

GM Design Hosts Employee 'Gear Heads' on Woodward

by Jim Stickford

The GM Design Center's "Design on Woodward" show was held at its usual location – 13 Mile and Woodward – on Aug. 12. The yearly event is always held the Wednesday before the Woodward Dream Cruise, said April Wagoner, a 2D process design lead at the GM Design Center.

Wagoner has been on the committee that organizes the event for the past three years. "This is the sixth annual 'Design on Woodward' show," Wagoner said. "I volunteered to serve on the executive committee three years ago because I wanted to be part of creating exciting employee engagement events."

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Brandon Liscinsky with his 1979 Z-28 Camaro at Design on Woodward.



A civilian racer burns rubber at "Roadkill Nights" at the Silverdome.

Dodge Opens Drag Strip at the Silverdome

by Jim Stickford

It was inevitable – street racing finally came to the Woodward Dream Cruise.

A special event was held on Aug. 12 at the Pontiac Silverdome called "Roadkill Nights."

It was sponsored by Dodge and operated by the Enthusiast

Network, a Web-based network that puts on the "Roadkill" car show.

Tim Kuniskis, president of the Dodge brand, said the idea for Roadkill Nights got its start last year after the 2014 Woodward Dream Cruise.

"Dodge has always had an event at the Dream Cruise," Ku-

niskis said. "Last year we had Richard Rawlings of the TV show 'Fast N' Loud' and we celebrated 100 years of Dodge with the Charger Hellcat. The draw to our spot was huge – more than 1,000,000 people. True performance car fans. Talk about a tar-

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Ford Moves Truck Production from Mexico

The new Ford F-650/F-750 medium-duty trucks rolled off the line Aug. 12 for the first time in the United States.

Production of the trucks at Ohio Assembly Plant, previously built in Mexico, helps secure more than 1,000 hourly UAW jobs and a \$168 million plant investment in the United States, said Ford spokesman Mike Levine.

2016 F-650/F-750 trucks anchor Ford's commercial vehicle lineup. Ford is the only truck manufacturer that provides vocational customers "one-stop shop to meet their needs – from the Class 1 Transit Connect cargo van to the Class 7 F-750 tractor rig."

"Our investment in Ohio As-

sembly Plant reinforces our commitment to building vehicles in America and to delivering best-in-class commercial trucks," said Joe Hinrichs, Ford president, The Americas. "Working with our partners in the UAW, we found a way to make the costs competitive enough to bring production of a whole new generation of work trucks to Ohio."

Offered in Regular Cab, Super-Cab and Crew Cab body styles and in straight-frame, dock-height and an all-new dedicated tractor model for heavy towing applications, the 2016 F-650/F-750 line features a "bold new look inside and out," Hinrichs said.

In 2014, Ford announced a \$168 million investment to shift production of F-650 and F-750 from Mexico to Ohio Assembly Plant, in addition to adding new body shop equipment and other tooling needed to produce the medium-duty vehicles. The production shift from Mexico is part of the collective bargaining agreement Ford and the United Auto Workers negotiated in 2011.

"Through collective bargaining, we were able to secure production of the Ford F-650/F-750 to Ohio Assembly Plant," said Jimmy Settles, UAW vice president and director, National Ford De-

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Workers at Ohio Assembly building new Ford F-650/F-750 trucks.



(Photo Courtesy of Royal Oak Historical Society) Cruising Woodward in the 1950s.

Radio and Music the Drive Behind 'Classic Cruising'

by Jim Stickford

With the Woodward Dream Cruise having come and gone for 2015, it's a good time to talk about the second part of classic car cruising – the music and the radio stations that played the songs that drove Detroit.

Jim Feliciano is the curator of the Web site "Motor City Radio Flashbacks," or www.mcrrfb.com. He said the site has been up and running since 2012 and was built off the work of a previous site – "Detroit Radio Flashbacks" created by Scott MacKinnon and George Griggs. When that site closed Feliciano worked with Griggs to create his site. It contains recordings of broadcasts, commercials, airchecks and a multi-part history of Detroit radio.

Feliciano said that Detroit his-

torically is also known as the city which gave birth to radio.

"WWJ was born here when the first radio signal crackled across the Detroit airways back in August, 1920, as 8MK. Here it is, some 95-years later," Feliciano said. "Radio has since evolved into the great commercial medium it is today in the United States and around the globe since. But it was during some 25-years after that historic event some of the best voices and names remembered heard on radio began to emerge after WWJ had first signed-on in Detroit."

By the late-1940s and 1950s, WXYZ radio, on the air since 1925, would emerge with some of the most prominent Detroit radio personalities, Feliciano

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Ford Moves Truck Production from Mexico to Ohio

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partment. "Building these world-class vehicles in America helps secure jobs for more than 1,000 UAW members and provides economic growth for the Avon Lake community. Strengthening the economy through job creation continues our efforts to rebuild the American middle-class and communities all across this nation."

