FCA Joins Alliance with Intel, BMW for Autonomous Tech

costly one requiring all kinds of expertise not normally associated with the automobile industry. To that end, BMW Group, Intel

The race to develop au- and Mobileye on Aug. 16 signed a ing, state-of-the-art autonomous tonomous driving technology is a memorandum of understanding with the intention for Fiat Chrysler Automobiles (FCA) to be the first automaker to join them in developing a world lead-

driving platform for global deployment, said Fiat Chrysler spokeswoman Dianna Gutierrez. The development partners in-

tend to leverage each other's in-

dividual strengths, capabilities and resources to enhance the platform's technology, increase development efficiency and reduce time to market, Gutierrez said.

One enabler to achieve this will be the co-location of engineers in Germany, as well as other locations. FCA will bring engineering

CONTINUED ON PAGE 4

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Detroit Auto Scene

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AUGUST 21, 2017

2018 Traverse Aims to Dominate Mid-Size SUV Market

by Jim Stickford

The 2018 Chevrolet Traverse made its debut in Eastern Market earlier this month.

The vehicle has been designed to capitalize on the popularity of the mid-size SUV market, which is good news for consumers looking for both a bit of luxury and a dependable and smooth ride.

Steve Majoros, director of Marketing for Chevrolet, spoke to members of the media. He said that the 2018 Traverse has been redesigned and refreshed, giving Chevrolet the broadest range of SUVs "in a fast-growing market."

It's clear, Majoros said, that the growing popularity of SUVs and CUVs will continue, which is where the Traverse comes in.

'We've learned a lot with the previous edition of the Traverse to make for a successful launch of the new Traverse," Majoros said. "This 2018 Traverse takes

of what we've advantage learned.

The Traverse has received many awards from groups like J.D. Power, Majoros said. But the ultimate measure of success is sales and the Traverse has achieved that. This new 2018 Traverse has been built to continue the model's success.

This is important because getting buyers to buy a vehicle now tends to keep them coming back to the same brand. Majoros said. To achieve sales success automakers must remember that there are three ingredients to success in the SUV market. They are strong personal brand, SUVs and CUVs with credibility and a great new product to market to the public.

The 2018 Traverse checks all those boxes, Majoros said. But this edition is also adding a little bit of luxury to the mix.

CONTINUED ON PAGE 2

THE BENEFIT OF BEING MOST R

Majoros shows members of the Detroit automotive press the 2018 line up of the Chevrolet Traverse.

Detroit Seeking Businesses For Empty Industrial Spots

by COREY WILLIAMS Associated Press

fenced construction site on Detroit's east side, heavy machines are digging, shoving and hauling away tons of dirt in preparations for the latest addition to the city's industrial landscape.

Auto parts supplier Flex-N-Gate is expected to bring 750 jobs to Detroit when it completes its 350,000-square-foot (32,500square-meter) plant at the Interstate 94 Industrial Park. It will join several other firms that are investing millions of dollars where only so many years ago

manufacturing jobs were disappearing.

The changes come as Detroit, DETROIT (AP) - Inside a like many other Rust Belt cities, looks to lure firms with just what they're looking for: vacant land where they can build and grow.

> "I do not think Detroit is a tough sell. What we find when we're speaking with prospects is they want to be within a rich and robust cluster of other automotive and other advanced industries. We have that healthy supply chain with regard to automotive and advanced manufacturing," said Peter Chapman,

> > **CONTINUED ON PAGE 10**

The Ford GT has a storied heritage, so it makes sense that the 2018 model celebrates the car's history.

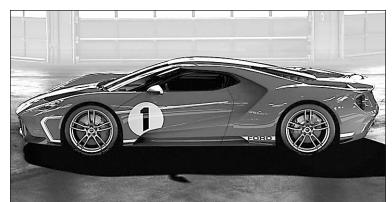
The 2018 Ford GT will be available in a new limited-edition Heritage theme honoring the GT40 Mark IV race car driven to victory by the all-American team of Dan Gurney and A.J. Foyt at Le Mans in 1967, said Ford spokesman Matt Leaver. The car will feature unique interior and exterior color themes, and an exclusive wheel finish.

"In creating a worthy successor to the 2017 Heritage edition, we logically looked at our next historic Le Mans victory with the all-American team of Dan Gurney and A.J. Foyt," said Dave Pericak, global director Ford Perform- of the most important vehicles in ance. "The 2018 Ford GT '67 Heritage edition pays homage to that win, with a modern take on one

Ford Creates a GT to Honor LeMans Victory

Ford's storied history of racing.'

CONTINUED ON PAGE 2



The Ford GT Heritage edition celebrates the 1967 LeMans victory.

