

Classic Chevy Pickups Valued at Auctions

The value of Chevy vintage pickups keeps on truckin’.

As vintage Chevrolet trucks increase in popularity with enthusiasts, more trucks are going up for auction and sale prices for the most coveted trucks keep increasing, said GM spokesman Kyle Suba.

“Vintage trucks, especially Chevrolets, have been gaining popularity with collectors, to the point they are rivaling muscle cars,” said Craig Jackson, chairman and CEO of Barrett-Jackson Auction Company. “What’s interesting is collectors are looking for very different vehicles: The most collectible muscle cars are numbers-matching survivors; the most sought-after vintage trucks are full custom builds, and buyers are looking for both unique design elements and high-quality craftsmanship.”

“Part of the appeal of a vintage Chevrolet truck is the opportunity to build the custom truck of your dreams,” said Sandor Pizar, marketing director for Chevrolet Trucks. “Solid trucks can be found for relatively low costs, but the sky is the limit in terms of body work, chassis and performance upgrades. As such, Chevrolet trucks are a great option for collectors of all ages.”

As GM looks back at 100 years of Chevy truck history, Suba said there’s a list of the nine most ex-

pensive Chevy trucks sold at Barrett-Jackson auctions to date.

1. 1957 Chevrolet 3100 Custom Truck, sold for \$214,500 in 2016.

This 1957 Chevrolet 3100 Custom Truck, better known as “Quicksilver,” is a 2014 Barrett-Jackson Cup winner and has been recognized as “one of the finest custom truck builds of all times,” according to Barrett-Jackson Auction House. These honors came with a hefty price tag, and the truck was sold for \$214,500 in Scottsdale, Ariz., in 2016, Suba said. Nearly everything on this vehicle, from the 540 Big Block, 650-horsepower Chevy engine, to the handmade and reshaped body panels, was

customized by Hot Rod Garage in Sand Springs, Okla.

2. 1950 Chevrolet 3100 Custom Pickup, sold for \$205,700 in 2017.

One would be hard-pressed to find a single part on this 1950 Chevrolet 3100 Custom Pickup that has not been customized, Suba said.

First showcased at the SEMA show, this vehicle sold for \$205,700 in Scottsdale, Ariz., in 2017. The truck features extensive modifications including an all-new TCI custom chassis with independent front suspension and a 500-horsepower Chevrolet Performance Hot Cam LS3 crate

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This 1957 Chevy 3100 pickup sold for \$214,000 at auction in 2014.



Running Club members at a recent Milford Proving Ground 5K event.

GM Running Club Hitting Tech Center with 5K Run

by Jim Stickford

People who want a chance to see the GM Tech Center Campus in Warren will have the opportunity on Saturday, Nov. 4, while also having the chance to help out some worthy causes.

General Motors Global Facilities and the Chevrolet Running Club are sponsoring a 5K race to raise money for the Special Olympics of Michigan and the Dearborn Animal Shelter.

Running club president Tim Gregorio, an engineer in GM’s

Manufacturing Engineering Integration department, said that the running club has been getting together for at least 20 years. It has sponsored similar runs at the Milford Proving Ground, but this Nov. 4 5K race is the first event they’ve held at the Tech Center.

“Our club has about 650 or so members,” Gregorio said. “Different segments of the club participate in different events we hold during the year. We participate in various corporate events, such

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Delphi Makes a Move in Autonomous Technology Field

Delphi Automotive PLC signed an agreement to acquire nuTonomy, Inc. for an upfront purchase price of \$400 million and earnings totaling approximately \$50 million.

The transaction, completed on Oct. 24, brings together the leading start-up and Tier 1 in autonomous driving (AD) and further accelerates Delphi’s commercialization of AD and Automated Mobility on-Demand (AMoD) solutions for automakers and new mobility customers worldwide.

Founded in 2013 by Dr. Karl Iagnemma and Dr. Emilio Frazzoli and recently named a World Economic Forum Technology Pioneer, nuTonomy is developing a proprietary full-stack AD software solution for the global AMoD market. The company will add more than 100 employees, including 70 engineers and scientists, to Delphi’s more than 100-member AD team, while increas-

ing Delphi’s access to new customers and markets in the emerging mobility space.

“We are delighted to welcome Karl, Emilio, and their talented team to Delphi,” said Delphi’s President and Chief Executive Officer, Kevin Clark. “The combination of the nuTonomy and Ottomatika AD teams, along with Delphi’s industry-leading portfolio of perception systems and smart vehicle architecture solutions, further enhances our competitive position as the industry’s most formidable provider of autonomous mobility solutions. This transaction is another example of our ongoing dedication to developing, implementing, and commercializing the highest performing and safest AD system available.”