Opened in 1974, Ohio Assembly Plant employs nearly 1,400 people and is one of the largest employers in Lorain County. In addition to now producing all Ford F-650 and F-750 models and configurations, the plant also produces Ford E-Series cutaway vans and stripped chassis.

Levine said the 2016 Ford F-650/F-750 is the toughest, smartest, best-value Ford medium-duty truck ever – providing the ideal combination of value, capability and upfit readiness in the segment.

So, Levine said, not only are the trucks fully designed and developed by Ford truck engineers in Dearborn, they are now built in the U.S. using robot-tested on taxing durability courses; 500,000-plus miles of harsh dynamometer engine testing at extreme power levels and temperatures.

Auburn Hills Company Has Good Financials

Auburn Hills-based Unique Fabricating, Inc., which engineers and manufactures multi-material foam, rubber, and plastic components utilized in noise, vibration and harshness management and air/water sealing applications for the automotive and industrial appliance market, released on Aug. 12 its financial results for the second quarter and six months ended June 28, its first quarter as a publicly traded company, said company spokesman Brett Maas.

Company second quarter highlights and recent developments include:

- Revenue of \$35.7 million versus \$33.0 million in the second quarter of 2014, an increase of 8.1 percent year-over-year.
- Adjusted EBITDA of \$4.2 million, including \$900,000 for non-cash charges which includes depreciation and amortization and non-cash stock awards, versus \$4.4 million in the second quarter of 2014.
- Diluted earnings per share of 24 cents versus 25 cents in the second quarter of 2014.
- Declared a quarterly cash dividend of 15 cents per share payable on Aug. 31 for stockholders of record as of Aug. 24.
- Completed initial public offering, raising \$25.7 million in gross proceeds.
- Began trading as a public company on the New York Stock Exchange MKT on July 1.

It's Wheels Up for Chevy Trucks That Can Go Anywhere

Chevy trucks will go just about anywhere. To be able to do so can sometimes just be a matter of wheels.

Removing the wheels from a 2015 Chevrolet Colorado and replacing them with smaller ones to fit inside a Shorts 330 Sherpa airplane is one way ASRC Energy Services in Alaska is committed to getting fleet vehicles to employees in areas unreachable by conventional means, said GM spokesman Robert Wheeler.

As Alaska's oilfield service partner, ASRC Energy Services deploys employees across the state to monitor everything from oilfield exploration and construction to ensure regulatory standards are properly followed, Wheeler said.

"Our fleet vehicles double as mobile offices for the majority of our employees, so we need to give them dependable vehicles in the remote areas where they work," said Chris Maynard, general manager of fleet operations, ASRC Energy Services. "These locations can vary from areas with no electricity to temporary roads built on top of the frozen tundra."

ASRC's fleet needs are as diverse as the terrain its employees encounter every day, which is why they've bought into Chevrolet's three-truck strategy: Chevrolet Colorado, Chevrolet Silverado 1500, and Chevrolet Silverado 2500HD and 3500HD, Maynard said.

When it comes to light duty,

the Silverado 1500 is the vehicle of choice to take ASRC's management team to and from project sites and carry clients an affordable-yet-rugged truck.

The Colorado meets those demands with a smaller footprint. The Silverado HDs are a 365-days-a-year workhorses to aid client operations in the oil and gas market.

Each vehicle is specifically designed to tackle different aspects of a company's particular needs which, when taken together, can benefit from single brand devotion.

"We build our trucks with companies like Arctic Slope in mind," said John Schwegman, director, commercial product, General Motors. "Their employees don't

have time to worry about how the vehicle will operate when the temperature is 40 degrees below zero.

We ensure our vehicle's performance will stand up to the test so they can get their work done."

ASRC Energy Service's fleet also counts on service to keep downtime to a minimum. "On the service side, GM knocks it out of the park," said Maynard.

"The Alaska market is pretty small, but GM looks at every sale as one of importance, so even the smallest problem gets special focus from a GM engineer, even if that means they have to send one to Alaska."

DE-STA-CO Manufacturing Moving to Tenn

Auburn Hills-based DE-STA-CO will consolidate several U.S. manufacturing operations for its diverse line of products to a new site strategically positioned to serve its North American customer base as well as customers globally, said company spokesman Darren Greene.

"DE-STA-CO is one company with one vision," said Mats Ceder, president of DE-STA-CO. "This is our overarching direction for 2015 and beyond. Capturing synergies throughout our company will result in benefits to our customers and expanding market leadership."

The company's new site for North American manufacturing will be located in Mt. Juliet, Tenn.

DE-STA-CO, Greene said, is phasing out manufacturing in Auburn Hills and Charlevoix. Corporate offices will remain in Auburn Hills.



A 2015 Chevy Colorado is loaded on to a Shorts 330 Sherpa plane to be delivered to a village in Alaska.

