

Live from California – Chevy's Latest Corvette

There's a lot of anticipation for the latest generation of Corvettes, said GM spokesman Kevin Kelly. And thanks to the Internet, it will be possible for the public to see the new car at the same time as the automotive press.

The debut will highlight the late Zora Arkus-Duntov vision of a vision for a mid-engine Corvette, said Barry Engle, executive vice president and president, the Americas, GM. Arkus-Duntov is considered the father of the Corvette.

That vision will come to life the evening of July 18, in Orange County, Calif., and the world can

watch the Corvette reveal via livestream from the comfort of their own homes, Engle said.

The livestream opens at 7:30 p.m. PDT/10:30 p.m. EDT on July 18 and can be accessed through Chevrolet's social media channels – Twitter, Facebook and Instagram. The stream will include Corvette video footage, a hosted preshow and the reveal presentation, Kelly said. It will be available for viewing across the globe, in all seven continents.

"We have been working on making sure folks could watch the reveal from the comfort of



The public will get to see the actual Corvette on July 18.

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Production Ending For Volkswagen's Famous Beetle

by DAVID McHUGH
AP Business Writer

FRANKFURT, Germany (AP) – Volkswagen is halting production of the last version of its Beetle model this week at its plant in Puebla, Mexico. It's the end of the road for a vehicle that has symbolized many things over a history spanning eight decades since 1938.

It has been: a part of Germany's darkest hours as a never-realized Nazi prestige project. A symbol of Germany's postwar economic renaissance and rising middle-class prosperity. An example of globalization, sold and recognized all over the world. An emblem of the 1960s counterculture in the United States. Above all, the car remains a landmark in design, as recognizable as the Coca-Cola bottle.

The car's original design – a rounded silhouette with seating for four or five, nearly vertical windshield and the air-cooled engine in the rear – can be traced back to Austrian engineer Ferdinand Porsche, who was hired to fulfill Adolf Hitler's project for a "people's car" that would spread auto ownership



The 2020 Chrysler Voyager will be coming to dealerships soon.

Chrysler Voyager Expands FCA's Minivan Portfolio

The late Lee Iacocca's minivan legacy lives on with the 2020 Chrysler Voyager.

FCA revealed the first pictures of the 2020 Voyager the same week that former Chrysler CEO Lee Iacocca died. Iacocca unveiled the first minivan ever – a Voyager – back in 1983.

The FCA US minivan lineup will be expanding in 2020 with the addition of the Chrysler Voyager to offer "even more value for those

who seek the quintessential family vehicle," said FCA spokeswoman Kristin Starnes.

It is designed with budget-friendly family and fleet customers in mind, Starnes said. The Voyager is meant to deliver an exceptional driving experience. Standard features and utilities include seven-passenger seating, Apple CarPlay and An-

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Ford Joins Forces with VW to Develop EV, AV Technology

Ford and Volkswagen are teaming up to develop AV and EV technology. This is a move that is predicted by auto experts such Mark Wakefield of Alix Partners.

Wakefield and others have said in the past that the development of AV and EV tech will be very expensive, so it makes sense for OEMs to share the cost.

Ford Motor Company and Volkswagen AG are expanding their global alliance to include electric vehicles – and will collaborate with Argo AI to introduce autonomous vehicle technology in the U.S. and Europe – positioning both companies to better serve customers while improving their competitiveness and cost and capital efficiencies, said Ford spokeswoman Jennifer Flake.

Volkswagen CEO Dr. Herbert Diess, Ford President and CEO Jim Hackett as well as Argo AI CEO Bryan Salesky formalized

the agreement on July 11. Volkswagen is joining Ford in investing in Argo AI, the AV technology platform company.

Working together with Ford and Volkswagen, Argo AI's self-driving system (SDS) is the first with commercial deployment plans for Europe and the U.S. Plus, being able to tap into both automakers' global reach, Argo AI's platform has the largest geographic deployment potential of any autonomous driving technology to date. Volkswagen and Ford independently will integrate Argo AI's SDS into purpose-built vehicles to support the distinct people and goods movement initiatives of both companies.

Argo AI's focus remains on delivering a SAE Level 4-capable SDS to be applied for ride sharing and goods delivery services in dense urban areas, Flake said.