Upon completion of the transaction, Delphi will have AD operations in Boston, Pittsburgh, Singapore, Santa Monica, and Silicon Valley.

nuTonomy will continue to be based in Boston, where both companies currently operate AMoD pilot programs. By combining efforts with nuTonomy in Boston, Singapore, and other pilot cities around the world, Delphi will have 60 autonomous cars on the road across three continents by year-end, with the goal to further accelerate global fleet expansion and technology development.

“Our mission has always been to radically improve the safety, efficiency, and accessibility of transportation worldwide,” said nuTonomy co-founder and CEO, Karl Iagnemma. “Joining forces with Delphi brings us one step closer to achieving our goal with a market-leading partner whose vision directly aligns with ours. Together we will set the global standard for excellence in autonomous driving technology.”

The acquisition of nuTonomy is the latest in a series of invest-



Glen De Vos

ments that Delphi has made to expand its leadership position in the new mobility space, including the acquisition of AD software developer Ottomatika and data service companies Control-Tec and Movimento.

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Dan Gilbert Likes Detroit’s Chances For Amazon

by LARRY LAGE
Associated Press Writer

EAST LANSING, Mich. (AP) — Dan Gilbert knows Detroit is vying against a slew of cities to lure Amazon’s second headquarters.

And the Rock Ventures founder still likes its chance.

“We feel like we have a lot of advantages,” Gilbert said in an interview with *The Associated Press* on Oct. 20. “One of them is we’re proposing international headquarters on the border of two North American countries. We’ve got a hedge against any kind of immigration issues that might be on either side because you have two countries. You also have a huge, deep talent base in Canada and special universities.”

Detroit Mayor Mike Duggan asked Gilbert to put the proposal together on behalf of the region. Gilbert said a “big, thick proposal with pictures” was delivered to Amazon on Thursday, and a video touting the bid was released.

“We’re not releasing a lot of details to the public like only a couple cities have,” Gilbert said after being part of a dedication ceremony for the Tom Izzo Hall of History at Michigan State University’s basketball arena. “A lot of cities aren’t because they don’t want to give up a competitive edge.”

There’s a lot at stake.

Amazon, the Seattle-based online retail giant, is seeking a second home that is expected to generate \$5 billion in investments,



A Ford vehicle taking advantage of public EV charging infrastructure.

New Electric Infrastructure Key to EV Developments

When the internal combustion engine (ICE) as first created to power an automobile, there were no gas stations. An entire infrastructure had to be built around ICE-powered cars. Ford is betting the same thing will happen with electric vehicles a century after ICE cars became the norm.

When it comes to workplace charging, Ford has found that if you build it, they will come, and they will charge, said Steve Henderson, Ford sustainability and vehicle environmental matters manager.

“They” are U.S. and Canadian Ford employees, who say the company’s 200 current charging stations at 50 facilities have given them the confidence to buy or lease an electric vehicle without worrying where they can charge away from home. More than six in 10 employees who drive electric vehicles say Ford’s workplace charging network influenced their purchase or lease decision.

As a result, Ford is tripling the

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Dan Gilbert Likes Detroit's Chances For Amazon

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create 50,000 jobs and use 8 million square feet of space over eight or nine years.

Gilbert said Detroit's pitch offers a unique opportunity for the company to set up shop in the U.S. and Canada.

"We have a lot of transportation advantages because Amazon is sort of a transportation company to some degree," Gilbert told the *AP*. "All the stuff with autonomous vehicles and drones and aerospace, there is a lot of that in Detroit."

"And the fact that we can give them real estate that they need with a concentration of ownership. If you go to some other urban cores because they're built up already, it's hard to cobble together 8 million square feet. We can give them that with existing and proposed space."

Amazon has not announced a timetable for a decision, and suitors don't know when they will find out where they stand with the company and its decision.

"We don't know because they won't say," Gilbert told the *AP*. "We think there will be another round."

"Our guess is they'll limit it to 10, 12 finalists and that's the key to get into that round and take it from there. I think we've got a pretty good shot."

Chevrolet Classic Trucks Bringing Top Dollar at Auction

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engine with 4L65E automatic transmission. The interior features a reshaped dash and a handmade redesigned bench seat, console, door panels and headliner.

3. 1957 Chevrolet Cameo Pickup, sold for \$159,500 in 2007.

This 1957 Chevrolet Cameo Pickup, finished in full custom Orange Pearl paint, sold for \$159,500 in Scottsdale, Ariz., in 2007. The orange masterpiece features a 500-horsepower Big Block Chevy engine and a 400 transmission with Electric Overdrive. Interior upgrades include a full leather interior, vintage air conditioning, power steering, power disc brakes, power windows and a 400-watt stereo.

4. 1957 Chevrolet C-6 Custom Pickup, sold for \$148,500 in 2011.

