



Standard StabiliTrak stability control, with Trailer Sway Control, is standard on all GMC vehicles, including the Terrain Small SUV, which can tow up to a class-leading 3,500 pounds. Sway control uses sensors to measure the yaw created by unexpected side-to-side motions created by a trailer. The vehicle automatically corrects those motions by applying individual brakes to bring the vehicle and trailer back in line.

### GMC's Terrain and Acadia Feature Improved Fuel Economy, Rear-View Camera and Trailer Sway Control

DETROIT – Feeling queasy on the water can be a consequence of rough seas. But getting watercraft and other items in tow to their destination is a steady proposition with Trailer Sway Control on the GMC Terrain and Acadia crossovers.

Both vehicles, say GM officials, offer improved fuel efficiency and maneuverability versus traditional truck-based tow vehicles and are capable of towing many of today's most popular sport boats, camping trailers or a pair of dirt bikes.

Terrain, the brand's small SUV, tows up to a class-leading 3,500 pounds, while the eight-passenger Acadia mid-size crossover has a towing capacity of up to 5,200 pounds.

StabiliTrak stability control with Trailer Sway Control is standard on all GMC vehicles. The feature uses sensors that measure the yaw created by unexpected side-to-side motions created by a trailer. The vehicle automatically corrects those motions by applying individual brakes to bring the vehicle and trailer back in line.

Terrain and Acadia both have a rearview camera system standard on most or all trim levels, making hitching up a trailer easier.

"GMC customers have high demands for comfort, performance, and capability," said Robert Krause, lead trailering engineer for General Motors. "Those qualities have to stand up to the boaters, bikers, and campers who own our vehicles."

According to the National Marine Manufacturers Association, 95 percent of the 17 million boats registered in the United States can be towed.

A typical 19-foot bowrider-style pleasure boat, say GM officials, is within the Terrain's limits with trailer, fuel, and gear weight factored in, while the Acadia has the capability to tow many boats

over 20 feet long, they say.

"For most uses, there are very few sacrifices that come with downsizing a tow vehicle," said Krause.

"The vast majority of consumers are towing smaller boats and even the smallest GMC can handle a sizable boat and trailer. Drivers simply need to match with the necessary performance level."

The 2012 Terrain, coming later this year, will be the only vehicle in its class with the combination of a 301-hp V6 and a 3,500-pound tow rating, GM says. The advanced 3.6L engine features direct injection and continuously variable valve timing, resulting in power and torque levels designed to make passing and climbing boat ramps even easier.

"GMC brings big truck towing technology like StabiliTrak with Trailer Sway Control as standard features to its family-friendly Acadia and Terrain crossovers," said Boating World executive editor Alan Jones.

"Throw in standard back-up cameras on most trim levels, along with affordable towing packages, and trailer boaters can finally own an urban-friendly vehicle that tows like a big boy rig."

With the standard 2.4L I-4, Terrain has a tow rating of 1,500 pounds – enough for dirt bikes or jet skis – and delivers an EPA-estimated 32 highway MPG when the trailer is left at home.

GMC offers a factory towing package for Terrain costing \$350, which GM says is less than similar options from Ford and Toyota.

Acadia, which is also powered by a 3.6L V6 and has a longer wheelbase to help stabilize larger trailers, offers a towing package for \$525. It includes upgraded cooling for heavier loads and GM says costs less than optional equipment from Ford, Toyota, Honda and Dodge.



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### '12 Chevy Camaro ZL1 Termed 'Everyday Supercar'

DETROIT – The 2012 Chevrolet Camaro ZL1 is officially in the "11-second" club, as engineers recently turned an 11.93-second/116-mph quarter-mile elapsed time run in a showroom-stock Camaro ZL1 automatic.

A Camaro ZL1 manual ran an 11.96-second ET at 117 mph.

Only a few other production vehicles can run the quarter-mile as quickly as the ZL1, say GM officials. Fewer yet, they say, can also run 0-60 in 4 seconds, reach a top speed of 184 mph and lap the famous Nürburgring in 7:41.27 – all with the street-legal, factory-issued components and no time-consuming equipment adjustments at the racetrack.

"The ZL1 is great at everything and we're very proud of that," said Tony Roma, Camaro ZL1 program engineering manager.

"You can take it to the drag strip and run 11-second quarter-miles all day long.

"You can also take it to a road course, where it's balanced, handles well, and does exactly what you want – including lapping Virginia International Raceway's Grand Course in under three minutes – and yet the ZL1 is sophisticated enough to use as a daily driver.

"It's a supercar you can drive every day."

For perspective, the Camaro ZL1 is so quick, say GM officials, that some drivers who experiment with "drag radial" tires or full racing slicks may find themselves going too quick for most NHRA-sanctioned racetracks, where a five-point roll bar is required for vehicles running 11.49 or quicker.

The 11.93-second ET in a stock ZL1 tested by the engineers wore the factory-issued Goodyear Eagle F1 Supercar G:2 tires developed specifically for it, putting the car only a scant 0.44-second away from that additional racing safety requirement.

The original, special-order 1969 Camaro ZL1s are still revered for their legendary performance on the drag strip and Chevrolet was keenly aware that customers for the new, 21st century edition would undoubtedly test its straight-line mettle in quarter-mile increments.

The Camaro team re-engineered 30 percent of a Camaro 2SS to make the ZL1, including special modifications just for the drag strip.

"We know many of cus-

tomers will take their ZL1 to the drag strip," said Gordon Rowjewski, driveline development engineer – and who is also an experienced drag racer and owner of a turbocharged, 920-horsepower street car.

"Some may just go once, to experience the full potential of the 580-horsepower LSA engine. Others may be more serious, going every other weekend with a set of slicks in the trunk.

"As such, we set out to make sure the ZL1 would perform for them – on the first pass and on the 100th."

For example, to withstand the heavy loads of repeated hard launches, the ZL1 features a stout 9.9-inch rear differential mounted in a robust cast iron center section. It also features a standard differential cooler that can lower the temperature by 100 degrees F for improved performance and

longevity.

The ZL1 also features asymmetrical half-shafts: a 60mm hollow shaft on the right and a 33mm solid shaft on the left. The different torsional stiffness rates of the shafts work in conjunction with the limited-slip differential to minimize the chance of wheel hop at launch.

Engineers modified the rear suspension, as well, to accommodate an 18-inch wheel, for owners who want to fit a set of drag-radials with taller sidewalls to improve their ETs.

Even the ZL1's exclusive Performance Traction Management (PTM) was tuned for the drag-strip.

It integrates third-generation Magnetic Ride Control, launch control, traction control, electronic stability control and electric power steering response to enhance performance.

Launch control (manual transmission only) automati-

cally modulates engine torque for the best-possible acceleration without excessive wheel spin. When the driver pushes the throttle to the floor, the system holds a predetermined engine speed until the driver releases the clutch. Then, the system modulates engine torque 1,000 times per second to maximize the available traction.

Mode 5 of launch control is uniquely calibrated for drag strips that use VHT or similar traction-enhancing compounds on the starting line. In addition to validating the system for the stock tires, engineers also tested it with 18- and 20-inch racing-type drag radial tires in anticipation of the specialty tires many drivers will use at the track. Drag radials are very soft and provide nearly the traction of a full racing slick, allowing the car to launch at a higher rpm without wheel spin.

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