

Beam	8' 6" 2.59	Tested Weight	4,310 lbs. 1,954 kg
Draft	34" 0.86 m	Weight Capacity	N/A
Draft Up	N/A	Person Capacity	N/A
Draft Down	N/A	Fuel Capacity	40 gal. 151 L
Air Draft	N/A	Water Capacity	N/A
Deadrise/Transom	20-deg.	Length on Trailer	N/A
Max Headroom	open	Height on Trailer	N/A
Bridge Clearance	7' 2.13 m	Trailer Weight	N/A
		Total Package Weight (Trailer, Boat & Engine)	N/A

Prices, features, designs, and equipment are subject to change. Please see your local dealer or visit the builder's website for the latest information available on this boat model.

Engine Options

Regal 2100 RX (2015-) Engine options

Std. Power	Not Available
Tested Power	1 x 250-hp MerCruiser 4.5L 1 x 250-hp MerCruiser 4.5 Catalyst
Opt. Power	1 x 260-hp MerCruiser 5.0 MPI Alpha Catalyst Six Volvo Penta V8 engine options from 225-hp to 300-hp

[Do You Have a Question About this Specific Model ?](#)

Regal 2100 RX (2015-) Captain's Report



The Regal 2100 RX has a LOA of 21' (6.40 m), a beam of 8'6" (2.59 m) and a draft of 34" (86.4 cm). The tower is standard.

Mission Statement

The mission of the Regal 2100 RX is to serve first as a dedicated watersports platform, and second as a premium bowrider without being priced at the top of the heap. She comes standard with the PowerTower, swiveling board racks and performance tower speakers connected to the premium Fusion stereo. For comfort, all it takes is a glance at the pleated upholstery under the bolsters, the contrast stitching on the seats or the soft touch dash to realize that this is clearly an upscale boat.



[30 Express \(2016-\)](#)



[32 Express \(2014-\)](#)



[3200 \(2016-\)](#)



[35 Sport Coupe \(2014-\)](#)



[38 Express \(2011-\)](#)



[42 Sport Coupe \(2014-\)](#)



[46 Sport Coupe \(2014-\)](#)



[53 Sport Coupe \(2014-\)](#)

Archived Models

Click on Model



[2000 Bowrider \(2007-\)](#)



[2100 RX \(2009-\)](#)



[2700 Bowrider](#)



The Regal 2100 RX is a rip-roaring tow boat, but as can be seen here she has a layout that is also good for a party. Regal claims that there is 6" more room between the back of the bucket helm seat and the back of the bench seat than any boat in class. We don't know if that is true or not, because we have not measured every boat in class, but we will take Regal at its word. One reason is because the 2100 RX has a transom further aft than many boats in class which pushes its outdrive farther aft.

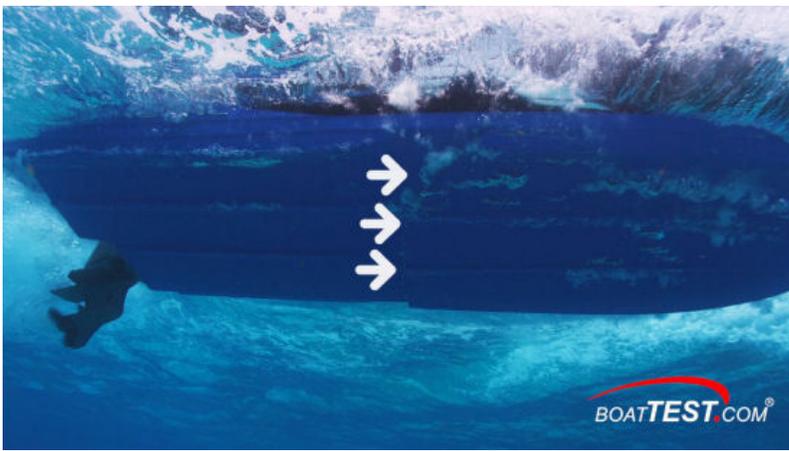
Major Features

FasTrac Hull. With steps in the hull drawing air in from the sides, a blanket of bubbles is created under the hull. This serves to break the surface friction between the hull and the water resulting in better performance.



