



The 2015 Chevrolet Impala bi-fuel will have a CNG option.

## Chevrolet's Bi-Fuel Impala Will be Available This Year

Today's consumer demands a wide variety of vehicle options, and that has resulted in some choices for the Chevrolet Impala.

The 2015 bi-fuel Impala, the industry's only manufacturer-produced full-size sedan in North America that can run on both compressed natural gas (CNG) and gasoline, will have a starting price of \$38,210, including an \$825 destination charge, but excluding tax, title, license, dealer fees and operational equipment, said GM spokesperson Robert Wheeler.

The bi-fuel Impala will be available in the fourth quarter to both fleet and retail customers in either an LS base trim or a higher-equipped LT trim, Wheeler said.

The vehicle is available only

with a 3.6L hardened engine with hardened valves and valve seats for improved wear resistance and durability with the CNG fuel system.

The CNG tank mounted in the trunk has the equivalent capacity of 7.8 gallons of gasoline, which is expected to offer approximately 150 city miles of range on compressed natural gas, based on GM testing.

EPA estimates are not yet finalized, but with gasoline and compressed natural gas combined, expected range is 500 city miles, again based on GM testing.

In addition to average fuel savings of nearly \$1.25 per gasoline-gallon-equivalent, based on cur-

CONTINUED ON PAGE 2

## OnStar Advisor Earns Dispatcher of Year

"Honk once for 'yes' and twice for 'no.'"

Those were Bryan Anta's quick-thinking instructions to a woman who couldn't speak because she was having a serious asthma attack on the side of the road.

Crucial emergency instructions like this are why Anta has been named 2014 Dispatcher of the Year by the International Academy of Emergency Dispatch (IAED).

The Dispatcher of the Year is awarded annually to a dispatcher whose personal actions made the most significant contribution to further the values and mission of the IAED.

"It is a great accomplishment for Bryan to win this award, considering the other 9-1-1 and emergency medical dispatchers nominated have experience and expertise in dealing with a wide range of emergencies on a daily basis," said Terry Inch, chief operating officer, OnStar.

"This is a testament to the rigorous emergency training our advisors go through and their ability to provide medical instructions before first responders arrive."

Anta received the award last week during the opening ceremony of the 2014 Navigator Conference.

"I still can't believe it, I'm very

honored," said Anta. "I've always had a passion for helping people and I've always wanted to do that with my life."

"Working at OnStar gives me the opportunity to do that at the highest level."

OnStar emergency advisors are trained to use the Medical Priority Dispatch System, which is a medically approved standardized protocol that determines the urgency of a medical emergency and guides advisors to provide medical instructions in many incidents before first responders arrive, said GM

spokesperson Stefan Cross.

However, when the driver is unable to communicate and there are no other adults on the scene, assessing the situation can be difficult. That's where Bryan's suggestion to use the car horn proved so valuable.

NaToshya Reed experienced chest pains and decided to drive herself to the hospital. She was en route with her 3-year-old daughter when a serious asthma attack rendered her unable to speak, let alone drive.

CONTINUED ON PAGE 4



OnStar emergency advisor Bryan Anta

## Passion is in the Eye of the Beholder, Says Design Panel

by Jim Stickford

The question of passion and how it influences decisions of design and engineering was the topic of discussion at the Automotive Press Association's luncheon held last week at the Detroit Athletic Club.

The guest speakers were Thomas Peters, GM's director of exterior design, Performance Cars; Jason Castriota, creative director of Castriota Designs and formerly executive design director of Saab; Francois Farion, senior manager, Design Strategy for Nissan Design America; and Ben Ebel of Michelin Challenge Design.

Referring to the main topic of passion, Peters said it's something "very human."

Farion described it as personal and each person's passion defines him or her and creates meaning for life.

"It's what we look for in a job and in life," Farion said.

Castriota said, for him, passion means having people feel emotions when they look at his cars – and the best cars have that.

Ebel defined it as the difference between needs and wants. When people go to a restaurant, they are getting food not for sustenance, but for the experience.

