



Diamond Cutter

Sport catamarans don't get any sharper than the DCB Mach F-32.

The fleet of boats at the Parker, Ariz., leg of the annual 100-mph roundup captured plenty of attention from guests at the BlueWater Resort & Casino, the host hotel for the event. Far and away, the Mach F-32 sport catamaran from Dave's Custom Boats drew the biggest crowd of dock-gawkers.

Here's the thing: Outside of a few folks who appeared to be in the performance-boating know, they had no idea what they were looking at. They just knew that whatever crazy kind of boat it was, they couldn't stop staring at it.

Who could blame them? From its museum-quality gelcoat graphics to the sleek lines on its breathtaking mold work, the Mach F-32 was a work of art. And great art, whether or not you know or appreciate the genre, always commands attention.

So they ogled the "pretty" catamaran, not knowing that later in the day it would run 139.5 mph with its twin Mercury Racing HP700SCi engines turning 5,400 rpm. They had no idea the cat could cruise at 102 mph with its engines loping along at 4,000 rpm or that the boat would pop from 30 to 50 mph in 4.9 seconds.

They also wouldn't know the boat was set up specially for the test. DCB raised the drives, changed to a more aggressive gear ratio and put on taller props. Once the test was done, it went back to a typical setup.

What drivers Bob Teague and John Tomlinson also found—more like reconfirmed what they already knew from prior tests of the model—was that the Mach F-32 handled as well as any sport catamaran in its class and provided an amazingly smooth ride.

"What I've noticed about this one and the (Mach F-32) I tested last year, was how softly they ride over waves and wakes," Tomlinson said. "This one—it's just a sweet boat."

Tomlinson and Teague also noticed the Mach F-32's high-speed stability and impeccable handling—thanks in no small part to IMCO Marine hydraulic steering. That stability was particularly appreciated this year as test-day conditions included 25- to 30-mph crosswinds.

"You're going 130 mph and you get a gust, and it pushes the boat around a little bit," Teague said. "You don't lose any control. You can feel the quality in this boat."

More than likely, quality was what attracted all the dockside attention. In addition to the previously noted stellar graphics and tooling, the Mach F-32 was completely decked out in high-end DCB fashion. The acrylic quarter-canopies from Pacific Windscreen were as clear and free of distortion as they come and they fit the deck without any gaps. Fabricated in-house, the high-back bucket seats for the driver and co-pilot offered perfect support.

DCB used nothing but top-shelf goodies to equip the cat. Throttles and shifters were from Latham Marine. The boat's intercom headset system was from Radio Lab. In addition to the SmartCraft SystemView screen for the engines, the boat had Livorsi Marine instruments.

People do know quality when they see it. They might not know how something works or what it's even for, but they can appreciate excellence. The Mach F-32 exudes that kind of excellence. And things get even better once you start it up and clear the no-wake zone.—MT

From left: Billet battery boxes and step plates were a few of the custom touches in the Mach F-32 engine compartment. Power was provided by twin Mercury Racing HP700SCi engines. DCB kept the helm clean with Monster gauges and a SmartCraft SystemView.

THE BASICS

Engine.....	(2) Mercury Racing HP700SCi
Propeller.....	Mercury Cleaver five-blade 16 1/2" x 40"
Top speed.....	139.5 mph at 5,400 rpm
Price as tested.....	\$422,820
Contact.....	619-442-0300, www.dcbrcing.com

Additional test results on page 106.

