



# FLYING FIRST CLASS

IN EVERY ASPECT, THE MACH F-32 FROM DAVE'S CUSTOM BOATS IS EXQUISITE.

**B**ASED IN MIAMI, JOHN TOMLINSON DOESN'T often get the opportunity to drive the best high-performance boats the West Coast has to offer. That's one reason the renowned throttleman and setup wizard joined this magazine's Test Team. Long ago, Tomlinson realized that high-performance-boat excellence extended west—as in far west—of the Mississippi and would eventually come east. What better way to get a chance to drive the best of the West than hook up with POWERBOAT?

In Dave Custom Boat's stunning new 32-footer we tested in Parker, Ariz., in late 2006, Tomlinson got his wish.

"This boat is just beautiful," said Tomlinson a few moments after a 138-mph run in the catamaran, which was powered by twin 800-horsepower electronically fuel-injected engines. "I know it's a 32, but it feels like a much bigger boat when you're going over boat wakes. To me, this boat feels like it's 35, 36 or 37 feet long."

High praise indeed for a West Coast cat, especially from someone typically associated with East Coast creations.

## PERFORMANCE

Though lead test driver Bob Teague, who's based out West, drives DCB models a lot more often than Tomlinson, he was no less

impressed with the Mach F-32.

"It's a hot day out here and there's not much in the way of fast water, but the boat is running 138 mph and has perfect handling manners," Teague said.

To get the power to the water, the builder outfitted the boat's IMCO Marine drives with 36"-pitch Mercury Bravo One propellers rotating inward through a 1.26:1 reduction. The aggressive gearing and tall wheels cost the boat a bit in terms of standing-start acceleration, and it took 6.3 seconds for it to come on plane. The cat's bow did rise substantially during the process, which hampered forward visibility. On plane, however, forward visibility was simply perfect thanks to undistorted acrylic quarter-canopies.

Once it got rolling, it accelerated well, reaching 89 mph in 20 seconds from a standing start.

Running from 40 to 70 mph took 7.2 seconds. More impressive was the catamaran's 50-to-90-mph blast in 10.3 seconds.

Both Teague and Tomlinson raved about the Mach F-32's handling and tracking, particularly at higher speeds.

"I was going through bends on the Colorado River at 100-plus-mph, and I barely had to touch the wheel," Teague said.

Added Tomlinson, "I took turns at 120 mph and 130 mph and this boat was just on rails."

## WORKMANSHIP

When it comes to construction quality, DCB is foot-for-foot a match for any custom builder on any coast. The outfit has demonstrated that to us many times during the years, and did it once again with the Mach F-32.

The boat was laid up with unidirectional fiberglass, carbon fiber and Kevlar. Though only the bulkheads were vacuum-bagged in our test model, the builder does offer complete vacuum-bagging for its hulls and decks.

A study in green and blue with orange pin-stripes, the Mach F-32's graphics and tooling were immaculate. Perfectly capped between the hull and deck, the boat had a stainless-steel molding covering the seam on the hull-sides. There was no such cap on the boat's bow and stern—and the seam was still invisible.

For navigation lights as well as indirect lights in the cockpit, the builder opted for LEDs that fit the boat perfectly. So, too, did the quarter-canopies. When it comes to canopy clarity, DCB continues to set the highest standard.

Hardware was streamlined to necessities. That meant retractable cleats, push-pin fender connectors and a billet swim platform.

Below the engine hatch, which had the boat's color scheme carried in paint to its underside, DCB used billet mounts through-





**TEST RESULTS: DAVE'S CUSTOM BOATS MACH F-32**

**TEST CONDITIONS**

Temperature/humidity	90 degrees/28 percent
Wind speed/water conditions	3 to 5 mph/1' chop

**HULL INFORMATION**

Deadrise at transom	14.5 degrees
Centerline/beam	32'9"
Hull weight	8,500 pounds

**PRICING INFORMATION**

Base retail with MerCruiser 496 Mag HO engines	\$237,950
Price as tested	\$414,950

**ENGINE & PROPELLER**

Engine	(2) Teague Custom Marine 800 EFI
Cylinder type	V-8
Cubic-inch displacement/horsepower	509/800
Lower-unit gear ratio	1.26:1
Propeller	Mercury Bravo One 15 1/4" x 36"

