

VEC Hosts Karmanos

The 30th annual Barbara Ann Karmanos Institute dinner will be held at the GM Tech Center in Warren on the night of Saturday, April 28. The annual cancer dinner is being held at the Vehicle Engineering Center (VEC) for the first time.

GM Senior Vice President Mary Barra is co-chairing along with her husband Tony. For tickets, contact Lisa Koltunchik at 586-576-8106.

More than \$868,000 was raised for Karmanos cancer research at the 2011 GM dinner, which was then held at the GM Heritage Center in Sterling Heights.



PHOTO: GERALD SCOTT

Dr. Larry Burns, retired GM VP of Research, gave the keynote talk at the Michigan Robotics Day festival in Ann Arbor last week. Burns, now a U-M engineering professor, is a consultant to Google's driverless car project, which has logged 200,000 miles.

Retired GM VP Burns Assists Google On Ambitious 'Driverless Car' Project

by Gerald Scott News Dept.

Dr. Larry Burns, retired GM vice president of Research, has the enviable habit of always being where the action is – automotively speaking.

During his long career at GM, where he retired from in 2009, Burns was involved in the development of leading-edge vehicles like the GM EV1 and the Chevrolet Volt, as well as any number of proof-of-concept display vehicles.

One project he worked on with GM led him in a round-about way to Google, who he is consulting with on their

ambitious driverless car project in California.

Since leaving GM, today Burns is Professor, Engineering Practice, Industrial and Operations at the University of Michigan and this puts him still deeper into the heart of the greater auto industry.

Burns was the keynote speaker at the recent Michigan Robotics Day festival held at the U-M North Campus and it was there that he discussed how GM and Google have much more in common than you might first think.

"General Motors, when I was there, participated in the DARPA Urban Challenge, pre-

ty exciting, probably the most exciting (motor)sporting event I ever attended," Burns recalled.

"We teamed with Carnegie Mellon University, but that wasn't the message. The real message was that 85 teams entered the race, 35 cars passed the driver's training test and 11 made it to race day.

"It was held in Victorville, Calif. (at an abandoned air force base), GM and Carnegie Mellon were fortunate enough to win that race, while Volkswagen and Stanford came in

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Chrysler Museum Will Host 'Ramchargers' Reunion

by Gerald Scott News Dept.

Fans of Chrysler's old Ramchargers drag racing team, heads up – the gang's all going to be here, so to speak, on April 30 in Auburn Hills.

That's because the Mid-Michigan SAE Section is hosting a reunion dinner meeting of sorts, all to bring together and discuss the motorsports and other leading technologies used by the Ramcharger drag racing teams in the 1960s and early 1970s.

The SAE event is officially entitled, "A Look Inside the Original Ramchargers Drag Race Team and Chrysler Museum Tour."

Some 18 vehicles that incorporate Ramcharger technolo-

gy will be on display outside the museum before the formal program.

"We're not doing a history lesson, even though a lot of this stuff happened 40 years ago," said GM retiree and SAE Mid-Michigan Section motorsports chairman Bill Owen.

"(Rather), the fundamentals of what they did over the years is what we'll look at – the Ramchargers were extremely successful in what they did, it was unique, and worth revisiting."

Indeed, according to Dave Rockwell, author of "We Were the Ramchargers – Inside Drag Racing's Legendary Team," circumstances rather compelled the Ramchargers to come up with unique engineering solutions to their

many challenges.

Writes Rockwell, "The Ramchargers were a group of like-minded young engineers who formed an after-hours racing team to transform Chrysler's stodgy image and make it into a professional brand.

"From the 1950s through the 1970s, this group of technologists became one of the most successful drag-racing teams in history – winning races, breaking records and bringing home national championships to a manufacturer that was often perplexed about the fuss."

That is to say, the Ramchargers of that era tended to be more of a voluntary collective than officially sanctioned – and budgeted – race team.

SAE Mid-Michigan's Owen,

for example, recalls one occasion back then when the Ramchargers were given a Chrysler dump truck engine that had been returned on warranty issues three times.

