

GM Unveils its First-Ever Mid-Engine Corvette

Chevrolet has fulfilled the long-term promise of the iconic Corvette with the introduction of the 2020 Stingray, the brand’s first-ever production mid-engine model.

The vehicle was unveiled at a special online event held in California on July 18. GM President Mark Reuss called the new Corvette the sum of all the Corvettes that came before it. The 2020 Stingray is re-imagined to bring customers new levels of performance, technology, craftsmanship and luxury.

“Corvette has always represented the pinnacle of innovation and boundary-pushing at GM. The traditional front-engine vehicle reached its limits of performance, necessitating the new layout,” said Reuss. “In terms of comfort and fun, it still looks and feels like a Corvette, but drives better than any vehicle in Corvette history. Customers are going to be thrilled with our focus on details and performance across the board.”

Corvette’s structure is built around its backbone: the center tunnel, said Tadge Juechter, Corvette executive chief engineer. This enables a light, stiff structure to serve as the foundation for the suspension system to perform in an optimized manner. By removing unwanted body compliance,

Corvette customers will experience the ultimate in ride performance with outstanding lateral grip capabilities. The car has a solid, connected-to-the-road feel with minimal vibrations at high speeds or on long road trips.

“Our mission was to develop a new type of sports car, combining the successful attributes of Corvette with the performance

and driving experience of mid-engine supercars,” said Juechter.

The tunnel-dominant approach offers many advantages, including improved torsional rigidity with a solid, connected feel on both the road and track, Juechter said. The vehicle also has outstanding ingress/egress for a mid-engine vehicle. Unlike some competitors, there’s no need for

oversized rocker panels to bear structural and load weights, making it easier to enter and exit the vehicle.

It’s excellent stability is due to a low center of gravity and outstanding handling, Juechter said.

Preservation of Corvette’s beloved standard removable roof

CONTINUED ON PAGE 2



Reuss showed off the 2020 Corvette Stingray at a special online event that was held in California.

Detroit Three, UAW Start Negotiations

The UAW and the Detroit automakers officially began their labor negotiations for the next four-year contract last week.

Doug Jones, president of the UAW, had the same message at all three Detroit OEMS – the UAW expects the workers to share in the companies’ record profits after years of making concessions.

The current contracts expire in September.

Mark Stewart, chief operating officer of FCA North America, said at the FCA ceremony, that the company in the last five years has invested billions in manufacturing infrastructure and just announced in February that it was building a new assembly plant in the city of Detroit. That will be the first new plant in the city in three decades.

Stewart went on to say that FCA has plans for additional investments in facilities and new technology over the next several years. In fact sheets given to reporters, it was stated that FCA has 47,200 UAW-represented employees as of December 2018. And the company has hired more than 20,000 hourly employees since 2009. The average hourly employee has earned

CONTINUED ON PAGE 3



Ford has a beekeeping program designed to help military veterans.

Ford’s ‘Heroes to Hives’ Lets Vets Adjust to Civilian Life

Call it a honey of a situation. Adam Ingrao was a military man. He always knew it, just like his father and his father before him, so he enlisted. But when Ingrao’s military career abruptly ended, he struggled to acclimate back into civilian life. A few years later, he found solace in an unexpected place – with honeybees. Now, he’s teamed up with Ford to help more veterans find healing in the hive, said Ford spokeswoman Monique Brentley.

In 2015, Ingrao started a therapeutic beekeeping program with just five other veterans. Since then, it has evolved into Heroes to Hives, a unique nine-month program offered through Michigan State University Extension that seeks to address the financial and personal wellness of veterans via professional training and community development centered on beekeeping. Ingrao serves as agricultural entomolo-

gist educator and veteran liaison for Michigan State University Extension.

Initially, the program that helps to provide the comradery, mindfulness and structure many veterans need to successfully acclimate back into civilian life did not have a presence in Southeast Michigan, Brentley said. So when Cormac Wright, Ford global energy systems project manager, learned about Heroes to Hives and its need for a location in Southeast Michigan, he knew there had to be an opportunity with Ford.

