



All kinds of cars were welcome and put on display by their owners at the 2018 GM Employee Car Show held at the Tech Center July 27.

Chevy Running Club to Hold Charity Race

The Chevy Running Club will be pounding the pavement of the GM Tech Center in Warren on Saturday, Aug. 11, at 8 a.m. to help raise money for the C.S. Mott Children's Hospital in Ann Arbor.

Dina McMullin, a Data Source engineer in Customer Care and After Sales, said this will be the second time the Chevy Running Club is holding a race to raise money for the hospital. Last year's race was held in November.

"We will be running through the Tech Center," McMullin said. "The race is five kilometers and there will be prizes for the people who finish first, second and third. It's being co-sponsored by GM's Sustainable Workplaces group. They used to be known as Facilities Maintenance. Their job is to maintain infrastructure and the physical parts of our facilities. The reason for the name change is that GM has been re-configuring its buildings to be a more effective and pleasant place for people to work. Sustainable Workplace's tagline is 'creating a place you want to be.'"

Those wishing to participate

Tech Center Plays Host to Employee Car Show

The threat of rain didn't stop car enthusiasts from coming out for the 2018 Tech Center Employee Car Show July 27.

The annual event, co-sponsored by GM and UAW Local 160, had 805 vehicles pre-registered and about 35 more showed up the day of the show, said Jim Suzak, car show coordinator.

When he's not putting on employee car shows, he works

as a manager in Design for GM.

The show was held at the General Motors Tech Center as usual. But the day started off cloudy. When asked about the weather, Suzak said with a smile that it wasn't going to rain.

It did rain for a short time late in the morning.

To celebrate 65 years of the Corvette, a special section of the Tech Center by the Design Dome

was set aside for Corvettes through the ages. In total, 152 people registered Corvettes to be displayed.

Dave Small, president of UAW Local 160, addressed the crowd at the beginning of the show. He said it's a great event that brings management and labor together. And this year's show celebrates 65 years of the Corvette.

"When you think about it, 65

years of the Corvette is amazing," Small said. "And if you come back in 65 years from now, the Corvette will still be here. I won't, but the Corvette will. GM really hit a home run with that vehicle."

Mark Reuss, executive vice president of Global Product Development, Purchasing and Sup-

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2019 F-150 Limited's interior

Ford Producing Upscale, Power-Packed F-150 Limited

Who says horsepower has to come in an inelegant package? Not Ford.

For pickup fans who love Raptor power but want a more upscale package, America's truck leader is delivering with the new 2019 F-150 Limited, said Todd Eckert, Ford truck group marketing manager.

"F-150 Limited customers create their own success. The truck is their reward," said Eckert. "They wanted more power, so we combined Raptor's engine with Limited's business-class features to deliver Baja fierceness, boardroom style and the grit to tackle tough jobs."

Rated at 450 horsepower and 510 lb.-ft. of torque, the new Ford F-150 Limited leads the competition, offering more power than any light-duty pickup on the road, Eckert said. F-150 Limited sports a new dual exhaust system with exhaust tips smoothly

integrated into new rear bumper cutouts.

In addition to improved performance, F-150 Limited's refined cabin delivers an elegant, purposeful interior that is also Built Ford Tough, said Aileen Barraza, Ford color and materials manager. Customers are treated to a luxurious cabin, she said, that features the best of the best in terms of Ford craftsmanship, material quality and design.

"It was important for us to get this interior just right as we continue to raise the bar for premium pickup trucks," said Barraza. "The materials we chose to incorporate are authentic, distinctive and durable."

Luxurious materials used throughout include a Miko suede headliner and leather-topped instrument panel and door panels, Barraza said.

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NAIAS Slated for Switch to June in 2020

The North American International Auto Show (NAIAS) is making a move – not in venue but in show dates.

Starting in 2020, the show will make a transformational move to June and will start the week of June 8, said NAIAS spokesman Max Muncey.

The ability for participating brands to deliver dynamic exhibits and experiential opportunities outside of the show's four walls for attending journalists, industry members and consumers, will provide new avenues to showcase the products and technologies on display, said Muncey.

Delivering greater return on investment through reduced costs and dynamic opportunities will be a key aspect of the future show.

"Our show is undergoing its

most significant transformation in the last three decades," said Rod Alberts, executive director of NAIAS. "Detroit will continue to be a global stage for some of the world's most significant and iconic vehicle reveals and host an unparalleled international audience of media and key industry influencers."

