

# EXTREMEBOATS

magazine

WWW.EXTREMEBOATSMAG.BIZ

LIFESTYLE FOR THE NEW GENERATION IN BOATING



**Pull Out  
Poster**

**OUTERLIMITS / MIKE FIORE**  
At the top of his game



## OUTERLIMITS Triple-X

World's Record Holder @ 161.29 mph

## HEAT WAVE POKER RUN

Spring Arrives in Havasu!

## 39' MTI

A Real Joy at any Speed

## 2004 IHBA OPENER

Speed Demons Awaken

## FORD SUPER DUTY

Plenty of Towing Power

## OSS - BILOXI, MS

New Series Opener

USA \$4.95 CAN \$5.95



## SANGRIA

Spanish "Fruit Punch"

## GEAR & TOYS...

TECH Q&A and MORE

Text by Curtis Wood, Photos by Casey Kiernan



## JUST CRUISING in Ron Gibson's MII 39RP

The Gibson's are no strangers to high performance vehicles, or to extreme boating. They have been dabbling with high horsepower for years. Their primary business, Gibson Performance, designs, fabricates, tests and markets performance exhaust systems for cars, trucks, SUV's and even motor homes. Building highly modified performance vehicles is second nature to the entire Gibson family. There is always a new project in the works. Past concept trucks and tricked-out show vehicles are abundantly shown on their website ([www.gibsonperformance.com](http://www.gibsonperformance.com)). I've seen a few of their projects in person (at the SEMA show in Las Vegas) and let me tell you, they are impressive. Like most of us, they are hooked on horsepower. So of course, the Gibson's are avid performance boaters and Poker Runners. They have literally been seen from one coast to the other, in a matter of weeks, at all kinds of boating events. "Powercurves" has already been from California to Florida this year.



*It takes a big rig to tow a 39' MTI (extra style points here Ron!)*





out cruising at 100 mph...no sweat!!



The interior and wrap-around windshield is designed like a sports car... on water

**The Search:** Last year, the Gibson's went in search of their perfect Poker Run boat. It had to be stylish, fast, safe and comfortable. With the average poker run distances getting longer and speeds getting greater, these four factors would be key. After months of research and soul searching, they decided upon the Marine Technology (MTI) 39RP. The race-bred heritage of Marine Technology and its founder Randy Scism are all too well known. On any given weekend, somewhere in the world, an MTI is winning an offshore race. So, why even try to push the limits of an average performance oriented boat when you could have a boat with a full-blown race heritage, tamed for your pleasure. This 39' long, 10' 6" beam, 9,000-pound catamaran was just the vehicle. Vacuum-bagged epoxy hand lay-up, multi-axial stitched fabrics, bonded hull, nothing but the best for Scism's boats.

**The Aquisition:** Pacific Marine Center (PMC - Fresno, California) was the local dealer for MTI and as luck would have it, a bare 39RP was available. The order was placed and the new MTI was delivered with a good selection of standard features. However, this 39RP also included a Blaupunkt stereo, snap in carpets, carbon fiber dash panels and a cabin that includes a bed, lounge and porta-potty (the cabin access is up on the deck). Four automotive style seats are sporty, very secure and most importantly, very comfortable. A stepped console is tooled in between the rear seats for easy access. The dash, center console and gunnels are all auto/race inspired. The full wrap around windshield is tall

enough to block all of the wind, at almost any speed and extends back far enough to protect the two rear seats as well. Interior vinyl, stitching and carpets are all first rate. The gauge layout, controls and ergonomics are all very functional. Once seated, there is not a lot of room to move around. The seating design is definitely tailored towards high speed with comfort. The Gibson's opted for an intercom system but it's predominantly used for listening to the CD/stereo.

**Connecting the dots:** MTI rigged the dash, interior, steering and the #6 dry sump drives, everything except for the engines. Pacific Marine Center would handle the rest. PMC was stepping up their engine program and the Gibson's opted to harness a pair of their 1100HP, supercharged poker run motors. These "user friendly" Chevy inspired, packages are designed for pump gas, performance, reliability and fun (Four of our favorites!)

**The Engines:** Twin 572 cubic inch engines are built around Dart Big M tall deck blocks and Pro Top-line aluminum cylinder heads. Ross 7.5:1 blower pistons are held in place by Crower rods and crankshafts. Rounding off the short blocks are Crane hydraulic roller cams, T&D shaft rockers, Jesel belt drives, Dan Olson oil pans and Barnes 4-stage dry sump oiling systems. Ignition chores are motivated via MSD boxes and Mallory 5000 distributors. Up on top sits, 3.3 liter, Whipple quad-rotor superchargers and PMC modified 1095 king demon

carbs. Stellings exhaust carries the noises away to custom Gibson silencers. (More on these later) Keith Eickert, 3 stage water pumps and bell housing with internal oil coolers round out the final rigging. Dry sumped, super cyborg 1500 transmissions by BAM connect the two rigging projects. Hering 16.5 X 37 pitch 5 blade props provide the final traction. Overall, the rigging was very clean, very functional, very nice!

PMC dialed in their engines with an in-house Super-Flo 901B dyno. The 572's made very respectable power on 91-octane pump gas at 12 pounds of boost. Specifically, 1120 HP@ 6,000 RPM. The torque maxed out at 1140 ftlbs @ 4200 RPM. Both engines made over 1000 ft lbs of torque from 2800 RPM to 6000 RPM. Sounds like fun!