“Heroes to Hives is an amazing program,” said Wright. “It’s a privilege for all of us at Ford to be able to provide something to help our veterans.”

Wright spearheads the Ford corporate-wide beekeeping program. The sustainability initiative

CONTINUED ON PAGE 4

FCA Thanks Supplier-Partners For Efforts

FCA honored 19 North American supplier partners at the 2019 annual Supplier Conference and Award Ceremony in Detroit.

The Supplier of the Year awards recognize companies that have shown exceptional commitment to FCA, providing innovative and quality products and services, said FCA spokeswoman Kaileen Connelly.

“FCA is in the midst of transformational changes and these suppliers are helping enable a stronger future for all of us,” said Scott Thiele, head of Purchasing and Supply Chain at FCA – North America. “It is an honor to recognize their contributions and dedication, as they represent the best in the industry.”

The FCA North American Suppliers of the Year are:

- Body Supplier of the Year – Gentex Corporation.
- Capital Equipment Supplier of the Year – Giffin Inc.

- Chassis Supplier of the Year – CITIC Dicastal Co., Ltd.
- Electrical Supplier of the Year – Alpine Electronics of America, Inc.
- Engine Systems Supplier of

- the Year – Hutchinson Fluid Management Systems Inc.
- Foundational Principles Supplier of the Year – Meridian

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Thiele recognized 19 suppliers at the 2019 FCA Supplier Conference.

Concours d’Elegance Reviews ‘Vette History

The Chevrolet Corvette has a storied history dating back to the 1950s, and as part of the 2019 Concours d’Elegance that history will be explored by experts and fans of the GM sports car.

The leadership behind some of Chevrolet’s most pivotal design milestones in recent history will share their insights and answer audience questions at the 2019 Concours d’Elegance of America on July 27, said GM spokeswoman Kelly Wysocki. Michael Simcoe, vice president, GM Global Design, will host the Historic GM Design Seminar from 10-11 a.m. at The Inn at St. John’s in Plymouth.



Corvette Fans will hear its history from Peters at this year’s Concours.

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MCC Receives Money for STEM Camps

Macomb Community College's Center for Advanced Automotive Technology (CAAT) will receive \$25,000 annually for five years to support youth STEM camps focused on connected and automated vehicle technology, as well as a professional development workshop for educators and automotive industry professionals.

The funding is through a \$7 million National Science Foundation grant awarded to Northland Community & Technical College, Thief River Falls, Minnesota, to establish a National Center for Autonomous Technologies, said Sean Patrick, manager of Media Relations at MCC.

CAAT will also develop a new transfer agreement in advanced technology with an area university to allow more credits to transfer from Macomb to the university, making student transition smoother and encouraging advanced degree attainment.

"Since its inception in 2010, CAAT has focused on ensuring that education and training is in place in the face of rapidly emerging automotive technology, connecting our students with good career pathways and supporting area employers with a highly skilled workforce," said Don Hutchison, dean, Engineering and Advanced Technology, Macomb Community College. "This funding will further Macomb Community College's ability to directly reach our community's youth with an engaging introduction to the career potential in advanced automotive technology. We're working to build tomorrow's workforce from the ground up."

CAAT partners with industry, education, government and professional organizations to help students prepare for careers in new and developing technologies in the automotive industry.

CAAT works with industry to ID emerging educational needs and develops curriculum to address them. CAAT also presents an annual conference for educators and industry professionals, sponsors the college's AutoSTEAM event that introduces approximately 3,000 students to the potential in auto careers.

Ally Financial Enjoys Good Second Quarter

DETROIT (AP) – Ally Financial Inc. on July 18 reported second-quarter net income of \$582 million.

On a per-share basis, the Detroit-based company said it had profit of \$1.46. Earnings, adjusted for one-time gains and costs, were 97 cents per share.

The results exceeded the expectations of experts on Wall Street.

The average estimate of seven analysts surveyed by Zacks Investment Research was for earnings of 88 cents per share.

