

2100

2300



LIKE A
King

When Kevin Smith recently took to the water in the Regal 2100 and 2300 bow riders, he was treated like, well, you know.

WEATHER CONDITIONS

Wind: Light 5kts south-east
Sea: Flat broad water

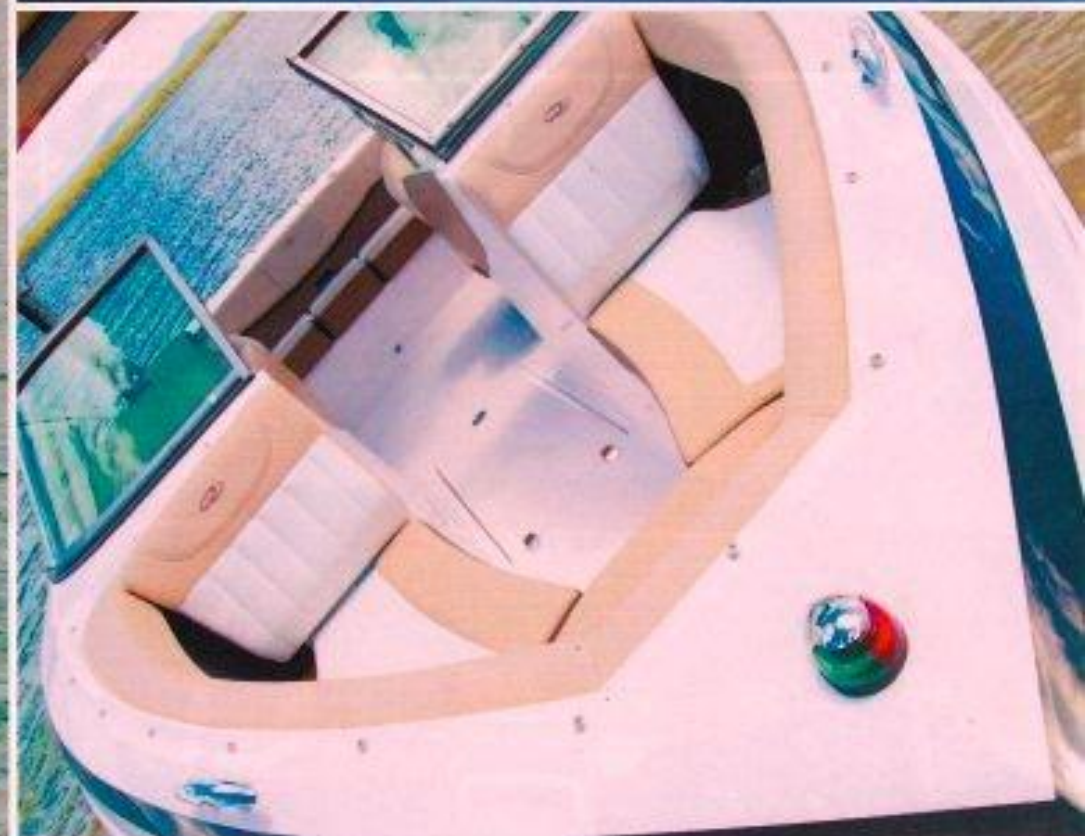


PERFORMANCE 2100

2.4kts (4.4kmh) @ 500rpm
 6.4kts (11.8kmh) @ 1500rpm
 17.8kts (33kmh) @ 2500rpm — on the plane
 29.8kts (55kmh) @ 3500rpm
 39kts (72.2kmh) @ 4500rpm
 47.7kts (88.3kmh) @ 5000rpm — WOT



ON THE WATER



TRAILERBOAT RATES THE REGAL 2100 AND 2300

1 Fun factor	👍👍👍👍👍
2 Innovation	👍👍👍👍👍
3 Design and layout	👍👍👍👍👍
4 Quality of finish	👍👍👍👍👍
5 Handling and ride	👍👍👍👍👍
6 Stability at rest	👍👍👍👍👍
7 Ergonomics	👍👍👍👍👍
8 Standard equipment	👍👍👍👍👍
9 Value for money	👍👍👍👍👍
10 X-Factor	👍👍👍👍👍
OVERALL	👍👍👍👍👍



A sleek, classy and sexy look is common on boats from the US. Generally, it seems a case of the bigger the better, stemming from the hulls through to the serious horsepower in the motors. The latest Regal bow riders to hit the Aussie shores, the 2100 and 2300, are no different, and when you spot one of these beauties you just can't go past without taking a closer look.

