

From Out of the Past Come Future Ideas at Car Show

by Jim Stickford

As Shakespeare once wrote, “past is prologue.”

And the people who design and engineer the cars in GM’s future had the chance to take some inspiration from the past at the 2014 UAW Local 160/GM Tech Center Car Show held at the Tech Center in Warren last week.

Ed Zentera, GM engineering supervisor for Body Accessories, said he enjoys the annual event because he is able to take inspiration from past designs.

“Take, for example, the 1969 Corvette Stingray,” Zentera said. “I just saw one that has side pipes. Now, in some cars side pipes are practical, but in most they’re decorative. I like to think of it as the ultimate in bling.”

Zentera said what’s special about the show at the Tech Center is that it’s put on by and held for GM employees.

“I love the fact that we get to take one day a year to experience the passion of others,” Zentera said. “I get to see the enjoyment people get from their cars and trucks.”

“And there’s an historical element to all of this. People like me get to look at the vehicles and when we’re done we say, ‘This is

the way they did things 20 or 40 years ago. Maybe it’s time to bring that back.’

“Like side pipes. It’s big, it’s shiny and vehicles that have them are rare. You don’t see a lot of cars with them, so when you do, that car really pops.”

But Zentera is willing to admit that sometimes things like side pipes are dropped for good reasons. It’s really easy for someone to burn themselves getting out of a car if there are side pipes.

And sometimes changes in safety regulations mean that the cool bumper that was on a particular car 40 years ago isn’t legal today.

Ed Boatman, a driver for Universal Ambulance in Sterling Heights brought the company’s fully-restored antique 1956 Cadillac ambulance to the show.

“Back then, ambulances were pretty much glorified station wagons,” Boatman said. “These old ambulances aren’t like the modern ones we have now, the ones that are practically mobile hospitals.”

In addition to his duties as a driver for Universal, Boatman takes the old ambulance to events like the Tech show. He said it’s always interesting to see what peoples’ reactions are.



The GM Tech Center Employee Car show in Warren drew classic car fans to review the restored vehicles.

Gerald Gomes, engineering group manager for GM Bodies, Exteriors and Accessories, said he and his colleagues are glad to have the chance to celebrate GM’s and Detroit’s automotive culture.

“I like to think of this show as celebrating the fruits of our labors,” Gomes said.

His colleague, Mike Erickson, who works as an engineer for the Accessories department, said he’s just glad they’ve brought the show back.

“When the times got tough a few years ago,” Erickson said,

CONTINUED ON PAGE 3



Ed Boatman and his company’s fully-restored 1956 Cadillac ambulance

Continental Launches New Aluminum Turbocharger That Keeps a Cool Head

Smaller cubic capacity and lower fuel consumption while offering the same, if not better, performance – that’s the recipe for success when it comes to downsizing.

A modern turbocharged system is necessary to achieve this, said Kathryn Blackwell, vice president of Communications and Marketing at Continental Automotive Systems.

The global development trend toward turbocharging for gasoline engines is in full swing, said Blackwell.

International automotive supplier Continental is supporting this trend, she said, and setting milestones with its pioneering and innovative turbocharger technology.

The first Continental turbocharger went into series production in a highly efficient, multi-award-winning 1.0l engine in 2011, Blackwell said.

The company is now adding another chapter to this success story with a technological world premiere: Continental’s powertrain developers have launched series production of the first car turbocharger with an aluminum turbine housing.

Integration of the unit in the three-cylinder gasoline engine for the MINI Hatch has already begun.

“Aluminum in a turbocharger designed for cars is a real milestone,” said Wolfgang Breuer, head of the Engine Systems Business Unit of the Powertrain Division.

“With this lightweight material, we are saving nearly 30 percent of weight compared to a conven-

tional turbocharger while simultaneously reducing costs and achieving system benefits.”

Continental’s turbocharger with aluminum turbine housing is making its debut in a demanding downsized application: a turbocharged three-cylinder engine with 1.5l of cubic capacity and 100kW of power, Blackwell said.

“It’s not just the aluminum that makes the turbocharger special; it was also developed from being a typical add-on component to an integral part of the engine,” said Udo Schwerdel, head of the Turbocharger Product Line, Engine Systems, Powertrain Division.

“In order to meet the requirements placed on the unit and its integration in the cylinder head, we worked closely with the BMW Group starting from the simulation phase – an indication of trust that we greatly appreciate.”

Full-load operation can be enough to make common turbochargers with steel housings glow red all over; however, the

aluminum turbine housing keeps a cool head.