New Corvette 2020 Stingray Comes with Mid-Engine Design

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panel, which can easily be stored in the rear trunk, Reuss said. A front storage compartment that can fit an airline-spec carry-on and a laptop bag. And availability in both left- and right-hand-drive variants – a first for Corvette.

The car features smart packaging with improved cabin comfort, including an additional inch of rearward seat travel and almost double the reclining angle.

The new Corvette Stingray is built with a smart mixed-materials strategy, enabling key features such as a strong, stiff and lightweight main structure of six high-pressure diecast aluminum parts, also known as the Bedford Six, which are manufactured at GM Powertrain in Bedford, Ind., Juechter said.

These minimize the number of joints within the vehicle, making a stiffer structure that aids in handling and track cornering.

It has industry-first carbon fiber curved rear bumper beam for weight reduction, as well as front and rear trunk tubs and dashboard molded from ultra-lightweight "float" derived from fiberglass and a proprietary resin, Reuss said.

The material is so light that it can actually float in water. It works with other fiberglass and carbon fiber variants to lower mass and reduce noise and vibration.

The new mid-engine layout gives the 2020 Stingray better weight distribution, with the rear weight bias enhancing performance in a straight line and on the track, Reuss said. Better responsiveness and sense of control due to driver positioning closer to the front axle, almost on top of the front wheels.

And this is the fastest 0-60 time of any entry Corvette ever – under three seconds when equipped with Z51 Performance Package, Reuss said. The car also has a race car-like view of the road due to lower positioning of the hood, instrument panel and steering wheel. And there are excellent forward sightlines throughout the vehicle for both driver and passenger.

"As America's most iconic performance nameplate, redesigning the Corvette Stingray from the ground up presented the team a historic opportunity, something Chevrolet designers have desired for over 60 years," said Michael Simcoe, vice president of Global Design, General Motors. "It is now the best of America, a new arrival in the mid-engine sports car class. We know Corvette can stand tall with the best the world has to offer."

A supercar level of craftsmanship, premium materials and attention to detail were critical in designing every component of the Stingray, Simcoe said. The



The public got its first chance to see and touch the new 2020 Corvette Stingray at its California debut.

new location of the engine is truly the focal point for the car's design. It's the heart of this next generation Corvette and it sits like a jewel in a showcase, visible through the large rear hatch window.

The added attention to detail optimized the appearance of every wire, tube, bolt and fastener, similar to those found in modern track and all-road motorcycle design.

The 2020 Stingray's heart is Chevy's next-generation 6.2L Small Block V8 LT2 engine, the only naturally aspirated V8 in the segment. It will produce 495 horsepower and 470 lb-ft of torque when equipped with performance exhaust – the most horsepower and torque for any entry Corvette.

"Though now placed behind the driver, the LT2 gives the same visceral experience we all expect from Corvette," said Jordan Lee, GM's global chief engineer of Small Block engines. "The LT2 has been designed to deliver excellent low-end torque and high-end power to give thrilling pedal response at any RPM."

The powertrain's low position enables a low center of gravity for optimal handling. Perhaps the biggest update is found in the lubrication and ventilation system. For the first time ever, the base



The new Stingray has a mid-engine design – a first for the Corvette.

Stingray will use an engine-mounted dry sump oil system and three scavenge pumps for improved track performance.

During serious track driving, oil volume remains high to avoid diminished performance. The new Stingray's lateral capability is greatly improved, so the LT2's dry sump lubrication system had to be redesigned to provide exceptional engine performance even at lateral acceleration levels exceeding 1G in all directions.