"The automakers are doing a great job of allowing people to personalize their cars," Farion said. "Even as recently as 10 years ago, the automakers might have said that luxury was what people wanted. Now, it's all about personalization."

This is important, Farion said, because all the automakers have access to the same data and creating a car nowadays can't be about checking boxes on a list.

Peters agreed, saying that passion is hard to put on a chart.

"Automobiles are complex and big," Peters said. "Making them requires bringing so many different elements together, from design to engineering to finance and marketing."

"They have to communicate to the driver on so many different levels in so many different languages. There are people who are uncomfortable with things they can't quantify."

"It's not easy getting everything to come together, but I have to say that over time it's been getting more natural because more people understand what has to be done."

Castriota agreed, saying that in the past few years there has been a shift in the car business and people understand that there is value to things that are hard to define. He said Apple is the perfect

example of a company that has raised design to an art and that has paid off.

"For some auto guys, it can be hard to accept that having a great design that will catch the eye might mean having a smaller trunk," Castriota said. "But there has been a shift in the business."

Ebel said just as number crunchers have to accept that there is value to design that is hard to quantify, designers must accept the fact that they are not designing a car just for themselves.

"A successful design happens when you don't design for your own passion, but for someone else's passion," Ebel said. "That's the real miracle."

Peters added that people are passionate about how they live their lives.

"Design isn't just about how something looks," Peters said.

"It's also about how that car supports your lifestyle."

On the subject of vehicle quality, all the panelists agreed that the quality of today's cars is so much better than even a few years ago. The difference between the best car and the worst car has diminished, making design a way to stand out from the crowd.

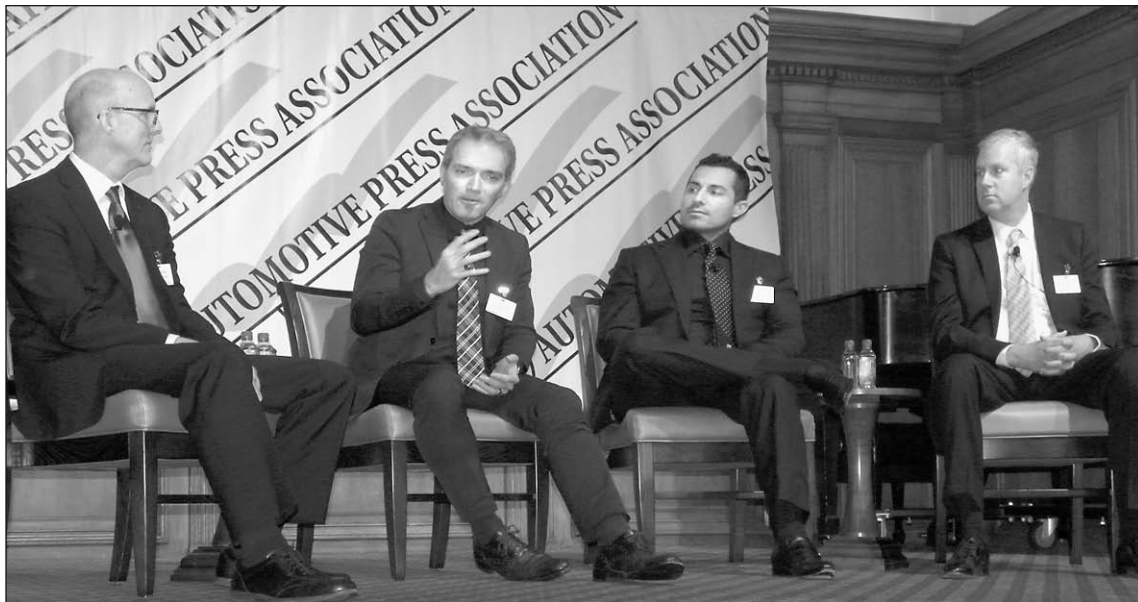
Peters said that the computer technology used to design today's vehicles has really come along, but there is still room for hands-on work.

