

Cadillac Moves HQ to New York; Engineers, Design Stay

Cadillac has been realigned to establish the brand as a separate business unit.

In addition, the new Cadillac organization will expand to New York with a new global headquarters opening in 2015.

The realignment affirms Cadillac's importance to GM's strategy, said GM spokesperson David Caldwell. Creating a new Cadillac business unit enables it to pursue growing opportunities in the luxury automotive market with more focus and clarity, he said.

"With the relentless upward repositioning of successive new-generation Cadillac products," said GM President Dan Ammann, "the next logical step is to provide Cadillac more freedom to cultivate the brand in pursuit of further global growth."

"Cadillac's mission is to reinstate the brand to a preeminent position among global luxury brands, a bold challenge requiring a distinct and focused new organization."

"More than a division or brand, Cadillac

is becoming a center of excellence for our company."

Johan de Nysschen, who joined Cadillac as its new president in August, will be responsible for the brand's overall operational performance.

Cadillac's leadership council is headed by de Nysschen, and consists of Jim Bunnell, vice president of sales and service; Uwe Ellinghaus, chief marketing officer; David Colasinski, chief financial officer; David Leone, executive chief engineer, and

Andrew Smith, executive director of design. Further expansion of the Cadillac leadership team will be announced at a later date.

The plan includes expansion to New York City in the form of a multipurpose office and event space in conjunction with modern loft offices located in SoHo, the heart of New York, a city renowned for establishing trends and setting standards

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Warren Truck employees lower engine onto Ram 1500 chassis.

Building 2014, 2015 Rams at Same Time Means Challenge for Chrysler Warren Plant

by Jim Stickford

It's the kind of problem an automaker wants to have – how to keep a line running to meet current demand for a vehicle while getting ready to launch a new model that is expected to have even greater demand.

That's what the people at Chrysler's Warren Truck faced with the launch of the new 2015 Ram 1500, Plant Manager Curt Towne said at a special media day Sept. 25.

The 2014 Ram 1500 had a 15-month production year, which meant that the plant and its workers produced about 400,000 trucks.

But, Towne said, Ram is getting ready to launch the new 1500 and demand is expected to be even greater. So their job was to find a way to build about an additional 100 vehicles a day, or 28,565 additional a year.

Towne said the Ram 1500 is built at the Warren plant and in Mexico. But the Mexican plant builds the standard cab, while the crew cab and quad cab, which are very popular, are built in Warren.

"To meet demand and gain market share, we had to find a way to up production here at Warren Truck," Towne said.

And to make things more interesting, the plant could not be

closed down for an extensive period of retooling and redesign because demand for the 2014 Ram 1500 was strong and had to be met, Towne said.

The production increase meant rethinking the assembly process and implementing significant changes that began at the end of 2013 and continued through the summer shutdown this past August.

From automation changes in the body shop to improvements to the color booths in the paint shop, modifications were made across the plant, Towne said. But the most extensive transforma-

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Technology Has Changed Auto Business 'Profoundly'

by Jim Stickford

Detroit's automakers had something to say at the 2014 Michigan Council of Women in Technology IT Executive Connection Summit last week at the Westin Book Cadillac in Detroit.

The conference was held to help women in technology-heavy industries to network and learn better how to promote their careers and encourage women to enter technology-oriented fields.

Speaking on the "Riding Tech to a New Destiny" panel, Ford Group Vice President and Chief Information Officer Nick Smither said that one thing everyone has to consider is that technology has changed the auto business profoundly just in the last two years.

"IT has gone from helping the

car business to being the business," Smither said. "Right now, I am pursuing options for Ford that have IT as the foundation. People say a career in IT is a career in change and how to adapt and that's what we're doing at Ford – adapting."

Chrysler Vice President and CIO Scott Sandschafer said that for him, being Chrysler's CIO means really having strong relationships with people under him, but also with the people who use IT at the company.

"They have to trust you and your leadership," Sandschafer said. "If people agree with the vision you have, disagreements on how to achieve that vision will sort themselves out."

GM Senior Vice President and CIO Randy Mott agreed that IT is transforming the business. The



From left, Randy Mott, Nick Smither and Scott Sandschafer talk about technology in the auto industry.

question at GM is, "How do you build an IT department?"