Viper Owners Lament End



Detroit area Vipers owners gathered last week on Woodward to celebrate the 2017 Dream Cruise.

Remember Car's History

by Jim Stickford

With the Viper ending production this month, the vehicle may be gone, but it is not forgotten.

Just ask the members of the Motor City Viper Owners (MC-VO) club. They held a gathering on Woodward near 12 Mile on Aug. 15 to celebrate both the 2017 Woodward Dream Cruise and the Viper.

Bruce Heckman, president of the MCVO, said the club usually meets at the corner of 13 Mile and Woodward during the Dream Cruise, but construction in that area made that impossible for 2017, but it might be possible to meet there next year.

An owner of a 2009 SRT 10 Viper, Heckman said that model

year was supposed to be the last for the Viper.

"But it got a reprieve," Heckman said. "Now 2017 is really the last year for the Viper, and that's sad. It's a great car, and we in this club are glad to be able to meet and show off our Vipers and socialize with our fellow Viper owners and swap stories."

Heckman said for the most part Viper owners don't do much to add power to their vehicles because they have so much power already.

The first generation Vipers started out with 400 hp, the second generation had 450 hp, the third 500, the fourth 600 hp and now the fifth comes with 650 hp.

CONTINUED ON PAGE 4

View This Week's Edition at http://DetroitAutoScene.com

2018 Traverse Designed to Dominate Mid-Size Market

Detroit Auto Scene ®

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GT Celebrates LeMans Win

CONTINUED FROM PAGE 1

The Ford GT '67 Heritage edition features a gloss-finish Race Red exterior with white stripes and exposed carbon package, Pericak said. The car sports Frozen White No. 1 hood and door graphics, and 20-inch onepiece forged aluminum wheels in silver satin clearcoat with black lug nuts. Red calipers and silver rearview mirror caps complete the look.

The interior begins with new leather trimming for the carbon fiber seats, with red accent stitching, which carries over to the steering wheel.

The seat belt webbing is now red and the paddle shifters are anodized gray.

Satin dark stainless appliqués are used on the instrument panel, door register bezels and xbrace, Pericak said.

Rounding out modifications to the '67 Heritage edition car are a unique serialized identification plate, plus exposed matte carbon fiber door sills, air register pods and center console. "The median MSRP for a midsize SUV is about \$41,000," Majoros said. "We've been about \$2,500 below that price with the Traverse. But the 2018 Traverse is changing that. We've added a high content model to go with our value model."

CONTINUED FROM PAGE 1

That means buyers have the choice between three versions of the 2018 Traverse, Majoros said. They are the entry level LS, the LT and the Premier. This marketing strategy is meant to defend the Traverse's sales numbers in a competitive segment where Ford and Jeep offer mid-size SUVs with premium features while at the same time giving customers a range of price options.

"We are targetting what we call 'flourishing families' or families that are on the go," Majoros said. "These families don't so much talk about 'me' time, they talk about 'we' time. Social media is real and now these families have a vehicle that allows them to share their memories."

And, Majoros said. Chevy's dealer network is excited to get the new 2018 Traverse.

"They know how to sell great crossovers," Majoros said. "And with the Traverse, we'll see more overt and direct statements against our competition. We sell between 85,000 and 90,000 Traverse annually, and we believe we have the product that will get us more customers and improve those sales figures."

Reporters who attended the Traverse press event at Eastern Market got to participate in a "Reverse with Traverse" demonstration. The point of that, said Van Childers, interaction engineer at GM's Milford Proving Ground, was to demonstrate just how well the vehicle's backup camera systems work.



Scott Kline

Reporters were able to drive backwards through a complicated course. The catch was that the back seat of the demonstration Traverse was filled with balloons and a giant stuffed giraffe that made it impossible to use the rearview mirror or for drivers to see where he or she was going by turning their heads. People participating in the demonstration were reliant on the backup camera system.

Kurt Heier, lead development engineer for the Traverse, said the system is an important safety feature and what makes it so useful is that when drivers are looking at the view screen on the dashboard, they are aided in backing up because the camera system places lines in the view of what's behind the vehicle. That makes it much easier for the driver to be able to stay on his or her path.

And the Traverse now comes with a "satellite" view system, Heier said. In addition to the backup camera, there are several other cameras place around the body of the Traverse. A computer system combines all the information from these cameras and generates an image that when seen on the view screen looks like an overhead shot. Simply put, it the driver gets a view from above showing the Traverse and the traffic around it.

"This is pretty special technology," Heier said. "But as time goes on, it will become more standard."

