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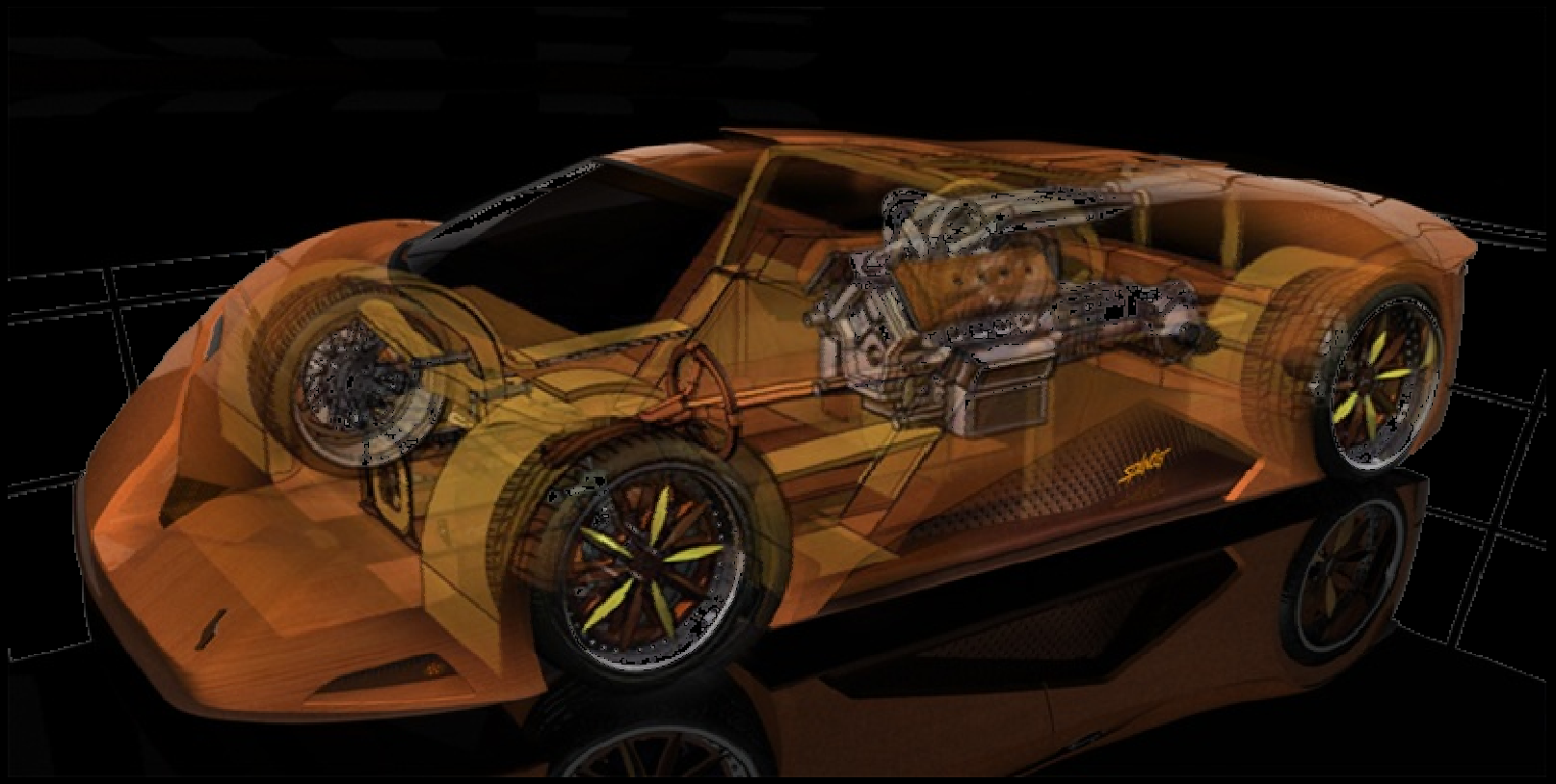
DAuto News Letter



Design engineers turn designs into reality. Without them, a great idea but nothing more than, well, a great idea.

