



Minneker at his display in National Corvette Museum.

## Corvette Museum Celebrates Engineer Known for Ability to Restore 'Vettes

by Jim Stickford

GM engineer Jim Minneker is enjoying a hall of fame career.

The 69-year-old GM veteran has worked for the company in various capacities during his tenure and was recently inducted into the Corvette Museum's Hall of Fame in Bowling Green, Ky.

Minneker said the journey from young GM engineer to Corvette Hall of Fame has been an interesting one.

"I've worked for GM for 47 years," Minneker said. "I got my start in the company back when Chevy's main competition wasn't Ford or Chrysler, it was Pontiac."

Each brand had its own infrastructure and development process. That created competition among the brands, but in the end proved to be very wasteful in terms of resources and money.

Minneker said he started his first Corvette assignment back in 1986 just as the various divisions' infrastructure "began to collapse into each other."

"People keep asking me when I am going to retire," Minneker said. "I keep saying

when GM stops giving me such interesting assignments.

"One of the first really interesting assignments I received was back in 1986, when I was working in the CPC department. That meant Chevy, Pontiac, Canada. There was also the BOC, or Buick, Oldsmobile, Cadillac division. They eventually became Pontiac (as in Pontiac, Mich.) Powertrain. It's now called Global Powertrain."

Minneker said he was known for his ability to restore Corvettes. The brand was developing a new version of the vehicle and management wanted someone who had managed people before to act as the sole Corvette representative to the powertrain people. They picked him.

"When I was chosen, it was hal-lelujah time," Minneker said. "I loved what I was doing and being on the Corvette team inspired me. My job was to try and get beyond the 200-plus horsepower

that the Corvette in 1985 was producing."

It was an interesting time for the Corvette, Minneker said. Back then, they were still doing showroom stock racing.

Minneker said being part of the Corvette team meant going out and meeting with the public.

"No matter what your job was – engineering, design, whatever – we would go out and meet with fans of the Corvette. Then and now, there are hundreds, if not thousands, of Corvette clubs. We'd get invited to events and rallies to talk about Corvettes, and we'd go and mingle with the public."

One of the groups Minneker met with was the National Corvette Restorers Society (NCRS).

"That's how I met Dan Gale," Minneker said. "He was a driving force in the club and was a driv-

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## UAW Region Holds Car Show

There's still time to visit one last car show before autumn begins.

The 18th annual UAW Region 1 Car and Motorcycle Show is set for Sunday, Sept. 17, said Greg Ezyk, recording secretary for UAW Local 412.

The show's location is 27800 George Merrelli, Warren. Registration is from 8 to 11 a.m., Ezyk said. That includes pre-registration. Judging of the vehicles take

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## September is Ford's Global Caring Month

During Ford's Global Caring Month in September, thousands of Ford employees in 38 countries will apply their skills and energy toward making people's lives better through community improvement projects in cities, towns and villages around the world.

As the signature annual event of the Ford Volunteer Corps, Ford spokesman Todd Nissen said Ford employees will roll up their sleeves to tackle more than 325 projects on six continents.

Projects include:

- Australia – Installation of water tanks at a camp for underprivileged young people;
- Brazil – Help build a facility to care for impoverished families and their children with cancer;
- China – Community gardening, beach cleanup and environmental education;



Ford employees in South Africa volunteering their time in 2016.

- Germany – Assistance with preparations for a new refugee camp;
- India – Reading to children,

science mentorship and other education projects;

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## Hurricane Harvey is Gone, But Flooded Cars Remain

by TOM KRISHER and DEE-ANN DURBIN  
AP Auto Writers

DETROIT (AP) – As Harvey moved away from Southeast Texas, aerial photos revealed thousands of cars covered by floodwaters on streets, parking lots and in driveways.

By the time the water recedes, auto industry experts estimate that 500,000 to 1 million vehicles will have been damaged by water, with most being total losses.

State Farm, one of the largest U.S. auto insurers, says it has already received almost 20,000 claims from the Houston area.

Cars sat in water for days, in many cases up to the windows or

roof lines. It's very likely those cars will never be driven again.

Here are answers to questions about what will happen to those vehicles in the aftermath of the epic storm.

**Q: SHOULD I START MY CAR IF IT'S BEEN FLOODED?**

A: No, in almost all cases. If the car was only in a few inches of water that didn't rise past the bottom of the body, maybe. Water higher than that can get into wires, transmission parts, the exhaust or other places. Deeper water could enter the cylinders that surround the pistons.

Trying to start the car could bend parts that connect the pistons to the rest of the drive train,

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Hurricane Harvey has left behind up to a million flooded vehicles in southeast Texas.

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## County Gets New HR Director

County Executive Mark A. Hackel appointed Karen Lynn Bathanti to serve as Director of the Macomb County Department of Human Resources & Labor Relations (HRLR).

Bathanti replaces longtime director Eric Herppich who retired from county government in July, said Mark Deldin, chief deputy county executive.

“Karen possesses the credentials, creativity and passion to advance our efforts in Human Resources,” said Hackel. “Her commitment to employee relations coupled with her expertise in talent development will be a driving force in continuing to build our great team.”

Bathanti has been a service director with the department since 2011, Deldin said. In this role, she was responsible for providing expertise and service in all aspects of human resources and labor relations to a majority of county departments. Her specialties include labor negotiations, employee relations, recruiting, and benefits technology.

# Cadillac House Shows Support of Art with New Exhibit

The Cadillac brand is working to bring a little art to the car business.

