

New Silverado Boasts 'Turbo Plus' Power, Fuel Economy

Thanks to modern engine technology, pickup truck owners don't have to sacrifice power in the name of efficiency, according to GM spokesman Mike Ofiara.

The new 2019 Chevrolet Silverado 1500 with the technological advanced 2.7L Turbo offers full-size truck customers a capable and efficient choice with an

EPA-estimated fuel economy of 20 mpg city/23 mpg highway in rear-wheel-drive models, said Ofiara.

To achieve both better per-

formance and overall efficiency, engineers made smart choices with engine technologies, advanced manufacturing and the use of mixed materials, Ofiara

said. The base curb weight of the 2019 Chevrolet Silverado with the 2.7L Turbo is 380 pounds less

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FCA Employees 'Remodel Lives One Neighborhood at a Time'

by Jim Stickford

It's about saving Detroit, one neighborhood at a time.

That's why more than 1,500 FCA employees and FCA supplier employees volunteered a week of their time in October to help clean up the community around Central High School in Detroit.

Bill Campbell, a partner with the FCA Tier 1 supplier Bright Star, said that this is the fifth year in a row that FCA has been helping out the Detroit-based charity Life Remodeled clean up neighborhoods in the city.

The organization's Web site describes its mission as existing "to bridge people across divides to help transform each other's lives - investing approximately \$5 million in cash, labor and materials into one Detroit neighborhood each year. Projects are determined by the community's needs and vision, and we assist in three areas: Remodeling a community asset, repairing owner-occupied homes, and mobilizing 10,000

volunteers to beautify 300 city blocks in six days. Throughout the process of unifying for a common mission, participants begin to realize how much they respect and need each other, which is a catalyst for long-term relationships and partnerships."

"I really like their motto - 'remodeling lives, one neighborhood at a time,'" Campbell said. "When we worked with the group for the first time four years ago, FCA sent about 250 volunteers. Every year that number has grown, so now in our fifth year we'll see about 1,750 people donating their time."

The volunteers spend the week of Oct. 1-5 clearing out brush and boarding up abandoned houses, Campbell said.

Volunteer Brad Boundy, a quality engineer at FCA said this is important for a couple of reasons.

"What we're doing is really clearing a path for the children



FCA volunteers helped board up houses and clear foliage as part of an effort to improve local neighborhoods.

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Lutz: Ride-Hailing Will Not Replace Vehicle Ownership

by Jim Stickford

NADA President Wes Lutz has challenged the media to be more skeptical of claims made about the future of the auto and transportation industries.

The National Automobile Dealers Association leader offered the challenge in a speech to the Automotive Press Association at the Detroit Athletic Club Oct. 9.

Lutz said that as the owner of an FCA dealership in Jackson, Mich., he's made some observations about what's said about the future and what he's observed.

"I really respect the automotive press," Lutz said. "I really do. But I do want you people to demand proof when reporting about what companies say about the future of the industry."

He challenged media narratives suggesting that ride-hailing will replace personal vehicle ownership, that self-driving vehi-

cles will be immeasurably safer than human drivers, and that dealers are reluctant to sell electric vehicles.

"Each one of these narratives might sound right," Lutz said. "But the truth is that each one is built on false or unproven pretenses. And these narratives are put out there by stakeholders that have an obvious incentive for them to be true - even if they aren't."

Lutz said that one of the biggest false narratives is that ride-hailing services like Uber and Lyft are less expensive than personal vehicle ownership. Yet in August, the AAA Foundation for Traffic Safety released a study finding that the cost of relying on ride-hailing services as a primary mode of transportation in 20 of the biggest metro areas in the U.S. was, at minimum, more than twice as much as the cost of owning a personal vehicle.



Lutz asked the media to question 'hype' about the industry's future.

"I have to tell you, I think this was one of the biggest auto industry stories of 2018," Lutz said. "Why? Because it disproves one of the central pillars holding up the argument that people are go-

ing to stop buying cars, which is that it's cheaper to use ride-hailing services. But this study shows exactly the opposite of

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Ford to Use 'Miracle Material' To Reduce Noise and Weight

It's in cell phones and even some sporting goods - and soon, for the first time in automotive, it will be under the hood in Ford vehicles.

Ford Motor Company revealed that the company is using graphene - a two-dimensional nanomaterial - in vehicle parts, timely with National Nanotechnology Day on Oct. 9, said Ford spokesman John Cangany.

Graphene has recently generated the enthusiasm and excite-

ment in the automotive industry for paint, polymer and battery applications, Cangany said.

Dubbed a "miracle material" by some engineers, graphene is 200 times stronger than steel and one of the most conductive materials in the world, Cangany said.

It's a great sound barrier and is extremely thin and flexible, said Cangany. Graphene is not eco-

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Special STEM Day Event Set at OCC

Sure, making pancakes with a 3D printer and assembling Snap Circuits kits into electronics sounds like fun, but wouldn't it be cool to know the mechanics behind making those pancakes or how those kits come to life from parts and pieces?

A daylong STEM QUEST event on Saturday, Nov. 10, at Oakland Community College's Auburn Hills Campus, 2900 Featherstone Road, will provide answers to these questions and more, said Jane Parikh, Michigan Crossroads Council of the Boy Scouts of America Public Relations manager. The event, open to Scouts and non-Scouts, will let young people interact with staff from businesses and organizations such as Legoland, Magformers and the Michigan Science Center.

Kevin M. Bratton, Ph.D., dean of social sciences and human services at OCC, said the college's collaboration with the Boy Scouts was driven by the need to expose more young people to fields in science, technology, engineering and mathematics. In addition, Magformers will demonstrate principles of conceptual geometry using materials other than paper, pens and calculators.

Participants will get hands-on training in STEM areas such as building cars for a Lego Pinewood Derby, using pieces of fruit to learn how parts of coding communicate with each other, and seeing what underwater robotics is all about.

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Graphene, looking here like a stick of gum, withstands 1,500 pounds.

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2019 Chevrolet Silverado – 2.7L Turbo



2019 Chevrolet Silverado – TrailBoss 2.7L Turbo

Oakland County Honored for Finance Report

Oakland County has won the Award of Excellence for its 2017 Popular Annual Financial Report (PAFR) from the Government Finance Officers Association of the United States and Canada (GFOA) for the 21st year in a row.

The PAFR summarizes for taxpayers how the county spends their money. It is one of the ways the county's administration works to make county government more transparent and accessible to residents, said Oakland County spokesman Bill Mullan.

"Oakland County's fiscal services team is terrific," County Executive L. Brooks Patterson said. "Their outstanding performance, evidenced by these awards, is indicative of the culture of excellence at Oakland County."

The GFOA gives the PAFR award based on reader appeal, understandability, creativity, and overall quality and usefulness of the report, among others, Mullan said.

New Silverado Boasts More Power as Well as Efficiency

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than the current Silverado with the 4.3L V6, despite having more interior room and cargo space.

"The new Silverado 2.7L Turbo delivers impressive performance and fuel efficiency," said Tim Asoklis, Silverado chief engineer. "It's fun to drive every day – quick from the start, and pulling hard under acceleration. With up to 23 mpg on the highway, the truck is efficient while still offering plenty of capability to tackle weekend projects and trips to the lake."

Standard on LT and RST trims, the 2.7L engine offers 14 percent more torque and 13 percent better city fuel economy and it is more than a full second quicker 0-60 mph than the 4.3L V6 it replaces. The Silverado city fuel economy, said Ofiara, also exceeds the standard 3.3L V6 engine offering in the Ford F-150 XLT (EPA-estimated 19 mpg city) and matches that of the Ram 1500 3.6L V6 mild hybrid (EPA-estimated 20 mpg city).