It took 7,000 man-hours and thousands of one-off hand-crafted parts to build this 1957 Chevrolet C-6 Custom Pickup, which sold for \$148,500 in Las Vegas in 2011. This truck comes with a 402cid LS3 motor, a complete Corvette C6 suspension and drivetrain with a six-speed transaxle and a full Air Ride suspension.

The truck won a GM Design award at SEMA 2009 and a

Mothers Choice Award at SEMA 2010.

5. 1955 Chevrolet Cameo Custom Pickup, sold for \$143,000 in 2013.

This professionally built 1955 Chevrolet Cameo Custom Pickup features several eye-catching outer modifications including a tailgate inspired by the 1955 Nomad, reformed cab corners to flow with the 1957 Bel Air side trim and an engine bay smoothed over with covers. The Titanium Grey and Lipstick Red exterior is complemented by a red leather interior, complete with Dakota Digital VHX gauges, a graphite-wrapped Billet Specialties wheel and a Kenwood stereo system.

The vehicle is such a hot collector's item that it made our list twice. After selling for \$143,000 in the 2013 Scottsdale auction, the Cameo Custom hit the auction block again a year later in Las Vegas and sold for \$132,000.

6. 1955 Chevrolet 3100 Custom Pickup, sold for \$132,000 in 2006.

With six years of customization work and six magazine appearances, it's no wonder that this 1955 Chevrolet 3100 Custom Pickup made its way into the top nine. This pickup sold for \$132,000 in Scottsdale, Arizona, in 2006. The Kandy Orange exterior is complemented by a tan

leather interior, both of which were meticulously detailed by Cimtex Rods in Jarrell, Texas. Named by *Street Trucks Magazine* as one of the top 50 trucks of the decade, this award-winning truck can boast about being the Goodguys Truck of the Year 2002-2003 and a Boyds Pro Pick at Scottsdale, Ariz., and Columbus, Ohio, as well as top awards at IS-CA events and Super Chevy shows.

7. 1960 Chevrolet El Camino Custom Pickup, sold for \$126,500 in 2017.

This one-of-a-kind 1960 Chevrolet El Camino Custom Pickup sold for \$126,500 in Palm Beach, Fla., in 2017. Nearly every piece of this vehicle has been customized, from its GM ZZ 502ci crate engine with a Ram Jet fuel-injection system to its fully custom leather interior and highly detailed and painted undercarriage.

8. 1959 Chevrolet 3100 Custom Pickup, sold for \$121,000 in 2014.

This gem of a vehicle, a 1959 Chevrolet 3100 Custom Pickup, sold for \$121,000 in Scottsdale, Ariz., in 2014. The truck is completely rebuilt, keeping nothing but the body from the original vehicle. It was built from the ground up beginning with a high-strength chassis complete with a four-link setup, chrome 9-inch

Currie rear end with 3.70 gears and a Detroit Tru-Trac differential. A look inside reveals a white leather interior with black accents, added air conditioning and green-tinted glass.

9. 1971 Chevrolet C-10 Custom Pickup, sold for \$110,000 in 2014.

This 1971 Chevrolet C-10 Custom Pickup, lovingly called "Adel" by its previous owners, sold for \$110,000 in Scottsdale, Ariz., in 2014. After being donated to the Austin Hatcher Foundation for Pediatric Cancer, the truck was rebuilt and customized to be sold on behalf of the foundation.

It features a Chevrolet Performance LS3 E-ROD "connect and cruise" powertrain with a 430-horsepower LS3, 4L65-E transmission, transmission attachment hardware and Chevrolet Performance controller kit. Additional components include Odyssey Batteries, a complete air ride suspension from Ridetech, BeCool radiator system and Goodmark Industries body panels.

Ford Building More Electric Infrastructure

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number of North American workplace charging stations to 600 in the next two years. Within a year, the network will double.

"Work is the second most likely place people charge their electric vehicles," said Henderson. "If we give people the ability to charge when they're at work, we can significantly up the potential for mass market adoption of electrified vehicle technology."

Henderson and his team conducted a study on employee charging and driving behaviors from January 2014 to September 2017. The data was initially collecting data using the MyFord Mobile smartphone app, Ford's charging network and employee surveys.

In a presentation at the 30th International Electric Vehicle Symposium and Exhibition in Stuttgart, Germany, Henderson delivered insights the data revealed and stressed the significance of a workplace charging network.

An important finding suggests that for some employees – particularly those stationed at one facility for an entire day – having to move their vehicles once they are fully charged constitutes a serious downside to driving electric.

So Ford is expanding its network to accommodate existing demand and anticipated greater adoption of electrified vehicles, Henderson said.

New employee charging stations will aid an ongoing effort to understand where and when people charge their electric vehicles whether at work, home or while running errands.

