

2 0 0 0 S P O R T C A T A M A R A N R O U N D U P

Despair not, outboard-power fans, we haven't forgotten you. Nor has Dave Hemmingson, owner of Dave's Custom Boats in El Cajon, Calif. When we asked Hemmingson to bring a boat to this roundup, we were pretty sure he'd deliver something with a least one outboard motor on the transom.

He did just that—bringing a Mach 22 powered by a single Mercury 300 ProMax outboard wielding a Bravo One 15 1/4" x 28" four-blade stainless-steel propeller with open vent holes. As tested with the hefty motor and several other options, the price for the boat was \$57,560. With base power, a 225 ProMax, it retails for \$47,950.

We'd seen the 22'-long, 7'-wide tunnel boat before during a roundup for our first "Speed" issue in 1998. Equipped with twin 300-hp Mercury 2.5 EFI Drag motors, that boat ran 122.3 mph.

cle the wheel from side to side, and it held its line in circle turns at cruising and full speeds.

Hemmingson and company build a fine boat, as witnessed by the Mach 22's outstanding gelcoat, graphics and mold work protected by a plastic offshore-quality rubrail. While the outboard was on the boat's transom, most of the rigging—all of which was simply flawless—was in the "engine" compartment, which was accessible under the sunpad raised by an electric hatch.

Hardware for the boat was of the custom variety, starting with six Dana Products mushroom-style cleats. Less common for a boat of this class, though certainly appreciated, was hardware for a Bimini top. On each side of the outboard was an aluminum swim platform.

The best use of the area under the deck of the

DAVE'S CUSTOM BOATS MACH 22

Naturally, we didn't expect that kind of velocity from our less savagely powered test boat this time around, but it did turn in a plenty fast 88.7 mph at 6200 rpm. And that was on glassy water—with a little chop we reckoned the boat might well do 90 or 91 mph.

Though not stellar, the Mach 22's time to plane of 5.9 seconds and speed of 61 mph in 15 seconds were certainly respectable for the breed. The boat saved its best acceleration work for mid-range drills, where it went from 20 to 40 mph in 3.9 seconds, 30 to 50 mph in 4.7 seconds and 30 to 60 mph in 7.3 seconds.

Typical for a single-outboard-powered cat, the Mach 22 had substantial steering-wheel torque. Still, the boat did perfect slalom turns at speeds up to 50 mph as quickly as our test driver could mus-

Mach 22 would be for stowing long items such as water skis. Other than to retrieve gear, owners and their guests probably won't visit those confines; nor would they want to, given the boat's cockpit with gray marine-grade carpet, richly padded gunwales and abundant cupholders. For the driver and co-pilot, there were bucket seats. For others, the inviting rear bench will have to do.

All of the Gaffrig gauges at the helm of the Mach 22 were in blue bezels that matched the engraved panels for the rocker switches controlling the accessories. On the sole in the right-foot position for the driver was a foot throttle. To the left of that was a pedal for drive-trim control.

Those controls would be out of place on anything less than a sizzling river hot rod. That makes them completely appropriate for the Mach 22. **PH**



ALL OUT

The only outboard-powered entry at the roundup, the Mach 22 still scooted to a top speed of 88.7 mph. Typical of products from Dave's Custom Boats, the 22-footer was built with incredible care and attention to detail.