Ford and VW will have an

equal stake in Argo AI, and combined, VW and Ford will own a substantial majority. The remainder will be used as an incentive pool for Argo AI employees, Flake said. The full transaction is subject to regulatory approvals and closing conditions.

"While Ford and Volkswagen remain independent and fiercely competitive in the marketplace, teaming up and working with Argo AI on this important technology allows us to deliver unmatched capability, scale and geographic reach," Hackett said. "Unlocking the synergies across a range of areas allows us to showcase the power of our global alliance in this era of smart vehicles for a smart world."

Company leaders also said Ford will become the first additional automaker to use VW's

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Diess, left, and Hackett formalize the new Ford-VW alliance.

Billionaire EDS Founder H. Ross Perot Dies at 89

DALLAS (AP) – H. Ross Perot rose from a childhood of Depression-era poverty to become a self-made billionaire who twice ran for president with a mixture of folksy sayings and simple solutions to America's problems. His 19 percent of the vote in 1992 stands among the best showings by an independent candidate in the last century.

Perot died of complications from leukemia July 9 at his home in Dallas surrounded by his family, family spokesman James Fuller said. He was 89.

As a boy in Texarkana, Texas, Perot delivered newspapers from the back of a pony. He earned his billions in a more modern way, however. After attending the U.S. Naval Academy and becoming a salesman for IBM, he set out on

his own – creating and building Electronic Data Systems Corp., which helped other companies manage their computer networks.

The most famous event in his storied business career didn't involve sales or earnings. In 1979, Perot financed a private commando raid to free two EDS employees who were being held in a prison in Iran. The tale was turned into a book and a movie.

"I always thought of him as stepping out of a Norman Rockwell painting and living the American dream," said Tom Luce, who was a young lawyer when Perot hired him to handle his business and personal legal work. "A newspaper boy, a mid-

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Concours d'Elegance Previews 2019 Show

by Jim Stickford

Fans of classic cars got a taste of what will be on display at the 2019 Concours d'Elegance during a special press preview held at the Detroit Central Station on July 10.

This year's Concours will take place at the Inn at St. John's in Plymouth between Friday, July 26 and Sunday July 28.

Larry Moss is chairman of this year's event and is chairman of the Concours Board of Directors.

"This is the 41st year we've held the Concours," Moss said. "We use it raise money for a variety of



CONTINUED ON PAGE 2 This 1961 Rolls Royce Phantom V was one of the Concours preview cars.

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New Corvette's Debut Done Via Internet

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home since we began work on the reveal planning last year," Kelly said. "The California connection will become more apparent at the reveal itself."

"There is a large contingent of Corvette fans across the world waiting for the reveal of the Next Generation. We're happy to give these fans, and all sports car enthusiasts, a way to see and learn about the vehicle at the same time as those participating live in California," said Engle. "Viewers will hear directly from Chevrolet leadership, engineering and some special guests about the highlights and background of this first mid-engine Corvette."

Concours d'Elegance Previews Vehicles for the 2019 Show

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different worthy causes. This year it's the Rainbow Connection, which helps sick children get wishes. And we are also helping Project Beautiful Inside and Out. That is run by Doris Gilles, wife of FCA designer Ralph Gilles. They help troubled women in Detroit."

Moss said that the board is proud of the Concours event.

"It's been called the third-best Concours show in the country," Moss said. "We get people and vehicles from across the country and around the world here. We picked the train station to have our press preview after Ford contacted us about holding it here. We really want to help the city of Detroit, so this is a natural place for us, and we really think what's being done here is great for the city and greater Detroit."

Ken Lingenfelter, owner of the Lingenfelter car collection, brought his 2019 Corvette ZR1 to the preview. He is also a member of the Concours board of directors.

"GM only made 2,000 of these cars," Lingenfelter said. "I started my car collection two decades ago. There are 250 vehicles in it, and I specialize in muscle cars and exotics. I'm glad to have my Corvette at this show. The Lingenfelter Collection is not open to the public. It's used to raise money for charity."

Lingenfelter said that this year's Concours show will upwards of 300 vehicles at this year's show.

