

Motor Trend Editors Praise ‘Car of Year’ Bolt

2016 has turned out to be a good year for the Chevrolet Bolt EV – just ask the editors at *Motor Trend* magazine.

The editors have recognized the Chevrolet Bolt EV – “the new, affordable electric vehicle offering an EPA-estimated 238 miles of range on a full charge,” said GM spokesman Fred Ligouri – as its 2017 Car of the Year.

The editors based their selection on the Bolt EV’s performance in six evaluation categories: advancement in design, engineering excellence, efficiency, safety, value and performance of intended function, Ligouri said.

“Chevrolet is the fastest-growing full-line retail brand in the industry, thanks to an exceptional vehicle lineup, which includes groundbreaking products like the Bolt EV,” said Alan Batey, president of GM North America and Global Chevrolet brand chief.

“Being recognized once again as *Motor Trend* Car of the Year is a great honor for the entire Chevrolet team.”

It is the fourth *Motor Trend* award for Chevrolet in three years, with the Camaro recognized as the 2016 Car of the Year and Colorado named the 2015 and 2016 Truck of the Year, Batey said.

“Chevrolet is on a roll with new and compelling vehicles that

have reset the bar for trucks in 2015, trucks and sports cars in 2016, and for 2017, electric cars,” said Ed Loh, *Motor Trend*’s editor-in-chief. “The Bolt EV is certainly a game-changing vehicle and we look forward to seeing whether we’ll be recognizing another Chevrolet next year in our annual awards.”

In the article announcing the Bolt EV selection, editors wrote, “The Bolt EV is not GM’s first pure electric car. The company has been experimenting with electric vehicles for decades, stuffing batteries into Corvairs in the mid-1960s and developing the fiendishly complex EV-1 in the 1990s. You can buy an all-

electric version of the Spark from your friendly local Chevy dealer right now. But the Bolt EV is the first conceived from the get-go by GM to be a viable, affordable mass-market electric vehicle. And it’s a game-changer.

“Two numbers – 238 and

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GM CEO Mary Barra introduces 2017 Chevrolet Bolt EV at Consumer Electronics Show Jan. 6 in Las Vegas.

Bosch Launches At-Home Power EV Chargers

With the introduction of vehicles like the Bolt EV, electric vehicles are here to stay. But electric chargers haven’t quite become as popular as corner gas stations, so what’s a new EV owner to do?

Well, the folks at Warren-based Bosch Automotive have a solution – install the new Power Max 2 or Power Max 2Plus EV charger at home.

Bosch has launched the Power Max 2 and Power Max 2Plus, its newest 240-volt, Level 2 electric vehicle (EV) charging stations, said Bosch spokesman Justin Fisette.

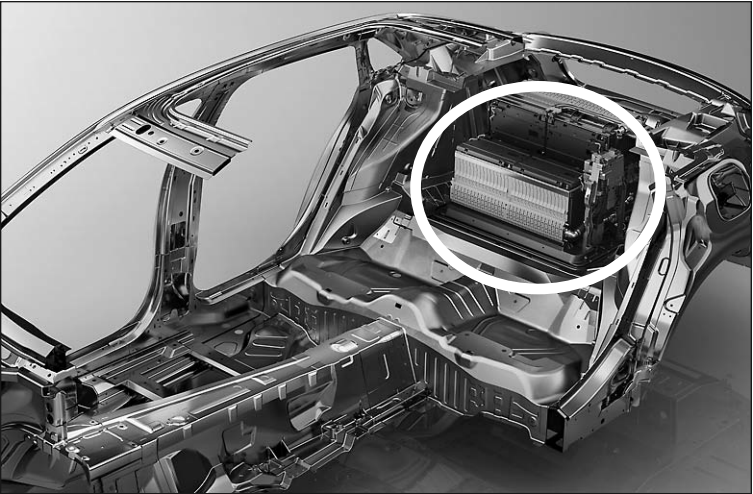
The new stations will offer 30-amp, 7.2kW and 40-amp, 9.6kW configurations for faster EV charging and use the SAE J1772 connector for use with all standard EVs sold in North America.

“Each Chevy dealership that sells the Bolt EV will have one of these charging stations,” Fisette said. “But our target market is actually the individual consumer who would install one at his or her home.”

The actual cost of installing a Power Max or Power Max 2 is not that high, Fisette said. Usually about \$500 to \$1,000. Factors

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Luxury, Prestige are Top Selling Points for CT6



Batteries (circled) propel the 2017 Cadillac CT6 plug-in hybrid.

The Bolt EV wasn’t the only GM electric vehicle making news last week.

Cadillac revealed the first-ever plug-in hybrid prestige sedan – the 2017 CT6 – will go on sale in the spring of 2017.

The important thing to note is that this luxury vehicle comes with a total driving range of more than 400 miles, said Cadillac President Johan de Nysschen.

Advanced plug-in hybrid technology enables the luxury sedan to reward drivers with environmentally conscious driving without compromising on performance, de Nysschen said.

The CT6 plug-in hybrid system is designed to provide responsive, all-electric driving for most daily commutes, he said, while maximizing fuel efficiency by providing blended power from the engine and battery at higher speeds and higher loads.

All-electric range for the CT6

plug-in hybrid is an estimated 30 miles, said de Nysschen.

However, he added, the car’s combination of efficient engine and battery power enables drivers the freedom of more than 400 miles of total driving range, with no requirement to find charging stations along the way.

Thanks to the advanced propulsion system, the CT6 plug-in Hybrid “removes all range anxiety for our customers,” said de Nysschen.

“The CT6 is a technological showcase throughout, and by far the lightest car in its class, making it an ideal platform for electrification,” he said.

“In the CT6, Cadillac presents a new formula for prestige luxury. The advanced plug-in hybrid system is a key addition, providing a combination of exceptional fuel economy, crisp acceleration

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F-Series Super Duty Earns ‘Truck of Year’

It was a good day for Detroit automakers.

