

700-HP

ROUNDUP



THE BASICS

ENGINE.....(2) ILMOR MARINE MV-10 710
PROPELLERMERCURY BRAVO ONE 15 1/4" X 36"
TOP SPEED141.6 MPH AT 6,000 RPM
PRICE AS TESTED\$385,000
CONTACT619-442-0300, WWW.DCBRACING.COM
Additional test results on page 100.



Measure for Measure

Superior build quality and superb performance—the Mach F-29 from Dave's Custom Boats brings plenty of both.

Dave Hemmingson of Dave's Custom Boats in El Cajon, Calif., faced an unusual dilemma when it came to POWERBOAT's 100-mph and 700-hp-engine roundups. In his Mach F-29 and F-32 offerings he had two boats that, with twin 700-hp engines, would top 100 mph easily. So which boat should go to which roundup?

In the end, the larger and slower—and we mean slower by all of 2 mph—Mach F-32 went to the 100-mph roundup. The smaller and faster Mach F-29 ended up on these pages.

Both boats were impeccably built—proving why the San Diego-area builder is staying at the top of its game. Both delivered the kind of performance that turned the heads of Bob Teague and John Tomlinson.

The 32-footer had twin HP700SCi engines from Mercury Racing. The 29-footer had the latest engines from Ilmor Marine, a pair of 710s. The bigger, heavier boat was slightly slower. The smaller, lighter boat was a tad faster. No surprises there, no engine “superiority” revealed. Toss a coin.

The Mach F-29 in this roundup was set up specifically for the big top-end number with taller propellers, higher drives and different gear ratios. Still, the catamaran was outstanding in all regards.

Its tooling was flawless. The gelcoat graphics popped. It boasted the high-back bucket seats and bucket-style bench seat that help make DCB's catamarans so comfortable to ride in at speeds well above 100 mph.

Though the Mach F-29 proved to be a


rocket with a top speed of 141.6 mph with its engines running 6,000 rpm, we found ourselves most impressed with its efficiency. With the engines slacking along at 4,500 rpm, the catamaran ran at 103 mph. Another 500 rpm upped the “cruising speed” to 112 mph. At 5,500 rpm, still mellow for the Ilmor Marine V-10s, the cat ran 129 mph.

Those are big numbers for a 29-footer, and the catamaran felt settled even at the highest speeds. Wind conditions, boat traffic and simply “running out of river,” as lead test driver Teague put it, kept us from getting the most top-end out of the boat.

But even at 141 mph and change, the cat felt totally connected. Crosswinds gusting to 30 mph couldn't budge it, and it danced over river chop.

Equally impressive in turns as it was in a straight line, the Mach F-29 cornered and tracked precisely. The catamaran leaned and carved, and responded evenly to helm input. And it did not porpoise at any speed.

Typical of a DCB, the Mach F-29 had a monster stereo and flawless rigging from under the dash to the engine compartment. That made us wonder if anyone at DCB actually goes home at night. We know they do—at least for a little while.

Hemmingson and his team continue to show outstanding dedication and expertise. With an as-tested price of \$385,000, the DCB Mach F-29 doesn't come cheap, but it's an outstanding sport catamaran by any measure, and in any category.—MT 



From top right: To keep it cool behind the quarter-canopies, DCB installed a fresh-air vent. The cockpit featured five individual bucket seats with grab handles for passengers riding in back. Ilmor Marine provided the power.