



From left, CCS instructor Kunihisa Ito, Buick's Andrew Smith and Bregt Ectors, and student JinYoon Young

Students Design Their Vision of 2030 Buicks

It's been said that the best way to learn is by doing and that's just what students at Detroit's College for Creative Studies (CCS) did, thanks to Buick and BASF.

Buick partnered with BASF to sponsor a competition for CCS students, who were given a blank canvas to shape their vision of what new Buicks will look like in 2030.

More than a dozen next-generation transportation designers answered the call to compete and consult with industry professionals.

"Exploring their own outside-the-box ideas and new concepts in personal transportation, students brought their visions to life in 3D with scale-model Buicks," said Buick spokesman Nick Richards.

"The solutions these concepts offer are as unique as the future car designers at CCS who created them," said Andrew Smith, executive director of Buick global design.

"For Buick, this project is an invitation for new insights and interpretation of our brand and the future portfolio of products we will offer."

The competition guidelines addressed future transportation needs – the dramatic rise in urban populations, developing countries, nanotechnology and the role advanced materials will play in vehicle efficiency.

A professional jury of Buick designers from the exterior, interior, and color and trim studios, along with BASF coatings and performance materials experts, selected four concepts for spe-

cial recognition and \$7,000 in awards:

- Namsuk Lee, 28, from Seoul, Korea, with two awards - \$3,000 for best overall concept and \$1,500 for best interior;
- Sam Kenny, 22, of Greensboro, N.C. - \$1,500 for best exterior design;
- Justin Salmon, 19, of Boca Raton, Fla. - \$1,000 for most innovative use of materials.

The panel commended Lee for his lightweight exterior form language, exceptional interpretation and integration of the Buick design cues and inviting interior execution.

Kenny's concept impressed the Buick designers, who praised its "dynamic elegance" and clever use of structural design el-

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Popular Culture Theme of EyesOn Design

by Jim Stickford

This year's "EyesOn Design" car show featured a new category and an authentic piece of World's Fair history.

Don Renkert, who serves on the show's vehicle selection committee, said that the 2014 show featured a Mercury that was part of Ford's display at the 1964 World's Fair in Queens, N.Y.

The theme of this year's show was "Automotive Design's Influence on Popular Culture." The vehicle from the 1964 World's Fair was the perfect reflection of that theme, said Renkert.

Renkert showed off the Mercury and other vehicles at a special June 10 press preview of the show held at the Edsel and Eleanor Ford estate, where the June 15 show was staged.

He also talked about why the EyesOn Design show is important because of the money it raises for the Detroit Institute of Ophthalmology.

The '64 Mercury Parkland convertible displayed at the show is owned by Virginia Jedryczka, daughter of the man who bought the vehicle after the World's Fair closed.

"My dad, Adolph Jedryczka, worked at Ford at the time of the fair," Virginia said. "He always wanted a convertible and he bought it from Ford's B-Lot in 1965."

Jedryczka said her father used the vehicle as his "everyday" car for several years, but it developed some problems, so he put it in a barn with the idea of fixing them at a later date. Time

stretched on and she eventually inherited the car.

"We started a full restoration of the Mercury in 2010," Jedryczka said. "It was finished in time to appear at the Autorama show in February of 2013. We don't drive the vehicle because of the history of the car. It was a driving car back in the 1960s and has more

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Marvin Stephenson with his 1940 Buick Roadmaster coupe pickup

Barra Tells Press to Expect 'No More Major Changes'

BY TOM KRISHER
AP Auto Writer

DETROIT (AP) – A thorough review of General Motors' safety issues is nearing completion and hasn't turned up any more serious problems, the company's CEO said June 10.

Speaking to reporters before the company's annual meeting, Mary Barra also said that personnel changes related to a deadly ignition switch problem are finished. The company forced out 15 workers last week after an outside attorney blamed them for failing to act on the problem. Five others were disciplined.

The meeting comes just days after former U.S. Attorney Anton Valukas issued a report that blamed an inefficient corporate structure and misconduct or poor decisions by some employees for allowing a deadly defect in an ignition switch to go undisclosed for more than a decade.

GM this year has recalled 2.6 million small cars with the faulty switches.

They have been blamed for more than 50 crashes and at least 13 deaths.

Barra further said GM may "tweak the structure here or



Mary Barra

there" but she doesn't expect major changes.

GM began reviewing past safety issues after the ignition switch problem became public, resulting in a total of 15.8 million recalled vehicles in North America.

