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Nautical Image



PHOTOGRAPHER
Nathan Adler, Havasu Photos

MODEL
Demi Morgan
Amateur Freestyler

LOCATION
English Village Center, Lake Havasu City, Arizona

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Haulin' Harry Goatcher is an OG jetski legend, an underdog who climbed his way through the ranks and earned a "pro-ride" the hard way. After a decade of racing at the premiere level, in 1995, Harry left racing and took a 25-year hiatus - and no one really knew where he went.

to perfection. With help from Monte Hughes at Monster Watercraft, the motor was dialed in. The most important part of this process was getting the ski equipped with our lineup of handling components, to be super stable, and easy for Goatcher to ride and have some serious fun.

Time for the big reveal! Goatcher and Stricklin drove from San Diego to Lake Havasu City to see the ski for the first time. When he showed up, he was bursting at the seams. In all his years of racing, Harry never owned his own ski. The smile that spread across his face as we pulled back the sheet made it all worth it.

We incorporated Goatcher's best Pro Ranking, the #3, and other touches to make the ski special. This SXR 800 was set up for Harry to race Vet Ski Lites, and is complete with performance front sponsons, HFC ride plate, and mid-sponsons. Jettrim provided Harry his first fresh set of tray mats in 25 years.

Even after his hiatus, Harry is still haulin'. He jumped on his new ski and was shredding Body Beach like it was the 90's. Although one of the biggest legends in the sport, Haulin Harry Goatcher was humble and thankful to be back in the sport. As fans of the sport and its history, we were happy to help this icon get what he deserved and can't wait to see Haulin Harry Haulin in 2021!

Subscribe to our YouTube channel for more videos in the Haulin Again Harry Goatcher video series; Goatcher merchandise is available at <https://prowatercraft.com/product/haulin-harry-goatcher-tee/> with 100% of profits going toward Harry's 2021 race program. **PR**

After 25 years away from skis, Goatcher moved across the US to be closer to his girl, Jetski babe Cori Stricklin. Summer 2020, Goatcher tried an SXR 800 for the first time in his life and was hooked. This SXR 800 belonged to another legend, Mike "The Mauler" Yellich, who was already running a Pro Watercraft handling package.

Goatcher returned to the 2020 IJSBA World Finals as a spectator and happened to bump into Chris Hagest; the pair struck up a conversation about the possibility of a Harry Goatcher comeback. As soon as the team at Pro Watercraft heard Harry wanted to come back to the sport, we sprang into action and tracked down an SXR 800. Goatcher knew we had the ski, but was unaware we were doing a complete makeover kitting this ski out for him to go racing. Pro Watercraft took this SXR 800 down to the cases, went through it ensuring it was totally race legal and completely tuned

HAULIN HARRY OG Legend GETS NEW SKI!

By: Anna Glennon, Pro Watercraft | Photos: Pro Watercraft; Ally Emig



"This might just be a used, stock 800 to a lot of people. But it means a heck of a lot more than that to me. Of all the skis Pro Watercraft has worked on, modified, given away, no one is going to appreciate this more than me."
— HARRY GOATCHER





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SLIPPERY



PHOTOGRAPHER

Kenny Wong

MODEL

Bri Tate

LOCATION

Camp Far West, Wheatland, California

 KDW | PHOTOS



PHOTOGRAPHER

Kenny Wong

MODEL

Maggie Jensen

LOCATION

Camp Far West Lake, Wheatland, California



MEET MAY-HELEN DAHL:

FORMER PRO DRIFT CAR DRIVER, SEA-DOO TRIXXGIRL
AND FOUNDER OF NORWAY'S SØRLANDETS VANNSCOOTERKLUBB

Photos: Daniel Jacobsen



May-Helen Dahl has been catching quite a bit of attention with her enthusiastic riding style and distinctive eye catching wrap on her Spark. Pro Rider Magazine recently caught up with the stunning 38 year old from Kristiansand, Norway to find out more about this excavator driver/dancer/PWC enthusiast.

PRO RIDER: Please tell us a little about yourself including when you started riding and what type of PWC you ride.

MAY-HELEN DAHL: I ride a 2020 Seadoo Spark Trixx. I have always been an adrenaline junkie and started with motorsport in 2007. Back then I was a pro driver in drifting but sold my car in 2012 after years with a lot of fun driving in shows and competitions in Europe. After some years without any adrenaline sport I tried a Sea-Doo 230. It blew my mind how fast and fun it was. But then I tried a Sea-Doo Trixx and knew that was my kind of toy! I got in contact with H&H Motor and made a sponsor deal with them and bought my first PWC in 2019.

PR: How did you come up with that amazing color scheme and graphics?

MHD: Thank you very much. Truth is I didn't like any of the colors for Spark Trixx. I wanted to make my jetski different. Motowrap had a lot of graphics but also makes new wraps just the way you want it. So we started working on my first wrap kit and they did a great job with playful colors and I added sponsor stickers — it looks awesome!

PR: What motivated you to start your Instagram Seadoo_trixxgirl? Do you ride with any groups? Where do you ride?

MHD: I made my Instagram years ago and use it just for fun, 'sharing is caring' they say. I started a jetski club, Sørlandets Vannscoterklubb in Norway, which means Southern Jetski Club, to bring jetski enthusiasts together for watersports, trips, and make a place to race. We had many events and people came a long way to join us. We had some great years.

Kristiansand is south in Norway and has the open water to Denmark so there are good waves to join when the big ships are leaving the harbor and many places to go with a PWC.

PR: What is the most memorable jet ski ride you have participated in?

MHD: I have a lot of good memories, it's hard to pick, but maybe when I got my first ski and we were 10 skis out jumping in the waves. What a great feeling of freedom and fun!

PR: Please tell us what else you ride.



MHD: My boyfriend has been driving Speedway since he was a child so when we got together I spent a lot of time with him at the track and thought I could try. I had been going sideways with a car so how hard could it be? In 2019 I tried Speedway for the first time—the scariest thing I have ever done—a 500cc methanol bike with no brakes on an oval dirt track and try to go as fast as you can. Last year I bought my own Speedway bike so we can drive together side by side.

PR: When you are not riding jetskis or motorcycles what do you do?

MHD: I work as an excavator driver and have been dancing for the last 4 years, salsa, bachata and kizomba. Hoping the corona situation gets better so I can get back to the dancefloor.

PR: What advice do you have for PWC owners/riders?

