

Barra – OEMs’ Futures Depend on Developing New Talent

People who want the good jobs of the future have to start working now.

That’s why GM Chairman and CEO Mary Barra and nonprofit leaders on June 27 at GM’s Cadillac House in New York City introduced new, innovative programs designed to encourage young people to go into technology and engineering professions and improve teacher training in STEM-related subjects.

Noting rapid technological advancements in electrified and self-driving vehicles, cybersecurity and connectivity, Barra said automakers’ futures depend on a deep and diverse pool of talented engineers.

Nowhere is this more true than in computer science, where women and minorities make up only a fraction of working professionals. In the U.S., only 18 percent of computer science majors and 10 percent of information security professionals are women.

“We’re in the midst of transforming how our customers get from point A to point B with technology like autonomous vehicles, connectivity, electrification and car sharing,” said Barra.

“By expanding and improving access to STEM education, we’re developing teachers’ and students’ capabilities – and it’s my hope those students become

graduates who are equipped to join us in the technical fields required to lead in the future of mobility.”

GM selected four new programs and partners using a research-based analysis of various challenges such as teacher shortages and quality of teaching and learning, high attrition rates for underrepresented minorities, low student engagement, and inequities and inequalities in STEM education.

The programs are in four emerging areas with the potential to drive transformative solutions, and make up what GM calls its STEM Impact Compass:

- Immersive Learning: hands-on experiences that encourage active participation and drive engagement.
- Computational Thinking: developing analytical, multidisciplinary and transferable skills like problem-solving and experimentation.
- Artificial Intelligence: exploring AI-powered technologies with the potential to facilitate teaching and learning.
- Digitization of Education: using online and digital tools and resources to transform how learning is delivered and experienced inside and outside the classroom.

“We need to remove the barriers

and address the issues that are preventing young people from pursuing careers in technology and engineering,” said Hina Baloch, GM manager, Global Social Impact and STEM Education. “Our partners bring the innovative thinking we need to ignite

more interest in STEM careers and improve STEM education.”

The four new partners are:

- Code.org – Led by CEO Hadi Partovi, Code.org has enabled 10 percent of K-12 students across the world to try the site’s courses and the Hour of Code. Nine

million girls are learning to code on Code.org and 48 percent of online course participants are underrepresented minorities. GM’s support will help Code.org train 1,400 computer science

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From left, Bryant, Barra hear Partovi speak about getting female students into tech fields at a GM event.



2017 Jeep Wrangler



2017 Ford Taurus



2017 GMC Acadia

Domestics Take 6 in Top 10 Made in America

GM, FCA and Ford have made it to the Top10 again.

Cars.com has just released its list of the top 10 best made-in-America vehicles.

Senior Consumer Affairs Editor Kelsey Mays said for 2017, Cars.com has revamped its long-standing American-Made Index for the first time.

Over the AMI’s 11-year history, the number of models meeting the original criteria has fallen due to the globalization of automobile manufacturing – from more than 60 vehicles in the AMI’s inaugural year to eight last year.

- By the original requirements, only three 2017 models would have qualified this year.
- The top 10 are as follows – 2017 Model (Assembly Location):
- Jeep Wrangler, Wrangler Unlimited (Toledo, Ohio);
 - Jeep Cherokee (Toledo, Ohio and Belvidere, Ill.);
 - Ford Taurus (Chicago);
 - Honda Ridgeline (Lincoln, Ala.);
 - Acura RDX (East Liberty, Ohio);
 - Ford F-150 (Dearborn, Mich., and Claycomo, Mo.);
 - Ford Expedition (Louisville, Ky.);

- GMC Acadia (Spring Hill, Tenn.);
 - Honda Odyssey (Lincoln, Ala.);
 - Honda Pilot (Lincoln, Ala.).
- All information pertains to the 2017 model year, Mays said.
- The list excludes hybrid variants. Sources include automaker and dealership information, Cars.com inventory analysis and the National Highway Traffic Safety Administration.
- Two Ohio-built SUVs from Fiat

Chrysler Automobiles, Mays said, topped Cars.com’s 2017 American-Made Index: the Jeep Wrangler (including the Wrangler Unlimited four-door) and Jeep Cherokee.

Their domestic-parts content were among the highest figures Cars.com observed in this year’s AMI: 74 percent for the Wrangler, 75 percent for the Wrangler Unlimited and 70 percent for the Cherokee, Mays said.

All engines and nearly all trans-

missions for the Wrangler and Cherokee hail from the U.S.

The Wrangler is assembled in Toledo; the Cherokee also was built in Toledo until April 2017, when production moved to Belvidere, Ill.

Ford had three cars on the list: the Chicago-built Taurus sedan, F-150 pickup truck (Michigan and Missouri) and Expedition SUV (Kentucky).

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Ford’s Engine Technology Earns Honors

Ford’s 1.0-liter EcoBoost engine has been voted 2017 International Engine of the Year “Best Engine Under 1.0-liter” for the sixth year in a row – meaning the compact and powerful three-cylinder petrol engine remains undefeated in its category since launch in 2012.

Judges praised the engine’s combination of performance, fuel-efficiency and technology, said Ford spokesman Volker Eis. The 1.0-liter EcoBoost has now won 10 International Engine of the Year awards, including overall winner a record three times, and “Best Newcomer.”

“Our 1.0-liter EcoBoost engine has been a game-changer, setting the benchmark for compact, fuel-efficient engines with sophisticated EcoBoost turbocharging, direct fuel injection and Twin-Independent Variable Camshaft Timing technologies,” said Joe Bakaj, vice president, Product Development, Ford of Europe.

“Even with 10 International Engine of the Year awards under our belt, we’re still finding ways to push back the boundaries of powertrain engineering, and deliver even more benefit to our



Ford 1.0-liter EcoBoost

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Adient Receives Award for IT Excellence

Adient’s IT team was presented with the “Gold Stevie Award,” recognizing them as the Information Technology Department of the Year in Launch Excellence at the 2017 American Business Awards.