And it's important to remember that the new Silverado also deliv-

ers the largest cargo volume of any full-size truck on the market, so customers don't have to sacrifice space for efficiency, Asoklis said. They'll also enjoy Silverado's full-size truck capability and durability. The new 2.7L Turbo engine delivers an SAE-certified 310 horsepower and 348 lb.-ft. of torque, exceeding Ford's 3.3L V6 and Ram's 3.6L V6 mild hybrid by 31 percent and 29 percent, respectively.

The Silverado 2.7L Turbo reaches its peak torque more quickly than Ford or Ram engines in the segment and delivers it from 1,500 to 4,000 rpm, Ofiara said.

Customers will feel that power as the truck can accelerate from 0-60 mph in 6.8 seconds. Its max towing capacity is 7,200 pounds

and there is a 2,280-pound max payload.

Asoklis said that the new 2.7L Turbo was originally developed from the outset as a truck engine and was always meant to integrate many different innovative technologies to support engine performance and efficiency, including:

- An innovative double overhead cam valvetrain that enables high- and low-lift valve profiles, continuously variable valve timing and Active Fuel Management (cylinder deactivation).
- A dual-volute turbocharger housing for improved throttle response, low-speed torque and virtually no turbo lag.
- Chevrolet's first application of Active Thermal Manage-

ment, which uses targeted engine heating and cooling across the entire powertrain system to create optimal conditions for optimal fuel economy and recover otherwise wasted exhaust heat for faster engine and transmission warmup.

Stop/start technology that automatically stops the engine in stop-and-go traffic for fuel efficiency. The engine was subjected to months of nonstop testing to simulate a lifetime of maximum hot and cold cycles, Ofiara said. This, he said, is in addition to more than 475,000 validation tests and 1 million miles of real-world testing to deliver durability and performance.

Construction on I-696 Has Begun Again

It's been a mixed bag in terms of road construction around the GM Tech Center in Warren, with construction on Hoover between 13 Mile and I-696 proceeding according to schedule and work on I-696 being delayed because of labor issues.

Back in April, Environmental Compliance Engineer for the city of Warren Tina Gapshes said that the city would be repairing Hoover Road and that it will be completely repaved between 13 Mile and 11 Mile.

The work officially started on April 23, Gapshes said. The open-to-traffic date was Sept. 30, with all work, including landscaping completed by Nov. 4.

Workers were able to meet that

schedule. Hoover road work was all work, including landscaping completed by Nov. 4.

Workers were able to meet that schedule. Hoover road work was completed in mid-September, and landscaping began in early October. Traffic on Hoover has returned to normal, Gapshes said.

That's the good news. But...

Labor disputes between workers and contractors halted construction of Michigan road construction projects, including I-696, in September.

The Associated Press reported on the standoff between the Michigan Infrastructure and Transportation Association – which represents contractors – and the Operating Engineers 324 labor union.

In early September, about 50 contractors exercised what they call a "defensive lockout" of between 1,000 and 2,000 unionized workers three weeks ago, more than three months after the expiration of their contract.

The union calls it an "involuntary layoff." Michigan Gov. Rick Snyder, worried that the dispute would keep projects from being completed by the winter, warned both sides of unspecified conse-

quences due to their "failure to make progress." One option considered was activating the Michigan National Guard, AP reported.

On Sept. 27, the Michigan Department of Transportation (MDOT) issued a press release stating that "work will begin on Michigan's road projects immediately now that the contractors' association and operating engineers' union agreed to continue working without a contract through the 2018 construction season."

On Oct. 10, MDOT, in a press release, declared, "Our contractors have returned and are diligently working to have both eastbound and westbound lanes on I-696, along with all ramps, open to traffic before winter hits.

"The schedule will continue to be managed with an eye on weather, which will be the determining factor in whether all work is completed this year or lanes and ramps are temporarily reopened until they can be permanently completed in the Spring of 2019. Additional details will be shared as they become available. We appreciate your patience."

MDOT went on to declare that construction will continue as long as weather permits.

Freezing conditions reduce road construction time in states like Michigan where cold weather can affect construction as well.

The water and solvents in paint can freeze, which slows down the curing process. All equipment needs to be winterized by using lubricants designed to withstand icy temperatures. MDOT went on to explain that concrete and bricks can both become weakened when ice crystals form.

MDOT spokeswoman Diane Cross told *The Detroit News* that no matter what happens, east and westbound I-696 and all the ramps will be open by winter. The question is whether the fixes will be permanent or not.

For example, crews may have to put down asphalt now instead of pouring permanent concrete. In that case, next spring, they'd have to tear up the asphalt and then put down concrete, Cross said.



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The first 2019 Challenger SRT Hellcat Redeye comes off the line.

Fans of Demon-Powered Cars Do Not Have Long to Wait

Some say it's a Demon-possessed 2019 Dodge Challenger SRT Hellcat Redeye that has come to life, said FCA spokesman Dan Reid. And they're just about here.

The 2019 Dodge Challenger SRT Hellcat Redeye models are now rolling off the line as production of the 797-horsepower muscle car started Oct. 2 at the FCA US Brampton Assembly Plant (Ontario, Canada).

At its heart is the supercharged 6.2-liter Hemi high-output V8 engine, derived from the record-setting 2018 Challenger SRT Demon and rated at 797 horsepower and 707 lb.-ft. of torque, making the Challenger SRT Hellcat Redeye the most powerful, quickest and fastest muscle car, Reid said. Unmatched performance includes 0-60 mph acceleration in 3.4 seconds, a ¼-mile elapsed time of 10.8 seconds at 131 mph and a top speed of 203 mph.

All 2019 Challenger SRT Hellcat models feature a new fully functional, dual-snorkel hood that pays homage to the distinctive Dodge design themes from some of its most famous muscle cars, Reid said.

The new Challenger SRT Hellcat Redeye receives new badging, including a sinister red eye featured on the Hellcat fender badges, instrument panel, key fobs and supercharger housing. Inside, the performance interior features a new 220-mph red speedometer and Redeye logo splash screen.

2019 Dodge Challenger SRT Hellcat Redeye models will start arriving at Dodge/SRT dealerships this fall, Reid said. They are a part of Dodge/SRT's complete lineup of performance vehicles that stand out in their own segments.

"Dodge is America's mainstream performance brand and SRT is positioned as the ultimate

performance halo of the Dodge brand, together creating a complete and balanced performance brand with one vision and one voice," Reid said.

For more than 100 years, the Dodge brand has carried on the spirit of brothers John and Horace Dodge, who founded the brand in 1914.

Their influence continues today, Reid said.

New for 2019, the Dodge Challenger SRT Hellcat Redeye "is possessed by the Demon," he said. Its 797-horsepower supercharged Hemi high-output engine makes it, he said, the most powerful, quickest and fastest muscle car reaching 0-60 mph in 3.4 seconds and the fastest GT production car with a ¼-mile elapsed time (ET) of 10.8 seconds at 131 mph.

It also reaches a new top speed of 203 mph. Joining the Challenger SRT Hellcat Redeye is the 2019 Dodge Challenger SRT Hellcat with its more powerful 717-horsepower engine, the Challenger R/T Scat Pack Widebody, which features fender flares from the SRT Hellcat Widebody and adds 3.5 inches of width to Scat Pack's footprint, as well as the new Challenger R/T Scat Pack 1320.

Infused with exclusive drag strip technology from the iconic Dodge Challenger SRT Demon, the Challenger R/T Scat Pack 1320 is a drag-oriented, street-legal muscle car and a blank canvas for the serious grassroots drag racer, Reid said.