MHD: Best advice is to try different jetskis before making a decision which to buy. Be safe and have fun!

PR: What are your plans for 2021?

MHD: More time on my jetski, stay coronafree and eat a lot of chocolate.

PR: Who would you like to thank?

MHD: I would like to give a big thanks to my main sponsors H&H Motor and Motowrap who makes it all possible for me.





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PHOTOGRAPHER
Tanner Veillette

MODELS
Chelsea Brooks, Tanner Snyder

LOCATION
Rumble Auto Salon, Liberty Lake, Washington



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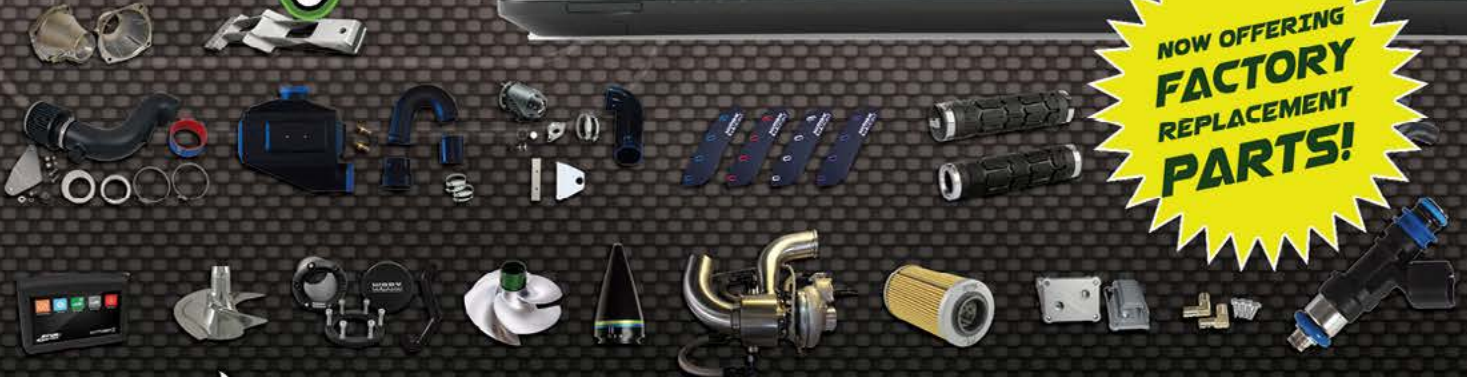
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By: Carla McLennan
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QPWC

Photos: Andrew Donovan
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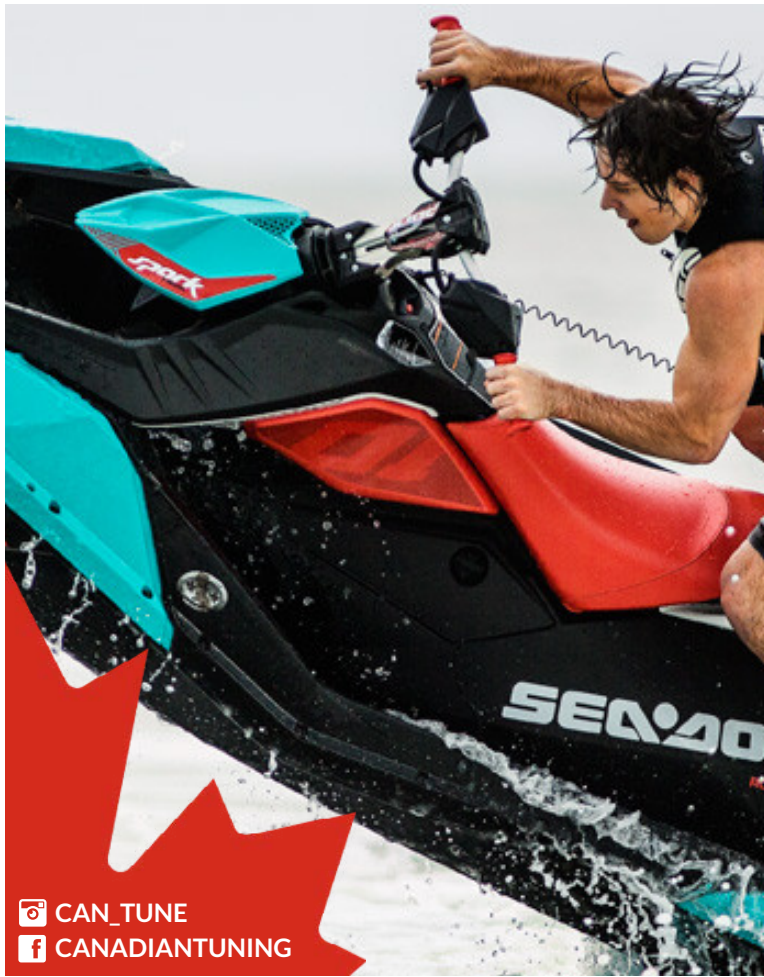


Some days are made for racing at this was certainly one of them! The sun was shining, the water was glass and racers were eager to get racing started for 2021. QPWC's round 1 in beautiful Clontarf, Queensland, Australia saw not only great conditions but some great riding from both beginners and experts alike.

With 3 closed course motos and a 30 minute + a lap enduro, it was a fun, adrenaline filled day. The regular club day saw quite the crowd (with social distancing of course) with spectators soaking up the sun and watching the excitement, and racers, battling it out for the podium on the course. The committee pulled it all together, so the day ran smoothly and ended with a smile.

With the New Year we ushered in a new president, Charlie Beekman, joining the QPWC family, with great racing ahead of us this year. **PR**





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CREATIVITY + COLLABORATION = WINNING COMBINATION

Story and photos: Mike Cioffi

The global pandemic that brought the world to its knees put many businesses to the ultimate test - grow or go. For Reliable Tuning and CanTune™ it meant being creative in bringing much sought after PWC performance tunes in the USA to the Canadian market.

Cooped-up consumers looking for recreation — but fearing the coronavirus — flocked to watersports letting them enjoy recreational sports while distancing from others. In 2020, the PWC sector saw an incredible climb, its trajectory aiming to grow yet again this 2021 season; when the borders closed, buying and selling some of the hottest products became harder for Canadians; many US based businesses had to move differently to maintain service levels north of the border.