Other than a difference in size, both of these stunners are quite similar in design, so we came up with the clever idea of combining them in the same test. Genius.

REAL EYE CATCHERS

Sporting 300hp of pure Volvo Penta grant, a beefed up bow with a soft

tapering shear-line, big shoulders, and an impressive colour palette between the exterior gelcoats and interior upholstery, these on-water sportsters are very sexy, indeed. Beautiful visions of sunny days on the water, combined with relaxing, water-skiing, wakeboarding, cruising and good old family fun immediately come to mind.

Taking a closer look, the first thing you notice is definitely the gelcoat finish on the exterior — smooth and refined would be the best way to sum it up.

The next thing to catch the eye would be an interesting cut-out on the outer chine, which is not just a cosmetic gimmick, but actually a part of Regal's patented FasTrac hull. With this system,

Top: Two-tone colouring of the cockpit is just part of the stunning interior. **Above:** Wrap-around lounge in the bow even has drink holders cleverly recessed beneath the coamings.

REGAL 2100 BOW RIDER

HOW MUCH?	GENERAL	CAPACITIES	ENGINE
Price as tested: \$77,500	Type: Bow rider	People: 10	Make/model: Volvo V8-300
Options fitted: Factory bow and cockpit cover; electric power lower; sports graphics; custom gelcoat; Volvo V8-300.	Material: Fibreglass	Berths: N/A	Type: Petrol V8
Priced from: \$69,990	Length: 6.4m	Rec. HP: 225	Weight: 483kg
	Beam: 2.6m	Max. HP: 300	Displacement: 350cc
	Weight: 1587kg	Fuel: 158L	Gear ratio: N/A
	Deadrise: 20°	Water: N/A	Propeller: Single alloy



Left: Walkthrough between the rear cushions is a deceptively innovative addition. Above: Gelcoat finish on the exterior immediately draws the eye.

a full mid-beam step runs across the hull, forcing air underneath while at speed in order to reduce drag and friction, making the boats faster and more economical.

I was also quick to notice the boats' flashy-looking power tower, which not only serves as a wakeboarding tower, but also has built-in LED lighting, front and rear collapsible bininis and, best of all, is electrically-articulated, which makes a hell of a difference when it comes to garaging or travel.

So with an already impressive portrait painted from the outside, I was sure the internal layout was going to be something special. I wasn't wrong.

STEP INSIDE

Climbing aboard is done either via the huge rear boarding / swim platform or up the retractable ladder. And instead of having to clamber over the rear sunbed, there is a simple but innovative walkthrough between the cushions

which, when not being used, takes an infill cushion to make up the space.

From there, a very stylish interior layout virtually slaps you in the face as you enter the cockpit. The colour combinations, quality upholstery and various styles of stitching are quite beautiful.

There is no shortage of places to sit, with arena-style seats around the cockpit, along with another wrap-around lounge up in the bow, with drink holders cleverly recessed beneath the coamings.

I suppose when the boats are rated to carry this many people — 10 on the

2100 and 12 on the 2300 — they have to supply adequate seating, and Regal has certainly delivered.

An abundance of seating should also be accompanied by loads of storage space below, and Regal has once again nailed it. I particularly liked the use of gas-struts on all of the main storage hatches, making opening and closing that much easier.

There is a dedicated mini-bar with eski and bin, safety-gear storage, wakeboard / ski hatch, a spot for food and dry goods, and enough space to store a few bodies if need be. The 2300 even has an anchor

hatch, which you don't normally find on bow riders.

Now that the passengers are all sorted and comfortable, the captain and co-pilot take their place behind the split windscreens in seats comfortable enough to have a nap in. The upholstery work here is again really something, with the dash layout hand-stitched into a work of art. A funky steering wheel, analogue gauges and Fusion stereo add to the retro feel of the helm.

