

# ARONOW POWERBOATS

## ARONOW 37'



### A cut above

**A**ronow Powerboats is one of the oldest yet newest names in offshore sportboats. The last in a long line of boat companies owned by former offshore racing legend Don Aronow, Aronow Powerboats was actually started seven years ago under the name of USA Racing Team, but in its infancy the company concentrated on special-order, custom boats for the U.S. government. After the passing of its namesake in 1987, the company's new owners changed direction. Under the leadership of Team Mercury honcho and Second Effort founder Gary Garbrecht, Aronow Powerboats began plying its way in an ocean of already established high-performance boat builders.

Aronow's bent from the start has been

topnotch quality and seaworthy hulls that won't back down when it's rough-and-tumble time. Furthermore, in an era where most builders do everything possible to shy away from custom orders, Aronow encourages customers to order *exactly* what they want, no holds barred.

#### PERFORMANCE

Underneath, the Aronow 37 sports a 24-degree deep-V with twin lifting strakes on either side of a sharp keel bottom. The two inside strakes are 18" from the keel and terminate approximately eight feet forward of the transom. The outside strakes run the full length of the bottom.

The hull measures 37' down the cen-

terline, 39'6" including the molded fiberglass swim platform. Compared to most offerings in this size range, the hull is set on a comparatively narrow 96" beam and weighs a hefty 10,500 pounds fitted with twins.

Depending on your quest for speed, Aronow offers a wide array of engine options. Because of Garbrecht's long-time affiliation with OMC through his Second Effort Performance Products, Aronow is one of the few offshore builders that even lists OMC's big-block King Cobras (370 and 390 hp) as possibilities. From the MerCruiser catalog buyers can choose from 454 Magnums, 420s, 500s or top-of-the-line 575s. If the majors can't satisfy, Aronow can install a pair of 650-hp custom mills from Inno-



The 37's dash featured a digital compass and a pictograph to identify accessories.

vation Marine, like those in our test boat. Or, for ultimate speed, a 700-hp option is available, but be prepared to dish out a hefty \$269,000 before you add any other options.

Dockside, the Aronow 37 was an intimidating force. If the high freeboard and needlenose profile didn't adequately announce the boat's presence, the ear wrenching rumble of 1300 horsepower pumping unrestricted through Stellings headers certainly did. Literally, you could hear the 37 coming for miles—it pegged our decibel meter just idling out the jetty.

At full throttle, the Aronow 37 peaked at 79 mph, which isn't bad at all for such a seaworthy machine, but slightly disappointing considering the noisy build up. The twin Innovation motors stayed in sync up to 4500 rpm, then at full throttle the best we saw was 4600 on the port motor tachometer and 5300 on the starboard side.

In its search for impressive numbers upstairs, Aronow was willing to sacrifice performance early in the power band. The boat leveled off in just five seconds; however, it took a delicate touch to roll the throttles just right or the engines would lag and sputter. Acceleration readings of zero to 28 mph in five seconds, zero to 35 in 10 and zero to 48 in 15 show adequate throttle response coming on plane, with the strongest moves from 65 mph on.

Judging by our test boat's sensitivity to trim, we suspect the factory worked long and hard on drive heights, gear ratios and propeller combinations trying to nurse every precious mile per hour possible from the heavyweight package. At

full throttle in smooth water, the boat porpoised noticeably if we got the drives out too far without any negative tuck on the trim tabs. Restoring order was a simple matter of trimming everything in—once under control, there was no appreciable loss of performance.

Under way, the Aronow 37 tracked with draftsman precision at speeds of 35 mph and beyond. At slower speeds, the hull wandered slightly and it took some doing to find the optimum trim combination for maximum efficiency. In the slalom course the high freeboard coupled with the deep-V running surface forced the boat to roll more than we're used to, making sharp, high-speed changes of direction a delicate matter

that required caution.

It's unfair to pit the Aronow 37's numbers against like-sized competitors, because although the centerline lengths may be comparable, chances are there's no comparison when it comes to seaworthiness. The Aronow 37 is a big boat. Consequently, it took major dollars and extensive high-tech research to make the performance figures look respectable on paper.

*"Frankly, I was a few miles per hour disappointed in the top-end speed, but, more importantly, in its endeavor to ring up big numbers Aronow had to sacrifice low-end performance. Set for maximum gusto, the motors were hard to start, idled poorly and were difficult to jockey during low-speed acceleration tests. To my ears, open exhaust without any muffling device is a senseless waste of money. Moving in and out of the harbor you could hardly hear yourself think, let alone carry on a conversation with anyone else in the cockpit. Five minutes into the test the raceboat rumble had lost its appeal and I was looking for the Silent Choice relief button.*

*"On the plus side, you won't find a more seaworthy or better built 37-foot package on the market. This boat won't back down in water that would probably humble most 45-footers. The hull is superb in swells with an even re-entry and blunt front end to absorb impact. If your destination is points unknown and you have no plans of slowing down no matter what Mother Nature whips up, the Aronow 37 will get the job done."*—Bob Nordskog



Klekhaefer tabs and Mayfair external steering rounded out a race-quality installation.