True to form, the Ramchargers eventually fixed the engine, jazzed it up and it powered a race winner later down the line.

It was those types of on-the-fly adjustments and solutions that helped make the Ramchargers the winners on the drag strip that they were.

Note that only 200 tickets will be sold for this event.

Reservations are required by 12 noon on Monday, April 23. Contact Bernard Santavy at SAEMidMichSec@CS.com or call 810-635-7948.

Speakers will include many



Chrysler's mid-20th century Ramchargers team developed drag racers after work at night and then raced them on weekends.

of the original Ramcharger engines and drivers.

The program runs from 5 to 8 p.m. and will include the Ramcharger car show outdoors and the dinner program indoors.

Speakers at the dinner will include Rockwell, the author of the book, as well as other Ramcharger engineers and drivers. All in all, Ramchargers marks a unique chapter in Detroit motorsports history.



Ramcharger race car engines were typically variations of the HEMI theme. The SAE Mid-Michigan section is organizing a reunion of original Ram members.

Technology Makes Eco A Genuine Gas Sipper

DETROIT – Giving up that cup of coffee for your commute because the cost of filling your gas tank just went up again? Not everyone is.

Chevrolet Malibu Eco owners are well-positioned to weather seasonal increases in fuel prices because the car features fuel-saving technologies that could help pay for their java fix.

One such solution is literally at their fingertips. Chevy's most fuel-efficient midsize sedan ever features electric power assist steering, which helps to improve fuel economy by up to 2.5 percent compared with conventional hydraulic steering systems.

This can help customers save approximately 12 gallons annually, or about 120 gallons in a 10-year life. At \$4 per gallon, that saves about \$50 per year or \$500 in 10 years.

Electric power assist steering operates on demand, consuming power only during steering maneuvers instead of constantly draining engine power to operate a hydraulic pump. It also reduces CO2 emissions and maintenance costs by eliminating the need to dispose of hydraulic fluid.

The system constantly measures the driver's steering input, adapts to changing road conditions, and helps compensate for slight direc-

tional shifts caused by factors such as uneven road surfaces or crosswinds.

It also makes low-speed parking maneuvers feel practically effortless, delivers a higher degree of steering feel at higher speeds, and can be tuned to various driving modes, such as "comfort" and "sport" in some models. It even helps reduce vibrations that transfer through the steering wheel.

"Electric power assist steering is just one example of how a system improvement can deliver not one but several benefits for customers," said Mark Meyers, General Motors global vehicle performance manager.

"By the end of the 2013 model year, more than half of all Chevrolet, Cadillac, Buick and GMC vehicles will have electric power assist steering."

