

**FIRST TEST**

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47919 JULY 1990

FOR THE  
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TRAILER BOATS

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# Boats

## ENGINE COMPARISON

**MERCUISER'S  
NEW 502  
TOP GUN, 454,  
7.4 MAGNUM  
AND 350  
IN A  
25-FOOT  
BAJA**

**WATER  
TOY  
ROUNDUP  
WET 'N' WILD  
HOT RODS!**

## TESTS

- **FIBERGLASS-  
LOOKING  
ALUMINUM  
CRESTLINER**
- **CARAVELLE  
INTERCEPTOR**
- **CHEVY C3500  
DUALIE**



\$2.95 / \$3.75 IN CANADA



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# CARAVELLE

## Interceptor 2300 / OMC 350 King Cobra

*Good power and engineering make this a fun boat*

**F**ore more than 24 years, the engineers at Caravelle have kept pace with the latest trends in construction and style. Many innovative technical ideas have increased the company's staying power in the industry. Today, Caravelle maintains a lead in modern design techniques. An example is the Interceptor Model 2300. European influence is evident in its nonslip, integrated swim platform and the elegant, curved lines of the wraparound Water Bonnet tinted windshield.

Modern assembly-line methods aid in producing a boat with consistent results. To increase strength and durability, Caravelle's builders use fiberglass, coremat and gelcoat in up to 10 layers. Stress points throughout are reinforced with fir, balsa core or coremat, with an added dose of layered fiberglass.

Recently, I had a chance to experience the Interceptor 2300, one of several models available from this Georgia-based company. The test boat was equipped with a 350 OMC King Cobra and a 21-inch Viper stainless-steel prop. Weighing in at approximately 2840 pounds, it took this open-bow boat no time to reach impressive speeds. Looking down the centerline, this sleek new boat measures in at 22 feet 8 inches with a 91-inch beam.

Planing speeds were quickly obtained, so forward visibility was no problem. Once on plane, handling was effortless. At top speed, a little chine-walking was evident, but it was not extreme. At cruising speed, the boat felt stout and firm. The hull tracked well and turning was accomplished with very little lean. Some sloping occurred while turning at higher speeds. At eye-watering speeds, the 2300 had a very quiet ride—even at wide-open throttle, noise was below normal for this style of boat.

In the cockpit, the Caravelle's seating arrangement includes sliding/swiveling forward seats and a full-width aft couch. The OMC throttle lever is mounted on a convenient, full-length armrest that makes minute power settings easy. Full analog instrumentation is easy to read, but there is a little interference from the padded,

sport steering wheel, which blocks some of the gauges. Starboard and just forward of the throttle lever is an AM/FM/cassette stereo. Just above the stereo is an art-deco-style drink holder which is unusually styled, but functional. The passenger side forward seat has a large glovebox, with a drink holder to the left.

Access to the engine compartment is through a large, dual-purpose sun-deck/engine hatch. Two large storage areas to port and starboard are located inside the compartment, adjacent to the engine. The top is also stored aft in the

engine compartment. The combination engine compartment/storage area is designed with plenty of room, and is neatly finished with carpet throughout.

Ample storage is provided under the cushions in the open-bow area. Entrance to the bow is through an extra-wide

opening in the windshield, with the usual plastic latches to secure the window closed while underway. Once inside, there is plenty of room for guests and enough depth for a feeling of extra security. A stainless steel, full-length grabrail adds an extra touch of safety and style. An extra-large rubrail runs

*The simple, yet attractive instrument panel features a full complement of gauges. Corner-mounted AM/FM/cassette stereo provides a wraparound effect that complements the windshield.*





the length of the boat to protect from careless docking.

Adding to the already sleek-looking sportboat is strong, through-bolted deck hardware. Up front is a unique pop-up bow cleat—when in the closed position, it makes exiting the bow a little less painful. Not following a tradition of placing a horn just anywhere, the designers opted for a flush-mounted, concealed horn.

Skiers will love the convenience offered in this model. An extra-large ski locker is in the center of the floor. A double fold-down, stainless-steel boarding ladder with handrail makes climbing back into the boat a lot easier. The center-mounted ski ring is stainless-steel and is through-bolted.

Caravelle has always worked hard on interior detailing. Our test boat was finished in bright red with a parallel burgundy stripe. The interior graphics are skillfully matched to the equally well-finished gelcoat colors. Speaking of gelcoat, it's very smooth and finished lightly with tape stripes. Like most of the

boat, the sundeck has angled stripes that add considerably to the sleek lines. About the only things that are not on my list of favorite items are the hydraulic struts that hold the engine cover open. From experience and the loss of a new pair of sunglasses, I know these struts fail without warning. Depending on the weight, the engine cover comes down hard and fast.