The 2018 Traverse also uses GM's 9-speed transmission. Scott Kline, assistant chief engineer for Automatic Transmissions at GM, said that this new powertrain gives the 2018 Traverse "world-class" shifting compared to the previous Traverse's 6-speed transmission.

"We had the 6-speed transmission for about 10 years," Kline said. "It was great and we started with what we learned from the 6speed when we developed the 9speed, and then we added technology."

This tech includes a selectable one-way clutch. That was useful because one of the challenges was getting a 9-speed transmission into the same space used for a 6-speed transmission.

"A mid-sized SUV only comes with so much real estate," Kline said. "You don't want to take away from driver or passenger room, so developing a 9-speed transmission meant coming up with something new without having be any bigger than the 6speed."

In addition to having more gears in the same space, the new transmission also had to achieve better fuel mileage, and they achieved that by eliminating the clutch patch. This reduces friction losses during normal driving, Kline said. They were able to develop a solenoid that acts directly on the shift valve. This eliminates variation on the clutch pressure from a stand alone valve.

Kline said that while the 6speed transmission was great, one could feel the gear shifts as they drove. Now with the 9-speed shifting is smooth and drivers and passengers shouldn't feel it.

"The biggest surprise was in developing the 9-speed was how adding additional ratios at low mph improved the shift feel," Kline said, "by reducing the ratio steps between gears."

Basically, Kline said, GM has developed a 9-speed transmission that is an improvement over the old 6-speed in every way without making it bigger or heavier.

New Traverse Comes with Variety of Tech

The 2018 Chevrolet Traverse is hitting showrooms this fall.

Steve Majoros, head of marketing for Chevrolet, said the new Traverse will offer consumers a host of improvements and new features.

They include:

• Completely redesigned for 2018, offering technologies to help keep passengers of all ages and lifestyles comfortable and connected.

• Offers what is expected to be best-in-class third-row legroom, maximum cargo room and passenger volume.

• New look inspired by Chevrolet's full-size SUVs, complemented with premium cues such as chrome accents, LED signature lighting and available D-Optic LED headlamps.

• Lineup includes new, sporty RS and luxurious High Country trims, along with L, LS, LT (Cloth and Leather) and Premier.

• New enhanced Smart Slide second-row seating. The curbside seat is capable of tipping up and sliding forward, even with a forward- facing child seat in place, to provide easy access to the third row.

• Available 7- and 8-inchdiagonal MyLink infotainment systems designed to support Ap-



The 2018 Traverse is packaged to please a host of mid-size SUV buyers.

ple CarPlay and Android Auto, as well as an available OnStar 4G LTE Wi-Fi hotspot.

• Chevrolet's Rear Seat Reminder feature is standard on all trim levels.

• New 3.6L V6 and nine-speed automatic transmission are standard; the new RS features a 2.0L turbo engine.

• New Traction Mode Select allows the driver to make realtime adjustments to the vehicle's driving mode to account for varying road conditions.

• High Country's exclusive Ad-

vanced AWD system employs twin-clutch technology.

Safety features include:

• Air bags: frontal and side-impact for driver and front passenger; driver and front passenger inboard seat-mounted side-impact; head curtain side-impact for all rows in outboard positions.

• Available Rear Cross Tra c Alert, Rear Park Assist and Side Blind Zone Alert.

• Driver Con dence II Package is available on Premier and includes Low Speed Forward Braking, Forward Collision Alert, Lane Keep Assist with Lane Departure Warning, Following Distance Indicator, Front Pedestrian Detection and IntelliBeam headlamps (content is standard on High Country, except Low Speed Forward Automatic Braking). • Front Automatic Braking is standard on High Country. • Surround Vision is standard on LT Leather, RS, Premier and High Country; Rear Vision camera is standard on other models. Additional features include: • Rear camera mirror provides a video view, displaying a wider, less obstructed field of view compared to a traditional rearview mirror. • Surround Vision cameras provide a bird's eye view of the vehicle to help make reversing, parking or trailering easier. • A new, hands-free power liftgate that projects a Chevrolet bowtie emblem on the ground is standard on Premier and High Country.



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Detroit Auto Scene

AUGUST 21, 2017

GM Design Members Show Off Classic Cars in Royal Oak



Nemecek with a classic 1949 Cadillac Coupe de Ville.

ward" gathering on Aug. 15 may have been in a new location, but it had the same enthusiasm for GM classic vehicles.

"Design on Woodward" is an annual event that takes place a few days before the Woodward Dream Cruise. It is organized by GM Design, a group of employees who work of the Design Center in the Warren Tech Center.

These employees have a parade from the Tech Center to a location at 13 Mile and Woodward, complete with a police escort. This year the final destination was Memorial Park in Royal Oak.

