

B O W R I D E R S

SHOCKWAVE



In the name of kismet, Shockwave Custom Boats was in the final stages of restyling the deck on their value-driven bowrider, the 22-foot Lexis, when our casting call for open-bow customs broke. The first offspring from the boat's new topside tooling moved through the finishing stage of Shockwave's impressive production process just days before our tests, and we were only too happy to do the honors on copy number one of the second-generation Lexis.

Shockwave has flourished on the strength of their artful execution of the walk-through bowrider configuration, and their production is devoted to it—even the fleet's designated big-water bruiser, the 29-foot Magnitude, is built in fairly large numbers as an open-bow. Their 21-foot Skier and Step Skier are the line's best-seller, and Shockwave expects the new deck tooling to revitalize sales of the Euro-styled Lexis. These models provide different pathways to this highly func-

the unused dead area between the open-bow and helm, pushing the entire helm area forward. Dimensions on the bow section remained the same.

Whereas main cockpit space was at a premium in the original design, the restyled interior now focuses on the full-sized family gathering. Taking into account the new jumper seats off the back of the main buckets, the boat will now comfortably and easily seat nine. The layout creates great legroom and also more of an opportunity to show off Shockwave's razor-sharp interior detail work. They don't claim to have reinvented the wheel with this value-intrinsic interpretation of the familiar, family bowrider, but they've made that wheel roll very, very smoothly.

Moving the boat's center of gravity forward seems not to have adversely affected the boat's performance. With Shockwave's base-issue 350 Magnum, we peaked at a very respectable, radar-confirmed 63.5 miles an hour.



tional form of family-boating immersion.

The Lexis, which derives its solid handling from a well-rounded and well-traveled 18-degree lake vee, now fuses an extra two feet of passenger room through-out the cockpit, after Shockwave's reduced

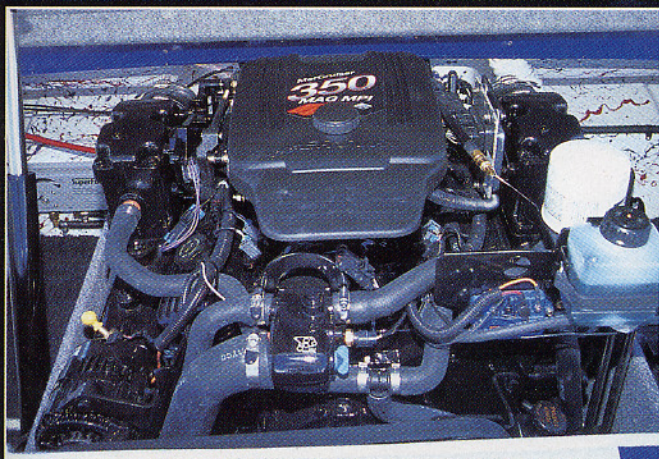
The stocker is a fairly loaded boat, including a full blitz of whited-out Dana billet, power hatch, interior lighting and Pioneer 200-watt CD system. The Lexis rolls off on an Extreme tandem, with Mer-Cruiser's 300-horsepower, 350 Magnum/Bravo small block. The setup's basic, stock Mercury controls mount to the side. Six cup holders, in-floor locker suitable for wakeboard and ski storage, engraved switch panel, billet dash grab handle, bimini top and stylish Beedee gauges in billet bezels all were standard. With every

Shockwave we test, the company's production team reinforces an emerging reputation for clean, stylish work. Shockwave's color team willingly strays far outside the lines in the pursuit of individual owner expression; this boat's five-color paint was a standard gelcoat job, and it prompted team commentary for its neat and delicate pin line and clean color. White and blue powdercoated billet pieces finished off the installation, matching to perfection an eye-catching blue and white interior-exterior gelcoat combination. Exterior hardware includes pull-up cleats, vented rear grip handles that make for easier boarding on the flanked, integrated swim steps and bezel-mounted stainless bow railing.