So Cadillac, in partnership with the art/fashion publication and curatorial house Visionaire, will host artist Daniel Arsham’s famed “Lunar Garden” installation taking residence within The Gallery at Cadillac House, the brand’s multi-platform venue.

The exhibit, which is free and open to the public, began on Sept. 5 and runs to Nov. 5 inside The Gallery at Cadillac House located at 330 Hudson St. in New York City.

The exhibit is the latest in a series of engaging artist works that Visionaire has curated in partnership with Cadillac.

Since opening Cadillac House more than a year ago, both Visionaire and Cadillac have combined to develop a diverse run of cultural activities that push boundaries and bring to life new experiences for New York residents, said Cadillac spokesman Michael Patrick.

With Cadillac’s effort to harness its passion points and reach new audiences in unexpected ways, along with Visionaire’s mission to showcase the most “enthraling creative minds” within contemporary culture, Patrick said Cadillac House has since become a hub for those who wish to find the most compelling work from the leading edge of the art and design worlds.

For the latest exhibit, Arsham has combined sculpture, sound and an immersive environment that offers visitors a reinterpretation of a traditional Japanese rock garden with a unique colored gradient, Patrick said.

At one end of the space is a 9-foot diameter light orb that resembles the moon. The design in the sand garden is

further enhanced by the single light source.

In Arsham’s version of the traditional garden, rocks have been replaced by a petrified tree and lantern. Arsham’s use of gradient pink is a significant departure from his earlier work, which relies on a palette of black, white and gray tones.

Arsham is color blind but has recently been able to see a broader, more vibrant spectrum of color by using special glasses. This vibrancy has translated into his work, marking an important new visual language in the exhibition.

Cadillac House is Cadillac’s first-ever brand experience center – a public space that brings Cadillac’s design sensibility and passion points to life through a range of dynamic, curated programming and events across the arts, fashion, entertainment, and hospitality.

Located in downtown New York City, Cadillac House represents the brand’s commitment to its new home and as a result, offers diverse experiences including a gallery, retail space, café and exhibition area for the brand’s vehicles – resulting in a venue with an ever-evolving point of view on subjects beyond the automotive industry.

The Gallery is a blank space where Cadillac and Visionaire partner to curate non-traditional, interactive exhibitions with no boundaries, free and open to the public, Patrick said.

Daniel Arsham was born in 1980 in Cleveland, and grew up in Miami. After receiving a scholarship in 1999 from the National YoungArts Foundation, he attended Cooper Union in New York City.

In 2004, Arsham began producing scenography for ballets, symphony orchestras and operas, working with composers



Arsham’s “Lunar Garden” at Cadillac House

and choreographers including Merce Cunningham, Pharrell Williams, and Jonah Bokaer. In 2007, Arsham founded the design and architectural firm Snarkitecture with Alex Mustonen.

His work, Patrick said, has been presented at MoMA PS1, the Museum of Contemporary Art in Miami, the Athens Biennale, the New Museum, the Contemporary Arts Center Cincinnati, the High Museum, and other renowned institutions around the world. Arsham lives and works in New York City.

Visionaire, founded by Cecilia Dean and James Kaliardos in 1991, conceptualizes and produces public art installations, lms, experiences, branded content, art multiples, and products – all curated through the lens of art, fashion and contemporary culture.

With its roster of contributing artists, photographers, filmmakers, fashion creatives, and cultural icons, Visionaire remains at the forefront of groundbreaking creativity in all different media, Patrick said, and the Cadillac brand is working to bring a little art to the car business.

## Corvette Museum Branching Out

BOWLING GREEN, Ky. (AP) – A Kentucky museum dedicated to Corvettes has opened a new exhibit featuring much older forms of transportation spanning the state’s history.

The National Corvette Museum in Bowling Green says the newly-created exhibit will cover the history of transportation in Kentucky from the late 1700s to now.

Museum officials said in a press release that the exhibit’s artifacts include a horse-drawn

sleigh, 19th century mile markers and a 1943 Ford GPW (Jeep) used during World War II.

A 1935 Allis-Chalmers WC tractor owned by Kentucky Agriculture Commissioner Ryan Quarles is also now on display at the museum.

The display items are currently on loan from numerous individuals, museums and organizations.

The Corvette museum just off Interstate 65 in south-central Kentucky is open daily.

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## Engineer Honored by Corvette Hall of Fame

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ing force getting the National Corvette Museum up and running.”

And, Minneker said, in addition to being huge fans of the Corvette, the NCRS were great record-keepers.

“The Corvette was first made in Flint, but production was quickly moved to St. Louis and stayed there for decades. Production moved to Bowling Green in the early 1980s. A lot of history was lost when they moved from St. Louis to Bowling Green. NCRS has been great at tracking down documentation so that they could certify restored cars, saying that’s how those cars were built.”

It was this interest in the Corvette’s past that inspired the drive by the NCRS to build the National Corvette Museum, Minneker said. The museum opened in 1994, while Minneker was still on the Corvette team. Gale oversaw construction and Minneker served on the board. His last term on the board ended in 2000.

“It was a rough start, getting the museum started,” Minneker said. “It’s like any new business – you have to figure out your product, in this case a platform for antique Corvettes, and how to figure out how to keep the customer coming back.”

Minneker said he served as the museum chairman of the board for four years beginning in 1996.

Being named to the 2017 class of the Corvette Hall of Fame was an unexpected honor, but is something Minneker will always cherish.

In addition to having a display with his achievements at the museum, his likeness has been place on a banner added to a wall of fame, along with all the other

Corvette hall of famers.

During his tenure as a “Corvette” man for GM, Minneker said he helped develop LP1, the LP4, the LP5 and the LS1 models.