Dave Lepore, a senior supervisor in Design Fabrication for GM, was at Memorial Park preparing the site for all the incoming vehi-

GM Design's "Design on Wood- cles. He credits all the volunteers for making the event a success.

> "There's a group of us who make this work," Lepore said. "I'm just part of a larger team. I must say it's different here in Memorial Park. We usually hold the show across the street in a parking lot.

> 'We didn't know how the cars would flow into the park, but we were able to set up a route and they moved into place faster than what we usually see.'

> Lepore said that the volunteers had to get to the park early on Aug. 14 to cordon off areas where cars could park.

"Unfortunately, when we came it was raining," Lepore said. "This was the first time in eight years where it rained on a Design



The crowds came out for the 2017 "Design on Woodward" car show put on by GM Design members.

on Woodward day. Fortunately as it got closer to noon, the time the parade started, the sun came out.'

Weather was the big concern, said Heather Heron, a project lead at the Design Center.

They don't want them to be damaged by the weather."

One of the people not afraid of

the weather was Joe Nemecek, a wood model maker in the Design Center.

He drove the 1949 Cadillac Coupe de Ville of a friend - Cark Schotz.

"My friend Carl has multiple classic cars," Nemecek said. "And he drives them. I drove this vehicle here. It's not a trailer queen. It's meant to be driven. If it had rained, I still would have driven it here. It can always be cleaned up after being in the rain.'

Nemecek said that a lot of work had been done to the Caddy. It has a 1997 engine with an

automatic overdrive transmission. But the work was worth it becase it made the 1949 Cadillac a joy to ride. It's a classic car with some of the modern improvements that make current cars great.

Lepore said that vehicles like the one driven by Nemecek are living representations of GM's design heritage. It's only appropriate that during a week when Detroit's auto heritage is celebrated that people in the Design Center take a little time to honor the history of their department. Plus, it's always nice to take a day and spend it in the park.

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TIME: 11:45 a.m. - 12:30 p.m. (lunch included)

LOCATION: Courtyard Warren 30190 Van Dyke Avenue, Warren, MI 48093 (Across from GM Tech Center)

BorgWarner's R2S Turbo Has Some Fans

BorgWarner's award-winning regulated two-stage (R2S) turbocharging technology something Range Rover wants.

The automaker is using the R2S tech to boost the new 2.0liter I4 diesel engine with (240 HP) from Jaguar Land Rover, said BorgWarner spokeswoman Katva Pruett.

Initially available for the Range Rover Sport and new Land Rover Discovery SUVs utilizing the new engine, BorgWarner's advanced turbocharging technology features a water-cooled compressor housing, offers improved lowend torque and enhances engine performance and efficiency while contributing to emissions reduction.

"Our long-standing expertise

'We were afraid of the rain. but the sun came out," Heron said. "That was a relief. We started seeing the first hints of blue in the sky by 11 a.m. By noon, the sun was out in force. When it rains, a lot of people don't bring their classic cars to the show.

in the field of advanced turbocharging technologies for combustion and hybrid propulsion systems enables BorgWarner to supply Jaguar Land Rover the leading R2S turbocharging system to help them achieve fuel efficiency and performance targets for their new 2.0-liter diesel engine," said Frédéric Lissalde, president, BorgWarner Turbo Systems.

"We are pleased to expand our successful business relationship with Jaguar Land Rover by working together closely and providing a wide range of our turbocharging technologies for several other engines from Jaguar Land Rover to improve the funto-drive experience for their customers even more.'

BorgWarner's R2S turbocharging solution consists of two series-connected turbochargers of different sizes to deliver high boost pressures and smooth power over the entire engine speed range, Pruett said.

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All attendees will be offered a complimentary retirement stress test.

THURSDAY, SEPTEMBER 7, 2017

TIME: 4:00 p.m. - 4:45 p.m. (refreshments included)

LOCATION: Courtyard Warren 30190 Van Dyke Avenue, Warren, MI 48093 (Across from GM Tech Center)

REGISTRATION REQUIRED. SPACE LIMITED: 20 SEATS.

To reserve your seat, contact Evan Lian at (810) 593.1630 or email evan.lian@raymondjames.com.



