

Detroit Auto Scene®

NEWSPAPER OF THE BIG 3 AUTO INDUSTRY

VOL. 81 NO. 18

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

MAY 13, 2013



The 2014 Stingray is this year's Indy pace car.

2014 Chevy Corvette Goes To the Front at Indy 500

The new, seventh-generation 2014 Corvette Stingray will serve as the Indianapolis 500 Pace Car, leading the field to the start of the 97th running of "The Greatest Spectacle in Racing," on Sunday, May 26, at Indianapolis Motor Speedway.

It marks a record 12th time the Corvette has served as the Pace Car, starting in 1978.

"It is an honor to help inaugurate the all-new Corvette Stingray at the hallowed Brickyard and further the legacy between Chevrolet and the Indianapolis 500," said Jim Campbell, GM vice president of Performance Vehicles and Motorsports.

"The 2014 Corvette Stingray's performance was influenced by racing, making this prestigious assignment even more fitting."

Along with Chevrolet's return in 2012 as an engine supplier, the Corvette Stingray Pace Car extends a legacy at the Brickyard that dates to the racetrack's early days.

"Chevrolet is a great partner of the Speedway," said Jeff Belskus, Indianapolis Motor Speedway Corporation president and chief executive officer. "That connection is heightened this year with the next-generation Corvette in front of a very talented field of racers."

Decked out in Laguna Blue Tintcoat with official Indianapolis 500 graphics on the doors, the Corvette Stingray Pace Car differs from production models

with only track-mandated safety features and strobe lights.

No powertrain upgrades are required to run in front of the IndyCar pack, thanks to its new 6.2L LT1 engine, which features

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Sixty-five years later, the Ford Atlas concept

After Six Decades Ford's F-Series Keeps on Trucking

by Irena Granaas

The Ford F-Series truck, a perennial best-seller for the Dearborn-based U.S. automaker, is celebrating its 65th year on the market.

Members of the general public got their first view of the vehicle that would come to personify

"Built Ford Tough" in years to come on Jan. 16, 1948. It was Ford's first post-World War II new product and, as such, carried a lot of weight as a harbinger of the company's competitive future.

Ron Hall, Ford truck communications, said the company did continue to sell trucks during the

war, but they were existing models, and Ford did not release any new models until 1948.

And what a solid future was born that year. Global new vehicle registrations for F-Series totaled 785,630 trucks last year, putting it in the No. 3 spot among all vehicles sold worldwide, and, according

to Ford's data, the F-Series has been America's best-selling pickup for 36 straight years.

Back, then, the sturdy, streamlined-looking 1948 F-1 pickup truck already showed the design DNA so widely recognizable in its

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Team Prefix's Viper SRT-10 Sinks its Fangs Into Rivals at One Lap of America Event

by Irena Granaas

Back in March, Prefix Corporation invited the *Oakland Tech News* to the unveiling of the supercharged Dodge Viper SRT-10 that would represent Team Prefix Forge Ahead USA in the 2013 Tire Rack One Lap of America motorsport event.

The race launched May 4, and by May 6, the Prefix Viper, piloted by owner/driver Steve Loudin and co-driver Tom Drewer had already competed in several events, and, out of 60 teams, were ranked in second place overall.

"That's just phenomenal . . . Some of these cars are insanely powerful," commented Jhan R. Dolphin, president of the marketing/public relations firm J Robert, who started the "Forge Ahead USA" initiative with the goal of unabashedly promoting products made in the U.S. in order to get more Americans off the unemployment rolls and back to work.

"They're doing a really great job. That's better than we ever hoped - it's really tough to be that competitive."

With Auburn Hills-based Prefix as the main corporate sponsor, Team Prefix hopes to go all the



The Team Prefix 700 hp 8.4-liter V10 2008 SRT-10 Dodge Viper

way through the One Lap of America, an eight-day, multi-state motorsports contest that is known as the modern-day version of the old Cannonball Run.

"Sixty-five teams competed at the Tire Rack facility in South Bend, Ind., to begin the 30th Anniversary event of the Cannonball - One Lap of America race," Dolphin reported.

"This year, the teams will compete at 12 different race tracks from the Midwest south to Louisiana and Florida and then back up the East Coast, finally returning to South Bend on the 11th of May. That's over 4,000

miles with some pretty grueling competition at some of the country's most famous auto racing facilities."

He noted in the May 6 update the team was slated to compete May 7 "on the FAST Daytona International Speedway Road Course.

"We are very excited about this track, as the SRT Viper that the team is driving is extremely fast, and this track provides an opportunity to go faster than most," Dolphin said.

Dolphin reported that as of

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The 1948 Ford F-1 pickup truck



From left, Jim Hall, Chris Borroni-Bird and Stewart Reed.

Autonomous Cars Just Around the Corner

by Jim Stickford

The future of the self-driving car is coming so fast, it's just about already here.

Three experts talked about the future of the autonomous car on a panel at an Automotive Press Association luncheon at the Detroit Athletic Club May 9.

The three spoke together at a panel discussion. They were Jim Hall of 2953 Analytics, Chris Borroni-Bird of Qualcomm and Stewart Reed of the Art Center College of Design in California.

Hill started off the discussion by saying that when people hear autonomous driving, they think of a car that drives itself. But there is already technology available that makes vehicles semi-autonomous. Ford has a self-parking car. There are devices that warn drivers if someone is in their blind spot.

"This fall we will see a car that will automatically stop if the driver blacks out," Hall said. "Right now, we are in transition, so the question becomes what technology will and won't be

used."

Borroni-Bird said the technology exists today to make it possible for drivers to let the car do the driving in situations like highway traffic. The reason is all the vehicles are going in one direction and there are no bicyclists or pedestrians.

"But it will take some time for the public to become used to a fully-autonomous car," Borroni-Bird said.

"I've spoken with driving en-

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