

Chevrolet Racing featured at Phoenix press association motorsports session

By Tim Sharp



Chevrolet Racing brought along news fresh from SEMA, including the Corvette Atlantic concept (top), Spark EV and Brad Paisley Signature Silverado concept.

A high Octane opening

Darin Proszek of Octane Raceway opened the Phoenix Automotive Press Association (PAPA) meeting with an exciting video of their new 45,000 square foot facility at The Pavilions (on the Salt River Pima-Maricopa Indian Community, at Loop 101 and Indian Bend Road). Boasting the nation's longest indoor-outdoor kart track, Octane Raceway has Sodi RTX electric karts which go up to 45 miles per hour.

However, the kart track is not the only cool thing about Octane Raceway. They also have the Trackside Bar & Grille, billiards room, arcade, Segway slalom, PIR pit crew challenge, rock climbing wall and corporate meeting facilities capable of accommodating groups of up to 500 people.

Learn more at OctaneRaceway.com or call Darin Proszek at 602-302-RACE.

Chevrolet racing panel brings it

If timing is everything, how about having kart racer and 2013 NASCAR Talladega 500 winner Jamie McMurray as one of the

guests on PAPA's Chevrolet Racing Panel? Is it a coincidence that Jamie is not only a NASCAR driver but also a former WKA Kart Champion? We think not, because Jamie still races karts.

On the panel with McMurray were moderator Tim Sharp and the two biggest guns from Chevrolet Racing: Jim Campbell and Pat Suhy.

Campbell is vice president of GM performance vehicles and motorsports, which includes not only Chevy but other GM racing and performance vehicles, as well. Pat Suhy is Chevrolet's NASCAR engineering and program manager. Between the two, they oversee Chevrolet motorsports activities in North America.

Chevy shows its latest for the track, the silver screen and more

Having come directly from the SEMA Show in Las Vegas, Jim Campbell had breaking news on Chevrolet's latest concept vehicles. The new Spark EV, which generates 400 pound-feet of torque using

electric power, was a shocker to the PAPA members (pardon the pun).

Atlantic and Pacific versions of the new C7 Corvette Stingray showed two different renditions of the slick new Corvette.

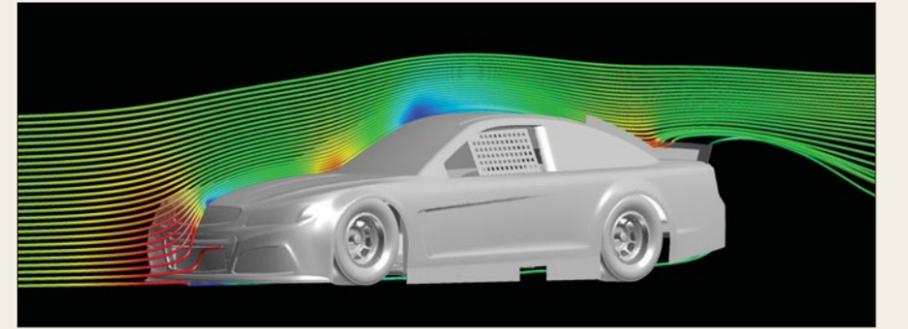
Special editions of Sonic, Camaro and Corvette, which will appear in *Transformers: Age of Extinction*, show Chevrolet's ongoing involvement in movies, while a *Gran Turismo 6* Corvette underscores their commitment to electronic games.

The Ricky Carmichael Sonic and Brad Paisley Signature Silverado pickup were two other concept vehicles which will appeal to different market niches.

Perhaps the most significant revelations by Campbell concerned Chevrolet's major expansion into the performance market. In the past, large custom wheels, performance intake and exhaust systems were aftermarket add-ons which could not be financed on your new vehicle. They may have even voided your warranty. However, many of these performance modifications may now be bought directly through your



Family man Jamie McMurray brings respectability, thrills and victories to Chevrolet Racing. The whole process benefits from computer design techniques (top right).



Chevrolet dealer. More important to collectors is the fact that these performance parts can be listed on the Moroney sticker when you order your car with them.

With just two NASCAR Cup races to go, the meeting was also a time to celebrate Chevrolet's winning the NASCAR Manufacturers' Sprint Cup Championship. This was the eleventh consecutive Manufacturers' Championship for Chevrolet.

Computers change race car design

Computer aided design and engineering (CAD and CAE) programs have become highly sophisticated over the past two decades. What started as a tool for the design and engineering of production cars has evolved into a method by which racing machines can be designed, engineered and tested.

Pat Suhy showed how the latest generation of Chevrolet NASCAR Cup Cars were designed using advanced wire frame and aerodynamic programs. Today, you can literally design, make scale model race

cars and test them in a virtual wind tunnel using computer programs.

Of course, real wind tunnels are still used to make the final aerodynamic tweaks on full-size race cars. However, it is quite remarkable how much of the body design and aerodynamic modeling can be "done in the box."

Saving weight not only makes cars faster, it also saves fuel, which can win races. As Pat Suhy explained, Chevrolet is working with computers and advanced composites to help win even more Manufacturers' Championships in the future. Lean means green on the track, but it also means more green in the bank accounts for winning Chevy teams.

Jamie McMurray shows how to live life in the fast lane at Talladega

If you have ever been in the fast lane on the Autobahn, you know what it is like to watch your mirrors constantly for faster cars. Now, multiply your speed—and your paranoia—threefold. That is what it is like

to be leading the Talladega 500 in the final laps. This is the position McMurray was in a few weeks earlier, just before he won the race.

At over 200 miles per hour, the closing speed of a pursuing race car can be hard to judge. Should you turn down to the apex now or wait a tenth of a second? Are you clear or will the driver hit your rear end? Fortunately, Jamie McMurray makes these decisions every day, and he made all the right ones to win the 2013 Talladega 500.

Balance is essential to drivers on the race track. Balance is also important in a race driver's personal life. For Jamie McMurray, his wife Christy, son Carter, daughter Hazel and his faith give him rock solid equilibrium, on and off the track.

Jamie McMurray is one of the most talented yet least controversial drivers on the NASCAR circuit. This combination makes him a formidable force on the track and a huge NASCAR fan favorite. We wish Jamie even more success in the future. ■