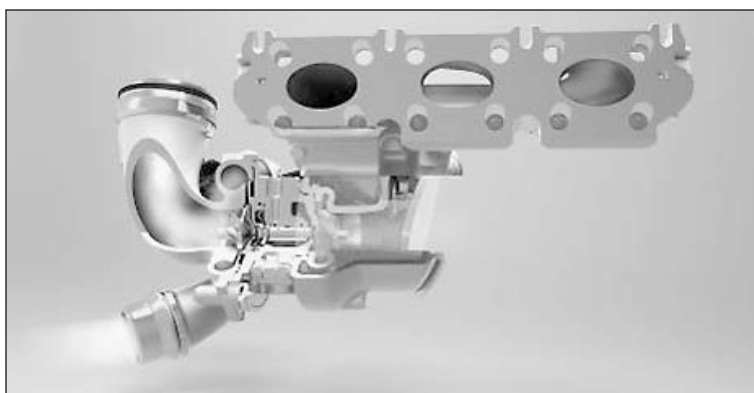
“The double-walled aluminum housing surrounds the hottest area with a cooling water jacket,” said Schwerdel.

The coolant flowing through this jacket ensures that the external housing surface does not get hotter than 248 degrees and that the internal temperature does not exceed 662 degrees. At the same time, the dynamic response of the electric actuator at the wastegate ensures that the catalytic converter heats up quickly.

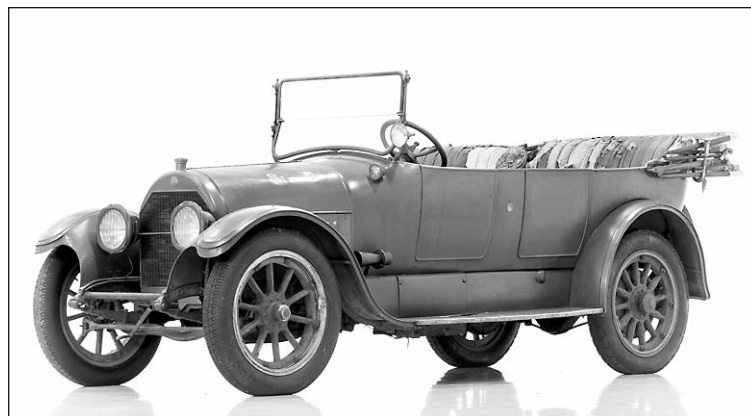
Schwerdel said that this design has not one, but two benefits: “First, significantly less effort is required to protect neighboring components from the heat. Second, cooling of the exhaust flow reduces the thermal load on the catalytic converter, meaning it hardly ages at all.”

In keeping with the modular principle specified by the customer, the turbocharger is tightly

CONTINUED ON PAGE 3



Continental’s new aluminum turbocharger is light and economical.



1918 Cadillac Type 57 – U.S. 1257X

1918 Caddy Drives From WW I To National Historic Register

A 1918 Cadillac Type 57 that earned its place in history during World War I received an honor of its own recently.

It’s the fourth vehicle added to the Historic Vehicle Association’s (HVA) new National Historic Vehicle Register and U.S. Department of the Interior Historic American Engineering Record.

The HVA and Cadillac announced the listing – which will be archived in the Library of Congress – July 24.

The car’s story was almost forgotten, said GM spokesperson David Caldwell. But the efforts of the current owner and the HVA ensure future generations can learn about it – and about Cadillac’s 100-year history of mass-producing V8 engines.

The Cadillac touring car was used to support French and American troops near the front during the Second Battle of the Marne, and later was used by Eleanor Butler Roosevelt, wife of Theodore Roosevelt, Jr., during

her two-month mission to find and create locations for soldiers to enjoy time off.

Roosevelt, the son of President Theodore Roosevelt, served in both world wars. He earned a Medal of Honor for his heroics at Utah Beach on D-Day.

“The Cadillac Type 57 – U.S. 1257X is a great example of a rare survivor – a vehicle that saw extraordinary use during its active life yet has survived to the present day,” said Richard O’Connor, chief of Heritage Documentation Programs with the National Park Service, U.S. Department of the Interior.

“Recognizing the Cadillac military vehicle at the 100th anniversary of WWI commemorates America’s participation in the Great War and illustrates one of the many contributions the automobile has made to U.S. history.”

Said Marc Lassen, the vehicle’s current owner: “Having the Cadillac Type 57 – 1257X included in

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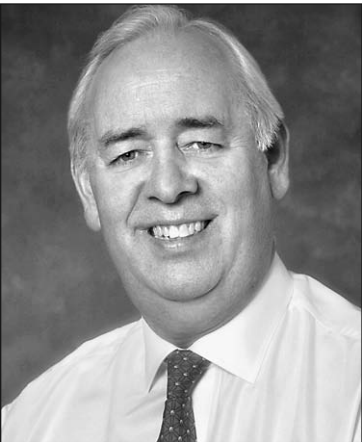
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Nick Scheele

Former Ford COO And President Scheele, 70, Dies

Former Ford President and Chief Operating Officer Nick Scheele died July 18.

“Nick Scheele was an outstanding leader whose global experience and passion for our products served Ford Motor Company at a critical time,” said Ford Executive Chairman Bill Ford.