Not only did the 2017 Chevrolet Bolt EV win *Motor Trend*’s Car of the Year award, the new 2017 Ford F-Series Super Duty has won the 2017 *Motor Trend* Truck of the Year title – both on the same day, Nov. 14.

This is the first time the Super Duty has taken home this prize, said Ford spokesman Jiyan Cadiz.

“We are honored to win this year’s *Motor Trend* Truck of the Year Award as it underscores how the all-new 2017 Ford Super Dutys are the toughest, smartest and most capable trucks we’ve ever built,” said Joe Hinrichs, Ford’s president of The Americas.

“For 39 consecutive years, Ford F-Series has been America’s favorite truck, and now *Motor Trend* has given one of our F-Series top honors for the fifth time.”

Using advanced materials to reduce weight, Super Duty introduces “all-new segment-exclusive smart technology features to help increase customer productivity, comfort and convenience,” Hinrichs said.

The backbone of the truck is a new fully boxed frame comprising more than 95 percent high-strength steel that’s up to 24 times stiffer than the previous frame – enabling best-in-class towing and hauling capability, said Hinrichs.

High-strength, military-grade, aluminum alloy for the body is more dent- and ding-resistant than outgoing steel and not subject to red rust corrosion, he said.

These materials combine to help reduce weight by up to 350

pounds, with Ford engineers reinvesting that savings “everywhere it counts to give customers more towing and hauling capability than ever,” Hinrichs said.

The new F-Series Super Duty also features heavier-duty four-wheel-drive components, driveline, axles and towing hardware.

With towing central to the mission, Hinrichs said driving and work situations are made easier and more comfortable with 17 segment-first productivity technologies.

Up to seven cameras help drivers see angles and monitor conditions surrounding the truck to make not just conventional towing, but gooseneck and fifth-wheel towing, simpler and more efficient than ever.

Available adaptive steering also results in improved efficiency and effort.

With more power than ever, the Ford-designed, Ford-engineered, Ford-built 6.7-liter Power

Stroke turbo diesel V8 now delivers a best-in-class combination of 440 horsepower and a staggering 925 lb.-ft. of torque, Cadiz said.

That power is standard for every diesel pickup, from F-250 to F-450, with no special tuning or unique hardware required – “making the all-new F-Series Super Duty the undisputed powerhouse,” Cadiz said.

“We judge the contenders based on six categories,” said Ed Loh, *Motor Trend* editor-in-chief, from design to efficiency to performance, characterizing the things consumers want most in their next vehicle.

“The all-new 2017 Ford Super Duty met and exceeded our criteria, truly proving it is the undisputed leader in towing, capability and power – exactly what truck customers want.”

“*Motor Trend* is excited to crown this purpose-built machine this year’s Truck of the Year.”



Ford Marketing’s Dan Gray with 2017 F-Series Super Duty

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Club GM Ski Trip Coming Up in Mid-January

Club GM will hold its annual ski outing between Jan. 15 and Jan. 17, 2017, at the Crystal Mountain Ski Resort in Weldon Township, Mich.

Those signing up for the trip will be able to enjoy downhill skiing, cross-country skiing, ice skating and snowshoeing, said event chairwoman Katie Murphy.

The deadline for signing up for the trip is Dec. 1, Murphy said.

Cost for the trip and lodging at the Hamlet Hotel is \$542 for one person and \$364 per person for two.

Travelers will also have the opportunity to rent one- or two-bedroom condos, Murphy said. The cost for non-skiers and cross-country skiers is reduced.

The event includes two nights' lodging, two breakfasts, two dinners and unlimited skiing.

To learn more about the trip and how to sign up, contact Murphy at katherine.murphy@gm.com.

Two Key Media Sources Give Top Grades to Chevy Tahoe

When one national organization says you make a great SUV, you can be pretty sure you've done something right. But when two national organizations like what you've done, you can be absolutely sure that you have a winner.

Last week, both *Kelley Blue Book* and *U.S. News & World Report* gave top marks to the 2017 Chevy Tahoe.

U.S. News & World Report named the Tahoe as its "Best Buy" in the full-size SUV category.

"Playing from its ongoing position of strength, the 2017 Chevrolet Tahoe returns for a third consecutive year as our *Kelley Blue Book* Best Buy winner in the Full-Size SUV Category," editors wrote. "Although the competition in this arena continues to grow stiffer and even more formidable, the Tahoe still resonates with us for the same reasons it remains the overwhelming best-seller among buyers of these ultimate high-function haulers. This Chevrolet has a compelling blend of design, comfort and day-to-day versatility coupled with an extremely attractive cost-to-benefit ratio that makes it a total-value proposition with appeal that endures long after the new has worn off."

Editors also noted that while the Tahoe shares a basic platform architecture with the highly regarded Silverado pickup, the Tahoe's suspension has been specifically tuned to deliver an even better balanced mix of comfort and control under all driving conditions.

Overall, editors said it makes the best family SUV on the market.

But *Kelley* wasn't alone in its praise of the 2017 Tahoe. *U.S. News & World Report* judges that it is a "versatile 3-row SUV: It can



The award-winning 2017 Chevrolet Tahoe

carry up to nine people and tow a boat or large trailer, and it is a stalwart ride for cross-country journeys or hairy conditions. As a bonus, it handles all these tasks with class, according to the reviews and data that drive our ratings. This compilation of talents makes the Tahoe one of the top-rated large SUVs in our rankings.

"Among the Tahoe's highlights is its cabin, which feels handsome and high-class. The higher-trim levels are even worthy of competing alongside premium-grade rivals. Seating in the front two rows is comfortable, with enough space for adults to happily spread out. If passengers will mostly be occupying only the first- and second-row of your SUV, you'll likely be satisfied with the amount of space available in a Tahoe."

But despite its size, editors praised the Tahoe for its ability to move.

"There's no denying it: The Chevy Tahoe is a big vehicle," editors wrote. "It stretches 17 feet in length, weighs as much as 5,631 pounds, and has a trucklike

body-on-frame build. Despite this mass, the Tahoe handles itself quite nicely. Steering is precise, brakes are firm, and body roll is minimal.

