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A classic Chevy Impala at the Bearing Burners car show and swap meet.

‘Burners’ Car Show Draws Thousands at Tech Center

by Jim Stickford

The weather was perfect, the number of vendors, attendees and people with cars to show were in the thousands.

So what could go wrong at the recent Bearing Burners Car Show and Swap Meet held at the GM Tech Center in Warren on May 5?

Nothing, as it turns out.

“I believe this was a record-setting year,” said club member Gary Jacob. “We judged more than 470 vehicles, and had hundreds of vendors participating in the swap meet part of the event. With the good weather over the weekend, people were coming out of the woodwork to attend the show.”

Jacob said the event, the 36th put on by the club and held at the Tech Center for the past five years, is a classic car show and swap meet that appeals to car buffs. People looking for that rare engine part were able to peruse the swap meet part of the show.

And there were more than 40 categories of vehicles that were judged by experts.

“Don’t even ask me to name all the cars and people that were awarded prizes,” Jacob said. “There are just too many to mention.”

Bob McLennon was one of the people who set up at the swap

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Autonomous Cars Just Around the Corner

by Jim Stickford

The future of the self-driving car is coming so fast, it’s just about already here.

Three experts talked about the future of the autonomous car on a panel at an Automotive Press Association luncheon at the Detroit Athletic Club May 9.

The three spoke together at a panel discussion. They were Jim Hall of 2953 Analytics, Chris Borroni-Bird of Qualcomm and Stewart Reed of the Art Center College of Design in California.

Hill started off the discussion

by saying that when people hear autonomous driving, they think of a car that drives itself. But there is already technology available that makes vehicles semi-autonomous. Ford has a self-parking car. There are devices that warn drivers if someone is in their blind spot.

“This fall we will see a car that will automatically stop if the driver blacks out,” Hall said. “Right now, we are in transition, so the question becomes what technology will and won’t be used.”

Borroni-Bird said the technolo-

gy exists today to make it possible for drivers to let the car do the driving in situations like highway traffic. The reason is all the vehicles are going in one direction and there are no bicyclists or pedestrians.

“But it will take some time for the public to become used to a fully-autonomous car,” Borroni-Bird said.

“I’ve spoken with driving enthusiasts and they say that driving is too much fun to leave it to the car,” Reed said. “But when I

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From left, Jim Hall, Chris Borroni-Bird and Stewart Reed.

2014 Chevrolet Corvette Goes to the Front at Indy 500

The new, seventh-generation 2014 Corvette Stingray will serve as the Indianapolis 500 Pace Car, leading the field to the start of the 97th running of “The Greatest Spectacle in Racing,” on Sunday, May 26, at Indianapolis Motor Speedway.

It marks a record 12th time the Corvette has served as the Pace Car, starting in 1978.

“It is an honor to help inaugurate the all-new Corvette Stingray at the hallowed Brickyard and further the legacy between Chevrolet and the Indianapolis 500,” said Jim Campbell, GM vice president of Performance Vehicles and Motorsports.

“The 2014 Corvette Stingray’s performance was influenced by racing, making this prestigious assignment even more fitting.”

Along with Chevrolet’s return in 2012 as an engine supplier, the Corvette Stingray Pace Car extends a legacy at the Brickyard that dates to the racetrack’s early days.

“Chevrolet is a great partner of the Speedway,” said Jeff Belskus, Indianapolis Motor Speedway Corporation president and chief executive officer. “That connection is heightened this year with the next-generation Corvette in front of a very talented field of racers.”

Decked out in Laguna Blue Tintcoat with official Indianapolis 500 graphics on the doors, the Corvette Stingray Pace Car differs from production models with only track-mandated safety features and strobe lights.

No powertrain upgrades are re-

quired to run in front of the Indy-Car pack, thanks to its new 6.2L LT1 engine, which features advanced technologies including direct fuel injection, continuously variable valve timing and Active Fuel Management (cylinder deactivation). Chevrolet officials say the new technologies help produce an estimated 450 horsepower more efficiently.

The 2014 Corvette Stingray coupe goes on sale this fall, with a convertible model – featuring a fully electronic top that can be operated remotely with the key

fob – coming a few months later.

Vehicle highlights include:

- An interior that offers genuine carbon fiber and aluminum trim, hand-wrapped leather materials, dual eight-inch configurable driver and infotainment screens, and two new seat choices – each featuring a lightweight magnesium frame.

- Advanced driver technologies, including a five-position Drive Mode Selector that tailors 12 vehicle attributes to fit the driver’s environment and a new seven-speed manual transmission

with Active Rev Matching that anticipates gear selections and matches engine speed.

- Lightweight materials, including a carbon fiber hood and removable carbon fiber roof panel on coupes; composite fenders, doors and rear quarter panels; carbon-nano composite underbody panels and a new aluminum frame.

- A sculpted exterior featuring advanced high-intensity discharge and light-emitting diode

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This 2014 Corvette Stingray will be the pace car at this year’s Indianapolis 500 race.

Building a ‘Face’ With Better ‘Eyes’ Aids in Creating Lighter Cadillac

Cadillac’s efforts to build the next generation of luxury car extend down to the headlights.

A look at Cadillac models reveals new approaches to how designers are streamlining the form and function of headlamps, what designers call the “eyes” of a car.

The upcoming 2014 Cadillac CTS luxury sport sedan combines light-emitting diode and high-intensity discharge lights to create a sleeker new “face” for Cadillac, befitting the new sedan’s distinction of being the lightest car in its class, GM officials say.

The CTS sedan features 16 indirect-fire LED lights on each headlamp with eight LEDs beginning on the fender of the car and an additional eight LEDs continuing down the front bumper. The eight LED lights on the front bumper also double as a turn indicator, helping eliminate additional lights.

Together, these LEDs function as daytime running lights (DRLs), enabling a safety feature to add an element of drama to the front of the car.

The main headlights, called projectors, are also multipurpose. A single HID element acts as both low and high beams. Active Forward Lighting helps drivers see more clearly through corners by turning with steering direction.

“The CTS is the first Cadillac to combine DRL and turn signal

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