Barra says the review has been extensive, but said the ignition switch issue was a "unique series of mistakes" made by the company over many years.

"I have nothing to conclude that there's anything like this," she said of the ignition switch recall.

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John Murphy at Press Association luncheon

Product Launches Are Key to Increased Sales, Says Analyst

by Jim Stickford

Things look pretty good for the auto industry in general and Ford in particular.

At least, that's what Bank of America research analyst John Murphy told reporters at an Automotive Press Association luncheon held at the Detroit Athletic Club last week.

Murphy said he's been helping Bank of America put out its "Car Wars" annual analysis for the past 15 years. The report dates back to 1991.

"It's actually the fun part of my job talking about the future of the industry," Murphy said. "I usually have to look at and answer questions about things like

automotive pensions and labor issues."

The key factor to predicting things like future market share, Murphy said, is looking at vehicle replacement rates. Simply put, the more new and refreshed product a company puts out, the better its market share will tend to be. They also look at the average showroom age of new vehicles for sale. Age is defined, he said, as years in the market.

"Over the next four years, we will be seeing some great new products being launched in showrooms," Murphy said.

"That should be exciting for the public," he added, "and bring

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Air Bags, Warning Signals Force Latest GM Recall

NEW YORK (AP) – General Motors is recalling more than 89,000 cars because of air bag defects and other problems.

The automaker said June 6 that it is recalling 31,520 model year 2012 Buick Verano and Chevrolet Camaro, Cruze and Sonic compact cars because the air bags might not deploy.

The problem affects a small metal tab called a shorting bar, which is designed to keep the air bag from deploying while it is being installed in the car. GM says the bar may come into contact with the air bag electrical terminals. If that happens during a crash, the air bag won't deploy.

GM has already recalled 7,116 vehicles related to the problem.

GM also said June 6 that it is recalling 61 model year 2013-2014 Chevrolet Sparks and 2013 model year Buick Encores because of a passenger air bag defect and 33 model year 2014 Chevrolet Corvettes because a short circuit could disable air bags and also affect seatbelts.

GM is also recalling 57,512 other autos because the base radio may not work. That part sounds a warning if the key is in the ignition when the driver's door is opened or if a front seat belt is not buckled.

The recall affects 2014 model year Chevrolet Silverado LDs, 2014 GMC Sierra LDs and 2015 Silverado HDs, Tahoes, Suburbans, GMC Sierra HDs, Yukons and Yukon XLs.

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GM Schedules a Recall of All 2010-2014 Chevy Camaros

General Motors will recall all current generation Chevrolet Camaros because a driver's knee can bump the key fob and cause the key to inadvertently move out of the "run" position, with a corresponding reduction or loss of power.

The issue, which may primarily affect drivers sitting close to the steering column, was discovered by GM during internal testing following the ignition switch recall earlier this year, said GM spokesman David Roman.

The Camaro ignition system meets all GM engineering specifications and is unrelated to the ignition system used in Chevrolet Cobalts and other small cars included in the ignition switch recall, Roman said. GM is aware of three crashes that resulted in four minor injuries that may be attributed to this condition.

The company will change the Camaro key so the ignition key and fob are independent of each other. Then, inadvertent contact with the fob won't move the key from the "run" position.

There are 464,712 Camaros from the 2010-2014 model years in the U.S. included in the recall.

Including Canada, Mexico and exports, the total recall population is 511,528.

Separately, GM also announced two safety recalls and one non-compliance recall involving a total of 65,121 cars in the U.S. all three of which were reported to the NHTSA on Wednesday, June 11. Including Canada, Mexico and exports, the total recall population is 69,839.

In all cases, customers will receive letters from GM letting them know when they can bring their vehicles into a dealership, where the recall repairs will be performed free of charge and courtesy transportation would be provided as needed.

GM is also recalling:

- 28,789 Saab 9-3 convertibles from the 2004-2011 model years for an automatic tensioning system cable in the driver's side front seat belt retractor that could break. If the cable were to break, seat belt webbing spooled out by the driver would not retract.

- 21,567 Chevrolet Sonic 2012 model year compacts equipped with a six-speed automatic transmission and a 1.8-liter four-cylinder engine for a condition in which the transmission turbine shaft may fracture as a result of a supplier quality issue. If this were to occur in first or second gear, the vehicle could not upshift into third through sixth gears. If the turbine shift fractured while in one of the higher gears, the vehicle would coast

der engine for a condition in which the transmission turbine shaft may fracture as a result of a supplier quality issue. If this were to occur in first or second gear, the vehicle could not upshift into third through sixth gears. If the turbine shift fractured while in one of the higher gears, the vehicle would coast

until it was moving slow enough to downshift into first or second gear.