"The Tahoe's wide steering radius means you need to pre-plan when aiming for a parking space. Overall agility is about the same as what you'll experience in SUVs like the Toyota Sequoia

and Nissan Armada. Rear-wheel drive is standard on the 2017 Chevy Tahoe, and four-wheel drive is available in every model for an additional \$3,000."

GM spokesman Monte Doran said when he heard about these awards, two things struck him.

"First, Chevy makes some really good vehicles, period," Doran said. "It's won the most awards of any brand overall during the past two years. These awards are really a testament to how far Chevy has gone in creating a great portfolio overall. I'd even go so far as to say that this current portfolio is the best Chevy's ever produced."

Secondly, Doran said, these awards show why the Tahoe is the most popular full-size SUV on the market today.

"One-half of all full-size SUVs sold are Tahoes," Doran said. "These trucks really show that Chevy has figured out the sweet spot of capacity for both people and cargo and towing. Families want to be able to take long trips where there's enough room for the people and for stuff."

The researchers say they believe new light vehicle sales may have peaked and will slow gradually because their analysis found young adults own fewer vehicles because they can't afford to own detached single-family homes. Real disposable income growth surged to 5.5 percent in 2015 with the drop in local prices. Real income growth retreats in 2016 to 2.1 percent with the return to moderate inflation and slower nominal income growth. It should slow further to 1.4 percent in 2017 with accelerating inflation and a larger increase in federal personal taxes.

Employment Picture Brighter

ANN ARBOR, Mich. (AP) – Economists at the University of Michigan say in an annual forecast that they think the U.S. unemployment rate will stay below 5 percent next year.

Five researchers at the university's Department of Economics put out the report Nov. 17. They found a tightening U.S. labor market with a national economy forecast to add 3.7 million more jobs over the next two years.

That's a slower pace than over the last two years. But they say the predicted falling unemployment rate should help part-time workers who want full-time jobs.

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GM's executive chief engineer for EVs Pamela Fletcher with Alan Batey

Bosch Debuts Home Charger

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such as where the consumer's electrical boxes are kept affect price.

"People can actually buy these systems online by going to www.BoschEVSolutions.com," Fisette said. "There they can also find a list of qualified electricians in their area that can do the actual work."

The new Bosch Power Max 2 and Power Max 2Plus are now available, and pricing starts at \$674 for the Power Max 2 30A/18-foot cable version, Fisette said.

Building on the popularity of the original Power Max, the Power Max 2 is sleeker and more compact, offers significantly higher output power and is designed to minimize installation costs, Fisette said. The Power Max 2Plus additionally features Wi-Fi connectivity to accommodate a variety of control and monitoring applications.

"The original Power Max has been a great product for us, having been selected by several OEMs as their station of choice and performing as the market volume leader in multiple sales channels," said Jeff Hudnut, Bosch Automotive Service Solutions product manager.

"The second generation is even more powerful with additional features to provide a greater value for our full spectrum of customers."

In addition to being a more powerful and compact charging



Bosch Power Max charger

station, the Power Max 2 and Power Max 2Plus feature USB data storage and Wi-Fi connectivity on Power Max 2Plus, hard-wired or plug-in installation configurations and front access to station electronics for easier, faster installation.

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Motor Trend Editors Praise Chevy Bolt EV

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29,995 – are why. The first is the number of miles the EPA has certified the Bolt EV will travel on a full charge. The second is the price, in dollars, of the Bolt EV, after allowing for a \$7,500 federal tax rebate.

"By offering that range at that price, the Bolt EV has made just about every other electric vehicle on sale obsolete.

"Simply put," said guest judge Chris Theodore, "it's twice the car for half the price of a BMW i3. A better car, better package, much better handling, with twice the range."

The article stated that even the folks at Tesla, "the electric vehicle masters of the universe," have been put on notice, and that the Bolt EV sets a benchmark for value and performance they'll have to work overtime to match.

"This is a direct challenge for Tesla to make the Model 3 anything near the Bolt EV for the same price," said *Motor Trend* executive editor Mark Rechlin. "Chevrolet has made affordable long-range electric transportation available to the masses. Elon Musk should be afraid. Very, very afraid."

Range anxiety shouldn't be a problem for a Bolt EV driver, Batey said.

With an EPA-estimated range of 238 miles, Bolt EV owners can expect to go beyond their average daily driving needs with

range to spare, when charging regularly.

Cost is not the problem that many think of when they think of an EV, Batey said. The manufacturer's suggested retail price of \$37,495 includes destination and freight charges, but excludes tax, title, license and dealer fees.

Depending on individual tax situations, customers may receive an available federal tax credit of up to \$7,500.

Editors also had good things to say about the Bolt performance.

They wrote perhaps the most impressive thing about the Bolt EV is there are no caveats, no "for an electric car" qualifiers needed in any discussion.

It is, simply, a world-class small car, the editors said, "and that's before you factor in the benefits inherent in the smoothness, silence, and instant-on torque provided by the electric motor."

The ride is firm and sporty, but transmitted road noise is very well damped.

The magazine went on to say, "The steering has slightly artificial weighting, but brake feel is natural, and once you learn to use the higher regenerative braking modes, you can pretty much drive all the time without touching the friction brakes at all."

Standard features include electronic precision shift, Regen on Demand steering wheel paddle and 10.2-inch-diagonal color touch screen.

The top-trim Premier model adds leather-appointed seats, front and rear heated seats, Surround Vision, Rear Camera Mirror and more.

More information on driving electric power can be found at ChevyEVlife.com and more information about the Bolt EV and what it is able to do can be found at Chevrolet.com/bolt.

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Thanksgiving Food Enjoys Storied History

Thanksgiving is this week and much of metro Detroit is preparing to eat “traditional” Thanksgiving food – turkey, stuffing, pumpkin pie, cranberries – but many might be surprised to learn what was actually eaten on the first Thanksgiving.

But first, let’s begin with how the turkey got its name. Author and British historian Reay Tannahill, in her book, “Food in History,” briefly gives a history on the turkey and its name.

