

Exclusive: Are Repos Really Bargains? p50

BOATING®

NOVEMBER/DECEMBER 2009

WORLD'S LARGEST POWERBOAT MAGAZINE

25

PROVEN BOATING TACTICS

10 BIG-WATER
STRATEGIES p62

15 EXPERT
TOWING
TIPS
p56

TESTS

- ▶ GRADY-WHITE CANYON 366
- ▶ CABO 40 EXPRESS
- ▶ TIGÉ RZ2
- ▶ STABICRAFT 829
- ▶ SHOALWATER 19 CAT
- ▶ ISLAND PILOT 435

BOATINGMAG.COM U.S./CAN \$4.99



VOLUME 82, NUMBER 10

Tigé RZ2



THE RZ2 WITH three men and a laptop computer on board felt so ... empty. Kind of like the instrument panel. Sitting at the helm I first noted how clean it was: a speedo, tach and nothing else, not even a switch. Canted toward me, just forward of the throttle and in plain view, was a weatherproof LCD screen with a menu of icons. This, which the company calls TigéTouch, is the iPhone of boat controls. Want all the lights on? Touch the corresponding icon on the screen. Or say you've been pulling wake surfers all morning, and now you

EXTRA POINT

Cockpits of wake boats will get soaked, so the RZ2 uses a fiberglass deck liner and snap-in carpet instead of the permanent carpet found on so many competitors.

want to ride. Instead of coaching a driver to hold you at 11.5 mph with 200 pounds of ballast both port and starboard and a "7" on the TAPS (Tigé Adjustable Performance System), just select your preprogrammed profile on the screen. You can set up profiles for 20 riders.

TAPS allows drivers to adjust a plate (think of a trim tab), thereby changing the size and shape of the wake on the fly. Tempting as it is to lift the tab at 40-plus mph, this can cause porpoising. Find a sweet spot, just like you would when trimming an outdrive or adjusting trim tabs.

When I did open it up, our test boat's Pleasurecraft Marine 409 (a 343 is standard) gave a top speed approaching 50 mph — an uncommonly high speed for wake boats, despite common perception. This 6.0L motor is lighter than a typical 5.7L because PCM uses aluminum heads instead of cast iron.

Our test boat also came with a four-tank, 2,000-pound ballast system. It's nice for skilled riders, but at an additional \$4,400 it isn't for everyone.

Adjusting TAPS and positioning two 190-pound passengers in each corner of the stern gave our boat ballast characteristics without water in the tanks. Lose the tanks and you'd gain storage under the bow

seats and through the port console. Consider loading up those seats with people (the picklefork accommodates at least one bonus passenger) and gear. Isn't that the whole idea of a wake boat anyway? — Robert Stephens

High Points

- ▶ If the TigéTouch screen should short out or otherwise go kaput, all safety-related controls can be manually overridden with switches under the dash.
- ▶ Ballast bags that flank the engine compartment under the reverse gull-wing hatches can be rolled up and tucked out of the way when not in use.
- ▶ Activity center on the transom makes it easy to prep for riding, or to dry off before entering the boat.

Low Points

- ▶ Wake tower was designed short to fit under the windshield when collapsed during storage, but it's too low when employed. Watch your head — or, if speakers are hung, your chin.
- ▶ The flip-over step/seat behind the driver, though a great concept to save the upholstery, is wobbly when stepping on it.

Toughest Competitor

Among 22-foot wake boats, MasterCraft's X-Star is the standard bearer — best in class for straight pulls with full ballast. That's reflected in the price (\$90,840 when upgraded to the 400 hp 6.0L Indmar and no trailer). Ballast tanks and a tower are standard on the X-Star. The 6.5-inch LCD Big Screen on the dash is cool, but the standard TigéTouch and TAPS control on the RZ2 are bigger wows.

▶ LOA: 22' ▶ Beam: 8'6" ▶ Draft (max): 26" ▶ Displacement (lb. approx.): 4,150 ▶ Fuel Capacity (gal.): 48 ▶ Max. Horsepower: 409 ▶ Available Power: Pleasurecraft Marine 5.7L 343 hp multiport EFI or PCM 6.0L 409 hp multiport EFI

▶ Price: \$83,780 (as tested)

BOATING Certified Test Results

rpm	SPEED			EFFICIENCY			OPERATION	
	knots	mph	gph	naut. mpg	stat. mpg	n. mi. range	s. mi. range	sound level
1000	4.61	5.30	1.30	3.54	4.08	153	176	67
1500	6.26	7.20	2.20	2.84	3.27	123	141	68
2000	7.39	8.50	4.20	1.76	2.02	76	87	74
2500	14.60	16.80	6.70	2.18	2.51	94	108	80
3000	23.03	26.50	8.70	2.65	3.05	114	132	80
3500	27.89	32.10	11.40	2.45	2.82	106	122	82
4000	30.07	34.60	13.40	2.24	2.58	97	112	84
4500	34.85	40.10	20.00	1.74	2.01	75	87	86
5000	37.89	43.60	26.70	1.42	1.63	61	71	88
5500	40.06	46.10	31.80	1.26	1.45	54	63	90
5800	41.88	48.20	35.60	1.18	1.35	51	58	90

MOST ECONOMICAL CRUISING SPEED

TIME TO PLANE: 4.2 sec. TIME TO 30 MPH: 8.8 sec.

HOW WE TESTED

ENGINE: PCM 6.0L 409 hp multiport EFI PROP: Acme 13.5" x 16" brass GEAR RATIO: 1.48:1 FUEL LOAD: 10 gal. PASSENGER WEIGHT: 570 lb.

Tigé Boats Abilene, Texas 325-676-7777; tige.com

Find more wake boat reviews at boatingmag.com