“His impressive career spanned more than 38 years, including three years as our president and chief operating officer working alongside me.

“Not only did Nick help us overcome many challenges at the time, he mended relationships with our dealers, our suppliers and our employees, and set the stage for many of today’s leaders who are moving us forward.

“Our thoughts and prayers go out to his family at this difficult time.”

Scheele was named Ford’s president and chief operating officer on Oct. 30, 2001. He retired from the company Feb. 1, 2005.

Born Jan. 3, 1944, Scheele previously served as group vice president, Ford North America, a role he assumed in August 2001. He was chairman, Ford of Europe, from January 2000 through July 2001 and chairman and CEO of Jaguar Cars Ltd., from 1992 to 1999.

Scheele’s career at Ford began in 1966. He served in several senior purchasing positions in Ford’s British and European Operations before moving to the U.S. in 1978. He later became president of Ford of Mexico.

After retiring from Ford, Scheele served in several other leadership roles, including chairman of the board of Stackpole International, chairman of Key Safety Systems, and chairman of Grupo Metalsa SA de CV.

Scheele was installed as chancellor at the University of Warwick (Coventry, England) in 2002.

In June 2001, Scheele was awarded a knighthood – the Order of St. Michael and St. George – by Britain for services to British exports.

He was born in Essex, England, and was an accomplished linguist, speaking several European languages fluently.

He is survived by his wife, Ros, children Paul, Hannah and Jim, and five grandchildren.

GM 2Q Bottom Line Suffers Due to Expensive Recalls

DETROIT (AP) – Recall expenses chopped \$1.5 billion from General Motors’ bottom line in the second quarter, as it added up the costs of repairs for nearly 30 million cars and set aside funds to compensate victims of small-car crashes.

The automaker, which is in the midst of the largest spate of recalls in its history, posted a net profit of \$190 million, or 11 cents per share. A year ago, GM made \$1.26 billion, or 75 cents per share.

Without one-time items, GM would have made 58 cents per share, equaling Wall Street’s expectations, according to data provider FactSet.

So far this year, GM has recalled almost 30 million vehicles, surpassing the company’s annual record.

GM took two pretax charges tied to the recalls: \$400 million to compensate victims of ignition-switch-related crashes and \$874 million to account for recall expenses during the next 10 years. It also booked \$1.2 billion in expenses for recalls announced during the quarter. The after-tax impact of those items was \$1.5 billion.

GM’s safety problems began earlier this year with the recall of 2.6 million small cars with faulty ignition switches. The company has admitted knowing about the problem for more than 10 years, yet it didn’t issue any recalls until now. GM says at least 13 people have died in crashes caused by the switches, although lawmakers and lawyers say the total is closer to 100.

The \$400 million will fund a compensation plan for families of those killed and people injured in crashes caused by the switches. It’s being administered by compensation expert Kenneth Feinberg.

Chief Financial Officer Chuck Stevens said the figure is an estimated total cost based on outside actuarial calculations, but it could go as high as \$600 million. He said there is no cap on the size of the fund.

“At the end of the day, the ultimate cost of this will be determined by Ken Feinberg,” Stevens said.

GM has “substantially cleared” a companywide safety review that looked for lingering undressed problems, Stevens said. GM has announced 60 recalls totaling just under 30 million vehicles so far this year. Stevens expects that going forward, GM will spend slightly more on recalls than normal. As a comparison, the company spent \$100 million

on recalls in North America in the second quarter of last year.

So far, company sales haven’t been severely hurt by the recalls. In one way, they’ve benefited. Stevens said GM has sold about 6,600 cars by offering employee pricing to owners of recalled small cars such as the Chevrolet Cobalt and Saturn Ion.

Revenue was up 1.3 percent for the quarter to \$39.6 billion, about \$300 million below analysts’ estimates.

Stevens said GM’s core business, led by North America and China, performed well during the quarter. Without recall expenses, he said, the company

would have made \$1.02 per share.

The company reported a \$1.4 billion pretax profit in North America, led by higher prices for pickup trucks and new large SUVs.

Still, that was down almost 30 percent from a year ago.

But, excluding recall costs, GM would have made \$2.4 billion in North America, the highest number since January of 2010, Stevens said.

Pretax profits were up 36 percent at GM’s International Operations, including China, to \$315 million.

But South America reported an

\$81 million loss, and GM’s European loss widened by almost \$200 million to \$305 million on uncertainty in Russia.

The company also had \$200 million in restructuring costs associated with the pending closure of a factory in Bochum, Germany.

Stevens said the situation with Ukraine has forced GM to cut production by 20 to 25 percent at its plant in St. Petersburg. He expects more of the same in the second half.

Excluding those costs, GM is on track to break even and become profitable in Europe by mid-decade.

New GM Recall Affects 823,000 Vehicles

(AP) DETROIT – General Motors issued six more recalls on July 22, bringing its annual total to 60 recalls covering almost 30 million vehicles.

