GM’s Legendary Designer Ed Welburn to Retire

Ed Welburn, vice president of General Motors Global Design, told employees April 7 he will retire effective July 1, following a 44-year career with the company.

Michael Simcoe, a 33-year veteran of GM Design and vice president of GM International Design, based in Australia and Korea, has been selected to succeed Welburn. He will be the automaker’s seventh design leader and begins transitioning into his new role on May 1. His replacement has not been named, said GM spokeswoman Robyn Henderson.

Former GM Chairman Ed Whitacre, who ran GM as its CEO from 2009 and 2010, said after hearing of Welburn’s retirement that he respected Welburn’s abilities.

“Ed was a favorite of mine,” Whitacre said. “He is a very capable guy, and didn’t knock under. He had his own thoughts and kept his own mind. I also want to say that I know Mike Simcoe. He is a sharp guy, and didn’t knuckle under.”

Whitacre said that design is very important these days for automakers because “it is step one in getting people to look at your car.”

If people won’t give a car a first look, then they won’t buy it, Whitacre said.

“If a design won’t attract the public, then forget it,” Whitacre said. “Design is incredibly important.

“My first thought, when I heard the news that they are going to need someone who is very good to replace Ed, who has done such a wonderful job. When I heard that it was Mike Simcoe, I thought that was a smart move. He was someone I relied on during my time at GM.”

Welburn, 65, has been celebrated inside and outside the industry for his extraordinary achievements. He has led GM Design since 2003, and globally since 2005, the first African American from any automaker to do so.

“GM Design is among the most respected and sought-after organizations in the industry because of Ed’s leadership. He nurtured a creative, inclusive and customer-focused culture among our designers that has strengthened our global brands,” said Mary Barra, GM chairman and CEO.

Under Welburn’s leadership, GM built a network of 10 GM design centers in seven countries. His team of more than 2,500 creative men and women – based in the U.S., Germany, South Korea, China, Australia, Brazil and India – collaborate on the design development of every GM concept, production car, truck and crossover globally.

Tesla Reveals Bold Strategy for Model 3

Tesla is taking orders for its latest vehicle – which is support for its graduate in the Model 3.

According to the Associated Press, Tesla CEO Elon Musk debuted the Tesla Model 3 at the company’s design studio near Los Angeles on March 31. Tesla also started taking orders for the car.

Basically, people were plunking down $1,000 to reserve a vehicle that Musk said won’t go on sale until the end of 2017, said Mike Wall, director of Automotive Analysis at HIS Automotive.

“My first thought, when I heard the news that they are going to need someone who is very good to replace Ed, who has done such a wonderful job. When I heard that it was Mike Simcoe, I thought that was a smart move. He was someone I relied on during my time at GM.”

The M-1 RAIL Woodward Avenue Streetcar project is envisioned to be one element of a future modern, world-class regional transit system where all forms of transportation, including rail, bus, vehicle, bicycle and pedestrian, are considered and utilized to build a vibrant, walkable region. It’s expected to generate up to $3 billion in economic development over the next 10 years.

That’s the future of streetcars in Detroit. The history of the streetcar in Detroit predates the development of the automobile industry. According to the Web site Detroit Transit History (dttransithistory.org), the first streetcars made their appearance in the city back in the 1860s. They were horse-drawn.

Ownership of that line and other lines remained in private hands until 1901, when all the lines passed to the Detroit City Street Railway Company.
A Detroit streetcar in operation during the 1930s.

CONTINUED FROM PAGE 1

systems were placed under the control of one privately-owned company called Detroit United Electric Coaches. But in May of 1922, all city streetcar operations were taken over by the City of Detroit under its newly formed Department of Street Railways – better known as the DSR. Shortly thereafter, the City of Detroit also entered into the transit bus business when the DSR’s Motorbus Divi- sion began operations in January of 1925.

After January, 1932, all public transportation within the city limits would be operated solely by the DSR.