The engine hatch isn't completely flat, but it's still suitable for padded sunning, at least for one. Powering it up revealed strong production values in neatly routed wiring and sanitary bracket and ancillary hardware mounting. Shockwave includes dual batteries and thru-transom exhaust on its base boat. "This is a good, solid, stock and stylish entry-level performance boat," one of our evaluators wrote, citing the Shockwave's comfortable feel and responsive personality. His point was well taken as the Lexis motored us adroitly through our test stations. By the end of the event, even our most hardened veteran drivers were taken with its feel, in a week that was stacked with impressions from 18 different boats.

PERFORMANCE

Shockwave's thorough and effective dial-in of the 22-foot Lexis is reflected almost from the minute you settle into the thick, richly contoured shape of its oversized, pedestal-mount buckets. The EFI brings the 350 to instant life, and it idles quietly, sending no hint of vibration through an installation that is unfailingly tight. The fluid movement of the Mercury shifter is met with an immediate forward response, CONTINUED ON PAGE 105



SHOP TOUR

BY BRIAN DAVIDSON

PHOTOGRAPHY BY BRIAN DAVIDSON

SHOCKWAVE CUSTOM BOATS

Shockwave Custom Boats has made a significant impact on the boating industry's lake-boat population. Now, with their move last year to their new Corona facility, it appears larger boats are being produced for the natural move into the ever-popular offshore style. Shockwave builds 13 different models, from 20-34 feet in length, in open-bow, closed-boat and ski-type versions. All exceed the premium level standard of the family custom market with looks, quality and performance capabilities.

Company owners Bob Anderson and Danny Mancini have almost 40 years of experience in the marine industry combined, and both are extremely instrumental in the hands-on creation of each and every Shockwave boat produced.

Bob and Danny both grew up in the Orange County area during the 1980s working with many of the high-performance world's "big guys," where Bob Anderson was completely rigging hulls. Danny Mancini, meanwhile, was creating awesome-looking graphics and gelcoat painting many of the fine-looking paint jobs for some of the same companies.

As time marched on, Bob and Danny began talking about their concept of a "custom-boat company" and discovered that they

shared a common belief—that the customer deserved the best for the investment and that each and every boat should be second to none when it comes to quality, workmanship, materials, styling and performance.

In 1994, Bob and Danny joined forces and began producing their first 21-foot ski boat. Their company was based out of Lake Elsinore, California, just southeast of Riverside. As the customers' families grew, Shockwave grew with them, producing larger boats to accommodate larger families. With their requests came open-bows, larger cabin areas, more headroom and more performance.

Every Shockwave customer gets a hands-on product, created by first Danny as he designs and sprays all of the paint schemes.

He then tapes and laminates the mold and initiates the entire process. Then, with his skilled team of laminators, they complete the hull and deck. From there, Bob takes over rigging most of the boats and also supervises the entire construction of the boat until it is completed. Bob measures, drills and installs the motor, drive and gauge package from start to finish. When Shockwave says it's "custom," you can believe it.

Shockwave's team consists of 25 full-time employees, with sales handled by Greg Herron and Barry Diehl. The company thrives on customer service. The shop is open seven days a week, 9 a.m. to 5 p.m. Monday through Friday, and 10 a.m. to 4 p.m. on Saturday, and 10 a.m. to 2 p.m. on Sundays. Unlimited options are available for customers, and Shockwave takes a real "anything is possible" attitude—it's easy to create the boat of your dreams at Shockwave. Some of the standard features include a seven-year limited warranty on the hull, custom tandem trailer, custom interiors, color-matched billet aluminum hardware, custom gel graphics and colors, all-stainless-steel hardware, stainless throttle and shift cables, stainless bow rails, stainless rack and pinion steering system, custom swim steps, large ice chests, anchor storage, all bolt-through hardware, windshields, electric fuel valves, heavy-duty marine batteries, in-floor ski lockers, premium marine-grade carpet, large-capacity aluminum fuel tanks,



The gang at Shockwave. The facility is easily found in Corona, California, just off the 91 freeway west of the 15.

navigation lights, numerous drink holders, head liner and instrument snap covers under the deck. The hull construction is said to be of the finest materials available throughout the industry today, featuring completely hand-laminated hull and deck, hybrid vinylester resins, bi- and tri-directional knitted fiberglass, stress areas reinforced, top-grade core mat, full-length stringers and all-wood resin-treated surfaces.

