

## 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. I like the idea of boosting employee enthusiasm while helping a good cause.” The Design Center people “rent” the parking lot at the corner of Woodward and 13 Mile from Royal Oak Beaumont Hospi-

tal to raise money for charity. “The hospital makes the corner available to different groups during the week of the Dream Cruise,” Wagoner said. “For example, we only have the space from noon to about 10 p.m. on Aug. 12. The money paid in rent goes directly to a worthy cause. In our case it’s the Boys and Girls

Clubs of Oakland and Macomb County.” Design on Woodward raises money for the event through the sale of special shirts, Wagoner said. Every year the committee asks specific people at the Design Center to design shirts for that particular year. Four different shirts were designed specifi-

cally for 2015, including a special button-up shirt that resembles something a mechanic might have worn during the 1960s. Brian Bungard serves on the executive committee and is a metal model maker at the Design Center.

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Terry Wayne with his 1962 Impala fitted with a 2001 LS1 ‘Vette engine.



GM Design employees Jeff Denison, Dave Lepore, Brian Bungard and Carole Sawyer display special shirts.

## 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.



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

## Wheels Up for Chevy Trucks Allow Them to 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 ASRCs manage-

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Ford Moves Truck  
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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.

Colorado Trucks Can Go Anywhere

CONTINUED FROM PAGE 1

ment 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, Maynard said.

Each vehicle is specifically designed to tackle different aspects of a particular company's 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

Study Shows Public Needs to Know More About Safety Tech

A new, one-of-its kind study from the University of Iowa found that a majority of drivers expressed uncertainty about how many potentially life-saving vehicle safety technologies work.

The survey also showed that 40 percent of drivers report that their vehicles have acted or behaved in unexpected ways, said University of Iowa spokeswoman Hayley Bruce.

The study, conducted by the University of Iowa Transportation and Vehicle Safety Research Division, examined drivers' knowledge of vehicle safety systems, as well as their understanding and use of defensive driving techniques, Bruce said. The study combined a literature review, the input of industry and academic experts in human factors research with an in-depth survey of more than 2,000 adult drivers across the United States.

The study found that a majority of respondents had heard of, been exposed to, or interacted with at least one of the nine vehicle safety features studied, but expressed uncertainty about all of the technologies.

"As technologies like rear-view cameras and lane departure warning systems advance and become more prevalent in the cars we're driving there is a tremendous need to improve consumer understanding of these critical safety features," said Daniel McGehee, director of the Transportation and Vehicle Safety Research Division at the UI Public Policy Center.

Consumers reported they least understood adaptive cruise control (65 percent) and lane departure warning systems (36 percent), McGehee said. They were uncertain about features that

have been standard in American cars for years – such as anti-lock braking systems and tire pressure-monitoring systems, according to the survey.

"The level of confusion about features that have been standard in American cars for quite awhile was really surprising," McGehee says, noting that tire pressure monitoring and anti-lock braking systems have been in vehicles for some time. "The little details about how some of these systems work are really important when we're talking about safety. We need to do a better job of making sure consumers are comfortable with them."

To address that need, the University of Iowa recently partnered up with the National Safety Council to launch MyCarDoesWhat, a national campaign aimed at educating automotive consumers about new safety technologies and how they work, Bruce said.

The campaign website, MyCarDoesWhat.org includes educational videos and other information about safety features that help drivers avoid or reduce the severity of a crash. The website is part of a larger national education campaign set to launch this fall.

The data-driven campaign includes academic and consumer research, videos, graphics, ani-

mation, social media, a game, an app and advertising to educate drivers.

The safety technologies included in the study were:

- Back-up Camera: provides a view of the area directly behind the car when the vehicle is in reverse.

- Blind Spot Monitor: alerts drivers when there may be something located in their blind spot.

- Forward Collision Warning: warns drivers when they are closing in on the vehicle ahead too quickly.

- Anti-lock Braking Systems: prevents wheels from locking up, helps avoid uncontrolled skidding and provides some steering control in slippery conditions like snow.

- Rear Cross Traffic Alert: provides an alert to the driver that traffic is approaching from the left or right when the vehicle is in reverse.

- Adaptive Cruise Control: maintains the speed set by the driver and a pre-set following distance.

- Automatic Emergency Brak-

ing Systems: automatically applies moderate to hard braking when the system detects that a collision is imminent.

- Lane Departure Warning: alerts drivers when they drift into another lane when the turn signal is not activated.

- Traction Control: Works in the background to help accelerate and prevent wheel slippage (or "over-spinning") when driving on slippery surfaces.

The full technical report of the National Survey can be found here: [ppc.uiowa.edu/tvs/national-survey](http://ppc.uiowa.edu/tvs/national-survey).