During the DSR era, the City of Detroit operated one of the largest municipally owned and operated transportation systems in the world. During its heyday, the city-owned system operated a fleet of well over 2,800 vehicles, including electric cars, trackless trolley-coaches, and motorbuses, according to the Detroit transit history book.

Starting in 1937, the rail cars underwent a transformation. It was under the leadership of general manager Fred A. Nolan when the DSR first began its “steel wheels to rubber tires” campaign to convert all of its street-railway operation over to an “all bus” operation by 1953.

In 1936, the DSR had purchased hundreds of small-size Ford Transit coaches, many of which were used to help carry out this rail abandonment pro-

A Q-Stations rendering of what the new streetcars will look like.

although he had no prior expe-

ience in electric railway trans-

portation, Conway left that Hirschfeld could enter the job without any preconceived ideas. The board of directors of this commis-

sion, known as the Electric Rail-

way Presidents’ Conference Com-

mittee (or the ERPCC), would re-

sult in the successful develop-

ment of a new modern high-per-

formance streetcar. This new type of streetcar would later prove that it could effectively hold its own against buses and automobiles, and would turn out to become one of the most reli-

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car ever built. Wished that and we are reaching out to the public that were interested by the cars,” Edwards said.

To display the spoken word piece to the world, Chevrolet will use its first-ever attempt to use the almost perfect output to tour the city of Detroit.

“I am really excited to have the opportunity to be involved in launching a product that breaks

GM Reaches Out to the Youth Market with Prince Ea

Continued from Page 1

The first abandonment of the rail lines by the DSR began in 1937, only to be interrupted briefly by World War II. However, the conversion of streetcars to buses would begin under the new operation. In an attempt to reverse this decline in ridership, a group of executives representing a sum-
mation that went back almost a century. GM is reaching out to the Public, and with that, we are reaching out to the public that were interested by the cars,” Edwards said.

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“I am really excited to have the opportunity to be involved in launching a product that breaks
Cadillac Invests in Vehicle Fashion by Forging Relationships with Designers

The CFDA and Cadillac have assembled a team of experts across fashion, retail, business and technology to comprise the Advisory Board, who will curate the program curriculum, develop a Retail Lab handbook and provide valuable mentorship guidance throughout, Acosta said. The Advisory Board consists of: Billy Reid, Bobbi Scherr, What Who Wear, Darcy Penick, Shopbop, East Dano, Jan-Hendrik Schlottmann, Derek Lam, Jay Silber, Citiz, Josh Peskowitz, Magaslin, Julie Gilhart; Kelli Adams, Redscout; Liz Rodbell, Hudson Bay Company, Marjorie McKee, MM Lune Consulting; Matt MacCot; Melody Lee, Cadillac; Rachel Resser, Market Editor, Refinery29; Rachel Shechtman, STORY; Reed Krakoff, Robin Kramer, Kramer Design Group; Robin Zendell, Robin Zendell; Simon Doonan, Barney’s New York; Stacey Bendet Eisner, Alice + Olivia, and Steven Alan.

Cadillac and the Council of Fashion Designers of America (CFDA) have launched the Retail Lab, an innovative program providing tangible value to designers who are driving the fashion industry forward.

The main component of Retail Lab will be a custom retail shop located on the ground floor of Cadillac’s global headquarters in New York.

Participating designers, selected through a competitive application process, will gain valuable retail experience under the tutelage of fashion industry experts, said GM spokesman Eneuri Acosta.

Six designers will be part of the 2016/2017 team, each opening their respective retail shop for three months while under the mentorship program.

The inaugural fashion designer is Timo Weiland, whose shop will open to the public in early July.

Since Weiland launched the venture with Alan Eckstein and Donna Kang in 2010, the collection, which is built around the ethos of clothes to live in, has developed a following with celebrities like Kerry Washington, Eliza Dushku, Rachel Bilson, Rachel Shechtman, Alice + Olivia, and Steven Alan.