NAIAS is one of the most influential global auto events, touching all facets of the industry and attracting the largest concentration of the world's top industry leaders – from automakers and suppliers, to tech startups and venture capitalists, to universities and policymakers, Muncey said.

The show is run by the Detroit Auto Dealers Association and its executive board. As part of the DADA and board's due diligence

in exploring new opportunities for the show, hundreds of meetings and conversations with key stakeholders – automakers, suppliers and sponsors, as well as industry and government leaders – were held around the world.

"Our ultimate goal is to provide an experience and opportunity for participating companies and attendees that only Detroit can offer," said Doug North, DADA president. "June will allow us to better showcase the automotive leadership, development and heritage our great city and region holds."

The date change reflects new realities, Muncey said. Auto show dynamics are changing globally as the auto industry undergoes its biggest shift in more

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Rendering of how Cobo Center might look when NAIAS opens in June 2020

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Sterling Heights' General Dynamics Wins Contract

The U.S. Army has signed a delivery order for General Dynamics Land Systems (GDLS) of Sterling Heights to upgrade 100 more M1A1 Abrams Main Battle Tanks to the state-of-the-art M1A2 System Enhancement Package Version 3 (SEPV3) configuration, said GDLS spokeswoman Robin Porter. The July 25 delivery order is part of an Army Requirements Contract signed in December 2017 through which the Army can upgrade up to 435 M1A1 Abrams tanks to the M1A2 SEPV3 configuration.

The M1A2 SEPV3 configuration features technological advancements in communications, reliability, sustainment and fuel efficiency, plus upgraded armor, Porter said. Work on this delivery order will be performed at Land Systems locations in Scranton, Pa., and Tallahassee, Fla., and at the Joint Systems Manufacturing Center in Lima, Ohio, the only operational tank plant in the country.

Initial pilot M1A2 SEPV3 Abrams tanks were delivered to the Army in October 2017, Porter said. GDLS provides design, engineering, tech, production and full life-cycle support for land combat vehicles around the globe.

GM Grant Sends MCC Summer Program Full STEAM Ahead

by Jim Stickford

If you're to have middle school students attend classes at Macomb Community College (MCC) during summer months, you better make sure what they're doing is both educational and fun. At least that's what Ed Stanton, director of Admissions at MCC believes.

Stanton was put in charge of a special week-long Science Technology Engineering Arts Mathematics (STEAM) program held for middle school students July 23-27.

"We've been working on this program for more than a year," Stanton said. "This is the first time we're doing it and I take credit for the MCC STEAM Summer Camp. But really, the ball got rolling last year at a meeting of our Grants and Foundation offices. I can't remember how the idea first came up, but we were talking about how important it was to get younger students, in this case middle school students, interested in STEAM subjects. Get them while they're young and they will take right courses in high school. At middle school age, students' minds are like sponges. They just soak up the knowledge."

The program is aimed at showing students, particularly female students, that their love of science is something that can continue throughout their school years.

A total of 22 students were chosen from four school districts – Anchor Bay, Utica, L'Anse Creuse and Warren Consolidated, Stanton said. MCC has a good relationship with these districts and the students were chosen by school officials.

Stanton said that when he and his colleagues were talking about perhaps someday creating a program for middle school students, that was all they were doing – talking.

"I promptly forgot about it until Dawn Magretta, who was director of the MCC Foundation at the time, talked to me about four



MCC instructor Champagne, center, changed the color of pennies to show how chemical reactions work.

months later about setting up some sort of summer school program for middle school students," Stanton said.

"She apparently had mentioned what we had been talking about to a contact she had at GM. The contact loved the idea and got the company to pledge \$10,000 to pay for the program."

Stanton was tasked with creating what would become the MCC STEAM Summer Camp. He started by speaking with professors at the school who might be interested in teaching middle school students during the summer.

"The first thing I heard from them was that they didn't know how to teach middle school students," Stanton said.

"But we sent out questionnaires to potential students and the answers we received were so positive and the questions they asked us were so perceptive that I was able to get teachers interested."

"We all agreed to do this because students need to know science is cool. I'd go so far as to say science is very cool."

The program created is a five-day course, Stanton said. On day one, students studied and were given experiments dealing with science, specifically chemistry. That was taught by Mark Champagne. On day two, Lori Chapman taught math. Days three and four were a combined study involving engineering and technology. Day five was a field trip to College Park Industries. It's a

business near the community college that makes prosthetic limbs.

"The reason we chose that business is because it combines all the disciplines," Stanton said.

