



DAVE'S CUSTOM BOATS MACH F-32



FLYING FIRST CLASS

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

BASED 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 pinstripes, 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-