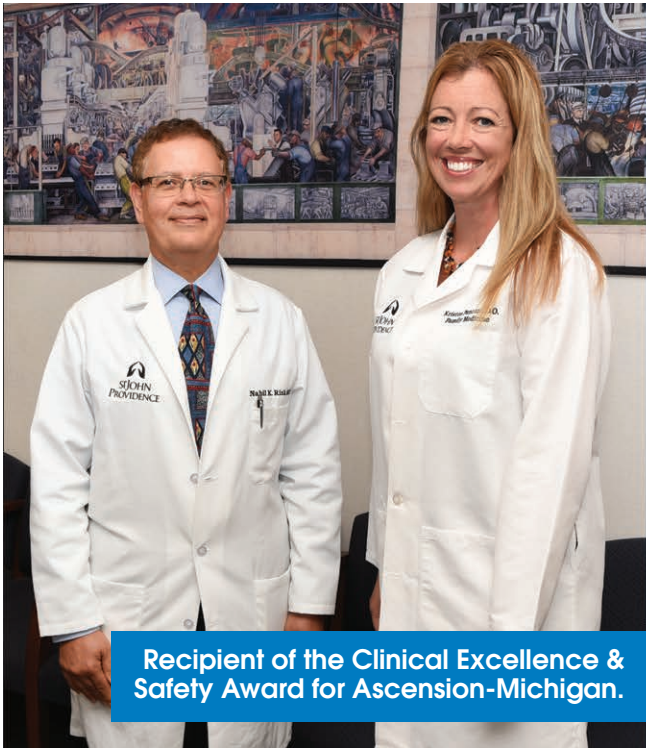
A lightweight, 3.2mm-thick glass panel on the rear hatch allows owners to show off the engine. This panel features a can-

tilevered trailing edge to evacuate heat from the LT2 engine compartment.

The entry 2020 Stingray continues that tradition as a no-compromise value proposition, as it will start under \$60,000, Kelly said.

The new Corvette will go into production at General Motor's Bowling Green Assembly in late 2019.

Additional pricing and packaging information will be shared with the press and the public closer to General Motor's launch of the 2020 Corvette Stingray, Kelly said.



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Detroit Three, UAW Begin 2019 Contract Negotiations

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about \$30,000 from profit sharing since 2009.

These hourly employees work in 22 manufacturing plants, 19 Mopar distribution centers and two FCA transport terminals, one in Detroit and one in Toledo.

Stewart emphasized that FCA has adopted World Class Manufacturing techniques and said the UAW has responded positively to this. He also said that FCA's flexibility in manufacturing has been a huge part of its recent success and that the company will need that flexibility as it enters into the most radical period of change within the history of the auto industry.

When Jones spoke at the ceremony, he said hourly employees took concessions during the "dark days" of the downturn to ensure FCA's survival.

"So today I come with a message from my UAW brothers and sisters," Jones said. "Since the 2015 negotiations, FCA has seen enormous gains in profits. Profits made possible by the UAW workforce."

He also said that when FCA needed help, the UAW was there. And UAW members expect FCA to be there for the employees now that FCA is seeing profits.

"In fact, the Big Three are more profitable in North American than any of their competitors. You all have the home advantage," Jones said. "That advantage is built every day in your plants by our members. But I am sorry to say, that despite billions of dollars in corporate profits, we've been watching a race to the bottom over the past several years for working men and women in this country."

He said that companies have asked for cuts in benefits, retirement security, while workers have seen job losses, wage loss, outsourcing.

"With this year's negotiation, we will halt that race to the bottom," Jones said. "We will protect our work, our jobs and our way of life. We will call on FCA to protect our jobs and allocate product at the great Belvidere Assembly Plant in Illinois, and Kokomo Transmission Plant in Indiana or in any location where product is not yet allocated. And we want every location to continue to grow the FCA membership, who produce some of the finest and best quality vehicles in the world."

At the General Motors ceremony, GM management points similar to what FCA management said.

"We look forward to having productive discussions about building a stronger future for our employees and our business," said GM Chairman and CEO Mary Barra. "Our employees play a critical role in our success, and I am very excited about the opportunities in front of us that will enable GM and the UAW to lead in

the transformation of the auto industry."

Barra said GM has invested \$23 billion in its American manufacturing operations over the last ten years and has accounted for 26 percent of all U.S. manufacturing investment since 2010. The company has announced additional commitments this year at plants in Ohio, Michigan, Tennessee, Kentucky, Indiana and Texas.

"The care, commitment and pride that GM employees put into each product makes us stronger," said Scott Sandefur, who will serve as GM's chief negotiator. "We look forward to working together with the UAW to reach a competitive agreement – one that allows our company, our employees and the communities where we do business to continue to share in the success of our efforts."