“It is possible – just – to make sense of how the turkey got its name,” Tannahill wrote. “The bird itself seems to have reached England soon after its first arrival in Europe (in about 1523-4) through the agency of Turkey merchants.

“Not familiar with its (the turkey’s) Mexican name, the English solved the problem in the usual way and called it the ‘turkey cock.’

So that’s how the turkey got its name.

Tannahill said that the Pilgrims who settled at Plymouth Rock in 1620 were made of sterner stuff than the settlers of Jamestown in 1607.

“They had brought wheat and rye seeds with them, but these proved difficult to grow on rough land,” Tannahill wrote, “whereas maize was easy. From the Indians, they learned not only how to cultivate it – being from Northern Europe, none of them had seen it before – but also how to cook it in a variety of ways, as porridge, flatbread and a kind of frument. They were pleased, too, to recognize the turkey. True to tradition, there was some confusion over the bird’s name, but this time it was unaccountably slight; the settlers’ ‘turkey’ was the Indians’ furkee.”

So does that mean the Pilgrims ate corn and turkey at the first Thanksgiving? No, according to Megan Gambino, who wrote an article on the subject that appeared on Smithsonian.com Web site on Nov. 21, 2011.

Gambino wrote that the first Thanksgiving in 1621 consisted of wildfowl, corn in the grain form for bread or for porridge. And there was also venison.

“Two primary sources,” she wrote, “the only surviving documents that reference the meal, confirm that these staples were part of the harvest celebration shared by the Pilgrims and Wampanoag at Plymouth Colony in 1621.

Gambino also wrote that Gov. William Bradford also described the autumn of 1621, adding, “And besides waterfowl there was great store of wild turkeys, of which they took many, besides venison, etc. Besides, they had about a peck a meal a week to a person, or now since harvest, Indian corn to that proportion.”

So while Pilgrims had access to turkeys in the fall of 1621, determining what else the colonists and Wampanoag might have eaten at the 17th-century feast takes some digging, Gambino wrote.

To form educated guesses, Gambino wrote that Kathleen Wall, a foodways culinarian at Plymouth Plantation, a living history museum in Plymouth, Mass., studies cookbooks and descriptions of gardens from the period, archaeological remains such as pollen samples that might clue her in to what the colonists were growing.

“Our discussion begins with the bird,” Gambino wrote. “Turkey was not the centerpiece of the meal, as it is today, explains Wall. Though it is possible the colonists and American Indians cooked wild turkey, she suspects that goose or duck was the wildfowl of choice.

“In her research, she has found that swan and passenger pigeons would have been available as well. ‘Passenger pigeons – extinct in the wild for over a century now – were so thick in the 1620s, they said you could hear them a quarter-hour before you saw them,’ says Wall. ‘They say a man could shoot at the birds in flight and bring down 200.’”

It is possible that the birds were stuffed, though probably not with bread, Gambino wrote.

The Pilgrims instead stuffed birds with chunks of onion and herbs.

There would have been meat at the feast, Gambino wrote. But it would be meat without potatoes, that is. White potatoes, originating in South America, and sweet potatoes, from the Caribbean, had yet to infiltrate North America.

Also, there would have been no cranberry sauce. It would be another 50 years before an Englishman wrote about boiling cranberries and sugar into a sauce to eat with meat.

All this, naturally, begs a follow-up question: “So how did the Thanksgiving menu evolve into what it is today?” Gambino asks.

“Wall explains that the Thanksgiving holiday, as we know it, took root in the mid-19th century. At this time, Edward Winslow’s letter, printed in a pamphlet called Mourt’s Relation, and Governor Bradford’s manuscript, titled, “Of Plimoth Plantation,” were rediscovered and published.

Boston clergyman Alexander Young printed Winslow’s letter in his ‘Chronicles of the Pilgrim Fathers’, and in the footnotes to the resurrected letter, he somewhat arbitrarily declared the feast the first Thanksgiving. (Wall and others at *Plimoth Plantation* prefer to call it “the harvest celebration in 1621.”)

“There was nostalgia for colonial times,” Gambino wrote, “and by the 1850s, most states and territories were celebrating Thanksgiving.”

So now you know.

Takata Air Bag Trouble Forces Toyota Recall

DETROIT (AP) – Toyota is recalling about 5.8 million vehicles in Japan, Europe, China and other countries to replace potentially deadly Takata air bag inflators.

The company says it knows of one person injured in a crash involving one of the vehicles, but a spokesman didn’t know where the crash happened. Toyota says it hasn’t determined if the injury was caused by a ruptured inflator.

The vehicles have inflators that can rupture and spew shrapnel. U.S. vehicles with the same inflators are already under recall.

Toyota says the recall brings to 23.1 million the total number of vehicles it has recalled worldwide to fix inflators.

Authorities say as many as 16 deaths worldwide have been linked to Takata. Seventeen automakers are recalling about 69 million inflators in the U.S. and 100 million worldwide.

The latest recall covers four models with faulty driver air bag inflators: The Hilux pickup, and the Corolla, Etios and Yaris cars.

Models with defective passenger inflators include the Corolla, Corolla RunX, Corolla Axio, Corolla Fielder, Corolla EX, Belta, Ipsum/Picnic, Auris/Blade, Alphard/Vellfire, Vios, Noah/Voxy, Corolla Rumion, Etios, Probox/Succeed, Gaia, Brevis, Mark 2 and the Vitz/Yaris.

Takata has hired the advisory firm Lazard to engineer a restructuring of its finances, likely with the help of some of its biggest customers. An air bag analyst has estimated the cost of making and distributing replacement inflators could cost more than \$20 billion.

Honda, Toyota and Fiat Chrysler are among the biggest customers for Takata inflators. Many automakers have said they will stop using Takata air bag inflators in models under development, and they will be billing Takata for the recall costs.

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Three Chevy Models Listed Among Top ‘10Best’ Vehicles

Looking for a top-rate vehicle that won't cost you an arm and a leg? *Car and Driver* has some suggestions for you.

On Nov. 16, *Car and Driver* magazine unveiled its annual “10Best Cars” list for 2017, recognizing the best cars on the market under \$80,000.