"We can do a lot with electronics when designing," Peters said, "but a design becomes real when it's sculpted in clay."

"I don't see that ever going away, even with the best design technology."

"There's just something about

CONTINUED ON PAGE 5



From left, Tom Peters, Francois Farion, Jason Castriota and Ben Ebel at the APA lunch

## GM, Ford, Toyota, U-M Join to Build Testing Site for Driverless Cars

DETROIT (AP) – General Motors, Ford and Toyota are joining the University of Michigan in establishing a testing site for driverless cars that will simulate a cityscape, the school announced last week.

The Michigan Mobility Transformation Center, a 32-acre testing site near the Ann Arbor school's North Campus, is scheduled to be completed this fall. The university's regents last year approved the \$6.5 million for the project. Groundbreaking is scheduled for this week.

"The potential of this technology is truly transformative, opening up broad opportunities in the emerging marketplace," Peter Sweatman, director of the Mobility Transformation Center and the school's Transportation Research Institute (TRI) said in a statement.

Other companies involved include Bosch, an auto industry supplier; Econolite, which makes traffic control equipment; and Xerox. Industry partners plan to each commit \$1 million over three years to support the MTC and its programs, the school said.

Government representatives also are involved in the work. The school wants Ann Arbor to be home to a shared fleet of networked, driverless vehicles by 2021.

The test site is being designed and built in cooperation with the Michigan Department of Transportation. It will include con-

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## Bi-Fuel Impala To be Available Later This Year

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rent fuel prices, natural gas is one of the cleanest-burning fuels available, said Ed Peper, U.S. vice president, GM Fleet & Commercial.

"That means," Peper said, "that vehicles that run on CNG produce fewer greenhouse gas emissions than gasoline-powered cars."

"The Impala nameplate has recently seen market share growth, and critical acclaim for its design, functionality and low cost of ownership."

"Now, with the addition of bi-fuel capabilities it will also help customers reduce fuel costs and greenhouse gas emissions," Peper said.

The Impala will primarily run on CNG and, once the fuel tank is depleted, the system automatically and seamlessly switches to run on gasoline, Peper said.

Drivers who wish to change fuels while driving can do so by simply pushing a button on the dashboard, which contains an LED light to indicate when CNG is being used.

Peper said there is no interruption in the vehicle's performance.

The CNG fuel system is validated by GM, covered by GM's three-year, 36,000-mile new vehicle limited bumper-to-bumper warranty and five-year, 100,000-mile limited powertrain warranty, whichever comes first, Wheeler said.

The vehicle is expected to meet all EPA and California Air Resources Board emission certification requirements.

The bi-fuel Impala, assembled at GM's Oshawa, Ontario, plant, will be available for purchase later this year at any of the more than 3,200 Chevrolet dealerships nationwide.

## GM Recalling Saturn Auras

DETROIT (AP) – General Motors is recalling about 56,214 Saturn Aura midsize cars in the U.S. because the automatic transmission shifters can fail.

The recall affects certain cars from the 2007 and 2008 model years with four-speed transmissions.

GM says a shift cable can fracture. If the problem happens while the car is moving, the driver won't be able to shift into "Park" or remove the ignition key. That increases the risk of the car rolling away unexpectedly.

The company will notify owners and replace the cable and mounting bracket at no cost to owners. GM hasn't determined yet when repair parts will be available.

GM says the cars were made between April 24, 2006, and Oct. 31, 2007. GM stopped making Saturn vehicles in 2009 as it headed into bankruptcy protection.

# Barra Stresses 'Passion and Hard Work' to U-M Graduates

Amidst all of the events that has placed GM in the news, company CEO Mary Barra took time to deliver the spring commencement address May 3 at the University of Michigan.

"As I thought about what I wanted to say, I thought back to when I was a student myself," Barra said. "I recall very well the joy of graduation. And I recall the promise and excitement I felt about leaving school and starting my career in earnest."