Jones' message to GM was the same as to FCA. The union was there for GM during GM's dark times and the race to the bottom will stop.

The UAW will fight to protect workers' way of life and share in company prosperity made possible by UAW labor.

Things weren't much different at the Ford ceremony. The company noted that during the course of the 2015 contract, Ford exceeded its contract commitments, investing more than \$9 billion in its U.S. plants and creating or retaining more than



Jones and Barra at the official GM negotiation ceremony.

8,500 U.S. hourly jobs. Ford has more U.S. hourly UAW-represented workers than any other automaker and builds more vehicles in the U.S. than any other automaker.

Approximately 82 percent of the vehicles Ford sells in the U.S. are built in the United States., significantly higher than any other automaker.

Jones' message to Ford was the same one he presented to FCA and GM – Ford is seeing great profits and the hourly employees expect to see their fair share.

"We expect an agreement that recognizes our contributions to profitability and looks ahead with Ford Motor Company to a prosperous future," Jones said. "And, as we look ahead, our UAW

members expect to build the products of the future and be part of the manufacturing and automation processes that are on the horizon.

"We are ready for the exciting new technologies that will redefine the auto industry."

The UAW has always embraced change and technology advancements, Jones said.

He added that the union is excited to be part of the evolving Ford workforce: EV propulsion and energy storage; autonomous vehicles and related components, new mobility businesses such as Argo and all joint ventures.

"We want to work with you on joint ventures and partnerships and have a role in those discussions," Jones said.

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Ford Program Helps Vets Readjust

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supports honeybee populations, the local ecosystem, gardening and farming communities, and Heroes to Hives aligns with these efforts. So when Wright set out to find space at Ford for the program, his efforts led him to a Ford farm in Ypsilanti.

Ford Cherry Hill Farm is an 800-acre working farm producing corn, soybeans, wheat and hay. Once used as a testing site for the Ford tractor division, it is now the newest location for Heroes to Hives.

“Ford has enabled us to provide a more accessible location for our Heroes to Hives participants.”

– Monique Brentley, Ford

Ford is dedicating five acres of Cherry Hill Farm to the program. In addition to the hives, there will be pollinator-friendly plants to support the honeybees and other pollinators.

“Most veterans in the state reside in Southeast Michigan,” said Ingrao. “Ford has enabled us to provide a more accessible location for many of our Heroes to Hives participants.”

Last year, a Ford designer created six special hive shells to house bee colonies, Brentley said. Standing more than seven feet tall, the beautifully designed hive shells are now situated inside a walking path extension north of Ford World Headquarters. Altogether, the shells contain six colonies with an estimated total of a quarter million bees. Ford employee volunteers serve as beekeepers and manage the hives.

After the winter, the colonies grew in size and the bee population multiplied enough to warrant a controlled split. Splitting a hive allows bees to continue to multiply and prevents swarming. Ford harvested enough bees to start five new colonies.

Concours Shows Corvette History

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At the seminar, attendees will hear from executives who designed prominent GM vehicles including the Next Generation Chevrolet Corvette, which will be revealed in Orange County, Calif., on July 18.

Since the Next Generation Corvette features a mid-engine configuration, designers will speak to the unique opportunities and challenges presented by a mid-engine vehicle.

Tom Peters, former chief Corvette designer, will engage in a fireside chat about his career, insights and what it was like to work on the iconic vehicle. Peters will answer audience questions following his chat.

“Concours d’Elegance of America has a long, respected history celebrating the beauty of automotive design, and that’s a history we intend to honor properly,” said Simcoe. “Attendees will be treated to unique perspectives and stories from a number of our lead designers.”

Doors to the seminar open at 9:30 a.m. More information and tickets can be found at <https://concoursusa.org/>.

Explore Michigan Cadillac is Golfing Heaven

Thanks to the Cadillac automotive brand, Cadillac is a synonym for excellence.

And thanks to the many golf resorts in Cadillac, Mich., that word could be considered a synonym for golf excellence.

According to the official Cadillac Web page, there are eight golf courses within 20 minutes of Cadillac’s downtown.