Champagne said he really enjoyed teaching the students. He showed them how to take a copper penny and, via chemistry, turn its color from auburn to silver to gold.

"It's pretty simple," Champagne said. "We start with a penny, which has a copper coating. We use a chemical process to give it a thin coating of zinc. This turns the penny's color to silver. Then we do the same, but this time we coat it with copper. Copper and zinc combine to make bronze and the color of the penny turns a kind of gold."

Champagne said he and his colleagues wanted to get involved in the STEAM program because developing a love of science matters. All too often, students lose their interest in science starting in middle school, which is why the MCC program is so important.

Stanton agreed and said that the lectures and experiments the students experienced had to be fun and had to be interactive and hands-on.

"We want our students to be able to do these experiments themselves and interact with their fellow students and teachers because we think it's important that students see science teachers as ordinary people and

not professors on a pedestal that are intimidating and distant," Stanton said.

"We put in a lot of work to put this education program together for 2018."

"While it's too early to say what we will do next year, it's our hope that GM will continue its generous support and I dare say we might be able to put two programs together."

Macomb Office Of Public Works Sells Houses

The Macomb County Public Works Office has closed on the sale of two properties, netting nearly half a million dollars to local drain funds. A third property, a commercial parcel on M-59, is scheduled for an auction sale later this year.

In the first sale, the office sold a house on Eberlein Drive in Fraser near the location of the 2016-2017 sewer collapse along 15 Mile Road, said Public Works Commissioner Candice Miller. The MCPWO had purchased the home as a precaution while repairing the sinkhole that developed as part of the sewer collapse. It was later determined the home was still structurally sound and the house was listed with a local realtor. The sale netted \$233,968 to the Macomb Interceptor Drain Drainage District.

The second property is a 4.5-acre parcel along the Hawken Drain, just west of Ryan Road, between 19 Mile and M-59 in Sterling Heights. The sale of that property netted \$249,712 to the Hawken Drainage District.

A private developer purchased the property and indicated a plan to develop several single-family homes in the area.

These sales not only return these properties to the local tax rolls in Fraser and Sterling Heights, but they generate revenues that we can use to make improvements to these drains, Miller said. This office is not in the business of holding on to excess property forever. Its purpose is to ensure the proper operation of the drains.

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Tech Center Plays Host to the GM Employee Car Show



Reuss talked about GM's \$1 billion investment in the Tech Center.



A "Corvette Canyon" was created by the Design Dome to celebrate 65 years of the car's history.

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ply Chain at General Motors, attended the show. He brought his modified 1963 Sting Ray to put on display.

"The people who bring cars here are real enthusiasts," Reuss said. "They aren't going to let the chance of rain stop them from coming to the event and showing off their love of cars."

Speaking to the crowd, Reuss said that having the show at the Tech Center is exciting because people attending have the opportunity to see the results of the \$1 billion GM is investing in the Tech Center campus.

"We are getting ready to break

ground on a new design building soon," Reuss said. "It's going to be amazing and seeing this campus transform is something."

"GM is leading the way in transforming the transportation industry and this campus will lead the way into the future for GM."

"I hope you all feel as excited as I do to be here today and to see all these great cars that show the passion people have for this industry and for automobiles."

Bob Mayer retired from working at the Tech Center as a metal model maker 11 years ago. He ran the show for 20 years and was at the first employee show in 1989.

"There were 39 cars in that first show," Mayer said, adding that one thing he really enjoyed was seeing people grow up with the show. One such person is Mike Rhodes, who works as a battery technician in the Tech Center's AEC Building.

Rhodes, 28, said that when he was younger, he was part of GM's Explorer program.

"That was something GM put on where they worked with high school students to expose them to the auto industry and the possibilities of a career," Rhodes said.

"It was basically Boy Scouts for gearheads. It worked for me. Now I work here at the Tech Center."



Rhodes inspects a 1969 Camaro at the car show.



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Ford Producing an Upscale, Power-Packed F-150 Limited

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“The gradated ash swirl trim is like something you see in a fine instrument,” said Barraza. “Each piece is hand-finished, and a halo around the edges with a heavily polished center really brings out the natural beauty of this wood.”

New Camel Back two-tone leather is soft to the touch and multicontour front seats feature Active Motion for lumbar support and a soothing massage designed to help reduce lower back and leg fatigue, Barraza said.

A heated steering wheel and heated and ventilated captain’s chairs provide additional comfort in the front, she said. Each new F-150 Limited includes a laser-etched plaque on the center console armrest bearing its serial number.