"We have a special selection committee that looks for excellent examples of historic vehicles," Lingenfelter said. "We have several categories of vehicles that will be judged. Each category will have a winner, and there will be a 'Best in Show' winner as

well. Winning 'Best in Show' at an event like ours is more than an honor. It adds value to the vehicle and you will get invited to more events."

Lingenfelter said his favorite vehicle at the preview was the red 1970 Ferrari 246 Dino L brought to the event by Ricca Gonzalez and Kip Wasenko.

"I've owned the Ferrari since 1975," Wasenko said. "It has just under 50,000 miles on it, and will be entered into the Ferrari class of vehicles at this year's Concours show."

Other vehicles on display include a 1969 Pontiac GTO Judge owned by Tom Abrams of Canton, a 2017 Ford GT owned by Andy Benedict of Bloomfield Hills, a Cadillac V-16 owned by Keith Crain of Detroit, a 1950 Cadillac Fleetwood 60 Special owned by Nick and Christopher Gabriel of Taylor, a 1961 Rolls Royce Phantom V owned by James George of Shelby Township, a 1919 Willys Knight 88-8 owned by Greg Gumtow of South Lyons and a 1923 Cole Series 890 owned by Ben and Kevin Fleck of Canton.

Moss said that the three-day weekend of events begins at 8 a.m. on Friday, July 26, with a motoring tour of metro Detroit. It's being presented by Hagerty Insurance.

On Saturday, there will be a cars and coffee gathering from 7 to 11 a.m.. The Chairman's dinner will be held from 6 to 11 p.m., and the Collector of the Year honored will be John D.

Groendyke; the Enthusiast of the Year honored will be Bill Warner; and Wayne Carini will be honored as the Grand Marshall.

On Sunday, the Parade d'Elegance will be held from 1 to 4 p.m.

"These are just some of things we have planned for the weekend," Moss said. "People can learn more by going to Concours-USA.org."



Lingenfelter displays his Corvette at the Concours d'Elegance preview.

EDS Founder H. Ross Perot Dies at Age 89

CONTINUED FROM PAGE 1

shipman, shaking Dwight Eisenhower's hand at his graduation, and he really built the computer-services industry at EDS."

"He had the vision and the tenacity to make it happen," Luce said. "He was a great communicator. He never employed a speechwriter – he wrote all his own speeches. He was a great storyteller."

Perot first attracted attention beyond business circles by claiming that the U.S. government left behind hundreds of American soldiers who were missing or imprisoned at the end of the Vietnam War.

Perot fanned the issue at home and discussed it privately with Vietnamese officials in the 1980s, angering the Reagan administration, which was formally negotiating with Vietnam's government. Looking out for the health care needs of veterans became a long-time concern of Perot.

Perot's wealth, fame and confident prescription for the nation's economic ills propelled his 1992 campaign against President George H.W. Bush and Democratic challenger Bill Clinton. In June of that year, a Gallup poll showed Perot leading his major-party rivals.

Perot dropped out in July, however, saying later that he did so to prevent Republicans from sabotaging his daughter's wedding. He rejoined the race less than five weeks before the election, but his popularity had fallen. Critics said he had a penchant for embracing conspiracy theories. He finished third in the popular vote and was shut out in the Electoral College.

Still, Perot recorded the highest percentage for an independent or third-party candidate since President Theodore Roosevelt's second-place showing in 1912. Some Republicans blamed Perot for causing Bush's defeat by splitting the anti-Clinton vote, although exit polls were inconclusive.



Perot sold his company EDS to General Motors, making him millions.

Perot's second campaign four years later was far less successful. He was shut out of presidential debates when organizers said he lacked sufficient support. He got just 8 percent of the vote, and the Reform Party that he founded and hoped to build into a national political force began to fall apart.

In Dallas, Perot left his mark by creating the Perot Museum of Nature and Science, helping finance the Morton H. Meyerson Symphony Center, and being a major benefactor of The University of Texas Southwestern Medical Center. He also provided help to families dealing with medical expenses or other challenges, according to those who knew him.

Henry Ross Perot was born in Texarkana on June 27, 1930. His father was a cotton broker; his mother a secretary. Perot said his family survived the Depression relatively well through hard work and by managing their money carefully.