The FasTrac hull step can be clearly seen here. Our test boat had the optional metallic flake gel for the topsides.

Additionally, when applied to Regal models between roughly 20' to 25' (6.1 m to 7.6 m) the handling characteristics really hit the sweet spot and the boat becomes "off the charts" fun to handle and drive, according to our test captain. When someone who drives hundreds of different boats for a living says a boat is fun to drive, chances are it is something special.



With air drawing in from the sides and ejecting across the whole bottom, less surface friction is created for a faster boat.

Her **reverse chines and multiple lifting strakes** give her turning performance that resists sliding off the turn. However, it would be equally incorrect to describe her as being “glued to the water” or “turning like she’s on rails”, popular comments often used to describe other boats. The simple fact is, those two comments describe a boat that occupants can, and will, find uncomfortable. No one wants to be thrown out of his or her seats when the boat executes a turn. With the 2100 RX, no matter how heavy handed the operator, there’s just enough of a grab to hold the turn but not so much to make it uncomfortable. Her bank angle also serves to plant the riders in the seats much better.



These hull strakes provide outstanding tracking and help the 2100 RX carve through turns, in addition to giving her lift. Note the standard bow stem scuff plate with towing eye. The docking lights are optional (\$285). The hull has a limited lifetime warranty.

Lastly, the 2100 RX is built with a **20-degree deep-V deadrise** that allows her to carve through choppy conditions without undue pounding. We experienced no undue effects during our continual wake crossing tests.

Major Features

Aft Rumble Seats. These aft seats bring the social area outside the cockpit and share it with the people in the water. It’s a good place to sit and relax at anytime the 2100 RX isn’t underway. Under the cushions is storage, including dedicated storage for the optional teak pedestal table (\$895).

Luxury Interior Appointments. Nearly everywhere on the 2100 RX there’s a nod to premium details fitting for this upscale boat. French stitched vinyl, brushed aluminum accents and diamond-stitched upholstery are just some of the features employed where many mid-market builders might leave bare fiberglass.



Under the bow bolsters we see diamond-stitched upholstery against black vinyl and stainless accessories.



Windshield supports are custom made and are better than the ball and socket ones we typically see.

Arena Seating. This is Regal's term for its full wraparound seating that, in this case, includes an aft-facing observers seat. It's also a key feature to maximizing storage under the seats.

PowerTower. Not content to settle for just a collapsible wakeboard tower, Regal installed an electrically actuated tower that collapses at the touch of a button on the panel. Even in the lowered position, the boat can still be piloted. It also includes premium speakers and swivel board racks.



The standard PowerTower includes swivel board racks and a custom Bimini. Note the low profile of the windshield, yet when driving on plane in the seated position, Captain Steve was looking under the header.

Tower Down



With the tower lowered, the 2100 RX is still navigable allowing easy transitions under low bridges.

Fusion 700i Stereo. This premium stereo includes a head unit that has an opening faceplate allowing for full integration of an iPod/iPhone, and when closed reverts to radio. Plus, the volume can be tied to the performance of the boat with a maximum of 200 Watts available to power the 6 speakers in the boat. Advance the throttle, the speed picks up, and so does the stereo's volume.

Speakers with an IP65 Rating. Water intrusion is the bane of all marine speaker systems. "IP" stands for "International Protection" rating as defined by an international standard which aims to provide users with more detailed information than vague marketing terms such as "waterproof". In the case of the Fusion speakers on the Regal 2100 RX, it means that the speakers are "dust tight" (that is the "6") and that "Water projected by a 6.3 mm nozzle against the enclosure from any direction shall have no harmful effects." (That is the "5" in the IP65 designation.)