"The world has changed significantly since then. Fast-forward to today and you, as members of the Class of 2014, are also members of the 'Millennial Generation.'"

"I have two teenagers at home, so I'm well aware that no two Millennials are exactly alike."

But, Barra said, not everything changed since her student days at the university. The value of skills in the areas of critical thinking, problem-solving, communication and teamwork still have great value, even in today's landscape, which has been altered by new technology.

"But, as I'm sure you know very well, these skills are just the start of what you need for success in today's challenging world," Barra said. "They are the price of admission to today's fast-paced, ever-changing, increasingly global economy."

"To stand out, to really make a difference, you will also need the kind of skills and qualities that most of us learn from experience and over time. Allow me to offer you half-a-dozen lessons that I have learned since my graduation – lessons that have been important to me – and hopefully will be to you."

Over the years, at school and at work, Barra said she's met a lot of talented people, but talent isn't enough.

"You need something more," Barra said. "One thing that distinguishes those who really make a difference in life, those who really contribute, is passion and hard work."

"Remember: hard work beats talent – if talent doesn't work hard. So, don't be content to work around the edges of your profession. Don't wait to be invited to important meetings, or asked to work on critical assignments. Instead, do whatever it



GM's Mary Barra speaks to U-M graduates about their futures.

takes to ensure that you work in the middle of your business. Speak up. Volunteer. Show your enthusiasm. Knock on doors."

She said that as an employee, enthusiasm makes the job more interesting, and also gets you noticed. And as a manager, passion will inspire others to join your team and work as hard as you to accomplish big things.

"Two," Barra said, "conduct yourself with integrity at all times. In every aspect of your life, be honest. Be fair. Keep your promises. Do what you know to be right – for your customers, your patients, your clients, your co-workers, your employees, your family, your

friends, yourself. Remember that how you get things done is just as important as getting them done."

"And remember that your integrity is priceless when unquestioned – but worthless, or worse, when it isn't. Your integrity is one of the most valuable possessions you have. Protect it. Cultivate it. Wear it with pride. This is a lesson that the University of Michigan has taught for nearly

200 years. It is one we do well to remember every day."

She also advised the graduates to build relationships and address challenges head-on.

"I'm reminded of the plant manager who asked his lead engineer to explain her hiring process," Barra said. "She said, 'We fill a bathtub with water and offer the applicant a teaspoon, a teacup, and a bucket. Then we ask him or her to empty the tub.'"

"I get it," the manager said. "A go-getter will use the bucket." "No," said the engineer. "A go-getter will pull the drain plug."

And, Barra said, it's important to give something back to the community. She cited the Spider-Man rule – with great power comes great responsibility.

"I noted earlier how the Millennial Generation is the largest, richest, most technological generation in American history," Barra said. "What I didn't say is that you're also the most inclusive and probably the most optimistic."

The final piece of advice she had for the graduates was to keep family and friends close.

"They make your life journey truly rewarding," Barra said. "During the good times, you'll have someone to celebrate with, like today. And during the tough times, you'll have someone to turn to for advice, comfort, and love."

"Remember that this day is almost as important for your parents and loved ones as it is for you. As a mom, I can say it might even be more important."

"Be sure to thank them, and tell them how much their support and sacrifice has meant to you. And remember your faith, whatever it may be."

"Faith doesn't make things easy, but it can make things possible."

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## Racing Fan Traces Stock Car Track History

by Jim Stickford

Some men make history and other men have the honor of saving that history. That's just what Steve Wolski did with Detroit's Motor City Speedway.

The racetrack, which was located at Eight Mile Road, just east of Schoenherr, in what was then Warren Township, was open from 1932 to 1958, Wolski said. It was burned to the ground in July of 1959.

Wolski is 73 and retired. Always a keen car enthusiast, he has a 1932 Ford hot rod that he takes to various car shows in the area.

"My dad used to take me to the track when I was young," Wolski said. "In 1994, I started collecting information on the track."