For Martin at Reliable Tuning it meant collaborating with a Canadian PWC performance retailer who would ultimately be added as one of the few dealers outside the US and a first for Canada. CanTune is now the only source for Reliable Tuning in Canada. "This gives my Canadian customers access to our tunes timely and without the additional costs borne through international shipping and trade," said Martin.

Michael, CEO of Canadian Tuning (CanTune) saw a huge opportunity in Canada where customers lacked reputable desirable products at a fair price. From door to door, prices nearly doubled in comparison to market value pricing. "As a business owner I needed to focus on what was within my control in order



to maintain my Canadian customer service levels, even if that meant forfeiting some profits," said Martin.

Amidst CanTune's best in class customer service is a robust operation. Their engineer department led by Jamie has 30 years of experience in engineering, design, and custom fabrication. They have been designing and producing performance modifications for the Canadian market growing their offerings through exhaust systems, intake manifold upgrades, stainless washers and more bringing PWC enthusiasts to their feet.

CanTune, focused on growth, plans to extend select products into the US market through Reliable Tuning and looks to welcome other US brands into Canada, engage with like-minded entrepreneurs and businesses in the recreational sector and collaborate on products for customers throughout Canada and their international customer base. **PR**

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WWW.RELIABLETUNING.COM,  FACEBOOK @RELIABLETUNING,  INSTAGRAM @RELIABLETUNING

Story and photos: Jennifer Hartline

"That's far enough Jenny!" My little, red-headed, 4-foot 11 granny would holler at me across the lake when she saw me going too deep. I'd always test her limits. I'm still doing that decades later. Lake Limestone in central Texas was the birthplace of my love of fishing for the big ones. Granny Red had a passion for crappie. While I believe they're the best eating fresh-water fish around, they just didn't put up a big enough fight for me, so she introduced me to carp fishing. Within a few months, I was known as the "Carp Queen".

Fast forward I've got my own kids who are old enough to enjoy fishing with me. As a teacher, I knew to explain it to them effectively, I needed to dive deeper into the sport. In addition to SCUBA classes so we can eventually spearfish, I got into kayak fishing. The adrenaline rush compares to no pier or jetty experience I've ever had. The sudden scream of the reel and being so close is thrilling.

After a debilitating surgery that left me bedridden for months, and a tumultuous time getting it shipped during a pandemic, I currently fish from a Bonafide SS127 kayak, a beast of a boat. The ability to stand while fishing with stability is unparalleled. While I have no complaints about my Bonafide, I needed something to save my arms at the end of a rough day on the water, so I installed a Bixby jet motor under the dry pod, pricey but worth it for ease of installation, weight, and ability to lift it up in the weeds. It takes me up to 8 mph, is whisper quiet, has a remote control, and draws looks from shore.

I still felt something calling me though, pulling me out deeper, just like it did at Lake Limestone and chose to try my luck a mile off Port Aransas, caught several nice Kingfish and was hooked on offshore kayak fishing. I even fed one to a curious dolphin. That was it! I'm chasing the big ones from here on out and have quite the fishing bucket list.

A fishing buddy recently showed me a video of a person catching a sailfish from a jet ski, and I knew immediately that's what will get me to the fight, that's what will take me far enough! I've just begun researching the Sea-Doo Fish Pro and the Yamaha jet skis. I've learned to get one with no suspension as maintenance will cost less over the life of the boat—my goal is to be a PWC offshore angler by this summer.

I've got much to learn but have been pleasantly surprised; it can be intimidating to play with the boys in a sport like this, but I've been welcomed by the PWC fishing community with open arms. It excites me to get other women involved in fishing, to teach my daughter Hailey not to fear a male dominated industry, and to help a new generation of female anglers learn both the thrill and the relaxation. I can't wait to see where this next limit-testing adventure takes me, somewhere far enough, where the fish are big enough, and my Granny's memory is always close by. **PR**

Chasing The Big Ones —GET ME TO THE FIGHT!



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In North Central Florida, along the western shores of the Ocala National Forest, on the St. Johns River, lies one of the most beautiful places to visit on the water!

Accessible by boat and PWC, Silver Glen is one of the only springs where riders can enter its clear blue waters, as most springs do not allow motorized watercraft.

As you enter the ¾ mile Silver Glen Run, a public waterway off Lake George, you instantly notice the water gets clearer and clearer the more you venture in. The entire area is a no-wake zone, and with the breathtaking scenery and gradual change in water color you will want to ride slowly to take it all in. Upon your arrival at the spring head, pick a spot to hang out for the day. PWCs are allowed to beach around the shoreline, or anchor down in the middle in the water.

Once you get settled in, cool off during the hot Florida summer in the refreshing spring water. The water temperature in Silver Glen Springs stays at 72 degrees year-round. You're free to walk or swim around the entire area; there's a dedicated "swimming only" area for families as well. The south shoreline of Silver Glen is shaded while the middle and north side caters to sun worshippers. If you want to grab a bite to eat on the way back from Silver Glen, I recommend you stop at Williams Landing at Blackwater Inn in Astor. Their patty melt and gator bites are amazing!

Since Silver Glen is located off the St. Johns River which flows north to south, getting there is easy. Most riders prefer launching from the south and head north, as there are more marinas along the way in case you need to refuel. If you plan on heading to Silver Glen, be sure to launch early between Spring and Fall, as it's one of the most popular boating spots in the state. I recommend heading out no later than 8:00 am to get a good spot. The most popular launch location is Ed Stone Park in Deland, which is approximately a 55-mile round trip. Much of this route is wide open throttle, apart from a 1.5 mile no-wake zone in Astor. Other shorter routes include the Butler Street Ramp in Astor (20-Mile Round Trip), or the Shell Harbor Park Boat Ramp on Lake George (14-Mile Round Trip).

Want to check out Silver Glen Springs with others on an organized group ride? Jet Rider Nation will be hosting its 2021 Spring Kickoff Ride on Saturday, March 20th, 2021. More details online at tinyurl.com/jrnsilverglenride.