"Our ongoing partnership with the CFDA represents Cadillac’s unwavering commitment to the fashion community and its growth," said Melody Lee, director, Brand Strategy & Planning at Cadillac. "Retail Lab will give designers a space in the heart of Cadillac’s headquarters, along with the tools, training and inspiration to take their business to the next level."

The Retail Lab program is funded by the Cadillac brand and features key elements integral to success in retail sales, including business development, marketing and public relations, Acosta said.

In addition to covering costs associated with a retail space, such as real estate, display units, mannequins, signage and point-of-sale system, Cadillac will provide each designer with a $15,000 grant to put toward wholesale buys, sales support and marketing.

The CFDA and Cadillac have announced at the end of May for the 2016/2017 term. Eligible designers, Acosta said, will need to meet the following criteria:

• Must be 18 years of age or older;
• Be American or have established a primary design business in the United States;
• Be in business for a minimum of 3 years;
• Be a designer of demonstrable talent, i.e., have garnered substantial editorial coverage;
• Have support (orders) from notable wholesale retailers;
• Be able to demonstrate sales growth during their time in business;
• Do not have current stand-alone retail location;
• Be able to occupy the Retail Lab space for a maximum of 3 months, inclusive of producing and providing inventory for the store;
• Open to menswear, eyewear, or accessory designers;
• Open to both CFDA and non-CFDA members.

More recently, Henderson said that Simcoe led the team responsible for the award-winning Buick Avenir Concept. Last month, he introduced the Chevrolet Colorado Xtreme and Trailblazer Premier show cars at the Bangkok International Motor Show.

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Simcoe has been in his current role since 2014, overseeing GM’s production and advanced studios in Korea, Australia and India.

He is known for applying global design excellence and creativity to the company’s distinct brands, said Henderson.

Simcoe joined General Motors in 1983 as a designer at Holden in Australia, and is Holden’s brand champion.

In 1995, Simcoe received a promotion and became director of Design for General Motors Asia Pacific.

And in 2003, Simcoe was named executive director of Asia Pacific Design and led the development of the new General Motors Korea design operations under Welburn’s leadership, Henderson said.

The following year, Simcoe became executive director of North American Exterior Design, and was responsible, Henderson said, for critical and commercial successes like the GMC Terrain, Buick LaCrosse, Chevrolet Camaro and Equinox and Cadillac ATS.

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was a lot of people," Wall said. "Really, the question of whether they can commercialize that number and produce the cars required using mass production techniques is another question altogether.

‘In the past, Tesla has had problems meeting deadlines. But I must say that in terms of gaining the hope of consumers and building enthusiasm for the product, Tesla is second to none.’

For Tesla, Wall said, being able to use mass production techniques to build cars in numbers enough to meet the demands that go beyond a niche market has been the company’s focus in Gral. He said the company deserves credit for building such cars and it then was able to drive the market.

But now Tesla faces real competition in the market segment of the Model 3 – roughly 83,000 for a vehicle that has a range of 215 miles per charge, which is far more than most people drive each day, Wall said, adding, and that competition has a name – the Chevrolet Bolt.

‘The Bolt will be on sale in a few months, not a few years,’ Wall said. ‘It has been proven to get about 200 miles to a single charge and it costs about the same.

And, Wall said, as Tesla sells more electric vehicles, the chances of customers being able to take advantage of a $7,500 federal tax credit diminish.’

AP said that according to current tax laws, this credit phases out when a manufacturer hits 200,000 in U.S. sales.

Tesla won’t say how many of the orders came from the U.S., but Musk says in tweets that a production ramp-up should let large numbers of Model 3 customers get the tax credit. That could take some shine off the rose, Wall said.

‘Really, the Bolt will hit the market first and be made by a company with considerable manufacturing experience that already has its factory up and running,’ Wall said.

‘The one big difference is see besides the time difference is the look of the Model 3 and the Bolt.’