In 1962, with \$1,000 from his wife, Margot, Perot founded Electronic Data Systems. Hardware accounted for about 80 percent of the computer business, Perot said, and IBM wasn't interested in the other 20 percent, including services.

Many of the early hires at EDS were former military men, and

they had to abide by Perot's strict dress code – white shirts, ties, no beards or mustaches – and long workdays. Many wore crewcuts like Perot.

The company's big break came in the mid-1960s when the federal government created Medicare and Medicaid, the health programs for seniors, the disabled and the poor. States needed help in running the programs, and EDS won contracts – starting in Texas – to handle the millions of claims.

EDS first sold stock to the public in 1968, and overnight, Perot was worth \$350 million. His fortune doubled and tripled as the stock price rose steadily.

In 1984, he sold control of the company to General Motors Corp. for \$2.5 billion and received \$700 million in a buyout. In 2008, EDS was sold to Hewlett-Packard Co.

Perot went on to establish another computer-services company, Perot Systems Corp. He retired as CEO in 2000 and was succeeded by his son, Ross Perot Jr. In 2009, Dell Inc. bought Perot Systems.

Forbes magazine this year estimated Perot's wealth at \$4.1 billion.

In Texas, Perot led commissions on education reform and crime.

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Former Chrysler PR Exec Remembers Iacocca

by Jim Stickford

When Lee Iacocca died, the auto industry lost a legend. But for Bud Liebler, he lost a friend and colleague.

Liebler was hired by Iacocca at the end of 1980 to be Senior Vice President of Marketing and Communications for Chrysler. He along, with Bob Lutz, announced Iacocca's death to the world.

Since leaving Chrysler, Liebler founded the Liebler Group, which operates out of the Whitney mansion and restaurant in Detroit, which he also owns.

"I have to say that my favorite story concerning Lee was about when he hired me," Liebler said. "I had worked for Ford for 10 years and then went to work at Ross Roy, which was Chrysler's ad agency. Then I get this call around Christmas of 1980. This was just after Chrysler got the loan guarantees from the federal government."

The call was from someone on Chrysler PR staff asking if he might be interested in taking over the department. Liebler said he had concerns but ultimately came in for an interview and "talked with six or seven people about the job."

After a long day of interviews, he said he didn't want to talk to Iacocca that day because he wanted to go home and talk to his wife about the situation.

"Then I was told that Mr. Iacocca wanted to talk to me that day," Liebler said. "It was at about 5 p.m. So I went to his office. He was sitting at a chair in his office and not at his desk. He then said that he hoped I wouldn't mind if he didn't get up, but he had a very long day and was tired."

Liebler said they talked for a while and Iacocca then invited him to come to Chrysler.

"He told me I should take a chance on Chrysler and that I could make some money," Liebler said. "He also told me that if Chrysler failed, people wouldn't be saying that it was because of Bud Liebler, so I could afford to take a risk."

So Liebler took a risk and took the job. Chrysler didn't fail, Liebler said.

In fact the company paid off the loans that were guaranteed by the federal government seven years early.

"A lot of people have forgotten that all Chrysler got from the federal government were loan guarantees," Liebler said. "That meant that any money Chrysler borrowed from private sources would be paid back by the federal government if Chrysler went bankrupt. But that didn't happen, so the federal government didn't have to pay anyone any

money. Lee used to say that the loan guarantees were like nail in the foot. Chrysler had to do a lot of things to succeed but the company had this nail in its foot in the form of the guarantees. But we paid the loans back with interest. Lee was proud that he was able to keep his word and pay back the loans."

Liebler said that working for Iacocca when he did – the last couple of decades of the 20th century – was exciting.

"We had the lowest of the lows and the highest of the highs," Liebler said. "But what we really had was a great leader to take us through these exciting times."

Liebler said that in the end, Iacocca became a folk hero at Chrysler and in the auto industry.

"He talked straight to us and to the dealers," Liebler said. "They appreciated that. But Lee was grateful to the dealers because they went with him to Congress to push for the loan guarantees. He told them about the K Cars and he told us it was important that Chrysler get them out on time. I always thought that he wasn't selling K Cars, but rather he was selling Iacoccamobiles."

When Iacocca came to Chrysler from Ford, one of the ideas that came with him was the minivan, Liebler said.