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Dodge president Tim Kuniskis at "Roadkill Nights" event.

Dodge Brings Street Racing Back to Detroit for a Day

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geted audience."

So the question became, Kuniskis said, what to do next. How to take Dodge and the Dream Cruise to the next level. Dodge contacted Rawlings who said he could build a 1967 Dart with the new 707-hp SRT Hellcat engine. Then David Freiburger of Roadkill said he would upfit his 1968 Dodge Charger "General Mayhem" with the SRT Hellcat engine. They agreed to race.

That became the foundation of the event, Kuniskis said. But then the idea of allowing "civilians" bring their cars to the track and allow them to race was added.

"We didn't advertise this event, but we sold out of the first 5,000 tickets in a very short time," Kuniskis said. "We went back to Pontiac and had the number of tickets increased to 7,000 and sold out of those extra tickets fast as well."

Kuniskis said the Silverdome, with its huge parking areas, was selected as the spot for the event for a couple of reasons. First, it is relatively close to Woodward.

"We didn't want street racers on Woodward doing spin outs," Kuniskis said. "The Silverdome as the perfect location."

So a couple of special tracks were built at the site. One was for civilians, who entered their vehicles and raced against themselves. They went down the drag

strip several times, trying to beat their best scores.

Dodge also built a course where professional drivers took passengers on a trip down the special race course in Dodge Vipers.

Kuniskis said that part of Roadkill Nights' goal was to help raise awareness of the Dodge brand.

"I know people talk about the late 1970s and early 1970s as a golden age of muscle cars," Kuniskis said. "But now is the real golden age of performance cars. It's now possible for people to go to a Dodge dealership and buy 707-hp cars."

Kuniskis said that the integration of SRT into the Dodge brand has been "seamless." Sales of SRT Hellcats have been successful. Dodge will double the number made and let dealers know beforehand how many SRT Hellcats they are going to get in the next year.

"I believe in ripping off the bandage quickly," Kuniskis said. "If a dealer has 12 people asking for an SRT Hellcat and he knows early on he's only going to get 10, then he can do something."

Overall, Hellcats account for only a small portion of Charger and Challenger sales. Year to date, Kuniskis said, Dodge has sold about 100,000 total of Chargers and Challengers. Only 4,500 of those sales are of Hellcats.

But the addition of the SRT Hellcat line has been successful be-



Attendance at the first Dodge "Roadkill Nights" held at the Silverdome was greater than expected.

yond sales, Kuniskis said. Dodge estimates that it has received half a billion dollars in media coverage of the SRT Hellcat. It brings people into the dealerships and has created a real name among car enthusiasts for Dodge.

"You always dream of that Halo effect where one car brings people into dealerships," Kuniskis

said. "And that's what the SRT Hellcats do. It's great to have cars that get people's attention. We can build on that and sell other Dodges to people."

As to the Roadkill Nights event, Kuniskis said that it was very successful. Estimates of the number of people who attended were as high as 10,000.

"This is the first year we've done this," Kuniskis said. "I've been asked several times already if we're going to take this on the road. Let me say that we took last year's 'Dodge Rocks' promotion at the Dream Cruise on the road this 'Roadkill Nights' is a natural expansion of Dodge's promotional efforts. Never say never."

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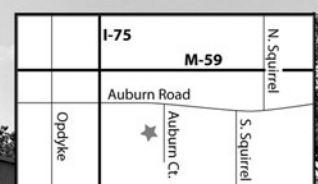
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Radio and Music the Drive Behind 'Classic Cruising'

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said. Namely Dick Osgood and in the early- 1950s, it would be Ed McKenzie (formerly 'Jack The Bellboy' on WJBK), Fred Wolf, Paul Winter, as well as Mickey Shorr, by then some of Detroit's most popular disc jockeys spinning the hits during the early 'hit-parader' years.

Across the river in Windsor at the same time, Feliciano said, Eddie Chase made himself a Detroit household name, and on morning radio since the late-1940s, it was the popular Toby David on CKLW radio. While all this was happening on the Detroit radio scene, another young radio voice had been marking his name on the Detroit radio dial since 1948. His name was Robin Seymour. By the end of 1955, Robin Seymour was the preeminent voice heard on WKMH who ultimately ushered Detroit radio into the modern Top 40 rock era in 1956.

By 1958, Feliciano said, two radio stations – WJBK, which featured a very young Casey Kasem, and WXYZ – were battling for the rock-n-roll crowd.

"It was a sure bet WJBK and WXYZ were certainly the two most listened-to stations blaring out of car radios when teens took to the streets of Detroit in that era," Feliciano said. "By the start of 1962, there was Dave Shafer hot on WJBK doing nights as 'Jack The Bellboy.' Over at WXYZ 1270 it was Dave Prince, Joel Sebastian and Lee Alan.