"Our job is to understand IT applications to the business and how the company can adapt to IT," Mott said. "When you look for talent, you need to find people who understand that there will be change. That's how you set the foundation – with people. And you must support change yourself."

The question of how they manage "up and down" came up. Sandschafer said Sergio Marchionne is a big fan of IT and understands it, so his problem is managing down. Chrysler is a large organization and that means a lot of people have to be managed and have to be on the same page.

Smither agreed that managing down is the tricky part. He noted

that in the old days, he'd have to justify to the higher powers why technology would add to the bottom line. He had to justify spending. But now, management gets that and the harder part is motivating an IT staff of 10,000 people.

"Aligning all the groups – sales and marketing, design, engineer-

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Hamtramck Readies for New Cadillac CT6

Cadillac will elevate its growing portfolio with a new, top-end, high-technology car.

The new Cadillac will be named the CT6 and will go into production in the fourth quarter of 2015 at the Detroit-Hamtramck assembly plant.

The addition of this new Cadillac is part of a previously announced \$384 million investment in the facility on Detroit's east side.

Tools and equipment unique to the Cadillac CT6 were installed recently, said GM spokesperson David Caldwell.

"The objective for this upcoming model is to lift the Cadillac range by entering the elite class

of top-level luxury cars," said Cadillac President Johan de Nysschen.

"Currently in development, this new rear-wheel-drive-oriented sedan uses completely new, custom-designed materials on a unique vehicle architecture."

"In addition to new technology in the car itself, we are instituting innovative manufacturing techniques to assemble it with the precision deserving of a luxury make."

Positioned above current CTS and XTS product lines, the new top-of-the-line Cadillac CT6 adds to, rather than replaces, any model in the portfolio. It will make its public debut in

the first half of next year.

"Michigan takes great pride in being recognized as the automotive capital of the world," said Michigan Gov. Rick Snyder. "GM's choice to build its Cadillac flagship sedan at Detroit Hamtramck is a testament to the spirit, resolve and talented workers residing in our communities and state, and demonstrates the high quality of what 'Made in Michigan' means."

"And it's another sign of the amazing comeback under way that's building a strong foundation and bright future for all Michiganders."

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The already busy Hamtramck Plant will get busier with new Cadillac.

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Feinberg Adds Two More to GM Death Payments

DETROIT (AP) – The death toll from crashes involving General Motors small cars with faulty ignition switches is at least 21.

Attorney Kenneth Feinberg, who was hired by the company to compensate victims, said last week in an Internet posting that he received 143 death claims as of Sept. 20. He added that 21 of those have been deemed eligible for payments.

A spokeswoman said the rest of the claims are under review and not all will be eligible. The death toll rose from a week earlier, when Feinberg had determined 19 claims would get payments.

The website also said that Feinberg received 532 injury claims as of Sept. 19. Of those, 16 are eligible for compensation thus far.

The others are still being reviewed.

The defective switches can unexpectedly move to the “accessory” or “off” positions, shutting down the engine and knocking out power steering and brakes. With engines shut off, people can lose control of their cars and crash.

If that happens, the airbags won't inflate.

GM has admitted knowing about the problem for more than a decade in small cars such as the Chevrolet Cobalt.

Yet, it didn't begin recalling the 2.6 million small cars until February.

For months, the company said at least 13 people died in crashes linked to the faulty switches, but GM acknowledged that the death toll would go higher. Some lawmakers have estimated that it's close to 100.

Feinberg has said GM has not limited the total amount he can pay in compensation.

GM has estimated the cost of compensating victims at \$400 million, but says it could rise to \$600 million.

A Feinberg spokeswoman said last week that his office is in the process of sending out letters telling people how much money he is offering. Those filing claims can reject Feinberg's offer and seek compensation through lawsuits.

Feinberg won't identify those getting payments, citing confidentiality agreements. GM has not identified the 13 victims.

The U.S. National Highway Traffic Safety Administration says it has not tallied the total number of deaths.

