

Living outdoors

FISHING BOATING CAMPING OFF-ROADING CARAVANNING WATERSPORTS MOUNTAIN BIKING BUSHTUCKER



Right royal treatment... these aerial shots show just how much room a Regal 2100 offers inside. The photos do an excellent job of showing off the (sporty) driving position, the supportive deep bucket seats for helm and observer, and the sensible passageway through the centre of the sun lounge.

Compact power pack

THE Regal 2100 is very much a smaller version of the Regal 2300 I was mightily impressed with several weeks ago. Only a bit smaller, mind, and with many of the features that make the big sister 2300 such a great boat for Gold Coast boating the good – no great – news is that it costs over 10 grand less.

What do you get for 78-odd grand instead of a whisker under 90? Quite a lot as it turns out.

Obviously the 2100 is smaller at 6.4m in length as opposed to 7.3m; and that means it's more compact inside, more compact all round in fact.

Performance-wise, the 2100 I checked out lacked nothing at all. The same 300hp Volvo V8 delivering power to the water through a Volvo DuoProp sterndrive as the larger boat is an option, and being a smaller and correspondingly lighter hull, performance is one thing it has in abundance.

Power options run from a 225hp Volvo V6 through a 270hp V8 Volvo Catalyst to 300 and 300 Catalyst V8 engines and Volvo sterndrives.

Alternatively, there are Mercruiser V8 engines, from the 260hp 5-litre V8 MPI with an Alpha sterndrive up to the 350hp V8 Mag MPI engine matched with a Bravo sterndrive.

The Regal 2100 hull weighs in at around 1500 kg so, yes indeed, it performs. Like all Regals, the 2100 is intended for use as a serious tow boat and with the optional Power Tower fitted, the keenest



Boating
WITH WARREN STEPTOE

wakeboarding enthusiast will have every bit as much fun as a family dragging the kids around on inflatable wake toys.

The Power Tower is a "targa arch" which can be raised and lowered to fit under the house – or low bridges if there's one near your place – at the touch of a button. Locked in place, the Power Tower serves as a tow pylon, raising the tow point high for wakeboarding.

Or, if the optional canopy is fitted, the Power Tower also shades the boat's occupants. Neither are fitted to the boat seen here.

In between towing usage, few boats its size match Regal 2100 for comfort while simply out for some time on the water.

This is a very real beauty of the bowrider configuration, those comfy bow and aft lounges and pair of deep bucket helm and passenger seats; in this case very deep bucket helm and



passenger seats with a nicely placed footrest to brace against during the tight turns sometimes necessary for skiing and wakeboarding.

The passenger seat, of course, rotates for a view aft.

The helm seat is set low behind an aerodynamically raked windscreen, but if the person at the wheel needs a higher viewpoint, such as when picking skiers up, or docking, the forward end of the seat cushion flips up, making it effectively a bolster seat. Sitting on the bolster, the person at the wheel's eyeline is almost as high as if standing.

An important aspect of this boat, any Regal boat actually, is its standard of finish. Regal boats are proudly built in the US and they

demonstrate just how well-built American boats are.

The closest inspection reveals impressive workmanship and quality fittings.

Looks-wise, to my eye at least, the Regal 2100 is more than capable of speaking for itself.

All the upholstery is in French-stitched heavy grain Marine vinyl and the exterior finish and colour scheme are incorporated into the gel coat. A suitably sporty wheel is tilt-adjustable to finetune the driving position.

Behind it, Faria instrumentation keeps the driver informed as to the condition of all the horses residing underneath the big, deeply upholstered sunbathing lounge.

A Fusion sound system provides the equally essential music. Who can wakeboard without it?

Out over the sterndrive leg, a wide swim deck is set nicely just above water level when the boat is stationary, with a foldaway boarding ladder hiding subtly beneath a neat hatch in place for boarding and getting into the water.

Another really impressive aspect of how well this boat's been thought through is that access to the stern lounge isn't left to clambering across the sun lounge.

It has a liftout section in the centre, leaving a passageway with a non-slip surface underfoot.

What a great idea, not only for safety, instead of (potentially) sliding around on wet slippery vinyl, but it also keeps sand etc off the upholstery when someone boards from a beach.

Onboard stowage is yet another manifestation of commonsense design. There's absolutely heaps of it below both lounges, in the wind-screen bulkhead, and in a massive ski locker set into the deck in the cockpit. I know there never can be too much stowage aboard; maybe we could have a challenger here.

Like the larger Regal 2300, the 2100 features Regal's Fastrac hull, and the only way to check out how well this technically advanced hull works is on the Broadwater.

That would be after arranging a test drive with Game and Leisure Boats at Runaway Bay Marina.