



A classic Chevy Impala at the Bearing Burners Car Show and Swap Meet.

Classics Shine at Bearing Burners Show

by Jim Stickford

The weather was perfect, the number of vendors, attendees and people with cars to show were in the thousands.

So what could go wrong at the recent Bearing Burners Car Show and Swap Meet held at the GM Tech Center in Warren on May 5? Nothing, as it turns out.

"I believe this was a record-setting year," said club member Gary Jacob. "We judged more than 470 vehicles, and had hundreds of vendors participating in the swap meet part of the event. With the good weather over the weekend, people were coming out of the woodwork to attend the show."

Jacob said the event, the 36th put on by the club and held at the Tech Center for the past five years, is a classic car show and swap meet that appeals to car buffs. People looking for that rare engine part were able to peruse the swap meet part of the show.

And there were more than 40 categories of vehicles that were judged by experts.

"Don't even ask me to name all the cars and people that were awarded prizes," Jacob said. "There are just too many to mention."

Bob McLennon was one of the people who set up at the swap

meet. He said he was "just cleaning out my garage. I've got everything from parts to a Model A Ford to Chevrolet parts."

McLennon said he enjoyed the chance to show his wares to an audience that knows cars, especially the classic ones, and was looking to buy the parts they need to get their own vehicles up and running.

For John Plewa of Sterling Heights, going to the show offered him the opportunity to show off his special vehicle – a 1970 Mustang Boss 302.

"This is the car that was used in Trans Am racing," Plewa said. "That year, it won the championship. I've owned it for about 10 years and paid \$40,000 for it. I think if I were to sell it, I could get \$60,000 or \$65,000."

But Plewa said he doesn't want to sell his Mustang. He loves the car and takes it to car shows around Michigan.

Plewa estimates that he puts on about 1,000 to 1,500 miles a summer driving the Mustang to various car shows around the state.

"People ask me if I use a trailer to transport my Mustang to the different car shows I display it at," Plewa said.

"But I don't. I drive it to 15 or 20 shows a year. I'm no trailer queen.

"I see guys use trailers to move

their vehicles to shows, and I just think I couldn't do that because I just wouldn't be enjoying the car. It just becomes a showpiece and you might as well keep it under glass."

Having said that, Plewa added, "I've put a lot of time and effort in keeping this car in excellent condition and I do understand the dangers of chipping of paint and getting cracks in the windshield from driving a show car on the street.

"That is a real danger and some people just don't want to risk damage to the vehicles that they've put so much time and money into. But for me, driving my Mustang is a big part of the fun of owning one and working on it."

Jacob said that, given the success of this year's car show and swap meet, the members of the Bearing Burners Club hope to hold next year's show at the Tech Center as well.

Jacob said the site is perfect for the club's needs. It is historic in its own right and sets the right tone for the show.

It also has the space needed for all the vendors and those who wish to show off their classic automobiles.

And Jacob said it's also very important to have enough parking for people who wish to attend the event.

2014 Chevrolet Corvette Goes to the Front at Indy 500

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advanced technologies including direct fuel injection, continuously variable valve timing and Active Fuel Management (cylinder deactivation). Chevrolet officials say the new technologies help produce an estimated 450 horsepower more efficiently.

The 2014 Corvette Stingray coupe goes on sale this fall, with a convertible model – featuring a fully electronic top that can be operated remotely with the key fob – coming a few months later.

Vehicle highlights include:

- An interior that offers genuine carbon fiber and aluminum trim, hand-wrapped leather materials, dual eight-inch configurable driver and infotainment screens, and two new seat choices – each featuring a lightweight magnesium frame.

- Advanced driver technologies, including a five-position Drive Mode Selector that tailors 12 vehicle attributes to fit the driver's environment and a new seven-speed manual transmission

with Active Rev Matching that anticipates gear selections and matches engine speed.

- Lightweight materials, including a carbon fiber hood and removable carbon fiber roof panel on coupes; composite fenders, doors and rear quarter panels; carbon-nano composite underbody panels and a new aluminum frame.

- A sculpted exterior featuring advanced high-intensity discharge and light-emitting diode lighting, racing-proven aerodynamics, and performance elements for improved stability and track capability.

- Track-oriented Z51 Performance Package, including an electronic limited-slip differential; dry-sump oiling system; integral brake, differential and transmission cooling; as well as a unique aero package that Chevy officials say further improves high-speed stability.

Chevrolet and the Indianapolis 500 have a long shared history. Chevrolet was founded in 1911, the year of the inaugural

500-mile race, and the Chevrolet brothers – company co-founder Louis, along with Arthur and Gaston – all competed in early Indy 500 races. Arthur Chevrolet competed in the 1911 race and Gaston Chevrolet won it in 1920.

Chevrolet competed in Indy-style competition as an engine manufacturer in 1986-93 and 2002-05 with V8 engines, and returned in 2012 with the Chevrolet IndyCar twin-turbo V6 engine with direct injection.

In that time, Chevrolet won 118 IndyCar races, powered seven driver series champions and scored seven Indianapolis 500 victories.

This year will mark the 24th time a Chevrolet has served as the official Pace Car of the Indianapolis 500, more than any other brand, dating to 1948 with a Chevrolet Fleetmaster.

Camaro has served in the role seven times and, as mentioned, with this year's running, Corvette has led the way a record 12 times.

Team Prefix's Viper SRT-10 Sinks Its Fangs into Rivals

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May 6, the Team Prefix Viper had no mechanical issues.

As Loudin and Drewer have been traveling from one contest to the next in the Viper with all of its colorful Forge Ahead USA and Prefix decals, they have attracted a lot of attention from the public, Dolphin said.

"The guys are telling me they can't believe how many people are taking pictures of the car and giving them a thumbs-up," he said.

The level of interest is so strong that cards have been made up for handouts.

"The response to our 'American-Made' mission along the route has been fantastic," said Dolphin. "Many people approach the team and the car at all the fuel and food stops along the route, asking about Forge Ahead USA.

"We've printed over 4,000 postcards with a team vehicle photo, and (on the other side) our important message of supporting American manufacturers and products MADE in the USA.

"So far, the team has handed out over 1,000 of them. The guys say that the response is very humbling, as many people are so passionate about this message in the small towns they've traveled through, and thankful for what the team represents."

"Forge Ahead USA is a movement designed to help American manufacturers to better promote their made-in-the-USA advantage," he said. "We provide the marketing and publicity tools that they need . . . By making these important tools available to many manufacturers, it becomes very affordable for even very small companies."

Meanwhile, Team Prefix has been doing an excellent job of conveying the message in a very positive way. A quick check at press time May 10 showed Team Prefix still holding on to second place overall after racing events at Daytona, South Carolina and Pittsburgh, with a final race slated for May 11 at Tire Rack.

Dolphin expressed thanks to main corporate sponsor Prefix Corporation, which has been awarded the contract to produce its show-quality paint finish for the 2013 SRT Viper, along with support from a variety of additional companies, including TRICEL Corp., Whelen Engineering, Forgeline, American Racing Headers, Corsa Performance, Stoptech, K&N, Archer Racing, Jason Industries, Thule and Parts Rack.

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