GM, Lear Donate \$1M to Detroit Habitat for Humanity

by Jim Stickford

A \$948,000 check was presented to the Detroit Habitat for Humanity Sept. 24 at a special media conference held at the Cobo Civic Center.

“So far this year,” said Grace Lieblein, vice president, GM Global Purchasing and Supply Chain, “GM has given \$500,000 to Detroit Habitat and that money has gone toward helping 16 families in Detroit.”

Lieblein said GM and its suppliers have been working for the past few years in a partnership with the Detroit chapter of Habitat for Humanity to help the city.

“At GM, relationships count,” Lieblein said. “We have partnered with Habitat for Humanity for a few years.”

“About a month ago, we had a breakfast with the group that was attended by our suppliers and we announced the donation of a grant of \$100,000 to Habitat.”

“This is the second consecutive year GM has supported the group and at that same breakfast the Lear Corporation said the company would match what GM donated. So this year the Detroit chapter of Habitat will get \$1 million from that breakfast.”

Matthew Simoncini, president and CEO of Lear, was on hand at the breakfast and said that he has a great love of Detroit.

“This city is where I grew up,” Simoncini said. “It was my childhood home and I attended Clark Middle School on the eastside. I am so glad to be a part of the revitalization of Detroit one home at a time.”

Simoncini said that Lear started working with Detroit Habitat a few years ago when former GM CEO Dan Akerson donated his own money to the group.

“That's when I got actively involved,” Simoncini said. “We started providing tutors and computer labs to Clark Middle School. So when Grace called and asked for our help, I was already engaged with that neighborhood and was happy to get involved with what they were doing.”

Vincent Tilford, executive director of the Detroit chapter of Habitat for Humanity, said GM and its suppliers who have donated have done something great for the families of Detroit.

“We are working in the Morningside Drive area of Detroit on the east side,” he said, “to help create a safer environment and a more stable neighborhood for the families we serve.”

Detroit Habitat helps in a variety of ways, Tilford said. It's not just building homes for families. They help restore and winterize homes. He knows of some families that were spending \$600 a



Grace Lieblein

month last winter to keep their houses warm.

“We've been in Detroit since 1986,” Tilford said. “Since that time, we've invested \$35 million in the city. That's helped 500 families and we've moved 2,000 kids into safer, healthier environments. We're not just building houses, we're building communities and hope.”

Lieblein said GM has not only pledged money, it has pledged 2,500 man-hours to go toward completing Habitat projects.

“We, in part, work on these initiatives as a way to solidify relationships with suppliers,” Lieblein said. “I've often heard from suppliers that GM is really strict about things like lunches

and golf games. But we need to have relationships with our suppliers outside the office and a great way to do that is by working together with groups like Habitat for Humanity.”

One person who can attest to how the help from Habitat Detroit can turn a life around is Sylvia Hubbard.

She is a single mother with three children between the ages of 12 and 19. Two years ago, her home burned down during the winter. Her family got away with the clothes on their backs.

But Hubbard went to Habitat Detroit for help and they not only helped get a new house, they helped teach her the life skills needed to keep the house.

And getting the house wasn't easy, Hubbard said. Habitat Detroit likes to give a hand up, not a hand out.

Clients are required to put in sweat equity to get a home. But the result is worth it, she said. For the first time in her life, she has a door of her own in a home in a neighborhood where she doesn't have to worry about her son getting hurt walking to school.

Tilford said Habitat Detroit will continue to do work in the Morningside neighborhood, but is also looking to do future projects in Detroit's North End neighborhood.

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2014 Ram pickup truck rolls off the Chrysler Warren assembly line.

Miggy Bats for Chrysler

Two-time American League MVP Miguel Cabrera is appearing in three Chrysler television spots this fall.

The commercials celebrate the launch of the new 2015 Chrysler 200. The campaign was launched Sept. 20.

"There's a stronghold in the mid-size segment, and there are established leaders. The Chrysler 200 has come to compete," said Olivier Francois, Chrysler's chief marketing officer.

"Miguel Cabrera exemplifies the exuberance, energy, passion and fortitude of those whose hard work made the all-new 2015 Chrysler 200 possible. And like Miggy at bat, the Chrysler 200 steps up to the plate as a competent player and aims to change the game."