The latest recalls cover nearly 823,000 cars, trucks and SUVs mostly in North America but including a small number of exports.

The largest is for faulty seats in just over 475,000 cars and small SUVs. Other problems include incomplete welds on seat brackets, turn signal failures, power steering failures, loose suspension bolts and faulty roof rack bolts.

GM is conducting a company-wide safety review as it tries to correct a dysfunctional corporate culture in which safety was a low priority.

GM’s spate of recalls comes after trial lawyers discovered that

the company knew about a deadly small-car ignition switch problem for more than a decade, yet failed to recall the cars until this year.

The company says 13 people have died in crashes linked to the switches in 2.6 million older small cars, but lawmakers and lawyers say the death toll is closer to 100.

The company has set up a fund to compensate victims.

The recalls also pushed the total number of vehicles recalled in the U.S. by all automakers to 41.6 million so far this year. That’s well above the old record of 30.8 million, set in 2004.

GM spokesman Alan Adler wouldn’t say if the company is nearing the end of its safety review. But he said the recalls indicate that GM has changed its ap-

proach to safety by issuing recalls more quickly. Adler said he did not have global totals for the latest recalls.

“If we identify an issue – large or small – that might affect the safety of our customers, we will act decisively,” GM safety chief Jeff Boyer said in a statement.

Most of GM’s previous recalls covered models no longer in production, but Wednesday’s batch affects numerous current models such as the Chevrolet Camaro, Chevy Equinox and the Chevy Silverado and GMC Sierra pickups.

So far, the recalls haven’t had much of an impact on GM’s sales or resale values of its cars, said Eric Ibara, director of residual values for Kelley Blue Book.

But Wednesday’s recalls of current models could change that, he said in an email.

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From Out of the Past Come Ideas for the Future at Tech Center Car Show

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"they canceled this show. Now, they've brought the show back. We at GM get to honor our own car culture. I'm a Pontiac man myself. I own a 1998 Pontiac Formula and it's fun to put it on display at events like this."

Zentera is also a GM man. "I've been with GM for 26 years," Zentera said.

"I started working here right out of high school – three weeks after graduation. I was working for the company as a co-op student attending the General Motors Institute."

Attending the show gives Zentera the opportunity to think about the challenges of helping create new cars that are differentiated from other vehicles and have an exciting personality.

"These old cars have personality," Zentera said. "But trying to do that today is difficult."

"Cars now are built on global platforms and must meet the regulations of a variety of different countries."

"I've seen bumpers that looked really sharp, but couldn't pass safety regs, so the design had to be changed. It's really risky to have a car that appeals to the least common denominator."

"The challenge is to keep designs exciting and have personality, but are global. These old cars have personality in spades. They're inspiring to look at."

Retired Chevy engineer David Clark brought his restored 1941



David Clark (with baseball cap) and his restored 1941 Buick 46S-SE

black Buick 46S-SE to the show.

Clark worked at Chevy from 1967 to 2001, took a buyout and immediately became a contractor at GM. His Buick was named "Best Looking Buick" at the 2010 Buick Club of America's national show.

"I've owned this car for 32 years," Clark said. "I bought it from my friend and fellow Chevy employee, Eugene Sturm."

The two picked up the car from a garage in Redford. It had been in that garage for so long that they had to actually cut a tree down from in front of the door to get the car out.

Clark credits Sturm for doing an excellent restoration job on the Buick. But 32 years ago, Sturm's wife said that if he wanted to buy a 1953 Cadillac Eldorado, he would have to sell either

the Buick or Sturm's Cadillac from the 1930s. The Buick lost that one, but Clark bought it, keeping it in the family, so to speak.

"What's really amazing is when one friend sells another friend a car, it can put a strain on the friendship," Clark said. "But we actually got closer."

Sturm eventually retired from GM and moved back to his home state of Pennsylvania, but the work he put in the 1941 Buick has paid off.

Clark has kept it in excellent condition and enjoys taking it to shows like the one held at the Tech Center.

"It's almost like bringing the car home," Clark said. "And I enjoy having today's engineers come in and admire the styling of old."



Mike Erickson, left, and Gerald Gomes with a 1965 Pontiac Bonneville



Ed Zentera inspects the side pipes of a 1969 Corvette Stingray.

New Aluminum Turbocharger Keeps a Cool Head

CONTINUED FROM PAGE 1

integrated in the engine – it is a fixed component of the exhaust manifold.

Continental turbochargers with a steel housing can also be attached to the same base engine using the interface on the cylinder head.

The car manufacturer uses this option for high-performance engines as well as vehicles for export to high-temperature countries. The bearing housing is cooled from inside the tur-

bocharger for steel variants, while cooling from the outside is sufficient for aluminum turbochargers.