Wall called the Bolt a solid-looking car. He noted that Tesla Model 3 is being marketed as a slick, sophistcated-looking vehicle. ‘What we’re talking about now is personal opinion,’ Wall said. ‘But I do think GM suffers from something of a percepetive gap. A lot of people tend to think of GM as the company that produces the Aztek. And the company has come a long way from that. Look at the latest offerings such as the Camaro or even the Malibu. These are sharp-looking cars. But can they get the public to perceive this?’

Wall believes that as Tesla moves into being a mass-market car manufacturer, they will have to learn to navigate the market in a whole new fashion than what they’ve been doing so far.

‘Say what you will about GM, but the company does have infrastructure in place to handle the sales of hundreds of thousands of units of any particular model in a year,’ Wall said. ‘Tesla doesn’t have a dealer network in place to handle sales, to handle repairs, to handle recalls.

‘What are they going to do when the company has to take care of a recall that involves 500,000 vehicles? What are they going to do to handle the repairs that go with having a million vehicles out there? It really becomes tougher as the order of magnitude increase when you have mass-market manufacturing.’

Tesla Offers New Model 3
For Late 2017 Delivery

CONTINUED FROM PAGE 1

Customer Satisfaction Guarantee
OPEN SATURDAY 9AM-2PM
Complimentary Pickup and Delivery

The 2017 Grand Sport features a 6.2L, V8 engine, capable of 460 horsepower and 465 lb.-ft. of torque. The compact design lowers the horsepower, providing optimal weight balance.

The Tension Blue color is meant to be bold, modern, and stand out, according to GM, and is a nod to the color’s long history with the Corvette. The color will be available on the Grand Sport, and will be used in the fall in Europe.

The Collector’s Edition will be offered in the U.S. and in the fall in Europe. The Collector’s Edition is a limited production edition featuring a three-dimensional representation of an original Grand Sport race car embossed in the headrests and that shape is also used on an instrument panel plaque that car buyers will receive.

This year’s Annual Dinner Chairs are Paula and Steve Kiefer, vice president, Global Purchasing and Supply Chain at General Motors. This is the sixth consecutive year General Motors has been the major sponsor for this signature fundraiser, with a GM executive chairing the event.

The Karmanos Cancer Institute is a unique, integrated center of research, patient care and education, dedicated to the prevention, early detection, treatment and eventual eradication of cancer.

Young said. Based in Detroit, Karmanos is at the forefront of developing new cancer treatments that will benefit cancer patients around the globe.

Grand Sport, the latest member of the Corvette lineup, com-

bines signature Corvette DNA with engineering to create a stun-

ning, track-ready automobile, a performance sports car, Young said. The Grand Sport Collector Edition is a limited production edition and features a Watkins Glen Gray Metallic exterior with Tension Blue hash-mark graphics, satin black full-length stripes, black wheels and an exclusive Tension Blue full leather and suede-wrapped interior.

For more information about Karmanos Cancer Institute’s 34th Annual Dinner on April 16, to purchase tickets or make a donation, contact Kelly at 313-576-8108 or smileyk@karmanos.org. You can also visit www.karmanos.org.

Saint Joseph Mercy Health System, once Karmanos Cancer Institute, is among the supporter of the event.

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Henry Ford Museum Builds New Giant Screen for Films

Starting April 4, guests will get a reinvented cinematic experience complete with new 4K digital projection and new IMAX premium audio system to create an immersive cinematic experience. The theater will showcase the first-ever cinematic presentation of the IMAX film *National Parks Adventure 3D,* an immersive experience that takes audiences soaring up exposed rock faces, hurtling down steep mountain cliffs and exploring other-worldly realms found within America’s most legendary outdoor playgrounds, Metros said.

Narrated by Academy Award winner Robert Redford, the film is an action-packed celebration of the 100-year anniversary of the U.S. National Park Service. The upgrades to the Giant Screen Experience were designed by EID Cinema, which installed the new dual Christie 4K digital projection with MasterVision 3D technology, the QSC audio system and new MDI premium silver screen for exceptional resolution and brightness, Metros said. The system features the first museum-based ultra-high resolution 4K projection system in the greater Detroit area.