Interested in visiting this amazing spot on your own or with a group of friends? Check out Jet Rider Nation's interactive online maps for routes, ramps, and fuel locations. Maps are free and available to plan your ride to Silver Glen. 🌿

ROUTE MAP: tinyurl.com/jrnsilverglenroute

FUEL LOCATIONS: tinyurl.com/jrnsilverglenfuel

BOAT RAMP LOCATIONS: tinyurl.com/jrnsilverglenramps

CRYSTAL CLEAR WATERS GREET RIDERS AT SILVER GLEN SPRINGS

Story and photos: Manny Arroyo, Founder Jet Rider Nation



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PR

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SNYDER BUILT RACE RIG

Photos: Jessica Waters



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- Vice bolted to the work bench for prop bending. Everyone knows how important the prop is for racing.
- Helmet rack for custom helmets
- 7200-watt Yamaha generator

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Troy and Tory Snyder

TEAM MANAGER/DRIVER/HOLDER/PIT CREW:

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PASSION FOR OLD SCHOOL SKIS: MEET CAM WISE

“Vintage” skis continue to grow in popularity. Cam Wise is not only a vintage riding and restoration enthusiast but has built a successful business to meet the growing demand for all things vintage. Pro Rider recently caught up with Cam, Founder of Vintage JetSki.

PRO RIDER: Please tell us a little bit about yourself and what motivated you to establish Vintage JetSki. When did you open for business?

CAM WISE: Long before it was a business, Vintage JetSki started as a passion for old school skis. I started @VintageJetSki Instagram in 2017, which was originally just me posting cool content. Over time the following grew and so did the sense of community with people wanting to share their builds. It became obvious there was an opportunity here, so I started to ask myself what value could we add?

I got my first 550SX around 2007. Almost every time I asked a shop-owner a technical question, I would get the response “you should just buy a SuperJet.” This frustrated me because although SuperJets are great, I didn’t want one, and at the end of the day they were turning away a potential customer. My vision for Vintage JetSki was for it to be a community where everyone feels welcome and can find everything they need for their old school ski.

In 2018 we secured the domain VintageJetSki.com and started offering a small range of our own apparel. We launched our first products later that year and it’s grown to over 800 products from more than 30 brands.

PR: What is Vintage JetSki’s main focus/specialty?

CW: Our biggest category is products for the Kawasaki 550, but as we have been increasing our offering to all the two strokes skis this has been diversifying over time.

PR: What are you most proud of as relates to Vintage JetSki?

CW: I have absolutely loved starting the Vintage JetSki podcast “Ride by Day, Wrench by Night,” which launched last year with an interview with ‘Haulin’ Harry Goatcher. This has allowed me to interview several of the industry greats, past and present, and we have exciting episodes dropping this year. It’s available on all major podcast apps including Apple Podcasts, Google, and Spotify.

PR: Are you currently working with any racers or riders?

CW: We’ve got an ever-growing team of sponsored riders, which we plan on sharing more details about soon, and we support the JetJam Racing series. Late last year we also started working with the “JetSki Brothers” who put together some awesome (and hilarious) YouTube videos.

PR: Please share with our readers what you ride.

CW: My main ski is an electric blue 550SX, which was beautifully restored by Tim Ryan in 2017. We also have a JS440, an original modified PJS 550, and an SXR-800. Our most recent addition is a Sea-Doo XP, which I can go out for rides on with my partner Liz.

PR: Any new or secret plans for 2021? What are you currently working on?

CW: Too many to list! The past year has been crazy for us, which is a great. First step this year is growing our team, which will allow me to focus more on what’s next. We have awesome podcast episodes on their way, new products about to launch, and we just unveiled the first of our new apparel designs from our “Night Riders” collection with more coming soon - just to name a few things. We can’t wait!



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NAVIGATION

Story and photos: Ron Brooks & Tamarin Gullett | Founders, PWCSI

An important safety aspect is refreshing our knowledge of navigation as we plan our riding season. Understanding navigational aids is imperative to staying safe and honoring the "rules of the road" so boating remains a safe activity for everyone.

Early and decisive action is always the better choice when meeting another vessel. Keep in mind larger vessels could be constrained by their draft (the depth of the keel below the waterline) and may not be able to "give way" in a channel as is indicated in national boater safety courses, and it is therefore your responsibility to take evasive action as the smaller, more maneuverable craft.

When in a channel, remember the saying "red, right, returning" to help you stay on the correct side of navigational markers. As you are returning, or traveling upstream, keep the red marker on your starboard side. When leaving port toward open water, green markers will be on your starboard (side). At all times as far as possible stay within the markers as channels are usually well maintained and kept free of debris. If you "cut the corner" and travel beyond the marker, you may encounter tree debris, rapidly changing water depths, and floating and submerged obstacles that could damage your PWC and risk injury to yourself and your passengers. Stay safe! **PR**



Safety



HYDRO-TURF JET JAM Racing Tour

2021 Race Schedule

South Series

March 27 - 28
Nautical Inn Resort
Lake Havasu City AZ

April 10 - 11
Nautical Inn Resort
Lake Havasu City AZ

May 15 - 16
Nautical Inn Resort
Lake Havasu City AZ

North Series

June 5 - 6
Lake Success
Porterville CA

June 19 - 20
Camp Far West
Wheatland CA

July 30 - August 1
Mossdale Lake
Lathrop CA

AWSA CHAMPIONSHIP

September 17 - 19
Nautical Inn Resort
Lake Havasu City AZ

PHOTOGRAPHER

Tanner Veillette

MODEL

Shelby Manser

LOCATION

*Rumble Auto Salon,
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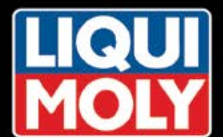
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CLAUS ETTENBERGER CORPORATION

2021 IN FULL SWING LET'S GET TO TRAINING!

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

Confucius obviously never raced but he does have a point relative to not quitting. When it comes to racing and training, you have to push yourself daily to improve. With time, you will win some but also lose some. A competitor uses both as intrinsic motivation to improve. Win or lose, never be satisfied otherwise you won't progress. If you maintain this kind of attitude on the water or in the gym (or anywhere in life), you will always push yourself to be the best. Make this a life habit and you'll never look back one day and say, "if I only had or I wish I would have". So, with 2021 in full swing, let's get to training.



"IT DOESN'T MATTER HOW SLOWLY YOU GO, AS LONG AS YOU DON'T STOP."

— CONFUCIUS

INCLINE DUMBBELL PRESSES-TRAINING THE UPPER CHEST AND ANTERIOR SHOULDERS (DELTOIDS)

OVERVIEW: Incline Dumbbell Presses is a fundamentally basic chest exercise that incorporates anterior shoulders and triceps muscle groups. The exercise is often performed with a barbell but dumbbells provide for a greater range of motion as well as require enhanced neuromuscular coordination in order to balance and control each weight throughout the movement. Changing the incline of the bench will affect specific muscular recruitment. For example, a steeper incline will increase muscular force on the anterior shoulders (deltoid muscles) whereas a lower bench angle shifts the force to the chest (pectoralis major muscle). A bench close to a 45-degree angle is a good starting point.