- 14,765 model year 2014 Buick LaCrosse sedans because a wiring splice in the driver's door may corrode and break, which may cause incorrect information to be communicated to circuits that control the door chime.

Barra Tells Press to Expect 'No More Major Changes'

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"We've been digging pretty deep."

Barra said there likely will be a few more recalls, but those related to the review should be announced by the end of June.

Board Chairman Tim Solso gave Barra a vote of confidence, saying the board is pleased with her work and that she and her team "will lead General Motors to make the necessary changes."

GM has hired attorney Kenneth Feinberg to come up with a way to compensate families of those killed and people injured in crashes caused by the faulty switches. Barra wouldn't say how much the compensation would cost, saying it was up to Feinberg. She said compensating people is the right thing to do.

Shareholders voted for the company-nominated slate of 12 directors, including for the first time a representative from the United Auto Workers union. Former UAW Vice President Joe Ashton was among those elected.

Two shareholder-sponsored issues failed, one allowing stockholders to vote all of their shares for one director, and another

permanently separating the board chairman from the CEO position.

About eight protesters stood outside GM's headquarters ahead of the meeting. Ken Rimer, who lost his stepdaughter in a 2006 Chevrolet Cobalt accident in Wisconsin, and Laura Christian, who lost her birth daughter in a 2005 Cobalt crash in Maryland, said they didn't intend to meet with shareholders, but wanted their message to be seen and heard.

"I believe the shareholders need to know that they may be the key to helping hold GM to a safety standard rather than a profit culture. If they can see the human side of this, I think it will help all of us," Christian said.

Breaking into tears, Christian said she was trying not to look at GM's imposing skyscraper. "I can't stand this place. To me, it's a physical representation of putting profits before our kids," she said.

It's uncertain that shareholders got the protesters' message. Of the more than two dozen shareholders in attendance, none asked a question related to the recall.

Opel Issues Recall For 2007-10 Cars Sold in Europe

by Jim Stickford

GM's ignition recall stretches all the way to Europe.

Between 2007 and 2010, GM sold 7,450 Opel GTs, which was based on GM's Kappa platform – the same platform as the Pontiac Solstice and the Saturn Sky, which was also recalled because of ignition troubles.

All the affected vehicles were made at GM's Wilmington Assembly plant in Delaware.

According to a statement issued by Opel in late March, Opel declared that the company would replace all the switches in GTs sold in Europe by Opel between 2007 and 2010.



2010 Opel GT

Originally, Opel was just going to recall GTs sold in 2007.

In the recall statement, Opel declared that the company was "unaware of any incidents or injuries related to the ignition switch condition concerning the GT."

Opel stated that the company would contact owners as soon as possible, but "until the condition is rectified, customers should only use the ignition key with nothing else on the key ring."

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2015 Corvette Z06 Trots Out 650 Horsepower Engine

It's one thing to talk the talk, but when it comes to horsepower, the 2015 Corvette Z06 supercharged LT4 V8 engine more than walks the walk.

The Z06 powerplant has been SAE-certified at 650 horsepower.

That means, said GM spokesman Tom Read, that the 2015 Corvette Z06 is the most powerful production car ever from General Motors and one of a few production cars available in the United States that delivers more than 600 horsepower.

Read said the Z06's LT4 supercharged 6.2L V8 engine is SAE-certified at 650 horsepower at 6,400 rpm and 650 lb.-ft. of torque at 3,600 rpm.

"The LT4 Small Block sets a new benchmark for power and torque at GM," said Steve Kiefer, vice president, GM Powertrain Engineering.

"The engine also puts the new Corvette Z06 on par with the most powerful supercars offered in America, while delivering performance with impeccable manners that make it suitable for daily driving."

Compared with other supercar engines, Kiefer said, the LT4 is a veritable fountain of low-end torque, producing 457 lb.-ft. just off idle and 625 lb.-ft. by only 2,800 rpm.

The V12-powered Ferrari F12 Berlinetta, for example, produces about 28 percent less torque than the Z06, despite offering about 12 percent more horsepower – and its peak torque isn't achieved until 6,000 rpm. The LT4 maintains 90 percent of its peak torque, or 592 lb.-ft., from 2,500 to 5,400 rpm.