The 30-second national television commercial, "Miggy at the Bat," is an adaptation of the famous baseball poem, "Casey at the Bat," with a twist.

A 60-second, longer-form video of "Miggy at the Bat" can also be found on the Chrysler YouTube page. Two additional on-air spots will have targeted cable placement, Morgan said.

The 30-second spot, "In the Right Hands," speaks to the fact that the right tool in the hands



Cabrera hits another dinger.

of the right person can turn something ordinary into something transcendent, Chrysler spokesperson Diane Morgan said.

Another 30-second spot, "Game Changers," focuses on how Miguel Cabrera is changing the game of baseball every single time he puts on his glove and picks up his bat.

The spots serve as a continuation of Chrysler's relationship with Cabrera, Morgan said. In 2012, he was major league baseball's first Triple Crown winner in more than 40 years, and Chrysler established their relationship in the fall of 2013.

Last fall, the Chrysler brand debuted its "Road to Greatness" campaign that featured Cabrera. It aired during baseball's playoffs and World Series.

Building 2014, 2015 Rams at Same Time Means Challenge for Chrysler Warren Plant

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tion came on the assembly line.

"Building back-to-back 'Motor Trend Truck of the Year' (2013-2014) winners is something that has never been done before and it's something we take great pride in," Towne said.

"So, as we approached this opportunity to rethink our processes, we wanted to make sure we kept our focus on the customer and doing things that would continue to improve the quality of the vehicle we deliver.

"I think this team accomplished its task."

To get the job done, Towne said, they created a Work Place Integration process that reviewed and evaluated best practices at every work station in the plant.

The result was that 353 work stations in the plant were redesigned to improve and increase production.

"This is an old plant," Towne said. "So we worked hard to reduce the number of fork trucks just as a safety issue.

"We have two 10-hour shifts per day. Workers have a four-day schedule with three days off. We run seven days a week."

Towne said that, yes, 10 hours makes for a long shift, but that's balanced by the three days off.

Adjusting to that schedule

wasn't easy, but some workers prefer it.

"We expect to build about 400,000 trucks for model-year 2014 and we are about to transition to the new 2015 1500," Towne said. "That means doing maintenance while we're running the plant. That's quite the challenge."

Towne said they have no immediate plans to add more automation to the plant.

He said that would be a huge investment of time and money and would require the plant to be shut down, which wouldn't help them meet the demand for the 1500 while the facility would have to be closed.

Matt Schachermeyer, launch coordinator – workplace integration lead, said one way they were able to get ready for the 2015 was to prep all the jobs in advance.

"You don't want to find out a job is dangerous only after someone is hurt," Schachermeyer said.

"You don't want to find out there's a flaw in the process after a truck is built."

So they simulated work stations in a static environment and used Chrysler's World Class Manufacturing processes to determine the best way to gain maximum efficiency at every work station.

Sometimes, Towne said, a new

process can be as simple as finding a way to save a worker three or four steps while that worker performs his or her job.

"I know three or four steps doesn't sound like much," Towne said. "But when we're talking about a 10-hour shift, those three or four steps add up pretty quick."

By creating kits at work stations that contain the parts workers need where and when they need them, they don't constantly have to walk back and forth from their station to get parts.

"The employees actually like kits," Towne said. "They like the fact that they don't have to walk as far to grab their parts, which is a waste. That's time that could be spent building a truck."

"Plus, at the end of a 10-hour day, they're not as tired as they once were."

Towne said the UAW and Chrysler have worked together to improve production.

Employees have helped drive change from the factory floor. They submitted nearly 7,000 suggestions on how to improve production.

At the end of the day, Towne said, everyone's goal is to build a better truck and continue the 1500's 52-month sales streak.

Sales of the Ram 1500 truck in the U.S. through August were 283,256.

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Mopar Racer Finishes First in Hot Rod National

Mopar was back in the winner's circle with Don Schumacher Racing's Matt Hagan as he drove his Dodge Charger R/T to the Funny Car title win at the rescheduled National Hot Rod Association (NHRA) Carolina Nationals elimination rounds at Texas Motorplex on Sept. 20.