Wolski said he attends a race where vintage cars are driven. A lot of the people who participate and attend these races have a connection to the old Motor City Speedway.

"At these Antique Auto Racing Association events, I'd run into drivers who did things like race midget cars at the track," Wolski said. "They used to do stock car racing, motorcycle racing and midget car racing there."

"I'd talk to some of the guys and they had their old albums depicting what they did when they raced and they showed the albums to me."

That got Wolski interested in the history of the track and he started looking to learn more about it. He was able to get in contact with George Vargo, who was one of the official track photographers.

"I tracked him down because I just wanted a few pictures of the

old track," Wolski said. "I started off with a few, and I ended up collecting hundreds of pictures."

As he learned more about the track, Wolski put together a slide show depicting its history.

"My first slide show actually used slides," Wolski said. "That was back in 2008. But I eventually caught up with the times and got a computer and loaded the pictures onto a memory stick. That was in 2009."

Wolski said he still looks for pictures of the track at car swap meets. He's always finding them and finding people who remember the track.

He got to be known and has given presentations to groups like the East Detroit Historical Society. He gave a presentation at the main branch of the Warren Public Library on May 1.

In addition to photographs, Wolski has managed to get actual programs from events that took place in the 1940s and '50s. He's also made use of the Detroit Public Library's extensive newspaper collections for his research.

"A lot of older car fans remember the track," Wolski said. "When I go to the swap meets and talk with younger people, they tell me they never knew there was a race track in Warren."

The track eventually closed due to a couple of reasons, Wolski said. One was that Detroit was growing, but the main reason, he believes, was because of money. The track was owned by the Beste family, but operated by Andy Barto and his partners. The owners, Wolski said, wanted too much money from the operators and the track closed down in 1958.

"It burned down in 1959," Wolski said. "I spoke with the current Warren fire chief and he was kind enough to check the logs from the time of the fire. Those records indicate that they thought that youths playing with fire accidentally burned the track down."

Wolski's presentation at the Warren library was well-attended. One of those who came to hear him speak was Edward Sieloff.

"I went to the track and worked with a guy bringing needed auto parts for the drivers," Sieloff said. "I also went there as a spectator. One of the guys we worked with was Al Miller, who later went to race in the Indianapolis 500."

Sieloff said parking at the track during the 1950s was expensive, so they used to park on the side streets and cut through people's lawns to get to the track.

He called the track intimate and said that often the only thing to separate spectators from cars was chicken wire.

Ray Imhoff came to hear Wolski speak and get an opinion on a picture that Imhoff believes was taken at the State Fairgrounds sometime in the 1930s.

"I came to learn about the track," Imhoff said. "I got this picture at a flea market and want to learn more about it."

"I think it's great," he said, "that there are people like Mr. Wolski, who have worked hard to learn about our automotive her-



Steve Wolski shows off a photo of Detroit's Motor City Speedway.

itage and preserve our history."

Warren librarian Kathleen Faba said the library staff is always on the lookout for people like Wolski who can talk about local history.

"We try to pass on information

and be educational, while still being informative and fun," Faba said.

Anyone who has track history they want to share with Wolski can call him at 586-876-0040.

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"I am so thankful, grateful, and blessed for Bryan Anta and his ability to think under pressure,"

"Bryan is one of those rare EMDs who goes beyond knowing the protocol in and out, and is able to understand the big picture and the reasons for what we do," said Dr. Paul Stiegler, OnStar medical director.

Anta helped her when she worked to treat injuries and send help to the scene.

"The task before us goes beyond the technical challenges," Sweatman said. "In our research, we will be addressing the interrelated legal, political, regulatory, social, economic and urban planning issues as well."



The carts then lift the T-shaped packs, and Osborne and Watson guide them into the chassis and secure each one with 24

The Chevrolet Malibu and Impala sedans are also built at the plant, which is home to a 264,000-square-foot photovoltaic solar array that can generate up to 516 kilowatts of electricity – enough to charge 150 electric vehicles a day, Darovitz said.