"In 1963 they captured Detroit's teen audience for listener popularity during the early-afternoon through the evenings timeframe. Reportedly at one time Alan commanded a phenomenal 40-60 share of the total listening audience share at night."

Also in 1963, RKO-General CKLW would join WXYZ and WJBK in the fray for a top 40 spot on the dial, Feliciano said. By early-1964, it intensified into a four-way battle for AM top 40 sound. In the forefront was the number one station at the time, WKNR, the 'New Radio 13' with Robin Seymour, Bob Green, Gary Stevens, Swingin' Sweeney and Jerry Goodwin leading the pack. They on 'Keener 13' became the most listened to on the radio dial.

"It was during those days you could set your car radio button on CKLW, WXYZ and WJBK during any time of the day, tuning in from one station to another to your favorite deejay, trying to catch a favorite song," Feliciano said "Now that was fun."

But times change. By the 1970s cruising radio began to disappear.

"Did it ever leave?" Feliciano said. "That all depends whom you might ask. We live in a different technological era with a new generation. Even the music on the radio as we knew it then, today that has changed. One of my dislikes about radio at the present is its programming content.

Music was first commercially integrated, if you will, during the first generation of the top 40 rock 'n' roll era. Today, music on the radio for the most part has been segregated to suit the needs of a particular music pattern the station deems fit for that one particular audience they are after. In the 1950s, 1960s, 1970s and even the 1980s decades."

Right now there is no "classic" rock radio from the cruising era, Feliciano said. But the people who were there remember those times with great fondness.

One of them is Jim Davis, better known as "Big Jim Edwards," who was a DJ at CKLW starting on Nov. 8, 1967.

"'Big Jim Edwards' is my radio name – my real name is Davis, which is the seventh most common name in the U.S.," "When I came to the Detroit market via CKLW, there was already a Jim Davis on WXYZ. Given my size it was suggested that I go with 'Big Jim' and use Edwards as my radio name."

Davis said 1967 was the perfect time to be a rock DJ in Detroit. It had its own music scene and famous rock acts would perform at the Rooster Tail nightclub.

"We got to interview them when they performed there," Davis said. "At the time the Motown record label was on fire, and at the time a lot of Detroit radio was urban and white pop. We played a lot of Motown and CKLW was known as the station with a beat. If you drove down Woodward on a summer night, our station was the one you heard coming out of car radios."

Davis said Woodward had a lot of drive-in restaurants and they acted as a social setting where young adults could take their cars and interact.

He was at the station for three-and-a-half years. But changes in Canadian content laws forced the American owner of the station to sell it.

He ended up in New York City at sWOR and now runs a group of five radio stations in Florida.

Bob Green was a DJ at WKNR between 1963 and 1971. He too remembers the classic cruising days.

"In that era – the 1960s and 1970s – there were no computers so if you wanted to have a social network, you listened to the radio," Green said. "People would call up and make requests. They would talk about their schools. It was how young people learned about what other young people were up to."

And, Green said, radio stations had their own identity. Just as some people preferred Fords over Chevys and Dodges over Pontiacs, people had their own radio station preferences.

"Radio stations were a kind of identity for the people who listened to them and who played the music on them," Green said. "It wasn't just about content, it was about presentation of that content."

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24 Mo 1 PAY LEASE

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24 Mos. \$1595 due

5.7L Hemi

#D5-10809

2015 RAM 1500 CREW CAB 4X4 BIG HORN

24 Mo 1 PAY LEASE

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Mopar Racing Team Does Well In Washington

Don Schumacher Racing (DSR) and the new 2015 Mopar Dodge Charger R/T closed out the National Hot Rod Association's three-consecutive events "Western Swing" at the 28th annual NHRA Northwest Nationals with a title win by Tommy Johnson Jr., his second of the year aboard his Make-A-Wish Mopar machine.

With the victory, the new Funny Car body made its 13th appearance in the winner's circle this year after advancing to a 15th final elimination in 16 national events this season.

"On behalf of everyone at Mopar, congratulations to Tommy Johnson Jr. for his second win of the year with his title victory at the Northwest Nationals," said Pietro Gorlier, president and CEO - Mopar Brand Service, Parts and Customer Care, FCA.

"To see DSR win all three Funny Car nationals event titles on the Western Swing and add another coveted win to the resume of the new 2015 Dodge Charger R/T Funny Car is a tribute to the team's hard work and Mopar's dedication to providing quality products that translate to success on the track for our drivers."

Seeded fifth, Johnson Jr. defeated fellow Dodge driver Paul Lee and then Chad Head before a semi-final battle against teammate Jack Beckman in a rematch of the final elimination round of last weekend's NHRA Sonoma Nationals.

This time Johnson emerged the victor to advance to final round showdown against Del Worsham.