Minneker said that these great engines were the product of a lot of hard work by a lot of talented GM employees. He credits Roy Midgley for pushing the V8 team to improve the Corvette engine. When Roy left, Ed Koerner continued to the good work done on the V8.

He said the work done by Tony Rudd and the Lotus Engineering team during his time on the Corvette also deserves special mention for their work on the Corvette over the years.

“The last Corvette I worked on was the C5,” Minneker said. “After that time, I was given another interesting job assignment by GM. John Heinrich, an engineer and race driver in the Performance division asked me to come aboard and help develop the Trailblazer SS engine.

“I have also worked on the IN Redline variant engine used in the Cadillac CTS-V. These are all performance engines in the Ion platform.”

Minneker is now working as chief assistant engineer for the Duramax 6.6-liter diesel engine.

“GM keeps offering interesting projects,” Minneker said. “So I keep working here. The latest Duramax pulls 910 pound-foot-torque with 445 horsepower. That is class-leading and a significant upgrade for the Silverado and the Sierra.”

When asked what his favorite Corvette is, Minneker said that he’s worked on and restored quite a few. But when push comes to shove, he said he really likes the 2014 C7.



Minneker’s banner, center, joins those of other Corvette hall of famers.

“I have driven a lot of Corvettes, but I was overwhelmed by the power and performance of the C7,” Minneker

said. “It’s truly a great car. And it’s been truly an honor to be named to the Corvette Hall of Fame.”

## MCC, MSU Offer Food Safety Course

MSU Extension is offering an eight-hour ServSafe Training, developed by the National Restaurant Association and designed for food service managers whose certification needs to be renewed.

Review and testing will cover the updated changes to the 2013 Food and Drug Administration Food Code, as well as purchasing and receiving from approved services, storage policies, preventing foodborne illnesses, employee personal hygiene and the

Hazard Analysis and Critical Care Point.

The recertification class will take place from 9 a.m. to 5 p.m. on Monday, Sept. 18, in Assembly Room B at Macomb County MSU Extension, 21885 Dunham Road (entrance E), Clinton Township. The course fee is \$75 and advance registration is required. To register, visit [msue.anr.msu.edu/events/8\\_hour\\_servsafe\\_macomb\\_county\\_7](http://msue.anr.msu.edu/events/8_hour_servsafe_macomb_county_7).

For more information, call 810-667-0341.

## UAW Region 1 To Hold Annual Car, Cycle Show

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place during registration. The cost of same-day registration of a vehicle to be displayed is \$20.

The actual show to the public will be 11 a.m. to 4 p.m. Car and motorcycle owners who enter a vehicle will receive dash plaques and gift bags.

Ezyk said the free show is a perfect way for car buffs and UAW Region 1 members to enjoy some nostalgia. Music, food, raffles and prizes will be featured.

While all vehicles are welcome at the show, several categories will be set.

The auto class descriptions are:

- Original – 1900 to 1989 (25 years or older);
- Original modified (three major enhancements);
- Street rod - 1900 to 1948;
- Custom/special interest;
- Pro street - tubbed, reduced axle;
- Street machine 1949 to the present;
- trucks - all years.

The motorcycle categories are:

- Cruiser (soft tail, road king, etc.);
- Bagger (hard bags, cruise control);
- Metric (foreign production bikes);
- Custom build (choppers/non-production bikes).

## MCC Awarded Training Grant

CONTINUED FROM PAGE 1

throughout the entire process, beginning with recruitment and program selection, continuing through their course of training and extending through career coaching and job placement.

For the second aspect of the project, Nicol said Macomb will collaborate with the Southwest Macomb Technical Education Consortium (SMTEC), a partnership between the Center Line, Fitzgerald, Van Dyke and Warren Woods school districts, to connect high school students to burgeoning opportunities in the information technology field.

In the summer of 2018, 100 high school students will participate in weeklong PRISM IT academies, each day exploring a different IT field through hands-on activities.

Macomb and SMTEC will also be working on a program modeled after the highly successful Early College of Macomb, which provides students the opportunity to complete college classes while attending high school.

An employer innovation pilot is the third component of the project.

Macomb will be working with both the Wilson Foundation and employer partners to identify opportunities for employers to be involved in sustaining workforce training programs.

“Macomb Community College has a long history of innovation when it comes to adapting to the

ever-changing landscape of workforce training and development,” said David Egner, president & CEO, Ralph C. Wilson, Jr. Foundation.

“This new project is about providing a clear and more affordable pathway to industry certifications or associate degrees that are relevant to our region’s economy.”

## Library Session: Social Security

The Warren Public Library’s adult programming department is hosting a special seminar on Social Security on Wednesday, Sept. 13, from 6 to 7:30 p.m. at the conference room next to the Civic Center branch of the Warren library, located in city hall.

“Learn the ins and outs of the Social Security system with attorneys Jeff Bruss and Nick Daniels,” said Warren adult programming librarian Cyndi Knecht.

The seminar is part of the library’s efforts to reach out to the adult community in Warren and provide them with both entertaining and educational programs, Knecht said.

She also warned that space is limited and those interested in attending the session to learn more about the Social Security system should call ahead to reserve a spot.

To get more information on the seminar and to get a space, call 586-751-0770.

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# Chrysler Volunteers Witness Fruits of Rebuilding Labors

by Jim Stickford

Fiat Chrysler workers were on hand at a special Grace Centers for Hope event on Aug. 30.

A home rebuilt, in part, with the labor of volunteers from FCA's Supply Chain Management department was unveiled to the public.

