



# HIGHER STANDARD

Loaded with 2,200 horsepower, the Mach F-32 could be DCB's best boat yet.

It was clear that Dave's Custom Boats spared no expense when it built the Mach F-32 it delivered to Parker, Ariz., for this year's 100-mph roundup. Equipped with twin 1,100-horsepower engines, the 32-foot catamaran was one of the fastest boats our Test Team had ever run and one of the most beautifully constructed boats we've seen.

From the rigging to the custom interior, every detail on the catamaran was thought out and well executed. Factor in its extraordinary top speed and remarkable handling attributes, and you'd be hard-pressed to find a 32-footer that compares to the DCB.

For starters, the Mach F-32 reached 161.8 mph on radar during a speed run along the Colorado River. Amazingly, it wasn't the fastest boat in this roundup, but it was the highest top speed we've recorded in a DCB. And let's be honest, 161 mph is still extremely fast.

Credit was given to the Teague Custom Marine 1100 EFI engines and the 16 1/2" x 40" Mercury CNC five-blade propellers hooked up to Mercury Racing No. 6 dry-sump drives with a 1.29:1 gear ratio. But big power doesn't always equal stellar performance. That was hardly the case with the 32-footer.

The Mach F-32 tracked perfectly at all speeds and handled turns, including gradual turns at 130 mph, without a hiccup. In fact, the catamaran received perfect scores from our test drivers, except for visibility coming on plane.

Set up for top speed, the boat didn't get on plane too quickly—it took 8.2 seconds and visibility was a bit limited. Acceleration was adequate (again, top speed was the goal), as

the 32-footer reached 78 mph in 20 seconds from a standing start. Modifying our typical midrange drills, the boat took an impressive 10.8 seconds to run from 70 to 110 mph.

As you'd expect, the lights-out performance came with a price. At \$270,000, the engines and drives made up almost half of the catamaran's \$572,000 price tag.

Per DCB standards, the rigging of the polished big-blocks was flawless. Built by the El Cajon, Calif., manufacturer, a large billet hydraulic ram raised the engine hatch, which had two scoops in it.

Overall, the boat's workmanship was jaw-dropping. From the vacuum-bagged construction with a carbon/Kevlar schedule and its capped bow and stern to the execution of the gelcoat, DCB nailed it.

The boat's "poker run" interior was just right, too. Along with twin high-back bucket seats for the driver and co-pilot, the rear bench included three individual buckets separated by grab handles and billet step plates built by DCB.

Thanks to a pair of Livorsi Marine Monster speedometers in the back of the bucket seats and a Livorsi DataTach Prop Slip gauge ahead of the co-pilot, the speed could be seen from any spot. A five-person intercom system was included for easier communication.

Controls at the starboard-side helm station included Latham Marine throttles and shifters, as well as an Isotta steering wheel on an IMCO Marine tilt helm.

Most performance boaters will never do 160 mph in a boat. If they ever get the chance, they may want to take that ride in the Mach F-32 from Dave's Custom Boats.—JJ

## SPECIFICATIONS

### Engine

(2) Teague Custom Marine 1100 EFI

### Propeller

Mercury CNC five-blade 16 1/2" x 40"

### Top speed

161.8 mph at 6,150 rpm

### Price as tested

\$572,685

### Contact

619-442-0300, [www.dcbrcing.com](http://www.dcbrcing.com)

**ADDITIONAL TEST RESULTS ON PAGE 102.**



From left: The starboard-side driver's station resembled a jet with its quarter-canopies and rows of Livorsi Marine gauges in chrome bezels. Between each of the bucket seats in the rear was a cupholder, a billet step plate and a grab handle. Two supercharged 1,100-hp engines from Teague Custom Marine supplied power to the catamaran.