Adient was created in 2016 when Johnson Controls’ automotive seating business was spun off as an independent company, said Adient spokeswoman Mary Kay Doderio. The company’s headquarters is in Detroit and currently employs 75,000 people around the world.

Receiving the Stevie Award is validation of all the hard work the IT team did to launch new systems to make Adient a success, Doderio said.

“I’m so proud and honored to be accepting this award on our team’s behalf,” said Sheryl Haislet, chief information officer for Adient. “What they said couldn’t be done was done, and I want to thank the team for their hard work and all their sacrifice. This award is because of our great team and for our great team.”

The American Business Awards acknowledges achievement in every aspect of work from customer service and management to public relations and product development, Doderio said.

More than 3,600 nominations – across all categories – were reviewed to determine 2017 award winners. Adient’s IT team was also recognized earlier this year with a 2017 Manufacturing Award for outstanding achievement in the development of mobile solutions, Doderio said.

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Fourth of July Fireworks Set For 3rd, 5th

With fireworks lighting up the night skies during the Fourth of July holiday, celebrations will be presented in both Shelby Township and Clinton Township.

On Monday, July 3, beginning at about 10 p.m., a display at Ford Field Park, 7460 23 Mile Road in Shelby Township, will be presented by the Shelby Township Downtown Development Authority (DDA).

The fireworks will be visible throughout the Shelby Township DDA Van Dyke corridor. Festivities such as a food truck rally and music will be provided by the Packard Proving Grounds at 49965 Van Dyke Ave.

For more information, contact Shelby Township Trustee Lynn Wilhelm at 586-731-5154 or email fireworks@shelbytwp.org.

On Wednesday, July 5, a fireworks display will be held at the Clinton Township Gazebo by the township's Civic Center located at 40700 Romeo Plank Road.

The show is sponsored by the Clinton Township business community and is open to the public at no charge.

While people are encouraged to bring a picnic dinner, blankets and lawn chairs to enjoy the event, no alcohol or glass containers will be allowed at the site for safety reasons.

Beginning at 5:45 p.m., events for children will be held.

Beginning at 8:15 p.m., live music will be performed. The fireworks show will start shortly after dusk.

General Motors' Maven Service Hits the City by the Bay

Uber might not be over yet, but with GM going forward with its Maven program, that might not always be the case.

San Franciscans can hustle hard in the freelance economy with a Maven car for all of their driving gigs. Maven Gig is expanding its initial offering in San Diego to now include San Francisco, said GM spokeswoman Stephanie Rice. The service will launch in Los Angeles later this year.

Maven has partnered with industry-leading apps in package delivery, food delivery and ride-hailing, creating a one-stop shop to maximize earning potential for gig drivers, Rice said. Initial partners include GrubHub, Instacart, Roadie and ridesharing services.

By 2020, an estimated 43 percent of the U.S. workforce will be made up of freelance workers, Rice said. The nature of employment is changing, and Maven Gig is a nimble platform that will grow and adapt with the shift.

Maven Gig serves as a singular portal allowing access to vehicles that can be used for multiple sharing services with endless possible gigs.

Maven has been operating on-demand ridesharing rentals in San Francisco since August 2016, Rice said. Since that time, more than 20 million miles have been driven in San Francisco and nearly 1 million rides have been given.

Warren Summer Outdoor Movies Start July 13

The city of Warren's Outdoor Movies at the City Square has begun. The program, featuring movies rated G or PG, is held at the City Square in front of Warren City Hall on Van Dyke on Thursday evenings at dusk.

Movie sponsors include Hamilton Chevrolet, the Warren Business Association, Christian Financial Credit Union, St. John Providence Hospitals and the Arts Academy in the Woods.

The July 13 movie is the recent live-action version of "The Jungle Book." The July 27 movie is "Storks," while the Aug. 10 film is "The Secret Lives of Pets." Call 586-268-8400 for information.

And Gig drivers typically drive for more than one app throughout the day; Maven Gig is platform agnostic to allow drivers to switch between several brands, services and gigs, Rice said.

Maven Gig members can reserve a Chevrolet Bolt EV for \$229 per week plus taxes, which includes insurance (minus deductibles), maintenance, unlimited miles and free charging at EV-Go stations for a limited time.

Maven Gig launched in San Diego in May and is fully subscribed, Rice said. Maven Gig Bolt EVs have driven nearly 20,000 miles in San Diego. More than 1,000 pure EV trips have been taken, saving 750 gallons of gas.

The important thing to remember, Rice said, is that there is no range anxiety here – Maven Gig Bolt EVs have driven from San Diego to Los Angeles.

Additional vehicles, including the Chevrolet Cruze (\$189 per



San Francisco residents can now use Maven's Chevrolet cars.

week plus taxes), Malibu (\$199 per week plus taxes) and Trax (\$209 per week plus taxes), can be reserved in San Francisco. Maven continues to experiment and will adjust offerings based on the gig economy and driver needs.

"Freelancers in the sharing

economy want flexibility and Maven Gig is a seamless way to maximize opportunities," said Rachel Bhattacharya, director of Commercial Mobility Strategy for Maven.

"If the driver has a lull on one service they can easily flip to another and keep hustling."

Ford's Engine Technology Earns Honors

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customers from this acclaimed small engine."

Offered with 99 horsepower, 123 horsepower and 138 horsepower, Ford's 1.0-liter EcoBoost engine now powers one in five new Ford vehicles sold in Europe, including two in five Fiestas, Eis said.

Ford EcoBoost petrol engines in capacities up to 3.5 liters deliver power and fuel efficiency to Ford vehicles around the world, from the compact new Ford Fiesta to Transit vans, pickup trucks, and Ford Performance models including the Focus RS and the Ford GT supercar, said Eis.

The frugal three-cylinder 1.0-liter EcoBoost engine was named "Best Engine Under 1.0-liter" by a panel of 58 automotive journalists from 31 countries.