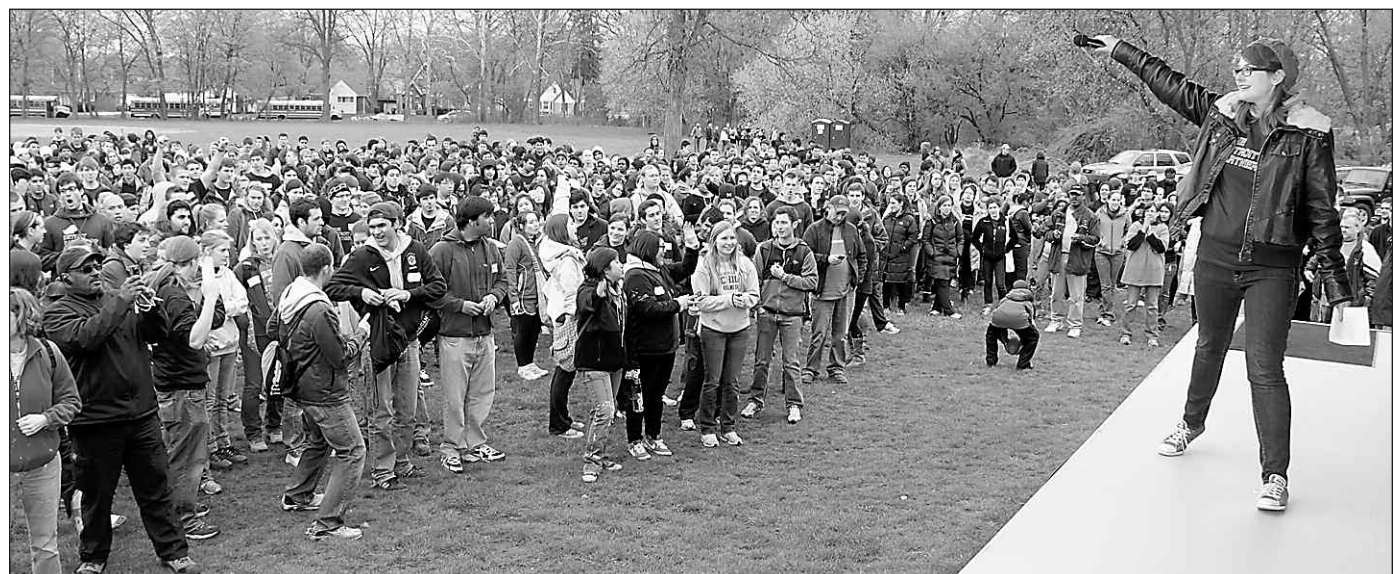
Chevrolet Malibu Eco achieves an EPA-estimated 25 miles per gallon city and 37 mpg highway fuel economy.

It features GM's fuel-saving eAssist technology that 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.



Chevrolet says that the Eco version of the Malibu, above, with electric steering, improves fuel economy by up to 2.5 percent over conventional, hydraulically steered cars.



Cassie Basler, executive director of The Detroit Partnership, warms up Chrysler employees at Stoepel Park. "Chrysler's involvement here is a testament to its commitment to the city of Detroit," she said.

Chrysler Employees Give Time to Spruce up Detroit

AUBURN HILLS – Chrysler Group LLC employees have come together with University of Michigan students and Detroit community members, all to benefit needy areas.

They all combined efforts on Detroit Partnership Day recently to freshen up parks and streets in Detroit that needed some attention.

The automaker is collaborating with the Detroit Partnership by donating \$4,000 in supplies and 150 volunteers to help clean graffiti, clean up parks, and plant flowerbeds with Focus:HOPE, the Grandmont Rosedale Development Corp. and Urban Neighborhood Initiatives.

All told, around 1,500 U-M students also volunteered their time for this community service project. This occurred at more than 30 other sites around the city of Detroit to demolish vacant homes, clean up parks and schools, and plant trees.

"Chrysler's involvement is a testament to its commitment to the city of Detroit," said Cassie Basler, executive director of The Detroit Partnership.

"This is bigger than a commercial or a check. This is a

company whose people are rolling up their sleeves to work with others in the community, and to ultimately help The Detroit Partnership create lasting and powerful relationships in the city.

"It's heartening to see community, education and corporate volunteers rally together to make a positive impact," she added.

Chrysler volunteers added a new dimension to the 13th annual and largest such Detroit Partnership Day on record.

This year also marked the first time that a corporate sponsor – Chrysler – volunteered as part of the annual Detroit Partnership Day city-wide cleanup.

"Chrysler Group has a nearly 100-year-old partnership with the City of Detroit," said Jody Trapasson, senior vice president – External Affairs, Chrysler Group LLC and president of the Chrysler Foundation.

"Chrysler and its employees value this opportunity to work hand-in-hand with the Detroit Partnership to help strengthen communities that have historically supported us."



Nikki Jones, left, buyer in Indirect Purchasing, Henry Akinnibosum, Advance Supplier quality engineer, and Ann Lauer, lead buyer, hold up an old Chrysler hubcap they coincidentally found in a field they were cleaning along Oakman Blvd. in Detroit.



Lennon Martin, a Chrysler Corporate Security employee, helps clean a park during the 13th annual Detroit Partnership Day.