The FCA workers were joined by volunteers from the Grace Centers for Hope at the ceremony. The home was refurbished as part of a larger effort by Grace Centers to provide housing for people who have gone through the Grace Centers' drug addiction program.

Pastor Kent Clark, president of Grace Centers, said they have been refurbishing homes in Pontiac as part of a larger effort to build a community for recovering addicts.

Grace Centers has a 90-day rehab program, Clark said, but they found that all too often people who went through the program would relapse. So they started an aftercare program where graduates of the rehab program can learn how to live normal lives.

"Relapse is common," Clark said. "If a person comes to Grace and makes it through 90 days, there is a good chance they will finish the year-long aftercare program. We found that people will often relapse without a community to support them, so we went out and created a community for people in the aftercare program. It's so important to have a community to back you up and people you can rely on when you're fighting addiction."

Part of the aftercare program is coming up with housing for the men and women, and their children, who are in the aftercare program.

That's where FCA volunteers come in. Grace Centers has been able to purchase at auction houses that have gone into foreclosure or have been abandoned. Clark said it should be no surprise to anyone that these homes aren't in good condition.

So Grace, with the help of volunteers, refurbishes these homes.

Nestor Cerame, who works in Core Configuration at FCA's Supply Chain Management department, helped organize his fellow FCA employees to come in on Wednesdays during the summer to fix up a house. The home that was unveiled on Aug. 30 was the third house that FCA volunteers have fixed up for Grace Centers in the last three years.

"We came here on Wednesdays in groups of 10 or 15 for 14 weeks," Cerame said. "FCA encourages employees to volunteer their time and this job was listed on the company's Motorcitizens Web page. We decided to volunteer for this particular project because it gave us the chance to help people where we live so they can have a place to live."

Karl Mortensen heads up FCA's international supply chain. He said they've been proud to partner with Grace Centers for the



The house (right) Chrysler volunteers refurbished for Grace Centers originally looked like the house on left.

past several years because it gives people a second chance.

"This program changes lives," Mortensen said. "And it pulls our team together. We have people from different groups get together and work on a common goal that really helps people. Why wouldn't we want to be involved with this?"

Alessandra Cuzzocrea is a Process Integration Specialist in FCA's Supply Chain Management. She helped coordinate workers' schedules and assign jobs that needed to be done in the house to get it up to code.

Cuzzocrea said that the house needed a lot of work – sanding, painting, scraping, landscaping and electrical work. But arranging the punch list for such a worthy project was a pleasure.

"I always want to say Chrysler when I talk about the people who have lent their time," Clark said.

"But I know the company is FCA. Our annual budget is \$8 million and I am proud to call us faith-based."

"We have 107 moms and their children being helped, along with 50 men. It took more than 1,600 man-hours to get this house

ready and, thanks to FCA volunteers, the work was done. I have always said that when companies and volunteers come together, they can change neighborhoods and help change the lives of people who really need our help."

## Ford Employees Volunteer

CONTINUED FROM PAGE 1

- Mexico – Home construction, school and shelter renovation;
- Philippines – Building community water facilities in villages;
- Russia – Renovation and construction work at a senior citizens center and school;
- South Africa – Install equipment to capture and store water at schools; make building repairs;
- United Kingdom – Restoring a children's activity center, refurbishing a homeless shelter.

"Ford volunteers are providing life-changing assistance to disadvantaged children and families by improving access to clean water, food and shelter," said Jim Vella, president, Ford Motor Company Fund.

"Each project and every volunteer is important to comfort and care for people now, and to inspire work toward sustainable solutions that lift up communities for the long-term."

Ford Fund is contributing \$700,000 in grants for nonprofits to purchase tools and supplies needed for many of these projects, Nissen said. In the United States, Ford employees will participate in more than 115 volunteer activities across 24 states throughout the month, including a Ford Accelerated Action Day on Sept. 15.

"Few things are as gratifying as sharing some of your good fortune with those less fortunate," said Janet Lawson, director, Ford Volunteer Corps. "Ford employees are helping people overcome obstacles to a better life, and in the process, they are building stronger communities that benefit all of us."

Ford Volunteer Corps is the heart of a global network that enlists more than 30,000 employees annually to participate in community service activities.

Ford Global Caring Month marks the largest concentration of Ford volunteers working in the community each year, but Ford volunteers are on the job at food banks, care facilities and schools all year long, Nissen said.

Since the launch of the Ford Volunteer Corps in 2005, its members have contributed more than 1.5 million hours of community service in 50 countries, which equates to nearly \$36.5 million of in-kind community investments.

## Michigan Sees Gas Prices Rise

DEARBORN, Mich. (AP) – AAA Michigan says gas prices statewide have risen by about 16 cents per gallon in the first week of September.

The Dearborn-based auto club says the average price for self-serve regular unleaded gasoline was about \$2.62 per gallon as of Sept. 5. That's about 32 cents more than at the same point last year.

AAA says the lowest average price was about \$2.57 per gallon in the Saginaw/Bay City/Midland area.

The highest was about \$2.69 per gallon in the Marquette area in the Upper Peninsula.

AAA Michigan surveys daily fuel prices at 2,800 gas stations statewide.

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# Volkswagen Reveals Its Plan To Capture American Buyers

CHATTANOOGA, Tenn. (AP) – Volkswagen is rolling out its plan for re-selling most of the cars involved in the German automaker's diesel emissions cheating scandal.

Volkswagen brand head Herbert Diess told reporters after a board meeting at Volkswagen's lone U.S. plant in Tennessee on Aug. 31 that the fallout from the scandal "is something we need to live with" as the company seeks to regain relevance and market share in the United States.