First introduced to the Ford Focus in 2012, the innovative engine has continued to dominate its segment, faced with growing competition in a category popular with car buyers and important to carmakers.

This year, the sub-1.0-liter award category featured 35 engines, nine more than in the 1.0-liter EcoBoost's debut year.

"The baby Ford EcoBoost engine is still the best 1.0-liter, three-cylinder design around, despite newer powertrains arriving on the scene," said Dean Slavich, co-chairman of the 19th International Engine of the Year awards that were held in

Stuttgart, Germany, and editor-in-chief of *Engine Technology International* magazine.

"Even more impressive is that it is the first-ever powertrain to secure its class title every year it has been nominated."

The 1.0-liter EcoBoost engine featuring cylinder deactivation technology will, beginning in early 2018, deliver reduced running costs for customers by automatically stopping one of the engine's cylinders when full capaci-

ty is not needed, such as when coasting or cruising with light demand on the engine, Eis said.

An example of the advanced engineering that enables Ford to deliver the power of choice to customers with fuel-efficient petrol, diesel and electrified powertrains, Eis said, the technology can disengage or re-engage one cylinder in 14 milliseconds – 20 times faster than the blink of an eye – with no compromise in performance or refinement.

MCC Receives Grant to Help the Bees

Wildflowers and fruit trees soon will be planted on an acre of land on Macomb Community College's Center Campus thanks to a \$2,500 grant the MCC Bee Club received on June 26 from Bayer Corporation's Feed a Bee forage initiative.

The plot of land is adjacent to the Jean-Francois Faloppa Educational Apiary, which is overseen by the MCC Bee Club and students who attend the college's beekeeping classes, said MCC spokeswoman Tish Wirth.

The MCC Bee Club, formerly known as the Bee Squad, was organized in 2015 by the late Faloppa, a Macomb College culinary arts professor, to provide opportunity for students and community members to help maintain the local bee population, Wirth said. Upon Faloppa's death, Jim Ford, a Macomb culinary arts graduate and original Bee Squad member, took responsibility for

running the club. He also teaches the popular beekeeping classes offered through the college's Workforce & Community Education Department. The college began offering the class in response to public interest generated by the bee club and has increased the class size and times offered to accommodate demand.

"The classes offer comprehensive information on how to start and maintain bee hives," said Ford. "We discuss the cost of setting up a hive and show how to use the equipment."

"The course is a combination of lecture and hands-on experience where students learn how to inspect the hives, learn pest management and eventually harvest honey. The planting of wildflowers and fruit trees nearby will assist in maintaining a strong bee population in our hives. Our goal is for the hives to survive through the winter."

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Camaro Runs Rings Around German Track

The 2018 Camaro ZL1 1LE has conquered the closed race course known as the Green Hell, said GM spokesman Ron Kiino.

Those who wish to see the record-setting lap can visit <https://www.youtube.com/embed/t4zSIVpVMaw>, Kiino said. There they will see a new video from Chevrolet, lapping the Nürburgring's 12.9-mile Nordschleife ("north loop") in only 7:16.04, making it the fastest Camaro to ever lap the famed German track.

The ZL1 1LE's time is quick enough to place it 13.56 seconds ahead of the Camaro ZL1 with 10-speed automatic that Chevrolet tested last year, Kiino said.

"With chassis adjustability unlike any vehicle in its peer group, the Camaro ZL1 1LE challenges supercars from around the world regardless of cost, configuration or propulsion system," said Al Oppenheiser, Camaro chief engineer. "To make up more than a second per mile on the Nordschleife compared to the ZL1 automatic is a dramatic improvement and speaks to the 1LE's enhanced track features."

The Camaro ZL1 1LE takes Chevrolet's track-focused 1LE legacy to an even higher level,



The 2018 ZL1 1LE has the fastest Camaro lap time around Nürburgring.

with racing-based adjustable suspension components – including Multimatic DSSV (Dynamic Suspension Spool Valve) front and rear dampers – special front dive planes and carbon-fiber rear wing, and exclusive Goodyear Eagle F1 Supercar 3R summer-only tires, in an extreme track performance package powered by the 650-horsepower LT4 supercharged V8 engine.

The lap time was achieved with the ZL1 1LE test car's suspension adjusted for optimal track performance and running

with the production Goodyear tires.

"The harder you push the Camaro ZL1 1LE, the more it rewards you on the track," said Bill Wise, Camaro ride and handling engineer and the driver of the hot lap.

"It offers total control, with the confidence that it will deliver lap after lap."

The 2018 Camaro ZL1 1LE (order code A1Z) carries an MSRP of \$69,995, which includes a \$995 destination charge. It goes on sale this summer.

Lawrence Tech Earns Grant

A \$10,000 grant to support Blue Devil Motorsports at Lawrence Technological University was among 22 grants announced June 21 by the DENSO North America Foundation, the North American philanthropic arm of the global automotive supplier DENSO.

The grants, which total nearly \$1 million, fund programs providing hands-on learning opportunities in areas from robotics and thermodynamics to design and materials development, said Matt Roush, director of Media Relations for Lawrence Tech.

Blue Devil Motorsports fields five teams in student vehicle competitions run by SAE International, formerly known as the Society of Automotive Engineers, Roush said.

Kingman Yee, associate professor of engineering at LTU and faculty advisor for the SAE Collegiate Chapter at LTU, praised DENSO for more than a decade of uninterrupted support for Blue Devil Motorsports.

"The Blue Devil Motorsports organization, students and faculty alike, is grateful for DENSO's continued support of its activities," Yee said. "Support from companies like DENSO is vital to the success of our student design competition teams, and encourages the students to do their best."

"Innovation throughout the manufacturing industry will continue to produce more growth opportunities for students in skilled trades and technical

fields," said Doug Patton, president of the DENSO North America Foundation. "Companies will lean on this young work force for years to come, and in order to succeed we need to empower students by giving a better sense for what they'll experience in the workplace."

