

CANADIAN EDITION

AE 21

This is the third consecutive year that Canadian Edition president Jim Tucker has brought the AE-21 air-entrapment modified tunnel-vee to our test program. However, a new twist was thrown in to change the handling and performance. For a change, Tucker bolted a 225 hp Johnson to the transom but not only did it have loads of punch, OMC's new power steering system eased the torque and reduced the effort needed to handle high performance hulls.

Composition and Craftsmanship

Canadian Edition doesn't cut corners in construction and although the AE-21 is a bare-bones "go for it" kind of boat, you can rely on a strong hull to keep you safely on top of the water. Of course, once you are up on top of the waves travelling around the 80 mph mark, your first concern won't be the boat falling apart but rather keeping it down on the water, spilling the air.

Canadian Edition takes the time to inlay graphics into the gel rather than use Imron and tape which can scratch and peel. The fuel tank was permanently installed and the limited amount of hardware is all stainless steel. The most outstanding element of the AE-21 is undoubtedly the bottom hull design and although Jim Tucker is proud of his deck molds, the real achievement lies in the hydrodynamics of this hull. Here the builder has been most successful and little else really matters when you are look-

ing for that extra mile an hour running gunnel to gunnel with the competition.

The seats and upholstery work was tightened up somewhat from previous years, making us feel more secure and comfortable as the boat picked up speed. Only the basic instruments were installed behind the low windscreen that works fairly well for its size. If you want more luxury, check out assembly line sportboats but, if you crave pure speed, look no further than the AE-21.

Performance and Handling

It's about time that a manufacturer got with it and set up a big-bore outboard with power-steering. These engines produce so much steering torque that not only is driving difficult, just holding onto the wheel in a straight line can be dangerous. There will be all kinds of people who will say that they can't "feel" the boat as well with power steering but believe me, what little you might lose is more than made up in ease of handling. Formule One powerboat drivers have been using it for several years and although there have been a few obstacles to conquer, it's really the only way to go.

With our new steering system working like a charm, we could crank the AE-21 hard through the turns at every speed with complete control, never getting tired or losing strength in the arms. Our speedometer read 81 mph at top end, which was mightily close to the 80 mph indicated on radar. At this speed the hull felt really light and took some time

getting to know, but after several runs I was feeling more confident with the boat.

Actually, rough water passed under the hull without pounding us to pieces. Large waves were rather intimidating since the bow's attitude is so low but we experienced an amazingly smooth ride despite the poor water conditions. Other notable performance characteristics included perfect tracking, turn on a dime cornering, instant acceleration and a 3.5 second hole shot. We couldn't even feel the boat fall off plane, which we presume occurred at approximately 1700 rpm. Obviously Canadian Edition hasn't stopped improving the AE-21 and designer/builder Jim Tucker intends to keep the wheels turning, or should we say the props spinning, in the years to follow.

PERFORMANCE SPECIFICATIONS

Model	Canadian Edition AE-21
Length	20' 8"
Beam	90"
Weight	950 lbs
Engine	Johnson 225 hp/Power Steering O/B
Cylinder Type	V-6
Prop	OMC Raker
Prop Size	28"
Top Speed Recorded Radar	80 mph
Base Retail Price	\$15,500
Retail Price as Tested	\$29,965
Manufacturer/Distributor	
Canadian Edition, 253 Front St. E., Hastings, Ont.	
Test Boat Provided By	
Canadian Edition	