The honorees were revealed last week at The Palm during the Los Angeles Auto Show. *Car and Driver* Editor-in-Chief Eddie Alterman presented the trophies to the automakers. The full package will be published in the January issue, on newsstands Dec. 6, said magazine spokeswoman Lauren Demitry.

“We keep the 10Best rules to a minimum and simply let the best rise to the top,” *Car and Driver* editors wrote in the announcement naming the vehicles. “Contenders must have a base price of \$80,000 or less, be on sale in January 2017, and show up for our September testing. That’s it.

“It’s damned hard to make our 10Best Cars list. A contender must execute its mission at the highest level and deliver a driving experience somewhere between sublime and messianic.”

In addition, as a special expansion of the 10Best franchise, *Car and Driver* will announce its first-ever 10Best Trucks & SUVs

awards at CarandDriver.com on Dec. 6, Demitry said.

The 10Best Trucks & SUVs awards will recognize honorees in 10 different segments: subcompact SUV, subcompact luxury SUV, compact SUV, compact luxury SUV, midsize SUV, midsize luxury SUV, large SUV, midsize pickup, full-size pickup, and van.

The four domestic cars making the 34th annual *Car and Driver* 10Best Cars list are:

- Chevrolet Bolt – The editors say, “Bolt is irrefutably a landmark car, as sensible as you’d expect an electron-powered Chevrolet to be, and welcome proof that established automakers can indeed make class-leading electric vehicles.”

- Chevrolet Camaro V6/V8 Coupes – The editors say, “1LE delivers stunningly sharp and accurate turn-in response and a level of front-end grip that belies its size. And like the other Camaro coupes, its steering is nicely weighted and accurate to a degree that those unfamiliar with the newest Camaro would simply not believe.”

- Chevrolet Corvette Grand Sport – The editors say, “A dry-sump 6.2-liter unit with 460 horsepower, this pushrod engine spins to its 6600-rpm rev limiter



2017 Chevrolet Camaro Coupe

with ferocity. It has gobs of power. Every stomp on the accelerator requires you to take in a lungful of air to counteract the shove of the V8’s fierce torque and instant response. Celebrate it. It’s a welcome reprieve from a world turning to narcoleptic turbo fours that refuse to redline.”

- Ford Shelby Mustang GT350/GT350R – The editors say, “GT350 busts through its first two gears quickly enough that the raspy moans it makes at low revs are fleeting spine tinglers. Running to 60 mph takes only 4.3

seconds. But rev it out in higher gears, and the engine sounds as if it’s munching on itself, ready to rocket some pistons through the hood. None of that comes through the exhaust, however. From outside, the GT350 sounds the way a Jackson Pollock painting looks. It’s a splattering of sound – fiery, shocking, angry, and somehow perfect.”

VW’s Emission Scandal Leads to Layoffs

FRANKFURT, Germany (AP) – Volkswagen announced plans last week to cut 30,000 jobs in a wide-ranging restructuring of its namesake brand as it tries to recover from a scandal over cars rigged to cheat on diesel emissions tests.

The German company said the job cuts are part of a long-term plan to improve profitability and shift resources and investment to electric-powered vehicles and digital services.

Company officials at a news conference on Nov. 18 at its headquarters in Wolfsburg said 23,000 of the job cuts will come in Germany and that the measures will save some 3.7 billion euros (\$4 billion) a year from 2020.

CEO Matthias Mueller said it was “the biggest reform package in the history of our core brand.” In addition to Volkswagen, the firm also makes cars under other brands, including Porsche, Audi, SEAT, Skoda and Lamborghini.

The layoffs cap a difficult year for Volkswagen, which has been embroiled in an emissions-rigging scandal that damaged the company’s reputation and cost it billions.

In response, Volkswagen has agreed to pay \$15 billion to U.S. authorities and owners of some 500,000 vehicles with software that turned off emissions controls. Around 11 million cars worldwide have the deceptive software.

The scandal has been a spur for the company to address long-standing problems such as high fixed costs at its manufacturing locations in Germany and excessively top-down management that many say created an environment that enabled the cheating.

Herbert Diess, head of the core Volkswagen brand, conceded that Volkswagen had let its costs rise and “lost ground in terms of productivity.” The changes, he said, would make the company “leaner and more efficient.”

The cuts are aimed at addressing Volkswagen’s longstanding cost issue.

Volkswagen, with 624,000 employees, sells roughly the same number of cars as Toyota and General Motors, around 10 million a year. But Toyota does it with 349,000 workers and GM with 202,000.

One reason for VW’s higher cost-base and headcount is the

role that employee representatives play at the company.

As at other large German companies, employees have half the seats on the board, a power they can use to resist moving production outside Germany or to suppliers. In addition, the state of Lower Saxony, where the headquarters is located, owns a stake in the company and tends to support employee interests as well.

The cuts will mainly fall on its 120,000-strong German workforce. However, job cuts are also foreseen in Brazil and Argentina.

The company has said it aims to cut nonessential costs and investments and shift resources toward battery-powered cars and internet-based services such as car-sharing and ride-sharing.

The company had been slower than some competitors to move toward electric cars but has

shifted its view after the scandal underlined diesel’s limitations. Volkswagen now says it plans to introduce more than 30 electric-powered vehicles by 2025, and to sell 2 to 3 million of them a year.

To make the job cuts, the company has cut a deal with its powerful worker representatives.

Under the terms of the deal, Volkswagen has agreed to keep much of the future investment in new technology in Germany and to rely on voluntary departures such as early retirement, with no firings.

Top employee representative Bernd Osterloh said “the next generation of electric vehicles will be made here in Germany, not abroad.”

Volkswagen’s package of measures received a lukewarm welcome in financial markets around the world.

Meals on Wheels Seeks Volunteers For Deliveries

Macomb Community Action’s Office of Senior Services is seeking more than 100 volunteer drivers to deliver emergency food boxes to homebound seniors on Saturday, Dec.3.