"I can't say Lee invented the Mustang," Liebler said. "But he was an advocate for it at Ford. As for the minivan, it was an idea that he and Hal Sperlich were working on at Ford. But Henry Ford didn't like it. So when Lee came to Chrysler, he pushed for the minivan there. He believed it would be the end of the station wagon."

They minivan was a huge success for the company, Liebler said. It created a whole new market segment and at one time all OEMs had their own versions of it.

Now only three companies make it, and FCA is one of them.

"Chrysler never took its eye off the ball when it came to the minivan," Liebler said. "It was Lee's vision that ended up becoming a home run for Chrysler."

Liebler said that Iacocca was a great public speaker and that helped his leadership at Chrysler.

Dealers appreciated that he talked straight with them. When Iacocca saw something wrong, he told the dealers what was wrong, Liebler said. But when he saw something good that the dealers were doing, he didn't hesitate to let the dealers know that they were doing something good and that he appreciated their efforts.

While Iacocca was known best



Liebler and Iacocca helped save Chrysler after getting loan guarantees.

for his work in the auto industry, "Lee was proud of what he accomplished in the auto industry. But he told me he was most proud of what he did to help restore the Statue of Liberty," Liebler said.

In the 1980s, Iacocca headed a committee to raise money for the restoration of the Statue of Liberty, Liebler said. Iacocca was able to raise more than enough for the job. He then went on to raise money for a museum on Ellis Island that honored America's immigrant history.

"On the Sunday after Lee's death, which took place on July 2, his family took out a full-page ad in the *Sunday New York Times*," Liebler said. "The ad talked about how Lee couldn't

have done anything in this country if Ellis Island hadn't taken his parents in. He never forgot that fact and was grateful to be able to give back."

Liebler said that after he and Iacocca left Chrysler, they kept in touch.

He last saw Iacocca last year in Los Angeles.

"He remembered me, but it was me that was doing all the talking," Liebler said. "So I wasn't surprised when I learned of his death, but it was still hard to take. Lee was a great leader and the employees at Chrysler would run through a wall for him. He respected the company's dealers and considered them partners in restoring Chrysler. I will miss him greatly."

Dakkota Opening New Detroit Production Plant

Dakkota Integrated Systems President and CEO Andra Rush unveiled plans build a \$55 million, 600,000 square foot plant in Detroit to supply FCA with parts.

Detroit Mayor Mike Duggan says the Dakkota deal follows FCA's February announcement that it would invest \$4.5 billion in five Michigan plants, including building a new facility within Detroit's city limits.

"As soon as we finished the FCA deal, we immediately got to work to bring suppliers to the area. Today, we're announcing one of the first – thanks to Andra Rush and Dakkota, which will bring hundreds more jobs to the east side," Duggan said. "Even better, Dakkota has agreed to give Detroiters first shot at these jobs, and residents can sign up to prepare for these jobs today through Detroit at Work."

Dakkota has committed to recruit from the Detroit at Work priority application list for Detroiters for jobs at its new plant, Rush said. Ex-cons also will have an opportunity to participate in the entire job application process, since Dakkota's job application bans the box, deleting the question that asks whether an applicant has been convicted of a felony.

Construction is expected to begin within 60 days of the closing. The plant is slated to begin operating in late 2020.

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Attendees can navigate through more than 100 rare artifacts and props, including the original U.S.S. Enterprise navigation console. You can beam yourself into the action to recreate memorable scenes with the transporter simulator and the KHAAAAN! scream booth.

The display will be at the museum until Sept. 2, said Henry Ford Museum exhibition manager Melissa Foster.

"This is a traveling exhibition put together by the Museum of Popular Culture in Seattle," Foster said. "Before it came to us, it was at a children's museum in Indianapolis. That's important because this is an exhibition designed to be attractive to people of all ages. The displays are from all the TV shows, so it's a real cross-generational thing families can do. They didn't concentrate just on something from the 1960s or the 1980s or more recent shows."

Star Trek's themes of optimism, equality, heroism and examination of the human condition have inspired people worldwide to imagine, explore and cre-

ate for over 50 years, Foster said. People can check out 22nd- to 24th-century tricorders and phasers, a Borg cube, starship filming models and more. They can get up close to rare costumes, including the Spock tunic worn by Leonard Nimoy, Geordi La Forge's visor and Seven of Nine's unitard.