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The FT 400 was developed in collaboration with Ignites Research, a subsidiary of the FT that provides specialized content on asset management. To qualify for the list, advisers had to have 10 years of experience and at least \$300 million in assets under management (AUM). The FT then invited a list of just under 1,000 advisors to complete a survey used to obtain more information on the advisors practices. 400 qualified advisers were then scored on six attributes: AUM, AUM growth rate, compliance record, experience, industry certifications and online accessibility. AUM is the top factor, accounting for roughly 60-70 percent of the applicant's score. Additionally, to provide a diversity of advisors, the FT placed a cap on the number of advisors from any one state that's roughly correlated to the distribution of millionaires across the U.S. The ranking may not be representative of any one client's experience, is not an endorsement, and is not indicative of advisor's future performance. Neither Raymond James nor any of its Financial Advisors pay a fee in exchange for this award/rating. The FT is not affiliated with Raymond James.

FCA Joins BMW, Intel in Developing Autonomous Tech

CONTINUED FROM PAGE 1

and other technical resources and expertise to the cooperation, as well as its significant sales volumes, geographic reach and longtime experience in North America.

"In order to advance autonomous driving technology, it is vital to form partnerships among automakers, technology providers and suppliers," said FCA CEO Sergio Marchionne. "Joining this cooperation will enable FCA to directly benefit from the synergies and economies of scale that are possible when step closer to delivering the companies come together with a common vision and objective."

In July 2016, BMW Group, Intel, and Mobileve announced that they were joining forces to make self-driving vehicles a reality by collaborating to bring solutions for highly automated driving (Level 3) and fully automated driving (Level 4/5) into production by 2021, Gutierrez said. Since then, they have been designing and developing a scalable architecture that can be used by multiple automakers around the world, while at the same time maintaining each automaker's unique brand identities.

The cooperation remains ontrack to deploy 40 autonomous test vehicles on the road by 2017 year-end.

It also expects to benefit from leveraging data and learnings from the recently announced 100 Level 4 test vehicle fleet of Mobileye, an Intel Company, demonstrating the scale effect of this collaborative approach, Gutierrez said.

'The two factors that remain kev to the success of the cooperation are uncompromising excellence in development, and the scalability of our autonomous driving platform," said Harald

Krüger, Chairman of the Board of Management of BMW AG. "With FCA as our new partner, we reinforce our path to successfully create the most relevant state-ofthe-art, cross-OEM Level 3-5 solution on a global scale."

"The future of transportation relies on auto and tech industry leaders working together to develop a scalable architecture that automakers around the globe can adopt and customize," said Brian Krzanich, Intel CEO.

'We're thrilled to welcome FCA's contribution, bringing us a world's safest autonomous vehicles."

"We welcome FCA's contributions and use of the cooperation's platform, which has made substantial progress over the last year and is rapidly entering the testing and execution phase,' said Professor Amnon Shashua, CEO and chief technology officer of Mobileye, an Intel Company.

"The combination of vision-intense perception and mapping, differentiated sensor fusion, and driving policy solutions offers the highest levels of safety and versatility, in a cost-efficient package that will scale across all geographies and road settings."

BMW Group, Intel, Mobileye and FCA, together with the recently announced development partners and system integrators, invite and welcome additional automakers and technology suppliers to join them in adopting this autonomous driving platform in an effort to create an insolution. Mardustry-wide chionne said.

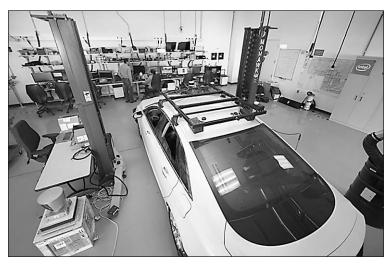
Mobileye, an Intel Company is a globaldeveloper of computer vision and machine learning, data analysis, localization and mapping for Advanced Driver Assistance Systems and autonomous driving, Gutierrez said. Its technology keeps passengers safer on the roads, reduces the risks of traffic accidents, saves lives and has the potential to revolutionize the driving experience by enabling autonomous driving.

Its proprietary software algorithms and EyeQ chips perform detailed interpretations of the visual field in order to anticipate possible collisions with other vehicles, pedestrians, cyclists, animals, debris and other obstacles on the road.

Mobileye's products are also able to detect roadway markings such as lanes, road boundaries, barriers and similar items; identify and read traffic signs, directional signs and traffic lights; create a RoadBook of localized drivable paths and visual landmarks using REM; as well as provide

Its products are or will be integrated into car models from in the aftermarket.

mapping for autonomous driving. more than 25 global automakers. Our products are also available



FCA will work with Intel, as evidenced by this auto lab in Arizona.

Viper Fanciers Celebrate Vehicle's Heritage

CONTINUED FROM PAGE 1

But. Heckman said, some owners do like to up the horsepower. He knows of some who have gotten their Vipers up to 1,000 hp.