**OPTIONS ON TEST BOAT**

Upgrade to Teague Custom Marine 800 EFI engines (\$110,000), IMCO Marine stand-off boxes (\$10,500), poker-run interior (\$8,995), front and rear cap (\$7,900), IMCO Xtreme Advantage SC drives (\$6,950), custom gelcoat (\$6,000), IMCO quad-ram steering (\$4,950), custom carpet (\$2,995), five-person intercom (\$2,950), dual sea strainers with low-water pickups (\$2,950), epoxy hatch with graphics (\$2,495), rear seatback speedometers (\$2,250), lab-finished propellers (\$1,800), Bluewater indicators (\$1,675), billet trim pump reservoirs (\$1,295), fiberglass hardback seats (\$1,295), stainless tilt helm (\$1,275) and billet navigation lights (\$795).

**ACCELERATION**

5 seconds	22 mph
10 seconds	51 mph
15 seconds	72 mph
20 seconds	89 mph

**MIDRANGE ACCELERATION**

40-70 mph	7.2 seconds
50-90 mph	10.3 seconds

**RPM VS. MPH**

1000	9 mph
1500	23 mph
2000	44 mph
2500	60 mph
3000	78 mph
3500	88 mph
4000	102 mph
4500	117 mph
5000	128 mph
5500	137 mph

**TOP SPEED AT RPM**

Radar	137.3 mph at 5,500
GPS	138 mph

**PLANING**

Time to plane	6.3 seconds
Minimum planing speed	23 mph

**FUEL ECONOMY**

At 30 mph	.NA
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**FUEL CAPACITY**

	130 gallons
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**TEST CONDUCTED AT (ELEVATION)**

	Parker, Ariz. (450 feet)
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**MANUFACTURER**

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**WHAT WE LOVED:** Speed for the power and the stability to handle it, plus fine handling and top-flight build quality.

**WHAT WE'D LIKE TO SEE:** Quicker time to plane with less bowrise—1.35:1 gearing or smaller-pitch props should work.

bolted to the stringers to make sure the engines stayed put. The installation was completely symmetrical, right down to the parallel wire looms and the evenly positioned stainless-steel cushion clamps that secured them.

**INTERIOR**

A recurring and much-welcomed aspect in performance boats for 2007 has been upgrading the standard rear bench to a bolster or bucket-style seating. It's a move we applaud and will continue to applaud, as it makes things much more comfortable and secure for those who end up with seats in the back of the boat. To its credit, DCB has been creating bucket-style benches, such as the three-person setup in the Mach F-32, for several years.

Forward of that plush and beefy bench was a pair of high-back bucket seats, each with a 160-mph Livorsi Marine GPS tattletale speedometer mounted on its fiberglass seat-back. That should help give passengers an idea of how fast they're going. Lest they forget the top speed, tattletale switches for the speedos were mounted in gunwale recesses on each side of the bench.

To help people climb into the boat without treading on all the nice upholstery, the builder installed billet step plates on the gunwales. Snap-in carpet with the DCB logo and Mach F-32 name covered the cockpit sole.

Typical of a DCB, the Mach F-32 had a monster Alpine CD stereo system. Controls for the system were under a heavy billet lid in the co-pilot's dash. Also at the dash was a billet grab handle, a 160-mph Livorsi GPS tattletale speedometer, and a vent for its trademark forced-air cooling system. Another vent for the system was at the helm to starboard.

The builder chose the highest-quality goodies at the helm, including throttles and shifters from Latham Marine and a balance of Livorsi instruments around a tilt steering wheel. In addition, the driver and co-pilot stations were set up with a Radio Lab headset intercom system.

With its relatively low and sleek deck, the Mach F-32 didn't offer much headroom in the cabin, but that didn't stop DCB from using the space. All the way forward—and certainly best suited to children rather than adults—was a pair of facing love seats and courtesy lights. Aft of that in the carpeted cabin were two removable coolers in dedicated wells.

**OVERALL**

From performance to construction quality, West Coast-based DCB can hold its own with any builder in the land. That's a tall statement given the competition, but one we can stand by. The Mach F-32 is as strong an offering as anything in its class. Fact is, this remarkable 32-footer is in a class of its own. **P**

Clockwise from top left: To help people climb in and out of the boat, the builder installed billet step plates on the gunwales. Livorsi Marine gauges in chrome bezels were mounted at the helm. DCB finished the cabin with a pair of love seats and removable coolers. Two 800-horsepower motors were under the engine hatch, as were four speakers.