"The brand suffered a lot worldwide, we are suffering still," he said. "And for sure we are not through."

It has been more than a year since Volkswagen agreed to pay more than \$20 billion to settle criminal charges and civil claims related to the company's sale of nearly 600,000 cars with "defeat devices" designed to beat U.S. emissions tests.

The first batch of retrofitted vehicles includes new 2015 models that went unsold following the cheating revelations. Dealers who received diesels as part of Volkswagen's buyback program will get the right of first refusal for those vehicles as they enter the used market, said Hinrich J. Woebcken, head of Volkswagen Group of America.

"After that, there are several channels to remarket them in a controlled way, so they don't come all at once to the market," he said. "We want to ensure the residual (resale) values of those cars remain stable."

Higher-mileage and more heavily used vehicles will be scrapped. The management meeting in Chattanooga comes as Volkswagen ramps up production of the new seven-seat Atlas

SUV, the best example so far of the company's shift away from its small car roots and part of renewed efforts to become a volume brand in the U.S. The goal is to grow market share from below 2 percent to more than 5 percent, Diess said.

"It's a long-term plan, we can't win America over in two years' time," Diess said. "It's a 10-year plan, but we are committed."

To get to 5 percent, VW would have to pass Lexus, Mercedes-Benz, Dodge, Ram, Subaru, GMC, Hyundai, Kia and Jeep. All of those brands had less than 5 percent market share as of July 31.

Volkswagen has confirmed it will introduce an electric version of its iconic microbus in 2022, but no decision has been made about where to build it. VW minibuses haven't been sold in the U.S. since the 1970s, but a prototype of the new version was met with great excitement when Diess showed it off in California last month.

"We have a beautiful heritage with ups and downs, and we have the dreadful history now of the past two years, which was a very difficult period for us," Diess said. "But we think that we get a second chance from the American customers."

Any additional U.S. production beyond the Atlas and the Passat sedan would be accommodated at the site of Volkswagen's existing plant in Chattanooga.

"We wouldn't need a new plant," he said. "This plant still has a lot of capacity, and we want to fill that."

Volkswagen's U.S. plans don't include a pickup truck.

"It would be a very risky move, because American players are so strong," he said.



Bolt EVs lined up for the Chevy media program at Babcock Ranch on Florida's Gulf Coast.

## Bolt EV is Now on Sale Across the Country

Chevrolet declared on Sept. 6 that the Bolt EV, the first affordable long-range electric car, said Chevrolet spokesman Fred Ligouri, is now available by order or in stock at certified dealerships nationwide.

Through Aug. 30, 2017, Chevrolet has sold 11,670 Bolt EVs this year and 12,249 since the start of sales in December 2016.

Current owners are praising the all-electric small crossover's impressive range, affordability and roominess, Ligouri said.

"It's been everything I had hoped," said Brian Ro of Columbia, Md., who was among the first Bolt EV owners.

"The CUV-styling fits my family of four just fine, and the EV performance and 200-plus-mile range simply can't

be beat at this price point."

Owner Maria Mraz of San Francisco, Calif., said, "Everyone who rides in it just loves it. It's very modern-feeling and so easy to drive ... I'm very happy with my Bolt EV."

The Bolt EV has won nearly 40 independent awards, making it the most-awarded electric vehicle of the year, Ligouri said.

Recently named a 2017 Top Safety Pick by the Insurance Institute of Highway Safety (IIHS) when equipped with available Driver Confidence II Package, the Bolt EV also earned the coveted titles of *Motor Trend* 2017 Car of the Year, 2017 North American Car of the Year and Green Car of the Year, awarded by *Green Car Journal*.

Starting at an MSRP of \$37,495

before federal tax incentives of up to \$7,500 depending upon individual tax situation, the 2017 Bolt EV offers an EPA-estimated 238 miles of range on a single charge.

Standard features include electronic precision shift, Regen on Demand steering wheel paddle, 10.2-inch-diagonal color touchscreen and an 8-year/100,000-mile (whichever comes first) battery and propulsion system limited warranty, Ligouri said.

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

Find more information on the benefits of driving electric at [www.ChevyEVlife.com](http://www.ChevyEVlife.com).

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# Hurricane Harvey Leaves Flooded Vehicles in Its Texas Wake

CONTINUED FROM PAGE 1

said John Nielsen, managing director of automotive engineering for AAA. Oil, gasoline, antifreeze, brake fluid and other liquids could have water in them that could cause damage if not replaced.

Nielsen recommends having the car towed to a mechanic for inspection.

Depending on the severity of flood damage, he says the cost of refurbishing a car likely will be more than replacing it.

### Q: IF IT'S REPAIRED, WILL MY CAR BE SAFE?

A: Probably not. Water could have damaged sensors, electrical connectors, computer chips and wiring that are under the carpet, behind the dashboard or in the engine compartment.

That could disable lights, air bags, ignition, gas and brake pedal sensors or other essential systems. Corrosion can form beneath wiring insulation.

Salty water from the Gulf of Mexico would make that worse. Damage may not surface for years.

"Maybe it's OK. Maybe it's not. I would be really worried about it," says Nielsen.

### Q: WILL INSURANCE COVER A FLOODED CAR?

A: Depends on your coverage. If you're financing or leasing, your lender likely requires comprehensive insurance, which typically covers flood damage along with fire, vandalism or falling objects.

But if you own a car outright, or it's old and would be more expensive to repair than it's worth, you may choose not to get comprehensive coverage.