With a .040-second reaction time, the Make-A-Wish Mopar posted a 4.073 seconds elapsed time pass at 308.00 mph to score a holeshot victory over his competitor's 4.042/307.51 to earn his second win of the season and 10th career Funny Car Wally.

Auto Thieves Pay Tribute to Charger Owners

When Chrysler introduced the Dodge Charger for the 1966 model year, it wasn't an overwhelming hit with consumers. Its second generation, however, produced for model years 1968 through 1970, did strike a sweet spot with buyers looking for a muscular performer wrapped in a fresh and striking exterior.

An Aug. 5 report from the National Insurance Crime Bureau (NICB) shows that the Charger is a clear favorite among car thieves as well, said NICB spokesman Frank Scafidi.

Chargers went through five design generations from 1968 through 1987 before production ceased. After a 19-year hiatus, the Charger re-appeared for the 2006 model year.

This sixth generation version includes the Dodge Charger Pursuit for law enforcement applications. Which sets up an interesting possibility - a Charger Pursuit pursuing a stolen Charger.

NICB reviewed Charger theft data from 1981-2014 and identified 44,453 theft records. The top five years for Charger thefts were 2014 (3,495 thefts), 2011 (2,967), 2010 (2,950), 2009 (2,946) and 2013 (2,931). The five years with the fewest thefts were 2004 (55), 2003 (56), 2002 (71), 2001 (77) and 2000 (101). The most popular model years for Charger thefts were 2006 (7,309), 2007 (6,059), 2008 (3,526), 2010 (2,737) and 2009 (1,564).

Inaccuracy in vehicle theft reporting may affect accuracy and reliability of data, Scafidi said.

John DeLorean's Widow Goes 'Back to Court' Over Licensing

NEWARK, N.J. (AP) – A settlement in a lawsuit over the car used in the 1985 film "Back to the Future" has hit a roadblock.

Last year, the widow of automaker John DeLorean sued a Texas company she said has been illegally using the DeLorean name for years. The DMC-12, known simply as "the DeLorean," was driven by Michael J. Fox in the movie and has since gained a cult following.

The two sides in the lawsuit reached a preliminary settlement in June that would pay an undisclosed amount of money to Sally DeLorean, who lives in New Jersey with her daughter. But her attorney wrote in a letter to the judge this week that the company's lawyers were trying to change the settlement at the last minute.

The company is seeking to have DeLorean's estate say on the record that its case had no merit and also "consent to the use by the Defendant of the name DeLorean for virtually any purpose," attorney R. Scott Thompson wrote.

In a response letter to the judge filed Thursday, an attorney for the Texas-based DeLorean Motor Company denied those claims and said the company just wants language in the settlement that ensures it isn't sued in the future and that "allows them simply to carry on their business as it has been operated in the past 20 plus years."

Attorneys for both sides didn't respond to emails seeking comment Aug. 6.

John DeLorean, an automotive innovator who began his career at General Motors before forming his own company in the 1970s, died in New Jersey in 2005 at age

80 after years of court battles that included a highly publicized drug trial in the 1980s in which he was acquitted of conspiring to sell millions of dollars of cocaine. His former estate in the rolling hills about 40 miles west of New York City was converted into a golf course by Donald Trump in 2004.

Only about 9,000 DeLorean cars were produced before the company went bankrupt in the early 1980s, but the car's sleek, angular look and gull-wing doors helped land it a role in the "Back To The Future" films.

Sally DeLorean's suit claims the DeLorean Motor Company has been illegally using the DeLorean name to sell hats, pens, notebooks, key chains and other items, and has illegally licensed the name and images to other companies including Nike, Mattel, Urban Outfitters and Apple. The company has never been formally affiliated with the one DeLorean started.

MSU Gets EPA Grant for Study

EAST LANSING, Mich. (AP) – Michigan State University is getting an \$800,000 federal grant to study the impact of manufactured chemicals on ecosystems.

The EPA announced the grant Aug. 11. It said in a news release that MSU would use the grant to study neurological function in fish and the effects of chemicals.

The grant is part of the agency's Chemical Safety for Sustainability research program. Other schools that have received a similar grants include Harvard, Oregon State University and Texas Tech University.



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Start-Stop Technology Causes Johnson Controls to Expand

Johnson Controls is expanding the production of advanced batteries for Start-Stop vehicles amid growing demand for better fuel economy and more sustainable technologies.

The company will increase its existing Absorbent Glass Mat (AGM) battery capacity in its Toledo, Ohio plant, bringing the overall invested amount to \$130 million since the start of production for this technology in the U.S. in 2012, said Johnson Controls spokesman Frantisek Sasek.

"Consumers want to drive vehicles further using less gas," says Petar Oklobdzija, vice president and general manager Original Equipment, Americas, Johnson Controls. "They want to buy vehicles with technology that is available today and is affordable. The solution is Start-Stop technology."

Tightening government fuel economy and carbon emission reduction targets put additional challenges on car makers from all around the world to replace conventional technologies with more efficient, advanced technologies.