Bluetooth comes standard on the 2100 RX.

Performance

The Regal 2100 RX has a LOA of 21' (6.40 m), a beam of 8'6" (2.59 m) and a draft of 34" (86.4 cm). With an empty weight of 3,650 lbs. (1,656 kg), full fuel and two people onboard, we had an estimated test weight of 4,310 lbs. (1,954 kg).



Top speed on our test runs was 50.9 mph.

With a new 250-hp MerCruiser 4.5L engine turning a B1 outdrive with a 27-pitch prop, we reached a top speed of 50.9 mph. At that speed we measured the fuel burn to be 20.3 gph giving us a range of 90 statute miles. Her most economical cruise speed came in at 3500 rpm and 31.2 mph. That speed lowered the fuel burn to 8 gph and increased the range to 140 miles.

We reached planing speed in 3.2 seconds, accelerated to 20 in 5.2 seconds, and 30 in 7.5.

Handling

If we haven't already gotten the point across in the FasTrac section of this report, then we'll say it again. This is among the best-handling boats we've tested in class. She has a smooth ride and a solid feel to her behavior. But most impressive was her turning ability where she showed no chine walk and carved through the turns with a comfortable 15-degree bank angle.



Notice how she comes through a turn with little spray to either side of the hull. This speaks of a gentle ride with no adverse "digging in" that might toss occupants about.



The step curves as it comes from the vent at the chine to the keel. The step is designed specifically for each Regal model individually.

Speed Control

The 2100 RX will bleed off a bit of speed during hard turns and that's easily countered with adding throttle. But in more normal turns, a feature of this new 4.5L engine becomes apparent. It has what Mercury calls "Adaptive Speed Control," where the rpm's stay constant when additional loads are applied. In other words, when maneuvering through the turns, the rpm's stay constant so the speed degradation is minimized.

When carving through wakes she showed no sign of wandering off track and just cut cleanly through the wake taking minimal spray onboard.



The helm features several standard items we usually see on options lists such as a depth gauge, a SmartCraft gauge, a premium Fusion stereo and a tilt wheel. The wrapped steering wheel is standard. The helm seat has a lumbar support in addition to the bolster, both standard. The RegalVue in the center is optional (\$2,695).

Features Inspection

Seating

One of the major features on the 2100 RX is Regal's clever use of space with regards to maximizing the seating. Usually, boats in this class will have the basic pair of bucket seats with a bench seat behind, and that bench seat is usually only 3/4 length leaving room for a walkthrough to the swim platform.

Regal takes a different approach and provides seating wrapping around the whole cockpit making the most use of the available space. We measured 6'10" (2.1 m) between the port and starboard side bolsters.



With the cockpit space being maximized for seating, this 10-passenger (rated for 1,592 lbs., whichever comes first) boat can keep everyone comfortable.



Take a look at the lady in yellow's feet and one of several standard blue courtesy lights can be seen. Swivel the helm chair around and the cockpit can handle these five people and several more...



...like the 7 people here with room for still a couple more. This is a lot of seating in a 21' (6.40 m) boat.

We still have the bucket seat for the helm, but other than that it's all made for multiple people in this 21' (6.40 m) boat. An aft facing lounger to port leads to a bench seat to both sides and across the stern. An optional pedestal table (\$895) is made of teak, a departure from the usual composite tables we often see in class. As we said, this is not a price-point boat.

At the stern, Regal takes full advantage of the popularity of coxing. Put the bow on the beach or drop the anchor... either way these aft seats make a great place to relax while watching the kids swim off the stern. With the seats laid flat, a sun pad is created measuring 6'8" x 2'8" (2.0 m x .8 m). By removing the center cushion a walkthrough is created, 12" (30.5 cm) wide leading to the swim platform.