The 2019 Dodge Durango SRT, America's fastest, most powerful and most capable three-row SUV with a best-in-class tow rating of 8,700 lbs., said Reid, fills out the brand's performance lineup.

These performance models join a 2019 brand lineup that includes the Durango, Grand Caravan, Journey, Charger and Challenger.

FCA Volunteers Clean Up Neighborhood

CONTINUED FROM PAGE 1

so they can walk to school in safety," Boundy said. "Clearing overgrown areas makes it easier to see, and boarding up houses removes temptation from children. You know how kids like to go exploring. But some of these houses aren't safe to walk around in, and sometimes people are hiding out there."

David Rygulski and Jack McCleish are engineers for FCA and McCleish was one of three coordinators who supervised volunteers.

Rygulski said that by having so many volunteers give their time, they've been able to have a real impact on the neighborhood. He is not alone in his belief.

"I have to say that after volunteering for the past few years, it's really nice to see improvements in the city, and not just in downtown, but in the neighborhoods," McCleish said. "I'm proud to be part of this effort."

David Madurski said that getting the work done in a week wasn't easy, given the amount of rain that fell on the first day.

"It really came down," Madurski said. "On Monday, Oct. 1, we were able to board up about 37 houses. The goal is to do 500 houses in a week, so Monday put us behind."

"On Tuesday, Oct. 2, we were able to do 137 homes, which just shows how the rain affected everything."

Matt Spillane, a graphics illus-



From left, Rygulski and McCleish help board up abandoned homes.

trator for FCA, said when clearing out one of the homes, they found an abandoned dog.

"We learned that the dog's original owner didn't want the animal, so one of the volunteers decided to adopt it," Spillane

said. "I didn't catch his name, but I heard that he has a farm up north and will take the dog there. And yes, I know how that sounds, but this is a legitimate rescue. It's nice to be a part of something like that."

State Gas Prices See a Slight Increase

DEARBORN, Mich. (AP) – AAA Michigan says average gas prices statewide are up nearly 2 cents in the past week to about \$3 per gallon.

The Dearborn-based auto club said that, as of Oct. 8, the average price for self-serve regular unleaded gasoline is about 58 cents more than at the same point last year.

Michigan's lowest average price was about \$2.96 per gal-

lon in the Traverse City area.

The highest reported price of gasoline was in the Marquette area for the third consecutive week at about \$3.06 a gallon.

The Detroit-area's average was about \$2.98 per gallon, up about 1 cent from the week before.

AAA Michigan gets its figures by surveying daily fuel prices at 2,800 gas stations across the state.

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Ford Testing New Super Strong Materials

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nominally viable for all applications, but Ford, in collaboration with Eagle Industries and XG Sciences, has found a way to use small amounts in fuel rail covers, pump covers and front engine covers to maximize its benefits.

"The breakthrough here is not in the material, but in how we are using it," said Debbie Mielewski, Ford senior technical leader, sustainability and emerging materials.

"We are able to use a very small amount, less than a half percent, to help us achieve significant enhancements in durability, sound resistance and weight reduction – applications that others have not focused on."

Graphene was first isolated in 2004, but application breakthroughs are relatively new.

The first experiment to isolate graphene was done by using pencil lead, which contains graphite,

and a piece of tape, using the tape to pull off layers of graphite to create a material that is a single layer thick – graphene, Cangany said.

This experiment won a Nobel Prize in 2010.

In 2014, Ford began working with suppliers to study the material and how to use it in running trials with auto parts such as fuel rail covers, pump covers and front engine covers.

Generally, attempting to reduce noise inside vehicle cabins means adding more material and weight to the car or truck, but with graphene, it's the opposite, Cangany said.

"A small amount of graphene goes a long way, and in this case, it has a significant effect on sound absorption qualities," said John Bull, president of Eagle Industries.

The graphene is mixed with foam constituents, and tests done by Ford and suppliers has

shown about a 17 percent reduction in noise, a 20 percent improvement in mechanical properties and a 30 percent improvement in heat endurance properties, compared with that of the foam used without graphene.

"We are excited about the performance benefits our products are able to provide to Ford and Eagle Industries," said Philip Rose, XG Sciences' chief executive officer.

"Working with early adopters such as Ford Motor Company demonstrates the potential for graphene in multiple applications, and we look forward to extending our collaboration into other materials, and enabling further performance improvements."

Graphene is expected to go into production by year-end on more than ten under-hood components on the Ford F-150 and Mustang – and, eventually, other Ford vehicles.



The new Ford SUV Interceptor will arrive by model year 2020.

Ford's New Police SUV Boasts Top Power, Speed

While it's not the Batmobile, a sport utility from Ford is the best-selling cop car in America – and now it's the best accelerating and fastest police vehicle in America, according to preliminary test data from the Michigan State Police.

This year, the test revealed, Ford bested all entries, including V8-equipped sedans, with its EcoBoost-powered all-wheel-drive version of the new 2020 Police Interceptor Utility, posting fastest 0-60 mph and 0-100 mph times, as well as fastest lap and fastest average lap.

The standard hybrid 2020 Police Interceptor Utility also beat all competitive SUV entries, including V8-equipped models, with the fastest 0-100 mph, fastest lap and fastest average lap – making good on Ford's promise to deliver a hybrid Police Interceptor that outperforms today's 3.7-liter V6 model with all-wheel drive.

Stephen Tyler, police brand marketing manager for Ford, said America's law enforcement agencies previously have had to choose either fuel efficiency or all-out performance, but the new vehicle offers both.

"The all-new 2020 Police Interceptor Utility offers significant potential fuel savings with no trade-offs in safety, passenger or cargo space – on top of bringing improved performance," Tyler said.

While fuel economy certification isn't complete, the Police Interceptor Utility hybrid is expected to have a projected EPA-estimated combined label of at least 24 mpg – approximately 40 percent improvement over the current 3.7-liter V6. Actual mileage will vary. Final EPA-estimated ratings not yet available.

Anticipated fuel economy gains, combined with expected fuel savings from reduced engine idling time, are expected to help save law enforcement customers an estimated \$3,500 per vehicle in yearly fuel bills versus the current Police Interceptor Utility.

If one applied these savings to every Ford Police Interceptor Utility sold in 2017, it would equate to more than \$126 million at \$2.93 a gallon, or more than 43 million gallons of fuel, Tyler said.

The EcoBoost hybrid provides a one-two knockout to help fight crime. In addition to turning in the fastest times, the EcoBoost Police Interceptor Utility clocked in with the highest top speed – 150 mph in Michigan State Police evaluations, marking the first time an SUV was the overall quickest and fastest police vehicle. The hybrid version turned in a top speed of 137 mph, also besting competitive SUV entries, including those equipped with V8 engines.

Along with offering police agencies standard hybrid technology and standard all-wheel drive with no trade-offs in safety, passenger or cargo space, said Tyler, the all-new 2020 Police Interceptor Utility brings improved

horsepower, torque, acceleration and top speed versus today's 3.7-liter V6 model.

"Its quickness and top speed suggests a bright future for Ford performance hybrids," Tyler said.

Because law enforcement use entails extensive engine idling to power lighting, radios, computers and other on-board electrical equipment, a hybrid powertrain is ideal for police departments, Tyler said. The hybrid allows the gas engine to shut off, powering electrical equipment from its lithium-ion battery, with the gas engine running intermittently to charge the battery.

Sales of the Ford Police Interceptor Utility have risen 5 percent in 2018, building on five straight years of sales growth.