"The automotive industry relies more and more on those with expertise in fields like robotics and electrical engineering and mechanical engineering. Supporting STEM education enables DENSO to develop the next generation of talent needed to fill these roles," said David Cole, a member of the foundation's board.

Each year, Blue Devil Motorsports offers more than 100 LTU students valuable, career-enhancing experience in competitions that challenge them to tackle real-world design and engineering, Roush said. These competitions are an integral part of Lawrence Tech's engineering curriculum.

Barra Pushes STEM Agenda for General Motors' Future

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teachers who will teach more than 40,000 secondary students across the U.S. during the 2017-2018 school year.

- Black Girls Code – Black Girls Code, founded by CEO Kimberly Bryant, is dedicated to increasing the number of women of color in technology careers. GM will help Black Girls Code expand exposure to coding and technology to underrepresented girls in the Detroit area.

- Institute of Play – This New York City-based organization, led by Co-Executive Directors Rebecca Rufo-Tepper and Arana Shapiro, pioneers new models of learning and engagement through the design of learning experiences that are rooted in the principles of game design. The Institute will develop an 8-month professional development

fellowship for middle school and high school STEM educators focused on using the power of games, play, and digital tools to transform both teacher practice and student engagement.

- Digital Promise – Led by CEO and former educator Karen Cator, Digital Promise was created to accelerate innovation in education and improve opportunities to learn. GM will support a research study and development of an online micro-credential curriculum for teachers in computational thinking.

In addition to the programs announced June 27, GM will have committed more than \$10 million by the end of the year to advance and improve STEM education.

In January, GM and the national nonprofit Girls Who Code announced a partnership to inspire and empower middle and high school girls to pursue technolo-

gy and engineering degrees through free afterschool activities in schools, universities and community centers.

Reshma Saujani, GWC's CEO and founder, attended the announcement.



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Chrysler Volunteers Help Children Enjoy Nourishing Summer Vacation

Summer for kids means no more school. But that also means no more school meals for children who depend on them.

Fiat Chrysler, working with the United Way of Southeastern Michigan, is doing something about that problem.

Throughout the summer, Fiat Chrysler will be holding five “Meet Up & Eat Up” gatherings, said FCA spokeswoman Shawn Morgan. These events are meant to educate the public and promote the idea that when school is out, kids can still come and have access to healthy foods.

Sara Gold, director of the United Way of Southeastern Michigan’s “Healthy Kids” program said that, over the summer, the United Way will set up about 700 different locations in Wayne, Oakland and Macomb counties where kids under the age of 18 can go and get a meal.

“Basically, we try to have a place where kids can get meals anywhere where children regularly gather,” Gold said. “The food itself comes from federal student food programs. But the with no school in summer we put additional resources together for this program. That’s why we’re glad to partner with companies like FCA to help promote what we do and let people know where to go for help.”

As part of its promotion efforts, FCA is holding five “Meet Up & Eat Up” promotions, said FCA spokeswoman Shawn Morgan. The most recent event was held on June 28 at Rosie Park in Madison Heights. There FCA, along with the United Way and several other sponsors, put together booths where people could get information on food programs and healthy eating.

Gleaners Food Bank was also on hand to provide fresh produce and pantry canned foods as

well, Morgan said. Other organizations that have booths at the events include the National Kidney Foundation, which educates people on healthy eating. The LHSA Community Action Agency, the Northwest Detroit Farmers Market, the National Council on Alcoholism and Dependency, United Healthcare, Blue Cross Blue Shield, Metro PCC, the radio station 107.5 and the Detroit Lions also sent representatives. (Roary, the Lions mascot was on hand to entertain the children).

The next two events will be on Tuesday July 11, from 3 to 6 p.m. at the Williams Recreation Center, 8431 Rosa Parks Boulevard in Detroit; and on Thursday, July 13, from 3 to 6 p.m. at the Jimmy Paul Boxing Gym, 5620 East Seven Mile in Detroit.

Additionally FCA also had a special booth where people could actually check to see if their vehicles are under recall.



Kids got to eat and play games at FCA's traveling training academy.

Mark Westemeier manages the execution of recalls for FCA. He and some co-workers had a booth where members of the public could submit their the VINs of their cars.

“We call it ‘Check to Protect,’” said Westemeier. “Recalls are listed by VINs, so even if you know your make and model, it can be difficult to actually know when your car is under recall or under

consideration for recall. We have tablets with an app that allows us to check vehicles out. It’s part of the education process.”

Morgan said that these events aren’t meant to just be serious. That’s why United Way had volunteers playing games with children and FCA provided its official Chrysler Technology trailer.

It is normally taken to different FCA sites around North America and used to teach World Class Manufacturing (WCM) techniques to employees.

At the “Eat Up & Meet Up” event, children got to go inside the trailer and use the tablets to play games.

“Today, it’s nice to be a part of this event,” Westemeier said. “We also have paper crafts that the kids can do and electronic ways the kids can ‘color’ black and white pictures of Jeeps. This is a great way to entertain and educate kids.”

Takata Bankruptcy Leaves Millions of Airbags ‘Out There’

DETROIT (AP) – Takata’s defective air bags proved to be the company’s undoing June 26. But it could take years to get the dangerous devices off the road in the U.S. and around the world.

Crushed by lawsuits, fines and recall costs, the Japanese auto parts supplier filed for bankruptcy in Tokyo and Delaware and will sell most of its assets for \$1.6 billion to a rival company. A small part of Takata will continue to manufacture replacements for the faulty air bag inflators.

The problem, though, is that 100 million of the Takata inflators worldwide have been recalled, 69 million in the U.S. alone in the biggest automotive recall in American history. It will take the industry years to produce that many replacements.

In the meantime, millions of car owners are forced to nervously wait for someone to fix a problem blamed for at least 16 grisly deaths worldwide, 11 of them in the United States. Many owners have been put on waiting lists by their dealers until the parts arrive.