Safety certainly plays an important part of the design for the 2100 RX. We measured a 35" (88.9 cm) cockpit depth behind the helm seat that will keep kids safe. Where the windshield slopes down as it comes to the aft end of the cockpit we measured 14" (35.6 cm) off the seat base. Freeboard measures 33" (83.8cm) at the bow and 11" (27.9cm) at the stern.



Aft seats make an enjoyable place to relax whenever the 2100 RX isn't underway. Note the tightly stitched upholstery, much the same as can be found in a premium German automobile.



Add the teak cocktail table and the area becomes even more inviting. The mat is also standard.

The bow seating wraps all the way around the forward half of the boat. There's 21" (53.3 cm) between the seats by the consoles and this narrows down to 10" (25.4 cm) moving forward. Space between the bolsters goes from 5' (1.5 m) at the aft end to 1' (.3 m) fully forward.



Bow seats are in the usual configuration and there's just enough room to stretch out the legs.



As Captain Steve said, there is plenty of leg room in the bow. The filler cushion is optional.



Interior upholstery is available in either Mocha (above) or Titanium (seen here). Note that there is no anchor locker on deck...



...but there is one under the forward seat cushion. Ah-hem...we'd put the line under the Danforth.



These optional doors come in handy during chilly mornings. Note that both of these doors and the swinging windshield are held open by magnets.

Storage

With so many seats available it's not surprising that this 21' (6.4m) boat has an abundance of storage as well. There's storage under each seat, in the deck and in the consoles plus, Regal added storage under the sun pad as well. Making better access to the storage helps add to the volume of storage as well.



Naturally there's storage under each seat but notice how the cushions don't just lift out. These are all hinged and supported with gas struts.



Regal includes a 25-quart (23.7 L) carry-on cooler with dedicated storage and there's room for another one right next door.



At the bow, the storage is behind the seatbacks leading under the consoles. Cushions are held open with a strap-and-snap.



This image illustrates the width of the in-deck storage compartment between the consoles. There is a lot to like in the picture -- the RTM (resin transfer molded) hatch, the gas assist strut, the forward hinges instead of on the side, the rubber gasket, the deep channel around the opening and large drain to handle rain water and keep the contents dry.

Watersports

The watersports features start with the PowerTower that provides a tow point 6'6" (2.0 m) off the deck. It includes a Bimini for shade and it's mounted to sliding tracks. Swivel board racks are to either side. A lower tow point is in the walkthrough to the transom in the center of the two aft seats. Additional storage for boards is in the deck.



A lift-up ski tow pylon is in the deck at the walkthrough between the sun pads. Note the standard sterndrive trim toggle switch on the bulwark wing.



Premium Fusion speakers carry the tunes back to the end of the towline, thanks to 200 Watts of energy produced by the 700i's amplifier.



Swivel board racks keep the gear outside the cockpit, but still easily accessible.



This full beam platform comes out 2'1" (.6 m) from the transom and it can be covered in either SoftStep or Flexiteek at no additional charge. Note the centerline walkthrough.

Choices Abound

The Regal 2100 RX has a base price of \$56,080. Of course it's easy to dial in the 2100RX to a buyer's specific taste with a few optional extras.

Colors

Four hull colors and four boot colors are available in both the custom format with its white bottom, or

the premier format that carries to the bottom. Additionally, three metallic hull colors are also available (\$1,240).



The 2100 RX with Black Ice Metallic hull, Newport Blue boot stripe in the custom format (with white bottom). As can be seen in this picture, the lower unit extends beyond the swim platform when it is in the down position.

Power Choices

Base power is the new MerCruiser 250-hp 4.5L engine that we had on our test boat. The 2100 RX will take powerplants up to 300-hp and with maximum power she can run upwards of \$71,905 before options. We found no disappointing characteristics with the 250-hp engine and as such we'd probably focus our additional dollars on interior amenities rather than more horsepower. While still on the engine room though, we'd add the automatic fire extinguisher (\$530) and dual battery switch (\$325).