The Police Interceptor Utility also adds more than \$2,000 in now standard equipment for 2020, including a built-in Ford modem with two years of complimentary Ford Telematics service, Bluetooth pass-through voice commands to help officers keep their hands on the wheel and eyes on the road, LED high- and low-beam headlamps with integrated wig-wag capability, four programmable steering wheel switches, Class III trailer-tow bar for up to 5,000 pounds of towing capability and more.

The new 2020 Ford Police Interceptor Utility is available to order now, with shipments to customers beginning in the summer of 2019.

STEM Day Event Set for OCC In November

CONTINUED FROM PAGE 1

"With the economy growing at one of the fastest rates of all time, employers are lacking highly skilled workers," Bratton said. "OCC and the Scouts are partnering together to produce an event that introduces students to STEM disciplines as well as to the college's high-tech programs, where students can develop their skills and earn a degree or certificate for successful entry into the workforce."

"We were very intentional in making sure that each activity offered will give our participants hands-on learning under the direction of experts in their fields," said Eric Suender, STEM executive with the Michigan Crossroads Council of the Boy Scouts of America.

The activities will begin at 8:30 a.m. and conclude at 3:30 p.m. Suender said participants should bring a sack lunch or snacks and water if they plan to stay for the entire day. The cost of STEM QUEST is \$10 per person. To register, visit the Michigan Crossroads Council website. For additional information, contact Suender at Eric.Suender@scouting.org or call 517-885-3618.

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Meeting 2: 11:30 a.m. - 12:20 p.m. (lunch included)

Location: Courtyard by Marriott Detroit Warren
(30190 Van Dyke Ave., Warren, MI 48093)

TUESDAY, OCT. 23, 2018

Meeting 1: 7:00 - 7:50 a.m. (breakfast included)

Meeting 2: 11:30 a.m. - 12:20 p.m. (lunch included)

Location: Detroit Marriott at the Renaissance Center
(400 Renaissance Dr., Detroit, MI 48243)

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Pritchett Enjoys Victory at NHRA Stock Showdown

Leah Pritchett clinched the 2018 NHRA Factory Stock Showdown championship on Oct. 7 in her Mopar Dodge Challenger Drag Pak at the AAA Texas NHRA Fall Nationals near Dallas, racing to her third consecutive win of the season and earning her first championship in her first full year in the class.

The NHRA Factory Stock Showdown title is the third for Don Schumacher Racing (DSR) driver Pritchett, who also captured 2000-2001 Jr. Dragster Division 7 championships and the 2010 NHRA Hot Rod Heritage Racing Series Championship in the Nostalgia Funny Car class.

Pritchett's event win at Dallas was the fifth in the seven-event NHRA Factory Stock Showdown season for the Mopar Dodge Challenger Drag Pak, the brand's modern-day "package" car, and also the fifth in a row for a Mopar Dodge Drag Pak driver. The crown was the second earned in less than a month by a Mopar Dodge Challenger Drag Pak driver, following the championship claimed by Geoff Turk in the National Muscle Car Association (NMCA) Factory Super Cars class on Sept. 23.

Pritchett entered competition at the Texas Motorplex facility coming off victories at the NHRA U.S. Nationals in early September and at the NHRA Midwest Nationals two weeks ago, where she became the first NHRA driver in the Factory Stock Showdown class to make a pass in the seven-second range. She qualified No. 10 and posted her quickest pass of the weekend, an 8.079-second elapsed time (ET) at 169.64 mph, to defeat Aaron Stanfield in the opening round of eliminations on Oct. 7.

After advancing past Randy Taylor in the quarterfinals, Pritchett moved on to a dramatic semifinals grouping that also featured co-points leaders Stephen Bell and Arthur Kohn, with Pritchett trailing each by a single point. She squared off against Bell with her season on the line, leaving first with a clutch .038-second reaction time and recording a winning 8.107/169.00 mark.

Kohn was up next, needing to win his semifinals match against Kevin Skinner to extend the championship battle to the final round. Skinner took the win, crowning Pritchett as the 2018 NHRA Factory Stock Showdown Champion. She would add the cherry on top by taking out No. 1 qualifier Skinner in the final with an arrow-straight 8.106/169.02 pass down the track to earn her third consecutive win.

Trouble with Its Hybrid Forces Toyota Recall

TOKYO (AP) - Toyota Motor Corp. says it has issued a recall for 2.43 million hybrid vehicles in Japan and elsewhere for potential problems with stalling.

The company said Oct. 5 that in rare cases the vehicles might fail to enter a "failsafe" driving mode, lose power and stall. Power steering and braking would still work but a stall at a fast speed could increase risks of a crash.

The recall applies to some Toyota Prius and Auris hybrids made from October 2008 through November 2014. The vehicles were involved in an earlier recall that did not fix the previously unanticipated problem that is being addressed now, the company said in a statement.

Toyota said it would update the software of the vehicles to remedy the problem for free.

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Lutz: Press Should Be More Skeptical of Automotive 'Hype'

CONTINUED FROM PAGE 1

what we are being force-fed. It shows that ride-hailing is substantially more expensive than personal ownership, even of a new car.

"And if Uber and Lyft are dramatically more expensive than personal vehicle ownership, then people aren't going to stop buying cars, and the auto industry isn't doomed," Lutz said.

"Instead, people are going to continue doing exactly what they're doing now: Owning a car or truck for day-in and day-out personal transportation, and using ride-hailing services when it makes more sense than driving. That's not a revolution. That's an evolution."

Lutz said the AAA August study stated that after looking at a quarter-of-a-million economy-level, single-rider, ride-hailing trips in 20 U.S. urban areas, AAA found that the average cost of relying on these services as a primary mode of transportation was \$20,118.

In comparison, the average annual cost to own and operate a new vehicle in these same urban areas was \$10,049. That includes fuel, maintenance, repairs, insurance, licensing/registration/taxes, depreciation and loan interest, over an average of 10,841 miles a year.

Similarly, Lutz said that the case for autonomous vehicles is built upon the premise that self-driving vehicles will be safer than humans.

"The conventional wisdom that has taken hold is that humans aren't good drivers," Lutz said. "But the reality is that humans are phenomenally good drivers."

"Yes, there were 37,000 fatalities on the roads last year. But

Americans drove more than 3.2 trillion miles. That means nearly 90 million are driven in the U.S. for every motor vehicle death. That's 342 years of driving – 24 hours a day, 7 days a week, 52 weeks a year – between traffic deaths.

"Here are the questions you should be asking automakers, regulators, and safety advocates right now: What technologies are coming online in the next five years that will reduce driving fatalities, and that don't involve removing steering wheels, and brake pedals, and humans?"

Lastly, Lutz refuted the narrative that franchised dealers aren't enthusiastic about selling EVs by questioning the assumption that dealers stand to lose out on service revenue.

"First, let me make it abundantly clear: I want to sell anything my customers want to buy. Period," Lutz said.

"If there's demand for it, I want it in my showroom. In fact, there is nothing I would want to do more than sell every American a new electric vehicle.

"And NADA is not aware of a single study or data set out there that can substantiate the theory that EVs require less maintenance over the long term. And that's because there just aren't enough real-world EV miles out there to study, let alone draw any meaningful conclusions from."

Lutz said the idea that dealers won't sell EVs because they would lose money on their service revenue streams is absurd.

"The story goes, the drivetrains are mechanically simple, have far fewer moving parts and fewer parts to replace, they have no transmissions, and they don't need oil changes," Lutz said.

"I'll take these one at a time. First off, I don't make money on



Lutz took questions from reporters after his speech to the media about ride sharing and autonomous vehicles.

oil changes. And these days, vehicle are going 7,500 miles between oil changes anyway. Try to make money selling \$30 oil changes that cost \$40 in goods, labor and overhead. Unfortunately, you can't make that up in volume.