"Most auto makers have already announced plans to have a majority of new vehicles equipped with Start-Stop or similar technology within the next three to five years," adds Oklobdzija. "Our battery supply contracts for the Ford F-150 and Chevy Malibu underscore this trend, which predicts about 9 million Start-Stop vehicles will be on the road in the U.S. by 2020."

Start-Stop enables up to 5 percent fuel economy savings over a conventional vehicle. The technology automatically shuts off the engine when the car is idle and restarts it when the driver's

foot leaves the brake pedal. During this time, the vehicle's electrical systems – from entertainment to lights – use energy from an advanced lead-acid battery rather than the gas-powered engine, thus saving fuel.

"AGM batteries are the best solution for Start-Stop vehicles because they enable the frequent charge-discharge cycles the vehicle requires. When the Toledo plant expansion finishes in 2016, our capacity will add to Johnson Controls global production capabilities in Europe and China," said Oklobdzija.

The global Start-Stop market for new vehicles could reach 53 million annually by 2020. The technology gained its popularity in Europe followed by the U.S. and China, said Sasek. In addition to Start-Stop, Johnson Controls provides a full range of lead acid and Lithium-ion batteries to power nearly every type of vehicle including conventional, Micro Hybrid, hybrid and electric.

Refinery Trouble Raises Gas Prices

DETROIT (AP) – Oil and gas industry watchers say pump prices have jumped across the Great Lakes region because of an unexpected, partial shutdown of a large Indiana oil refinery.

They say the increases could continue. According to GasBuddy.com, the most affected states are Michigan, Indiana, Ohio and Illinois, but others are seeing increases. The BP Whiting Refinery in northern Indiana shut down the largest of three crude distillation units Aug. 8 for what BP calls "unscheduled repair work."

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*GM Employee Pricing Plus Tax, Title, Lic. and Doc. No Security Deposit Required. Lease Conquest Rebate Must Have Non GM Lease In Household To Expire Within 90 Days Of Delivery Of New Purchase Or Lease. Lease Loyalty Rebate Must Have 1999 or Newer GM Vehicle In Household. Programs subject to change. Photos may not represent actual vehicle. Price is subject to change without notice. Lacrosse stk 6898-15 lease figured with DBC certs. \$1000.00 DBC credit is while supply last. Payment may be higher if dealer DBC cert expire. See dealer for details. Expires 8/31/15.

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Experts Working to Plug Holes in Modern Automobiles' Electronic Operating Systems

DETROIT (AP) – When researchers at two West Coast universities took control of a GM car through cellular and Bluetooth connections in 2010, they startled the auto industry by exposing a glaring security gap.

Five years later, two friendly hackers sitting on a living room couch used a laptop computer to commandeer a Jeep from afar over the Internet, demonstrating an even scarier vulnerability.

“Cars don’t seem to be any more secure than when the university guys did it,” says Charlie Miller, a security expert at Twitter who, along with well-known hacker and security consultant Chris Valasek, engineered the attack on the Jeep Cherokee.

Fiat Chrysler, the maker of Jeeps, is now conducting the first recall to patch a cybersecurity problem, covering 1.4 million Jeeps. And experts and lawmakers are warning the auto industry and regulators to move faster to plug holes created by the dozens of new computers and the growing number of Internet connections in today’s automobiles.

The average new car has 40 to 50 computers that run 20 million lines of software code, more than a Boeing 787, a recent KPMG study found.

Miller and Valasek are known as “white hat,” or ethical, hackers and reported their findings to the company. But the episode raised the prospect that someone with malicious intent could commandeer a car with a laptop and make it suddenly stop, accelerate or turn, injuring or killing someone.

After the 2010 hack, the auto industry plugged access holes and tried to isolate entertainment and driver information systems from critical functions such as steering and brakes. But in each subsequent model year, it added microchips and essentially turned cars into rolling computers. The introduction of Internet access has created a host of new vulnerabilities.

“The adversary only needs to find one way to compromise the system, where a defender needs to protect against all ways,” says Yoshi Kohno, associate professor of computer science at the University of Washington, who was part of 2010 hack.

Mark Rosekind, who heads the NTSBA, has urged the industry to set cybersecurity standards and avoid regulation. But Democratic senators, Edward Markey of Massachusetts and Richard Blumenthal of Connecticut, have introduced a bill that would force the industry to seal off critical computers and add technology to stop hackers in real time.

Security experts say OEMs should have systems that recognize rogue commands and stop them from taking control of a car. Some already do. They also say OEMs must behave more like the personal computer industry, instantaneously updating software via the Internet to stay ahead in a perpetual cat-and-mouse game. Tesla and BMW already can do this, and nearly all automakers are planning for it. Even so, experts say it’s nearly impossible to stop all cyberattacks, as the U.S. government and major retailers have discovered.