Among other findings the study revealed:

- The most popular times to charge electrified vehicle batteries are from 8 a.m. to 11 a.m. and from noon to 3 p.m.

- Since September 2014, Ford employees have charged their vehicles at work more than 165,000 times (~\$59,000 at 0.078 cents per kilowatt-hour), resulting in a reduction in carbon emissions produced by approximately 600,000 kg.

- Through early August of this year, Ford's charging station network has provided approximately 2 million miles of pure electric driving for its employees.

- DTE Energy's solar array at Ford World Headquarters currently produces far more electricity than is consumed by the charging stations.

Toyota Reduces Mexican Truck Production

TOKYO (AP) – Toyota Motor Corp. confirmed Oct. 25 that a planned Mexico auto plant is being scaled back, but a top executive said the decision was driven by market needs and was not a political move.

The investment for the Guanaquato plant, set to be running in 2019, fall to \$700 million from the \$1 billion commitment announced in 2015. Annual production will decrease to half at 100,000, the company said.

The initial plan was to build 200,000 Corolla subcompacts a year, but Executive Vice President Didier Leroy told reporters at the Tokyo Motor Show Corolla that production will go to a new plant being planned with Mazda

Motor Corp. in the U.S. A site for that plant and the timing for its opening have not been decided.

The Mexico plant will build Tacoma trucks to meet growing demand. It is part of Toyota's overall re-alignment of North American production, he said.

Leroy denied the move was aimed at pleasing anyone, an apparent reference to President Donald Trump.

"We are not playing any political game, to please anybody," Leroy said, stressing the move was about production efficiency. "We are just doing what is the best for the company."

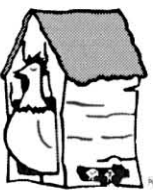
Trump has expressed his opposition to Toyota's Mexico plant, threatening tariffs, and has

welcome Toyota's plans for a U.S. plant with Mazda. Japanese automakers are nervous about a political backlash in the U.S. after having suffered "Japan-bashing" in the 1980s over exports from Japan thought to be taking jobs away from American workers.

Over the years, Toyota and other Japanese companies have increasingly moved production to North America and are intent on proving they are good corporate citizens.

Toyota and Mazda announced the U.S. plant in August in a partnership that also includes collaboration on electric vehicles. A Toyota plant in Texas already makes trucks for the U.S. market, but demand is growing.

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Mary Barra

GM Running Club Holding Run at Tech Center

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as the Corporate Cup Relay. That's an event where groups at the Detroit automakers, as well as other companies, get together have competitions to raise money for charity and to build company morale.

"The club has also been holding 5K races in the past few years as well."

Gregorio said that the Nov. 4 event will give people the chance to get a look at the Tech Center's campus as the route will take runners two laps around the lake between the Research & Development and Design buildings.

"Runners will also have to run around the the R&D building once as well," Gregorio said. "We will make our money from the registration fee to participate, so runners won't have to hit up their friends and family for money. Of course we are willing to accept donations from anyone."

The run officially kicks off at 9 a.m., Gregorio said. Some participants get there as early as 6 a.m. and some as late as 8:45 a.m.

He suggests people try to get to the registration point by 8:15 a.m.

The entrance and race is on the west side of the campus near R&D and Design.

"Participants will get a shirt and a medal," Gregorio said. "While the race is sponsored by GM groups, it is open to everyone, both GM employees and civilians."

Fiat Chrysler is Appealing \$40M Judgment

ATHENS, Ga. (AP) – Fiat Chrysler is asking Georgia's highest court for a new trial after the family of a child who died in a Jeep fire was awarded \$40 million.

If the Georgia Supreme Court isn't willing to go that far, Fiat Chrysler is asking for the award to be reduced.

Remington "Remi" Walden died in 2012 after the Jeep Grand Cherokee he was riding in was hit from behind and burst into flames.

The boy's parents argued the company's rear-mounted fuel tank design showed reckless disregard for human life.

A jury in 2015 awarded the family \$150 million, which a judge later reduced to \$40 million.

The Georgia Court of Appeals upheld the verdict. Fiat Chrysler appealed to the state Supreme Court, which heard arguments Oct. 24.

General Motors Stock Prices Reach Record High Levels

by TOM KRISHER
AP Auto Writer

DETROIT (AP) – Shares of General Motors hit an all-time high Oct. 24 as investors focused on a \$2.5 billion third-quarter pretax profit and ignored a big accounting loss.

The Detroit automaker's \$3 billion net loss came from a \$5.4 billion charge for selling Opel and Vauxhall to France's PSA Group, which closed in August. But with that backed out and before taxes, the company made \$1.32 per share, trouncing Wall Street estimates.

Analysts polled by FactSet expected \$1.11 per share.