When the Giant Screen Experience opens, members of The Henry Ford will now have the added benefit of seeing traditional, full-length feature films, including new films – National Parks Adventure and James Cameron’s Deep Sea Challenge 3D. Members will also receive discounts to any special pop-up programming, classic feature-length films and more moving forward.

Tickets for the Giant Screen Experience have been available for purchase since March 25. For upcoming programming information, visit www.thehenryford.org/vist/giant-screen-experience.

Toyota Opening Research Site in Ann Arbor

ANN ARBOR, Mich. (AP) – Toyota says it will open a research site in northeast Ann Arbor where 50 people will work on artifical intelligence, robotics and autonomous cars.

Two engineering professors from the University of Michigan will join the Toyota Research Institute, which should open in June.

Gill Pratt, chief executive of the Toyota Research Institute, said Thursday that Toyota has “deep roots” in the Ann Arbor area, a reference to a company technical center that Toyota operates in the city.

Pratt made the announcement April 7. It will be Toyota’s third research site, following others in Palo Alto, Calif., and Cambridge, Mass.

David Munson, the University of Michigan’s dean of engineering, says research on autonomous vehicles “will fundamentally transform the transportation landscape.”

ANNA RICHTER PHOTO/The Ann Arbor News
A film on robots will be seen on the new Henry Ford giant screen theater.

Go Ing Green Earns GM Big Energy Savings

General Motors earned its fifth U.S. Environmental Protection Agency ENERGY STAR Partner of the Year award for leadership in protecting the environment through superior energy efficiency.

The company received the award, said GM spokeswoman Colleen Obevic, because it continues to find ways to cut energy each year and reduced energy by 5.6 percent per vehicle in 2015 at its U.S. manufacturing plants.

Energy savings mean financial savings as well, Obevic said. GM avoided $27 million in energy costs and reduced 1.8 million metric tons of carbon emissions by operating 73 of its facilities in an EPA ENERGY STAR energy-reduction challenge since 2010.

The company has also earned ENERGY STAR certification at 11 facilities, meaning those sites perform more efficiently than similar buildings.

"We’re continually in pursuit of innovative technologies to reduce the environmental impact of our facilities, as well as practices that lessen the carbon footprint of manufacturing," said Jim DeLuna, GM executive vice president of Global Manufacturing. "We’re focusing on reducing energy consumption, from engagement events for employees, to arranging lunchtime energy information events for employees. Last year, the company hosted three #CleanEnergyU Twitter chats to encourage millions to take action on climate change. GM also became one of the first 15 companies to sign the White House American Business Act on Climate Pledge.

GM is committed to reduce its carbon emissions from 1990 levels to find ways to cut energy each year for 20 years and uses to methane captured from decom- posing trash at a nearby landfill. GM also uses EPA SmartWay to redesign its packaging. Through mode changes, optimizing drop-off locations and altering delivery frequency, GM and its logistics suppliers avoided 116,000 tons of carbon emissions in 2015. This is equivalent to the carbon emissions from over 13 million gallons of gasoline burned.

"By continued collaboration with ENERGY STAR, GM is helping Americans save money, save energy and do their part to reduce our nation’s greenhouse gas emissions to mitigate future climate change," said EPA Administrator Gina McCarthy.

GM, Obevic said, spreads the word year-round on the benefits of energy conservation, from enabling young visitors at the company’s headquarters to make an energy donation during “Take Your Child to Work Day” to arranging lunchtime energy information events for employees. Last year, the company hosted AAA Reporting

Small Gas Price Increase

DEARBORN, Mich. (AP) – AAA Michigan says gas prices statewide have risen by about 11 cents a gallon in the last couple of weeks.

The Dearborn-based auto club said early April 4 that the average price for self-serve regular unleaded gasoline was about $2.07 per gallon. That’s about 33 cents less than it was at the same point last year.