“The big problem is the air bags are still out there. They’re like bombs waiting to explode,” said Billie-Marie Morrison, the lawyer for a young Las Vegas woman grievously injured by an exploding air bag in March.

In fact, the last batch of U.S. repairs is not scheduled to begin until September 2020, according to the National Highway Traffic Safety Administration, which is overseeing the recall.

“I don’t think I have any op-

tions,” lamented Marv Muller, the owner of a 2009 Subaru Impreza. “It’s really bad.”

Muller, a recruiter in New York, received a letter in January saying his car needed to have its passenger air bag repaired. He contacted a Subaru dealer, only to be told it didn’t have the parts.

He was put on a waiting list and told he would have his car repaired in June. It hasn’t happened yet.

In the U.S., more than 16 million inflators have been repaired so far, or 38 percent of the total. In Japan, 70 percent have been replaced, according to Takata. That’s partly because Japan won’t renew vehicle registrations unless recalls have been completed.

Because of the type of chemical propellant used by Takata, the defective air bags can inflate with too much force and spew deadly shrapnel at drivers and passengers.

Takata sold the inflators to 19 automakers, including Toyota, Subaru, BMW, Honda, Ford and Nissan.

Takata’s bankruptcy filing clears the way for most of its assets to be taken over by Key Safety Systems, a Chinese-owned company based in suburban Detroit.

Takata President Shigehisa Takada said that with the company rapidly losing value, filing for bankruptcy was the only way it could carry on.

“We’re in a very difficult situation, and we had to find ways to keep supplying our products,” Takada said.

Victims and their families fear the bankruptcy filing could leave little money left over to compensate them. Earlier this year, Takata pleaded guilty to federal fraud charges and agreed to pay \$1 billion for concealing the defect for years.

The penalties include \$850 million in restitution to automakers, \$125 million for victims and fami-

lies and a \$25 million criminal fine.

“Filing for bankruptcy is going to protect Takata financially, but it’s not going to protect drivers who have been injured or are going to be injured,” Morrison said.

Morrison’s 19-year-old client Karina Dorado was injured when the air bag in her 2002 Honda Accord deployed during an otherwise minor crash. Morrison said Dorado underwent several operations to repair neck and vocal cord injuries, but her voice will never sound the same.

Dorado’s car was found to have a defective Takata air bag that had been taken from another vehicle.

That illustrates another one of the headaches for regulators and automakers, who may never be able to trace all of the inflators that need to be repaired.

Lawmakers say the U.S. government needs to do a better job of ensuring the vehicles are fixed. Sen. Bill Nelson, a Florida Democrat, pointed out that the Trump administration has yet to appoint someone to lead NHTSA.

In a statement, NHTSA said it has been assured by Takata that the bankruptcy won’t disrupt the flow of repair parts.

The safety agency is also making sure older cars are fixed first, since the chemical Takata used in the air bags, ammonium nitrate, degrades over time, especially in hot, humid climates.

That worries Angela Dickie, 47, of Charleston, S.C., who owns a 2012 Volkswagen Passat with a Takata air bag.

While her vehicle is not as old as the 2001-03 model year vehicles that are considered a priority for repairs, it still makes Dickie nervous to drive it.

She said Volkswagen also refused to provide her with a rental car while she waits for a repair.

“By the grace of God, I drive the vehicle every day, just like every other person that has these vehicles, because we don’t have an option,” she said.

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Fires Force Ford Recalls

DEARBORN, Mich. (AP) – Ford is recalling more than 400,000 Transit vans and buses to fix cracked drive shaft couplings that can cause the vehicles to lose power.

The company says the recall covers North American vans, buses and chassis cabs with medium, long and extended wheelbases from 2015 to 2017.

The coupling can separate from the drive shaft, causing loss of power or unintended movement when shifted into park. It also can damage surrounding parts including brake and fuel lines.

The company says it’s not aware of any crashes or injuries from the problem.

Ford says in a statement June 28 that its data show the couplings won’t deteriorate enough to cause separation in vehicles with fewer than 30,000 miles. So drivers should schedule an appointment to get the coupling replaced after the vans hit that threshold. Ford is still developing a permanent fix. Until that happens, the couplings should be replaced every 30,000 miles.

Owners will be notified by mail and will get another letter once the permanent repair is ready.

Chrysler Bringing Street Racing Back to Woodward Ave.

It appears to be true. One can't keep a good idea down. And the idea of Fiat Chrysler returning to the roots of street racing during the Woodward Dream Cruise is a good one.

Back for 2017 is the popular "Roadkill Nights Powered by Dodge."

TEN: The Enthusiast Network's popular drag racing event and car festival, which attracted more than 30,000 fans last year, returns to M1 Concourse in Pontiac, said Fiat Chrysler spokeswoman Eileen Wunderlich.

Moving up a week, Roadkill Nights takes place on Saturday, Aug. 12, kicking off southeast Michigan's weeklong celebration of classic cars and car culture.

This year's "Roadkill Nights Powered by Dodge" is even bigger and better, said Wunderlich, bringing back legal street drag racing on Woodward Avenue and even more experiences, including Dodge Thrill Rides in the 707-horsepower Dodge Challenger SRT Hellcat and Charger SRT Hellcat and the 645-horsepower Dodge Viper, Wunderlich said.

Fans will also get to see the new 840-horsepower 2018 Dodge Challenger SRT Demon on the dragstrip and "drive" it via a high-octane drag racing simulation experience.

Additional activities include cacklefest, wheelstander exhibition runs, dyno tests, show 'n' shine, "Roadkill" stunts and exhibitions, Wunderlich said. New family-friendly activities this year include thrill rides on the M1



Street racing on Woodward proved so popular last year during the Woodward Dream Cruise that Chrysler is bringing it back again for 2017.

track, large inflatable slides and obstacle course, rock climbing walls, face painting, as well as live music and entertainment on the main stage, and an eclectic array of food truck offerings and beverages available for purchase.