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# Passion is in the Eye of the Beholder, Says Design Panel

CONTINUED FROM PAGE 1

the artistic process that makes it all real."

Farion agreed, saying that actually bringing the materials that designers want to use in a design together really shows if a design works.

"Our product is tactile," Peters said.

When the question of heritage in design came up, the panelists all agreed that heritage should inform design, but too slavish devotion to heritage results in vehicles that age quickly. The key is to capture the timeless essence of a particular brand, they said.

"A design has to be something more than just retro," Ebel said.

But even the best designers have to make practical decisions when designing an interior and exterior, he said.

The panelists agreed that space is precious and changing one design element might mean having to change five other things. Plus, there are safety regulations that have to be met, which ultimately inform what designers can do.

"I take it as a challenge," Castriota said. "As new technology comes in, maybe we can run functions through someone's tablet or smart phone, so that leaves room for an interior to be serene. But certain cars have certain feels. Sports car drivers like having an interior that feels like a cockpit."

Farion said all automakers have to deal with the same regulations.

"This is not a contest," Farion said. "There's no choice. We have to deal with the rules. There's only so much you can do, but we all have to face these challenges."

Castriota said having regulations forces automakers to be smarter and, in a way, to be better.

"Passion gets us through the tough times," Castriota said. "Good design will solve a problem elegantly when executed perfectly."

Ebel agreed, saying the best solution to a technical problem is when people look at it and say, "of course," how could it be any other way? He said the iPhone is the classic example of such a solution. When it was new, people were able to figure out its use intuitively and it set the pace for all smartphones that came after.

Ultimately, Farion said, even with modern design technology and regulations, design must show passion.

"You can't lose that human touch," Farion said. "The things we thought were cast in stone can change."

"As car designers right now, our biggest challenge is the 15-year-old who will be driving soon and wondering why he can't use his car as easily as his smartphone."

## Warren's Library To Honor Soldiers Of D-Day Landing

The Warren Public Library is holding a special event to commemorate the 70th anniversary of the Allied D-Day landing in France, which took place on June 6, 1944.

Members of the Michigan Military Technical & Historical Society will be at the Warren Civic Center branch of the library to give a talk about the D-Day landing.

The presentation begins at 6 p.m. on Thursday, June 5. Attendees, in addition to hearing about the landing, will have a chance to inspect gear that soldiers would have carried into battle. To reserve a seat, call the library at 586-574-4564.



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A photograph of a young couple embracing in front of a bright pink Cadillac SUV. The man, wearing a dark suit jacket and khaki pants, holds a large bouquet of pink roses. The woman, wearing a red top and a white skirt, has her arms around his waist. The car is parked on a paved surface in front of a building with large glass windows.

*Bridgewater and mother Rose Murphy hug in front of Escalade.*

## Quarterback Bridgewater Gives Mom Pink Escalade

Bridgewater and his teammates,  
and has conquered breast cancer.

As Bridgewater was selected by the Vikings in the NFL draft last week, he fulfilled his promise by presenting his mother with a 2015 Cadillac Escalade, which Cadillac painted a custom shade of pink he selected.

In telling the story about this special mother and son, Lee went with Bridgewater to his hometown of Miami and helped present the pink Escalade to Murphy at the iconic Le Cirque restaurant in New York City, Strosberg said.

"First class all the way," said Lee. "First-class Mom, son, athlete, production and sponsor. I couldn't be prouder to have helped Teddy live out his dream of giving his mother Rose her pink Escalade. I wish him all the success, on and off the field, as he goes into this next phase of his life."

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## 2015 GMC Canyon Focuses on Kids' Safety

Safety matters and driving a pickup truck shouldn't mean sacrificing safety for hauling capacity or towing power.

So when the all-new 2015 GMC Canyon launches this fall, it will not only bring a full payload of midsize truck segment-leading capabilities, but segment safety firsts, including a patent-pending child safety feature, said GM spokesperson Chris Srock.