The page states that while “each offers a unique golfing experience, they share the special beauty that is unique to this area, feature well-cared for courses and friendly, welcoming service.”

The Web goes on to state that each course is easily accessible from area freeways, and new this year city summer interns are creating a multi-part video series that is posed on the city’s Web site. The videos highlight the signature holes of each course, along with “Tips from the Tee” on how to play it best, with “a few fun facts and golf course banter along the way.”

The eight Callilac courses are the Eldorado, Lakewood on the Green, Evergreen Resort, the Missaukee Golf Club, Emerald Vale, Atioch Golf Couse, Cadillac Country Club and the Caberfae Peaks Golf Course.

Here are some descriptions of the golf courses posted on the official Cadillac Web page.

“The **Missaukee Golf Club**, a Bob Meyer design, is an 18 hole par 71 course which has been open to public play since 1970. This course ranges from 4,905 yards from the front tees to 6,045 yards from the back tees. The range in distance allows golfers of all skill levels to enjoy the beautiful terrain that can be found at the course.”

“The **Antioch Hills Golf Club** offers both nine-hole and 18-hole

rounds of golf. It is designed to offer challenges to both expert and novice golfers and is located in Antioch Township.”

“The **Caberfae Peaks Ski & Golf Resort** is in the heart of the Maistee National Forest. Its nine-hole “Peaks Course” takes folfer across 10 bridges as it winds its way along a nature trail. The course offers bent grass tees and a minimum of four tee locations on every hole.”

Incorporated in 1910, **Cadillac Country Club** first established golf on its property with a nine hole course in 1914. Near the midpoint of the century, this course was reconfigured and expanded into an 18 hole parkland type course that still exists today. At 6,070 yards from the championship tees, Cadillac Country Club is best known for its historic trees, corridor type fairways, and small bunkered greens. On a relatively flat piece of property that requires few forced carries, these characteristics combine to make Cadillac Country Club an enjoyable test for all golfers.

“Ranked #7 Public Course in Michigan by Golf Advisor, **Eldorado** is located just south of Cadillac at the crossroads of M-115 & US-131. This location provides for the perfect gateway to your up north getaway. The course setup is fit for golfers of all skill levels too. With five tee boxes, Eldorado can play as a leisurely 5,000 yard round up to a 7,000 yard challenge that tests all of your golfing skills. No matter the tee box you choose, we can assure that you will be happy you chose Eldorado.”

“Nested in the family community of Manton, Michigan, **Emerald Vale Golf Club** is conveniently located just 15 minutes North



The Missaukee Golf Club is just one of many around Cadillac.

of Cadillac and 30 minutes South of Traverse City.

“Carved from some of the most scenic land in Wexford County, Emerald Vale’s natural beauty is enhanced by a creative and challenging design that will satisfy both the accomplished and novice golfer. Panoramic views combine with an attractive natural terrain to create the quiet charm and elegance of this Bruce Matthews III masterpiece.”

“**Evergreen** is an 18-hole Spruce Golf Course is one of the most beautiful and challenging courses in Michigan. Located on a hillside overlooking Lake Cadillac, the course winds through scenic pine forests and gentle hills. Its classic design, featuring rolling fairways and small greens with lots of slope from front to back, can be enjoyed by players of all experience levels.

“Evergreen 9-hole Norway Course is ideal for casual golfers and beginners, or for those who just want a quick game. We also have resident golf pros that are available to help newcomers sharpen their skills.”

“**Lakewood on the Green** is nestled in a picturesque setting just southwest of Cadillac, in Michigan’s North Country. Well

traveled golfers and locals alike will tell you this course is one that lures you back again, and again. An entire community of homes have been carefully arranged on our 300+ acres, as to preserve the natural beauty of this tranquil setting surrounded in tall pines, shimmering lake waters, and natural wildlife.

“Our 18 holes measure nearly 6,100 yards from the blue tees, with four par-3’s, twelve par-4’s, and two par-5’s, for a total par of 70. Gently rolling and winding fairways, strategic bunkers and shoreline from the 15-acre lake make for a scenic tour of the links.