**The Paint Job:** The Gibson's took their time designing the paint scheme and colors (and it really shows). They finally decided on the paint scheme and trilledered the boat from California to Florida (and while they were down there, they may as well squeeze in a few Poker Runs). The MTI was delivered to Guardado Marine Corp. in Opa Locka. You may have heard of these guys; They've finished some nice boats for the Drambuie and Bacardi Silver Racing Teams (See pictures on [www.guardado-marine.com](http://www.guardado-marine.com)). Once in their hands, the boat was sanded, taped and sprayed with multiple coats of beautiful PPG products. The design, colors and finish are phenomenal. Six main colors were



Custom designed exhaust tips send the exhaust below the water line at no-wake speeds - greatly reducing the sound volume.

applied with impressive detail. One of the base colors can barely be noticed until the step-by-step photos are viewed. However, without this particular "lime" color, the highlights and depths would not be the same. This paint must be seen in person to truly appreciate it.

**Out and About:** Anyone who likes Super Cat racing will love the sexy lines of the MTI 39RP. The smooth, flat deck screams speed. The four man, open cockpit is very comfortable and secure. Almost too secure. The full, wrap around windshield blocks most of the wind from the seats, even the rear seats. Let's hear that statement from the competition. I must admit, this is the only boat that I have ever ridden in (without full canopies) that has allowed me to run 135MPH plus, with my ball cap on - How cool is that? However, I must snivel a little. When idling through the channel, in 100+ degree temperatures, the cockpit is so well protected from the

elements that it gets very warm, very fast. Jumping up and sitting on top of the seats was required for long, no wake, jaunts. However, even this was fairly comfortable. The driver can even reach down to all of the controls and steering from this position. (A worthy trade off in my book) Wind noise is so low in the cockpit that conversations are actually possible at most times without electronics.

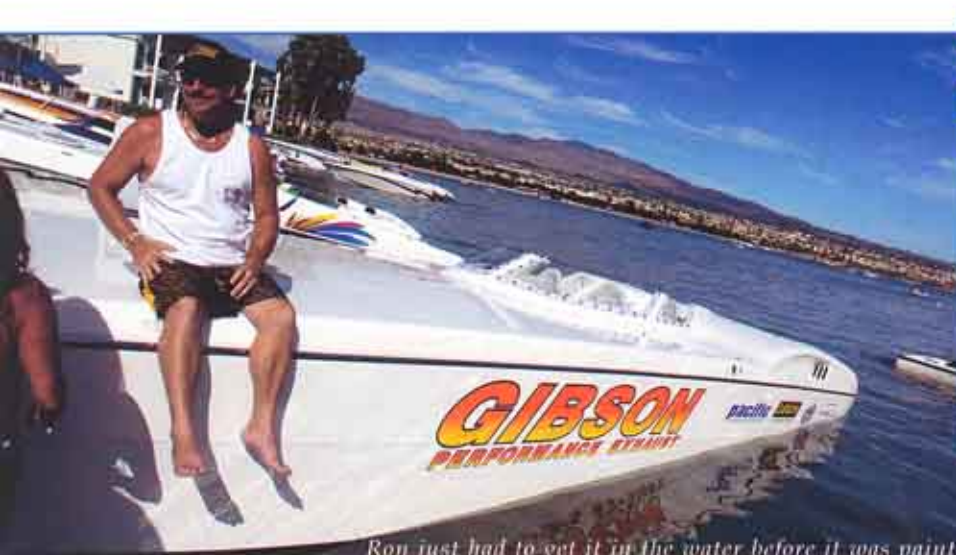
This MTI rides just like the race version. It should, the bottoms are identical. The attitude of the day here is fast and flat. We were able to stretch its legs out one morning at Lake Havasu. The good news is: The MTI handles very well, turns were flat and stable. Hull attitude at speed was well balanced and secure. The ten and a half foot beam contributes to the "make it seem so easy" handling of this major Poker Run contender. The bad news is: The lake was pretty calm and non-challenging. I really would have loved to run her through some rough stuff. We only reached a top speed of 135 MPH but there was still some left in reserve. If I had to make my best "guesstimate", under perfect conditions, I believe 150 would be realistic.

**Speak Softly...** The Gibson's MTI was one of the quietest extreme boats that I have ever been in. You see, Ron has been designing some stainless marine exhausts for performance marine use. California is cracking down on the noise restrictions, so it's only a matter of time

before the rest of the country will follow. Ron came up with a very "keep it simple" approach to taming the two dragons. Custom stainless "Powercurves" were fabricated and angled straight down into the water. The lengths were carefully calculated to "just put the tips into the water" at no wake speeds. So, when trailering (95% of the time when a decibel reader may be taken) and at no wake speeds, the exhaust sounds similar to a "silent choice". Very, very quiet indeed. Once the boat is up on a plane and at speed, the custom tips rise above the water and are completely non-restrictive. The cool thing is, since the exhaust gasses are being redirected straight down, the overall sound levels are still reduced. The Gibsons are also designing a slip in style baffle to add additional sound reductions. More R&D is being done, but look for these very cool tips in the near future from Gibson Performance Exhaust.

**The Finish Line:** It's always enjoyable to see someone's planning, dedication and hard work pay off in this type of project. When you think about all of the individuals that had a hand in making "Powercurves" a success, it's pretty amazing. Design, lay up, construction, rigging, custom engines, paint and finish. Like my old coach said, "you can't beat good team work". Powercurves is a big winner in my book.

Curtis



Ron just had to get it in the water before it was painted...



Twin 572 cubic inch engines dyno'ed at 1120 HP at 6000 rpm - on 91-octane pump gas.