The lowest average price was about $2.02 per gallon in the greater metro Detroit area, while the highest average was about $2.14 per gallon in the Jackson area.

AAA Michigan surveys daily fuel prices at 2,800 gas stations spread out across the state of Michigan.
Consumer Group Questions Google Move

A little-publicized proposal by Google to allow its driverless cars to detour U.S. auto safety laws threatens public safety and security, Consumer Watchdog said in a letter sent April 7 to Secretary of Transportation Foxx and the National Highway Traffic Safety Administration (NHTSA), said Consumer Watchdog spokesman Harvey Rosenfield.

“Google’s consistent refusal to disclose information about its driverless cars’ crashes, how its software algorithms will make life and death decisions, its vulnerability to hacking and collection of personal data,” Rosenfield said that the nonprofit advocacy group urged the Department of Transportation and NHTSA to require Google to answer 10 questions about the safety of its robot car program within 30 days.

Though the agency has appeared to be promoting driverless cars in recent months, NHTSA was scheduled to hold its very first public hearing on the subject April 5, in Washington, D.C. Consumer Watchdog’s Privacy Director John Simpson was slated to testify at the hearing, as was former NHTSA head Joan Claybrook and Eric Dito, executive director of the Center for Auto Safety.

“Google’s job is to make sure the nation’s streets and highways are safe for motorists and pedestrians, not to promote hot cars or help Google’s lobbyists circumvent the law. Before jumping on the Google ex press, NHTSA should initiate a serious and careful public inves tigation into the dangers into autonomous vehicles that begins with requiring Google to publicly answer questions about how its car technology can and cannot do.”

Federal law requires that auto mobile manufacturers demonstrate the safety of their vehicles to NHTSA through a formal regula tory process that enables consumers and customers to monitor and partic ipate in the agency’s decision-making process, Rosenfeld said. A series of recent proclamations by the Obama adminis tration indicates that the agency is considering abandon ing this statutory process to set federal safety standards, Con sumer Watchdog’s letter ex plains.

“In a move to pressure the agency, Google sent a letter to Foxx and Rosekind on March 11, 2016, requesting their support for congressional legislation that would allow the company to avoid compliance with the law,” Rosenfield said that Consumer Watchdog urged Google to op pose Google’s efforts to skirt U.S. safety standards and require Google to provide public an swers to ten critical questions.

1. We understand the self-driv ing car cannot currently handle non-common occurrences on the road, including heavy rain or snow. How will you ensure the Occupants of the vehicle or passengers are not put at risk?

2. Google’s plans would allow the company to override the NHTSA safety process? Will Google agree to not override the current safety process?

3. How will Google prove that the robot cars involved in a fat al crash? If your robot car caus es a fat al crash, who would be held accountable?

4. Google’s plans to self-driving cars are safer than today’s vehicles. Will Google agree not to store, market, sell, or transfer the data gathered from the self-driving car, or utilize it for any purpose other than navigating the vehicle?

5. NHTSA’s performance standards and requirements are not sufficient to promote new life-saving technol ogy. Why is Google trying to circum vent them? What's Google’s plan to provide all data in its possession concerning self-driving ve hicles to any manufacturer in history?

6. GM is hiring and helping the latest generation of veterans as they return home from service. As a national partner of Hiring Our Heroes, GM joined other automobile manufacturers to help the campaign find jobs for more than 500,000 veterans since 2012. In 2016, GM was the only automotive manufacturer to win a “Leadership in Veterans’ Employment” by Military Times and MilitarySpouse magazine.

7. The Detroit RiverFront Conservancy and Detroit’s planning department say Willard Wirtz & Merrill is taking on the work of developing an eastern portion of the Detroit riverfront.

8. “NHTSA’s job is not to promote robot cars...” — Harvey Rosenfield, Consumer Watchdog

9. “GM honors Nation’s Veterans”...
GM just earned its fifth U.S. Environmental Protection Agency ENERGY STAR Partner of the Year award for leadership in protecting the environment through superior energy efficiency.