"Second, insofar as it is meaningful to my bottom line, I haven't made my living on engine or transmission work on vehicles I've sold new in more than a decade, and neither has any other franchised dealer.

"You know where I make my service revenue?"

"Tires. Brakes. Suspensions. Alignments, electrical systems. And the last time I checked, you know what EVs have? Tires. Brakes. Suspensions. Steering

systems. And electrical systems."

Lutz challenged the automotive press to be more skeptical and probative when reporting on these topics.

"I get it. You can't go to an automotive or a tech conference these days without hearing about the end of personal vehicle ownership. But I'm asking you: Question the hype, ask for proof, and find out what they're not telling you. The future will work itself out regardless. I just want us to be informed in the meantime."

On another subject, Lutz said that NADA officials have met with Chinese manufacturers, adding that they aren't ready just yet to enter the U.S. market, but when they do come, they will use

the U.S. franchise system, and NADA polls have shown that many dealers would like to work with Chinese OEMs.

Adding to that, Lutz said the idea of new auto tariffs was troubling and new tariffs could add up to \$7,000 in additional costs to cars.

"Tariffs would be devastating to consumers," Lutz said. "We at NADA think this is the wrong way to work the marketplace."

On the subject of consumer resistance to EVs, Lutz said the best-selling EVs are sedans, which now make up a smaller part of new car sales. He said that when OEMs start making EVs in more popular niche segments, then perhaps consumer resistance will decline.



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Lingenfelter Collection Helps Fight Against Breast Cancer

The Lingenfelter Collection of classic cars will be on display as part of a larger effort to help in the fight against breast cancer.

On Saturday, Oct. 27, the public will have a chance to browse a 40,000-square-foot showroom displaying 200 unique cars including Corvettes, muscle cars and exotics, said Lingenfelter spokesman Chris Morrisroe. Ken and Kristen Lingenfelter are opening the doors to their private Lingenfelter Collection – rated as one of the top car collections in the World – to raise money and awareness for programs of The Pink Fund.

The mission of The Pink Fund is to provide a 90-day non-medical financial bridge to breast cancer patients in active treatment, Morrisroe said. Expenses supported include health insurance premiums, housing, transportation and utilities. The Pink Fund helps to meet basic needs and decrease stress levels, helping breast cancer patients strengthen their fight to improve survivorship outcomes and quality of life.

“While fighting for their lives, men and women in treatment for

breast cancer often lose their livelihood,” said Molly McDonald, founder of The Pink Fund. “It is through the generosity of others, and wonderful fundraisers like the Lingenfelter Collection Open House, that The Pink Fund is able to provide financial support to help meet basic needs, decrease stress levels and allow breast cancer patients to focus on healing while improving survivorship outcomes.”

Guests attending the Open House will be able to support The Pink Fund by making a monetary donation at the door. In addition to viewing the collection, the afternoon includes:

- The First 200 guests through the door will receive a free Snap-on hat.
- A fishbowl raffle and door prizes.
- Guest portraits by a quick-sketch artist.
- A shot – for \$20 – to win a set of free Continental Tires.
- Poster signing by Ken Lingenfelter at 1:30 p.m. and 3:30 p.m.
- A start-up of the Enzo Ferrari at 3:15 p.m.

Cooper Standard Names Corrent As New VP

Cooper Standard has appointed Gabrielle Corrent to the position of vice president, strategy and M&A (mergers and acquisitions), effective Oct. 1.

Based in Novi, she will become a member of the global leadership team, reporting directly to Jeffrey Edwards, chairman and CEO, Cooper Standard, said Sharon S. Wenzl, Cooper Standard spokeswoman.



Gabrielle Corrent

Corrent is a strategic visionary with strong leadership skills gained through more than 15 years of financial and business partnership roles with Fortune 500 companies, Edwards said. In her new role, Corrent will lead Cooper Standard’s global business development initiatives including the identification of opportunities, due diligence processes, and all deal-related transition and integration activities.

“Gabrielle brings with her a proven track record of leadership around integrating acquisitions and leveraging profitability,” said Edwards. “It’s clear that she possesses the passion, energy and expertise to help Cooper Standard further execute its M&A strategy to further drive profitable growth.”

Prior to joining Cooper Standard, Corrent served as CFO, Global Automotive at Stanley Black & Decker, Inc. Co-located in Frankfurt, Germany, and Troy,

she served as a financial leader and strategic partner for the company’s \$1 billion global automotive business. Previously, she served the company as director of finance, Americas automotive and director of FP&A (financial planning and analysis), North America automotive.

From 2008 to 2013, she held roles of increasing responsibility at ANN Inc. in New York, most recently serving as director of corporate finance. She began her career at Ford Motor Co. in Dearborn, Mich., as an engineer and advanced through various roles of increasing responsibility.

Corrent earned a Bachelor of Science degree in engineering from the University of Michigan (UM) in Ann Arbor and a Master of Business Administration degree, with an emphasis on corporate finance and strategy, from UM’s Stephen M. Ross School of Business.

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27 MO. LEASE PRICE \$309* \$0 DOWN	27 MO. LEASE PRICE \$359* \$0 DOWN

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Stk. #18B1965

Was \$38,875 Sale Price **\$26,811**

GM EMPLOYEES	NON-GM EMPLOYEES
27 MO. LEASE PRICE \$285* \$999 DOWN	27 MO. LEASE PRICE \$339* \$999 DOWN
27 MO. LEASE PRICE \$325* \$0 DOWN	27 MO. LEASE PRICE \$379* \$0 DOWN

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- Hands Free Power Lift Gate
- Remote Start and Entry
- Lane Change Alert / Side Blind Zone Alert
- 7 Passenger Seating
- Rear Cross Traffic Alert
- LED Headlamps
- 20" Chrome Wheels
- Bose Audio System



Stk. #18B1323

Was \$50,890 Sale Price **\$37,730**

GM EMPLOYEES	NON-GM EMPLOYEES
36 MO. LEASE PRICE \$325* \$1499 DOWN	36 MO. LEASE PRICE \$379* \$1499 DOWN
36 MO. LEASE PRICE \$369* \$0 DOWN	36 MO. LEASE PRICE \$369* \$0 DOWN

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Stk. #T1021

Was \$29,095 Sale Price **\$23,993**

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- Color Touch Screen Radio
- Rear Vision Camera
- Keyless Start
- Apple Car Play
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Stk. #T2768

Was \$33,960 Sale Price **\$24,949**

24 MONTH LEASE **\$199*** \$999 DOWN

36 MONTH LEASE **\$235*** \$0 DOWN

WITH GM LEASE LOYALTY

NO SECURITY DEPOSIT REQUIRED. TAX, TITLE AND PLATES ARE EXTRA.

NEW 2018 GMC SIERRA DOUBLE CAB 4X4 SLE

- Aluminum Wheels
- Rear Back Up Camera
- 8" Touch Screen Radio
- Premium SLE Trim Package



Stk. #T2162

Was \$43,495 Sale Price **\$32,755**

24 MONTH LEASE **\$159*** \$999 DOWN

24 MONTH LEASE **\$199*** \$0 DOWN

WITH GM LEASE LOYALTY

NO SECURITY DEPOSIT REQUIRED. TAX, TITLE AND PLATES ARE EXTRA.

NEW 2019 GMC CANYON DENALI CREW CAB 4X4

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- Sliding Rear Window
- 8" Color Touchscreen with Rear Vision Camera
- Navigation System
- Bose Stereo System

SPRAY IN BED LINER INCLUDED



Stk. #T1103

24 MONTH LEASE **\$259*** \$999 DOWN

24 MONTH LEASE **\$299*** \$0 DOWN

WITH GM LEASE LOYALTY

NO SECURITY DEPOSIT REQUIRED. TAX, TITLE AND PLATES ARE EXTRA.