In the MINI, 2.65 pounds of weight are saved per aluminum turbocharger. Since reduced weight also means reduced fuel consumption, the lightweight material supports the fuel consumption and emission targets of the automotive industry, said Schwerdel. Despite the additional cost for the water cooling, aluminum turbochargers are more affordable for automotive

manufacturers, he said.

"Our aluminum alloy is a cost-effective material," said Schwerdel.

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GM Powertrain Employees Revisit the Past at Car Show/Picnic

by Jim Stickford

The 2014 GM Powertrain Car Show and Picnic gave the staff at the company's powertrain facility in Pontiac on July 25 the chance to show off what they've done and what they are working toward for the future.

The annual event displays classic vehicles owned by site employees and also features some of the engines engineers are developing for the future.

"When people ask me what's so different about this event," said Powertrain facility spokesman Tom Read, "I point them to our 1966 Chevy Electro van. It was a project that GM engineers worked on between 1964 and 1967."

The idea at the time, said Chad Dammar, a subsystems engineer who works at the powertrain site, was really just pure research.

"The Electro van is loaded with 32 hydrogen fuel cells," Dammar said. "They take up, basically the entire rear section of the van."

"But, for the time, the prototype was really sophisticated. It had onboard hydrogen and oxygen stored cryogenically. It was a project where GM engineers were to learn about fuel cells."

"It wasn't practical to use that technology with the cars of that



Cook leads the effort to break a world record of civilian pushups.

period, so when the project was completed, that was that."

Now, Dammar said, GM engineers are working with Honda to develop a practical vehicle that is powered by hydrogen fuel cells.

"We are comparing and contrasting what they learned then and what we've learned now," Dammar said. "It's amazing to look at modern hydrogen fuel cells and the ones they developed in the 1960s."

One huge difference, Dammar

said, is size. The number of fuel cells needed to power the Electro van was such that they had to fit them in the back of the van.

The company's 2006 alternative hydrogen fuel cell van, called the Sequel, has everything under the hood.

"Right now, GM has a hydrogen fuel cell-powered fleet of more than 100 vehicles in operation today. This fleet has driven three million miles and logged in more than 35,000 fuel stops."

"It operates in California and Hawaii."

"The fuel stops number is important because when we talk to people about whether they might drive a hydrogen-powered vehicle, they say they might if they could be assured that they could have easy access to fueling stations."

Right now, said Daryl Chapman, an engineer who is working on the hydrogen fuel cell project, GM's goal is to have some sort of hydrogen fuel cell vehicle on the road for consumers by 2020.

While the car show has given GM the chance to show off what engineers are working on now, Read said it's also meant to give employees the chance to show off their favorite cars.

This year, Read said, they are also celebrating the Z-28 engine, both past and present.

"The new Camaro's Z-28 LS-7.0-liter engine is a thing of beauty, and worthy of recognition," Read



The Sequel hydrogen fuel cell fits completely under the van's hood.



From left, engineers Daryl Chapman, Stephen Pace and Chad Dammar

said. "I enjoy coming out with my son Grant and showing all the classic cars that GM and other automakers produced. This event really gives us the chance to celebrate the heritage of GM and Detroit's carmakers."

But it wouldn't be a Powertrain car show without hundreds of engineers doing pushups.

The tradition got its start last year when John Cook, a site first responder and fitness center manager, organized a massive pushup event.

"A company in Mexico set a world record for having the most civilians do pushups all at once," Cook said.

"They had 352 doing pushups

for one minute, and that was in 2012."

So for the 2013 Powertrain car show, Cook organized his own pushup event, with the idea being to beat the record of 352. While the event was a success, there was some problems with the paperwork, so they didn't get credit for breaking the record.

2014 was going to be different, Cook said. By the beginning of the show, they had more than 350 GM employees signed up to participate.

"And that doesn't include the stragglers who decided to participate at the last minute," Cook said. "The whole idea behind the event is to help people get back in shape."

"I had a number of engineers come up to me in the week before the show and tell me they were nervous about doing pushups for a minute."

Cook told them not to worry, and helped them get in better shape for the day in question.

And that's the main goal, Cook said. He also did something different this year.

"I brought a stopwatch," Cook said. "Last year I forgot, and, fortunately, a boy had a watch with a second hand. He was the one who called out '15 seconds to go.' He really saved my bacon last year."

"This year I remembered to bring my own stopwatch."

'Sports Stuff' Up For Discussion

Michigan writer Bob Henige, author of the book, "Fantastic Sports Stuff," will be at the Civic Center branch of the Warren Public Library on Thursday, Aug. 7, at 6 p.m., to talk about his book.

"Fantastic Sports Stuff" is a collection of sports statistics, rare stories and challenging sports trivia, said Warren librarian Kathleen Faba.

"I encourage people to come out and relive some great moments in sports, especially Michigan sports," Faba said. "Books will be available for sale and for signing."

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1918 Caddy Drives From WW I To National Historic Register

CONTINUED FROM PAGE 1

the permanent archives of the Library of Congress is more than I could have ever imagined.