"Continuing the Dodge brand's efforts to take racing off the streets and to a professionally run strip, there is no better way

to kick off Detroit's annual cruise week than to have a pure enthusiast event like Roadkill Nights Powered by Dodge," said Tim Kuniskis, head of Passenger Cars, Dodge, SRT, Chrysler, and FIAT, FCA – North America.

"This event is also the perfect opportunity to show muscle car enthusiasts from around the world the new 840-horsepower Dodge Challenger SRT Demon

where it was born to dominate – on the dragstrip."

The car show and festival will also include a first-ever celebrity showdown with "Roadkill" co-hosts David Freiburger and Mike Finnegan, drag racing stars Leah Pritchett and Matt Hagan, and "The House of Muscle" car guru Mike Musto.

Leading the races will be Freiburger and Finnegan, cohosts of the most-viewed YouTube automotive original series in the United States. Chris Jacobs of Velocity's "Overhauled" will cohost the activities both on and off the dragstrip.

"Roadkill Nights brings 'Roadkill' to life and allows our fans to participate in the thrill of fingers-clenching, top-speed drag racing, which is what we thrive on," Freiburger said.

"There's something for everyone – drag racers, families, foodies and anyone who is looking to have a great day filled with unparalleled fun at an iconic location."

The August 12 "Roadkill Nights Powered by Dodge" event is open from 11 a.m. to 11 p.m. Drag racing and Dodge Thrill rides will take place from 11 a.m. to 9:30 p.m.

Roadkill Nights Registration Information:

- General admission to the event is \$10 per person – \$5 per person for Pontiac residents (\$5 price available on-site only).
 - Children 12 and under – free.
- Full details for spectator tickets, show 'n' shine registration, and an extensive range of VIP packages are available now at roadkill.com/nights.

Katech Technology Powers Racing 'Vettes

Katech Performance of Clinton Town, a developer of advanced racing and street performance engines and parts, sponsored Rotek Racing's participation in the Pikes Peak International Hill Climb June 25 in Colorado.

Katech provided its Stage 3 kit including engine, intake and exhaust components and technical support for the team's 2017 C7 Corvette Z06 that is being built with performance parts that can be purchased by the general public, said Katech spokeswoman Becky Shephard.

The car finished 27th in the 80-car Climb.

The project is intended to show how a car built for the street can compete against race cars.

Rotek Racing is a Europe-based, American team with a number of victories in the U.S. and Europe, Shephard said. The team has race shops at the Nurburgring in Germany and in Denver.

Rotek's specially built 2017 C7 Corvette Z06 was piloted by Robb Holland, a professional driver with World and British Touring Car Championships, and VLN, 24-Hour of Nurburgring participation credits to his name.

Holland is also part owner of Rotek Racing and is the current front-wheel-drive record holder at the Pikes Peak Hill Climb, which he achieved in a factory Audi TT RS.

Katech will receive prominent logo placement on the hood, side skirts and other portions of the Rotek Corvette, Shephard said. The performance engine company will also have logo placement on driver and crew clothing and gear.

"Our company is thrilled that Robb specified our Stage 3 engine and components package for the Rotek Racing team's C7 Corvette Z06," said Jason Harding, director of aftermarket operations at Katech, said of the sponsorship.

"The Pikes Peak Hill Climb is



Rotek Racing's 2017 C7 Corvette Z06

the perfect event to demonstrate how our specially developed engine and parts add horsepower and overall performance in an extremely tough, competitive environment."

"It's always been a goal of mine to work with Katech, so when I had an opportunity to run a GM Corvette, they were the first company I thought about to build my motor," Rotek Racing driver Robb Holland said.

"I've known of Katech for many years because I compete in the Pirelli World Challenge and the teams with Katech engines were always hard to keep up with.

"We knew the engine we used at Pikes Peak was going to be highly stressed, so the experts from Katech gave us a huge advantage. We are looking forward to building a long-lasting partnership with them.

"Our Katech engine will be tuned to run E85, which will give us more horsepower than on regular pump gas. What's interesting at Pikes Peak is that engines struggle to cool because at 10,000-14,000 feet, the air is very thin and dry.

"The inherent cooling capabilities of E85 will substantially help keep engine temps down. The other really great thing is that with these modifications we

can now run both Ethanol and regular pump gas if we ever compete elsewhere, which is a huge benefit."

Katech engines also powered the famous GM Corvette Racing team, which has dominated the U.S. and global GT racing circuit and captured the legendary 24 Hours of Le Mans six times, Shephard said.

The company's engines have powered many winning race drivers, including A.J. Foyt, Dale Earnhart Jr., Jimmy Johnson, Johnny O'Connell and Ron Fellows, to name a few. Katech's experience and knowledge gained in motorsports have allowed them to perfect their street performance product line, said Shephard.

Katech's Stage 3 performance package for the 2017 C7 Corvette Z06 (800hp/800tq) includes, among other performance parts:

- Halltech Stinger RZ air intake system;
- Chassis dyno baseline;
- Serialized plaque;
- CNC ported throttle body;
- Katech CNC ported heads;
- LPE GT35 camshaft;
- C5-R timing chain;
- PAC springs;
- Katech titanium valve spring retainers (intake);
- Katech spring seat (intake);
- Katech spring seat (exhaust).

Ford Racing Achieves Great Results at 24-Hour LeMans

The #67 Ford Chip Ganassi Racing Ford GT of Andy Priaulx, Harry Tincknell, and Pipo Derani grabbed the runner-up spot in the 2017 Le Mans 24 Hours at the end of the final lap June 18.

Last-minute struggles for the third-place Corvette gave Tincknell the opportunity to take second place just as the checkered flag fell.

In a door-to-door battle of manufacturers through the full 24-hours, the #67 crew that won the FIA World Endurance Championship season opener at Silverstone proved their mettle once again with strong strategy and an incredible effort from the entire team.