Smaller jump seats found in extended cab midsize trucks may have too little lower seat cushion length to meet many child restraint manufacturers' recommendation to have at least 80 percent of the child restraint base fit on the seat cushion, Srock said.

General Motors' engineers have designed a patent-pending solution for the 2015 Canyon extended cab to help keep kids in child restraints safer in a collision.

Using the rear jump seat headrest on the passenger side of the extended-cab Canyon, the jump seat cushion can be extended by removing the headrest and inserting it horizontally into the seat base, Srock said. This helps the extended-cab Canyon satisfy the seat base recommendation of most child restraint manufacturers.

"It's an elegant solution that makes efficient use of the limited space in the rear seat in this type of vehicle, by allowing us to adapt the seat cushion length for child restraint installation," said Eduardo Bugelli, safety performance team lead.

"The additional seat cushion length provides more support to the child restraint, which helps to reduce the rotation and the risk of injury in a crash."

In addition to this patent-pending design, Bugelli said, the new Canyon will be the first midsize



Child restraint in 2015 Canyon

truck to offer Forward Collision Alert and Lane Departure Warning technology as part of the available Driver Alert Package.

Forward collision alert technology helps prevent frontal crashes by alerting the driver when the truck is closing in on a vehicle ahead too quickly, Bugelli said, giving the driver additional time to react and avoid a crash.

Lane Departure Warning technology can alert the driver when the truck drifts over a lane line when traveling at least 35 mph.

In a collision, Bugelli said, the Canyon's all-new cab structure is made from more than 70 percent high-strength steel to better protect its occupants. It also comes standard with six air bags, including head curtain side air bags that can also reduce the risk of occupant ejection.

Safety and convenience technology continues with a standard rear vision camera and available next-generation IntelliLink infotainment system, Srock said. In-

telliLink can integrate the capability of a smartphone into the vehicle so that hand-held phones may be safely stowed while driving.

Features such as smartphone voice recognition pass through, including text message support and Siri Eyes Free, enable the driver to be alerted to new text messages and have them read aloud and respond, Srock said, depending on the functionality of the smartphone.

Siri Eyes Free enables iPhone 4S and iPhone 5 users to access Siri via the steering wheel controls and check calendar entries, have text messages read and respond to them, place calls or call up music.

Android phone users can also use the steering wheel controls to access their phone's voice recognition features, Srock said.

The Canyon will be assembled at GM's Wentzville, Mo., assembly plant.

## Local Firm Helps Clean Up Detroit School Playground

On Saturday, May 17, UHY LLP and UHY Cares Michigan will be partnering with Playworks, a local nonprofit that refurbishes schoolyards. About 50 volunteers, including UHY employees and their friends, will be spending the day at Academy of the Americas School to help modernize and clean the playground.

"There's nothing more satisfying than helping others," said Tony Frabotta, CEO of UHY Advisors MI, Inc. "We're always brainstorming new ways to give back to the communities in which we work and selecting Detroit, who's right in our backyard, was a no-brainer."

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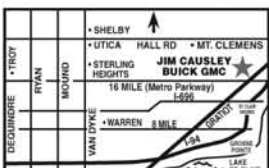
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# GM Scrap Materials to be a Detroit Home

by Jim Stickford

When is a shipping container like a home? When its been recycled by the staff at GM's Detroit-Hamtramck facility.

A new kind of home is being created, thanks to a collaboration between the GM Foundation and the Detroit nonprofit Michigan Urban Farming Initiative (MUFI).

The two organizations are converting an old shipping container into a code-certified living facility, which will be placed at the site of a MUFI project at Brush, just north of Grand Boulevard, said Darin McLeskey, co-founder and vice president of MUFI.

The home will be constructed of 85 percent scrap materials donated by GM and built in part by employee volunteers. The project is in collaboration with TAKD Design and Integrity Building Group of Detroit.

"This innovative project allows our facility to give back even more and be an integrated community partner while reusing materials that would otherwise be discarded," said Doneen McDowell, Detroit-Hamtramck plant manager.