"I know some people wonder why we need all the power," Heckman said. "We don't for every day driving, but we take our cars to track days and to auto cross events. An auto cross is a race that goes at relatively slower speeds but requires high maneurability. They are usually held at Chrysler's proving grounds in Chelsea. We've also met up with the Alfa Romeo club people and had auto cross events at Oakland University. They're a lot of fun and we get to use all that horsepower."

Mike Cipponeri is not only a member of the MCVO, he helped launched the first Viper.

1989 to 1996," Cipponeri said. "I have a 1994 Roadster RT 10. I got this one because it was one of the models that I helped launch. I wanted a Viper of this vintage. I've owned it for 20 years.'

His wife Diane is also a Viper fan. She loves the car and calls it one of their babies.

"I am sad," Cipponeri said. "I feel Chrysler's decision to end the Viper is short-sighted. The enthusiasm that this car generates with car fans, not just in the United States but across the globe, is great. I'm not sure that Chrysler understands that."

Fellow club member Gary Rappaport agrees.

He is also a former Chrysler employee who worked on Viper manufacturing.

"I think Chrysler needs a vehicle like the Viper," Rappaport

Ford Settles Suit Over Harassment

DEARBORN, Mich. (AP) - Ford Motor Co. has agreed to pay up to \$10.1 million to settle sexual and racial harassment allegations by workers at two Chicagoarea plants.

The settlement announced this week follows an investigation by the U.S. Equal Employment Opportunity Commission, which says it found evidence that employees at the Chicago Assembly Plant and the Chicago Stamping Plant subjected female and black workers to sexual and racial harassment.

Ford says it chose to voluntarily settle the allegations without any admission of liability "to avoid an extended dispute." The company says it conducted its own investigation and "took appropriate action, including disciplinary action up to and includ-

"I was on the Viper team from said. "It's a halo car that made us proud.

"I know so many engineers who said that they wanted to work for Chrysler because they fell in love with the Viper when they were young. The company needs something like that."

Honda Honors Dow Automotive For Excellence

Dow Automotive Systems recently received top supplier recognition from Honda R&D Americas, Inc. and Honda Brazil.

In North America, Dow Automotive was honored with an Excellence in Innovation Award for OEM suppliers, said Dow spokesman Chris Swart. Betamate structural adhesives and Betafoam polyurethane foams helped Honda deliver the new 2018 Odyssey with improved cabin quietness and structural rigidity, as well as reduced vehicle weight.

Betamate was chosen to provide stiffness and weight reduction benefits in front-end applications. Betafoam delivers bestin-class acoustic performance and is applied in vehicle cavities to block noise, vibration and harshness, delivering best-inclass acoustics performance. Cost improvements were also a consideration.

"We are very pleased to be able to help customers like Honda offer customers an outstanding driving experience," said Gary Hayes, Honda account manager for Dow Automotive. "This innovation is a great demonstration of the innovation that can be delivered when working collaboratively with our customers."

In Brazil, Dow Automotive was





ing dismissal.

Under the agreement, Ford will hold training for workers and continue anti-harassment and anti-discrimination policies.

recognized as the best supplier in the quality and delivery category, benefitting from a complete team effort throughout the organization.



PAGE 5



Macomb Oil Spill Contained in **Quick Action**

tion.

cians.

CLINTON TOWNSHIP, Mich. (AP) - Officials say booms have prevented a suburban Detroit industrial fluid spill from reaching the Clinton River and Lake St. Clair.

Macomb County Public Works Commissioner Candice Miller said Aug. 15 after the spill was cleaned up seven booms and other absorbent materials will remain on the drain for a while.

The spill resulted from an Aug. 4 fire at Complete Prototype Services in Fraser, where water from a fire suppression system forced about 6,000 gallons of oil and hydraulic fluid from catch basins and into storm drains that flow into the Teske Drain.

County Commission Chairman Bob Smith praised residents who called in to report the spill.

area of Cleveland. "Ten acres to

60 acres," said David Ebersole,

director of Economic Develop-

ment for Cleveland. "If you don't

have land you're not going to

Milwaukee has seen success

along the Menomonee River, an

area that once housed shops that

made train cars, all kinds of machinery, bricks from clay, and

processed grains and meat. Working with Milwaukee's pri-

vate sector, about 300 acres of

brownfields have been redeveloped into manufacturing land,

trails, parks and wildlife habitat.

More than 40 companies have

moved into the area, bringing

along with them more than 5,000

land somebody else polluted,'

said Rocky Marcoux, Milwaukee

City Development commissioner.

"You can go after them for the

next 100 years and never collect

any money. You don't want these

to be areas of disinvestment. We

are not going to let these aban-

doned properties be our postcards for the city of Milwaukee."