Cadillac CTS-V Coupe 2011

When the 2011 Cadillac CTS coupe debuted at the Los Angeles auto show, it was practically a given that General Motors would follow up with the ultra-hot CTS-*V* coupe at the Detroit auto show.
With the CTS-*V* sedan's supercharged power train and other go-fast mechanicals fitted to the two-door's wedge-y profile, the *V* coupe will be a sexy and formidable alternative to other existing performance coupes, the mightiest of which is BMW's M3. As with the regular CTS coupe, the *V* shares the sedan's 113.4-inch wheelbase, while being both two inches lower and shorter and with a one-inch-wider rear track.

Opening the doors is accomplished via Corvette-style touch pads. Once inside, the interior is familiar to those who have seen those of the base coupe or sedan. *V*-specific touches include optional Ricardo sport seats, black center-console and door trim, wheel-mounted paddle shifters for automatic models, and suede-like seat inserts. While optional on the sedan, the faux suede material is fitted to the coupe's steering wheel and manual shifter as standard equipment. A new Saffron interior-color option—exclusive to the *V* coupe—is available as well and offers contrasting seat inserts and leather stitching.

Like its four-door counterpart, the Cadillac CTS-V Coupe packs GM's ferocious 6.2-liter supercharged LSA V8 motor. This CTS-V Coupe is rated at 556 horsepower and 551 lb-ft. of torque -- and can be fitted with either a six-speed automatic or six-speed manual transmission. To keep that power in check, the CTS-V Coupe is also equipped with GM's Magnetic Ride Control and racing-bred Brembo brakes, which together help to keep the CTS-V Coupe between the painted lines. The CTS-V Coupe also carries over the four-wheel performance-oriented disc brakes, ZF Servotronic 2 power rack-and-pinion steering, limited-slip rear differential and electronic traction control in the form of GM's StabiliTrak.

The CTS-V is more or less what you'd expect: A two-door version of the CTS-V sedan, or a fire-breathing V-Series version of Cadillac's CTS-V Coupe. Take your pick on which definition you prefer. Keep in mind, however, even though the CTS-V Coupe has the same wheelbase as the sedan, it sits two inches lower in height, has a wider track width and shorter overall length. The windshield is also laid at a faster angle, creating a sleek, athletic profile. Unlike the three trim levels of standard CTS Coupe, which come with either rear-wheel or all-wheel drive, the CTS-V Coupe comes in rear-wheel drive trim only. The 18-inch wheels found on the base CTS Coupe are also gone, replaced instead by 19-inch wheels wrapped in high-performance tires. Out back, you will find two large, center-mount exhaust outlets, which channel the growl of this performance coupe's 500+ horsepower massive V8.

The 2011 Mustang V6 Raises the Bar With Projected 30 Mpg Hwy and 305 Hp

Strong and athletic engines have always been a big part of the Mustang story. And with the muscle you can find under the hood of the 2011 Mustang V6, Ford isn't just adding a new chapter; it's raising the bar on V6 power. So tell everyone in the fast lane that this new pony is hitting the street with a combination of performance and fuel economy that cannot be beat.

It all starts with the innovative Twin Independent Variable Cam Timing (TiVCT) technology that efficiently delivers power to this pony. The all-new 3.7-liter V6 turns out 305 horsepower with 280 lb.-ft. of torque using four valves per cylinder and TiVCT. And when all this power is projected to get 30 mpg hwy,* you know the 2011 Mustang V6 is destined to change the game.

To crank out 305 hp with 30 mpg hwy, and deliver the truly one-of-a-kind feeling of a Mustang, the TiVCT V6 engine makes the most of its transfer of power from air, fuel and exhaust. And let's face it; Mustang wouldn't be America's sports car if it didn't know how to harness power.

When all is said and done, this big new thinking comes together to produce numbers that will have everybody talking about the 2011 Mustang.