“When I first came across a used car ad describing the vehicle, I thought it might be special, but its history had been lost to time.

“Researching and reuniting U.S. 1257X with its Great War provenance has been an experience of a lifetime, and an honor.”

The Cadillac Type 57 – U.S. 1257X was purchased by the Rev. Dr. John H. Denison from Inglis M. Upperco, the Cadillac distributor in New York City.

Denison then entered the service with the Y.M.C.A. in August 1917 and turned the car over to that organization, along with his services as a driver, to support America’s war effort, Caldwell said.

The Type 57 seven-passenger touring car arrived in Europe before the American Expeditionary Force under the leadership of Gen. John J. Pershing.

It was used to transport soldiers and officers around the area, then was used by Roosevelt, who mentioned the vehicle in her 1959 autobiography.

At the end of the war, the AEF sold its motor pool equipment to France and other buyers in Europe.

However, the Cadillac was returned to the U.S.

HVA researchers are still investigating how the car was returned and more about its history in the U.S., Caldwell said.

The HVA’s Historic Vehicle Register initiative was launched in January 2014 to document America’s historically significant vehicles and highlight their stories.

cles and highlight their stories.

Additionally, the documentation of the Cadillac Type 57 – U.S. 1257X is being included in the permanent archives of the Library of Congress based on its historic association with important events and persons, its construction and the design value of the V8 engine, and informational value as the only car that retains most of its original materials, components and craftsmanship.

“U.S. 1257X may well be the only complete and largely unrestored example of a WWI military Cadillac known to exist,” said Mark Gessler, president of the Historic Vehicle Association.

“As we approach the 100th Anniversary of WWI, the historic significance of this particular Cadillac should be recognized and memorialized as a national treasure.”

During the coming year, the HVA will document additional vehicles and work with the U.S. Department of the Interior to refine guidelines and processes to eventually allow the public to document vehicles for consideration, Caldwell said.

In 1914, Cadillac became the first manufacturer to mass-produce V8-powered automobiles. The compact design of the Cadillac V8 enabled the overall frame length to be shortened by 10 or more inches, making the car more sturdy and easier to handle.

In 1917, Cadillac participated in a U.S. Army 2,000-mile competitive endurance run in Marfa, Texas.

As a result of its strong performance, the V8-powered Cadillac was selected as the “standard seven-passenger car of the U.S. Army.”

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Building, Expansion Plans Could Create 3,900 Jobs

LANSING, Mich. (AP) – Michigan on July 22 approved state incentives for nine economic development projects.

Nearly half of the expected 3,900 additional jobs would be from General Motors consolidating engineering jobs from outside the state at a site in Michigan.

Most of the new jobs and estimated \$1 billion in private investment would come in the auto industry – ranging from brake supplier Brembo's plan to build a foundry near its Homer facilities in southern Michigan to Challenge Manufacturing's planned new plant in the Lansing area.

Other projects include solar company Suniva creating a plant in Saginaw Township, YanFeng USA Automotive Trim Systems expanding its factory in Macomb County, and H.A. Automotive Systems buying a building in Troy to establish a headquarters, manufacturing and research and development facility.

Gov. Rick Snyder said four of the projects approved by the Michigan Strategic Fund stem from trade trips he took to China, Canada and Italy – where parent companies are based – and will lead to 1,300 additional jobs.

Some companies chose Michigan over competing states in the South, he said.

"It was very broad-based and shows the strength of our economic comeback," Snyder said of the business expansions in a phone interview with The Associated Press.

In all, the state OK'd more than \$11 million in grants for the companies – in addition to roughly \$6 million in financing to help Mid-

dleville Tool & Die buy new equipment and expand south of Grand Rapids.

The board also amended older tax credits to assist GM's plan to spend \$800 million upgrading Michigan facilities and consolidate out-of-state engineering functions at an unspecified Michigan site.

GM declined to discuss details, though a memorandum written by Michigan Economic Development Corp. officials recommended expanding the maximum number of retained employees qualifying for a tax credit from 5,000 to 6,750 at the GM Technical Center in Warren.

Brembo said once its foundry is completed in 2017, it could produce up to 80,000 tons of brake disc castings a year.

Roughly 250 jobs will be created at Brembo's 300,000-square-foot facility in Albion Township and at its headquarters in Plymouth Township east of Ann Arbor, company officials said.

Also last week, the economic development board made available \$6 million in Community Development Block Grants.

The grants have been established to help nine counties in northern Michigan that sustained heavy damage to water and sewer mains, roads and other infrastructure in the frigid winter.

Charlevoix, Cheboygan, Chippewa, Delta, Emmet, Gogebic, Luce, Mackinac and Marquette counties are eligible.

The Snyder administration said past economic development projects approved by the state face "some jeopardy" if basic infrastructure isn't repaired quickly.