The upholstery is also created in-house, so all coordination of design and color is perfectly done, and all engine hatches carry colored graphics at no extra charge.

If a customer has special needs or requests a different interior arrangement, such as amenity placements, it is customized to their specifications.

Most of Shockwave's production is powered by Mercury outdrives, although they also offer jet and outboard power on select models. For those with absolute performance in mind, a customer can order mega horsepower from any of the power brokers he desires, and the installation can be completed as the customer requires.

For efficiency of drag reduction, Shockwave designed a step-bottom on several of their models to ensure performance and handling, including a larger rough-water hull design that could take three- to four-foot wind-whipped seas and still handle in the turns. The 29-foot Magnitude, with a stepped 24-degree four-strake hull would do just that, and as our HOT BOAT evaluation team drivers have agreed, it gets rave reviews when-

1 and 2: Shockwave builds the entire boat at their factory, and their beautiful colored graphics are in the gelcoat for a lasting finish.

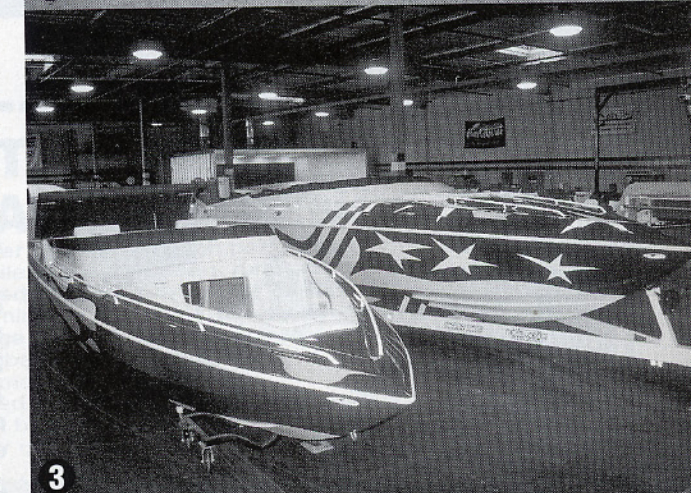
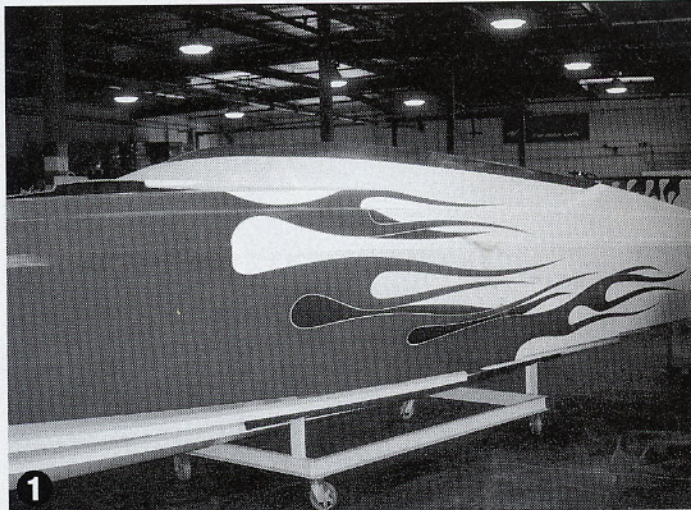
3 and 4: No matter what the customer's needs, Shockwave produces numerous different styles, models and sizes from serious skiing to pleasure cruising.

ever it's tested. With its 102-inch beam and full balsa-cored hull and deck, the 29-footer ran over 80 mph when powered by twin small-block Scorpions.

