

SPEED **ON THE WATER**



DCB's Blazing **RED ROCKET**

M35 Widebody Cat

CIGARETTE: STATE
OF THE UNION

DESERT STORM
BLOWOUT

BAJA 40 OUTLAW
REBORN

**WORLD'S FASTEST
V-BOTTOM CROWNED**



PROFILE: DCB M35 WIDEBODY



Red Hot

With a pair of Mercury Racing 1100 engines under the hatches, DCB's stunning M35 Widebody catamaran is an all-out hot rod.

words Jason Johnson
photos Jay Nichols

NO MATTER HOW many models you see from DCB Performance Boats—and there's plenty on Arizona's Lake Havasu, especially during the Desert Storm Poker Run—the El Cajon, Calif., company's boats never cease to impress. For more than two decades, DCB has been producing spectacular West Coast custom hot rods that feature a fit and finish unlike any in the business.

To no one's surprise, the boat builder's second M35 Widebody powered by a pair of 1,100-hp turbocharged Mercury Racing engines is another stunner. Owned by Canadian go-fast boater Brian Lundy, who took delivery of the 35-footer at the poker run, the beautiful red black and white catamaran with yellow pin stripes is a stunner, as every-

thing about it, from the gelcoat to the hardware, is top of the line.

Of course, the catamaran also is an absolute pleasure to drive. Lundy, who hauled the boat home to Southeast Ontario's Charleston Lake (near the Canada/New York border) a few days after the event, graciously allowed the Speed On The Water magazine crew to take a spin in his gorgeous new M35.

Dock Appeal

In typical DCB fashion, from the docks the boat is a perfect 10. The rigging of Mercury's QC4v engines is show-worthy and the bilge compartment is immaculate with matching gelcoat graphics. DCB includes sculpted clear windows in the engine hatches on all of its M35 models, and it's easy to see why when staring at



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the company's workmanship efforts and the turbocharged power plants.

The 35-footer is Lundy's first with the turbocharged offerings. He's owned a variety of powerboats from Cigarette Racing, Nor-Tech Hi-Performance Boats, Spectre Powerboats and more—his most recent being a 2005 43-foot V-bottom from Nor-Tech with Mercury HP1075SCi engines and a DCB Mach F26 catamaran with twin Mercury 300XS OptiMax outboards.

A mechanical contractor with eight red trucks in his fleet, Lundy made sure his favorite color played a major role when ordering the boat. Much of the bilge is red, as are the dash panels, the carpet, the backs of the front bucket seats and the diamond-stitched Alcantara upholstery on the four buckets in the rear and the two up front.

Flanked by a tachometer gauge for each engine, a Livorsi Marine Monster GPS speedometer with red and black bezels is centered ahead of a red tilt steering wheel and below an M35-embroidered ultraleather extension from the all-black dash that shades the gauges. Trim switches and Livorsi DTS controls mounted inside the gunwale are provided for Lundy or whoever is manning the starboard-side driver's station.

2500 APPROXIMATE NUMBER
OF MILES TRAVELED
BY THE LUNDY FAMILY
WHILE TOWING THEIR M35
BACK HOME FROM ARIZONA'S LAKE HAVASU
TO CHARLESTON LAKE IN ONTARIO, CANADA.

Along with a Garmin GPSMAP 5208 chartplotter mounted in the dash ahead of the co-pilot, DCB installed Garmin displays in each headrest so the passengers, who were shielded quite nicely from the wind thanks to the wraparound windshield, could monitor the engine data and speed. A high-end DCB Phase 2 sound system rounds out the electronic frills.

On The Run

Lundy admits that the DCB fit and finish is what attracted him to the M35, but he said it's the performance that ultimately sold him on the catamaran, which will be a real head-turner since he's rarely seen any DCBs in his neck of the woods. "I'm sure we'll see some more our way real soon," said Lundy, who is a regular at the 1000 Islands Poker Run in Kingston, Ontario, and can often be found boating in the winter with the Fort Myers Offshore club in Florida.

During the Desert Storm Poker Run, Lundy, who was joined by his wife, Janet, son, Kyle, and family friend, Terry Leeder, ran modestly, taking the boat faster than 130 mph only when the conditions allowed,



PROFILE: DCB M35 WIDEBODY



which was not often. The GPS recall showed a 159-mph top speed from earlier in the week—according to Lundy, the rpm was around 6,400.

After returning from the run, Speed On The Water magazine technical editor Bob Teague took the helm and put the boat, which featured Mercury No. 6 drives with 1.4:1 gear ratios and 16.5" x 39" five-blade propellers with 18-degree rake from Hering Propellers, through some drills. Although running for top speed wasn't in the cards thanks to a strong wind and some pretty choppy conditions up and down the Colorado

From left: The talented DCB crew used an Alcantara and ultraleather blend to create the stunning interior of the M35 Widebody. From the see-through engine hatches to the vents and grab handles, DCB's hardware is top-notch.

River waterway, the boat's thrill factor comes in the form of its pure acceleration anyway.

The catamaran—which cost about \$650,000, roughly \$200,000 more than an M35 with Mercury's supercharged 700-hp engines—ran from 50 to 100 mph in 10.1 seconds. There was no denying the twin 1,100-hp engines were turbocharged as the 35-footer rocketed from 70 to 120 mph in 11.5 seconds.

The boat took 11 seconds to reach plane and visibility

was satisfactory while doing so. Weighing more than 9,000 pounds with a 9-foot, 6-inch beam, the M35 was plenty of boat for the lake that borders Arizona and California.

"It had no problems in the rough water—it's a solid boat," said Teague, who has driven several M35 models with various power packages. "It's a quick, fast boat, and boy it's sure fun to drive. It handled great and turned without any issues despite the conditions."

Lundy, who was waiting at the docks after our trial run, had just returned from his own demo ride in DCB's largest M-Series model, an M41 with twin 1,350-hp Mercury motors. The lineup also includes the M29 and M31 models.

And by the look on his face, you could see the wheels starting to spin as Lundy imagined what his M41 Widebody would look like—in red of course. **SOTW**

QUICK FIGURES

LENGTH/WIDTH	35'4"/9'6"	TOP SPEED	159 MPH
WEIGHT	9,000 POUNDS	4,000 RPM	95.6 MPH
ENGINE	(2) MERCURY RACING 1100	5,000 RPM	130 MPH
PROPS	HERING FIVE-BLADE 16.5"x39"	70-120 MPH	11.5 SECONDS
PRICE AS EQUIPPED	\$650,000	TIME TO PLANE	11.1 SECONDS

DCB Performance Boats, 619-442-0300, dcbperformanceboats.com