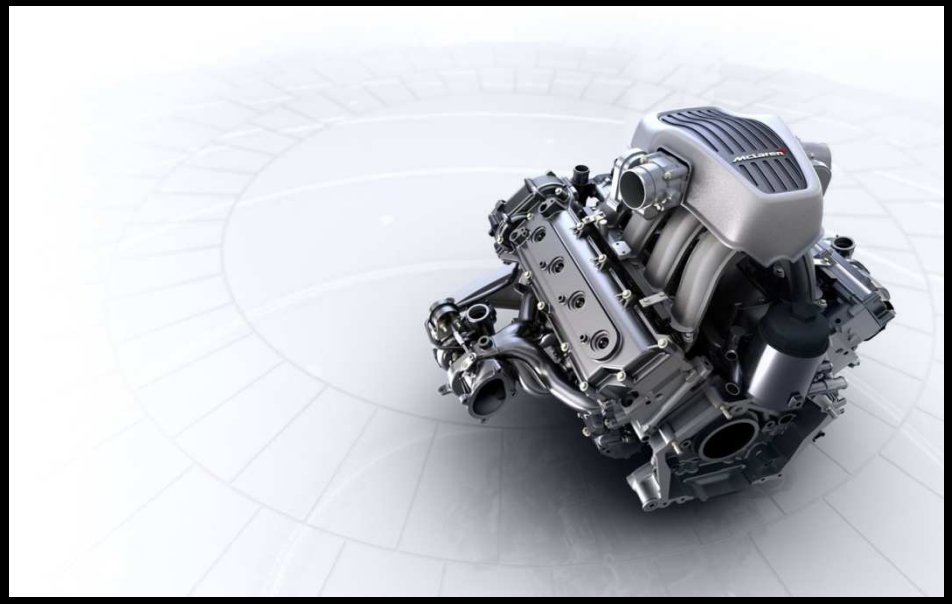
Hulme Can Am Supercar (2012)

New Zealand-based supercar manufacturer Hulme has opened orders for its new Hulme Can Am, a 200+mph supercar named in honor of New Zealand racing legend and F1 World Champion, Denny Hulme.

Twenty customer cars will be coach-built and equipped to order, with delivery commencing in the UK in the autumn of 2011 and into 2012, the 20th anniversary of Denny Hulme's death. All production cars will come with an authentication certificate and be numbered. A 1/8 scale exact replica, finished in the same livery and specification, along with a full photo dossier of the car's build, will also be supplied to the new owner.

The Hulme Can Am is an ultra high-performance, mid-engined roadster created for both road and track use. Entirely designed and hand-built by the Hulme Supercars technology team in New Zealand, the road-legal car features an ultra-lightweight carbon composite tub and bodywork and weighs in at less than 1000kg. Powered by a Chevrolet LS7 V8 developing 600bhp, the Can Am measures 4712mm in length, 1958mm wide, 1095mm high, and rides on a 2830mm-long wheelbase.

Production	**2012** **20 units only**
Body Style	**Sports**
Length	181.5 in (4612 mm)
Width	77.08 in (1958 mm)
Height	43.09 in (1095 mm)
Wheelbase	111.41 in (2830 mm)
Weight	2160 lb
Transmission	6-speed CIMA manual
Engine	6.0 litre *Chevrolet LS7* V8
Similar cars	Koenig egg CCX Salween S7 Ducati Veyron 16.4 Mercedes-Benz SLR McLaren McLaren F1 Lamborghini Mucilage Pagani Zonda Maserati MC12



This is the engine of McLaren SLR. Most of the part of McLaren P11 is designed by the engineers of Dimension Automotive Technology (DAuto Group).

DAuto Group Is also Providing Industrial Training. In this training students can interact with engineers. They will work on Live projects of North America and Europe. Knowledge Sharing of projects by design engineers.

Good News For Students As our company policy At the time of recruitment we always give preference to the students of DAuto CAD School by this We have completed Recruitment and selected the our own students who learned design capabilities from DAuto. Also, Mahindra Engineering Services (MES) also recruited Student of DAuto CAD School.

Thank You ! !