Interior Options to Consider

Start with a choice of either Mocha or Titanium color for the upholstery and build from there. We'd add the bow and cockpit cover (\$965), bow filler cushion (\$375), bow walkthrough doors (\$530), cockpit seagrass mat (\$730), the teak table (\$895). At the helm we'd add the RegalVue display (\$2,695) providing engine data, GPS with chartplotter and full functionality over the premium stereo.

Exterior

Moving outside the cockpit we'd also add docking lights (\$285), four fender clips (\$480), and underwater lights (\$730), just for the fun of it. They're great for attracting fish at night, as well as new friends in the marina.



The Regal 2100 RX is definitely a boat for young people and those young of heart and body.



Regal is the only sportboat builder we can think of which includes trailering break lights on its transom as an extra safety precaution.



Because the integral swim platform is so low to the water, the 2100 RX has only two rungs on the re-boarding ladder.

Pricing with Options

With the base 4.5L 250-hp MerCruiser engine and the above options, our tricked out 2100 RX will run upwards of \$65k. Of course the price could go much higher with a more bigger engine selected, but as stated earlier, we see no need for it.

Observations

With luxury appointments and superb handling characteristics, this is a good boat to consider for anyone looking to have an upscale bowrider rigged for watersports. She's got good looks and a solid pedigree behind her. Certainly an MSRP of \$65,000 does not constitute a price point boat, but the 2100 RX was never intended as one. This is more of a boat for a discriminating buyer, much as the name implies. Those looking for only basic functionality should look elsewhere.



With the standard tower and the aft-facing observer's seat next to the helm, it's clear that this is a premium watersports bowrider.

Regal 2100 RX (2015-) Test Result Highlights

- Top speed for the Regal 2100 RX (2015-) is 50.9 mph (81.9 kph), burning 20.3 gallons per hour (gph) or 76.84 liters per hour (lph).
- Best cruise for the Regal 2100 RX (2015-) is 23.4 mph (37.7 kph), and the boat gets 3.9 miles per gallon (mpg) or 1.66 kilometers per liter (kpl), giving the boat a cruising range of 141 miles (226.92 kilometers).
- Tested power is 1 x 250-hp MerCruiser 4.5L.

For complete test results including fuel consumption, range and sound levels go to our [Test Results](#) section.



Standard and Optional Equipment

Regal 2100 RX (2015-) Standard and Optional Equipment	
Marine Electronics	
Autopilot	O
GPS/Chart	O
Systems	
CD Stereo	S
Exterior Features	
Carpet: Cockpit	O
Outlet: 12-Volt Acc	S
Swim Ladder	S
Swim Platform	S
Tower: Watersports	S
Canvas	
Cockpit Cover	O

S = Standard **O** = Optional

Regal 2100 RX (2015-) Warranty

Regal 2100 RX (2015-) Warranty Information

Warranties change from time to time. While BoatTEST.com has tried to ensure the most up-to-date warranty offered by each builder, it does not guarantee the accuracies of the information presented below. Please check with the boat builder or your local dealer before you buy any boat.

Hull Warranty

Years Limited Lifetime

[Do You Have a Question About this Specific Model ?](#)