The Caravelle 2300 is a very impressive package, especially when equipped with the new, beefier King Cobra drive. The King Cobra is designed for the

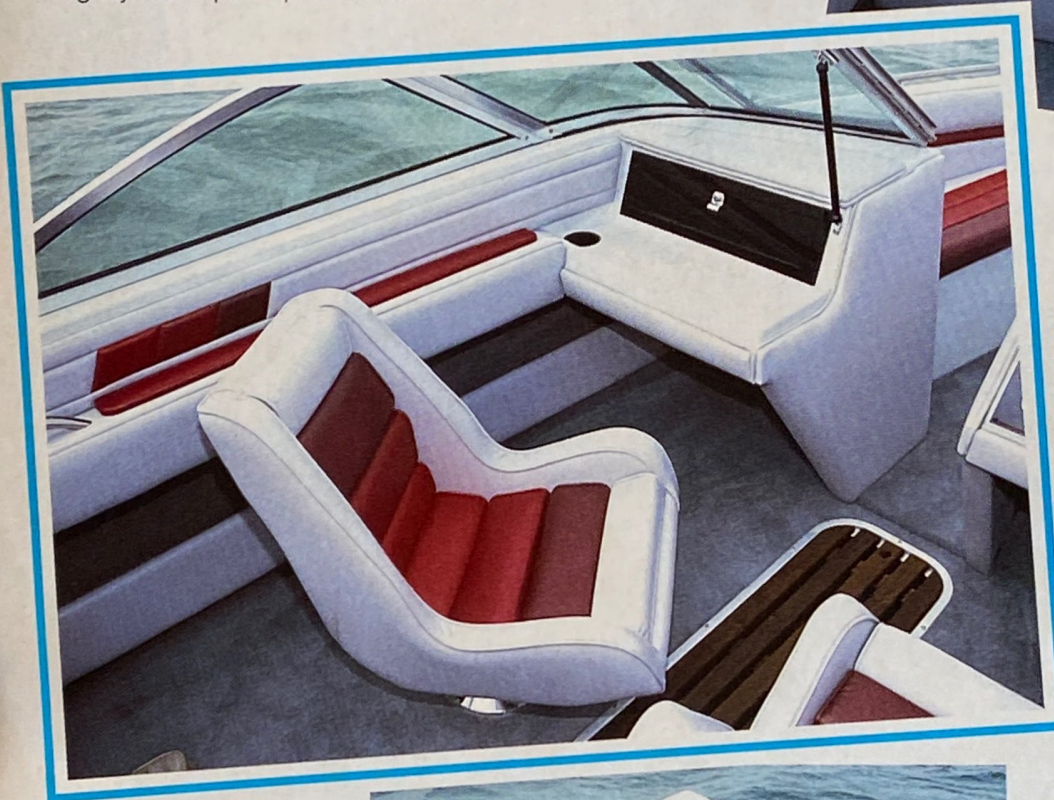
torque and power of a big block, but is also a great mate for a small-block engine. OMC spent a great deal of time refining the style and features for this new drive. Smooth shifting and low drag are the primary benefits.

Power and a well-engineered hull make this boat quick and nimble, with lots of fun potential. The wake shape will probably please most serious skiers and make it a little easier for beginners. The competition could find it very difficult to keep pace with this Interceptor.—*Bill Fedorko*

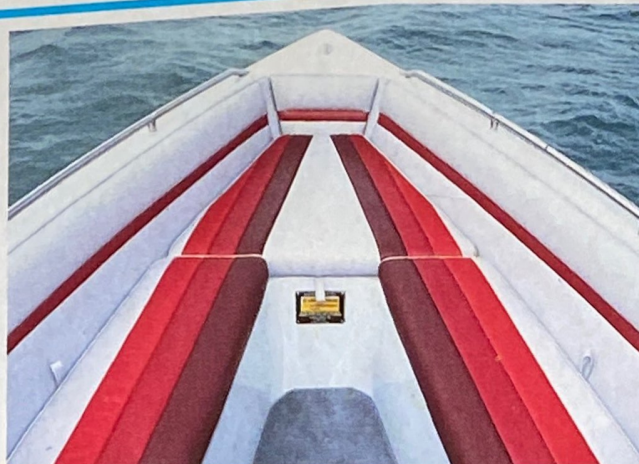
*The sundeck and rear bench seat are attractively styled. The upholstery colors are vivid, and the design is attractive.*



*Stylish bucket seats offer good side support, and they swivel for observing skiers. A large glovebox and under-gunwale storage enhances utility.*



*The long, sleek bow design restricts foot room in the bowrider area. Long bench seats provide adequate stretch-out room for lounging.*



#### CARAVELLE 2300

Price as tested .....	\$17,995
	(excluding trailer)
Length .....	22'8"
Beam .....	91"
Engine .....	OMC 350 King Cobra
Fuel capacity .....	31 gal.

#### Manufacturer:

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