As you would imagine, there are differences in space, as well as slight layout changes, between the 2100 and

REGAL 2300 BOW RIDER

HOW MUCH?

Price as tested: \$89,835
Options fitted: Factory bow and cockpit cover; electric power tower; sports graphics; custom gelcoat; Volvo V8-300hp; duo prop.
Priced from: \$89,990

GENERAL

Type: Bow rider
Material: Fibreglass
Length: 7.3m
Beam: 2.6m
Weight: 1805kg
Deadrise: 20°

CAPACITIES

People: 12
Berths: N/A
Rec. HP: 270
Max. HP: 300
Fuel: 204L
Water: N/A

ENGINE

Make/model: Volvo V8-300
Type: Petrol V8
Weight: 483kg
Displacement: 350cc
Gear ratio: N/A
Propeller: Stainless steel duo prop

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2300, but they are both very luxurious for bow-riders. If anything, it would have been nice to see an additional base-mount table for entertaining, but I'm told one is available as an option.

So sit back and relax with family and friends, or pack the mates in and hit the wakeboards and skis. Whatever you decide, it's going to be a comfortable day on the water.

UNDER THE HOOD

There is a bit of a wow factor when looking at the Regals' 300hp 5.7L Volvo Penta. Regardless of whether you're running single or duo-props off the stern drive, it's not hard to see this engine is going to mean business in terms of power.

At the helm, the turn of a key ignites a gentle gurgle (rather than a roar) from the stern. But fear not, because the more restrained sound is due to quality insulating and sound-proofing of the motor, which also enables normal conversation between occupants.

Once locked into gear, the steering and controls are smooth and sweet on the hands, making operating the boats a pleasure. But knock the hammer down and all hell breaks loose as the

boats effortlessly whip onto the plane. Whether joy riding or pulling skiers / wakeboarders, there is plenty of gumption to please all comers.

Like most boats with big horsepower of this size, you can sit back and relax at comfortable and economical cruise speeds of up to 30kts (55.5kmh), even in a fair chop. Up in the mid-range, the FasTrac hull starts to work with more air forcing the hull up.

It's amazing how light the boats feel on the water when pumping up the speed with a bit of positive trim; however, the feeling may take some getting used to because it is something a bit different. Personally, I found trimming down at WOT made it feel a bit better but, again, you would likely master the perfect combo over time.

I was very impressed with the 2300's whopping 45.5kts (84kmh) at WOT, while the 2100 was up around 47.7kts (88kmh) thanks to its smaller and lighter design. So if speed is your need, either one of these babies should right be up your alley.

But this impressive top-end is not the only thing that makes these boats fun to drive. Heading into tight turns, the hulls

smoothly carve out on a semi-level plane, leaving you feeling safe in the seats, rather than like you have to hang on for dear life.


In my opinion, the 300hp seems to be the ideal match for the bigger 2300, but I think the 2100 could easily get away with fewer horses and still maintain a high level of performance.

THE WRAP

There is no use in denying the fact these boats are very stylish machines, and not necessarily the type of vessels I would use to go fishing. However, if you were especially keen to drop that line you could certainly add a few fishing accessories, but I would only include a standard GPS / sounder and table insert.

These are big boats, so a decent vehicle is needed for towing, and given both carry a beam of 2.6m you would need to check the towing regulations according to state.

Priced from \$69,990 for the 2100 and \$89,990 for the 2300, I don't think these Regals are a bad deal at all, especially considering their quality and size.

They are real eye-catchers on and off the water, have superb finishes throughout, and are ideal as combined sport and social boats. 

PERFORMANCE 2300

3.9kts (7.2kmh) @ 650rpm
7.8kts (14.4kmh) @ 1500rpm
17.8kts (32.6kmh) @ 2500rpm — on
the plane
28.6kts (53kmh) @ 3500rpm
39.6kts (73.3kmh) @ 4500rpm
45.3kts (83.9kmh) @ 5000rpm

A beefy 300hp engine means speeds of more than 45kts for both boats.

