



BURNING BRIGHT: The new 42 Tiger has reignited Cigarette's high-performance pleasure boat lineup (top), followed closely by a thriving apparel business (above).

Sometimes it's good to have a checkered past. Black-and-white checkered, that is, in both national and international venues. For the folks at Cigarette Racing Team, world championship status is a given, as integral a part of their race-bred product line as their deep-V heritage and oval #1 logo. Cigarette's custom-built hulls continue the long-standing tradition of a great ride at high speeds in rough ocean waters—the same tradition Don Aronow's never-give-a-damn-about-second-place attitude adopted way back when he was building Cigarette into a world-class competitor.

Now, as the company marks its 31st year and prepares to satisfy speed-driven boat owners well into the next century, there's a new energy at Cigarette. The new 42-foot Tiger, a high-tech, high-performance pleasure boat built in traditional offshore race boat configuration, has reaffirmed Cigarette's commitment to cutting-edge competition, styling and offshore performance.

Several performance features are noticeable at a glance. First is the deep, secure cockpit with race-style bolsters forward and a well-upholstered bench aft.

All of the seats are deeply padded and engineered to provide maximum comfort in a seaway. Then there's the full-width, race-style engine hatch under the raised sunpad, which is flanked by two pairs of NACA scoops that force-feed plenty of oxygen into the engine compartment.

On the helm console, oversized Gaffrig gauges are clustered in easily readable groups just above the wheel rim, topped by two large tachometers to help you fine-tune engine output. The liquid-filled speedo, along with a GPS, depthfinder and electronic compass (all standard), is placed above the gauge panel, so you can check at a glance to see how much fun you're having, where, and in what direction. Gaffrig throttles and clutches flank the wheel starboard and port, respectively, with rubber-booted tab switches just ahead under the Gaffrig mechanical trim tab and drive angle indicator.

An integral trim switch in the throttles is standard, but the optional Latham steering wheel with trim switches on every spoke makes sense when you're barreling along at high speeds. Kiekhaefer heavy-duty trim tabs are standard, along

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