The exhibition explores how this pop culture powerhouse grew from a low-budget sci-fi television series to prosper as an iconic franchise, building stories around controversial issues such as war, racism and politics, Foster said. People can uncover the artifacts of a potential future that continue to impact our culture – from arts and technology to fashion and literature – and inspire generations to innovate and push boundaries to the final frontier and beyond.

Among the more than 100 props and artifacts from the six Star Trek television series and many of the films are an original series tricorder, communicator and phaser, a Borg cube, Klingon disruptor pistol, tribbles and more.

Rare costumes, including the Spock tunic worn by Leonard Nimoy, Lt. Uhura's (Nichelle Nichols) dress, Khan garments past and present such as the open-chest tunic worn by Ricar-



The Henry Ford Museum in Dearborn has a Star Trek exhibition that explores history of the TV franchise.

do Montalban and the costume worn by Benedict Cumberbatch in the 2013 reboot, Captain Picard's (Patrick Stewart) uniform, the alien Gorn and more.

A transporter simulator is featured in which visitors can create a film that shows them being beamed to another planet.

"This is more than just an exhibition that you look at," Foster said. "There are interactive elements, including the KHAAAAN! video booth where visitors can recreate the memorable scene

from 'Star Trek II: The Wrath of Khan.' That one is a lot of fun."

There are also spaceship filming models, including the U.S.S. Enterprise, Deep Space 9 space station and more, Foster said. People can also see original scripts, concept art, storyboards and production drawings.

"Attendance for the exhibition is right where we expected," Foster said. "It's a lot of fun and the comments we've received from people have been very positive. I urge anyone interested to visit.

And they can also see our other exhibitions at the museum. It's a real bargain and it fits our museum mission – to explore American stories of innovation, ingenuity and resourcefulness."

Admission to "Star Trek: Exploring New Worlds" is free for members. Non-member ticket prices include admission to the museum and are \$24 for adults (12-61), \$18 for youth (5-11), \$22 for seniors (62 and older) and children 4 and under are free. Get tickets at thehenryford.org.

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FCA Updates Its Minivan Portfolio with Voyager

CONTINUED FROM PAGE 1

droid Auto smartphone compatibility. Voyager also offers mobility innovations to ensure superior maneuverability and improved ease of entry and exit for wheelchair users.

Well-equipped to stand against the competition, Starnes said, "the Voyager is a no-compromise minivan at an unbeatable value."

As the first company to introduce the minivan and through six generations of the vehicle, FCA US has innovated 115 different minivan firsts, Starnes said. The company has sold more than 14.6 million minivans globally since 1983, twice as many as any other manufacturer over the past 35 years.

Expanding its lineup, the Chrysler Voyager replaces the Pacifica L and LX models to now offer three value-add models – L, LX and LXi (fleet only).

LXi (fleet only) offers new UltraTec leatherette seats for fleet rental customers, as well as second-row Stow 'n Go, remote start, security alarm, black Stow 'n Place roof rack, universal garage door opener, second-row retractable sunshades and auto-dim rearview mirror.

BraunAbility rear- and side-entry conversions offer a wider entryway and more interior space, with an enhanced ramp securement system, passenger seat flexibility and plenty of room for even the largest power wheelchairs and scooters.

Exterior modifications include a Voyager liftgate badge. Interior updates on the Voyager LX include satellite radio and second-row quad seats and in-floor storage bins. Available options on the Voyager L and LX include SafetyTec Group with optional Cold Weather Group Package, Stow 'n Place roof rack and single overhead DVD on the Voyager LX.

Chrysler Voyager minivan features the next generation of the Pentastar V6 gasoline engine, which delivers 287 horsepower and 262 lb.-ft. of torque, mated to a segment-exclusive TorqueFlite

nine-speed automatic transmission, Starnes said. With standard seven-passenger seating, Chrysler Voyager delivers a smooth, exceptionally quiet and comfortable ride.

Voyager's available SafetyTec Group includes ParkSense rear park assist with stop, Blind-spot Monitoring and Rear Cross Path detection. It comes standard with a 3.5-inch digital information display and offers the Uconnect 4 system with a 7-inch touchscreen, standard Apple CarPlay and Android Auto.

