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Tigé 24Vé

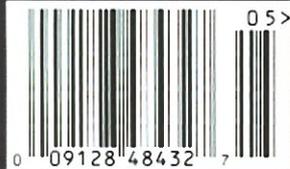
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BROAD WATERSPORTS APPEAL



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PERFORMANCE
TESTED

» TIGÉ 24Vé



SPECIFICATIONS

Length	24 ft.
Beam	8 ft., 6 in.
Capacity	16 people
Dry weight	4,320 lbs.
Fuel capacity	47 gals.
Maximum power	380 hp

▶ One of the most interesting areas of the new Tigé 24Vé is what the builder calls the “activity center.” The activity center comprises the aft end of the boat, which has received a massive redesign for 2006. Gone is the sloped transom to make way for a straight transom with a curved notch to enhance watersports staging. This allows you to sit on the transom and strap into a wakeboard or skis without having to extend your legs out and away from your body (which makes it much more difficult to strap in). Tigé actually built mockups of this area and tested them with watersports gear to make sure it got it right.

In the transom there are three insulat-

ed storage areas, which can be used to keep drinks cool or to store soggy gloves, towropes and other items. Our boat was equipped with a fiberglass swim platform, which we couldn't imagine owning this boat without. A wide starboard walkover transom provides convenient access between the rear activity center and the cockpit.

Inside the cockpit is a large and roomy wrap-around lounge with storage under the benches. The changes to the transom area actually allowed Tigé to increase the acreage in the cockpit. An adjustable bucket seat with a flip-up bolster is provided for the driver and faces one of the cleanest helms we've seen in this market.

Some of the options you'll want to consider include the wakeboard tower, Bimini top, shower, swim platform and cruise control.

The brand-new Tigé 24Vé is an example of starting with a specialty wakeboard boat that works and making it even better. In 2005, the Tigé 24V was one of the hottest-selling V-drive wakeboard boats on the market; the new 2006 24Vé starts there and takes it a step further.

In all honesty, it wouldn't be fair to simply call the 24Vé an updated version of the 24V due to the extent of the improvements. With a number of dramatic changes to the transom and engineering under the waterline, as well as topside improvements, the Tigé 24Vé rightfully belongs in a category all its own.

The first order of business for a boat like this is watersports performance. Tigé relies on its patented Convex V hull design and TAPS2 technology to produce professional-grade wakes without the use of carry-on ballast or integrated ballast systems.

“We believe the future of wakeboarding is not seeing how much weight you can pile into a boat to make the wakes better,” said Kip Davis, Tigé director of marketing. “We believe in being able to make big, well-defined wakes without having to use ballast and without having to use big horsepower.”

The Convex V hull actually has a rocker shape at the transom, similar to the rocker found on the ends of a wakeboard. Unless some other force is present, this hull shape naturally displaces a large amount of water at wakeboarding speeds. The weight of the V-drive in the stern and maybe a friend or two will be more than enough weight to help push out even more water (optional ballast is available for those who need insanely high wakes). The result is clean, well-defined wakes suitable for most all needs.

Beginners will be comfortable with the TAPS2 about halfway into the wakeboard zone and a speed of about 18 mph, which can be a challenging speed to maintain while providing a clean wake for a 24-foot boat — but no worries here since there's no hook to the hull to fight against. More advanced riders will want to push the TAPS2 fully into the wakeboard zone to increase wake amperage even more.

Because the Convex V hull is designed without hook at the transom and large amounts of ballast are not necessary, you



can get away with less horsepower than what's recommended on similar-sized watersports boats. That translates to a smaller initial cost and to reduced operational expense.

We enjoyed experimenting with Tigé's brand-new proprietary cruise control, Tigé Speed Set. Thanks to the drive-by-wire systems Tigé uses with all its GM Vortec engines, you can simply raise or lower the speed incrementally by pushing an up or down button on a control mounted right next to the steering wheel. This allows you to make minute speed adjustments up or down in 1/2-mph increments without ever taking your eyes off the water, which is a plus in the safety department.

By pushing the TAPS2 into the slalom zone (which essentially pushes a plate in the hull down to introduce hook to the transom running surface) and speeding up, you're rewarded with a faint wake worthy of a slalom course.

Some of the improvements Tigé made to the hull for the 24Vé include more rocker and changes in the strut and prop shaft angles, which combine to enhance the running attitude and quiet the boat down as much as possible by getting the propeller farther away from the hull.