BASICS: Begin by lying on a bench with arms extended and dumbbells in each hand (Photo 1). Keep both feet on the floor for stability and keep your head in contact with the bench. Lower the dumbbells by bending both elbows while keeping your forearms perpendicular to the floor (vertical) (Photo 2). Bring the dumbbells to chest height so the elbows are at an angle of less than 90-degrees (Photo 3). Pick a spot on the ceiling and push the dumbbells towards that target. At the top of the movement, bring the dumbbells together and prepare for the next repetition (Photo 4). There are many variations of this movement. For example, you can bring the dumbbells together at the top so each touch end-to-end (Photo 4) or twist them so the sides make contact.

PRECAUTIONS: If you're new to using dumbbells, start with lighter weights and learn the exercise. At first, this can be cumbersome as arms tend to drift and/or wobble during the movement. As you gain experience through repetitions and with additional strength gains, the movement becomes more fluid. As you increase in weight, it's always good to have a spotter.

EXERCISE RELEVANCE TO PWC: Upper body strength is a mainstay for controlling personal watercraft. In a standup or seated position, racers lean forward and down which stretches their arms forward mimicking an incline bench press (just upside down). Upper chest and shoulders assist greatly in handlebar control for turning, riding in rough water, and jumping wakes.

- PRESCRIPTION:** Incline Dumbbell Presses should be added to other chest exercises
- DAYS OF THE WEEK:** 2 – 3 days a week
- BEGINNERS:** 2 – 3 sets of 10 – 12 repetitions (learn the form before increasing weight)
- INTERMEDIATE:** 3 – 4 sets of 8 – 10 repetitions
- ADVANCED:** 4 – 5 sets of 6 – 8 repetitions day one (heavy) and 8 – 10 repetitions (lighter) on day two



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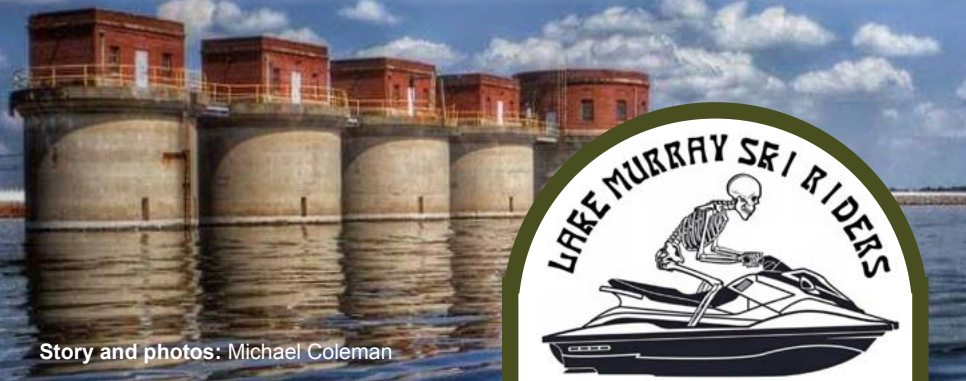
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ARMY VETERAN

ESTABLISHES LAKE MURRAY SKI RIDERS



Story and photos: Michael Coleman



As a bit of background, I am a recently medically retired Army Officer due to combat injuries sustained in Afghanistan and Iraq. I've always loved being on the water and found it incredibly therapeutic for my injuries. We bought a fixer-upper on Lake Murray in South Carolina as we wanted to raise our kids on the lake and the Chapin area has great schools. Two of our children are in high school and two in elementary school. My wife teaches music at the intermediate school. I bought two used 2001 Yamaha XL 800s. They run great and although a bit older, we love them! I started Lake Murray Ski Riders to connect with other riders in the area and hopefully form lasting friendships with like-minded folks. We established the group this past summer of 2020. Honestly the comradery is the best part. That's the aspect of the military I miss most, and this helps to fill that gap. Also, because of my injuries, I have a lot of numbness and pain in my back and arms which makes longer distance and aggressive riding more difficult. Although we haven't quite found all the modifications to the handlebars, accelerators, and such, throwing around ideas in the group has been helpful.

Our group of 30 mostly rides on Lake Murray but from time to time we'll take trips down toward the coast or to the upstate area for a change of scenery. Anyone is welcome to join!

Future plans include expanding the group in terms of membership and events. I'd love to attract veterans, both wounded and healthy, to come ride with us and one day have a couple extra skis on hand for vets and families to come enjoy on the lake for the day free of charge. This summer we plan on doing a charity group ride and cookout to benefit the Wounded Warrior Project which has been a huge organization in my own life. Day trips in the works include Lake Murray up the Saluda River to Lake Greenwood Dam and back and a ride from Columbia, South Carolina, south of the Lake Murray Dam, Saluda to the Congaree River, through Lake Marion and Moultrie, through the lock into the Cooper River down to Charleston, South Carolina. More of a pipe dream someday but I'd love to figure out the logistics of taking wounded vets on the 5800



Great Loop (<https://greatloop.org>) by ski. This would be a couple month journey and the logistics insane, but it would be awesome to see! This March through June I'm hiking the Appalachian Trail with another veteran organization and hope to apply the lessons learned from that adventure to the Great Loop ride.

Thank you for the opportunity to feature our small club with big dreams! **PR**



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INSIDE PWC MUSCLE PERFORMANCE PWC PARTS AND P3LABS

Celebrating over 10 successful years in the PWC industry, our good friends at PWC Muscle are busier than ever meeting the growing demands of the sport and loving every minute of it. Pro Rider recently caught up with founding member Joe Zammataro to bring you some background and exciting news.

PRO RIDER: How and when was PWC Muscle established and how have you handled challenges of maintaining a thriving business?

PWCMUSCLE: We originally opened SeaDooForum.com in 2006, in our hometown Tampa, Florida. The goal was to share our projects and help others with theirs. After growing the forum and group, now 90,000 members strong, we started selling OEM replacement parts. This expanded in 2010 to performance parts for all makes, now our primary focus. Since the launch of PWC Muscle, we have become one of the top resellers for brands like Riva Racing, Worx Racing, as well as niche products like PWC Brackets and more. Darryl Williams, Greg Hall, and I work full time, while employing several others part time.