Innovation mills, Holley rams, Stelling's exhaust, and Gil strainers made the 37 sing.



A pleated headliner, plush pillows and indirect lighting made below deck high class.

## WORKMANSHIP

It's not easy breaking into the high-performance offshore market and Aronow wisely decided to carve its niche a cut *above* the competition. The 37 is constructed with the best of the high-tech industry has to offer. The company uses a very expensive Hydrex resin and a special DDM9 catalyst for better materials control during the layup process. Baltek with 1708 and 1808 fab mat are used in the hull and innerliner along with a 3/4-inch interweave of Airex coring material.

Like its chief rivals, Aronow uses a white gelcoat base then adds all exterior graphics with Imron. The company has an array of standard color options, but to date, almost all the boats have been custom orders.

In the telling Sarasota sunlight, we detected no cloth transfer and the overall finish was extremely brilliant thanks to a high-gloss clear-coat sealant. The lone problem we found was the ribbing from a crossmember bulkhead was peeking through ever so slightly on the right side of the boat about 10 feet from the nose.

To keep the lines clean and uninterrupted, the 37 is fitted with a sanitary

white rub rail that is screwed in place and extends neatly all the way around the molded fiberglass swim platform. The fit of the deck and hull was perfect with no traces of silicone sealant under the rail.

Befitting its high-performance motif, the Aronow 37 didn't have a windshield. Instead, there's a raised air-trap fairing on the deck that does an adequate job of deflecting wind away from the driver and co-pilot. Deck hardware includes a pair of ABM stainless-steel hatches, a plastic navigation light, full-length grab rails, stainless chocks and five cleats that are made by mounting a small stainless bar across a special inset in the mold. Finally, the anchor locker on the deck is fit with a hatch that opens front-to-back so it will remain closed even if it becomes unlatched while underway.

Aronow equips the 37 with a fiberglass engine hatch cover that is reinforced with small cross ribs for added support. The underside is finished with mirrors and Aronow wisely used a Mer-Cruiser hydraulic trim ram to actuate the hatch at the dash.

Understanding that the boat will see its fair share of whitewater abuse, the

twin Innovation 650s were mounted with heavy-duty, four-point offshore mounts. Access to minor services is excellent. There's loads of room in the engine compartment with most of the systems attached on the fire wall between the motor and the cockpit within easy reach. The only accessories on the transom are the trim motor that activates the hatch and two chrome-plated Mayfair inline bilge vents.

Without getting into a detailed description of the innards that make it sing, the Innovation powerplants were equipped with Holley dual-quad tunnel rams, Stelling's water jacket exhaust pipes, top-mounted starters and Gil water strainers. All the hardware in the engine compartment is custom made and the rigging detail defies words.

*"A case could be made that the Aronow 37 was the best built and rigged boat at our Sarasota Offshore Trials this year. Certainly the boat will be in strong contention for our Outstanding Quality of Workmanship award. The engine compartment is a work of art. All the lines, wires, hoses, mounts and accessories were perfectly installed with custom care. There's loads of room to move around in the bilge, which is finished in a high-gloss gelcoat for easy cleanup. Aronow sweats the details. Little things such as adding steps on top of the battery casings for better movement in the engine compartment are extras most wouldn't think of. Also, there were convenient fresh-water flush fittings on the transom and, as you'd expect considering the ante, the company uses nothing but the best aftermarket add-ons. First-rate equipment including Gaffrig speedometers, Kiekhaefer single-ram trim tabs and Mayfair external steering round out an installation that is race quality."*—Bob Teague

## INTERIOR

The Aronow 37's dash panel is a simple black plexiglas overlay that includes Stewart-Warner heavy-duty gauges, a KVH Azimuth 100 digital compass, a marine radio and a detailed pictograph to identify accessories. Trim switches are mounted both on the steering wheel and the dash; however, the shifters are a little low for stand-up operation but are ideal while sitting.

All accessories are activated with dash-mounted toggle switches that are encased with rubber boots and feature pop-up circuit breakers below.

In the cockpit, you'll find a pair of side-by-side standing bolsters that are fabricated out of lightweight aluminum

and incorporate drop-down bottom cushions. The frame assembly is bolted to the floor and the swivel latch is easy to operate for stand-up operation.

Storage in the cockpit is limited to the small space under the back seat and behind plexiglas panels in the gunnels. Aronow uses a non-skid cockpit innerliner that is fitted with snap-in carpet for easy removal.

In the cabin the finish detail matches and probably exceeds the workmanship in the engine compartment. In the main salon there's a pleated naugahyde headliner with modular fiberglass fittings throughout the cabin. Access to the head is through a fashionable curved formica door. The head includes a shower and vanity with nearly 5'6" of stand-up headroom.

