

SHOCKWAVE

M O D E L 2 1 L S

ICING THE BASICS WITH A COOL, CUSTOM TOUCH

Shockwave continues to thrive in the custom lake boat fray with a stable of sound designs, and the 21-foot LS bowrider showcases the versatility that pervades their model line. In jet-driven form, the LS does a number of things well, all of them key in the family enthusiast's pursuit of the ultimate, multi-task hot-boating weekend.

While it is this mastery of the basics that defines the LS, it is Shockwave's execution that drives the boat deeply from the norm and will instantly separate it from the open-bow fleet. A low-profile, 18-degree straight vee, the LS is a nicely



mixed bag of comfort, convenience and performance, a basic formula that's polished with Shockwave's sound grasp of leading-edge styling and rigging.

THE PACKAGE

The LS shows off a low, lean stance that sharpens its lines, an effect that's heightened by the hull's extended bow seating area—one of the longer ones you'll see in this size class. The bold, distinctive gelcoat extracts maximum impact from the shape, and the color work is expertly integrated with interior graphics—especially on the rear deck lid. Shockwave

continues to reinforce a solid reputation as one of the industry's top color houses, and their policy of unlimited color work was neatly exploited by our tester's five-color gel work.

Hardware and rigging follow suit, and the LS is loaded with evidence of Shockwave's commitment to being extraordinary. A partially blown white-out was beautifully tossed with purple, powdercoated billet hardware with stunning effect. White, low-profile bowrailing and white-on-white molding trim and insert set the clean tone, which extended to the distinctive, single-piece fiberglass swim platform. Rear boarding was unusually easy, with assistance from rear billet boarding handles and the nonskid step. Purple billet hardware anchored the step and matched powdercoated fuel fills, vents, railing bezels, grab handles, gauge bezels, four pull-up cleats and other trick pieces. A sharp matching bimini (\$675) completed the effect and was spring-loaded for quick release. Flat socket heads were used throughout the rigging, an impressive,

dressy touch. The screw-mounted windshield was through-bolted.

Shockwave put their own high-end spin on a number of time-tested features. The bow anchor locker is deeper and wider, and its hardware is cleaner than industry standard. Engine hatch storage is efficiently allocated and finished with white gelcoat, along with the seat-based stowage. The design and finish of the shelved side panel storage was very cool. Interior grab handles are oversized and conveniently placed. Standard interior conveniences included four drink holders, a large, draining fiberglass ice chest and an in-floor ski locker large enough for a wakeboard and gear.

Interior lighting (on the bench base and in the engine compartment, \$285), power hatch (\$475) and a stereo CD system (\$750) rounded out the upgrades.

The interior layout in the LS, suitable for eight to nine passengers, favors the bow section and main cockpit areas. Front passenger seating is set



specifications

Centerline length: 21'
Beam: 96"
Bottom: 21-degree V
Engine/drive: 502 Chevy/Dominator jet drive
Horsepower @ pump: 410
Base retail price: \$30,900
Standard features: 454 Chevy, unlimited gelcoat, powdercoated hardware, stainless railing, interior handles, single-piece nonskid swim platform, ski locker, ice chest.
Options on test boat: 502 upgrade (\$3,500), Place Diverter (\$1,100), wheel-mounted Diverter switch (\$275), bimini top (\$675), CD (\$750), interior lighting package

(\$275), electric hatch (\$475), white-out package (\$275).
Price as tested: \$38,225
Performance
Top speed, radar: 59.9 mph
Maximum rpm: 5,000
0-30: 5.84 seconds
0-40: 8.40 seconds
0-50: 12.71 seconds
0-60: n/a
Speed at 3,000 rpm: 16.8 mph
Speed at 4,000 rpm: 37.2 mph

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nice and deep into the hull and is shaped with comfortable lumbar support. Front bucket seats ride on carpeted, resin-treated mounts, and their bases are gelcoated inside. They're deeply padded, very substantial and supremely comfortable. We liked the side wing design. The bench was nicely sized, but rear passengers were somewhat cramped with the close proximity of the bucket backs. The rear deck lid was nicely padded and beautifully crafted.

Shockwave tends to the details with stunning results, and nowhere is it more evident

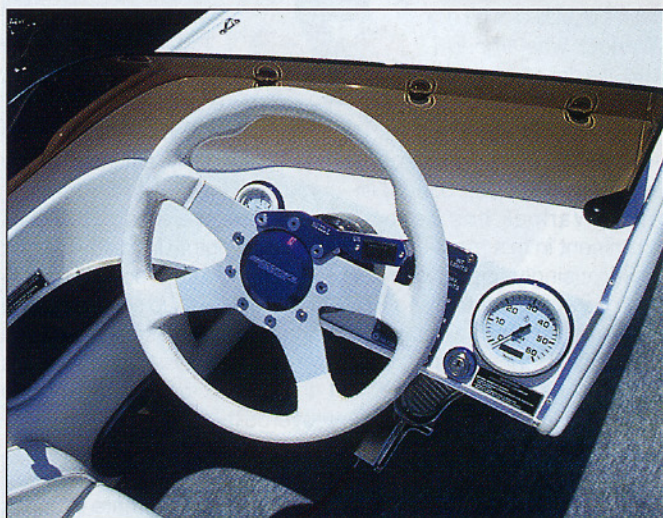
than at the driver's helm. Our tester's white-face Faria gauges were dressed with purple bezels. Dials were split between the driver's and passenger's dash area; all but the oil pressure gauge were clearly visible. A trick wheel was loaded with the button-activated Diverter switch (\$275) and steered with a molded palm grip. The steering wheel angled sharply upward, creating more driver stretch room. An Eddie Marine switch panel grouped the switches in a clean, clearly marked cluster.

A Marine Power 502 Chevy powered the mix. It was paired with a Dominator pump and fortified with a hydraulic Place Diverter (a \$1,100 option). The setup provided a smooth, consistent power flow, with good acceleration and a 60-mph top end.

PERFORMANCE

The Shockwave's lower profile and seating position plot its passengers down nice and low in the boat, and there's a healthy sensation of one's acceleration and speed. Even so, the ride remained dry, even in rough water. The ride firmed up quite a bit when conditions worsened, but it wasn't jarring.

The 502 idled and shifted smoothly and tracked nicely at low speed—it didn't require constant correction as we motored through idle and low-rpm zones. It proffered strong throttle response off the line—there really is no substitute for cubic inches. The pack-



age seemed immune to cavitation or blowout, both off the line and while carving at various speeds.

The snappy throttle response continued through the midrange, where the LS had an excellent, responsive feel. It tracked nicely and showed none of the bow steer that is prevalent in some of the low-

profile, 18-degree packages we've seen. If there's porpoise potential here, we couldn't find it.

At speed, the Shockwave delivered more of the same secure, stable performance and proved a blast to drive. It turned well at high rpm and required little wheel play to keep it on line.