It was Hagan's second victory of the season, but more importantly, the win was earned in the first race of the six-event playoff series called the NHRA "Countdown to the Championship" to propel him from seventh to third place in the points standings.

"Congratulations to Matt Hagan from everyone at Mopar on his Carolina Nationals title and a first win in this year's Countdown to the Championship for the Dodge Charger R/T," said Pietro Gorlier, president of Mopar.

"It is a great way for Matt and the Don Schumacher Racing team to kick off the playoffs and make Mopar a serious contender for this year's championship once again.

"It is also a wonderful way to show everyone that the legacy of the 426 Race HEMI engine continues to live on as we celebrate its 50th anniversary this season."

Hagan's two qualifying laps also gave him round wins over Tim Wilkerson and Robert Hight, setting up a final showdown against veteran John Force.

It was their seventh meeting in eliminations this season with a 1-5 win-loss record for the Mopar driver.

But this time, Hagan benefited from a premature red-light start by Force to earn his 12th career Wally trophy.

SRT Racing Team Enjoys Victories At TUDOR Event

SRT (Street and Racing Technology) Motorsports raced to a trio of victories in IMSA TUDOR United SportsCar Championship and Trans Am Series action on Sept. 20.

Dodge Viper SRTs captured the checkered flag in both the GTLM and GTD classes in the IMSA TUDOR United SportsCar Championship race at Texas' Circuit of the Americas (COTA).

Cameron Lawrence gave SRT Motorsports its first Trans Am victory when he piloted a Dodge Challenger SRT to victory lane at Connecticut's Lime Rock Park the same afternoon.

"This has been a successful, winning weekend for SRT Motorsports," said Ralph Gilles, CEO, SRT Motorsports.

"In the TUDOR Championship points standings, we've gone from second to first place, not only in the driver's championship but also in the manufacturer's championship. It's an incredible achievement for our second full season in the sport," said Ralph Gilles, SRT Motorsports CEO.

"Ben Keating and the Viper Exchange team also won in the GTD class. We're also very happy about Miller Racing's effort in Trans Am and the TA2 class with Cameron Lawrence taking the podium and winning his first race in the Dodge Challenger SRT and Tommy Archer, a fixture in motorsports, finishing second."

In the IMSA TUDOR Championship, SRT Motorsports finished first and second in the GTLM class in the Lone Star Le Mans at COTA. The No. 93 Dodge Viper SRT GTS-R won from the pole position with drivers Jonathan Bomarito and Kuno Wittmer.



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GM Continues to Improve Children's Safety, Comfort

The new 2015 Chevrolet Colorado Extended Cab helps address a trend of allowing children to stop using a booster seat too soon.

Combining the midsize pickup's removable headrest with a rear passenger side seat cushion better accommodates today's larger child restraints and booster seats.

Many child restraint manufacturers require at least 80 percent of the child restraint be supported by the vehicle seat. The Colorado's patent-pending rear seat cushion extension helps satisfy that requirement.

"We know there's a lot that goes into traveling with children, so we try to make the experience as safe and stress-free as possible," said Julie Kleinert, global technical lead for child safety at General Motors.

"Being a mother and grandmother myself gives me a firsthand understanding of the concerns of parents, which is why we work to make it easier to keep kids safe in our vehicles."

As part of National Child Passenger Safety Week, Safe Kids Worldwide in partnership with the GM Foundation released a study showing nine of 10 parents allow children to transition out of the booster seat to seat belts before they reach the recommended height and weight of 57 inches and at least 80 pounds, Kleinert said.

Improving accommodation of booster seats and child restraints in the limited space available in the rear seat of a midsize extended cab pickup is just one approach Chevrolet is taking, she said, adding that other Chevrolet models – like the Impala – focus on child safety.

Whether young passengers require booster seats, forward-facing child restraints or rear-facing child restraints, the Chevrolet Impala's generous rear seating area, Kleinert said, provides plenty of room for carrying children safely and comfortably without encroaching on the space for the adults in the front seat.

Additionally, the Impala offers easy-to-access child restraint LATCH anchorages for all three rear seating positions, offering further flexibility to a growing family.

"GM conducts a variety of assessments on vehicles to make sure rear seats, safety belts and child restraint LATCH anchors accommodate a wide range of child restraints on the market," Kleinert said.