Apple CarPlay enables iPhone users to access Apple Maps, Messages, phone and Apple Music through Siri Voice control or the Uconnect touchscreen. Android Auto enables easy and safe access to Google Voice Search, Google Maps and Google Play Music via the Uconnect touchscreen or steering wheel controls.

Computer Glitch Causes Mazda Vehicle Recall

DETROIT (AP) – Mazda is recalling more than 262,000 SUVs and cars in the United States to fix a software problem that could cause the engines to stall unexpectedly.

The recall covers certain Mazda6 midsize sedans and CX-5 SUVs from the 2018 and 2019 model years. Also included are Mazda3 small cars from 2019.

Mazda traced the problem to a software error in the computer that controls the valves as part of the vehicles' fuel-saving cylinder deactivation technology.

The company says in government documents posted July 10 that drivers won't get any warning before the engine stalls.

Mazda says no crashes or injuries have been reported because of the problem.

Dealers will reprogram the software problems at no cost to owners.

The recall is expected to start before Aug. 26.

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Ford, VW Form Alliance to Develop Tech

CONTINUED FROM PAGE 1

dedicated electric vehicle architecture and Modular Electric Toolkit – or MEB – to deliver a high-volume zero-emission vehicle in Europe starting in 2023.

Ford expects to deliver more than 600,000 European vehicles using the MEB architecture over six years, with a second new Ford model for European customers under discussion, Flake said. This supports Ford's European strategy, which involves continuing to play on its strengths – including commercial vehicles, compelling crossovers and imported iconic vehicles such as Mustang and Explorer.

Volkswagen started developing its MEB architecture in 2016, investing approximately \$7 billion in this platform. The car-maker is planning to use this platform to build approximately 15 million cars for the Volkswagen Group alone in the next decade.

For Ford, using VW's MEB architecture is part of its more than \$11.5 billion investment in electric vehicles worldwide – and supports Ford's commitment to offer its European customers a broad range of electric vehicles while meeting its sustainability commitments.

"Looking ahead, even more customers and the environment will benefit from Volkswagen's industry-leading EV architecture. Our global alliance is beginning to demonstrate even greater promise, and we are continuing to look at other areas on which we might collaborate," Diess said. "Scaling our MEB drives down development costs for zero-emissions vehicles, allowing for a broader and faster global adoption of electric vehicles. This improves the positions of both companies through greater capital efficiency, further growth and improved competitiveness."

The alliance, which covers collaborations outside of Volkswagen and Ford's joint investments in Argo AI, does not entail cross-ownership between the two companies and is independent from the investment into Argo AI, Flake said. The alliance is governed by a joint committee, which is led by Hackett and Diess and includes senior executives from both companies.

The companies also are on track to deliver medium pickup trucks for global customers, aiming to start in 2022, followed by commercial vans.

"Unlocking the synergies across a range of areas allows us to showcase the power of our global alliance in this era of smart vehicles for a smart world"

– Jim Hackett,
Ford CEO

VW will invest \$2.6 billion in Argo AI by committing \$1 billion in funding and contributing its \$1.6 billion Autonomous Intelligent Driving (AID) company, which includes more than 200 employees – most of whom have been developing AV technology for the Volkswagen Group.

As part of the transaction, VW also will purchase Argo AI shares from Ford for \$500 million over three years. Ford will invest the remaining \$600 million of its pre-

viously announced \$1 billion cash commitment in Argo AI.

The full transaction represents a valuation for Argo AI that totals more than \$7 billion, Flake said.

Both automakers see significant potential, including profitable growth by tapping new business areas tied to autonomous technology.

Argo AI plans to work closely with Ford and VW to provide the autonomous vehicle technology the automakers need to deliver fully integrated self-driving vehicles that can be manufactured at scale for safe, reliable and durable deployment in ride sharing and goods delivery services.

Based in Munich, Germany, AID will become Argo AI's new European HQ and will be led by AID's current CEO Karlheinz Wurm. Argo AI will grow from 500 to over 700 employees globally.

Ford plans to design an all-new, MEB-platform-based EV model, which starts arriving in 2023, in Köln-Merkenich, Germany, Flake said. VW will supply MEB parts and components as part of the collaboration.