The new LT4 engine eclipses the Porsche 911 Turbo S engine's

peak power levels by 90 horsepower and 134 lb.-ft. of torque.

"Torque is the pulling power of an engine and the LT4's abundance of it at every rpm in the engine's speed range helps the 2015 Corvette Z06 accelerate quicker and respond nearly instantaneously," said Jordan Lee, chief engineer for GM's Small Block engines. "It's the very definition of power on demand."

The new Z06 engine, Lee said, produces 40 percent more peak torque (180 lb.-ft.) than the previous-generation's 7.0L LS7 engine – and 7.5 percent more than the supercharged 2013 Corvette ZR1's 604 lb.-ft.

At 3,200 rpm, the new LT4 surpasses the LS7 by 208 lb.-ft. of torque. On the horsepower side of the graph, the LT4's 650-hp rating is 29 percent greater than the LS7's 505 horsepower, and 12 horses more than the ZR1's LS9 engine.

"The new LT4 engine builds on the design strengths of our previous supercharged engine," said Lee, "and leverages the technologies introduced on the Corvette Stingray – direct injection, cylinder deactivation and continuously variable valve timing – to take Corvette performance to an all-new plateau.

"Our new, very compact supercharger also helps the engine make power more quickly, and, perhaps more importantly, it helps produce more torque earlier in the rpm band.

"It's also worth mentioning that the LT4's supercar performance numbers are achieved with an engine that is nearly the same size as the very compact LT1 engine introduced in the 2014 Corvette Stingray. The power density of the LT4 makes it one of

the smallest and lightest 650-hp engines in the industry."

The new LT4 engine is based on the same Gen 5 small block foundation as the Corvette Stingray's LT1 6.2L naturally aspirated engine.

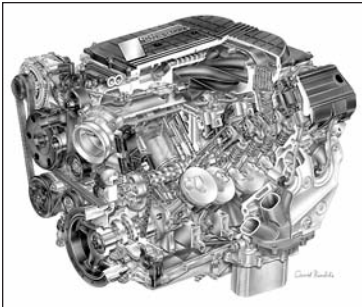
It incorporates several unique features designed to support its higher output and the greater cylinder pressures created by forced induction, including:

- A new 1.7L supercharger spins at up to 20,000 rpm – 5,000 rpm more than the supercharger on the ZR1's engine;

- The rotors are smaller in diameter, which contributes to their higher-rpm capability – and enables them to produce power-enhancing boost earlier in the rpm band;

- That boost is achieved more efficiently via a more direct discharge port that creates less turbulence, reducing heat and speeding airflow into the engine.

"The Small Block's cam-in-block design heritage has always en-



Z06 powerplant delivers 650 hp

abled very high performance and responsiveness in a small, compact package – an attribute amplified by the performance of our new supercharger's design," said Lee.

The LT4 is assembled at the new Performance Build Center at GM's Bowling Green Assembly plant and at GM's Tonawanda engine plant in New York. It is matched with a standard seven-speed manual transmission or an all-new, paddle-shift eight-speed automatic transmission built in Toledo, Ohio.

Students Design Their Visions Of 2030 Buicks

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ements to create innovative and efficient proportions and body surfacing.

Salmon won over the BASF jurors with his integration of materials and technology, including exposed use of algae in the vehicle structure to generate energy.

Other notable designs included the proportions and form language of the urban coupe by JinYoung Yoon and the dynamic concept from Soohan Cho. The latter was cited for expressive use of materials and colors to appeal to a young generation of Buick customers.

The Buick-BASF program allows young designers the same access to future trend research and data used by industry professionals, said Richards.

Students showcase their overall design talent through sketching and modeling, along with critical thinking and presentation skills.

Mentors from both companies provided information and access to advanced materials, along with a visit to develop exterior paint at BASF's automotive refinishing facility in Whitehouse, Ohio.

"Professional car design is a very competitive business and your work is always measured against your peers and by the market success it generates," Smith said.

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Product Launches Are Key to Increased Sales, Says Analyst

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more people to the showrooms.” Traditionally, the Detroit OEMs have refreshed vehicles at a slower rate than foreign automakers, Murphy said. The result has been loss of market share. But in the past few years, that’s changed and, as a result, Detroit automakers have seen some market share gains.