"Safety belts are developed to work for a range of occupant sizes, including adults, child restraints and children who are too large for child restraints."

Another feature that is available or that can be fitted at GM dealerships is the shoulder belt comfort guide for backseat vehicle occupants on both the driver and passenger sides, said Kleinert.

Plastic guides attach to the rear seat or side trim and help position the shoulder strap of the seat belt so that it fits more comfortably on smaller adults and children who have outgrown child restraints.

Improving the comfort of the shoulder belt increases the likelihood that child passengers who are big enough to use the safety belt will wear it correctly and not be tempted to put the shoulder belt behind their back or under their arm.

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Technology Has Changed Auto Business

CONTINUED FROM PAGE 1

ing, finance – to move together to meet the goals of a digital business so that it moves forward is hard,” Smither said.

He said that he calls Ford a digital business even though it designs, makes and sells cars, because IT is used in every phase of a vehicle’s production. And now IT is a strong part of what constitutes a Ford these days.

Mott said that having technology isn’t enough. People must understand how to apply it to the design and making of cars.

Sandschafer said that one thing IT people need to know is that they don’t have to love cars to work for a car company. They can still have a great career in IT by working for an automaker.

“We need people who enjoy working on hard problems,” Mott said. “The easy problems have been solved. But if you love IT and love a challenge, then we’re a good company to work for.”

Smither said that Ford is looking for people prepared to take a risk. People learn the most when they’re challenged. The price of entry into the business, however, is having the base set of technical skills.

All three agreed that someone looking for a job in an automaker would do well to consider data analytics. There is a severe shortage of people with that skill set and the demand for them will only grow greater as technology provides OEMs with more data about what consumers want and the demand for greater efficiencies increases.

The panelists were asked to highlight one program within their companies aimed at helping women in IT.

Smither said that the demand for STEM workers in general is great and will only get greater. The broader question is, “Are there enough people to meet the industry’s growing demand?”

Sandschafer said he has a program aimed at helping one female, his daughter. She’s 10 and Sandschafer’s wife is an electrical engineer. They both encourage her to take math seriously and to consider STEM as a career.

His daughter goes to a Web site aimed at teaching kids coding. She has gotten good at it and helps her younger brother with the coding exercises. Sand-

Classic Packards, Pinewood Derby Featured at Show

The Packard Motor Car Foundation will have its traditional Fall Open House and Cruise-in Car Show on Sunday Oct. 19.

The event will be at the historic Packard Proving Grounds at 49965 Van Dyke Ave in Shelby Township from 1 to 5 p.m., rain or shine, said event chairman Bruce Webster.

“The event is family-friendly and free with donations accepted,” Webster said.

“Attractions include self-guided tours, petting zoo for the kids, bake sale and light refreshments for purchase. Live music will again be provided by Johnny Trudell’s band.

“Ankara Industries is the presenting sponsor with additional support from Hagerty’s collector-car insurance.”

A new featured event for 2014 will be a Pinewood Derby put on by Cub Scout Pack 92. “Old scouts” are encouraged to bring their historic Pinewood Derby cars, Webster said. Packards will be featured but all collector cars are welcome.

“This is a cruise-in event with no judging or registration fees. Donations accepted at the registration desk,” Webster said.

schafer said that sometimes she’s even better at problem-solving than he is.

But it’s encouraging females throughout their lives, starting when they’re young that will pay dividends, he said.

Mott said GM approaches getting IT talent differently. The company realizes that smart IT people come from all over and not just a few specific schools on the East Coast and California.

That’s why they’ve opened four IT centers around the country. By looking for talent all over the country, GM doesn’t have to reflexively go overseas for help.

And a lot of people like staying where they grew up. Sometimes taking a job 2,000 miles away from where you want to live is a good career move, but a bad life move.

Having regional centers helps

GM attract people who might not otherwise work for the company.

Having said that, Mott agreed with Smither and Sandschafer that talent attracts talent and by having a strong core of IT talent in southeastern Michigan actually makes it easier to bring people here.

As to what the next 10 years will bring in terms of IT in the auto industry, Smither said he expects that, within 10 years, one of the Big Three CIOs would be a woman.

