

HUSTLER 50

Continued

amidships at the boat's center of gravity so that the balance doesn't shift as the fuel load lightens. Special care has also been taken to achieve the optimum height and angle of the Arneson drives.

There are, in fact, myriad thoughtful design elements in the 50, both above and below. Starting with the helm station to starboard, the side-by-side wraparound racing-style helm and companion bolsters with flip-up seats are comfortable, secure and supportive, particularly since they're molded into the deck, and provide excellent visibility. Precision handling is afforded by the padded Momo racing wheel linked to external racing-type hydraulic steering, and the triple Kobelt throttles to starboard and gear shifts to port are conveniently positioned. So are the switches, just above the throttles, for the Kiekhaefer trim tabs and drives—with a handy single drive trim switch for all three drives. The big Bluewater Performance drive and tab indicators right above the switches are easy to read at a glance.

Performance plus amenities

Hustler's high-tech airplane-style wraparound dash, similarly, has large, easy-to-read Faria gauges just above the wheel, with the engine gauges neatly laid out in groups of three. Besides the instrumentation, standard items on the 50 include a large Ritchie compass, an ICOM VHF radio and a Lowrance depthfinder. Our boat was also equipped with an optional Northstar GPS/loran unit.

The cockpit is large and deep, and the four-person bench seat aft is well-cushioned, low and secure, with headrests, armrests, and plenty of grabrails within easy reach. All the boat's hardware is top-of-the-line, including heavy-duty retractable cleats. The cockpit upholstery is attractive weatherproof vinyl, and marine-grade carpeting covers the sole.

Aft above the bench seat are huge, artistically sculptured semicircular air intakes over the engines. A large hatch lifts hydraulically for access to the roomy, pristine engine compartment, atop which there's room to add a snap-on sunpad. The engines are securely race-

mounted on vertical and horizontal welded-aluminum supports, and are easily serviced via a rubberized-tile walk-around. Among the standard items here are an automatic battery charger and a Halon system.

Another major feature that sets the Hustler apart from most racing-style boats is that it combines its high performance attributes with surprisingly generous amenities below. A simply appointed but elegant cabin is entered via a port-side flip-up hatch. Below the entryway steps, standing headroom is a full 6'3", tapering to 5'5" for excellent sitting headroom forward. In the center of the cabin a cushy semicircular Ultra-Leather lounge surrounds a removable table and hides a Porta-Potti underneath. Forward of the lounge is a queen-size berth, and aft is a sink, fitted cooler and hanging locker.

The Hustler 50 Performance Yacht Edition coming out this winter will go a step further in offering all the interior amenities for extended cruising. Hustler currently builds about 20 high performance boats a year, also including 26-, 32-, 34- and 40-foot models. Two years ago, Fiore's Hustler Industries was acquired by Global Marine Performance, whose majority stockholder, Michael Pandolfelli, is a financial backer through his \$120 million company American Capital Resources. Pandolfelli says he became interested in Hustler as an investment when he bought and fell in love with a 40-footer three years ago.

After our exhilarating ride on the 50, I can understand how he felt—and I'll bet those Customs officers would, too. ☺

HUSTLER 50 PACE BOAT EDITION

LOA.....48'6"
Beam.....8'
Draft.....3'5"
Disp.15,000 lbs.
Water.....10 gals.
Fuel.....350 gals.
Power.....(3) 650-hp Lamborghinis
Cruise.....61 mph/3500 rpm
Fuel use at cruise.....52 gph
Top end.....102 mph/5600 rpm
Price...\$738,000 (\$365,000 w/[3] 500-hp Mercs)
Global Marine Performance, Dept. MB&S,
124 Springville Rd., Hampton Bays, NY
11946. (516) 728-8282. Circle Reader
Service #201.

LAMBORGHINIS

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The smoothness of a V-12, the precision fit of all its parts and the tuning of the intake and exhaust systems synergistically combine to create another substantial benefit: exceptionally quiet running—especially when you consider that this is a high performance engine. At idle, we could barely hear the Hustler's engines, and at speed, the silence of the Lambos made conversation in normal tones easy.

With the Lambo's short piston stroke, the V-12's ring and skirt wear are minimized. This, too, obviously extends engine life. As a bonus, when compared to V-8s of the same displacement, the Italian V-12's narrow piston diameter produces fewer exhaust emissions than the wider bores of big-block engines.

While the older generation of Lamborghini marine engines sucked fuel through Weber side-draft carburetors, the current offering features Lamborghini electronic fuel injection. One black box runs the engine, while the other computer module monitors vital signs, storing aberrant behavior as error codes that service technicians can quickly access for analysis and repair. With ignition and fuel delivery timed to the millisecond, acceleration is razor sharp. Fuel economy is also optimized.

In short, this pleasure-boat version of Lamborghini's 48-valve full-race motor is pretty awesome. ☺

Lamborghini Specifications

Model.....V-12 L900i
Disp.....570 cu. in.
Metric disp.....9.3 liters
Bore and stroke.....4.15 X 3.5"
Compression ratio.....8.4:1
Horsepower.....650 hp @ 5200 rpm
Torque.....732 ft.-lbs.
Configuration.....60-degree V-12
Fuel.....87-octane gas
Weight.....882 lbs.
Horsepower/weight ratio.....1:1.35
Detroit Diesel Corp., Dept. MB&S, 13400
Outer Dr. W., Detroit, MI 48239-4001. (313)
592-5000. Circle Reader Service #131.