

Words and pictures by Scarlett Steer

Honda Slip



170



I have the sneaking suspicion that most smallish families or couples with modest budgets are under the false impression that they could never afford a boat without winning the Premium Bonds or engaging in something unlawful. If this sounds like you, listen up. Before you take a turn to illegal-ville give the Honda Marine Slip 170 some thorough consideration.

Spunk and spirit

Honda Marine understands that not all of us can spend money like water, and, together with well-known Angler Boats, have created the Slip Extreme 170 – a sporty little number offering all the benefits of a capable all-rounder without the unnecessary extras and added expense. Licensed for a maximum of seven adults (I'd say five if you want to be really comfortable), the Slip 170 is by no means cramped, neither is she lacking in competence in comparison with more sizeable craft in her league. She's got definite spunk and spirit and looks hell of a cute on the water. Our review morning couldn't have been more beautiful, with deep blue skies, not a breath of wind and the kind of pale emerald, liquid-glass sea that makes you want to dive beneath the surface and luxuriate in its cool, glossy depths.

As we cleared the no-wake zone we powered up, enjoying the quick acceleration of our 90 HP V-TEC outboard. As far as power-to-weight ratios go, this craft had been perfectly rigged. We reached a top speed of 85 km/h @ 6 200 rpm and popped onto the plane from a complete standstill in a fraction over two seconds. The Slip 170's shallow V hull made her super stable – both on the go and at rest –



and her hydraulic steering system made negotiating tight turns a breeze. On the water the Slip 170 certainly has a lot of poke and is not likely to leave you wanting in the performance department.

Keeping it simple

The cream-coloured interior is a variation from the standard dazzling white and goes a long way in reducing glare from the water and sun.

The craft's cockpit and helm have been designed in an uncomplicated, clear-cut fashion. Cushioned seating takes the form of V-shaped bow seats, two separate low-slung chairs for skipper and wing man, and a stretch of bench aft. A sun canopy folds out of the way behind the stern bench when not in use. A carpeted ski hatch set into the deck is wide enough to accommodate wakeboards as well as skis, and there are plenty of extra stowage spots for safety equipment, towels and valuables throughout the rest of the boat. Despite being a relatively small craft, long-legged skippers will not be disappointed with legroom at the helm, nor, for that matter, with the standard analogue instrumentation. Gauges monitor mph, rpm, volts and trim, while standard steering is hydraulic. The immediate cockpit area is soft underfoot thanks to a fitted carpet, while the bow boasts non-skid decking.





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“one of the lightest 90 HP outboards in its class”

High-tech horsepower

As a result of a number of significant changes, the new 90 HP V-TEC is a bit of a wunderkind. It's a totally different block, using a 1 496 cc engine with a bore of 73 mm, a stroke of 89.4 mm and a compression ratio of 9. The valve train is run by a SOHC (single overhead camshaft) with around 100 cc less displacement than the older model. This SOHC uses V-TEC (variable valve timing system) to open up and allow more air out and fuel into the combustion chamber for excellent acceleration. Dry weight has been reduced from 169 kg to about 163 kg, making it one of the lightest 90 HP outboards in its class. Other technology includes electronic fuel injection and a lean-burn system for frugal fuel consumption. A further vital component in the lean-burn system is an oxygen sensor which is situated in the exhaust. ◻



This sensor monitors and tweaks fuel delivery rates on a continual basis to ensure the engine is running as lean as possible. All this cutting edge technology takes place beneath a sleek new gearcase, and so will go largely unnoticed. Although this may sound like a bit of a contradiction, the motor has a softly spoken demeanor. She runs like lava through soapstone – smooth, silken and relatively soundless.

A patented ignition timing system known as B.L.A.S.T – Boosted Low Speed Torque – is worth a bit of explanation. Quick movement of the throttle deploys this ignition timing system, advancing the acceleration curve in a hard-hitting manner. Basically, opening up your throttle in order to get onto the plane triggers the fuel injection system to produce a sudden flow of petrol into the combustion chamber. It takes the air a few split seconds to play catch-up, meaning that for a very short period of time the air/fuel mixture is incredibly rich. The B.L.A.S.T makes

up for this by advancing the ignition timing right to the limit of ignition. This is what gives such enhanced acceleration during the few one hundred or so feet of out-of-the-hole pop.

A soft sell

If I was in search of a compact, competent craft that I could share with mates and the odd member of my family, I'd be pretty much sold. As mentioned right at the beginning of this piece, the Slip 170 is a product of Angler Boats so you know you're getting uncompromised quality and great value for your money. Couple that with the fact that every boat that comes out of Honda Marine Knysna is rigged and tested by them, and I'd say we've got one heck of a deal on our hands.

For more information contact Honda Marine Knysna on (044) 382 4090, hondamarine@knysna.sa.com or visit www.hondamarineknysna.co.za for more details. If you don't live anywhere

near the Garden Route, don't panic – simply visit www.honda.co.za to locate your closest dealer. ●

At a glance	
Boat make	Angler
LOA	17 ft
Min. HP	75 HP 4-stroke
Max. HP	135 HP 4-stroke
Max. persons	7
Standard features	
Boarding ladder	
Boat cover	
Buoyancy certificate	
Cleats	
Full gauge kit	
Grab handles	
Hydraulic steering	
Navigation lights	
Side-mount controls	
Ski bar	
Spare wheel	
Sun canopy (Aquatex)	
Trailer and winch	

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