



**Cigarette Racing Team
41' SD GT3 boat and
Mercedes-AMG GT3 racecar**



**Land Rover
Ben Ainslie
Racing**

▼ **Mercedes-AMG and Cigarette Racing** have joined forces for the sixth consecutive year to present the Cigarette Racing Team 41' SD GT3 boat inspired by the Mercedes-AMG GT3 racecar. The most powerful "open performance" boat ever produced by the Cigarette Racing Team, the 41' SD GT3 reflects the styling and thoroughbred motorsport technology of the Mercedes-AMG GT3. Developed to comply with the FIA's GT3 race rules, the Mercedes-AMG GT3 competes in the world's most hotly contested customer race series. The GT3 racecar is based on the Mercedes-AMG GT S, which launched in the US in April 2015. The GT S provided ideal prerequisites for the GT3 racing model, with low center of gravity, perfect weight distribution and wide track, for precise cornering, high lateral acceleration, agility, a high level of traction and low inertia when having to change direction fast. Power from an AMG 6.3L V8 runs through a rear transaxle six-speed sequential racing gearbox. Double-wishbone suspension is almost entirely aluminum. The Cigarette Racing Team 41' SD GT3 is powered by two 1100-hp NXT6 Drive Mercury Racing engines. The 11' beam boat has a prop limited top speed of more than 100 mph and weighs just over 20,000 lbs, with a focus on big water performance. Its handcrafted interior and exterior feature matte compo-

nents, a complete teak wood floor and full extreme marine grade leather interior—a first for Cigarette. The boat has Bluetooth, computerized controls, three high-definition 17-inch displays, and next-gen integration of Garmin and Cigarette navigation and audio. Mercedes-AMG and Cigarette Racing began their collaborative partnership in 2007, primarily for joint customer and marketing activities.

▼ Leigh McMillan and Matt Cornwell of **Land Rover Ben Ainslie Racing** experienced ultimate sailing conditions using the wind tunnel testing facility at the Motor Industry Research Association (MIRA) national center of automotive excellence in the Midlands UK. Three days of intense testing and aerodynamic analysis were part of Land Rover's commitment to apply its expertise in advanced engineering, technological innovation and design, to support the team's ambition to build the winning team for the America's Cup Final in Bermuda 2017. McMillan and Cornwell simulated a host of sailing maneuvers and positions to look at ways of reducing drag on performance and boat speed. Wind tunnel test speeds reach up to 60 mph, and a smoke effect allows engineers to analyze wind movement around the boat and the sailors themselves, to simulate real-world conditions. Land Rover BAR's

wind tunnel testing will help the sailors' and engineers' understanding of the aerodynamic impact that the crew have on the boat, and ultimately its maximum speed.

▼ Boat Owners Association of the United States (**BoatUS**) and National Marine Manufacturers Association (NMMA) urge boaters to be mindful when selecting fuel for their boats, as the federal Renewable Fuel Standard (RFS) is increasing the risk of misfueling. Even one mistake at the pump can bring expensive, warranty-voiding repairs or even engine failure. Boats can only run on 10 percent or less ethanol (E10) fuel. Many boaters prefer ethanol-free (E0). Federal ethanol fuel mandates may have boaters facing a much harder time finding the fuel they need this summer. Some 95 percent of boats are filled at retail gas stations, but a 2016 poll found that 60 percent of consumers believe any gas sold at retail stations is suitable for all engines and products. Only 36 percent knew E15 (15 percent ethanol) is harmful to some engines, and just five percent knew its use in those engines is also illegal. Federal mandates require increasing amounts of biofuels—including corn ethanol—to be blended into the fuel supply every year. As more E15 is forced into the fuel supply, the risk of accidental misfueling grows, especially at gas stations with blender pumps. ■