Mott said that the role women are playing in IT and in the creation of cars has grown greatly in the past and he expects that trend to continue.

Sandschafer said he expects to see women start creating their own companies and be true innovators in the industry.

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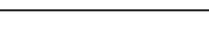
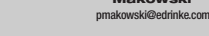
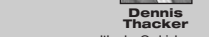
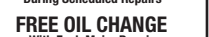
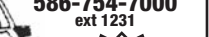
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All prices & payments include GM rebates. Pictures may not represent actual vehicle. Prices subject to change per GM incentives. Prices and payments are inclusive of active GM Employee Discount (unless otherwise stated). Leases are 36 months, 10,000 miles per year w/ approved \$1k credit w/ \$999 due at signing, (unless otherwise noted). Verano, Lacrosse, Encore, Terrain, Acadia, Yukon XL and Sierra leases are 24 month terms. 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. GM Employee discount to everyone valid on certain models. \$3500 trade-in is valid on 2014 or newer vehicles with under 115k miles in drivable condition, no branded titles, see sales person for details. **Certain restrictions may apply, see dealer for complete details. Expiration Date – 9/30/2014

Now looking for experienced salespeople to join our team!

ATTENTION!

Chrysler Employees and Chrysler Contract Employees

\$1,000 Below Employee pricing*

**HURRY
PROGRAMS END
TUESDAY
SEPT. 30!**



YOUR OFFICIAL CHRYSLER JEEP • DODGE LEASE TURN-IN HEADQUARTERS

2014 CHRYSLER TOWN & COUNTRY TOURING L



24 MO. LEASE ONLY \$189* mo.	EMPLOYEE 1 PAY 24 MONTH LEASE STARTING FROM \$3688*
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2014 CHRYSLER 300 AWD



24 MO. LEASE ONLY \$149* mo.	EMPLOYEE 1 PAY 24 MONTH LEASE STARTING FROM \$2888*
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2014 RAM CREW CAB 4X4 BIG HORN



24 MO. LEASE ONLY \$149* mo.	EMPLOYEE 1 PAY 24 MONTH LEASE STARTING FROM \$3587*
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2015 CHRYSLER 200 LIMITED



24 MO. LEASE ONLY \$99* mo.	EMPLOYEE 1 PAY 24 MONTH LEASE STARTING FROM \$2988*
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2014 JEEP GRAND CHEROKEE LAREDO 4X4



24 MO. LEASE ONLY \$199* mo.	SALE PRICE \$27,760*
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ALL NEW 2014 JEEP CHEROKEE LATITUDE FWD



24 MO. LEASE ONLY \$159* mo.	EMPLOYEE 1 PAY 24 MONTH LEASE STARTING FROM \$2988*
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2014 DODGE JOURNEY SXT AWD



24 MO. LEASE ONLY \$94* mo.	EMPLOYEE 1 PAY 24 MONTH LEASE STARTING FROM \$2995*
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2014 DODGE CHARGER R/T



24 MO. LEASE ONLY \$125* mo.	EMPLOYEE 1 PAY 24 MONTH LEASE STARTING FROM \$2987*
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* We make car buying fun at Milosch's Palace. Please call to schedule an appointment for a demonstration drive. All rebates to dealer. Deals apply to stock units only. Must be a Chrysler employee. \$1995 down, plus destination, taxes, title, plates. Must be Chrysler Employee. \$500 Military and TDM included. Lease calculated at 10,000 miles per year. Vehicle shown not actual vehicle. WAC. See dealer for details. **Lease and prepay examples are plus destination, taxes, title, plates, \$0 sec. deposit required. Includes Conquest Trade-in and must be Chrysler Employee. Programs subject to change. ††On select models. Expiration date is 9/30/14.

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3800 S. Lapeer Rd., LAKE ORION

Call Toll Free: 800-710-3857

OPEN SATURDAY!



**HOURS: Mon/Thurs 8:30am-8pm
Tue/Wed/Fri 8:30am-6pm**

**New Saturday Hours:
Sales 10am-3pm &
Service 8am-2pm**

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TRADE IN
VALUE HERE**