“Overall, product activity is picking up across the board,” Murphy said. “This is consistent with a cyclical recovery and supports U.S. auto demand and industry-wide profits.”

Murphy also said that the industry’s replacement rate should remain above its traditional average at least until 2018.

“Competitive pressure, new entrants and product line expansion will continue to drive down the industry’s average showroom age,” Murphy said. “The average age for model year 2015 through 2018 is about 2.5 years, down from three years, on average, for the last decade.”

Murphy also sees an emphasis on light trucks and crossover utility vehicles (CUVs), which should account for “53 percent of new volume in model years 2015-2018.”

“CUVs remain a growing segment, which light truck launches will accelerate through model years 2015-2018,” Murphy said.

Those two categories should see their market shares grow a combined 7 percent between now and model year 2018. As automakers’ replacement rate numbers get closer to each other, Bank of America believes this will result in smaller market share shifts in the future. This differs greatly from the last few decades where large shifts in market share was the norm.

In the short term, Chrysler, GM and Toyota will be launching relatively few models in the next two years, Murphy said. That could result in some market share changes for them. But over a four-year period (2014-2018) things should even out.

Murphy said GM’s product launches “remain solid in model years 2015-2017, but fade in model year 2018, which should result in a relatively flat market share for the four-year time horizon.”

He said Ford looks to be in solid shape for the next four years based on announced product launches, which increasingly take advantage of the company’s global platforms.

“However, as management remains focused on maximizing profits, market share may be traded for higher prices and profits,” Murphy said.

Chrysler should be able to maintain market share between now and 2018, Murphy said, but its product rollout doesn’t pick up for about two years. That makes the goal of gaining four points of market share during that period difficult.

What could upset all of this, Murphy said, is if the Ford F-150

pickup truck proves to be the gamechanger Ford says it is.

If the truck truly gets 30 mph highway, then it would be the first heavy truck to not need off-set sales of smaller vehicles so that a company’s fleet average meets EPA requirements.

“Let’s face it,” Murphy said, “Americans like driving bigger vehicles. If Ford can sell a lot of F-150s without having to sell a lot of Ford Fiestas, that means great profits.”

Murphy said he believes Americans would pay more for a vehicle that was larger, but still got great gas mileage.

“Let’s face it, what would you rather drive?” Murphy said. “A Yukon that got 50 mpg or a Yaris that got 50 mpg? I think we all know the answer to that.”

Murphy also said that GM appears to be doing everything right when it comes to handling the ignition switch recall crisis.

“We’ve observed past recall crises,” Murphy said. “There was the Ford/Firestone situation about a decade ago and there is the more recent Toyota acceleration problem. It appears that these things go through about a six-month cycle and GM has been able to do in about four months what normally takes six months.” These actions have placated Wall Street, Murphy said, so GM won’t suffer on that side.

“We’ve spoken with a lot of GM dealers,” he said. “And they’ve been doing a good job working with their customers fixing the problem. This has helped.”

“In fact, it might lead to more sales because dealers have been able to show people new vehicles in their showrooms while the customers are waiting for their cars to be fixed.”

Murphy said he’s never seen a CEO of an automaker use the language that GM CEO Mary Barra did in describing how the ignition switch crisis evolved and grew. It was, he said, simply amazing that a CEO was so open in criticizing her company.

The public seems to be accepting of what GM has been doing. He said that total cost of the recall problem shouldn’t exceed \$5 billion. In fact, that number would be on the high end of what GM would expect to pay to solve the problem.

Right now, Murphy said, things look bright for the auto industry. It’s not impossible to believe that demand for new cars could reach the 17-18-million range by 2018, he said, adding that Americans are driving more than ever, their vehicles are older than ever and the economy is picking up.

Because automakers, especially the Detroit Three, have shed excess capacity and rationalized production capacity, they will be competing on product and not price. That should stabilize things for everyone.

But the wild card to watch, Murphy said, is the Ford F-150. That vehicle could be a gamechanger if it does everything Ford says it does, he said.

Popular Culture Theme of EyesOn Design

CONTINUED FROM PAGE 1

than 90,000 miles on the odometer.”

Jedryczka said they didn’t realize just how special the vehicle was until they started the restoration.

“My dad kept the car because he loved it and it was his first convertible,” Jedryczka said. “He wanted to fix it, but never got around to it.”

When the restoration began, Jedryczka said, they realized it was a special edition vehicle built for the World’s Fair, with an ID number of 001.