Every aspect of the truck’s interior has been scrutinized down to the smallest detail – even the holes in the microporated leather are enlarged to improve cooling performance, Eckert said.

Signature design elements include raised Limited lettering on the hood, polished aluminum 22-inch wheels, unique satin-finish grille and tailgate applique, and satin-finish window trim and door handles.

Standard power-deployable running boards, remote start, tailgate release and a twin-panel moonroof helps make the new F-150 Limited a premium choice, said Eckert.

F-150 Limited customers expect purposeful technology in a premium pickup truck, Eckert said.

An integrated trailer brake controller is standard, as is a

360-degree camera with split-view display with dynamic hitch assist to simplify the hitching process.

Class-exclusive Pro Trailer Backup Assist is optional to make maneuvering easier, he said, by letting drivers rotate a knob to control its direction, with the truck automatically steering to follow the course selected.

F-150 Limited’s driver-assist technology is designed to reduce daily stress, Eckert said. Standard adaptive cruise control with stop-and-go functionality allows drivers to set a cruising speed, and then uses radar and camera technology to monitor traffic ahead to maintain a set distance between vehicles – even following one down to a complete stop.

Standard Pre-Collision Assist with Automatic Emergency Braking helps drivers avoid or mitigate collisions with other vehicles and pedestrians.

Active park assist to aid in parallel parking, plus a Lane-Keeping System that provides alerts and assistance with lane drift, are standard as well.

F-150 Limited features SYNC 3 with AppLink, Apple CarPlay and Android Auto compatibility, and a FordPass Connect 4G LTE modem that provides Wi-Fi access for up to 10 devices.

Audiophiles will appreciate the standard B&O PLAY audio system by HARMAN.

Ford offers a light-duty pickup for every truck customer – from the work-ready Ford F-150 XL to the top-of-the-line Ford F-150 Limited, Eckert said.

The 2019 F-150 Limited will be in dealer showrooms later this year.

Chevy Running Club Holding Charity Race

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in the race have two options, McMullin said. The first option is to pay \$41 to enter the race. Those choosing this option will get a T-shirt.

“But a lot of our runners participate in races like this throughout the year and they’re tired of getting yet another T-shirt,” McMullin said. “So we have an ‘economy’ option where they can enter the race for \$30 and avoid getting another T-shirt.”

McMullin said that the event is really two races. One is the mail race and it’s open to anyone eight or older. A children’s race will be held for those younger than eight.

There will be cash prizes for those who finish in the top three spots, McMullin said. The winner will also get a special trophy made from a piston and drive shaft that’s painted gold with a plaque. Participants will also receive a die cast model of a Camaro.

“We say it’s bigger than a Hot Wheels car but smaller than a real Camaro,” McMullin said.

Those wishing to sign up for the race should go to the Web site, triviumracing.com/event/gmcenter/2018.

“You can also sign up for the day of the race,” McMullin said. “Right now we are measuring success as the number of runners we sign up. So that’s what our thermometer is tracking. Last year, we had 400 runners participate in the race. We are on track to beat that.”

McMullin said she’s been a member of the Chevy Running Club for about eight years. She started running and joined the club when she was 49 because she felt it was time to do something that would help keep her healthy.

“People keep asking me how my knees are,” McMullin said. “I tell them they’re fine because I bought the right kind of shoes. You get your stride measured and your feet measured and spend some money on the right kind of running shoes and your knees will be fine.”

What makes this race special is that runners and their fans will be able to see the beauty of the Tech Center, McMullin said.

“Normally, you need a special pass to get on the campus,” McMullin said.

“But for one day, you can just walk onto the campus. The race route will take people around the Tech Center and people will be able to see our reflecting pond and buildings like the Design Center up close. That’s almost worth the price of entering the race in and of itself.”

McMullin said they’re still working on this year’s race and the club would like to hold one



Beginnings of winner’s trophy

again next year, but that’s a decision for another day.

“I do think this works better in the fall,” McMullin said. “We learned that in August a lot of families are on vacation while the kids are out of school.”

Daimler’s Net Profits Fall

FRANKFURT, Germany (AP) – German automaker Daimler AG said July 26 that its net profit fell 27 percent in the second quarter as the company confronted multiple challenges including trade tensions, weak pricing for its luxury cars, and recalls and product delays related to diesel emissions.

Net profit fell to 1.8 billion euros, from 2.5 billion euros a year earlier. Revenues fell 1 percent to 40.8 billion euros.