Father and son team Norm & Pete Smith took seven years to build the original course which first opened in 1980. By 1985, Lakewood on the Green was rated as “Michigan’s toughest, prettiest nine-hole golf course” in The Wedge (National Golf Foundation Market Report). After a few changes in name and ownership throughout the years (Wedgewood, Briar South), the property is now under new management and has returned to its original name in the spring of 2013.”

FCA Honors its Suppliers

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- Lightweight Technologies.
- Foundational Principles Supplier of the Year – Ground Effects.
- Foundational Principles Supplier of the Year – DENSO International America, Inc.
- Foundational Principles Supplier of the Year – RRD.
- Innovation Supplier of the Year – Continental.
- Interior Supplier of the Year – Magna.
- Mopar Supplier of the Year – Ryan & Sons, Inc.
- Powertrain Supplier of the Year – Delta Electronics Inc.
- Raw Material Supplier of the Year – Shell Oil Company.
- Services Supplier of the Year – MSX International.
- Supplier Diversity Supplier of the Year – Walbridge.
- Supply Chain Management Supplier of the Year – The Lizhong Wheel Group.
- Sustainability Supplier of the Year – Bridgestone Americas, Inc.

- Value Optimization Supplier of the Year – Dana Incorporated.

Award recipients were determined based on an evaluation of each company’s supplier scorecard performance in 2018 – a rating system that evaluates supplier performance in quality, delivery, cost and warranty – and input from FCA senior leadership.

Foundational Principles winners represent those companies who have demonstrated extraordinary partnership, collaboration, transparency and integrity.

Winners for innovation, sustainability and diversity categories were submitted by the suppliers and vetted by FCA senior leadership.

FCA also awarded 87 global production suppliers for their outstanding quality. To qualify, the supplier’s North American manufacturing location had to have 100 percent warranty and incoming material quality scores.

FCA holds a total of four annual supplier conferences across the globe, Connelly said.

Whitmer Names New Energy Boss

LANSING, Mich. (AP) – Gov. Gretchen Whitmer on July 17 named an energy-efficiency and sustainability official to Michigan’s regulatory body that oversees utilities and telecommunication companies.

Tremaine Phillips’s six-year appointment to the three-member Public Service Commission will take effect unless the state Senate disapproves within 60 days. He would succeed Norm Saari, whose term expired recently.

Whitmer cited the “diverse” work background of Phillips, 32, who leads the Cincinnati 2030 District. It is working to cut

buildings’ energy use, water consumption and transportation emissions by 50 percent by 2030.

He formerly was vice president of strategic initiatives for Ohio-based Empower Gas & Electric, which provides energy-efficiency services for utilities, manufacturers and other businesses.

He also briefly worked for what was then the Michigan Department of Energy, Labor and Economic Growth in former Gov. Jennifer Granholm’s administration before later working at an East Lansing-based nonprofit and co-founding a clean energy-related media firm.



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Chevy has long experimented with mid-engine Corvette designs through the car’s long history.

New Stingray Builds on Corvette Concepts

The 2020 Chevrolet Corvette Stingray is the culmination of 60 years of mid-engine experimentation, said GM spokesman Kevin Kelly.

While the eighth generation Corvette marks a radical leap forward in terms of capability from the seventh generation, it also incorporates lessons learned from past engineering exercises such as the Chevrolet Experimental Research Vehicles (CERVs) I-III, the Aerovette and others.

Zora Arkus-Duntov, considered the father of Corvette, first encountered early mid-engine vehicles in his youth, including the Auto Union Types C and D Grand Prix racing vehicles, Kelly said.

Duntov had a wealth of propulsion knowledge and thrived as an auto racer and engineering consultant in automotive and aeronautics. He was attracted to GM by the original Corvette concept, which he saw at the 1953 Motorama in New York City’s Waldorf Astoria.

