

Detroit Auto Scene®

"FIRST IN THE HEART OF DETROIT"

VOL. 82 NO. 6

ESTABLISHED 1933 AS NEW CENTER NEWS AND 1983 AS OAKLAND TECH NEWS

FEBRUARY 17, 2014

Chrysler Revs Up Lineup with SRT Models

Chrysler's SRT (Street and Racing Technology) brand is expanding its 2014 vehicle lineup by offering new Satin Vapor Editions of its Chrysler 300 SRT, Dodge Challenger SRT and Dodge Charger SRT models.

The new SRT Satin Vapor Edition models debuted at this year's Chicago Auto Show on Feb. 6.

"We're responding to the diversifying tastes of our performance enthusiast customers by expanding our product lineup to offer more custom models straight from the factory," said Ralph Gilles, Chrysler president and CEO - SRT Brand and Motorsports.

"Building on our core vehicle strategy, the Satin Vapor Edition models add some swagger with new, brand-exclusive finishes and content that augment the

value proposition of our popular 'Core' price classes."

Keeping exclusivity in mind, every Satin Vapor Edition package is tailored to fit the individual design and personality of each featured SRT model, Gilles said.

On the exterior, the new Satin Vapor Edition of the 300 SRT offers 20-inch by-9-inch forged-aluminum split five-spoke wheels with a black satin Vapor chrome finish, Satin Black mirrors, satin black spoiler, grey 6.4-liter HEMI badge, satin black roof and red Brembo calipers.

The interior of the 300 SRT Satin Vapor Edition features black seats trimmed in Nappa leather with ultra-suede inserts, various matte carbon and piano black accents surrounding the instrument panel, door bezels and center console.

Under the hood of every 300 SRT model is the 6.4-liter HEMI V8 delivering 470 horsepower and 470 lb.-ft. of torque, Gilles said.

On the highway, up to 23 mpg is achieved by use of an active valve exhaust system that allows the standard Fuel Saver Technology (four-cylinder mode) to engage over a wide rpm range.

The active exhaust system also allows for straight-through mid and rear mufflers for a throaty exhaust note under engine load.

The manufacturer's suggested retail price (MSRP) of the 300 SRT Satin Vapor Edition package is \$2,300.

The new Challenger SRT Satin Vapor Edition features 20-inch-by-9-inch forged-aluminum split

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New carbon-reduction methodologies at work at Ball State University.

Chevy Teams with Colleges To Reduce Carbon Emissions

For Chevrolet, going green means more than supporting the Michigan State Spartans.

Chevy is investing in clean energy efficiency initiatives of U.S. colleges and universities through its voluntary carbon-reduction initiative.

The brand helped develop a formula where campuses can earn money for certain upgrades that reduce greenhouse gas emissions.

This marks the first time college campuses can use carbon performance methodologies to make money via greenhouse gas

reductions that result from energy efficiency, said GM spokesperson Sharon Basel.

As carbon emissions continue to contribute to the warming of the earth, such funding enables universities to reduce their impact and save money on utility bills while engaging and educating students in their efforts. The funding opportunity is timely, given that 675 campuses have pledged to reduce their carbon emissions.

"Historically, campuses pur-

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2014 models of, from left, Dodge Charger, Dodge Challenger, Chrysler 300



Nishantha Bandara

LTU Engineer Sees A Light at the End Of Potholed Roads

Potholes are like the weather - everyone talks about them. But, unlike the weather, something can and is being done about potholes.

Help is on the way, thanks to modern road construction technology. That's the word from Nishantha Bandara, assistant professor of civil engineering at Lawrence Technological University. The reason there are such large and expense-producing potholes is the simple fact that ice takes up more space than water, said Bandara.

"All roads have cracks, so water seeps through those cracks and stays under the road," he said. "When water freezes, it expands. The volume of ice is greater than the same amount of water. So you see this heaving effect in the early part of winter when temperatures drop below freezing."

Ice pushes up the road surface

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Sinkhole Eats Up 8 Corvettes at National 'Vette Museum

by Jim Stickford

Eight Corvettes, including two on loan from the GM Heritage Center, were swallowed up by a sinkhole that formed under the floor of the National Corvette Museum in Bowling Green, Ky., during the early morning hours of Feb. 12.

Museum executive director Wendell Strode said that no was hurt because the museum was empty at the time. Security cameras recorded what happened. The timing on video indicates that the floor started collapsing at 5:38 a.m.

In a press statement, Strode said, "We received a call at 5:44 a.m. Feb. 12 from our security company alerting us of our motion detectors going off in our Skydome area of the museum."

"Upon arrival, it was discovered that a sinkhole had collapsed within the museum. No one was in or around the museum at the time. The Bowling Green Fire Department arrived on the scene and secured the area. The fire department has estimated the size of the hole is 40 feet across and 25-30 feet deep."

Strode reported that eight Corvettes were affected by this incident. Those from the GM Heritage Center are the 1993 ZR-1 Spyder and the 2009 ZR1 "Blue Devil."

The other six vehicles were owned by the National Corvette Museum, including:

- 1962 Black Corvette;
- 1984 PPG Pace Car;
- 1992 White 1 Millionth Corvette;
- 1993 Ruby Red 40th Anniversary Corvette;
- 2001 Mallett Hammer Z06 Corvette;

- 2009 White 1.5 Millionth Corvette.

None of the cars affected were on loan from individuals, Strode said. The Skydome exhibit area of the museum is a separate structure connected to the main museum.

Strode said they called in structural engineers and geologists to determine the totality of the damage caused to the museum's structure and to help in determining the cause of the sinkhole.

"We have no official report yet from our geological expert," Strode said. "But I will say that is a huge sinkhole area. There are thousands of buildings in the area and it's unfortunate that the sinkhole formed where it formed."

"But remember, we are only about 25 miles from the

Mammoth Cave National Park."

The park, Strode said, has more than 300 miles of underground caves and he added that people are discovering more caves in the park all the time.

Greg Wallace, manager of the GM Heritage Center, said he heard about the sinkhole opening up fairly early on the morning of Feb. 12.

"I was notified by email," Wallace said. "After the official notification, I started receiving emails from people asking if I heard about the incident."

"The main thing is that I'm happy no one was hurt. It makes you think about how this happened at a time when no one was in the museum. We can always make more cars, but if someone was hurt or killed, that would have been a true tragedy."

Wallace said that he only has preliminary reports on the damage caused to the vehicles. They won't know the full extent of the damage until they remove the vehicles from the sinkhole.

"The main problem is finding a way to remove the vehicles from the hole," Wallace said. "It's trickier than you think because they have to get heavy equipment into the building and they have to make sure that the ground holding this equipment is stable. We've seen pictures of the vehicles, but that won't tell us everything. We don't want anyone to get hurt removing the cars from the hole."

Wallace said the two vehicles from the Heritage Center - the ZR-1 Spyder and the ZR1 "Blue

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Eight Corvettes - two from GM Heritage Center - fell 30 feet when a sinkhole opened at the Corvette Museum.

Contact us: info@detroitautoscene.com