"That was an amazing race," Priaulx said. "It was a faultless race with faultless pit stops. These guys (the Ford Chip Ganassi Racing team) deserve a medal as yet again they have risen to the challenge. It was a grueling race; we had to fight through every lap, every pit stop, every moment of the 24 hours. Everything had to be perfect and it was.

"Watching Harry at the end was nail-biting so when we saw the Corvette appear in Harry's sights we knew he would get the job done and take second."

All four Ford GTs finished the Le Mans 24 Hours, which was one of the most brutal 24-hour races at the Circuit de la Sarthe for many years. Last year's race-winning #68 Ford GT came home in sixth place, followed by the #69 car in seventh and the #66 in tenth place.

"Wow, what a race," said Dave Pericak, global director, Ford Performance. "It was a tough one, but everyone stuck with it.

"This proves that you have to stick with it right until the very end. To take second place on our second time here is amazing. First is always best but we'll take this because it's a great result for this team.

"It was huge for us in the WEC championship so it's not just a great finish, but it's also great for the championship we want to win this year."

All four of the team's Ford GTs showed promise early, leading laps at the 14km/8.5-mile Circuit de la Sarthe. Then, as dusk fell, the challenges came quickly and with little warning.

The #66 Ford GT was leading the category four hours in with Billy Johnson behind the wheel after Stefan Mücke started eighth, but 10 hours later a rear suspension problem sent their teammate Olivier Pla into the gravel and the back of the pack.

The #68 struggled in qualifying and lined up 12th on the grid. Although it led briefly thanks to a charge by Dirk Müller and showed pace, a series of pit lane challenges kept the team from showing its real promise.

"Congratulations to the #67 crew for a fantastic second-place finish," Müller said.

"We know how it feels to make it on to the podium. It's a good feeling. We were hit with so many things during the race. Joey did a good job and definitely Tony Kanaan.



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Detroit Tops ‘Made in America’ Quality

CONTINUED FROM PAGE 1

GM’s redesigned Acadia, now built in Tennessee, landed in eighth place. And Honda fielded four AMI models: the Alabama-built Ridgeline pickup truck, Odyssey minivan and Pilot SUV, and the Ohio-built RDX SUV from its Acura luxury division.

The 2017 American-Made Index ranks cars based on five factors: assembly location, domestic-parts content, U.S. factory employment (adjusted by sales to reflect how many employees each sale supports), engine origin and transmission origin. (Additionally, curb weight is used in the event of a tie, favoring the heavier vehicle.) The changes in methodology mean current results can’t be compared to those of past indexes.

Domestic-parts content comes from the American Automobile Labeling Act, which requires automakers to report overall parts content on the window stickers of every new light-duty car and truck sold in the country.

The AALA lumps the U.S. and Canada into the same “domestic” pool – a critical obstacle to reporting only U.S. content – but is the most specific domestic-content rating system.

To further pinpoint U.S. parts origins and not Canadian ones, the AMI now factors the countries of origin for engines and transmissions – which automakers are also required to report – two of the most expensive and labor-intensive components in any vehicle.

The final piece is labor. Except for engines and transmissions, the AALA excludes costs associated with final assembly, distribution and non-parts costs. To account for some of those costs, AMI now factors each automaker’s direct U.S. factory employ-

ment relative to its sales footprint.

“In redesigning the index, we sought to bolster the factors that address what makes each car American,” Mays said. “There is still no easy way to determine that. Many factors exist, and no single one offers a comprehensive answer. But the revamped AMI scores five key components into its index ranking. It’s more comprehensive than ever.”

In a politically charged era of build-American sentiment, a sizable portion of shoppers still care where their car comes from, Mays said.

Cars.com surveyed 1,023 respondents in June 2017 to find about 25 percent would only consider an American manufacturer. That’s nearly double the percentage that answered the same way in 2016.

The largest block of this year’s respondents (again, about 25

percent) thought that between 31 percent and 40 percent of cars sold in the U.S. are “American made.” That’s accurate if it’s strictly automakers fully headquartered in the U.S. – namely Ford, GM and Tesla, whose combined sales through May account for about a third of all U.S. auto sales, per *Automotive News*.

But if you’re looking at all cars built here regardless of automaker headquarters, it’s about 60 percent. That’s according to a Cars.com analysis in January, which found that around 3 in 5 U.S. light-duty vehicle sales in 2016 were from cars assembled in America.

“As the AMI continues to demonstrate, the badge on the hood doesn’t always tell the whole story,” Mays said.

“The cars on this year’s list hail from automakers headquartered in Europe and Asia as well as North America.”

BMW Investing in the U.S

by SEANNA ADCOX
Associated Press

BMW said June 26 it will invest an additional \$600 million to expand its South Carolina plant, creating 1,000 new jobs over the next four years.

CEO Harald Krueger’s announcement coincided with the German automaker’s celebration of 25 years of manufacturing in the state. BMW, which has already invested \$8 billion in South Carolina, also unveiled its 2018 BMW X3, a compact sports vehicle expected to be available in November.

It will be built at the plant in Greer alongside the BMW X4, X5 and X6.

The expansion will boost its workforce to more than 10,000

people. BMW will separately invest \$200 million over five years on workforce training, Krueger said. The company touts the South Carolina plant as its largest worldwide, producing more than 411,000 X models last year. About 70 percent of BMWs made there are exported to more than 140 countries.

Last year, the plant reached a milestone with its 2 millionth exported BMW.

The overwhelming majority of its exports leave through the Charleston port.

“BMW is the company that, in many ways, put South Carolina on the map when its leadership decided to build its first North American manufacturing facility” in the state a quarter-century ago, said Gov. Henry McMaster.

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Takata's Airbag Problems Result in Company's Declaration of Bankruptcy

by TOM KRISHER, MARCY GORDON and MARI YAMAGUCHI

DETROIT (AP) – Shattered by recall costs and lawsuits, Japanese air bag maker Takata Corp. filed June 26 for bankruptcy protection in Tokyo and the U.S., saying it was the only way it could keep on supplying replacements for faulty air bag inflators linked to the deaths of at least 16 people.