The Stuttgart-based maker of Mercedes-Benz cars said weak pricing for its luxury cars including tariffs played a role.

It also cited a fire at a U.S. supplier that caused a production shortfall, as well as unfavorable exchange rates and

expenses for post-sale adjustment of diesel car emissions.

The profit margin on sales at Mercedes, a key earnings metric, fell to 8.4 percent from 10 percent in the year-earlier quarter.

The company also said it was experiencing slowdowns in certification of models under new EU emissions testing standards as it works on software and clarifies technical and legal questions.

Earnings at the truck division were flat while profits at its bus division and financial services business both fell.

The company had already lowered its earnings outlook for the year, citing global trade tensions. China has announced it will raise tariffs on cars imported from the U.S.

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Marchionne Built a Legacy of Gamble-and-Win

MILAN (AP) – Sergio Marchionne, a charismatic and demanding CEO who engineered two long-shot corporate turnarounds to save carmakers Fiat and Chrysler from near-certain failure, died July 25. He was 66.

The holding company of Fiat's founders, the Agnelli family, announced Marchionne had died after unexpected complications from surgery in Zurich.

That came days after a deterioration in his health led the company to hastily appoint a successor.

At Fiat Chrysler Automobiles headquarters in the Italian city of Turin, corporate flags flew at half-staff while inside the building, Marchionne's successor led a minute of silence ahead of an earnings presentation.

Workers at a plant near Naples that Marchionne had brought back to life halted production for 10 minutes in tribute.

"Unfortunately, what we feared has come to pass," said John Elkann, Fiat heir and head of the Exor holding company. "Sergio Marchionne, man and friend, is gone."

General Motors CEO Mary Barra praised his "remarkable legacy in the automotive industry." Ford Executive Chairman Bill Ford called Marchionne "one of the most respected leaders in the industry whose creativity and bold determination helped to restore Chrysler to financial health and grow Fiat Chrysler into a profitable global automaker."

The news agency ANSA reported the cause of death as cardiac arrest. He suffered one while recovering from shoulder surgery late last month, landing him in intensive care, followed by a second, fatal event. Fiat Chrysler declined to comment, citing privacy issues.

The Italian-Canadian had planned to step down after first-quarter earnings next year, but the transition was accelerated after the company announced that the complications, which it did not detail, would prevent his return.

He also was replaced as CEO of sportscar maker Ferrari and heavy truck and equipment maker CNH Industrial.

Marchionne turned around the dysfunctional Fiat and Chrysler, merging them into the world's seventh-largest carmaker, Fiat Chrysler Automobiles, almost by personal force of will, living on a corporate jet crossing the Atlantic to push employees to accomplish what most people thought was impossible amid a devastating global recession.

Marchionne, who was born in Italy and emigrated to Canada at age 14, had revived Fiat by 2009 when he was picked by the U.S. government to save U.S.-based Chrysler from its trip through bankruptcy protection after being owned by a private equity company.

"It's highly unlikely that Chrysler would exist today had he not taken that gamble," said Autotrader.com analyst Michelle Krebs. "The company was in such bad shape, being stripped of any kind of resources by the previous owners."

Marchionne met most of his goals, even though at times he was doubted by nearly everyone in the automobile business. But he didn't live long enough to complete his last two: personally hand over the reins of Fiat Chrysler to a hand-picked protege and lay out plans for transforming supercar maker Ferrari.

The manager, known for his folksy, colorful turns of phrase and for his dark cashmere

sweaters no matter the occasion, was the darling of the automotive analyst community. Even when expressing doubts at his audacious targets, they showed admiration for his adept deal-making.

That included getting General Motors to pay \$2 billion to sever ties with Fiat, key to relaunching the long-struggling Italian brand, and the deal with the U.S. government to take Chrysler without a penny down in exchange for Fiat's small-car technology.

Marchionne joined Fiat after being tapped by the Agnelli family to save the company. Fiat had for generations been a family-run enterprise and having someone at the helm from outside Italy's clubby management circles – even a dynamo like Marchionne – was an enormous change.

Other key corporate moves included the spinoff of the heavy industrial vehicle and truck maker CNH and of the Ferrari supercar maker. Both deals unlocked considerable shareholder value for Agnelli family heirs led by Elkann.

Elkann, 42, came into his own under Marchionne's stewardship, taking over as chairman in 2010 having been tapped more than a decade earlier by his grandfather, the late Gianni Agnelli, to run the family business.