Don't even think about altering the cabin layout because all the couches and berths are molded directly in the fiberglass. The cabin is done with richly upholstered oversized pillows and the only thing missing is a stove for overnight trips.

Storage in the cabin is restricted to the area under the table and below the V-berth, which is more spacious than most because the forward section doesn't conform to the angled shape of the bow.

Below deck the mood is high class and regal. Aronow did a masterful job on its indirect lighting, mounting fixtures in the ceiling and behind valance boards in the cockpit and V-berth sections. Pin spotlights are strategically placed for reading and ventilation is good through the twin deck hatches.

*"When you think of Aronow Powerboats, the first thing that comes to mind is performance. Think again. The interior workmanship on this boat rivals the best I've seen from Wellcraft or Thunderbird. The cabin is gorgeous with more headroom—50" from the floor to the ceiling—than I'm used to seeing in an 80-mph offshore boat. The lone problem that needs attention is the black circular plexiglas steps leading to the cabin are slippery and hard to maneuver."*

—Dick DeBartolo

## SUMMARY

Our Aronow 37 test boat was sinfully expensive, incredibly flashy, brilliantly built and rigged with the precision of a hospital operating room. On the down side, the bark of the 650 Innovation Marine motors far exceeded the bite. Granted, speeds near 80 mph are nothing to scoff at, but for a little bit more than \$250,000, we yearned for a little more.

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# PERFORMANCE DATA

## HULL SPECIFICATIONS:

Model	Aronow 37'
Bottom configuration	Deep V
Deadrise at transom	24 degrees
Length	39'6"
Beam	96"
Hull weight as tested	10,500 pounds
Base retail price	\$169,000
Retail price as tested	\$268,145

**STANDARD EQUIPMENT:** Two heavy-duty batteries with boxes, twin 420-hp MerCruisers with TRS drives, two bilge pumps and blowers, quartz cabin lights, Coast Guard package, cockpit grab bars, Azimuth or Ritchie compass, two engine hour meters, engine oil coolers, power steering oil cooler, transmission oil cooler, engine race mounts, through-transom engine exhausts, two fire extinguishers, Pirelli rubber flooring, remote fuel filters with safety shut-off, two electric fuel priming pumps, Halon system 1301, electric head with holding tank, electric horn, two deck hatches, Kiekhaefer trim tabs with indicator and toggle switches, international navigation lights, stainless steel propellers, power steering, race tie bar, speedometer, race-type sea strainers, custom shift throttles, two sinks with 35-gallon pressurized water system, AM/FM stereo cassette with six Kenwood speakers.

**OPTIONAL EQUIPMENT ON TEST BOAT:** Twin 650 Innovation engines (\$95,000), battery charger, shorepower panel and cord (\$1,100), ICOM VHF radio (\$1,150), cockpit cover (\$1,000), snap-in cockpit carpet (\$895).

**OTHER OPTIONAL EQUIPMENT:** 10,000 BTU air conditioning (\$4,000), anti-corrosion MerCathode system (\$750), battery charge and shorepower panel (\$1,100), Bimini top (\$1,650), Silent Choice exhaust system — 365s only (\$3,100), Hart 2000-watt Interface inverter (\$1,995), microwave (\$750), propeller mounts (\$395 each), radar arch (\$6,500), AC/DC refrigerator (\$975), sea bar (\$995), ACR remote

searchlight (\$1,495), shipping cover (\$1,800), transom shower (\$595), AM/FM stereo cassette and CD player with six Kenwood speakers (\$2,450), stainless steel swim ladder (\$850), 10-inch AC/DC television with remote control (\$650), two-tone hull and deck colors (\$500), video player (\$525).

**INSTRUMENTATION ON TEST BOAT:** Twin tachometers, hour meters, fuel, oil pressure and fuel pressure gauges, Gaffrig speedometer.

**COLOR OPTIONS:** Unlisted.

## ENGINE AND PROPULSION SPECIFICATIONS:

Make/model	Twin 650 Innovations
Cylinder type	V-8
Cubic inch displacement	557
Maximum horsepower (crankshaft)	
at rpm	650 at 5600 each
Maximum horsepower (propshaft)	600
Prop size	17½ x 28
Prop material	Stainless steel
Prop make	Kiekhaefer
Prop type	Cleaver

## MEASURED PERFORMANCE:

Top speed, calibrated speedometer	79 mph
Top speed, stock speedometer	79 mph
Top speed, radar	77 mph
Maximum rpm, calibrated tachometer	5300
Maximum rpm, stock tachometer	5300
Time to reach plane	5.0 seconds
Minimum planing speed	20 mph
Decibel reading, 35 mph at 50 feet	104 db(A)

## ADDRESS OF HULL MANUFACTURER:

Aronow Powerboats  
3030 NE 188th Street  
North Miami Beach, FL 33180

