



Regal 1900 Bowrider

Stable, roomy, and most important of all...a whole lot of fun.

by Tom Thompson

Pure and simple, the Regal 1900 Bowrider is fun to drive. It's one of those boats that makes you feel young again. On open water, you just want to play.

The 1900 has excellent manners. The handling is predictable, because Regal's FasTrac hull does exactly what you want it to. The stepped-hull design provides the stability and control you'd expect to find in an off-shore go-fast racer. It has a soft ride and smooth re-entry through chop, plus better fuel efficiency than a comparably sized conventional hull. I took turns at 40 mph, and the hull remained essentially flat, with almost no lean into the turn.

Regal offers the 1900 with a choice of Volvo Penta or MerCruiser power, ranging from 190 to 225 hp. The 1900 I drove was powered by a Volvo Penta 4.3 GL SX rated at 190 hp. The carbureted engine had plenty of pick-up, hopping on plane in about three and a half seconds, and reaching 30 mph in just over twice that. At wide-open throttle, I measured 47.8 mph on my handheld GPS. With fuel injection, you can expect up to 7 mph more at the top end. These numbers were with two people onboard and about half a tank of fuel.

Regal has put together a nicely appointed package in the 1900. The deck layout is spacious thanks to a beamy hull that measures 8 feet, 3 inches. The bucket helm seat has a flip-up bolster. There's another bucket for the copilot, a bench seat across the back of the cockpit and U-shaped bench seating in the bow. The engine hatch serves as a sunpad. One more thing you'll find on the 1900 that's missing from many of its competitors is a transom walk-through. You don't have to step on the sunpad and seating to get between the cockpit and swim platform.

For the 2007 model year, Regal has added an attractive pewter non-glare dash to match the brushed aluminum instrument panel. There's also a new sport steering wheel with remote control for the sound system at the hub. Standard features include a 25-quart removable cooler, a gas-assisted engine hatch, a radio with CD player, and fog-free backlit Faria instrumentation. A two-tone hull is standard, and graphics are molded into the gelcoat—not the taped-on kind that crack and peel off.

The 1900's optional LE package has a rubrail, six pop-up cleats including two amidships, drink holders, a pop-up ski pylon and bow scuff plate all made of stainless steel. It also includes a transom tilt switch for the drive. A bimini top is among the canvas options, and you can add side curtains. The audio system upgrades include Sirius satellite radio and an iPod adapter. You can also equip the 1900 with a wakeboard tower.

If you're looking for a way to make your inner child happy, take him or her for a ride on a Regal 1900 Bowrider. I know mine came back with a big smile on his face. ↓

Specs

LOA	19'9"
Beam	8'3"
Draft	2'7"
Weight.....	2,900 lbs.
Fuel capacity	30 gals.
Base power	Volvo Penta 4.3 GL SX (190 hp)
Base price	\$24,603
Price as tested.....	\$26,661

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www.regalboats.com