The food boxes contain shelf-stable meals for Meals on Wheels participants in the event weather or other circumstances prevent them from receiving normal food delivery.

Boxes will be picked up between 9 a.m. and 11 a.m. at a Macomb County warehouse located near Hall Road and Groesbeck Highway, said county spokesman John Cwikla. Volunteer drivers must be at least 18 years old, or accompanied by a parent or authorized adult, and have a valid driver’s license and vehicle insurance. Volunteers must use their personal vehicles when delivering.

To register as a volunteer, contact the Macomb Community Action’s Office of Senior Services at 586-469-5228.

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2017 Chrysler Pacifica a True ‘Best Buy’

Kelley Blue Book’s www.kbb.com last week declared the new 2017 Chrysler Pacifica as a winner of the Kelley Blue Book Best Buy Awards, honoring the top new model-year vehicle choices available in the U.S. market.

“Chrysler’s all-new Pacifica minivan doesn’t just replace the long-running Town & Country, it blends luxury and practicality like no other minivan before it,” said Jack R. Nerad, executive editorial director and executive market analyst for Kelley Blue Book’s KBB.com.

“Luxury-level dash design up front is complemented by rear quarters that offer all the utility you expect in a minivan, but with uncommon design sensibilities. It’s also a pleasure to drive, helping it lock up a Best Buy Award in its first year on the market.”

The Kelley Blue Book Best Buy Awards are designed to provide a significant service to new-car buyers by identifying the cream of the crop of all available 2017 model-year motor vehicles, Nerad said.

The awards are the culmination of a year-long regimen of expert vehicle evaluation and testing of nearly every new vehicle available in America, along with analysis of a broad swath of vehicle-related data, including vehicle pricing/transaction prices, five-year cost-to-own data (which includes depreciation, insurance, maintenance, financing, fuel, fees and taxes for new cars), consumer reviews and ratings, and vehicle sales/retail sales information.

Kelley’s judges wrote of the Pacifica, “earlier this year we suggested the new Chrysler Pacifica was the best minivan in its class. With its win as our Minivan Best Buy for 2017, we can confirm it. The interior offers the kind of utility you expect from a

minivan but with an unexpected dose of luxury, while the exterior is ready to go straight from the soccer game to the valet stand.

“Combine it with safety features and other family-friendly touches not available in any other minivan on the market, and the 2017 Chrysler Pacifica simply kills it.”

Kelley judges had particularly nice things to say about the Pacifica’s interior.

“A minivan’s interior is a make-or-break proposition. It has to seat eight people comfortably, provide plenty of entertainment options for the kids, be flexible enough to offer a vast amount of flexible cargo space, and ideally it should be a pleasant environment as well.

“The Pacifica shines in all these categories. Stow ’n Go returns, but with a twist: Not only are they easier than ever to stow under the floor, they’re actually comfortable to sit in.”

Editors also liked the third-row access, writing, “. . . they cantilever forward, so you don’t need to remove your kid’s booster for easy third-row access.

“And finally, Chrysler has made its minivan an 8-passenger hauler, thanks to a small center seat that’s both lightweight for easy removal, and comfortable to sit in as well. The third-row bench is also comfortable, and folds neatly into the floor with the tug of a couple handles. When upright, there’s no seat hardware cluttering up the cargo space to catch grocery bags or get crammed with Cheerios. If there is a spill, the Pacifica’s available vacuum cleaner can make short work of it.”

Of more than 300 new-car models available for 2017, Kelley Blue Book’s expert editors initially narrowed the field to a few dozen Best Buy Award contenders in 12 major vehicle categories and then spent several weeks testing and evaluating all of the finalists head-to-head to ultimately determine the winners.

“Vehicles in all segments are becoming better equipped with more safety and tech features every year, so the competition is stiff for which models will take home a prestigious Best Buy Award,” Nerad said.



Pacifica’s storage capabilities impressed Kelley Blue Book judges.



Mark Fields speaking at the 2016 AutoMobility conference.

Ford CEO Mark Fields Says Company Ready for Future

Ford CEO Mark Fields spoke as the keynote speaker about the car of tomorrow operating in the city of tomorrow at the 2016 AutoMobility LA on Nov. 15.

“I think we should all take a second to recognize the significance of this moment,” Fields said. “We’re attending the first major auto show in the world that’s not just about cars. That’s an amazing sign of something that’s happening all around us.

“It’s occurring on the streets outside this conference hall, on the roads in cities on every continent, and in our day-to-day lives. We’re on the cusp of a mobility revolution.

“And we at Ford are excited about that because we’ve literally spent more than 100 years getting ready for this moment. At Ford, we’ve always used world fairs as an opportunity to talk about how we envision the future.”

Fields said that Ford is no stranger to introducing new ideas at gatherings designed to look at the future.

“At the 1939 world’s fair, we talked about how soybeans and cane sugar could be used to make key components of our vehicles,” Fields said. “Those were innovations in sustainability that we put into mass production in the early half of the 20th century. We also had an exhibit there we called the ‘Road of Tomorrow.’

“It featured a service station and presented the idea that infrastructure upgrades would soon allow drivers to travel the entire country with ease. Both of these are things we take for granted now. But back then, they were new and provocative ideas.

“At the 1964 world’s fair, Ford created a seven-acre journey ‘into the fabulous future.’ Visitors could drive to a space city. There were laser beams and radio telescopes. I was at that world’s fair in New York and I still have fond memories of it. This exhibit was designed to give a glimpse of what the future of transportation could look like. From its beginning, Ford has always been a company that used innovation to help create a better tomorrow.”

He said that the Ford of more than 100 years ago revolutionized the way people moved around. With the horse, a trip of four miles was a big deal. The debut of the car changed that.

But in the 21st century, Fields said, cars are only a part of the equation when it comes to personal transportation.

“Today, we’re not only dreaming about the Road of Tomorrow, but also focused on creating the City of Tomorrow,” Fields said. “Which means continuing to find ways to make people’s lives better whether they own a car or not. Consider this – right here, in Los Angeles – commuters can easily spend more than an hour each way getting to work. That’s two hours out of the day when you’re trapped in traffic. Over a lifetime, that’s nearly 25 percent of your free time – the hours you’re not working or sleeping.