"You are spending money on

land anybody."

Having cancer is hard. Finding help shouldn't be.

PAGE 6

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Detroit Seeks Businesses for Empty Lots

CONTINUED FROM PAGE 1

Detroit Economic Growth Corp. executive vice president for business development.

A 2012 study found Detroit had about 20 square miles (52 square kilometers) of vacant land across its 139 square miles (224-squarekilometers). Quasi-governmental groups such as land banks are empowered by cities to find, acquire and clean up the land to compete with suburban communities that have open expanses of cleaner soil. Since most of the vacant land isn't connected, those groups buy up adjacent lots here and there to make usable larger pieces.

Detroit's prime site for new manufacturing is the 186-acre (75-hectare) I-94 Industrial Park northeast of downtown. Flex-N-Gate is scheduled to open there next year.

It's "an example of ... past work assembling smaller parcels into larger ones to accommodate a manufacturing operation such as the new Flex-N-Gate facility," Chapman said.

Other companies already in Detroit or moving into the city include Sakthi Automotive Group, which is planning an 180,000-square-foot (16,700-square-meter) expansion in southwest Detroit. ArcelorMittal plans to move into a 317,000-squarefoot (29,400-square-meter) building in the I-94 Industrial Park to make steel blanks for the automotive industry. Linc Logistics' 500,000square-foot (46,400-square-meter) facility was the first new tenant there after Michigan made the industrial park a tax-free zone to help attract companies and jobs.

Hoping to capitalize on companies' desire for vacant land, Detroit is undertaking a land-mapping analysis to identify vacant and under-utilized parcels that could be assembled into larger parcels. "You've got to have the acreage assembled to be able to accommodate a facility of 200,000 to 400,000 square feet ... tracts of land that can be assembled that are in good location and have access to roads, so you're not running trucks through neighborhoods," said Michael Samhat, president of Crown Enterprises which developed and owns the Linc Logistics site at the industrial park.

Bruce Katz, of the Brookings Institution, said it's not just about "real estate," but about access "to a talent pool."

"Automobiles are essentially computers on wheels," said Katz, who focuses on the challenges and opportunities of global urbanization. "The broader Detroit area is one of the greatest hubs of technological innovation around manufacturing."

Detroit isn't the only Rust Belt city with vacant land for firms.

In Cleveland, the city's industrial land bank has cleaned up more than 100 acres and had half of that redeveloped.

The sites have been in every

Are Diesels Doomed in Germany?

jobs.

BERLIN (AP) – German Chancellor Angela Merkel says she thinks the internal combustion engines that are the mainstay of her country's auto industry will eventually have to be phased out.

Merkel told German weekly *Super Illu* that bans on new gas or diesel cars planned by other European countries are right in principle, but declined to say if Germany should head in that direction and if so, when.

An extract of her interview published Aug. 14 quotes Merkel as saying: "I can't give you a precise year yet, but the approach is the right one." Merkel reiterated her criticism of the car industry over the Volkswagen diesel emissions scandal, saying it was up to automakers to repair the damage done.

Her comments come a month before a national election in which Merkel is seeking a fourth term. Her main challenger in the country's upcoming general election said Aug. 13 he remains confident he can unseat the chancellor despite her wide lead in the polls.

Martin Schulz, who was president of the European Parliament said on Germany's ZDF television's "Berlin Direkt" program that there are still six weeks left.





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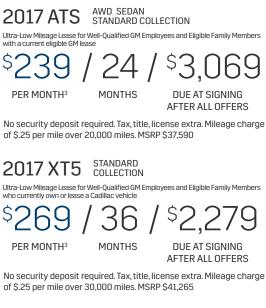
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Cadillac Racing Does Well

Cadillac V-Performance drivers Michael Cooper (Syosset, N.Y) and Jordan Taylor (Apopka, Fla.) finished third Aug. 13 in race two at the Pirelli World Challenge (PWC) SprintX Championship at Utah Motorsports Campus (UMC). Teammates Johnny O'Connell (Flowery Branch, Ga.) and Ricky Taylor (Lake Mary, Fla.) came to the checker in fifth.

PWC SprintX rules have the drivers who finished race one start race two. O'Connell lined up the No. 3 Velocity Red Cadillac ATS-V.R Coupe on the second row in fourth and Jordan Taylor started the No. 8 Vector Blue Cadillac ATS-V.R Coupe from the fourth row in eighth.

At the drop of the green O'Connell raced hard into Turn 1 and moved up to fifth with Jordan Taylor settling into ninth. On lap two O'Connell moved into third in class and the younger Taylor also moved up into eighth.