Much of the accounting charge came from previous losses that GM can't use to offset future tax obligations.

Revenue without Europe fell 14 percent to \$33.6 billion, but that also beat expectations of \$32.2 billion.

After hitting the record early, GM shares pulled back slightly to close at \$46.48, a 3 percent gain.

GM says its strong pretax performance came despite a 26 percent production cut in North

America during the quarter to close out the 2017 model year and adjust to slowing demand, mainly for passenger cars.

The company made just over \$2 billion pretax in North America, as well as just under \$500 million from its joint venture in China.

Chief Financial Officer Chuck Stevens said the company sold more high-profit trucks and SUVs and fewer lower-margin sedans, but it also cut costs at an annual running rate of \$5 billion since 2014. The company also has cut low-profit sales to rental car companies. Stevens attributed the performance to "overall resilience of a better business model that we built in North America."

Investors overlooked the loss because GM has worked hard to shed unprofitable businesses and make its operations more efficient, said Jeff Windau, an industry analyst with Edward Jones.

The company also was helped by strong SUV demand in North America, where it makes the bulk of its profits, Windau said.

Still, Edward Jones rates GM a

"hold" rather than buy or sell. Windau says he's concerned about spending on electric and autonomous vehicles with demand yet to be seen. GM also faces intense competition in China and the potential for rising material costs.

On a conference call with industry analysts, GM executives also gave details about autonomous vehicles and other business developments:

- When GM's revamped pickup truck debuts next fall, GM will have a "broader portfolio" to compete with Jeep and others in off-road performance, CEO Mary Barra said. New full-size SUVs will be built on the same underpinnings.

- GM will start testing autonomous vehicles without a human backup driver "in quarters, not years," but will not do that until the cars meet metrics to prove they are safe, Barra said. She didn't say how many quarters.

- GM and its Cruise Automa-

tion self-driving vehicle unit could partner with another company or GM could deploy the cars on its own, Barra said. The company also is evaluating international markets, including Berlin and London, to test autonomous vehicles.

- The company lost production of about 20,000 Chevrolet Equinox compact SUVs during a nearly monthlong strike recently by auto workers at a factory in Canada, Stevens said.

That production will not be made up, he said. The strike ended Oct. 16.

With Europe no longer included, GM reported profits for all of its business units for the first time since the fourth quarter of 2014.

Even South America, which has been a money loser in recent quarters, posted a \$52 million pretax profit.

With European operations backed out, GM posted a net profit from continuing operations of \$100 million.

Art Van Holding Food Drive

For the ninth consecutive year, Art Van Furniture and WXYZ-TV are teaming up with Gleaners Community Food Bank of Southeastern Michigan to fight hunger in metro Detroit with their annual "Together We Can" food drive. This year's goal is to collect 25,000 pounds of non-perishable food items from Oct. 24 through Friday, Nov. 17.

"Every can, bag or box of non-perishable food items make a difference," said Kim Yost, president and CEO of Art Van Furniture.

"When we open up our pantries and make a donation we feed those in need, as well as the spirit, during the holidays."

Art Van Furniture's 27 participating stores are in Ann Arbor, Auburn Hills, Battle Creek, Bay City, Bloomfield Hills, Burton, Chesterfield Township, Clinton Township, Dearborn, Drayton Plains, Flint, Howell, Jackson, Kalamazoo, Lansing, Livonia, Novi, Port Huron, Royal Oak, Saginaw, Southfield, Sterling Heights, Taylor, Warren stores on East 14 Mile Road and on Schoenherr Road, Westland and in Toledo, Ohio.

New this year, guests dropping off donations can learn how to register to win one of 27 family four-packs of tickets to the Detroit Lions vs. Minnesota Vikings Thanksgiving Day game.



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VW Reaches Diesel Accord

DETROIT (AP) – Federal and state officials said Oct. 23 they have approved a fix for 38,000 Volkswagen, Audi and Porsche sport utility vehicles with diesel engines that were cheating on emissions tests.

The approval brings German automaker Volkswagen AG closer to resolving a costly and embarrassing scandal that began two years ago, when the company admitted that more than 550,000 vehicles in the U.S. – and 11 million worldwide – were designed to cheat on emissions tests. The vehicles have software that turns on emissions controls during testing but turns them off in everyday driving.

The U.S. Environmental Protection Agency and the California

Air Resources Board had to approve the fix under a \$1.2 billion settlement approved by a federal judge this spring. The most recent fix applies to 3-liter diesels in 2013-2016 models of the Volkswagen Touareg and Porsche Cayenne and the 2015 Audi Q7.

Volkswagen will contact owners about the fix. Dealers will update the software in all of the vehicles and modify hardware in some of them for free. Owners also will receive compensation of between \$7,039 and \$16,114.