She credits the excellence of the restoration job to her friend and restoration expert Joe St. Pierre.

Another special vehicle that was on display at the press preview was a 1940 Buick Roadmaster sport coupe pickup truck owned by Marvin Stephenson, a retired industrial roofer who had contracts with Buick in Flint.

Stephenson said that the vehicle is unusual because it was built for internal use at the Buick facilities in Flint during WW II. A friend, Gary Hopcraft, tracked the history of the vehicle.

Hopcraft said it wasn’t easy because the Roadmaster was never meant to go to the public, so things like VINs and other records weren’t kept on it.



Joe St. Pierre and Virginia Jedryczka with the 1964 Mercury Parkland.

Hopcraft was eventually able to trace the history of the vehicle to the man who sold it to Stephenson, who said he really isn’t much of a car guy, and only bought the vehicle because a friend needed some money.

Stephenson said he got the Roadmaster in 1999 and didn’t start restoration until 2004.

“This is my first classic car,” Stephenson said. “I’m 84 years

old and it’s also my last classic car. I don’t think I’ll own another one. I don’t go to a lot of shows, so having it at the ‘EyesOn Design’ show is a big deal.”

Renkert said while it’s fun to have great cars like the ‘64 Mercury and the 1940 Roadmaster, the EyesOn Design show is really meant to help the DIO and raise awareness for aid and research for the visually impaired.

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As the 2014 U.S. Atlantic hurricane season looms, OnStar is offering Crisis Assist services to all customers – regardless of subscription plan – in the event of an extreme weather emergency.

Earlier this year, OnStar provided Crisis Assist services after tornadoes struck in the Midwest and Southern regions of the United States and during the recent outbreak of wildfires in Southern California, said OnStar spokesperson Stefan Cross. OnStar advisors were able to assist subscribers affected by the events even when other forms of communication were unavailable.

OnStar has relationships with more than 6,000 911 emergency call centers nationwide, allowing advisors to get fast, localized assistance in any type of emergency, Cross said.

“At OnStar, we are focused on providing our subscribers with centralized assistance in the midst of these incidents, while also relaying appropriate information to authorities,” said Mary Ann Adams, OnStar crisis incident manager.

The 2014 Atlantic hurricane season runs June 1-Nov. 30 and includes the coastal regions of the Atlantic Ocean, Gulf of Mexico and Caribbean Sea. More than 1.1 million OnStar customers reside in these areas, Adams said.

The National Oceanic and Atmospheric Administration predicts a 70 percent likelihood of eight to 13 named storms during the season, three to six of which could become hurricanes.

In a hurricane or other disaster, a push of OnStar's red emergency or blue button will put drivers in contact with an advisor, who can:

- Contact emergency respon-



OnStar tells customers of weather.

ders and direct them to the subscriber's exact vehicle location using OnStar's embedded cellular system and Global Positioning System (GPS) satellite technology;

- Provide alternate or evacuation routes and directions to hospitals, hotels or shelters;

- Provide centralized crisis information and assistance, including weather updates, hotel accommodations or help in reporting power outages and road closures;

- Keep subscribers connected to family and friends, even if they have lost power and cell phone service in their homes;

- Help subscribers report dangerous situations or contact emergency responders.

Anyone living near or traveling to a hurricane-prone area should be prepared, Adams said.

OnStar has developed a Hurricane Preparation Checklist.

OnStar also is supporting the Federal Emergency Management Agency's America's PrepareAthon, Adams said. Each spring and fall, this nationwide campaign increases emergency preparedness.

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Four 2014 GM Models Earn IIHS' Superior Safety Rating

Achieving vehicular safety is not something you do once and forget about, which is why GM was again honored by the Insurance Institute for Highway Safety.

General Motors earned half of the superior ratings from the IIHS's rating program on front crash prevention.

The Buick Regal, Cadillac CTS, Cadillac XTS and Chevrolet Impala are all considered industry leaders when purchased with GM's available Front Automatic Braking system, said GM spokesperson Jennifer Ecclestone.

"We applaud GM's commitment to making this important safety technology available not only on their luxury Cadillac products, but also on their more mainstream Chevrolet and Buick vehicles," said IIHS Chief Research Officer David Zuby.

In its public statement, IIHS wrote, "the Buick Regal, Cadillac CTS, Cadillac XTS and Chevrolet Impala earn the highest rating of superior when equipped with GM's forward collision warning and autobrake system."