As of 2013, 78 percent of U.S. insured drivers had comprehensive coverage, according to the Insurance Information Institute.



Water on the camera lens fogs this photo of stranded vehicles.



These flood-ravaged cars seem destined for a short life.

### Q: HOW DO INSURERS HANDLE FLOODED CARS?

A: Once an owner files a claim, the insurer will evaluate the damage. Many states have guidelines for a vehicle to be considered a total loss, including the extent and type of damage and the cost of repair, says Missy Dundov, a spokeswoman for State Farm.

If the insurer determines the vehicle is a total loss, it will pay the owner – minus a deductible that's typically \$500 to \$1,000 – and take the vehicle and the title.

### Q: WHERE DO FLOODED CARS GO?

A: Insurers will turn the cars over to auctions or salvage yards. Undamaged parts will be salvaged and many vehicles will be scrapped.

Some will go to salvage auctions, says Tim West, vice president and North American auction director for Black Book, a service that calculates used car prices.

Everything that's ruled a total loss by an insurance company should get a salvage title.

But consumers should be careful. A vehicle considered a total

loss in one state might not require a salvage title in another state, says Ron Montoya, a senior consumer advice editor for Edmunds.com.

### Q: HOW CAN I AVOID BUYING A FLOOD-DAMAGED VEHICLE?

A: Flooded cars could be shipped to other parts of the country or even other nations.

To find out where the car came from and if it has a salvage title, experts suggest keying the vehicle identification number into services (there's a charge) that search car histories such as Autocheck or Carfax.

Carfax and the National Insurance Crime Bureau offer free services to check for flood damage.

Buyers can ask to take the car to a mechanic for inspection.

Buyers can also look for signs of flooding, including musty or moldy odors or overpowering use of air freshener, discolored carpet or new carpet in an old car, water lines in the engine compartment or trunk, fogging inside headlights or taillights,

rust or flaking metal under the car, and dirt buildup in unusual areas such as around seat tracks. If you see any signs,

don't buy the car, AAA's Nielsen says.

"You're liable to face gremlins with that car forever," he said.

## State Parks Achieve Record

DETROIT (AP) – Federal data show that tourism to Michigan's national parks has increased.

Figures from the National Park Service show that tourism is up more than 5 percent at the state's national parks through July, *The Detroit News* reported.

The parks have seen a record number of visitors over the last two years. Reports show that Michigan parks had a total of 2.7 million visitors last year. The five parks have drawn more than 1.5 million visitors from January through July this year.

"(Michigan has) even more visitors at this point in 2017 than we had in 2016, and 2016 was a record-breaking year," said Lauren Blacik, special assistant for the National Park Service Midwest Region.

Merrith Baughman, the chief of interpretation and visitor service

at Sleeping Bear Dunes National Park, said July was the first time the park reached more than 500,000 visitors in a month.

Isle Royale National Park in Lake Superior saw almost 16,000 visitors as of July, a nearly 20 percent increase when compared to the same time last year. The more than 410 national parks in the U.S. had more than 330 million visitors last year, Blacik said.

"Nationally, we saw a huge increase in enthusiasm and support for our national parks around the National Park Service centennial last year in 2016, and that seems to have just continued this year in 2017 with more people wanting to explore their national parks, discovering those parks they might not even have known are in their backyards and planning vacations to national parks," Blacik said.

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INCENTIVES INCLUDED: GM Employee Pricing, GM Lease Loyalty

24 months

10,000 miles year

\$669 total due at signing (includes first month payment)

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SLE1 FWD Lease Offer MSRP: \$28,225

expires: 9.30.2017

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INCENTIVES INCLUDED: GM Employee Pricing, GM Lease Loyalty

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A silver Cadillac SRX SUV is shown from a front three-quarter view. The car is positioned on the left side of the slide, with its front end facing towards the left. The background is a plain, light gray.

A black Cadillac XTS is shown driving on a city street. In the foreground, a man in a dark suit is walking towards the left, and a woman in a dark dress is walking towards the right. In the background, a man in a dark jacket is walking towards the right. The car is a dark color, possibly black or dark grey, and has the Cadillac logo on the front grille. The street is paved with cobblestones, and there are brick buildings in the background. A fire hydrant is visible on the left side of the street.



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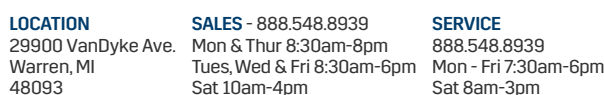


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WASHINGTON (AP) — The House voted Sept. 6 to speed the introduction of self-driving cars by giving the federal government authority to exempt automakers from safety standards not applicable to the technology, and to permit deployment of up to 100,000 of the vehicles annually over the next several years.

The bill was passed by a voice vote. State and local officials have said it usurps their authority by giving to the federal government sole authority to regulate the vehicles' design and performance. States would still decide whether to permit self-driving cars on their roads.

Automakers have complained that a patchwork of laws states have passed in recent years would hamper deployment of the vehicles, which they see as the future of the industry. Self-driving cars are forecast to dramatically lower traffic fatalities once they are on roads in significant numbers, among other benefits. Early estimates indicate there were more than 40,000 traffic fatalities last year. The National Highway Traffic Safety Administration says 94 percent of crashes involve human error.

Members of the Senate Commerce committee are also working on self-driving car legislation, but a bill hasn't been introduced. If a measure passes the full Senate, the two versions would have to be reconciled before President Trump could sign it into law.

The House bill is the product of extensive negotiations between Democrats and Republicans, a rare example of bipartisan agreement in a Congress riven by political and ideological differences.