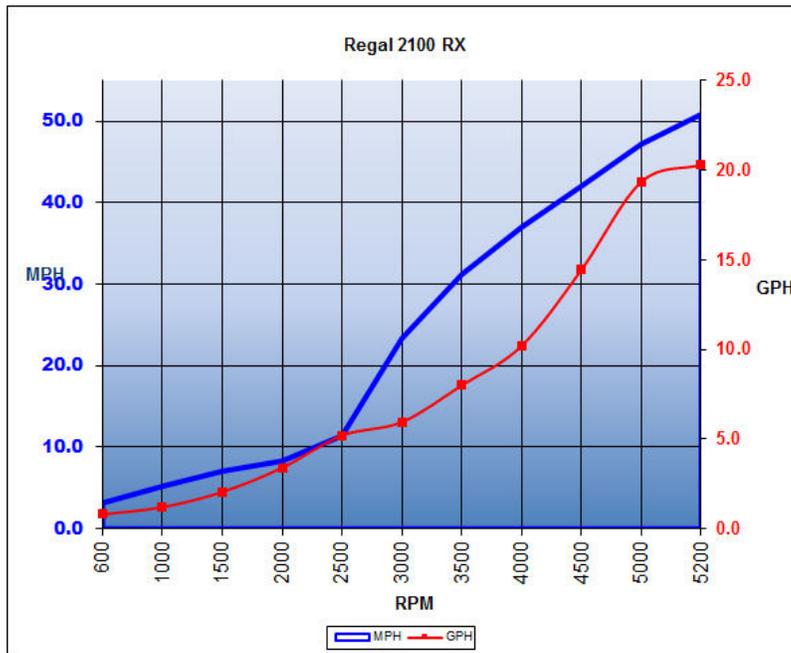
Test Results [\(Printer Friendly Page\)](#)

Test Power: 1 x 250-hp MerCruiser 4.5L

RPM	MPH	Knots	Total GPH	MPG	NMPG	Stat. Mile	Range						dBA
							NM	KM	KPH	LPH	KPL		
600	3.2	2.7	0.8	3.9	3.4	142	123.3	229	5.10	3.03	1.66	62	
1000	5.2	4.5	1.2	4.3	3.8	156	135.7	251	8.40	4.54	1.83	71	
1500	7.1	6.1	2.1	3.4	3.0	124	107.7	200	11.40	7.95	1.45	70	
2000	8.3	7.2	3.4	2.4	2.1	88	76.4	142	13.40	12.87	1.02	74	
2500	11.4	9.9	5.2	2.2	1.9	79	68.6	127	18.30	19.68	0.94	81	
3000	23.4	20.3	6.0	3.9	3.4	141	122.8	227	37.70	22.71	1.66	81	
3500	31.2	27.1	8.0	3.9	3.4	140	122.1	225	50.20	30.28	1.66	85	
4000	37.0	32.2	10.2	3.6	3.2	131	113.6	211	59.50	38.61	1.53	84	
4500	42.1	36.6	14.5	2.9	2.5	105	91.1	169	67.80	54.89	1.23	88	
5000	47.2	41.0	19.4	2.4	2.1	88	76.4	142	76.00	73.44	1.02	91	
5200	50.9	44.2	20.3	2.5	2.2	90	78.4	145	81.90	76.84	1.06	95	

All fuel consumption numbers are the total for all engines in the boat. Speeds are measured with Stalker ProSports radar gun or GPS. Fuel consumption (gallons per hour) measured with Floscan digital fuel-flow meter or by on-board factory-installed diagnostic instruments. Range is based on 90% of published fuel capacity. Sound levels determined using Radio Shack digital decibel meter on A scale. 68 dBA is the level of normal conversation.

Performance Chart



Test Conditions

Test Power: 1 x 250-hp MerCruiser 4.5L

Time To Plane	3.2 sec.
0 to 30	7.5 sec.
Test Power	1 x 250-hp MerCruiser 4.5L
Transmission	N/A
Ratio	1.62:1
Props	27P
Load	2 persons, full fuel, no water, 50 lbs. of gear
Climate	68 deg., 72 humid.; wind: 0-0 mph; Seas: calm
Elevation	90

[About Us](#) | [Contact Us](#) | [Partners](#) | [Site Help](#) | [Terms of Use](#) | [Privacy Policy](#)

Copying or re-using any of the material, in whole or in part, on this site, including data, photos, articles and videos is strictly forbidden without the written permission of BoatTEST.com, LLC.

Copyright © 2015 BoatTEST.com. All Rights Reserved.