The company's bankruptcy filings cleared the way for a \$1.6 billion takeover of most of Takata's assets by rival Key Safety Systems, which is based in Detroit but owned by a Chinese company.

Takata's inflators can explode with too much force when they fill up an air bag, spewing out shrapnel. Apart from the fatalities, they're responsible for at least 180 injuries worldwide.

So far, 100 million inflators have been recalled worldwide, the largest automotive-related recall in U.S. history. That includes 69 million in the U.S., affecting 42 million vehicles.

Takata's president Shigehisa Takada told reporters in Tokyo that with the company rapidly losing value, filing for bankruptcy protection was the only way it could carry on.

"We're in a very difficult situation, and we had to find ways to keep supplying our products," Takada said. "As a maker of safety parts for the automobile industry, our failure to maintain a stable supply would have a major impact across the industry."

"There was no other way," he said.

Takada said he intends to leave Takata's management once it is handed over to Key Safety Systems and things are running smoothly. "It would be a big nuisance for the new company if a person like me were to get involved in its management," he said.

The bankruptcy filings by Takata, founded in 1933 as a textiles maker, led the Tokyo Stock Exchange to announce June 26 it was delisting the company.

Under its agreement with Key, remnants of Takata's operations will continue to make inflators to be used as replacement parts in the recalls, which are being handled by 19 affected automakers.

Takata will use part of the sale proceeds to reimburse the automakers, but experts say the companies still must fund a significant portion of the recalls themselves.

The process could take years. One of Takata's lawyers, Nobuaki Kobayashi, said it was too early to estimate the total eventual cost of the recalls and would not confirm Japanese media reports that they exceeded 1 trillion yen (\$9 billion).

"It's likely every automaker involved in this recall will have to subsidize the process because the value of Takata's assets isn't enough to cover the costs of this recall," said Karl Brauer, executive publisher of *Kelley Blue Book* and *Autotrader*.

Japan's Ministry of Economy, Trade and Industry said June 26 it was setting up "advice windows" to help any affected small and medium-sized suppliers that might face difficulties due to Takata's troubles.

More than 70 percent of the airbags recalled in Japan have been replaced, and 36 percent in the U.S., said Hiroshi Shimizu, a Takata vice president. He said progress of the recalls in other countries was unknown.

Takata and the automakers were slow to address the problem with the inflators despite reports of deaths and injuries. Eventually, they were forced to recall tens of millions of vehicles. The scope of the recalls means some car owners face lengthy waits for replacement parts, meanwhile driving cars with air bags that could malfunction in a crash.

The problems stem from use of the explosive chemical ammonium nitrate in the inflators used to deploy air bags in a crash. The chemical can deteriorate when exposed to hot and humid air and burn too fast, blowing apart a metal canister.

At least \$1 billion from the sale to Key is expected to be used to satisfy Takata's settlement of criminal charges in the U.S. for concealing problems with the inflators. Of that amount, \$850 million goes to automakers to help cover their costs from the recalls. Takata already has paid \$125 million into a fund for victims and a \$25 million fine to the U.S. Justice Department.

Attorneys for those injured by the inflators worry that \$125 million won't be enough to fairly compensate victims, many of whom have serious facial injuries from metal shrapnel.

One 26-year-old plaintiff will never be able to smile due to nerve damage, his attorney says.

The lead attorney for people suing the automakers said in a statement following the announcement that he doesn't expect the bankruptcy to affect the pending claims against the companies. Settlement agreements with Toyota, Subaru, BMW and Mazda already have won preliminary court approvals, said the attorney, Peter Prieto.

That settlement will speed the removal of faulty inflators from 15.8 million vehicles and compensate consumers for economic losses, Prieto said. Claims are continuing against Honda, Ford, Nissan and Takata.

Key makes inflators, seat belts and crash sensors for the auto industry and is owned by China's Ningbo Joyson Electronic Corp. Its global headquarters and U.S. technical center is in Sterling Heights.

Key said it won't cut any Takata jobs or close any of Takata's facilities.

The Takata corporate name may not live on after the bankruptcy. The company says on its website that its products have kept people safe, and it apologizes for problems caused by the faulty inflators.

"We hope the day will come when the word 'Takata' becomes synonymous with 'safety,'" the website says.

U.S. Government Frees GM From Its Oversight

DETROIT (AP) – As of June 22, General Motors Co. is no longer under government supervision stemming from its defective ignition switches.

GM agreed to a three-year consent order in 2014 that required regular discussions with government regulators about recalls and other safety issues.

The order was prompted by GM's recall of 2.6 million small cars with defective ignition switches that have been linked to more than 120 deaths. The government found that GM had stalled for at least a decade before recalling the cars.

GM said it has proposed continuing monthly meetings with the National Highway Traffic Safety Administration to discuss safety issues.

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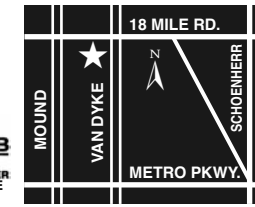
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All prices and payments include GM rebates. Pictures may not represent actual vehicle. Pricing subject to change per GM incentives. Prices and payments are inclusive of active GM employee discount (unless otherwise stated). All leases are 10,000 miles per year with approved S Tier credit. Sierra Double Cab, Terrain, Regal, Acadia Limited, Acadia, Encore, Enclave, Sierra Denali, Yukon, Verano, Envision, Lacrosse are 36 month leases. Cascadia is a 39 month lease. All Vehicles shown are \$999 down except for the cascadia which is \$1999 down. Acadia and Sierra Double Cab are \$0 down. Disposition Fee may be required at vehicle turn in. Must have lease loyalty and/or closing competitive lease depending on vehicle model. 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. Purchase pricing is gm employee discount plus title, taxes and fees. 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: 6/30/2017.



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