



The Chevrolet Camaro Convertible has been awarded the "Muscle Car of the Year 2011" by *Evo Middle East*, a leading auto publication distributed across the region. The award was presented to John Stadwick, the President and Managing Director of General Motors Middle East Operations, right, by Editor-in-Chief of *Evo* magazine, Bassam Kronfli.

Camaro Shines in the Middle East

DUBAI, U.A.E. – The Chevrolet Camaro Convertible is the "Muscle Car of the Year 2011" as chosen by *Evo Middle East*, a leading monthly auto publication distributed across the region.

"We liked the style and presence of the Camaro, the V8 engine and its effortless

ability to cruise or light up the rear tires, depending on our mood," said the jury, which consisted of Editor-in-Chief Bassam Kronfli, Deputy Editor Phill Tromans, and publishers Mohammed Aljeda and Phil McGovern.

"We were big fans of the Camaro Coupe when it was

launched in 2010. Now it's available without the roof, which means there's nothing between you and that glorious multi-cylindrical roof. All the better for really soaking up that muscle car feel," added Kronfli.

The Camaro Convertible has broadened the appeal of the iconic sports car to buyers who are looking for some open-air fun.

It is equipped with similar model configurations as the Camaro Coupe.

Meanwhile, the standard model has a 312-horsepower direct injection V6 engine delivering 8L/100km highway while the SS model features the 6.2L V8 engine producing 426 horsepower.

"We are thrilled with this award and the recognition the Camaro Convertible has received from *Evo* magazine" said John Stadwick, president and managing director of General Motors Middle East Operations. "The introduction of the convertible strengthens Camaro's dominant position in the sports segment."

Detroit Auto Scene ROAD REPORT

2012 Lacrosse with eAssist is Impressive

BY GERALD SCOTT
NEWS DEPT.

Auto experts have said that the internal combustion engine might as well be referred to as the "eternal CE" because some form of the reliable and familiar gasoline engine is going to be with us for generations to come.

For all the talk about E85 a few years ago and the Hydrogen Economy a few years before that, well, in the end, gas and diesel engines will indeed be powering our cars for the foreseeable future.

But when you hear talk of the "electrification" of the motor vehicle, well, you've got to start somewhere and for General Motors that somewhere is the 2012 Buick Lacrosse with eAssist.

Using techniques and technologies gleaned from earlier hybrid, EV and plug-in car efforts, the Lacrosse with eAssist demonstrates how GM, and all automakers for that matter, will be electrifying, or hybridizing, their engines more gradually than abruptly.

That is, with a variety of technologies and exterior enhancements, it delivers an estimated 36 mpg on the highway and 25 mpg in the city – a 20-percent improvement in highway mileage and a 32-percent boost in city mileage over previous models.

LaCrosse's fuel economy rivals – or exceeds – that of small cars like the MINI Cooper (28 city/36 hwy with automatic transmission) and Toyota Corolla (26 city/34 hwy with 1.8L and automatic transmission), but does so in a full-size luxury package that comfortably seats five adults. MSRP is \$29,960 before an \$860 destination charge.

Before we get to eAssist, the Lacrosse has an entertainment function that we have to mention. It flashes speed and other info onto the driver's windshield like a jet fighter does. But in this case, it updates what's playing on the radio.

So if I'm tooling along listening to Baby Boomer music tracks from the XM Classic Vinyl satellite radio channel, flashing on the windshield will be the following readout: "23 mph. . . Beach Boys / 'Surfer Girl,' Bob Seger / 'Accompany Me' and Journey / 'Don't Stop Believin.'"

Pretty cool, huh? Nice option from the Driver info package Buick offers on the car.

But back to eAssist: "Given the uncertainty of today's fuel prices, the LaCrosse with eAssist is a smart and timely choice for customers who seek excellent fuel economy and want the roominess and features of a full-size luxury sedan," said Tony DiSalle, U.S. vice president, Buick marketing.



2012 Buick Lacrosse with eAssist.



2012 Buick Lacrosse interior.

"The winning combination of advanced technology, no-compromise driving performance and luxurious style and passenger comfort stand to make LaCrosse with eAssist a must-have sedan."

Indeed, with a car like Lacrosse with eAssist, it seems that the hybridization of the powertrain trumps most other aspects of the vehicle we test-drove, led by the fact that it's a Buick and a gorgeous car to behold and drive to begin with.

Here's how eAssist works:

- Regenerative braking, which provides up to 15 kW of electricity to charge the battery;
- Providing up to 15 hp (11 kW) of electric power assistance during heavier acceleration;
- Automatic and smooth engine start-stop functionality when the vehicle is stopped;
- The use of electricity instead of gasoline when stopped
- Aggressive fuel cut-off during deceleration down to zero mph for added fuel savings
- Intelligent charge/discharge of the high-voltage battery.

The eAssist system captures up to 15kW of energy that would be normally lost during braking and uses it to recharge the lithium-ion battery.

The system also shuts down fuel delivery in certain deceleration conditions, further improving fuel economy. While in fuel shut-off mode, the motor-generator unit continues spinning along with the engine to provide immediate and smooth take-off power when the driver presses on the accelerator.

As the vehicle comes to a stop, the engine's start-stop function is active when the motor-generator unit brings the engine to a smooth stop to position it properly for a smooth restart when the brake is released.

Maybe what's most disconcerting for a first-time owner or driver of this type of car, with eAssist, is that you have to get used to the engine shutting off completely when at a full stop.

How the engineers made the engine come back to life in between the time you take your foot off the brake and begin to accelerate is a mystery that we'll delve into in another road report.

2012 BUICK LACROSSE

- Base Price: \$32,440
- As Tested: \$36,685
- Engine: 2.4L, 4-cyl.
- Mileage: 36 hwy/25 city
- Length: 197 inches
- Wheelbase: 111.7 inches
- Curb wt.: 3,835 lbs.
- Assembly: GM Kan. City

OPTIONS:

Entertainment Package including AM/FM/XM stereo, CD with Harmon/Kardon 384-watt, 11-speaker system (\$600); Driver package with high-intensity headlights (\$1,440).

SAE Hosts 2012 Go-Kart Racing In Sterling Hts.

SAE Detroit Section will host a racing event at Kart 2 Kart on Tuesday, February 28, 2012. Guests will have the opportunity to test their racing skills on Kart 2 Kart's high performance racing karts while meeting and networking with fellow SAE members.

Kart 2 Kart's 1/5 mile race track includes a long 200 foot straightaway and six varying corners to give the thrill of high speeds and g-forces. The track itself is a textured concrete to aid in the amount of available grip which can bring up to 1.5 g's in the corners.

Participants compete against up to 11 other racers and are timed with Kart 2 Kart's club Speed timing. All races are computer monitored to provide detailed results that are broken down by lap.

Pizza will be served at 6:00 p.m. and races will start at 6:30 p.m.

The cost to attend is \$35 for SAE members and \$45 for non-members, which includes two races and a third race for the top drivers.

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