“Congestion is costly in other ways, too. L.A. congestion accounts for one-fifth of the congestion in the U.S. and costs the city \$23 billion every year. If you zoom out, you see that every year in the U.S., drivers spend roughly 160 million hours in their vehicles.”

And it’s going to get worse, Fields said. Some estimates say population growth and the extension of today’s transportation options will increase total miles driven by as much as 25 percent by 2040.

There are serious challenges, Fields said, which is why Ford created the Ford City Solutions team to work with cities around the world to help map the future, starting with San Francisco and growing from there.

“We know every city is unique, with different needs and unique transportation challenges,” Fields said. “Instead of offering a single set of solutions to all cities, we’re working with each city directly to identify the needs of its citizens and tailor transportation solutions for them.

“It’s also why the innovative team at Chariot is now part of our Ford mobility team. Chariot is an app-based, crowd-sourced shuttle service that adapts to customer demand. It started in San Francisco and now has launched in Austin with plans to work with at least four more cities in the next 15 months.”

Doing all of this, Fields said, is just good business. Ford has been a longtime partner to cities as a leading provider of vehicles for police, rescue and taxis in cities around the world. “That will continue and even grow as we become closer to key cities, which will improve Ford’s core business of building great vehicles,” he said.

“At the same time, we will see substantial revenue opportunity in providing mobility solutions to millions of commuters in the U.S. and the growing workforce in several major cities globally – many of whom do not own vehicles today or do business with Ford.

“All of this work will help us unlock the future of transportation systems. And, beginning next year, we will be directly engaging city leaders, tech visionaries, urban planners, designers and local communities – bringing public and private together – to discuss and develop solutions for the transportation system that can improve people’s lives in ways we can only just begin to imagine.

“Ford is beginning to collaborate with Mike Bloomberg in his philanthropic work with a coalition of mayors worldwide. We’re discussing how we can work together to help create the City of Tomorrow, incubating ideas around mobility and to accelerate solutions in cities. Working with Bloomberg, we will collect the best ideas from around the world and put them into action.”

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General Motors Taps the Wind for Energy

General Motors has made its largest renewable energy procurement to date, purchasing enough wind power to equal the electricity needs of 16 of its U.S. facilities, including business offices in Fort Worth and Austin, Texas, a major assembly and stamping complex in Arlington, Texas, and 13 parts warehouses east of the Mississippi River.

GM will source wind power through an agreement with Renewable Energy Systems, a global renewable energy and energy storage development and construction company.

GM will purchase 50 megawatts of power produced at Cactus Flats, a 150-megawatt wind farm being developed by RES in Concho County, Texas, said GM spokeswoman Colleen Oberc. When the contract begins in the first half of 2018, 6 percent of GM's global energy use will be powered by renewable energy.

"GM's commitment to renewable energy is helping transform the way electricity is produced, distributed and consumed around the world, and we're doing it in a way that makes our company and communities stronger," said Rob Threlkeld, GM global manager of Renewable Energy. "These renewable energy investments drive down greenhouse gas emissions, reduce our dependence on finite resources, and help keep our air and water clean."

"Investing in Texas wind energy is an important step on a journey that will see clean, renewable sources account for 100 percent of GM's global energy footprint by 2050."

Threlkeld said that starting in 2018, GM will source more than 193,000 megawatt hours of electricity from wind annually, enough to power the Austin IT Innovation Center, a GM Financial



GM is buying Renewable Energy Systems to power 16 sites.

office in Fort Worth and 13 parts warehouses. GM Arlington Assembly, which is already 50 percent powered by renewable energy, will have all of its electricity needs met with green power.

GM worked with Altenex, an Edison Energy Company and an independent renewable energy advisor, to identify renewable energy projects in the Texas market and execute the deal, Oberc said.

"RES is proud to support General Motors in reaching its 100 percent renewable energy goal," said Glen Davis, CEO of RES in

the Americas. "RES brings decades of experience to GM and other companies to reduce their carbon footprint and secure low-cost renewable energy for the future."

GM is a founding member of the BRC, an organization backed by the Rocky Mountain Institute that streamlines and accelerates corporate purchasing of wind and solar energy, Oberc said.

In addition to an anticipated 114 megawatts of wind power, GM hosts 24 solar installations around the world.

Volvo Issues an SUV Recall

DETROIT (AP) – Volvo is recalling about 74,000 cars and SUVs in the U.S. because the front passenger seat belt may not hold people in a crash.

The recall covers certain S60, S90, V60, XC60 and XC90 vehicles from the 2016 and 2017 model years.

Volvo says in government documents that a buckle stud can come loose, allowing the buckle to separate from a bracket. If that

happens, the belt may not hold the front passenger in a crash.

Dealers will replace the buckle if needed at no cost to owners starting Dec. 12.

Volvo began investigating the problem after getting reports of buckle failures starting in August. It traced the trouble to cars made from Feb. 16, 2015, to Aug. 22, 2016.

No reports of injuries were listed in the documents Nov. 9.

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CHEVROLET

Levy said the deal could also reduce the cost of financing for SolarCity.

Team Chevrolet Racers Put on Show at PIR

Four drivers delivered the drama, intensity, and sparks that were expected in NASCAR's penultimate race at Phoenix International Raceway (PIR) on Nov. 13 to determine its 2016 NASCAR Sprint Cup Series championship. The Can-Am 500, as well as the final two positions for the Championship Four at Homestead-Miami Speedway, was determined in overtime following a number of aggressive restarts and cautions in the waning laps.

Kyle Larson, No. 42 Target Chevrolet SS, was the highest finishing Chevrolet SS driver out of six that made up the top 10 at PIR. His third-place finish was his ninth top-five finish of 2016.

Chevrolet Chase contenders Kevin Harvick, No. 4 Jimmy John's Chevrolet SS, and Kurt Busch, No. 41 Monster Energy/Haas Automation Chevrolet SS, finished fourth and fifth respectively. Both drivers came into the Can-Am 500 at PIR in a must-win situation and struggled with their cars' handling for most of the 312-lap contest.

