

Aston Martin powerboat debuts in Miami

After making its world premiere in Monaco last September, the prototype Aston Martin AM37 powerboat was shown for the first time in North America at Yachts Miami Beach on Collins Avenue (February 16-20).

Entering its 29th year, the exhibition is home to the largest mega-yacht collection in the world and the unveiling of the first Aston Martin powerboat is set to be one of the highlights of the show.

The AM37 – which can carry up to eight people – is the ultimate day cruiser, designed and crafted with meticulous attention to detail, superior levels of workmanship and an incredible degree of sophistication.

The boats are built at the UK premises of Quintessence Yachts to an extremely high standard.

The sliding deck benefits from unique technology, which allows owners to completely cover and uncover the cockpit of the boat at the touch of a button.

The wraparound windscreen is made from a single piece of sculpted glass fluidly draped over the AM37's foredeck. With its extreme double curvature, the windscreen sets a new industry standard.

An electro-hydraulic carbon fibre bimini top is stowed above the engine hatch when not in use and a swim platform extending from the aft deck allows for easy access to the water.

At the helm, the AM37's carbon fibre dashboard echoes styling elements from Aston Martin's most advanced sports cars. It includes the finest leather with functional features, such as the steering wheel, throttle handles and joystick in polished metal.

The 37-foot model is available in two versions - the AM37 with an estimated top



The prototype Aston Martin AM37 powerboat made its debut recently at Yachts Miami Beach.

speed of 45 knots and a choice of two 370 hp Mercury diesel or two 430 hp Mercury gaso-

line engines, and the AM37S version with an estimated 50 knots derived from its twin 520

hp Mercury gasoline engines.

— Metroland Wheels

Ford building super wind tunnel complex



Consumers' appetite for vehicles with greater fuel efficiency and performance has led Ford to invest in a new aerodynamic testing complex that will house a next-generation rolling road wind tunnel and state-of-the-art climatic chamber.

The new facility will come complete with testing advancements that better match the technological development of Ford products – both production vehicles and racing vehicles.

The new wind tunnel complex will sit on 13 acres next to Ford's current Driveability Test Facility in Allen Park, Michigan.

The complex will house new innovative technology that delivers state-of-the-art real-world driving simulations to advance improvements in fuel economy.

Construction starts this year. Ford's new wind tunnel complex better positions its engineers to conduct testing that proves out advancements in vehicle design.

A new five-belt conveyor system can replicate real-world drag through a rolling road aerodynamic tunnel that enables Ford to bring the road to the vehicle, rather than the vehicle to the road.

To test for optimal fuel efficiency, each wheel gets its own belt.

The massive fifth belt runs under the center of the vehicle, allowing airflow around the entire vehicle at speeds up to 250 km/h.

As a part of the rolling road belt cartridge system, a crane will be used to switch between the five belt and single belt systems – an industrial-sized plug-and-play approach bringing two testing methods into one.

The single belt – which operates at up to 322 km/h – opens up a new breed of testing for high-speed performance and racing vehicles.

The climatic chamber can get as low as minus 40 degrees Celsius, colder than the Arctic, and as high as 60 degrees Celsius, hotter than the Sahara.

— Metroland Wheels

LEFT: Ford's new wind tunnel complex will feature all-new rolling road aerodynamic tunnel, an environmental simulation facility with airflow up to 322 km/h.

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