PR: Who are PWC Muscle's primary customers?

PWCM: Those who want to ride fast! We have a fully supported OEM side, but speed is our real passion. Anyone looking to get premium parts with the best customer service, come on over to PWCMuscle.com. We ship internationally!

PR: What are your specialties?

PWCM: We are the largest and most reliable builder and rebuilder of Sea-Doo superchargers in the world. We specialize

in customer service and getting you the part you need quickly. Also, P3Labs is our own line of performance parts, all built in the USA, mostly in our shop.

PR: What are you most proud of regarding PWC Muscle?

PWCM: I think we've done a great job supporting and growing the PWC community. From sponsoring rides, events, and riders, to bringing old skis back to life and producing content, we go well beyond sales to add value to the sport. Seeing the growth in this niche and being a part of it is certainly a highlight. Being able to translate that success to have a couple employees and produce American made parts is a point of pride.

PR: Please share with our readers what you ride, favorite riding locations and what you do when not working on skis.

PWCM: We have a rotating stable of skis, but always keep the latest Sea-Doo and Yamaha on hand. Right now, we are working with the incredible 2021 RXP-X 300, and still have a GP1800 with extensive upgrades. Most are for build projects, so we always keep a Spark for family and friends. When not riding or otherwise on the water (I'm big into sailing), you can usually find Greg and myself at the local hockey rink for exercise and entertainment....Go Bolts! Darryl is an

outdoor enthusiast, spending any spare time with family or the gun range on one of his custom builds.

PR: What is your best advice to PWC owners whether recreational riders or racers, new or veteran riders?

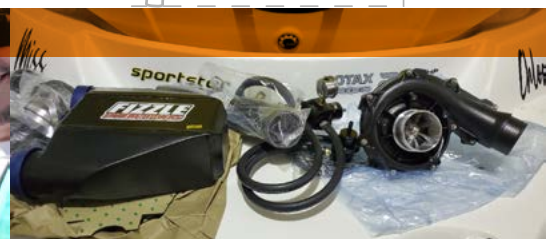
PWCM: Know your ski. Grab a manual, go through it, and keep up with maintenance. That way you can keep any ski, regardless of make, reliable and on the water. Hook up with local riders and events, there are tons of resources with online groups on Facebook. And when you're ready to get additional power out of your ride, visit us on PWCMuscle.com.

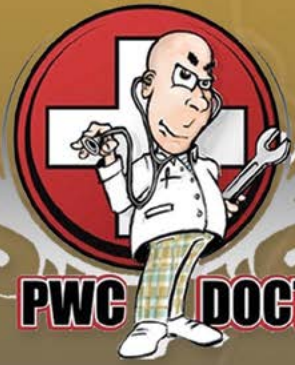
PR: Are you currently sponsoring any racers?

PWCM: We are proud to sponsor Seth Nama on the East Coast, and Mike Neumann on the West Coast. Seth, an up-and-comer, focuses on the Pro Watercross circuits and produces great videos from his races and is exciting to watch. Mike is an interesting, side-saddle rider, in Las Vegas. Give a look to his unique riding style!

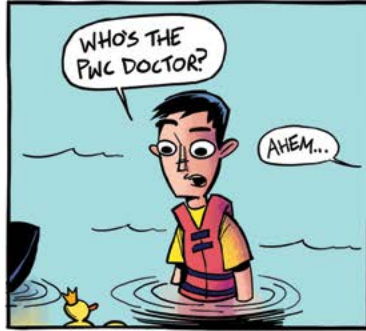
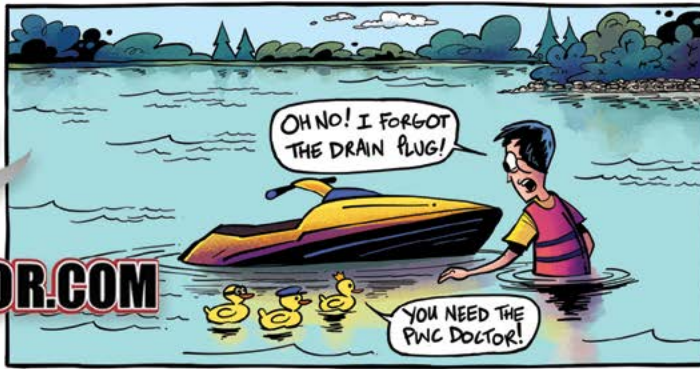
PR: Any special plans for 2021?

PWCM: We have a HUGE announcement from the P3Labs side and are extremely excited to share with your readers. What we will be introducing is game changing and unique. But you'll have to grab the next issue of Pro Rider for all the details!





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REPLICATING WORLD CHAMPION VICTOR SHELDON'S #2 RACE SKI

A labor of love



Story and photos: Robert Sand

This custom build was a full replica of legendary 8X National and World Jet Ski Champion, Victor "The Slasher" Sheldon's modified number 2 race craft built by Butch's Jet Ski Shop all the way back in the mid 1980's. I started with a Kawasaki JS 550 hull and stripped it down to bare fiberglass and proceeded to fix the issues with the hull and then decided to install a 2" rear exhaust system to tweak it and upgrade it! The needed bulkhead support was installed due to the added torque of a 550 modified motor with the 440-pump combination. Next, time to get started on my favorite part the motor which included the driveline and electrical items that needed to be rebuilt as well as polished or powder coated.



My customer, Derek Powell and I decided the "show ski" look would be best for this build with no expense spared to do it right! This means every single item was done by hand. Every nut and bolt was literally hand polished. What was nice about this build was the fact that Derek acquired an original PJS Racing big bore cylinder that 10X Champion Jeff Jacobs had raced. Unfortunately, there were no pistons available at this size that could be sourced so Wiseco custom made them for us. The rest of the parts took many hours of researching to find them, which included, just to name a few, the original OEM side mats, and the original front gas cap.