NEW 2018 GMC SIERRA SLT CREW CAB 4X4

- Bose Sound System
- Heated Leather Seats
- 20" Chrome Wheels
- Chrome Assist Steps
- HD Trailer Pkg.
- AND MUCH MUCH MORE!!!

SPRAY IN BED LINER INCLUDED



Stk. #T2759

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Sale Price **\$34,844**

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TAX, TITLE AND PLATES ARE EXTRA.

NEW 2018 GMC SIERRA CREW CAB DENALI 4X4

- Heated/Cooled Leather Seats
- BOSE Sound System
- Chrome Assist Steps
- Navigation System
- Enhanced Driver Alert Package

SPRAY IN BED LINER INCLUDED



Stk. #T2745

36 MONTH LEASE **\$399*** \$999 DOWN

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Faurecia Helps Community Food Drives

Auburn Hills-based Faurecia team members answered the call to make a difference in their communities across North America by exceeding the monetary and volunteering goals set for this year's Faurecia Unites with Employees for Local Service (FUELS) Food Drive, said Faurecia spokeswoman Misty Matthews.

During the 9th annual campaign, Faurecia and its team members surpassed their food goal by donating more than 1,188,000 meals to community food banks. Since the annual campaign kicked off in 2010, Faurecia teams have donated more than 7.6 million meals to their community food banks.

Team members from all 44 Faurecia sites across Mexico, Canada and the United States also came together to invest 4,160 hours in their local communities during September.

Faurecia is proud to evolve the FUELS program to better meet the needs of local communities by further growing the volunteer component of its annual campaign.

"Faurecia has a longstanding tradition of investing in the communities where we operate," said Kevin Lammers, president of Faurecia U.S.A. Holdings, Inc. "As a company, we believe that acting responsibly is key to ensuring the sustainable development of our community ecosystems for future generations. We have a responsibility to have a positive impact on society."

The annual FUELS Food Drive is a signature program in Faurecia's North America community outreach.

Faurecia seeks to support non-profit organizations doing important work in local communities in a number of ways, including: encouraging team members to volunteer, using skills-based volunteerism to drive impact, providing financial support for team-driven projects, and providing sponsorships and donations to local events and organizations, Lammers said. Faurecia supports work in several different areas including STEM education, youth and career development, ensuring access to basic needs, and promoting environmental sustainability.

Vermont to Use VW Settlement For EV Buses

MONTPELIER, Vt. (AP) - The Vermont Agency of Natural Resources is seeking proposals for a new electric school bus and transit bus pilot program.

The pilot program will be used to determine if the technology can be applied more broadly across Vermont.

Heidi Hales of the Agency's Air Quality and Climate Division says it's unclear how heavy-duty electric vehicle technology will perform in Vermont.

The results of the pilot program will be used to determine how the technology works in Vermont's cold climate with miles of dirt roads, and challenging terrain.

Funding for the program will come from a portion of the \$18.7 million Vermont received from the Volkswagen Environmental Mitigation Trust fund, which was created after VW was found to have cheated on motor vehicle emissions standards.

The request is to select a proposal for the administration and implementation of the pilot program and to facilitate coordination between all parties involved. Proposals are due Nov. 16.

GM Plant Honored by EPA for Green Power

General Motors' Arlington Assembly plant in Texas has earned a spot on the U.S. Environmental Protection Agency's National Top 100 List of the largest green power users.

The plant's No. 76 ranking in the Green Power Partnership recognizes GM's efforts to power all its global facilities with 100 percent renewable energy by 2050, said GM spokeswoman Jennifer Korail.

"Receiving this recognition from the EPA is a true honor for the men and women at Arlington Assembly and UAW Local 276," said Lamar Rucker, plant executive director at Arlington Assembly. "We take great pride in responsibly building world-class vehicles for our customers around the globe."

GM's Arlington Assembly will now run on 100 percent clean wind energy following the recent opening of the Cactus Flats Wind Farm, Korail said. The 148-megawatt facility based in Concho County operates in partnership with Southern Power and General Mills.

"Renewable energy is an important part of GM's vision for a zero emissions future," said Rob Threlkeld, global manager of Renewable Energy. "The EPA's support and recognition sends a strong message that transitioning to renewables is good for business and the environment, and helps make a greener grid and cleaner energy more accessible for everyone."

The energy sourced from Cactus Flats combined with power procured from the Los Mirasoles Wind Farm meets 100 percent of the electricity demand of 16 GM offices and facilities and more than 10,000 GM and GM sub-



Wind turbines power the GM Arlington, Texas, Assembly Plant.

idiary employees across Texas and the southeast U.S., Threlkeld said.

"The list of the largest users of green power across the nation is proof that good business practices can also benefit the environment," said James Critchfield, program manager of the EPA's Green Power Partnership.

"EPA applauds the leading organizations in the Green Power Partnership's Top Partner Rankings for their notable commitment to expanding their use of green power and protecting the environment."

Arlington Assembly has operated since 1954. It is currently the only GM facility in the world to produce GM's portfolio of full-size SUVs, including the award-winning Chevrolet Tahoe, Chevrolet Suburban, GMC Yukon, GMC Yukon XL and Cadillac Escalade.

The assembly plant is one of 74 GM facilities recognized by the EPA for achieving the ENERGY STAR Challenge for Industry

for reducing energy intensity by at least 10 percent within five years, Korail said. According to the EPA, the plant's green power use of more than 104 million kilowatt-hours is equivalent to the annual electricity use of nearly 10,000 average American homes.

A decades-long approach to sourcing renewable energy has resulted in millions of dollars in savings for the company and further reductions of its environmental footprint.

GM pledged to meet the electricity needs at all its global operations with renewable energy by 2050.

By the end of 2018, GM will be about 20 percent of the way there, Korail said.

In 2018, GM was the only automaker named to the Dow Jones Sustainability North American Index for the fourth consecutive year and the World Index for the second year.

The company shares best practices in renewable energy strategies with other companies and organizations so they too can reduce risk and energy costs, said Korail.

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Uber and Lyft Drivers Create Trouble

CORAL GABLES, Fla. (AP) – Cocoplum Circle, a scenic spot at the nexus of upscale neighborhoods, has been turned into a parking lot by Uber and Lyft drivers awaiting luxe fares, say walkers and joggers who are complaining about trash, cigarette butts, loud radio music and men peeing in the bushes.

A dozen SUV drivers tend to congregate every evening at the traffic circle – officially named Cartagena Circle. During the day drivers also use the circle, which has free parking ringed around two sections, as a hangout. Located in Coral Gables by the yacht-lined Gables Waterway and at the intersection of LeJeune Road, Old Cutler Road and Sunset Drive, it's a convenient point from which to answer calls from residents of Coconut Grove, South Miami and the gated Cocoplum development, where wealthy customers often order ride-share vehicles comparable in size to their houses.

UberBLACK or UberSUV fares in roomy, cushy Escalades or Suburbans run three times higher than those for UberPOOL or UberX Honda Civics or Kia Sorentos hailed by the proletariat

population. So it's worthwhile for the drivers to use Cocoplum Circle as their staging area.

But the busy circle is popular among people who like to run, walk or ride on the bike path, relax in Ingraham Park, picnic or fish by the canal or pause on a shaded bench. They say the drivers have become a nuisance.

"The drivers hang out on the sidewalk and behave in a manner that is not what we would like in our neighborhood," Jaime Borja wrote in an email to the Riviera Neighborhood Association.