The measure “gives the auto

industry the tools to revolutionize how we're going to get around," said Rep. Fred Upton, a Michigan Republican.

Rep. Debbie Dingell, a Michigan Democrat, said the bill "is fundamentally an issue of American competitiveness" since foreign automakers are developing self-driving cars as well.

The bill addresses “a variety of barriers that otherwise block the ability to safely test and deploy these vehicle technologies,” the Alliance of Automobile Manufacturers said in a statement.

The bill permits the deployment of up to 25,000 self-driving vehicles in its first year, rising to 100,000 vehicles annually in the third year. But consumer and safety groups say they remain concerned the bill will weaken safety standards and undermine public acceptance of the vehicles should a defect lead to crashes and fatalities.

"Unfortunately, this legislation takes an unnecessary and unacceptable hands-off approach to hands-free driving," leaders of seven groups wrote lawmakers.

Automakers say safety standards requiring things like steering wheels and brake pedals don't make sense. But consumer and safety groups say the bill could permit the government to exempt self-driving vehicles from occupant protection and crash-worthiness standards as well.

"Exposing motorists to the dangers of crashes without proven and needed protections is a wanton disregard for public health and safety," the groups said.

The bill doesn't apply to commercial vehicles, which were carved out after labor unions expressed concerns on jobs.



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# Car Insurance Reform Dead?

by DAVID EGGERT  
Associated Press

LANSING, Mich. (AP) – Any proposal to automatically cut premiums for Michigan drivers would be “dead” on arrival in the Republican-led Senate, Majority Leader Arlan Meekhof said Sept. 6, bringing into question lawmakers’ long-sought goal to enact some major auto insurance changes.

Meekhof, on the Legislature’s first day of session after a summer recess, said he met last week with Detroit Mayor Mike Duggan, who wants a mandated rate reduction of up to 30 percent in a state with the most expensive premiums in the country. Premiums are especially high in his city.

“That’s price fixing,” said Meekhof, who declared the idea “dead” three times. “When do Republicans get in between a private transaction and set what prices are? The market should dictate what they are based on risk and other factors that (insurers) account for.”

Meekhof’s pronouncement may lead to a confrontation with GOP House Speaker Tom Leonard, who is pushing unspecified changes to an auto insurance system that is expensive for drivers but also provides them with unlimited lifetime care if they are catastrophically injured in an automobile accident in which the passengers of the vehicle in question were covered by state-mandated auto insurance.

“Everything is on the table for him to get reform done,” said Leonard spokesman Gideon D’Assandro.

“Rate relief for Michigan families is his top priority in no-fault reform.”

Republican Gov. Rick Snyder in

2013 proposed a mandatory \$125 per-vehicle reduction in premiums in concert with capping personal injury protection at \$1 million, but that legislation never gained traction.

Neither did Duggan’s 2015 proposal to let Detroit drivers buy cheaper health coverage and have their medical insurers pick up costs exceeding \$275,000.

State law allows health care providers to charge much more for treatment of auto injuries than other ones. The insurance industry supports a fee schedule set in law similar to what exists for workers’ compensation injuries.

But Meekhof, who opposes set fees for hospitals, said he would prefer to focus on a deal between hospitals and insurers that emerged in last year’s “lame-duck” session but ultimately was not enacted – creating a statewide fraud authority, limiting reimbursement for family attendant care and capping medical benefits for people injured in crashes who have no auto insurance.

The assigned claims plan largely covered pedestrians and bicyclists initially, but the benefits have increasingly aided passengers hurt while riding in uninsured vehicles.

Duggan, in a statement, said he is “working very hard to build a coalition for a bipartisan package on car insurance with major guaranteed rate rollbacks.”

“I expect us to try for passage in the House of Representatives first, and then to the Senate,” the mayor’s statement read.

“Senator Meekhof has been a longtime champion of cutting auto insurance rates and it’s my hope that by the time we get to the Senate, we can reach agreement on a plan that has his support.”

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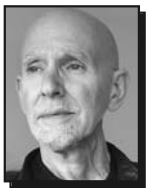
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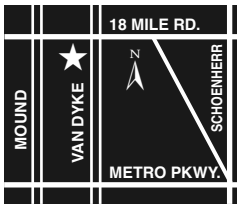


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CHEVROLET



## *Uber Working on Customer Service Image*

by TOM KRISHER and MICHAEL  
LIEDTKE  
AP Business Writers

SAN FRANCISCO (AP) — When management upheaval, allegations of corporate espionage, and revelations of sexual harassment sent Uber into a public relations sinkhole, its long overshadowed rival Lyft shifted into overdrive.

The company seized the opportunity to recruit disillusioned drivers so it could be more responsive to passengers searching for a ride-hailing alternative to Uber. It upgraded its smartphone app, stepped up marketing efforts to attract more riders and expanded its U.S.-only service into 160 more cities for a total of about 350.

On Aug. 31, Lyft made a big expansion move by announcing that it is adding statewide coverage to 32 states, bringing its total to 40.

The aggressive tactics cast the much smaller Lyft in a new light. After five years of being content in its role as the fun-loving, pink-mustached underdog of ride hailing, Lyft is proving to be a wily opportunist and a more imposing threat to Uber.

But a huge chasm still separates the foes in terms of financial resources, ridership and breadth of operations. While Lyft's rides are in the millions per year and only in the U.S., Uber makes 10 million trips per day worldwide and has carried more than 5 billion passengers in over 80 countries since 2009. Uber has raised nearly \$14 billion in capital since its inception, compared with Lyft's \$2.6 billion.