RAY LAETHEM

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There's No Idling with Stop/Start Function

Chevy's Malibus can actually help drivers save gas by standing still.

The 2014 and 2015 Chevrolet Malibu is leading the way in bringing fuel-saving standard stop/start technology to the mainstream sedan market, said GM spokesperson Chad Lyons.

About 97 percent of customers who purchased a 2014 or 2015 Malibu – accounting for about 83,000 vehicles – opted for the 2.5-liter, 4-cylinder base engine equipped with standard stop/start technology, Lyons said.

It's the most aggressive rollout of stop/start technology in the U.S. by an American automaker, he added.

Stop/start reduces fuel consumption and wasteful idling by automatically shutting off the engine when the car comes to a stop – such as at a traffic light. The engine automatically restarts within 337 milliseconds – about the speed of the blink of an eye – after the driver takes his foot off the brake.

“Chevrolet will continue to bring innovative technologies across our product lineup and stop/start is one of many ways we are helping customers save at the gas pump,” said Steve Majors, director of Chevrolet Pas-

senger Car and Crossover Marketing.

Last fall, the 2014 Chevrolet Malibu became the first vehicle for the brand sold in the U.S. with stop/start technology.

In conjunction with a new valve lift control feature and a new six-speed automatic transmission, it helped achieve a 14 percent improvement in city fuel economy, or an EPA-estimated 25 miles per gallon.

J.D. Power's most recent Initial Quality Survey, which measures the quality of vehicles after 90 days of ownership, showed customers ranked the 2014 Malibu higher than any other vehicle in its segment, Lyons said.

The technology capitalizes on vehicle idling occurrences. According to Sustainable America, the average American driver spends 16 minutes each day

idling in his or her vehicle. That adds up to four days a year going nowhere.

Vehicle idling also results in Americans wasting approximately 3.8 million gallons of gas each day, according to a study by The Hinkle Charitable Foundation.

This explains in part, Lyons said, Chevrolet's commitment to the technology. Recently, Chevrolet announced the addition of standard stop/start technology in the flagship 2015 Impala sedan. It improves city fuel economy by 5 percent, or one mpg for an EPA-estimated 22 miles per gallon, Lyons said. The 2015 Impala is available for sale now.

A report from Navigant Research predicted worldwide sales of vehicles with stop/start technology will grow from 8.8 million in 2013 to 55.4 million in 2022.

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Dow Automotive Earns 'Oscars Of Invention'

R&D Magazine has recognized BETAMATE 1630 structural adhesive from Dow Automotive Systems as one of the 100 most technologically significant products introduced in the past year, said Dow Automotive spokesperson Chris Swart.

The adhesive was evaluated for design, development, testing and production as judged by an independent panel and R&D Magazine editors and is one of five Dow innovations recognized with a 2014 R&D100 award.

Used to bond the body structure of automobiles during assembly, BETAMATE 1630 enables the use of dissimilar substrates, such as carbon fiber composites with aluminum or lightweight steel, to achieve a weight savings of 70-100 kg per vehicle.

The use of the structural adhesive also contributes to improved efficiency, sustainability and a decrease in carbon dioxide emissions.

Additional performance advantages, Swart said, include improved crash safety, durability, driving and handling characteristics.

Noise and vibrations are reduced and the adhesive is also designed to be easy to apply, providing benefits on the assembly line as well as in the finished vehicle, said Swart.

“Structural adhesives like BETAMATE 1630 provide automotive manufacturers with a joining option that also delivers multiple vehicle enhancements such as improved safety and crash behavior,” said Dr. Andreas Lutz, R&D manager, Metal Bonding and Reinforcement for Dow Automotive Systems.

“The bonding of dissimilar substrates is instrumental in supporting the design and production of lightweight vehicles that are more efficient and more environmentally friendly.

“Adhesives can be customized to deliver a wide range of performance benefits tailored to the needs of specific applications.”

Widely recognized as the “Oscars of Invention,” the R&D 100 Awards, Swart said, identify and celebrate the top technology products of the year.

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Gilmore Car Show To Feature Boats, Antique Vehicles

The Gilmore Museum in Hickory Corners, Mich., near Kalamazoo, is holding the 34th annual "Red Barns Spectacular" car show on Saturday, Aug. 2, from 8 a.m. to 4 p.m.

Event spokesperson Jay Follis describes the show as the area's oldest, featuring antique cars, classic autos, as well as special-interest vehicles.

A swap meet also will be held.

Follis said this year's highlights will include a Ford Mustang Corral, as well as vintage military vehicles, old-time campers, classic boats and a parade of "high-wheeler" automobiles more than 100 years old.

"Gates will open to the public at 8 a.m.," Follis said. "The show runs until 4 p.m., but the museum remains open until 6 p.m."

"Visitors will have the chance to step back in time and take a ride in an antique car, locate those hard-to-find parts for the restoration project, or even purchase a collector vehicle from the large 'car corral' area."