Once complete, Volkswagen will have repaired or bought back most of the U.S. diesels involved in the scandal. The 3-liter diesels are among the last of the vehicles VW must repair in the U.S. Last year, VW agreed to a nearly \$15 billion settlement that required it to buy back or fix 475,000 2-liter diesel cars.

VW must still get approval for a 3-liter diesel fix in some versions of the Audi A6, A7 and A8 sedans and the Q5 SUV. It has already paid out more than \$23 billion in U.S. fines and settlement costs and last month, it announced a \$3 billion charge for buying back and retrofitting the 2-liter diesels. VW could have been on the hook for up to \$4 billion in vehicle buyback costs.



The last Holden car as it came off the GM brand's production line.

Last Holden is End of an Era in Australia

CANBERRA, Australia (AP) – The Australian auto manufacturing era ended after more than 90 years when General Motors Co.'s last Holden sedan rolls off the production line in the industrial city of Adelaide on Oct. 19.

The nation has already begun mourning the demise of a homegrown industry in an increasing crowded and changing global car market.

GM Holden Ltd. is the last of an array of carmakers that once included Ford, Toyota, Nissan, Mitsubishi, Chrysler and Leyland to abandon Australia in recent decades.

With the Holden plant's shutdown after the last red Holden VF Commodore, a six-cylinder rear-wheel drive sedan, leaves its

doors, 900 factory workers will clock off the last time.

Technical manager Peter Allison had been employed at the Holden factory for 19 years and had once expected to stay there for the rest of his working life.

"If we're not Holden fans, we're cars fans. Building cars is what we love," Allison said.

Thousands of jobs in businesses that have supplied components and accessories to Australian auto manufacturers are also at risk.

Though it's a subsidiary of a U.S. automotive giant, Holden is an iconic Australian brand and has been a source of national pride for generations.

The name came from English immigrant James Alexander Holden, who arrived in Adelaide as a 17-year-old in 1852 and set up a saddlery business.

The family business evolved from horses and buggies when the automobile age arrived. In 1931 GM bought what was then called Holden's Motor Body Builders. Such was the brand recognition that the Detroit headquarters decided to keep the Holden name.

The first mass-production model of the brand that became known as "Australia's own car," the FX Holden, was built in 1948. A decade later, more than half the new cars registered in Australia were Holdens. The market was built on a reputation for cars engineered for rugged Australian conditions.

The reasons behind the demise of Australian auto manufacturing are numerous. The first Holden cars were built in an era of high Australian tariffs and preferential trade with former colonial master Britain, which encouraged global carmakers to

set up local factories to increase market share.

Australian import tariffs have since tumbled through bilateral free trade deals with car manufacturing countries like the United States, Japan, China, South Korea, Thailand and Malaysia.

High wages and a relatively small population of 24 million people living far from large export markets denied the Australian industry economies of scale.

There were exports, including the V8 Holden Commodore that has sold in the United States since 2013 as the Chevrolet SS.

A decade of surplus federal budgets ended in Australia in 2008 with the global economic crisis. Car industry subsidies have since weighed heavily on the burgeoning budget deficits.

Holden, Ford and Toyota – the final three carmakers – announced their departures in 2013 when a mining boom made the Australian dollar for the first time stronger than the greenback. That made Australian-made cars uncompetitive.

Prime Minister Malcolm Turnbull said a lack of government support was not to blame since the government had provided a total of 7 billion Australian dollars (\$5.5 billion) in subsidies to the industry since 2001.

"The manufacturers who have progressively closed their operations in Australia have made it clear it's not because of a failure of government subsidies," Turnbull said when Toyota closed its doors earlier this month.

"It's because of changes in market taste. People stopped buying the sedans that were being made in Australia, or stopped buying them in sufficient numbers to support the industry," he said.

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Ford, FCA Trucks Tops with Texas Writers

It's official. Detroit builds trucks "Texas" tough, at least according to the Texas Automobile Writers Association (TAWA).

Ford has once again secured top honors at the TAWA Truck Rodeo held earlier this month, said Ford spokesman Jiyan Cadiz.

The 2018 F-150 earned Truck of Texas at the 24th annual competition, marking the 14th time F-Series has roped in the most prestigious award.

Additionally, Cadiz said, the F-150 Raptor won the Off-Road Pickup Truck category and earned the highest overall personal appeal score and best overall exterior score across all participating vehicles.

"With the new 2018 F-150, we're honored to earn back-to-back Truck of Texas awards for F-Series, a recognition that speaks to the truck team's dedication to our hardworking customers," said Raj Nair, Ford executive vice president and president, North America. "That's especially true in Texas - truck capital of the world."