However, late in the race, both drivers had opportunities to take over the top spot on a few of the restarts that played out over the finish, but were never able to get a stronghold on the top spot. The Stewart-Haas Racing pair had their chances at another championship title thwarted when the checkered flag fell in the valley of the Avondale desert.

Hendrick Motorsports driver Alex Bowman, subbing for the injured Dale Earnhardt Jr., dominated the day in his No. 88 Nationwide Chevrolet SS. The 23-year old Arizona native earned his first career pole on Nov. 11 at PIR and looked to be a strong contender as he led the event on three separate occasions for a race-high 194 laps. On the second to last restart of the afternoon, Bowman was involved in an on-track incident, but was able to salvage a sixth-place finish, the best of the nine races he has competed in this season while serving as interim driver of the No. 88 Chevy.

Chase Elliott, No. 24 SunEnergy1 Chevrolet SS, ended the day in the ninth position and Paul Menard, No. 27 Rust-oleum/Menards Chevrolet SS, finished 10th to round out the Chevrolet power in the top 10.

Joey Logano (Ford) was the race winner and Kyle Busch (Toyota) was second to round out the top five finishers.

General Motors Finding Work For Employees

DETROIT (AP) – The head of the United Auto Workers union says about 2,000 General Motors factory workers who face layoff in January could be placed at other company factories.

President Dennis Williams told reporters Nov. 10 that the UAW is talking with GM. He says there may be enough jobs for all the workers but he's not sure yet.

GM announced Nov. 9 it would indefinitely lay off third-shift workers at two car factories in Ohio and Michigan due to falling demand.

But there may be more jobs available at truck and SUV factories where sales of these vehicles are growing.

GM confirmed it's talking to the union about jobs for laid-off workers but says nothing is finalized.

One spot may be an engine plant in Spring Hill, Tenn., where General Motors says it will be adding up to 800 jobs in the near future.

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All prices and payments include GM rebates. Pictures may not represent actual vehicle. Pricing subject to change per GM incentives. Prices and payments are inclusive of active GM employee discount (unless otherwise stated). All leases are 10,000 miles per year with approved S Tier credit. Sierra, Regal, Encore, Encave, Acadia, Terrain are 24 months leases. Verano, Lacrosse, Envision are 36 month leases. Cascada is a 39 month lease. All Vehicles shown are \$999 down, except for the Encore is with \$0 down, Regal & Sierra which is \$1499 down and Yukon which is \$1999 down. Disposition Fee may be required at vehicle turn in. Must have lease loyalty and/or closing competitive lease. Prices and payments are plus tax, title, plate fee w/ acquisition fee up front, refundable security deposit required on certain vehicles - to be determined by lender. Pricing is subject to select model vehicles- while supplies last. **\$3,500 trade in is valid on 2003 or newer vehicles w/ under 115k miles in drivable condition, no branded titles, reconditioning determined by appraiser. Certain restrictions may apply, see dealer for complete details. ** Exp date: 11/30/2016.

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2017 Cadillac CT6 plug-in hybrid

Luxury, Prestige are Top
Selling Points for CT6

CONTINUED FROM PAGE 1

and strong electric-driving range.”

Cadillac’s prestige plug-in hybrid entry achieves the same zero-to-60-mph performance as its V6-powered competitors, said de Nysschen, while achieving roughly twice the full EV range and MPGe figures.

The CT6 plug-in hybrid is expected to have fuel economy estimated at 65 MPGe.

Miles per gallon equivalence – MPGe – is an EPA formula that compares energy consumption of plug-in electric vehicles and other advanced technology vehicles with the fuel economy of conventional internal combustion vehicles in miles per U.S. gallon.

The CT6 plug-in hybrid combines an all-new, rear-wheel-drive electric variable transmission to provide the smooth, powerful acceleration expected from a driver’s car, said de Nysschen.

The two-motor EVT system combines with the 2.0-liter turbocharged four-cylinder gas engine to produce an estimated total system power of 335 hp and 432 lb.-ft. of torque.

This helps propel the vehicle

from zero to 60 mph in an estimated 5.2 seconds, said GM spokesman Donny Nordlicht.

Each electric motor produces 100 hp of power.

On electric power only, the car is capable of approximately 30 miles of driving range and a top speed of 78 mph, with the additional power of the engine adding hundreds of miles of total range and a top speed of 150 mph on a track.

The CT6 plug-in hybrid launches in North America in the spring of 2017, starting in the U.S. at \$75,095 plus a \$995 destination freight charge before any applicable electric vehicle tax incentives, Nordlicht said.

In the U.S. market, the CT6 plug-in hybrid will be offered as its own unique package within the CT6 product line, with pricing and equipment comparable to the existing Premium Luxury model (second highest within the model range), Nordlicht said.

The plug-in model includes numerous optional equipment as standard, such as a Rear Seat Infotainment system, Enhanced Night Vision and Rear Camera mirror.

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\$699.00*
39 Mo. Lease

*Lease payments are plus tax. ACQUISITION FEE IS INCLUDED IN PAYMENTS. Amount due at lease signing includes \$995 down payment, 1st month payment, 6% tax on rebates and down payment, CVR, destination, doc, license plate and title fees. Leases include 10,000 miles per year. Requires GM employee discount. Advertised payments based on Tier 1 credit approval. Must qualify for security deposit waiver. Prices and payments include competitive lease conquest incentive (see dealer for eligibility requirements). Terrain, Yukon XL and Yukon Denali Include select model bonus cash. All rebates to dealer. Pricing for Michigan residents only. Pricing subject to GM program changes. Pictures may not represent actual vehicle. Vehicles subject to prior sale. Prices good through 11/30/2016 unless manufacturer changes programs.

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Stock# H33110

Was \$21,895 Sale Price: \$15,948*

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Was \$22,325 Sale Price: \$17,343*

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Was \$31,825 Sale Price: \$22,959*

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Was \$32,745 Sale Price: \$23,371*

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