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## Chrysler's Hemi Became a Legend on the Racetrack and in Dealership Showrooms

You never know where a good idea is going to come from.

In the case of the street edition of the 426 Hemi, it came from stock car racing, said Chrysler spokesman Dale Jewett.

Fifty years ago, two legends were born on the same day on the track in Daytona Beach, Fla., Jewett said. A 26-year-old stock car driver named Richard Petty dominated the field to win the sixth running of the Daytona 500. And under the hood of his Plymouth was a brand new race engine, the 426 Hemi.

Petty would win the Daytona 500 six more times in his career,

Jewett said. His performance in the 1964 season would cement the prowess of the 426 Hemi racing engine. Mopar is spending this year celebrating the 50th anniversary of this legendary powerplant.

In 1964, Petty started the 200-lap race on the front row, Jewett said. But early in the race he fell to 15th place due to a bungled pit stop. The combination of Petty's skill and the 426 Hemi's power enabled him to lead 184 of the race's 200 laps. He set a new record average speed of 154.334 miles an hour.

How dominant was this new

Hemi? The first three cars to finish the 1964 Daytona 500 were Plymouths powered by the 426 HEMI racing engine.

Petty took the win with a one-lap-and-9-second gap over second-place driver Jimmy Pardue. Pole sitter Paul Goldsmith finished third and was another lap behind. Petty went on to finish that season as the 1964 NASCAR champion.

The 426 Hemi was originally designed as a pure racing engine – and the same basic design continues to power cars in the National Hot Rod Association drag races today, Jewett said.



Richard Petty won his first Daytona 500 in 1964 with a Hemi.

In fact, it was such a dominant factor in NASCAR racing that they changed the rules.

"Basically, NASCAR said that engines were required to have

more production parts from the 'street' versions of the vehicles entering races," Jewett said.

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As Z/28's flying wheels land, new PTM system helps keep full power.

## 2014 Camaro Z/28 Features 'Flying Car' Logic

Engineers call it "flying car" logic.

On the 2014 Chevrolet Camaro Z/28, the Performance Traction Management (PTM) system delivers faster lap times on an undulating race track by helping maintain the car's full power and momentum even if the tires briefly lose contact with the ground, in certain track conditions.

Created for track use only, the "flying car" logic woven into the Z/28's standard PTM system integrates the chassis mode selection, Traction Control and Active Handling Systems, said Bill Wise, Camaro Z/28 vehicle performance engineer.

Each is tuned specifically in

the Z/28 for optimal track performance and consistency, and is activated by the driver pressing a button in the center console.

Without "flying car logic," the PTM would interpret the force reduction on the tires as a loss of traction and reduce torque to restore it, Wise said. Such an intervention would likely slow the car and reduce momentum.

"PTM uses torque, lateral acceleration and rear-axle wheel slip to define the amount of traction control required, but when the car clears a rise on the track, it normally wants to decrease torque to increase traction," said Wise.

"The unique logic in the system uses the ride-height sensors

to determine the reduction in force on the tires that's unique to track driving and allows the car to continue with uninterrupted momentum and, ultimately, a better lap time."

GM spokesman Chad Lyons said bringing back the Z/28 is a big deal because there has been a demand for such a vehicle for a while.

"The original Z/28 built in the late 1960s was a track car," Lyons said. "If you look at our current lineup of Camaros you'll see that we have a pretty deep lineup and you can get all kinds of Camaros."

"Now you can get the Z/28. The only option that comes with it is

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## Ford Sets Industry Pace with Aluminum-Filled F-150

by Jim Stickford

Ford's announcement about aluminum has gotten people talking.

The Dearborn automaker at the 2014 North American International Auto Show said its 2015 F-150 pickup would be lighter because of innovative uses of aluminum.

Ford Manufacturing Research Manager Peter Friedman said that high-strength aluminum alloys, already used in aerospace, commercial transportation, energy and many other rugged industries, will be used throughout the F-150 body for the first time, improving dent-and-ding resistance, and saving weight.

Overall, he said, the move saves up to 700 pounds of weight, helping the F-150 tow more, haul more, accelerate quicker and stop shorter, and

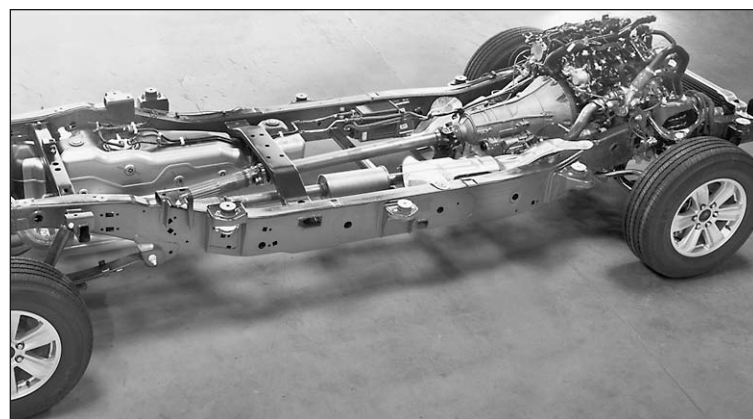
contributing to efficiency.

Ford engineers selected these high-strength, military-grade aluminum alloys because of the metals' unique ability to withstand tough customer demands.

"Our objective was to find materials that allowed us to design the truck to be as tough as – or tougher than – the current model, yet could help it be hundreds of pounds lighter for better capability and fuel economy," Friedman said.

"Out of all the materials we tested, we carefully selected only certain grades of aluminum that met our high performance standards in all of our tests, while allowing us to trim hundreds of pounds from the truck."

Karl Vaughn, a metallurgist with Metallurgical Processing Company in Warren, said that when he heard exactly where Ford was going with aluminum,



Ford F-150's new aluminum-filled frame

the only thing he could say was, "Wow."

Vaughn said he can't speak too much about Ford's designs because he hasn't seen them, but what he does know impresses him.

"I've worked with aluminum a

lot," Vaughn said. "Mostly aircraft frames that use aircraft-grade aluminum. The virtue of aluminum is that it's light. Its weakness is its strength. A sheet of aluminum is so-so in strength

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## Autorama to Roll Into Cobo Hall With Hot Rods

The 62nd annual Detroit Autorama at Cobo Center March 7-9 will see the addition of the SEMA Hot Rod Industry Alliance (HRIA) Education Day.

On March 6, just before Autorama opens to the public on Friday, Cobo Center will be the site for 24 different educational sessions held for aftermarket industry specialists from across the globe.

The Specialty Equipment Manufacturers Association (SEMA) represents more than 7,000 companies that make specialty equipment and the people who buy, sell and use products in the \$31.85 billion industry.

HRIA is a SEMA council dedicated to ensuring the future prosperity of the hot rod industry.



2015 Chevrolet SUVs – Tahoe, left, and Suburban

## GM's Large SUVs Raise Their Fuel Efficiency by 10 Percent

People who drive big SUVs say they need big SUVs. What they don't need are big gas bills when they fill up.

That's why GM has worked hard to improve the mileage on its big SUVs, said spokesperson Michelle Malcho.

The new 2015 full-size SUVs from Chevrolet and GMC go farther on a tank of gas than outgoing models, raising highway fuel

economy by nearly 10 percent, Malcho said.

The Chevrolet Tahoe and Suburban and GMC Yukon and Yukon XL with the standard 5.3L engine get an EPA-estimated 16 mpg in the city and 23 mpg on the highway with two-wheel drive – a nearly 10 percent increase in highway mileage over

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