This commitment to bottom line and our workplace culture.”

Michael Payne, owner of Mountain Chevrolet in Glenwood Springs, Colo., powers his dealership with 40 kilowatts of solar energy from a rooftop array and solar canopy over an EV charging station. Another planned 50-kilowatt array will allow his store to achieve net-zero energy use during some months of the year.

General Motors provides resources to help dealers earn Green Dealer certification:

• A General Motors Green Dealer website that enables dealerships to share how they achieved environmental and operational gains;
• A General Motors Dealer Equipment digital catalog highlighting products that save energy, conserve resources and reduce waste, such as high-efficiency paint booths and high-speed garage doors that also help drive operational efficiencies;
• Opportunities to connect with schools on environmental education activities;

“GM has long been committed to being a leader in environmental stewardship, and we’re proud that our dealers share this commitment to serve and improve the communities where we live and work,” said Kurt McNeil, General Motors vice president of United States Sales Operations.

APRIL 11, 2016 PAGE 7
Detroit-Made Impalas Still Sold in Korea

Chalk this one up as a win for Detroit. GM recently made the decision to keep exporting to Korea the Chevrolet Impala assembled at the company’s Detroit-Hamtramck plant. GM announced in July of 2015 that it had begun taking pre-orders for the American-made Impalas for export to Korea.

“We are thrilled to have the iconic flagship sedan complete Chevrolet’s passenger car portfolio in Korea,” said Sergio Rocha, president and CEO of GM Korea in 2015. “We are confident that its bold styling, comfort, safety, powerful performance and technology will make it a leader in the highly competitive upper-medium sedan segment.”

To meet an array of customer needs, Rocha said that the Impala will be offered in Korea with two engine choices: a 2.4L SIDI L4 engine and a 3.6L SIDI V6 engine. Korea-only convenience features include power folding side mirrors, an electronic toll collecting system, a hands-free liftgate, rain-sensing wipers, a unique cluster, standard navigation, a unique antenna, a 220V power outlet, rear audio controls and rear heated seats.

GM spokesman Randy Fox said that the American-made Impala “has been well-received by the Korean customers for its market-leading product features and price competitiveness.”

The decision to keep exporting the Impala to Korea, Fox said, was made in light of the recently-brewed political tension between the United States and South Korea.

GM plans to offer a number of sedan models, Fox said, of eventually making the Impala at one of GM’s facilities in Korea, effectively ending its export from the United States.

Currently, GM employs about 17,000 people in Korea and maintains four plants that manufacture products for Cadillac and Chevrolet, as well as vehicles for GM’s Daewoo and Labovin operations.

The company also maintains a design center, which was opened in 2014, in Korea. In total, GM manufactured about 600,000 vehicles in Korea in 2015.

But, Fox said, following a thorough and comprehensive research on the feasibility of localizing production of the Impala, the company has decided that it is more appropriate to continue to import the sedan to satisfy consumer demand.

Overall, Fox said, the Impala has sold about 10,000 vehicles in Korea since its official debut in the market six months ago.

Secretary of State Creates Online Registration

LANSING, Mich. (AP) — Michigan is offering a temporary system for handling online motor vehicle and watercraft registrations.

A link to the Online Renewal Service is posted on the Michigan Secretary of State’s website. Officials say anyone having difficulty renewing vehicle, boat or watercraft registration on ExpressSOS.com is encouraged to try the Online Renewal Service.

The Detroit Free Press reports the old website had been pulling out some who tried to access services.

Secretary of State Ruth Johnson says in a statement her office is “committed to finding a permanent solution that meets our customers’ needs.”

The temporary system comes after Michigan last year terminated a multimillion-dollar contract with Hewlett-Packard. HP has worked since 2005 to replace the computer systems used at offices where vehicles and watercraft are registered. The deadline was 2010.