PERFORMANCE

Our test of the 24Vé took place on Possum Kingdom Lake near Tigé's headquarters in Abilene, Texas. We had smooth morning lake conditions, two people aboard and a full tank of fuel (47 gallons or 294 pounds). For power we had a 340 hp 340 GM Vortec 5.7 MPI spinning a 13.5 x 16 four-blade NiBrAl prop.

With the TAPS2 plate set for slalom we hit the throttle and powered onto plane in 3.4 seconds, pointing to a wicked ability to pop wakeboarders out of the hole. Acceleration was equally strong with a 0-30 mph time of 7.64 seconds. Our peak speed was 44.2 mph at 5,250 rpm and our cruising speed was 30.3 mph at 3,500 rpm, which yielded 2.78 mpg for an estimated

cruising range of 118 miles. It's good to know you'll have plenty of range to get out to your secret riding spot.

Our first order of business was to push the TAPS2 all the way into the wakeboard zone and drop the speed down to 18 mph using the Tigé Speed Set. The hull just rocked back and settled down into the water, and it only took seconds as opposed to the minutes it can take to fill up a ballast tank. Looking aft we saw a clean wake with nice shape and height. We pulled into a tight circle to execute a double-up and didn't experience any surging or hunting, which can sometimes be a problem with cruise control devices.

After messing around with the TAPS2 Tigé Speed Set to tune the wake up and down, we pushed the TAPS2 into the slalom range and sped up to a cruising speed of 30 mph. In a way the TAPS2 plate can act as a trim tab, which allowed us to blow through a chopped-up section of wind-exposed lake without complaint. Comfortable cruising usually isn't that high on a watersports boat's resume, but we give the 24Vé high marks for casual cruising.

OVERALL

We won't be surprised if we hear later this year that the Tigé 24Vé eclipsed the 24V in terms of units sold. If given the choice, we know exactly which boat we'd opt for. The 24Vé raises the bar in this category with its unique ability to produce impressive wakes without the need for ballast.

We also like the idea that the hull shape of this boat should allow it to perform as well as similar-sized boats while requiring less horsepower. You can go as high as 380 hp with this boat, but why do so and invite the additional expense unless you really need it — we were quite impressed with our 340 hp test package.

Also keep in mind that there's a smaller 22Vé available, which has all the same features condensed into a slightly smaller package. **GO**

PERFORMANCE & PRICING

TIGÉ 24Vé

PERFORMANCE

	MPH	RPM	MPG	RANGE	\$/MILE*	DBA
PEAK	44.2	5,250	1.62	68	1.35	98
CRUISE	30.3	3,500	2.78	118	.79	91
TIME TO PLANE						3.4 seconds
0-30 MPH ACCELERATION						7.64 seconds

Fuel consumption measured with Floscan digital fuel-flow meter; range based on 90% of total fuel capacity.

**Assuming a fuel price of \$2.19/gallon*

POWER

TEST	340 GM Vortec 5.7 MPI
HP	340
PROP	13.5 x 16 4-blade NiBrAl
DRIVE	Direct-drive
WOT RANGE	4,800 to 5,200 rpm
STANDARD	315 GM Vortec 5.7 carb
HP	315
PROP	13.5 x 16 4-blade NiBrAl
DRIVE	Direct-drive
WOT RANGE	4,800-5,200 rpm

Craft available with V-drives ranging from 315 hp to 380 hp from GM, PCM or MerCruiser

LOAD

	PEOPLE	FUEL	MISC.
TEST	2	47 gals. (294 lbs.)	15 lbs.
TYPICAL	9-11	47 gals. (294 lbs.)	120 lbs.

BASE PRICE

WITH TEST POWER	\$59,060*
WITH STANDARD POWER	\$55,927*

**Price can vary depending on options and location — price does not include trailer*

FINANCING

\$469/month for 15 years*

**Assuming a price of \$63,000 with a 15% down payment and a fixed interest rate of 6.6% — does not include sales tax*

FIVE NOTABLE OPTIONS

Stainless steel appearance package, Bimini top, Tigé collapsible tower, 850-pound ballast system, cruise control

FIVE NOTABLE STANDARDS

TAPS2, triple hull tracking fins, oversized removable teak swim platform, flip-up bolster, Teleflex steering and controls

BUILDER

Tigé Boats, Inc., 1801 Hwy. 36, Abilene, TX 79602; (352) 676-7777; www.tige.com.

Circle 35 on reader service card, page 89