The drivers chat, smoke, snack, drink beer and play music on their car radios, Borja and other neighbors said.

"More than once I've seen them going over the fence down to the canal and leaving food waste, cigarette butts – even urinating," he said. "My argument is that if a taxi company decided to set up shop in the rotunda that would not be permitted."

Sue Kawalerski lives nearby and takes walks through the circle. She said the drivers take up parking and bench space and they've forced pedestrians to walk by a swarm of men who stare and create situations.'

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Ford's Efforts to Create New Kind of Work Space Continues

There's no place like a new home. In May 2017, Ford Land broke ground on Wagner Place, a unique urban development that will feature office space for 600 Ford employees, as well as new retail and restaurant options.

At the end of last month, the Ford Motor Company employees began moving into the second and third floor offices of the east and west buildings. A percentage of the first floor retail and restaurant space was pre-leased to seven tenants. Mid-America Real Estate - Michigan Inc. is working alongside the Ford Land team on the leasing of first floor space, in order to re-energize downtown West Dearborn, said Ford spokeswoman Dawn Brooker. Tenants will include a variety of retail shops, restaurants, services and a micro-brewery.

Wagner Place development is located on the south side of Michigan Avenue, flanking both the east and west side of Monroe Street in downtown West Dearborn. The mixed-used development will have first floor retail and restaurant space, along with second and third floor office space.

Jolly Pumpkin Brewery, Orangetheory Fitness, The Great Commoner, Modern Greek Grill, Paradise Briyani Indian Cuisine, Eleanor's Café Yogurtown and a regional barbecue chain are committed tenants that will occupy the space.

"We are incredibly excited about this opportunity to be a part of Wagner Place," said Tony Grant, spokesperson for Jolly Pumpkin Brewery. "We are proud Michiganders in every way, and have the automotive industry in our DNA, so the marriage of these two great industries can be found in our Michigan breweries every day."

Over the last year, Ford has

Musk Says His Company Needs Help to Grow

RENO, Nev. (AP) - Tesla CEO Elon Musk is looking at creating a housing compound at the company's giant northern Nevada factory where it makes batteries for its electric cars.

Speaking at a summit with Gov. Brian Sandoval this week, Musk said a housing shortage and needed infrastructure are the biggest limits on his plans to grow the company's 7,000 employees to 20,000, the Las Vegas Review-Journal reported.

"We're looking at creating a housing compound on site at the Gigafactory, using kind of high-quality mobile homes," Musk said.

Musk is planning to more than double the 5.8-million-square-foot Gigafactory near Sparks, but the area needs more schools, buildings, roads and affordable housing. He said the biggest constraint on growth here is housing and infrastructure.

Projects are already under way for infrastructure needs, including work on a Reno freeway interchange to address increased traffic caused by the growth at the Tahoe Reno Industrial Center, Sandoval said. The state also is working with developers to address the housing issue, he said.

After winning the 2010 race for governor, Sandoval pushed for major technology companies to move or expand to Nevada in an effort to diversify the state's economy. The state's unemployment rate was above 14 percent at that time, with more than 175,000 residents losing their jobs during the recession.

"We're not done yet," Sandoval said. "We're not anywhere near being finished yet."



In May 2017, Ford Land broke ground on Wagner Place, which is seeing the first batch of Ford employees move into their new work spaces.

worked to transform two city blocks of what were largely vacant buildings into this project. The 150,000-square-foot mixed-use development will be certified for Leadership in Energy and Environmental Design (LEED), and will be resource-efficient with water and energy conservation features.

"We are excited about the new business moving into Wagner Place, sparking excitement and growth in downtown West Dearborn," said Dave Dubensky, chairman and CEO, Ford Land. "We are committed to the city we have called home for years, and proud to play such a role in offering even more to the community."

The City of Dearborn was able to secure a three-million-dollar grant from The Michigan State-

geic Fund to construct a 373-space public parking structure on the southwest corner of West Village Drive and Monroe Street - open to both Ford employees and shoppers alike. The structure, along with other public lots and street parking, provides free parking.

"We are excited to bring Orangetheory Fitness to the Dearborn community and help members live healthier, more vibrant lives," said Chad Smith, Orangetheory Fitness Dearborn and Canton franchisee. "We can't wait for Dearborn residents to become part of the Orangetheory family and start seeing results from the science-backed, high-energy workout, regardless of fitness level."

Mikey Nassar, owner of

Eleanor's Café Yogurtown, shares Smith's sentiments. "It's so exciting to be a part of a complete transformation and be the frontiers to the new Ford Wagner Place," he said. "We knew we needed to sacrifice to succeed, and we are proud to work with Ford and be a part of the future and change of Dearborn."

In addition to the new retail spaces, Ford will move 600 employees from the data insights and analytics team into the office space, as well as create a public green space for both employee and public use.

The public green space is envisioned to activate the area with public events - such as art fairs, farmers markets, local festivals, concerts and more, Dubensky said.

"The green space will be designed to complement the streetscape, and is something downtown Dearborn doesn't currently have," said Dubensky. "This will bring new life and a new feel to the area and to our employees, encouraging them to go out into the community."

To create a more walkable downtown, the new buildings were strategically pushed back ten feet from the street. The Wagner Place project is part of Ford Motor Company's 10-year campus transformation plan.

"This new space represents the evolution of our city," said Dearborn Mayor John B. O'Reilly, Jr. "We're looking forward to new businesses, new customers and a renewed energy in our community."

2019 Ford Ranger to Offer 310 Lb.Ft. of Torque, 270 HP

It's almost here.

As the 2019 "Built Ford Tough" Ranger nears production, Ford announces its new midsize pickup for North America will deliver best-in-class payload, gas torque and towing capability, said Rick Bolt, Ford Ranger chief engineer.

"Think of Ranger as the biggest and most capable backpack for your gear," said Bolt. "With 1,860 pounds of maximum payload, Ranger can haul nearly a ton of gear to enable your next adventure."

The 2019 Ford Ranger's standard 2.3-liter EcoBoost produces 270 horsepower and, more importantly, 310 lb.-ft. of torque - the most engine-turning power of any

gas engine in the midsize pickup segment, including V6 engines from competitors, Bolt said.

Paired with a class-exclusive 10-speed transmission, Ranger features a unique combination of power and capability that "only comes from a truck that's Built Ford Tough," said Bolt.

Anchored by a high-strength steel frame and robust solid rear axle with Hotchkiss suspension, Ranger can conventionally tow more than any gas engine truck in its class - 7,500 pounds when equipped with the tow package and a trailer brake controller, Bolt said.

Production begins later this year at Ford's Michigan Assembly Plant in Wayne.



2019 Ford Ranger

European Officials Set New Vehicle Emissions Standards

by DAVID McHUGH
Associated Press

FRANKFURT, Germany (AP) - European Union officials are pushing ahead with tougher car emissions standards aimed at fighting global warming - but which auto industry representatives said could hurt a major source of manufacturing jobs.

Officials from the council of EU member governments, parliament and the executive Commission were to negotiate Oct. 10 in the wake of environment ministers' agreement late Oct. 9 to require automakers to reduce average emissions of carbon dioxide by 35 percent from 2021.

The Commission had initially proposed 30 percent, and the parliament voted for 40 percent; talks now aim to reach a final agreement before the end of the year.

Elisabeth Koestinger, minister of sustainability and tourism for Austria, which holds the rotating

EU presidency, said the deal among member governments "sets the European automobile industry on track to build cleaner cars, invest more in innovation, and report more reliable emissions data."

Some European officials expressed disappointment that the 35 percent goal agreed on under the compromise wasn't tougher, especially following a UN climate panel's urgently-worded warning Monday about the far-reaching consequences of failing to contain global warming.