At the Texas Truck Rodeo at Longhorn River Ranch, journalists evaluated trucks on both on- and off-road courses over a two-day period. The panel previously awarded Truck of Texas honors to Ford F-Series in 1993, 1997, 1999, 2003-09, 2011, 2014 and 2016.

"The competition was incredibly fierce at this year's Texas Truck Rodeo," said Nic Phillips, TAWA president. "More than 70 member journalists put in more than 300 hours of driving time evaluating the vehicles presented."

"The results in several categories are separated by the narrowest of margins, just tenths and hundredths of a point, confirming just how competitive the



The 2018 Ford F-150 was named Truck of Texas by TAWA.

trucks and utility vehicles are today."

Texas autowriters also liked what Fiat Chrysler has been producing for the truck market.

Ram, Jeep and Dodge vehicles earned top honors at the annual Texas Truck Rodeo, hosted by the Texas Automotive Writers Association (TAWA). Collectively, these brands secured the most awards of any manufacturer at the event, said Fiat Chrysler spokeswoman Kimberly Shults.

"Once again the Ram, Jeep and Dodge brands from FCA US impressed our TAWA members with an exceptional product lineup at the Texas Truck Rodeo," said Phillips. "The Jeep brand continues to outshine the competition with Grand Cherokee and Wrangler winning in their respective categories yet again. Receiving the highest overall interior score, our journalists appreciated the luxurious interior of the Ram 1500 Laramie Longhorn Southfork edition, naming it the 2018 Luxury Pickup Truck of Texas."

A total of 64 pickups, SUVs, crossovers and commercial vehi-

cles were entered in the competition and 75 TAWA members attended the event, Phillips said. Members cast their votes after two days of on- and off-road vehicle evaluations. Consideration is given to everything from exterior/interior styling and off-road capability to the entrant's overall utility, value and performance. Ram, Jeep and Dodge vehicles with top honors include:

- Ram Brand - Heavy Duty Pickup Truck: 2018 Ram 2500 Limited Tungsten; Luxury Pickup Truck: 2018 Ram 1500 Laramie Longhorn Southfork; Highest Overall Interior Score: 2018 Ram 1500 Laramie Longhorn Southfork.

- Jeep Brand - Subcompact SUV: 2017 Jeep Renegade; Mid-size SUV: 2017 Jeep Grand Cherokee Trailhawk; Off-road SUV: 2017 Wrangler Rubicon Recon.

- Dodge Brand - Full-size SUV: 2018 Dodge Durango SRT; Highest Overall Performance Score: 2018 Dodge Durango SRT.

The Texas Auto Writers Association, Inc. was founded in 1985 by automotive journalists.

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Delphi Makes More Moves In Autonomous Tech Area

CONTINUED FROM PAGE 1

Delphi couldn't be happier with the agreement and that the deal was done for two reasons.

First, De Vos said, is scale. The difficulty and complexity of developing autonomous vehicle platforms means no one company is able to do everything. It's an "all hands on deck" situation.

Secondly, De Vos said, the process of developing autonomous systems is accelerating and the public will most likely see some sort of system first used for commercial fleet. He called that the tip of the spear for autonomous tech. So suppliers can develop these systems and sell them to OEMs. It's an accelerated process that requires help to get done.

Having the leadership and technology from nuTonomy will help a great deal, De Vos said.

When asked how the nuTonomy deal will affect Delphi's other partnerships, De Vos said that those deals will go ahead as planned and that nuTonomy's leadership will stay in Boston.

"How will we make it work?" De Vos said. "That's something that we will be looking at in the upcoming weeks. But fundamentally, nuTonomy will remain separate and out of Boston."

De Vos also said that when one

thinks about the development of complicated autonomous systems, one realizes that a lot of work to be done, enough for everyone.

De Vos also said that the clear focus of the partnership will be to develop commercial systems for fleets. Delphi's combined teams match up with any other developers in the world.

Lagnemma was asked why nuTonomy agreed to be sold. He said the reason was simple, they wanted what was best for the company. They get a strong partner with connections and relationships with every major automaker in the world.

De Vos said Delphi gets more skilled people to help develop autonomous tech. He expects the nuTonomy partnership to speed up Delphi's timeline of developing commercial autonomous systems. They were shooting for 2020 or 2021. Now he expects that to be the year 2019. The transaction is subject to customary closing conditions and is expected to close prior to year-end.

"Autonomous driving technology will really change the auto industry and Delphi wants to be first," De Vos said. "This deal is a nice fit and we couldn't be happier to this group working with us. We have a lot to talk about."

Diesel Woes Hurt Daimler

FRANKFURT, Germany (AP) – German automaker Daimler said Oct. 20 that its net profit fell 16 percent in the third quarter as a voluntary recall to improve diesel emissions hurt earnings at its Mercedes-Benz luxury car brand.