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"We're excited to generate enthusiasm," Bungard said. "We actually brainstorm ways to create excitement in the workplace. That's important because we really believe that a happy workplace is a productive workplace. We like to think at the Design Center that we're creative. We rely on inspiration for motivation. We deal in ideas, and with that in mind the challenge is to keep this creative community inspired."

And one way to do that is to have an event like Design on Woodward. Bungard said. Design Center employees get to show off their classic GM vehicles and take inspiration from beautiful designs from GM's past.

Brandon Liscinsky, a clay/digital sculptor at the Design Center, brought his 1979 Camaro Z-28 to the show.

"I've owned the car for 10 years. It was a 'frame up' restoration job," Liscinsky said. "I am the second owner. I got the car in Warren. It was bought by some guy's grandmother when he was 16. It took me about six years to complete the work, but it was worth it. It's a beautiful car."

John Morgan worked at the GM Design Center for 38 years, retiring in 2009. His vehicle is something of a dream car. The body is a 1939 Plymouth coupe. But has a 350 hp Chevy motor from 1973 as its powertrain.

"I've had this car for about three years," Morgan said. "I like it because it's got the beautiful body, but it's not a crazy street racer like I used to drive when I was younger. What I like about his event is that it brings back a time – the late 1960s and early 1970s – when the people who were making these cars couldn't even imagine something like the Dream Cruise happening."

Dwight Holien, a refrigeration leader at the Design Center, brought his 1955 two-door Chevy hard-top coupe Bel-Air to the show.

"I've owned this car since 1992," Holien said. "Why did I buy it? I always wanted a 1955 Chevy. I traded my 1966 Nova for it. I like to take it out every now and then when the weather is nice and do something like use it to go get ice cream."

Holien said that wasn't always the case. In days gone by, he'd take the car to the Milan drag strip by Ann Arbor and see just how fast he could get the vehicle to go.

"My top speed in a quarter mile was 111 mph," Holien said. "If you look at the front, you'll see that the car has no front bumper. That's intentional, 1955 Chevy's weren't meant to have bumpers. Unless of course they were show cars. But this isn't. It's a modern gasser."

For the uninitiated, according to Wikipedia, a gasser is a type of hot rod originating on the dragstrips of the United States in the late 1950s and continued un-



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

til the early 1970s. Gassers are based on production models from the 1930s to mid-1960s, which have been stripped of extraneous weight and jacked up using a beam axle to provide better weight distribution on acceleration. Common weight reduction techniques include fiberglass body panels, stripped interiors and plexiglass windows (sometimes color tinted).

Not everyone who entered a car in the show is from the Design Center. Steve Magnes is a roofer, but the powers-that-be decided to let him enter his 1967 Stingray with a 1963 Corvette engine in the show because of its

red, white and blue design and his dressing up as Captain America, showing true commitments to theme.

For retired Design Center employee Terry Wayne, the show was a chance to show off his 1962 Impala with a 2001 Corvette LS1 engine.

"What I tried to do with this car is what I thought GM would if it had the chance," Wayne said. "Even the battery is period correct. I've owned the car for 18 years. I got this one because I love cars and I build cars. It's my hobby. And it's great that events like this give me the chance to show off my car."



John Morgan shows his '39 Plymouth coupe fitted with '73 Chevy engine.



Dwight Holien's '55 Chevy is a modern "gasser" automobile.

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A black and white photograph capturing a drag racing event. In the foreground, a dense crowd of spectators is seen from behind, standing behind a metal safety barrier. Many are holding up smartphones to capture photos or videos. One person in the lower left wears a shirt that says "DRAG RACING", and another in the lower right has a "GMC" logo on their shirt. The middle ground features a long, straight drag strip. On the left side of the strip, a dark-colored sedan is parked, with several people standing around it. On the right side, a light-colored sedan is positioned at the start of the race. The background shows a wide, open area with some distant buildings and trees under a cloudy sky.

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# 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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\*Lease payment examples for Impala and Trax at GM Employee Discount Price plus tax, title, plate, first month payment and doc fees due at signing. Zero security deposit. All rebates including GM Competitive Lease Conquest private offer assigned to dealer. Lease payment for the Volt at GM Employee Discount Price plus tax, title, plate, zero security deposit, first month payment and doc. fees due at signing with all rebates including Volt Loyalty Private Offer assigned to dealer. Lessee responsible for excess wear and tear as well as exceeded contracted mileage. Prices subject to change due to advertising deadlines. See dealer for details.

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## *Start-Stop Technology Causes Johnson Controls to Expand*

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.

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

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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# 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 NTSHA, 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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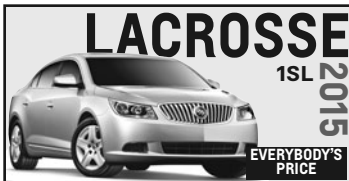
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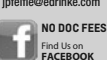
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