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William Springer II, publisher  
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Doreen Olko

### AH Police Chief Olko Earns MACP's Presidential Medal

Doreen E. Olko, director of Emergency Services and chief of police for the city of Auburn Hills, recently received the Presidential Medal from the Michigan Association of Chiefs of Police (MACP).

The medal was awarded to Olko in ceremonies held June 25 at Shanty Creek Resort in Bellaire, presented for outstanding and extraordinary professional and personal service to the criminal justice system, the law enforcement profession and the Michigan Association Chiefs of Police.

Criteria for nomination include long-term contributions to criminal justice and law enforcement via membership and involvement on MACP committees, boards or related bodies; sponsorship or stewardship of significant grant programs or legislation important to law enforcement; and significant training accomplishments or other widely recognized criminal justice endeavors or accomplishments.

"Chief Olko has selflessly served the city of Auburn Hills for the past 17 years," said Pete Auger, city manager of Auburn Hills. "The city is pleased to see her innovative approaches to emergency services, community policing, traffic safety and homeland security recognized at the state level. We are grateful for her stewardship and look forward to Chief Olko continuing to serve the Auburn Hills community."

Olko joined the Auburn Hills police force in 1994 as deputy police chief and was appointed chief of police in 1996. Last year, she took on added duties as director of the city's Emergency Services Department, which combined the city's police and fire departments.

Her career in law enforcement began in 1973 with the Ingham County Sheriff's Department. In 1977 Olko joined the Meridian Township Police Department, where she ultimately achieved the position of commander of staff services before leaving to come to Auburn Hills.

In addition to her service on various forces, Chief Olko is also active with MACP, which she joined in 1992 prior to being appointed as chief.

## Chrysler Volunteers Strike Blow Against World Hunger

CONTINUED FROM PAGE 1

centage of parents who send their kids to school," Oquist said. "We've found this increases the number of girls who are sent to school by 17 percent (on average in all of our recipient countries) with the highest percentage of increased school attendance by girls in Africa."

The ultimate goal of Stop Hunger Now is not to keep feeding the same people in the same locations, but ultimately to end the need for this program, said Oquist, citing "transformational programs," which SHN hopes will empower people to start producing enough food on their own to not have any further need for the food shipments.

As an example, Oquist said the organization does a lot of feeding programs at schools, because the group believes education, especially for women and girls, can reduce poverty and hunger. In Haiti, he noted, 80 percent of women are unable to read and write.

A second part of the program

is SHN gets sewing jobs for the women while the children are in school. The women earn a little money and are able to buy a sewing machine.

"Then they can do it for themselves with just a small investment in a sewing machine," said Oquist.

"We've found that with every additional year of school beyond the third grade, it increases the earning power of women by 20 percent," he said.

He added that in Africa, many of the women are holders of small farms, and with incentives to have them stay longer in school, by 2030, these women may help feed hungry people around the world.

Among the Chrysler volunteers, a lot of smiles were evidence that people felt good about doing something so basic to help people in need.

Victoria Hills, a Chrysler engineering intern, said she really enjoys giving something back to others, plus she enjoys the fellowship of the other engineering interns, who don't normally have



Chrysler volunteers seem to be having fun during the packing process.

a chance to spend time together. "We are having a good time," she said.

Daphne Harris, manager of Civic Relations and Community Engagement for Chrysler, said about 150 volunteers had participated in the morning session, and about 110 people were packing food at the 2 p.m. session.

"Stop Hunger Now called me in March and explained what their mission is," she said.

Harris decided it was a worthy

cause and would be great for Chrysler volunteers because it was something volunteers could do on site. She also noted the cost to feed people at just 25 cents per meal was "phenomenal."

She also liked the relief agency's long-term agenda.

"They want to help in a more holistic way," Harris said. "Not just to feed a person for a day, but to help them sustain themselves for a lifetime."

## GM Earns Eight Vincentric Awards For Residual Value; GMC Tops Trucks

CONTINUED FROM PAGE 1

Lenders Solutions for Black Book, said residual values can play an important role in new-car sales.

Many people buy new cars with an eye on what the vehicle could be worth when it comes time to trade the vehicle in and get another new car, Bunch said. A vehicle having a high residual value is a positive factor when people are deciding whether or not to buy a certain model vehicle.

High residual value creates demand. Demand, in turn, can help create strong residual value, Bunch said, creating a sort of "pleasant circle."

Bunch said he's not surprised at the particular GM vehicles that were cited for their CPO values.

With construction beginning to make a comeback, the demand for good pickup trucks, both new

and used, is getting stronger. The automaker redesigned the Sierra and Silverado at the perfect time to take advantage of this demand.

And, Bunch said, mid-sized cars have made a comeback with the buying public.

Their fuel economy is strong, he said, which wasn't always the case in the past, and "they look good. The mid-sized car of today looks sharp."

So seeing the Buick Regal and the Buick LaCrosse on the list was consistent with how Bunch has been reading the marketplace.

In its inaugural year, the Vincentric Awards honor the "Best in Class" model with lower-than-expected ownership costs in each market segment.

"Low cost-of-ownership and overall value are key factors for customers when they're shopping for a CPO vehicle," said Jennifer Costabile, GM general direc-



2013 Buick LaCrosse

tor of Used Vehicle Activities and Marketing.

"The Vincentric Awards are a great testament to our Owner Care program, which is the only CPO program in the industry to include a standard vehicle maintenance plan - a real value for customers."

Vincentric measures cost-of-ownership using eight different cost factors: depreciation, fees

and taxes, financing, fuel, insurance, maintenance, opportunity cost, and repairs.

Each CPO vehicle was evaluated in all 50 states plus Washington, D.C., assuming each vehicle had been driven 15,000 miles per year.

The expectation is that they will be driven an additional 15,000 miles per year over the coming five years.

## TRW Launches New, Lighter, Smaller Weight-Saving Seat Belt Assembly

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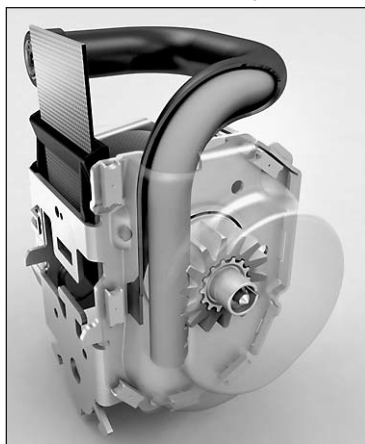
the tensioning force to be generated more quickly than with conventional systems.

"Secondly, the damping behavior of the plastic snake allows the initial peak force, when impacting the pinion, to be significantly lower compared to conventional systems where two rigid steel elements impact on each other."

When vehicle sensors trigger the seat belt system, a pyrotechnical gas generator is ignited releasing a "green gas," which expands and builds up pressure in the guiding tube. This pressure acts on the snake-like plastic piston, which is forcefully propelled into a pinion instead of the usual steel balls. The pinion then transmits a significant torque to the belt retractor spool to pretension the seat belt. The whole process takes ten milliseconds.

This kind of lighter seat belt system also makes sense for OEMs to adopt, Wilkerson said. With more stringent fuel standards coming into place, manufacturers are looking for ways to save weight.

While a seat belt system might not add a lot of weight to a vehicle, any weight loss without sacrificing quality is considered a good thing. A pound or two here or there on different systems



The TRW SPR4

soon adds up to real weight savings.

Additionally, Wilkerson said, making the system smaller is also desirable. OEMs are looking to save space with their vehicle interiors and making the seat belt system small helps them with that goal.

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