For its part, Uber is doing all it can to keep its lead. The company this week hired Expedia CEO Dara Khosrowshahi as its top executive. And while it concedes

that this year's missteps have slowed its growth, it says ridership is still rising because customers value the service. It's in the midst of self-proclaimed "180 days of change" in an effort to alter a culture that fostered rapid growth but also encouraged bad behavior.

Yet the ground that Lyft has been gaining can't be ignored. By the time Uber's board ousted abrasive CEO Travis Kalanick in June, Lyft had more than doubled its ridership from the first six months of last year. At the end of June, it had passed 2016's full-year ride total of 162.5 million.

To be sure, Lyft already was growing fast before Uber went into self-destruct mode. Lyft's share of the U.S. ride-hailing market in the past two years grew at double the rate of Uber, rising from 12 percent to just over 30 percent, according to Lyft's internal metrics.

Logan Green and John Zimmer, Lyft's low-key 33-year-old founders, insist they haven't done much except adhere to a belief that passengers should be treated like guests at a friendly hotel or even Disneyland. Both dress casually and blend into the headquarters' workforce. While the soft-spoken Green and more animated Zimmer are careful not to gloat, they concede that the turmoil at Uber is accelerating Lyft's growth.

“As we get service levels to parity and pickup times are equal, people prefer using Lyft,” Green said in a recent interview at the company’s airy offices in a block-long office complex near San Francisco Bay. “They like that we treat our drivers better. They like that we treat our customers better. And they like that we have a brand that sort of stands for taking care of people,

where Uber has done a lot to build the opposite type of brand.”

Nick Raef, 23, who works at Northwestern University near Chicago, considers price and brand image each time he chooses between Uber and Lyft. Service in Chicago, he says, is close to even between the two. But if Uber happens to be misbehaving on a particular day, he'll go with Lyft even if it's more expensive.

"I've told myself this controversy is worth a dollar or \$2 depending on how bad the story was that day," he said.

In the Maryland suburbs of Washington, federal employee Whitlee Dean, 28, says she takes Lyft whenever she goes into the city, not so much because of Uber's behavior but because of Lyft's customer service.

“They seem to be really responsive to the issue when you contact them as opposed to Uber,” she said, although she noted that while both companies are equally accessible within the metro area, Uber is faster outside of Washington, especially in smaller cities.

Internally, Uber has been making adjustments to treat its drivers and employees better. It recently matched Lyft by letting riders tip drivers on its app. It's also hired thousands of people to better distribute the workload and started serving its free dinners 90 minutes earlier at its San Francisco headquarters so workers don't stay as late.

“Tiny, tiny symbolism, but it matters to people,” said Liane Hornsey, Uber’s chief human resources officer.

The company also recently fired 20 employees after a report by former U.S. Attorney General Eric Holder found rampant misbehavior and urged Uber to clean things up.

# Harvey Floods 1M Vehicles

by JAY REEVES  
Associated Press

BEAUMONT, Texas (AP) – His three vehicles flooded by Hurricane Harvey, Jason Bell checked at one car-rental office only to find about 2,500 people ahead of him on the waiting list. When he tried a more out-of-the-way location, the reservations still numbered about 300.

Many other storm victims have the same problem. Tens of thousands of personal vehicles were inundated by floodwaters or smashed by wind-tossed objects, creating a huge demand for rentals that has put the cars in painfully short supply in the Houston area and across eastern Texas.

Rental companies say they are bringing in more vehicles from areas including the Southeast, but the logistics problems left by Harvey could get worse as Hurricane Irma threatens Florida.

Cesar Garcia of Port Arthur, Texas, doesn't know when he will be driving again.

"I tried renting a car and none of those places said there was availability from here to Houston," Garcia, 28, said on Sept. 4. "I was told 'good luck.' Nothing."

Auto industry experts estimate as many as 1 million vehicles were damaged by Harvey, with most being total losses. State Farm, one of the largest U.S. auto insurers, said it has already received nearly 20,000 claims from the Houston area alone.

The scope of the problem is evident in a field that has become a massive parking lot for storm-damaged vehicles at Royal Purple Raceway, a dragstrip located on 500 acres in Baytown, about 35 miles east of Houston.

Tow trucks pulling or carrying flooded cars enter the parking

area every few minutes, dropping them off so insurance adjusters can assess the damage. Water lines are evident on many of the vehicles, which workers say are mostly from the area east of Houston.

Dealership advertisements are visible on some of the cars, but many appear to be private vehicles. The owners may now be among those in lines at car rental counters.

Enterprise Holdings – which includes the Enterprise, National and Alamo car rental brands – said it has already moved more than 4,000 vehicles to southeast Texas and plans to bring in at least 17,000 more in coming weeks.

The Avis Budget Group, which operates Avis and Budget car rentals plus Budget Truck, said it also was moving additional vehicles into the affected areas and was waiving late fees, one-way rental fees and rental extension fees in the Houston area.

The car rental crunch extends outside the hurricane zone. Company websites show it can be hard to make reservations in cities that were not directly affected by Harvey, including Dallas, where many people headed to the Houston area landed before Houston airports reopened.

Until he can get a car, Bell is hitching rides from son Jason Bell Jr., who drove him to an Enterprise office in Beaumont.

The elder Bell said he lives on a high spot in his neighborhood, so friends left their cars on his property as a safeguard against rising waters. Then the entire area flooded for the first time, he said, and now his own house looks like a resting place for wet Fords, Chevys and other vehicles.

"There are probably 15 flooded cars in my yard right now," he said.

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