"MUFI's plan to reinvent urban agriculture is a creative approach that helps Detroit's renaissance in a sustainable, efficient manner."

The container home is about 40 feet long, eight feet wide and 10 feet tall. When completed this spring, the home will feature 320 square feet of living space with two bedrooms, a bathroom and kitchen.

TAKD Design led the aesthetics and Integrity Building Group developed the build plans and will oversee construction.

MUFI will use the reclaimed container to demonstrate the effectiveness of repurposed materials on dwellings oriented toward urban agriculture. A university student caretaker will live year-round in the home and manage

the farm while using the land for agricultural research activities.

MUFI was founded in 2012 to empower urban communities by taking vacant land and using agriculture as a platform to promote education, community and sustainability.

The structure is being built to Detroit building codes, McLeskey said. The group has land that it owns and land from the Detroit Land Bank that it is working on.

"The hope is that we will be able to use the lumber from the deconstruction projects on this land for other projects," McLeskey said.

"We are leaving foundations and other infrastructure on the homes that we deconstruct so that it's easier to use the land for other projects."

The GM Foundation also gave away \$50,000 total to nine differ-

ent organizations that are operating in Detroit. The goal, said Foundation spokesperson Lori Wingerter, is to help organizations that are helping rebuild the city.

The recipients were:

- Hamtramck Community Initiative;
- Southwest Solutions;
- Winning Futures;
- Greening of Detroit;
- Girls Who Code;
- Covenant House;
- InsideOut Literary Arts;
- Beyond Basics;
- Blessings in a Backpack.

Skilled labor from Detroit-Hamtramck's UAW Local 22, as well as other GM volunteers, will help transform the container into a home. The work will be done on the grounds of the plant, then volunteers will move it to the MUFI site.

## Impala More Than Doubles Share Since 2014 Intro

GM as a company and Chevrolet as a brand bet a lot when the redesigned Impala was introduced to the marketplace. And it appears that bet has paid off big.

Chevrolet's redesigned 2014 Impala sedan has gained nearly 8 percentage points of retail market share since launch – measuring 14.7 percent at the end of the first quarter compared with 6.9 percent a year earlier when the cars first arrived in dealerships.

In addition to the 113 percent year-over-year growth, the Impala was the only vehicle in its class to post a positive gain in average transaction prices, or ATPs, compared with the same period last year, said Chevy spokesperson Chad Lyons.

Though the Impala is available with one of the lowest starting retail prices in its class, Lyons said, the first quarter year-over-year average transaction price rose more than \$5,500.

The Dodge Charger, an Impala competitor in the large-car segment, sold at an average of \$891 less in the same period, according to J.D. Power PIN data.

"The Impala is an example of everything that customers can continue to expect from Chevrolet products," said Steve Majoros, Marketing director of Chevrolet cars and crossovers. "We're building the best vehicles in our history. If you've never visited a Chevrolet dealership before, now is the time."

The 2014 Impala, which is built at assembly plants in Oshawa, Ontario and Detroit-Hamtramck, has received several independent recognitions, including Cars.com Best Car of 2014 and was listed among KBB.com's 12 Best Family Cars.

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All prices & payments include GM rebates. Pictures may not represent actual vehicle. Prices subject to change per GM incentives. Prices and payments are inclusive of active GM Employee Discount (Unless otherwise stated). Leases are 36 months, 10,000 miles per year w/ approved \$1 tier credit w/ \$999 due at signing (unless otherwise noted). Sierra lease is 24 months. Prices & payments are plus tax, title, and plate fees with acquisition fee up front. Refundable security deposit required on certain vehicles - to be determined by lender. Must qualify for Conquest or Lease Loyalty. \$3500 trade-in guarantee for 2003 or newer vehicle in drive-able condition with less than 115,000 miles, less any reconditioning costs, no branded titles, see sales person for details. \*\*Certain restrictions may apply, see dealer for complete details. Expiration Date - 5/30/2014

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