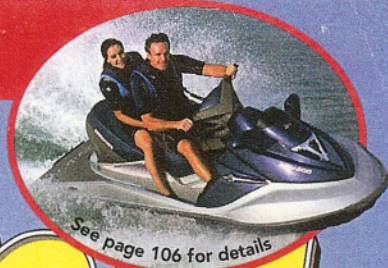


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**An Exclusive Look At
Sea-Doo's Wild New Ride**

Page 22

most stereo systems that aim the sound at your feet, the four speakers are positioned to maximize the amount of sound that reaches your ears. How elemental and smart is that?

Equipped with twin 25-inch logs, the Sanpan 2500 DC's forte is its moderate-speed cruising, and it's happiest with the Honda loping along at 4000 rpm, pushing it to almost 18 mph. A nice option to have is the T.A.P. Fin System, which consists of little wings welded to the logs at the waterline that literally harness the spray from the logs to provide more lift. And unlike fins that are set below the waterline, they don't increase drag. Looking over the side when running, you can see the spray from the logs being directed downward to also help insure a dry ride. With the system installed, top speed with Honda's 130-hp 4-stroke is 27 mph, which is fast enough for wakeboarding,

kneeboarding or cracking the whip while you tow the kids riding inflatables.

Without T.A.P., the top speed would be in the low 20s. But whatever speed you choose, the Sanpan is effortless to drive. You can even crank it into hard corners without upsetting its balance. While the BF130 delivers good performance, the preferred engine would be Honda's new BF150, which should push the 2500 past 30 mph. Or for those who want to go slalom skiing or fast-forward cruising, upgrading to the triple log configuration and strapping on a 225-hp 4-stroke transforms the 2500 into a 'toon with a 'tude, with a top speed in the mid 40s.

Sanpans are known for their excellent seating, and the 2500 is no exception. Godfrey has made plush seating into a science, starting with top-of-the-line GX48 expanded vinyl, which resists tears and scuffs, protects it from UV