By late summer of 2002, Shockwave's two-step 34-foot twin-engine creation will be in full production and ready to challenge most any local waters and offshore conditions. If it's anything like the 29 Magnitude, it will be another total success.

Earlier this year, Shockwave debuted two of their newest models. The 22 Lexis, with its sleek Euro design and superb handling and performance, can accommodate the entire family. Meanwhile, the 25-footer features extra headroom area under the deck and a simulated windshield. The 25-footer is also available in an open-bow version that's completely open from front to back, as the 22-footer has been in the past. This should bring another popular size to the lake-boat population. For 2003, two cats will debut in the 26-foot range, in closed-deck and deck-boat configurations.

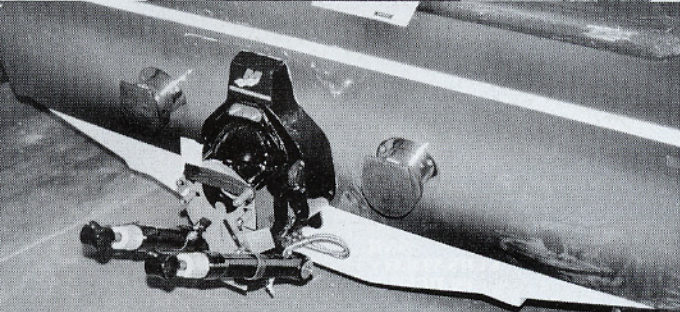
It was now time to see how these



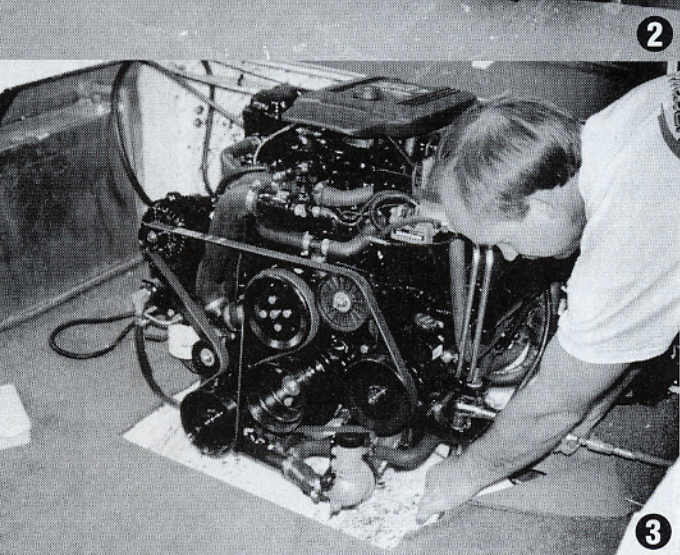
All gauge panels and throttles are custom installed for unobstructed view and easy access.



1: Each model requires meticulous attention to detail, and Shockwave employees take pride in their work.



2: Jet and outdrive installation travel side by side as they proceed through the installation process.



3: Owner Bob Anderson handles the train installations and follows the boat through its completion.

4: The final product: a finished Shockwave.

you can imagine, and when you're outfitting the hardware with the candy colors, such as candy reds, blues, purples, etc., you can also get a good contrast with a differ-

ent color of bezel at the base—possibly silver tones or charcoal against some of the candy colors.

As we were continuing through the tour, we saw that most of the packages were factory stock Mercury products and had numerous beautiful, blue powdercoated HP500s ready for installation. Bob said that anything is possible in terms of horsepower, and total custom motors are limited only by the customer's imagination.

After experiencing the big-boat feel that we get from driving Shockwave's medium-sized boats, we're looking forward to driving their new 34-footer. (Look for the new 34 later this summer.) For more information regarding Shockwave Boats, contact them at 1800 Capital St., Corona, California 92880; or call (909) 898-9360; fax (909) 898-9361. ■



All of the upholstery woodwork is also performed in-house for a perfect fit each time.

