

Detroit Auto Scene®

NEWSPAPER OF THE BIG 3 AUTO INDUSTRY

VOL. 80 NO. 46

"FIRST IN THE HEART OF DETROIT SINCE 1933" NEW CENTER NEWS

NOVEMBER 26, 2012



Amy Sarri, choir director

GM Chorus Schedule

by Jim Stickford

The General Motors Employees' Chorus is kicking off the holiday season with a series of concerts beginning on Nov. 30.

The chorus will be performing on the following dates:

- Friday, Nov. 30, 7:30 p.m. – Cana Lutheran, 2119 Catalpa, Berkley

- Sunday, Dec. 2, 2 p.m. – Joint Concert with the Warren Concert Band, Warren Woods Auditorium, 13400 E. 12 Mile Rd., Warren

- Monday, Dec. 3, 7 p.m. – HarborChase Senior Living of Sterling Heights, 13400 19 Mile, Sterling Heights

- Friday, Dec. 7, 7:30 p.m. – St. Paul Lutheran Church, 375 Lothrop, Grosse Pointe Farms

- Sunday, Dec. 9, 3 p.m. – New Beginnings United Methodist, 3000 28 Mile Rd., Washington Township

- Sunday, Dec. 9, 7:30 p.m. – Holy Innocents Church, 26100 Ridgmont, Roseville

- Monday, Dec. 10, 7 p.m. – Village of East Harbor (continuing care facility), 33875 Kiely Drive, Chesterfield

- Sunday, Dec. 16, 3 p.m. – Sterling Heights United Methodist, 13333 16-1/2 Mile Rd. Sterling Heights

- Sunday, Dec. 16, 7:30 p.m. – Grace Lutheran Fellowship Church, 7525 32 Mile Rd., Romeo

- Monday, Dec. 17, 7:30 p.m. – Park Place at Heritage Village, 29250 Heritage Parkway, Warren.

Amy Saari, who has been choir director for the past five-and-a-half years, said that choir members work hard on their music.

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SRT Viper Has More Horses, Less Weight

The Viper is coming back to performance car showrooms.

"The Street and Racing Technology brand team is extremely proud that our hand-built-in-Detroit, flagship supercar is back and ready to take on the performance-car world," said Ralph Gilles, president and CEO – Street and Racing Technology Brand and Motorsports, Chrysler Group LLC.

"Beyond being the flagship for the new SRT brand, the launch of the 2013 Viper proves that we simply would not let the performance icon of the Chrysler Group die," he added.

Dan Reid, communications manager for the SRT Brand, said the last Viper rolled off the assembly line at the Conner Avenue Assembly Plant in Detroit in the summer of 2010 when the company was going through bankruptcy.

"We had to take a very hard look at all of our vehicle lines and we put the Viper on at least a temporary hiatus, just because we had so many other things to take care of," he said.

Reid said in the fall of 2010, Gilles, who was then head of Design, was having some of his designers sketch what the next Viper would look like even before they were given the green light to resume production.

"The car's been a flagship for

the company since 1992 when it first appeared in the market," Reid said. "It's really something that Chrysler's very proud of, not just the brand, previously the Dodge brand, but now the SRT brand . . . It kind of had a good ending to a rebirth of the car," Reid said.

The Viper's return was willed on not only by enthusiasts and Gilles, but by performance enthusiasts all around the world.

"It also goes to the top of the company," Reid added. "Sergio (Marchionne, Chrysler chairman) did see what this car means, and what it means to Chrysler Group as a whole, not just here in the U.S., but around the world."

For members of the Viper Nation, it's all about the performance, and, according to announced stats, the Chrysler Group and Street and Racing Technology (SRT) team have loaded this returning favorite with plenty of goodies, including:

- A top speed of 206 mph
- From 0-60 mph in the low 3-second range
- From 0-100-0 mph elapsed time in less than 12 seconds
- Quarter-mile elapsed time in the mid-11-second range.

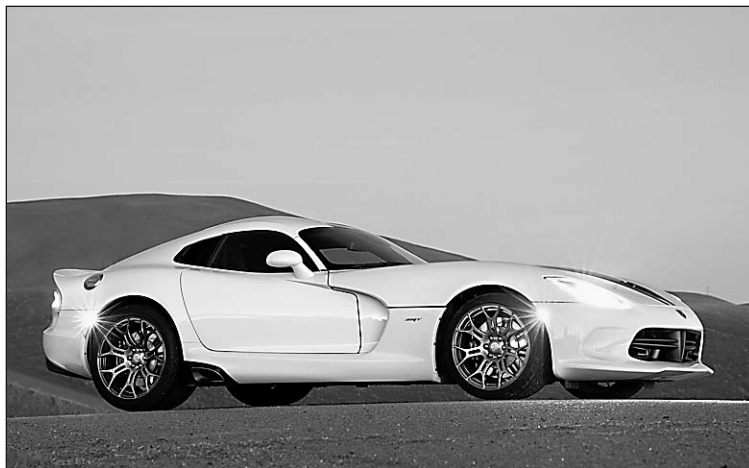
Performance car enthusiasts can select from two new models for the 2013 model year, the SRT Viper and the SRT Viper GTS. Reid

noted that since 1992, only 20,000 of these cars have been built, because customers know they're getting something very special.