BREAKDOWN OF THE BUILD IS AS FOLLOWS:

- PJS Big bore with 80.5mm pistons (SX spacing cylinder)
- PJS Works exhaust system
- Dual 38mm Mikuni carbs modified for the set up
- Dual K&N flame arrestor
- Stock ignition with a Jetinectics charging flywheel for more reliability
- 550SX cases and OEM trued and welded crankshaft
- Using a 440 pump that was blueprinted and a 16.5 degree pitch made this the perfect combination
- Butch's ride plate and open scoop grate finished the driveline perfectly
- Jettrim custom floor pad and chin pad added the finishing touch

Countless hours of hard work go into these builds, as they are truly a labor of love but in the end the finished product makes it all worth it! Can't wait until the next build-stay tuned! **PR**



PRESENTED BY
sebu racing team

PHOTOGRAPHER
Sebnik Bakadourian

MODEL
Georgia Cook

LOCATION
Refuge Bay, Sydney, Australia

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RACING ON NEW ZEALAND'S Picturesque Lake Rotoma

By: Diane Daly | Photos: Kirsty Hudson, Jessica Barnes, Adrian Hodge Photography

New Zealand is blessed with stunning beaches and lakes but there are few more beautiful than Lake Rotoma, one of more than a dozen picturesque lakes in the Rotorua district, the site of the 2021 Summer Series for Jet Ski Racing New Zealand.

Mist hovered over the 30 red and yellow buoys, that sat, outlining the racecourse, so perfectly still as pilots arrived parking and friends greeted one another, set up camp and launched skis that soon lined the beach.

Seven novice riders joined for the first time. Seasoned Race Director, Steve Beasley shared his racing wisdom and left them with the parting comment, "enjoy yourselves!" Excitement abounded as they took to their skis and followed a Marshall on an orientation ride around the course, the first of fifty laps to follow.

Four classes plus a novice class saw seasoned riders enter more than one class. The track provided plenty of challenges with the 'split' giving riders a choice of a longer, straighter section or a shorter section with corners. It was these sections of the track that saw places change from one lap to the next. Tactical riders knew which 'split' suited their ski and riding style best and took the advantage. Afternoon breezes and resulting chop blowing at an angle across the course, made racing

interesting for each class. There were tight corners on which several riders fell, creating excitement and anxiety all at the same time.

From the very start Zach Prevette dominated both GP1 and GP2 on his new midnight purple 2021 RXP-X RS 300. We watched him literally fly around the course, cornering like the expert rider he's become over the past two seasons. The ski was stock, straight out of the box, no modifications and it was impressive. Right behind him in both classes was Quentin Hafoka-Shearman, riding his 2019 RXPX 300, a ski he's worked on and modified over the off season. The two of them had Sean Creswell in hot pursuit.

The sponsor of the event, Action Sports Direct, from Tauranga provided a 2021 RXP-X RS 300 ski for other club members to race. John Wright, club president, climbed aboard and rode three hole-shots off the start.

Dave Vennell, still young at 61, dominated the GP3 and GP4 classes, taking away first place in both, followed closely by the very capable Keigan Holder and Clinton Barnes on his Sea-Doo Spark Trixx, the very same Clinton Barnes who placed an order for the brand new 2021 RXP-X RS 300 at the event and collected his new 'baby' on his way back to Auckland, warning opponents to 'be afraid' at the next event.



Novice races were interspersed giving newcomers ample chance to hit the track. Responding to our call for new riders, these young men and women came from right across the North Island to compete. Teenage brothers Bailey and Kyle Bourke challenged each other in the novice class and are set to provide their dad Matt with not only competition soon but the dilemma of who gets which of his skis to race. Two young women arrived to compete for the first time, and one, Jessica Barnes, also became photographer for the day.

Novice class was such a success that we'll certainly be offering it at future events, not only for the competition but to introduce new people to the sport.

After four complete rounds for each class, racing came to an end followed by the prize-giving ceremony. And so, the pack-up began, followed by barbeque dinners, farewells, and a promise to meet again at the next event. **PR**



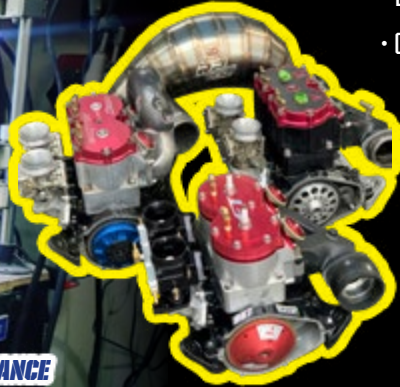


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PHOTOGRAPHER

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MAPTUNERX: A MUST HAVE TUNING OPTION

By: Greg Gaddis Aka "Hulk Junior"

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PWC PERFORMANCE FORUM

At GreenHulk, we are known worldwide for superior customer service, something we take pride in every day. A large part of our reputation is being knowledgeable about every part we sell. From install tips to troubleshooting, we have the answers! For us to stay at the top of our game, we purchase new PWCs when manufacturers unveil their new machines to install and test the parts we sell.

Every so many years, manufacturers release their new generation of watercrafts. In 2021, not only did Sea-Doo release their new RXP-X 300 performance beast, but Yamaha released their new GP1800R SVHO. For us, this meant one of each sitting in our garage to thoroughly understand each machine and install a plethora of performance upgrades from our store. Since we are going to be installing our Stage 1 through Stage 3 kits on both the Sea-Doo and the Yamaha at the same time, we decided to do shootouts between these two incredible machines. Of course, all of this would not be possible without the help of our MaptunerX.

The MaptunerX is by far the most underrated tuning option for PWCs on the market. When we install our performance parts, we must be able to reprogram the engine's computer to get the most performance out of our machines. While there are many options to choose from, we always go with MaptunerX. The MaptunerX offers something for everybody. If you're somebody that doesn't want to give up factory warranty but still increase performance, if you want to push the limits and reach blistering fast top speeds, or if you are somewhere in the middle, the MaptunerX is a must have tool.

For years, I have been using the same MaptunerX. The same device can tune an endless amount of Sea-Doo, Kawasaki, and Yamaha personal watercrafts, including Can-Am ATVs and snowmobiles. Before I hit the water on my new personal watercrafts, I connect my MaptunerX to remove the speed limiters to get faster top speeds. When I complete the break-in period on my PWCs, I use the MaptunerX to upload a performance tune. I

have seen as much as a 12 MPH gain over the factory speed limiter with a performance tune on some watercrafts without any additional modifications. MaptunerX allows me to do so much more than just upload generic tunes to my PWC.