As Marchionne's health failed following surgery, a clearly emotional Elkann delivered what amounted to an impromptu eulogy and message of gratitude to a man he called his mentor.

"He taught us to think differently and to have the courage to change, often in unconventional ways, always acting with a sense of responsibility for the companies and their people," Elkann said over the weekend.

"He taught us that the only



Marchionne revealing investments at Sterling Heights Stamping in 2016.

question that's worth asking oneself at the end of every day is whether we have been able to change something for the better, whether we have been able to make a difference."

It was Marchionne's success in turning around a pair of Swiss businesses that drew the attention of the Agnelli family. He joined Fiat's board in May 2003, four months after the death of Fiat scion Gianni Agnelli. He became CEO in June 2004, after the death of Gianni Agnelli's brother, Umberto, Fiat's chairman, left a family void in the company.

As an outsider, Marchionne was unfettered by local loyalties and he set about cutting jobs and expenses, slimming management ranks and increasing shareholder value along the way. He brought in other outsiders to key positions and relaunched the iconic

500, which became one of the Fiat's calling cards and a sign of rebirth as it expanded abroad.

While he started small with limited industrial alliances, his ambitions soon grew. The bankruptcy of Chrysler gave him the opportunity to create a global car company with brands including Jeep, Ram, Alfa Romeo, Ferrari and Maserati that he envisioned would grow to 6 million cars a year.

A global economic crisis that bottomed out car sales in key U.S. and European markets prevented him from reaching that goal, but his industrial vision never faltered.

His most quoted presentation to analysts, titled, "Confessions of a Capital Junkie," argued that consolidation was inevitable in the investment-heavy car industry.

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NAIAS Scheduled for Switch To Early Summer in 2020

CONTINUED FROM PAGE 1

than a century. With this, auto-makers are seeking out increasingly creative ways to debut vehicles and engage with consumers. Plans have been under way for over a year as NAIAS stands ready to “embrace this evolution with its move to June and provide a fresh international platform for hundreds of brands to highlight their innovations,” said Muncey.

The reimagined show will undergo an evolution that will take it from inside Cobo Center to a canvas of unlimited brand activation and engagement opportunities – a canvas only limited by exhibitor creativity and imagination, Muncey said.

While the successful foundation of the show inside Cobo Center will continue with vehicles and innovative mobility technologies being showcased, transformation plans call for “growth in both branding and event opportunities at multiple venues throughout Detroit – and, perhaps, beyond,” said Muncey.

Hosting the show in June sets the stage for exhibitors to conduct dynamic outdoor experiential brand activations, immersing and engaging the media and consumers in memorable product experiences, Muncey said. A sampling of outdoor experiential activities might include Dynamic Vehicle Debuts, Ride-and-Drives, It’s envisioned that activation sites will be located throughout downtown Detroit, including at some of the city’s jewels, such as Hart Plaza, Detroit RiverWalk, Campus Martius, Woodward Avenue and Grand Circus Park, Muncey said.

Activation spots might even extend beyond the downtown area to historic automotive locations or state parks such as Belle Isle.

“The potential to create a month long automotive festival in Detroit starting with the Detroit Grand Prix, going through our show and concluding with the nationally-celebrated fireworks on the river, will provide an unmatched festival-like experience for all attendees,” said Al-berts.

The move to June will translate into substantial cost savings for exhibitors. By eliminating November, December and January holidays from the move-in equation, exhibitors will see reduced overtime labor costs for builds, Muncey said.

Additionally, the show will have a shorter move-in schedule of three weeks, significantly reduced from the current eight weeks on average it takes for move-in.

With a reduced build time, said Muncey, exhibit builds will be simplified and less custom-built for Detroit, providing numerous cost savings as well.

This past January, NAIAS attracted well over three-quarters of a million people to the city and generated an economic impact of \$480M (according to David Sowerby, CFA, managing director and portfolio manager at Ancora) to the region.

“June provides us with exciting new opportunities that January just didn’t afford,” added Al-berts. “We strongly believe we can continue to deliver a significant economic impact for our great city, and offer an event unlike anything anyone has ever experienced.”

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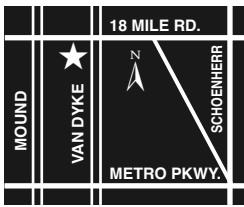


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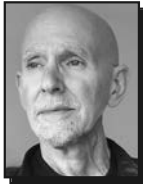


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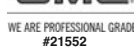
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