"The 2014 Buick LaCrosse earns an advanced rating when it has the same system."

"All of these cars also are available with a warning system only, which earns a basic rating. The cars join the superior-rated Cadillac ATS and SRX, which were included in the first round of tests in 2013."

The IIHS previously recognized GM for front end safety, bestowing its highest safety rating – the 2014 Top Safety Pick Plus – on the 2014 Chevrolet Equinox, GMC Terrain and Chevrolet Malibu with available forward collision alert.

The Chevrolet Equinox and GMC Terrain are the only midsize SUVs out of the nine evaluated to earn "Good" ratings in the IIHS's small overlap front crash test.

Less than a year into a new IIHS ratings program for front crash prevention, auto manufacturers are making strides in adopting the most beneficial systems with automatic braking capabilities and are offering the features on a wider variety of models, said Zuby.

Twenty-one of 24 cars and SUVs earn an advanced or higher rating in the latest round of IIHS evaluations.

"We are already seeing improvements from automakers since the initial launch of our ratings last September," Zuby said.

Systems and technology like Front Automatic Braking can apply brakes when the system detects that a crash may be immi-

nent and the driver has not taken action. It can apply hard braking to help reduce the severity of the crash, or it may assist the driver to avoid the crash, Zuby said.

He also noted that Forward Collision Alert features crash-avoidance technologies – that use a camera and sensors to help determine when the driver is getting too close to a vehicle ahead – which are great improvements over safety systems of the past.

This system alerts the driver with visual cues on the dashboard as well as audible signals.

Drivers of the Cadillac XTS and CTS, said Ecclestone, have the added benefit of the Safety Alert Seat, which provides a vibrating pulse on both sides of the seat when a frontal threat is detected.

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Whitacre Donates To Alma Mater

LUBBOCK, Texas (AP) – Former General Motors CEO Edward Whitacre Jr. and his wife have donated \$15 million to his alma mater, Texas Tech University.

The school in Lubbock on June 10 announced the gift meant for graduate student fellowships.

Whitacre, who's also chairman emeritus of Dallas-based AT&T Inc., received his bachelor's degree in industrial engineering from Texas Tech.

The school in 2008 recognized \$25 million in contributions from AT&T and friends of Whitacre by naming the Tech's college of engineering in his honor.

The latest donation will fund about 30 doctoral fellows per year. The donation is eligible for state matching funds through the Texas Research Incentive Program.

GM Foundation Funds Schooling For Detroit Kids

The General Motors Foundation is partnering with Teach For America-Detroit on a new initiative to advance early childhood education in Southeastern Michigan.

Early educational experiences give children a foundation for success, helping to ensure that these young learners will reach their full potential, said foundation spokesperson Maria Mainville.

Funded by a \$50,000 grant from the GM Foundation, Teach For America's Early Childhood Education (ECE) Initiative aims to improve the school readiness of underserved children from birth to age five by building a robust pipeline of talented teachers.

Funding from the GM Foundation will not only help to launch the ECE Initiative, Mainville said, but also develop educator training curriculum, onboard certified teachers and expand the organization's impact to pre-K classrooms in Detroit.

"Every child deserves the chance to succeed and receiving a quality education is the fundamental building block for a bright future," said GM Foundation president Vivian Pickard.

"Through our partnership with Teach For America and the GM Foundation's many education initiatives in Detroit, we're aiming to improve those chances, from birth to college and beyond."

Research shows children who have access to early educational experiences enter the K-12 system best positioned to succeed academically, Pickard said.

Thus, increasing early literacy and math skills among preschoolers growing up in poverty is vital to ensuring educational equity.

"Detroit's students deserve to enter kindergarten classrooms with the knowledge and skills they need to be successful," said Tiffany Williams, interim executive director of Teach For America-Detroit.

"The support of the GM Foundation will allow us to build the necessary partnerships to thoughtfully focus resources toward addressing this urgent need in our city."

Since 2010, Teach For America-Detroit has worked to address educational inequity by recruiting and training emerging leaders from across the country to teach in local schools, Williams said.

This year, more than 300 corps members are working in K-12 classrooms throughout the city.

The GM Foundation places a critical emphasis on early childhood education and has invested in several Detroit initiatives, Pickard said.

Through a \$27.1 million grant to United Way for Southeastern Michigan, funds are being used to advance early childhood education in metro Detroit and to help ensure that 80 percent of children in the region start kindergarten ready to learn.