Both companies also will continue to target additional areas where they can work together on electric vehicles – a key strategic priority for both companies as they drive to accelerate the transition to sustainable and affordable mobility, Flake said.

The agreement with Ford is a cornerstone in VW's electric strategy, supporting the growth of the e-mobility industry and facilitating global efforts to reach the Paris 2050 Agreement.

Ford and VW remain on track in their previously announced plan to improve their respective strengths in commercial vans and medium pickups in key global markets. The work on these vehicle lines will create efficiencies for each company.

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VW Stops Making Beetles

CONTINUED FROM PAGE 1

the way the Ford Model T had in the U.S.

Aspects of the car bore similarities to the Tatra T97, made in Czechoslovakia in 1937, and to sketches by Hungarian engineer Bela Barenyi published in 1934. Mass production of what was called the KdF-Wagen, based on the acronym of the Nazi labor organization under whose auspices it was to be sold, was cancelled due to World War II. Instead, the massive new plant in what was then countryside east of Hanover turned out military vehicles, using forced laborers from all over Europe under miserable conditions.

Re-launched as a civilian car-maker under supervision of the British occupation authorities, the Volkswagen factory was transferred in 1949 to the Germany government and the state of Lower Saxony, which still owns part of the company. By 1955, the millionth Beetle – officially called the Type 1 – had rolled off the assembly line in what was now the town of Wolfsburg.

The United States became Volkswagen's most important foreign market, peaking at 563,522 cars in 1968, or 40 percent of production. Unconventional, sometimes humorous advertising from agency Doyle Dane Bernbach urged car buyers to "Think small."

"Unlike in West Germany, where its low price, quality and durability stood for a new post-war normality, in the United States the Beetle's characteristics lent it a profoundly unconventional air in a car culture dominated by size and showmanship," wrote Bernhard Rieger in his 2013 history, "The People's Car."

Production at Wolfsburg ended in 1978 as newer front drive models like the Golf took over. But the Beetle wasn't dead yet. Production went on in Mexico from 1967 until 2003 – longer than the car had been made in Germany. Nicknamed the "vochito," the car made itself at home as a rugged, Mexican-made "carro del pueblo."

The New Beetle – a completely retro version built on a modified Golf platform – resurrected some of the old Beetle's cute, unconventional aura in 1998 under CEO Ferdinand Piech, Ferdinand Porsche's grandson. In 2012, the Beetle's design was made a bit sleeker.

The end of the Beetle comes at a turning point for Volkswagen as it rebounds from a scandal over cars rigged to cheat on diesel emissions tests. The company is gearing up for mass production of the battery-driven compact ID.3, a car that the company predicts will have an impact like that of the Beetle and the Golf by bringing electric mobility to a mass market.

The last of 5,961 Final Edition versions of the Beetle is headed for a museum after ceremonies in Puebla were held on July 10 to mark the end of production.

SAE Detroit Has July Golf Event

The Detroit chapter of the Society of Automotive Engineers (SAE) is holding a breakfast and golf outing on Friday, July 26 at the Fox Hills Golf and Banquet Center in Plymouth. Money raised at the event will help fund SAE STEM programs and scholarships.

Tickets are \$200 per person. Go to sae-detroit.org to learn more and order tickets.



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Wednesday	9:00 AM - 7:00 PM
Thursday	9:00 AM - 9:00 PM
Friday	9:00 AM - 6:00 PM
Saturday	9:00 AM - 4:00 PM



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*All payments & retail prices are plus TAX, TITLE, PLATE DOC FEE, & are calculated with the GM Employee Discount unless otherwise noted. All payments/Prices include GM Lease Loyalty or Chevrolet Lease Loyalty/Competitive Lease Incentive and are based on qualification and have been deducted from the Sale Prices & Payments. Lease Payments do not require a Security Deposit and require a disposition fee at lease end. You must be approved at A1 Credit Tier through GM Financial. To use the Chevrolet Lease Loyalty, you must terminate your current lease at the time of new vehicle purchase. All Vehicle pictures do not represent the actual vehicle. Lease payments are based on 10,000 miles or for CTP units, the remainder of 10,000 miles per year, Must take retail delivery by Saturday July 20th, 2019.