“It’s the same thing you see in any industry: You do more and someone finds a way around it,” says Bryant Walker Smith, a law professor at the University of South Carolina.

In the 2010 incident, the hackers worked near the car. In the recent Jeep attack, Miller and Valasek used a laptop in Pittsburgh to control the Jeep in St. Louis.

They used the Cherokee’s cellular connection to access its ra-

dio. From there, they penetrated the vehicle’s controls, changing its speed and taking over the brakes and the transmission.

Recently another hacker revealed that he placed a small electronic box on a car to steal information from GM’s OnStar system so he could open doors and start the vehicle. GM said the hack was isolated to one car and it has closed the loopholes.

Miller says Fiat Chrysler did implement some security measures. The hackers at first got to a radio chip that was isolated from critical computers.

It took them three months, but they got that chip to talk to another one and give them access to the Jeep’s controls. All told, the hack took about a year.

Miller says that because so few people have the expertise and motivation, a large-scale hacking attack on cars is unlikely. “Some teenager is not going to do this or some bored group of undergraduates,” he says.

Still, there is reason to question whether the industry is ready for a cyberattack.

Stefan Savage, a computer science and engineering professor at the University of California, San Diego, participated in the 2010 hack.

He praised Tesla for hiring a cybersecurity officer with power to make changes. GM created a similar position. But he says other car companies he preferred not to name have moved more slowly.

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Cobo Center Refurbishing Nears Finish

DETROIT (AP) – With a \$279 million renovation wrapping up, Cobo Center is hitting its stride.

The convention center, which at one point was a \$21 million drain annually on city finances, has fought back to near profitability and brought in some large conventions this summer. The center is poised for its best year since the Detroit Regional Convention Facility Authority took over operations of the struggling venue from the city at the end of 2009, *The Detroit News* reported.

Now that Detroit has come out of bankruptcy and the city is re-tooling for the future, plenty of convention attendees want to see what Detroit has to offer.

“We like to refer to the ‘old’ Cobo and the ‘new’ Cobo. This is the new Cobo, just as this is the new Detroit,” said Cobo Center General Manager Thom Connors, who is also the regional vice president of SMG, the management company that now handles day-to-day operations at the center. “The transformation at Cobo is simply an extension of what is happening in downtown Detroit.”

When the Detroit Regional Convention Facility Authority took over from the city in September 2009, Cobo was losing \$21 million a year. Now, that deficit has been cut to \$3.5 million, which means that with the \$8 million subsidy granted to the center by the state in 2014, it was profitable.

Patrick Bero, CEO and chief financial officer of the authority, said Cobo Center should achieve profitability on its own well before the state subsidy is phased out in 2023.

“The state, the county and the city made a critical investment in this center and said really loudly to the marketplace that we want this center to be returned to a leader in the convention circuit so we can encourage economic investment,” said Bero. “For the past two years, all revenue streams into the convention funds have hit records. It’s producing results.”

Johnson Controls Expands Battery Facility in China

Johnson Controls plans to build a new automotive battery manufacturing facility in the city of Shenyang in northeastern China as it continues to invest in the world’s largest new vehicle market, said company spokesman Frantisek Sasek.

Johnson Controls has signed an investment agreement for a \$200 million state-of-the-art plant that is located Liaoning Province. It will have capacity to produce six million automotive batteries a year with the industry’s leading sustainability and environmental standards.

“We have a long-term commitment to China, and the new plant will play a strategic role in our plans to meet the increasing expectations of quality products and services from customers and consumers in the country, which is one of our most important markets in the world,” said Joe Walicki, president of Johnson Controls Power Solutions.

“We welcome the decision of Johnson Controls to establish its new plant in Shenyang, and we believe the company can bring its world-class manufacturing and sustainability experiences and its advanced technologies to the city for local economic development,” said Pan Ligu, mayor of Shenyang City.

Construction of the new plant is expected to begin 2016.

2016 Colorado Looking Good For Truck Buyers

Having a well-engineered pick-up truck is only the beginning for GM. The company also wants to give its customers some style along with the engineering.

On the street or on the trail, the 2016 Chevrolet Colorado's Midnight Edition and Z71 Trail Boss bring bolder choices to customers looking to make a visual statement with their truck, said GM spokesman Otie McKinley.

The special editions roll into Chevrolet dealerships this fall, McKinley said, with distinctly tailored appearances that blend custom design cues with Colorado's popular options and accessories. The Midnight Edition is meant to evoke the aesthetic of an urban tuner vehicle, while the Z71 Trail Boss is designed for terrain where the pavement ends.

"These are aggressive editions of one of the country's hottest-selling truck, demonstrating the personalization that's possible with Chevrolet accessories, whether it's for the street, trail or both," said Tony Johnson, Colorado marketing manager. "As the Colorado continues to win over new customers, the new Midnight Edition and Z71 Trail Boss give them more choices and build on segment-leading capabilities and efficiency."