"It's a true, low-production, niche vehicle. It's got its own personality . . . We're very proud to say it's hand-built here in Detroit," he said.

For the refreshed Viper's all-important coming-out party, engineers and designers enhanced the car's interior and exterior designs using premium materials, while improving the aerodynamic characteristics of its high-tech carbon fiber and aluminum skin.

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2013 SRT Viper

Costco Will Visit RenCen to Aid GM Employees Wanting to Join

Club GM is sponsoring a visit from Costco at the Renaissance Center at Tower 300 – 11th floor, from 10 a.m. to 1 p.m. on Thursday, Nov. 29, and Friday, Nov. 30.

Marva Leverett, a human resources rep at GM and member of Club GM, said that representatives from the Costco store in

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Selfridge Base's First Two Commanders Are Paid Tribute

by Jim Stickford

As part of its efforts to educate area residents on the history its region has played in the country's military history, the Michigan Military Technical & Historical Society (MMTHS) hosted Dan Heaton, who spoke about the first two commanders of Selfridge Air National Guard Base.

Robert Causley, one of the founders and treasurer of the MMTHS, said the group is dedicated to educating the public on the role Michigan and Michigan industry has played in the country's military history.

The MMTHS has displays showing what products were made in Michigan since WWI, as well as items of historical interest donated from the collections of military collectors and veterans.

The group is new and its headquarters, located at 16600 Stephens

in Eastpointe, used to be a teen center and then senior center.

Causley said he worked at the Army's TACOM facility in Warren for more than 30 years and he, along with his son Chris and their friend Socratis Stergio and others, wanted to honor the region's rich military history. When they learned that Eastpointe was going to have a building available, they jumped at the chance to take over the site.

"The museum is open on Saturdays and Sundays, and we open it up for special occasions for tours," Causley said. "We opened our doors for the first time on Veterans Day 2011."

Having someone like Heaton – who is a public relations officer for the Michigan National Guard out of the Selfridge Base in Mount Clemens – speak about

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Dan Heaton praised Thomas Selfridge at MMTHS hall.

Engineer Explains GMC Truck Ratings So Operators Don't Get Carried Away

by Jennifer Knightstep

General Motors trailing engineer Robert Krouse is on a mission. He wants to make sure every full-size GMC pickup owner knows GAWR from GVWR and GCWR. So what are these odd acronyms, and what do they mean? That's exactly what Krouse wants to explain.

These four-letter acronyms represent various gross weight ratings, important because exceeding any of them is unsafe, and it's a driver's responsibility to know them to avoid exceeding them.

Krouse explained, "Nearly every vehicle performance attribute is designed and tested to one or more gross weight rating. Body and chassis structural durability, powertrain and driveline durabil-

ity, handling, braking, thermal and propulsion performance are all validated to specific ratings. That's why it's so important for owners to understand those limits."

The three most important acronyms, says Krouse, are GAWR, GVWR, and GCWR. They are all gross weight ratings, but each indicates a specific sort of rating, as Krouse explains.

- GAWR is the Gross Axle Weight Rating, or the maximum amount of weight that can be placed on either a truck's front or rear axle, including the weight of the truck, driver, passengers, equipment and cargo. A higher front GAWR generally means more capacity for accessories like plows (attached to the front), while a high rear GAWR relates to a higher payload (for items in the truck).



A pickup pulling a flatbed and a John Deere 410e. Note the axle positions and the weight on the gooseneck.

- GVWR is the Gross Vehicle Weight Rating, or the maximum amount of weight for the entire truck and everything in it. This number isn't simply each axle rating added together; for that to work, the owner would have to precisely load so that each axle weight rating is met just as the overall vehicle rating is met, which isn't possible in real-world conditions. As a result, GVWR is always lower than the sum of

each axle to account for changes in weight distribution.

- GCWR is the Gross Combined Weight Rating, or the maximum weight of a truck and an attached trailer, plus everything in each of them. Some of a trailer's weight is supported by the truck – this is known as tongue weight – a GCWR isn't simply the GVWR plus the trailer's weight. When attaching a trailer, factor tongue weight into a truck's payload capacity.

Krouse suggests that pickup truck owners familiarize themselves with each of these ratings, and what they mean, to keep safe, and to extend the life of their trucks. "It's very important," he said, "that drivers observe these limits to maintain safe stopping distances. Not only that, overloading a truck causes excessive wear on suspension and brakes and could lead to engine or transmission failure."