But the European auto industry association said that while carmakers support reducing greenhouse gases such as carbon dioxide, the proposed reduction risks harming auto workers and their companies' competitiveness. It said the 3.4 million jobs in automotive manufacturing represent 11 percent of total EU manufacturing employment.

The German Association of the Automotive Industry, which rep-

resents major automakers such as BMW, Daimler and Volkswagen, said the 35 percent agreement among governments "missed the chance to formulate the regulation in a way that is realistic technically and economically."

The association's president, Bernhard Mattes, said it was "already clear that the EU will decide CO2 goals for the auto industry that are too high." He said that mean European carmakers will face burdens that competitors in other regions do not and that jobs would be endangered.

Environmental groups say automakers exaggerate the difficulty of meeting carbon dioxide emissions goals. To meet climate goals, automakers are ramping up the development of EVs that have zero emissions during driving. Still, battery-only vehicles have been slow to catch on with consumers and made up only 0.6 percent of European Union auto sales last year.

Meeting the 35 percent reduction would be a "Herculean task" for the industry and would mean that sales of electric autos "must grow much faster than planned," said Stefan Bratzel, director of the Center of Automotive Management in Bergisch Gladbach, Germany. He said the expansion of electric mobility faces multiple challenges, including not enough public charging stations and uncertainty about when and whether battery costs will fall enough to make electric cars more affordable.

"I am not sure these issues are being thought through," he said.

Automakers are currently pushing to meet a 2021 goal of 95 grams of carbon dioxide per driven kilometer on average.

European carmakers say they intend to achieve those goals with a mix of electrics, diesels and plug-in hybrids that start trips on battery power but have internal combustion engines to extend range.

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2018 CRUZE "LT"



REDLINE EDITION!

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- Black Emblems with Red Outline!
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- Heated Front Seats!

Stock# J40998

Was \$26,660 Sale Price: **\$17,849***

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\$169*



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- Color Touch Screen Radio!
- Remote Keyless Entry!
- Rear Vision Camera!
- Push Button Start!
- Aluminum Wheels!
- Bluetooth for Phone!

Stock# 2K4067

Was \$26,860 Sale Price: **\$22,179***

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2019 SILVERADO "LT" 4X4 DOUBLE CAB ALL STAR EDITION



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\$279*



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2019 TRAVERSE "LS"



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- Remote Keyless Entry!
- Rear Vision Camera!
- 8 Passenger Seating!
- Aluminum Wheels!
- Bluetooth for Phone!

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2018 BUICK CASCADA PREMIUM
PURCHASE FOR



\$31,044*
LEASE FOR **\$264*** PER MONTH | **39** MONTHS | **\$999** DOWN

2018 BUICK ENCLAVE PREMIUM
PURCHASE FOR



\$40,024*
LEASE FOR **\$324*** PER MONTH | **24** MONTHS | **\$1,499** DOWN

2018 BUICK LACROSSE PREFERRED
PURCHASE FOR



\$26,404*
LEASE FOR **\$354*** PER MONTH | **36** MONTHS | **\$999** DOWN

WE ARE PROFESSIONAL GRADE

2018 GMC SIERRA 1500 SLE DOUBLE CAB
LEASE FOR



\$134* PER MONTH | **24** MONTHS | **\$999** DOWN
PURCHASE FOR **\$35,814***

2018 GMC CANYON SLE EXT CAB
LEASE FOR



\$134* PER MONTH | **24** MONTHS | **\$999** DOWN
PURCHASE FOR **\$27,944***

2019 GMC TERRAIN SLE
LEASE FOR



\$144* PER MONTH | **24** MONTHS | **\$999** DOWN
PURCHASE FOR **\$23,784*** NO GM EMPLOYEE DISCOUNT REQUIRED

2018 GMC ACADIA AWD DENALI
LEASE FOR



\$284* PER MONTH | **24** MONTHS | **\$999** DOWN
PURCHASE FOR **\$37,064***

2018 GMC SIERRA 1500 DENALI CREW CAB
LEASE FOR



\$344* PER MONTH | **36** MONTHS | **\$999** DOWN
PURCHASE FOR **\$45,044***

2018 GMC YUKON SLE
LEASE FOR



\$374* PER MONTH | **36** MONTHS | **\$999** DOWN
PURCHASE FOR **\$45,084***

NO APPOINTMENTS NECESSARY FOR OIL CHANGES
WE'LL GIVE YOU *\$3500 MINIMUM FOR YOUR 2003 OR NEWER TRADE IN

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866.452.1300 | 26125 Van Dyke, Center Line
www.EdRinke.com

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SAT & SUN Closed



* All prices and payments include GM rebates. Pictures may not represent actual vehicle. Pricing subject to change per GM incentives. Prices and payments are inclusive of active GM employee discount (unless otherwise stated). Must have GM Employee discount and lease loyalty. All leases are 10,000 miles per year with approved S Tier credit. All Vehicles shown are \$999 down unless otherwise stated. Disposition Fee may be required at vehicle turn in. Must have lease loyalty or lease conquest vehicle in household on certain models. Prices and payments are plus tax, title, plate, doc fee, refundable security deposit required on certain vehicles - to be determined by lender. 2019 model year vehicles are priced and discounted at supplier discount. Pricing includes Ed Rinke bonus cash, while supplies last. **\$3,500 trade in is valid on 2003 or newer vehicles w/ under 115k miles in drivable condition, no branded titles, reconditioning determined by appraiser. Certain restrictions may apply, see dealer for complete details. Exp date: 10/31/2018.

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100 YEARS OF BUSINESS

2018 CHEVROLET CRUZE LT HATCHBACK
PURCHASE FOR



\$17,064*
LEASE FOR **\$94*** PER MONTH | **24** MONTHS | **\$999** DOWN

2018 CHEVROLET MALIBU LT
PURCHASE FOR



\$19,834*
LEASE FOR **\$94*** PER MONTH | **24** MONTHS | **\$999** DOWN

2018 CHEVROLET SILVERADO 1500 LT DOUBLE CAB
PURCHASE FOR



\$32,414*
LEASE FOR **\$114*** PER MONTH | **24** MONTHS | **\$999** DOWN

2018 CHEVROLET TRAX AWD LS
PURCHASE FOR



\$15,334*
LEASE FOR **\$114*** PER MONTH | **24** MONTHS | **\$999** DOWN

2019 CHEVROLET EQUINOX LS
PURCHASE FOR



\$22,764*
LEASE FOR **\$114*** PER MONTH | **24** MONTHS | **\$999** DOWN

2018 CHEVROLET COLORADO Z71 EXT CAB
PURCHASE FOR



\$30,394*
LEASE FOR **\$174*** PER MONTH | **24** MONTHS | **\$999** DOWN

2018 CHEVROLET VOLT LT
PURCHASE FOR



\$29,204*
LEASE FOR **\$214*** PER MONTH | **36** MONTHS | **\$999** DOWN

2018 CHEVROLET CAMARO LT
PURCHASE FOR



\$24,954*
LEASE FOR **\$264*** PER MONTH | **36** MONTHS | **\$999** DOWN

2017 CHEVROLET SILVERADO 3500 Dump Truck 9ft Knapheide
PURCHASE FOR



\$41,105*
LEASE FOR **\$294*** PER MONTH | **36** MONTHS | **\$999** DOWN

2019 CHEVROLET TRAVERSE LS
PURCHASE FOR



\$28,274*
LEASE FOR **\$294*** PER MONTH | **36** MONTHS | **\$999** DOWN

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NO APPOINTMENTS NECESSARY FOR OIL CHANGES

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