

## 2011 PERFORMANCE REVIEW: DAVE'S CUSTOM BOATS M31 WIDEBODY

## TEST RESULTS

## TEST CONDITIONS

Temperature/humidity	60 degrees/15 percent
Wind speed/water conditions	10 to 15 mph/1' chop

## HULL INFORMATION

Deadrise at transom	16 degrees
Centerline/beam	32'/10'
Hull weight	9,200 pounds

## PRICING INFORMATION

Base retail with twin MerCruiser 496 Mag HO engines	\$279,950
Price as tested	\$768,145

## ENGINE &amp; PROPELLER

Engine	(2) Mercury Racing 1350
Cylinder type	V-8
Cubic-inch displacement/horsepower	552/1350
Lower-unit gear ratio	1.3:1
Propeller	Mercury Racing Pro-Finish CNC five-blade 17" x 39"

## OPTIONS ON TEST BOAT

Upgrade to twin Mercury Racing 1350 engines and M8 drives (\$389,500), Mercury Racing CNC propellers (\$11,000), carbon-fiber schedule (\$10,075), vacuum-bagged (\$10,075), gelcoat design (\$9,950), custom half cap with stainless rubrail (\$8,900), Phase II stereo system (\$4,995), carbon-fiber stiffening (\$4,650), Penske composite board (\$4,650), dual sea strainers (\$3,850), 10-inch GPS tracking system (\$3,450), Mercury SmartCraft RaceView display (\$2,975), trailer upgrades (\$2,835), braided nylon lines (\$2,800), under bow love seats (\$2,750), rear speedos in back seat (\$2,250), custom snap-in carpet (\$1,795), fiberglass hardback seats (\$1,495), stainless-steel tilt helm (\$1,275), passenger GPS speedometer (\$995), automatic fire extinguishers (\$995), mooring package (\$895), billet nav lights (\$795), locking glove box (\$795), 40-amp charger (\$775), video camera upgrade (\$750), pin cleats (\$575), digital depth gauge (\$485), satellite radio (\$465), three premium batteries (\$450), additional gauges (\$450), DCB billet stereo cover (\$395), carbon-fiber/super rim gauge package (\$300), vinyl state ID numbers (\$250), tattle-tell speedo (\$150), 12-volt receptacle (\$150) and iPod connection (\$150).

## ACCELERATION

5 seconds	19 mph
10 seconds	48 mph
15 seconds	103 mph
20 seconds	130 mph

## MIDRANGE ACCELERATION

40-70 mph	3.9 seconds
70-100 mph	4.4 seconds

## RPM VS. MPH

2000	NA
2500	42 mph
3000	54 mph
3500	68 mph
4000	85 mph
4500	95 mph
5000	115 mph
5500	129 mph
6000	142 mph
6500	165 mph

## TOP SPEED AT RPM

Stalker Radar	170.5 mph at 6,800
Livorsi Marine GPS	170 mph

## PLANING

Time to plane	7.2 seconds
Minimum planing speed	24 mph

## FUEL ECONOMY

40 mph	NA
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## FUEL CAPACITY

176 gallons

## TEST LOCATION (ELEVATION)

Lake Havasu City, Ariz. (480 feet)

## MANUFACTURER

Dave's Custom Boats, Dept. PB, 1468 N. Magnolia Ave., El Cajon, CA 92020, 619-442-0300, www.dcbbracing.com.

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investment, the boat was outfitted with a powder-painted black rubrail.

The results of construction and cosmetic upgrades, which totaled more than \$50,000, were spectacular. While the Test Team members may have had various takes on the colors selected—if green isn't for you then neither is this graphics package—none of us could find a flaw in the execution.

The engine compartment hatches, which were hinged at the transom, incorporated acrylic panels to give folks at the docks a good look at the Mercury Racing engines when they were closed. Supported by gas struts when open, the hatches provided adequate access to the front and rear of the engines, though access to the sides was tight. The engines were installed on racing mounts, and top-quality rigging installation included nickel-plated aluminum plumbing and braided stainless-steel lines.

According to DCB representative Tony Chiaramonte, getting the engines to fit in the relatively tight confines of the M31's engine compartment wasn't the biggest challenge for the builder. The biggest hurdle was more technological.

"The 1350 has digital throttle control like the Verado outboards, and there's a lot of computer stuff with the front of the boat 'talking to' the back of the boat," he said. "So there was a bit of a learning curve, which is why Mike Griffiths of Mercury Racing came out to help. It was our first 1350 installation."

## INTERIOR

Six awesome bucket seats and billet grab handles in all the right places—that's the simplest way to describe the M31 Widebody's interior, which was protected by a wraparound acrylic windshield. Sure, it had a nicely finished cabin with small facing lounges and a rectangular berth.

But how much time would anyone actually spend there? Not much.

So DCB focused on getting everything right in the cockpit, and to that end the builder nailed it. To let the passengers in the back four buckets know exactly how fast they were going, there were GPS speedometers mounted in the backs of the co-pilot and driver seats.

A full set of DCB-labeled instruments was provided at the port-side co-pilot's dash and at the helm station. Both dash areas also were set up with Alpine video screens fed by rear-facing digital cameras. In a boat with this kind of top speed and acceleration, having two sets of eyes on everything isn't a bad idea.

In addition to the analog instruments, the driver's station was supplied with a Mercury SmartCraft VesselView screen. The Livorsi Marine throttles and shifters, as well as additional trim switches, were in the gunwale near the driver's right leg. Other electronics included an intercom system and an Alpine source unit.

For cockpit storage, DCB left the lower sections of the gunwales "open" and built lockers with lids into them. Above the open areas, the gunwales were thickly padded to the windshield line. For additional storage, there were two lockers in the sole, which was covered by snap-in carpet with an embroidered M31 label.

## OVERALL

Running 170 mph in a 31-foot cat—or any catamaran for that matter—is nothing to take lightly. With Mercury Racing 1350s, the M31 Widebody is a boat that demands respect and caution. But for experienced and prudent drivers with the wherewithal to afford one, the M31 with this power setup could be the hottest offering in the sport cat class. **PB**