The two Cadillac ATS-V.R cars pitted 31-minutes into the 60minute race. Soon after, 36-minutes in, the races first caution flew with Ricky Taylor in fourth and Michael Cooper in fifth. On the restart, with debris on his tires, Ricky Taylor was forced to give-up a position into Turn 1 and also had contact with the No. 9 McLaren.

Then at the 46-minute mark a second full course caution flew. With just three-minutes remaining the race went green. Michael Cooper was able to drive his No. 8 Cadillac ATS-V.R by his nemesis in the championship, Patrick Long (No. 58 Porsche), for third. Ricky Taylor was able to help the championship hopes of Cooper by putting the Porsche behind him as well at the finish and taking fifth place with the 58 coming sixth.

"It was exciting at the end,"

Cooper said. "I was way up on the wheel and in attack mode. We just can't keep losing points to these guys. I think we extended our SprintX points lead today. Jordan did a good job all weekend. The restarts really helped us to make-up track position and allowed me to put the 58 Porsche behind me in the last two laps."

"My stint wasn't the most exciting," Jordan Taylor said. "I got out dragged at the start. We were starting behind some of the Pro/Am cars with the Pro drivers in them. They were taking some risks, so it didn't make sense to battle them. Once we got through the first lap I kind of settled in. Michael did a great job on the restarts to get us on the podium. It was a great weekend for SprintX points for Michael and myself and for Cadillac."

"Another good weekend for Cadillac," Ricky Taylor said. "I messed up that first restart, otherwise I thought we would have had a good shot at the podium. It was a good run for Michael and Jordan. I was able to help the cause a little putting the 58 Porsche behind me. It was a good points day for them for sure. Very exciting racing in those last two restarts. Looking forward to supporting Cadillac for the championship at COTA in a few weeks."

"I was very pleased with my stint," O'Connell said. "The first couple of laps were fun. I thought I was going to be able to get into second as a couple guys went high into Turn 1 and then the Acura came back on me real hard. I had the Mercedes amateur car of Jeroen Bleekemolen behind me and I let him go. He went by the Acura and that allowed me to get by them as well. I got some pressure from the Porsche at the start of my run, but him behind."



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Uber Must Protect its Data

service Uber has agreed to protect data and audit use of rider information to settle a complaint from the federal government that it deceived customers.

The Federal Trade Commission, in a complaint settled on Aug. 15, alleged that Uber failed to secure data about rider trips and neglected to monitor employee access to the information. It's another in a long string of missteps for the San Franciscobased company, which faces a separate federal investigation for allegedly using a phony app to block city inspectors from monitoring its service.

Uber misrepresented how well it monitored employee access to personal information about users and drivers, and it misstated that it took steps to secure customer data, FTC Acting Chairman Maureen Ohlhausen said in a statement. "This case shows that even if you're a fast-growing company, you can't leave consumers behind: You must honor your privacy and security promises." she said.

Uber said the allegations date to 2014, and before the government complaint, it had already put safeguards in place to protect data. Since then, it has strengthened privacy and data security and will keep investing in security programs, the companv said.

But the FTC alleged in its complaint that after news reports of Uber employees improperly accessing customer data, the company issued a statement in November of 2014 that it had a strict policy prohibiting employees from viewing the data except for legitimate business purposes. Uber also said employee access would be closely monitored.

But Uber stopped using a monitoring system less than a year

DETROIT (AP) - Ride-hailing later and for nine months, rarely monitored access to customer and driver information.

> Also, Uber claimed that data was securely stored in its databases, but an intruder gained access to driver data in May of 2014, including 100,000 names and driver's license numbers, the complaint said.

> "The FTC alleges that Uber did not take reasonable, low-cost measures that could have helped the company prevent the breach," the FTC statement said.

> To settle the complaint, Uber agreed to stop misrepresenting how it monitors access to customer information and to stop misrepresenting how it secures the data, the FTC said.

> Uber Technologies Inc. also agreed to put a program in place to protect customer privacy. It also must do an audit every two years for the next two decades to make sure the privacy program remains in place.

> The FTC voted 2-0 to accept the agreement. The public will be able to comment for 30 days, after which a final decision will be made. Uber said it hired its first chief security officer in 2015 and now has hundreds of employees who work to protect consumer information.

> "This settlement provides an opportunity to work with the FTC to further verify that our programs protect user privacy and personal information," a company statement said.

The settlement comes as the world's largest ride-hailing company tries to recover from a series of costly blunders this year that damaged its reputation and forced out combative CEO Travis Kalanick. Many riders deleted Uber's app after it tried to capitalize on a New York taxi driver strike in protest of government immigration policies.





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