Net profit fell to 2.3 billion euros (\$2.7 billion) despite a 6 percent increase in sales revenue to 40.8 billion euros.

The company based in Stuttgart said that earnings at the Mercedes-Benz division, a pillar of the company's earnings, were hit by a charge of 223 million euros to pay for an engine control software update on existing vehicles to reduce diesel emissions. The voluntary recall is part of an effort by German automakers to restore confidence in diesel technology and ward off bans on diesels in German cities. Mercedes-Benz is heavily dependent on diesel engines.

Diesel itself has seen its reputation damaged by the scandal at Volkswagen over cars it had illegally rigged to cheat on U.S. emissions tests, and by the subsequent discovery that cars from other manufacturers emitted more pollutants in everyday driving than they do on test stands.

Earnings at Mercedes were also hit by expenses for developing new technologies and vehicles. Daimler, like other automakers, is sinking billions into adapting to expected changes shaped by digital technology in how people get from one place to another. Those changes could include ordering cars when needed through smartphone apps instead of owning one, as well as autonomous vehicles and low-emission electric cars.

CEO Dieter Zetsche said that the company was preparing itself to adapt with a planned restructuring that would see Mercedes-Benz and the truck and bus divisions become legally independent to give them more entrepreneurial flexibility. The changes are still under discussion and will not take effect until approved by the 2019 shareholder meeting.

"Daimler is operating successfully and leads the premium segment with Mercedes-Benz," Zetsche said in a statement. "Now is therefore the right time to examine – from a position of strength – whether we can position ourselves even better to shape the automotive era definitively and successfully from the top."

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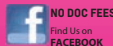
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Stock# H32439

NO Employee Discount REQUIRED!

Was \$23,870 Sale Price: **\$16,999***

24 MONTH LEASE

\$159*

\$999 Down

NO Security Deposit required. Tax, title and plate fees extra.

**The Best Price...
PERIOD!**



2017 MALIBU "LT"

- Color Touch Screen Radio!
- Bluetooth for Phone!
- Rear Vision Camera!
- Aluminum Wheels!
- Power Driver's Seat!
- Remote Start and Entry!

Stock# H32373

NO Employee Discount REQUIRED!

Was \$26,895 Sale Price: **\$19,999***

24 MONTH LEASE

\$169*

\$999 Down

NO Security Deposit required. Tax, title and plate fees extra.

**The Best Price...
PERIOD!**



2018 "All New" EQUINOX "LT"

- Confidence and Convenience!
- Color Touch Screen Radio with Rear Vision Camera!
- Remote Start and Entry!
- Heated Front Seats!
- Power Rear Liftgate!
- Side Blind and Rear Traffic Alerts!

Stock# J38028

NO Employee Discount REQUIRED!

Was \$29,590 Sale Price: **\$21,499***

24 MONTH LEASE

\$189*

\$999 Down

NO Security Deposit required. Tax, title and plate fees extra.

**The Best Price...
PERIOD!**



2017 TRAVERSE AWD "Premier"

- Leather Seats w/Heated & Cooled Front!
- Color Touch Screen Radio w/Navigation!
- Remote Start and Entry!
- 7 Passenger "Captain Chair" Seating!
- Rear Vision Camera!
- 20" Machined Aluminum Wheels!
- Power Rear Liftgate!

Stock# H38575

NO Employee Discount REQUIRED!

Was \$44,940 Sale Price: **\$35,866***

24 MONTH LEASE

\$299*

\$999 Down

NO Security Deposit required. Tax, title and plate fees extra.

**The Best Price...
PERIOD!**

We NEED Your Trade... \$1000 OVER Kelley Blue Book... GUARANTEED!*



**The Best Price...
PERIOD!**



SHOWROOM HOURS:

Monday 8:00 AM - 9:00 PM
Tuesday 8:00 AM - 6:00 PM
Wednesday 8:00 AM - 6:00 PM
Thursday 8:00 AM - 9:00 PM
Friday 8:00 AM - 6:00 PM

(586) 791-1010

35500 S. Gratiot Avenue... North of 15 Mile / Clinton Township / FIND NEW ROADS™

*Pictures may not represent actual sale vehicle. All applicable incentives including bonus cash, bonus tags, competitive lease, lease conquest and/or lease loyalty offers have been deducted from Sale Prices/Payments and are subject to change by the manufacturer without notice and are plus title, tax, plate and CVR fees and were valid at time of printing. Leases are 10,000 miles per year. Disposition fee may be required at lease turn in. \$1000 trade-in guarantee is on 2004 thru 2014 model year vehicles in drivable condition less reconditioning costs. No branded, salvage or rebuilt titles. Certain restrictions apply, see dealer for complete details on all incentives/offers. Sale ends 10/31/2017 @ 6:00PM.