Over time, I've used the datalogging feature on my MaptunerX, working with Riva Racing directly to get a custom tune specific to my build. Being able to do custom tunes while using the MaptunerX is a big deal. This is the only way to make peak power without sacrificing reliability. During and after the tuning process, I use the real time monitoring feature to observe engine parameters to ensure my engine is running happy and healthy. Frequently I use the MaptunerX to read and clear fault codes that would otherwise require a dealer visit. Many tuning options on the market offer great performance at an appealing price, but none of them pack the features the MaptunerX offers. For anyone looking to get the most performance out of their PWC, the MaptunerX is where to start.

Ready to get the most performance out of your personal watercraft? Visit GreenHulkStore.com for an endless amount of performance upgrades at the best prices on the market. Use coupon code "greenhulk" at checkout for discount. Visit our YouTube channel, GreenHulk Garage, to watch the shootout videos between the 2021 Sea-Doo RXP-X 300 and 2021 Yamaha GP1800R SVHO! We are getting incredible results between these two machines and having a blast in the process. Remember, the more boost you make, the more fun you will have! **PR**





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MARCH / APRIL 2021



REEF

REEF ERIC WEST

Photos: Morgan West

AGE: 15

HOMETOWN: Merritt Island, Florida, USA

SKI: 750 small pin X-2

RACE/RECREATION/FREERIDE/FREESTYLE: Freeride and Freestyle

LATEST ACHIEVEMENTS: My latest achievement has been being taught how to flat water flip by Chris Anyzeski on a 1200 cc Rickter.

CRAZIEST OR MOST MEMORABLE MOMENT ON THE WATER: My craziest and most memorable moment on the water was jumping boat wakes on my X-2 while having dolphins swim a couple of feet away from me.

FAVORITE RIDING LOCATION: C-54 Canal, Indian River, Sebastian Inlet, Daytona Beach, and Cocoa Beach in Florida.

SPONSORS: Just Tile It- justtileitflorida.com; RCI OPTICS- rcioptics.com



RYLAN

RYLAN HUNZIKER

Photos: Kirsten Hunziker

AGE: 15

HOMETOWN: Ladera Ranch, California, USA

SKI: Kawasaki 550sx and 750sx

RACE/RECREATION/FREERIDE/FREESTYLE: Recreation, soon to be racer.

LATEST ACHIEVEMENTS: I have restored two 750s and am in the process of building two 550s. I also created a custom trailer with a deck.

CRAZIEST OR MOST MEMORABLE MOMENT ON THE WATER: My favorite time on the water was riding big waves in Havasu and ripping buoys around Body Beach.

FAVORITE RIDING LOCATION: Lake Havasu in Arizona

SPONSORS: Mom and Dad

COOPER BEEKMAN

Photos: Tmz Allsportz

AGE: 16

HOMETOWN: Queensland, Australia

SKI: Yamaha Superjet, SXR1500

RACE/RECREATION/FREERIDE/FREESTYLE: Racing and Recreation

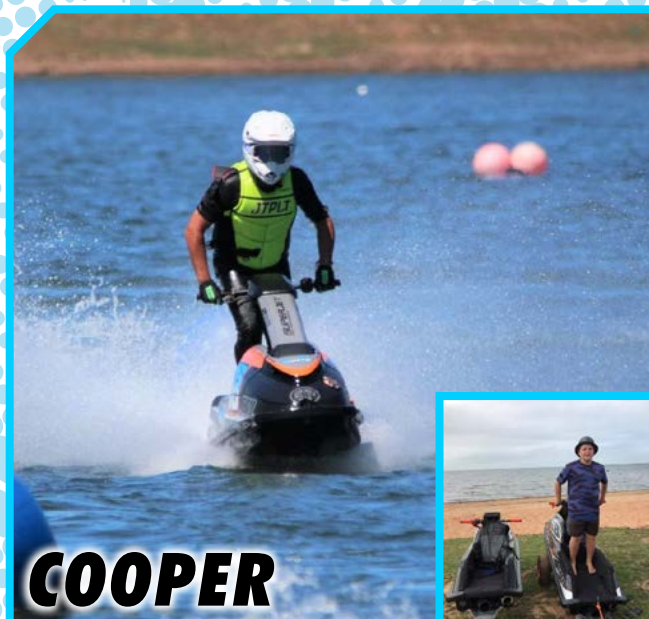
RACE NUMBER: 18

LATEST ACHIEVEMENTS: 3x Queensland Champion in Junior Ski Lites, 5th place Australian Nationals 2019, 1st place Gold Coast Race in Pro/Am Ski Lites and Junior Ski Lites, winning Queensland Personal Watercraft Summer Series 2 years in a row in Junior Ski Lites.

CRAZIEST OR MOST MEMORABLE MOMENT ON THE WATER: Battling with my brother, Jake Beekman, in a few races, banging bars with fellow racers, riding the Kommander GP1 and battling with other people on the GP1 thanks to Sunshine Coast Powersports; making many friends along the way while improving my riding rapidly along and helping me push my limits. I am now excited to take on a lot more challenges. I'm not a Junior anymore and going to be racing Ski Lites and Stock 1500 Ski.

FAVORITE RIDING LOCATION: Favorite location to race is Warner Bay, Lake Macquarie, and Gold Coast. My favorite place to train is at a private lake in Sunshine Coast, Queensland.

SPONSORS: Jetpilot, Mum and Dad, my training buddies to help me improve my riding and help push my limits.



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(Left) Ngahuia Reihana @ngahuiaareihana

(Right) Natasha Lay @natashalaay

Photos: Andrew Donovan
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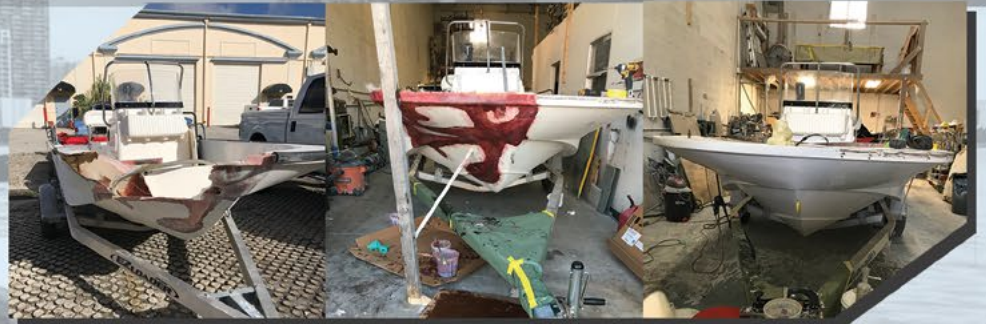


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