



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 Mercury 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

TEST CONDUCTED AT (ELEVATION)

Parker, Ariz. (450 feet)

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 gauges 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.