Echoing the blacked-out design theme introduced on the popular Silverado Midnight Edition, the 2016 Colorado Midnight Edition casts an imposing stance, Johnson said. Offered exclusively in black, additional exterior details such as the grille, the bowtie emblem and the 18-inch aluminum wheels are also finished in black.

Additional content includes a spray-on bedliner and soft, folding tonneau cover – both in



The 2016 Chevrolet Colorado Midnight Edition and Trail Boss

black, of course – and Chevrolet-logo sill plates, Johnson said.

The Colorado Midnight Edition is available on LT models with the extended and crew cab bodies, in 2WD or 4WD, and with the 2.5L and 3.6L engines. It will also be available with the all-new 2.8L Duramax turbo-diesel engine. Pricing will be announced later.

Johnson said the 2016 Colorado Z71 Trail Boss builds on the capability of Chevrolet's Z71 off-road truck suspension package with more aggressive tires and off-road-inspired appearance enhancements.

An all-new sport bar with LED trail lighting makes the new edition of the Trail Boss instantly identifiable. It's complemented by black-finished 17-inch aluminum wheels matched with aggressive Goodyear Wrangler DuraTec 265/65R17 all-terrain tires, bold fender flares and tubular as-

sist steps. It also features a black bowtie grille emblem and a spray-on bedliner, and a set of all-weather floor mats inside the truck.

The Colorado Z71 Trail Boss is available on Z71 models with the extended and crew cab bodies, and in 2WD or 4WD. Like the Midnight Edition, it will also be available with the 2.5L and 3.6L engines, as well as the 2.8L Duramax diesel. Pricing will be announced later.

McKinley said Colorado sales tallied 41,575 for the first six months of 2015, expanding the midsize truck market and driving new truck customers to Chevrolet – particularly in areas such as California and Texas, traditional hotspots for import brands.

Colorado's sales for the first half of the year have outpaced Nissan Frontier by nearly 20 percent.



(from l-r) Ford engineers David Gimby, Arman Sahota and William Euliss

Ford's 'Spider Screen' Keeps The Creepy Crawlers Out!

It's often the little things that cause the biggest problems. And Ford is doing something about that.

Arachnophobes may not know this, but there is a team of Ford engineers who developed an innovative spider screen to keep the creepy crawlers from nesting in Ford vehicles.

You're welcome, said David Gimby, Ford fuel systems engineer.

Cheiracanthium mildei and Cheiracanthium inclusum – more commonly referred to as yellow sac spiders – have been known to nest inside vehicles in North America, causing problems for car owners and automakers alike over the years. Instead of using webs to catch prey, these spiders build cocoon-like webs for shelter and to lay eggs. Their home is dense enough to potentially block fuel vapor lines, which can lead to engine damage and diminished vehicle performance.

Gimby began looking into how to keep spiders out of Ford vehicles back in 1999. Having no background in arachnology, he researched the life and science of spiders and in 2004 Ford produced its first spider screen, which has kept spiders from nesting inside Ford vehicles for years.

"These particular Arachnids are not sedentary – they are hunters and constantly roaming," Gimby said. "When it's time to build a birthing cocoon or an over-winter cocoon, they seek a cavity or a depression, like a fuel vapor line opening, which allows them to maximize the use of their silk."

"Spiders can be a nuisance for our vehicle owners. We studied these species to discern how they nest, then designed an effective device for excluding the larger, problematic spiders from nesting in our cars."

The technology continues to

evolve. Ford engineers worked on an improved spider screen that is being implemented across the Ford lineup in North America. It will go global with the launch of the all-new 2016 Ford Focus RS.

Keeping fuel vapor lines clear is key to air and vapor circulation for a vehicle's carbon canister, where fuel vapors are captured so they don't enter the environment, Gimby said. The Ford-developed spider screen keeps spiders out of the line, but allows air and vapor flow for optimal vehicle operation.

"We are constantly improving and adapting, even when it comes to technologies that are already working," said William Euliss, Ford fuel systems engineer. "There is a significant amount of engineering that goes into every detail of our vehicles, like the spider screen."

DSO Music Available Online

DETROIT (AP) – The Detroit Symphony Orchestra is launching an online, on-demand archive of its webcast performances.

The orchestra announced Aug. 12 the archive, called Replay, is composed of about 100 works first performed on the "Live from Orchestra Hall" series.

The ensemble says it's the first U.S. orchestra to offer such an archive. About 5,000 annual fund supporters now are eligible to use the new service, and those who join the fund with a gift of at least \$50 will get access.

Available pieces span the classical music genre and include those by Beethoven, Mozart, Ravel, Tchaikovsky, Gershwin and Rimsky-Korsakov.

Orchestra spokeswoman Gabrielle Poshadlo says the archive's content will be refreshed.

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