The grant also helps sustain 65 Early Learning Centers in 10 of Detroit's most challenged neighborhoods, offering education and community support.

Further, the GM Foundation helped to make a quality preschool education possible for 256 children in that same underserved area of Detroit through a \$500,000 grant they presented to the Education Achievement Authority of Michigan last December, Mainville said.

The funding created 16 "GM Foundation Early Learning Classrooms" in six Detroit elementary schools to help foster a student-centered approach to teaching and learning.

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GM EMPLOYEE & FAMILY LEASE			GM EMPLOYEE & FAMILY PRICE		
24mo. 10K	\$182* \$1999 DOWN	24mo. 10K \$266* \$0 DOWN	\$28,362**		

NEW 2014 BUICK ENCORE

33 MPG

- 1.4L Turbo Engine • Rear Back Up Camera • Air Cond • Power Windows/Locks • Power Seats • 10 Air Bags • Bluetooth • 6 Spd Auto Trans • Traction Ctrl • Stabilitrak • Fog Lamps • Side Blind Zone Alert • Rear Cross Traffic Alert
- Remote Start • 18" Alum Wheels • Tilt Wheel • Cruise Ctrl • Intellink Radio System

Stk. #B1645

NO SECURITY DEPOSIT REQUIRED!

4 YR/50,000 Mile Bumper to Bumper Warranty!

GM EMPLOYEE PRICING TO EVERYONE		
24mo. 10K	\$195* \$1999 DOWN	36mo. 10K \$249* \$0 DOWN
\$23,838**		

NEW 2014 BUICK ENCLAVE

24 MPG

- 3.6L • V6 • Auto • Air Cond • 7-Passenger • Heated Mirrors • Fog Lamps • Power Rear Hatch • Side Curtain Air Bags • Rear Backup Camera • Power Windows/Locks • AM/FM/CD/XM HD Radio
- Keyless Entry • Alum Wheels • Bluetooth • Stabilitrak • Intellilink • Frt Center Air Bag • And Much More!

Stk. #B1711

NO SECURITY DEPOSIT REQUIRED!

4 YR/50,000 Mile Bumper to Bumper Warranty!

GM EMPLOYEE & FAMILY LEASE			GM EMPLOYEE & FAMILY PRICE		
36mo. 10K	\$246* \$1999 DOWN	36mo. 10K \$299* \$0 DOWN	\$33,542**		

2 Year/24k Miles No Charge Maintenance on Buicks & GMC! **We DO NOT Charge You a Doc Fee to do Your Paper Work! SAVE up to \$200!**

NEW 2014 TERRAIN SLE

32 MPG

- Power Windows/Locks • Power Seat • Cruise Control • Deep Tinted Glass • Keyless Remote • Rear Vision Camera • Multi Flex Rear Seat

Stk. #T2130

GM EMPLOYEE & FAMILY LEASE		GM EMPLOYEE & FAMILY PRICE	
24mo. 10K	\$189* ONLY \$999 DOWN	\$22,977*	

ALL NEW 2014 SIERRA DOUBLE CAB 4X4 SLE

23 MPG

- Power Windows/Locks • Power Seat • Cruise • 8" Intellilink Screen • Deep Tinted Glass • Remote Start • Rear Vision Camera • HD Trailer Package

Stk. #T2447

GM EMPLOYEE & FAMILY LEASE		GM EMPLOYEE & FAMILY PRICE	
24mo. 10K	\$197* ONLY \$1699 DOWN	\$32,189*	

NEW 2014 ACADIA SLE

24 MPG

- 8-Passenger Modular Seating • Front/Rear Air & Heat • Power Windows/Locks • Aluminum Wheels • Cruise • Rear Vision Camera • Bluetooth • Keyless Entry

Stk. #T1842

0% APR FOR 60 MONTHS AVAILABLE

GM EMPLOYEE & FAMILY LEASE		GM EMPLOYEE & FAMILY PRICE	
36mo. 10K	\$229* ONLY \$1499 DOWN	\$30,455*	

NEW 2014 SIERRA 2500 HD 4X4 With Western Pro Plow

PLOW INCLUDED!

- 6.0L Engine • HD Trailer Pkg • Pwr Windows/Locks • Air Conditioning

Stk. #T1009

LAST ONE!

GM EMPLOYEE PRICE TO EVERYONE	
\$31,995*	

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Tues, Wed & Fri 8:00am-6pm
Sat 10:00am-3pm

Jim Causley

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