"They'll also find several vendors selling vintage auto-related items."

General admission is \$10 per person, with children under the age of 11 admitted for free. The fee includes the car show and all the expanded museum exhibit buildings.

To learn more about the event, go to gilmorecarmuseum.org, or call 269-671-5089.

Benefit on the Bay To Again Support Capuchin Kitchen

The 21st annual Benefit on the Bay will take place Friday, Aug. 22, at 5:30 p.m., at MacRay Harbor, located on Lake St. Clair in Harrison Township.

All of the event's profit benefits the Capuchin ministry.

"This is our 21st year of the Capuchin Soup Kitchen fundraiser," said organizer Mike Schodowski. "Last year, we cleared the million-dollar mark."

"All the money goes to the soup kitchen, which relies nearly entirely on donations and events like ours. The need continues. I don't know what a lot of people would do if it weren't for the Capuchin Soup Kitchen. It's a blessing to the community."

"I invite everyone to come and enjoy one of our area's best parties, all while helping others. Please purchase tickets to the event, but we also need sponsors, silent auction items and additional donations."

"We welcome everyone's support. We want to help the Capuchin Soup Kitchen serve our community's needy," Schodowski added.

Jay Towers, Fox 2 News and Fresh 100.3, will again serve as the event's Master of Ceremonies.

Two bands will play simultaneously.

John Dickson & the "C-Notes" will feature jazz and easy listening music in the first floor lounge. The musical group, "The Key Suspects," will also be on hand.

Special musical guests will be the Capuchin Soup Kitchen Choir, a group that travels the area, sharing their Gospel music.

The event includes appetizers, dinner, dancing, beer, wine, and desserts.

Live auction items will be featured, and the silent auction will offer more than 100 items.

The cost is \$65 per person.

To order tickets, call the Capuchin Soup Kitchen, 313-579-2100, ext. 153 or 170.

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- 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
- Trailer Pkg!
- And Much More!

SIRIUS XM OnStar

NO SECURITY DEPOSIT REQUIRED!

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

GM EMPLOYEE & FAMILY LEASE		GM EMPLOYEE & FAMILY PRICE	
36mo. 10K	\$249*	36mo. 10K	\$299* \$0 DOWN
EVERYONE LEASE		EVERYONE PRICE	
36mo. 10K	\$275*	36mo. 10K	\$329* \$0 DOWN
		\$34,976**	

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
- Fog Lights
- Premium Michelin Tires

Stk. #T2507

GM EMPLOYEE & FAMILY LEASE		GM EMPLOYEE & FAMILY PRICE	
24mo. 10K	\$188*	36mo. 10K	\$235*
EVERYONE LEASE		EVERYONE PRICE	
27mo. 10K	\$229*	36mo. 10K	\$245*
		\$24,533*	

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. #T2473

GM EMPLOYEE & FAMILY LEASE		GM EMPLOYEE & FAMILY PRICE	
24mo. 10K	\$139*	36mo. 10K	\$31,689*
EVERYONE LEASE		EVERYONE PRICE	
24mo. 10K	\$199*	36mo. 10K	\$33,189*

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

0% APR FOR 60 MONTHS AVAILABLE

Stk. #T2217

GM EMPLOYEE & FAMILY LEASE		GM EMPLOYEE & FAMILY PRICE	
36mo. 10K	\$233*	36mo. 10K	\$30,594*
EVERYONE LEASE		EVERYONE PRICE	
36mo. 10K	\$269*	36mo. 10K	\$31,995*

ALL NEW 2014 SIERRA CREW CAB 4X4 SLE



22 MPG

- 5.3 V8 • All Terrain Tires
- Power Windows/Locks
- Deep Tinted Glass
- Power Seat
- Cruise
- Remote Start
- 8" IntelliLink Screen
- Rear Vision Camera
- HD Trailer Package

Stk. #T2275

GM EMPLOYEE & FAMILY LEASE		GM EMPLOYEE & FAMILY PRICE	
36mo. 10K	\$298*	36mo. 10K	\$33,595*
EVERYONE LEASE		EVERYONE PRICE	
36mo. 10K	\$339*	36mo. 10K	\$35,295*

ALL NEW 2015 YUKON 4X4



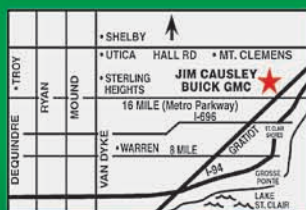
22 MPG

- Trailer Package
- Dual Power Seats
- Aluminum Wheels
- Keyless Remote Start
- Power Liftgate
- Bose Stereo
- Rear Vision Camera
- 9 Passenger Seating

IN STOCK NOW!

Stk. #T1130

GM EMPLOYEE & FAMILY LEASE		GM EMPLOYEE & FAMILY PRICE	
27mo. 10K	\$329*	36mo. 10K	\$47,995*



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

Jim Causley
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