Duntov started at GM on May 1, 1953, and helped Chevrolet chief engineer Ed Cole turn his proposed Small Block V8 into a viable technology for Corvette later that decade. Duntov became Corvette’s first true chief engineer and pursued the mid-engine layout through various concepts, including the CERV I, which debuted in 1960. Duntov described it as “a design without limit” and an “admirable tool” to instruct Chevy on “what to put in Corvette.”

CERV I was outfitted with seven different engine combinations in its working lifespan, but its original engine, a Chevrolet Small Block V8, and its lightweight aluminum core are both modernized on the 2020 Corvette Stingray.

In 1964, Duntov’s team debuted CERV II, which Duntov and Chevrolet General Manager Semon “Bunkie” Knudsen envisioned as a challenger at Sebring, Le Mans and other races. With torque converters in the front and rear, CERV II employed the first-ever mid-engine four-wheel-drive system, for which Duntov held the patent.

The most recent attempt at a mid-engine vehicle was the 1990 CERV III concept built in conjunction with Lotus to explore future levels of performance. CERV III, more of a road car than a track performer, was intended as a development vehicle to evaluate mid-engine structures. CERV III was powered by a 5.7L, 32-valve dual overhead cam Small Block V8 with twin turbochargers. It produced 650 hp and 655 lb-ft of torque.

Duntov, who retired from GM in 1975, saw the mid-engine layout with the engine located ahead of the rear axle as the optimal configuration for weight distribution, excellent handling and forward visibility.

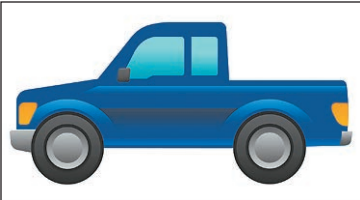
Despite the layout’s innate performance benefits, its implementation in the scheme of mass manufacturing proved problematic. The previous mid-engine Corvettes were relegated to concept status by issues including engine cooling difficulties, limited passenger and luggage space, loudness and the inability to produce a convertible variant, Kelly said.

Advances in development, aided by computer-assisted engineering and virtual reality, helped the current Corvette team carefully plot out the 2020 Chevrolet Corvette Stingray’s architecture. Engineers worked closely with designers to ensure

that the vehicle’s form met all of the necessary performance benchmarks, while preserving the Corvette legacy.

Mid-engine was always part of Corvette’s destiny, Kelly said. The 2020 Chevrolet Corvette Stingray pays off the vision of thousands of people who came before it and lives up to Corvette’s core fundamentals of performance, functionality and attainability.

Ford Designs New Emoji For Pickup Truck Lovers



The proposed Ford truck emoji.

Call it keeping up with the electronic times. Today’s youth often enjoy using emojis to communicate via their smart phones, and Ford wants to get in on the action.

With billions of emoji sent daily and nearly every mode of transportation including cars, scooters, boats, spaceships and ski lifts among the 3,000 approved icons available to emoji users, truck fans noticed a glaring omission: There is no pickup truck, said Joe Hinrichs, Ford’s president, automotive.

Ford decided it was time to do something about this and is celebrating World Emoji Day with the debut of the company’s pickup truck-inspired emoji design, Hinrichs said.

“When customers started demanding a truck emoji, we knew we had to help make it happen,” said Hinrichs.

“Given the popularity of Ford trucks globally, there’s no one better than Ford to help bring an all-new pickup truck emoji to hard-working texters around the globe.”

In 2018, Ford submitted a proposal to the Unicode Consortium – the organization that reviews and approves proposals for new emoji – to add a truck to emoji keyboards everywhere, Hinrichs said.

Now, the pickup truck emoji

has been short-listed as a candidate for inclusion in a future version of Unicode.

The concept emoji’s capable styling has been tuned to meet current trends.

“Our team spent a lot of time digging through message boards, texting influencers and watching social media feeds to really understand our customers’ needs,” said Craig Metros, Ford North America design director.

“People want a truck emoji that’s fresh, stylish, carries their ideas, and ‘tows’ the line on what a truck means. The end result is a modern icon that should give all truck fans a smiley face emoji.”

If the pickup truck emoji is approved in early 2020, the design will be customized so that the Ford emoji can be used on all mobile platforms to meet the needs of customers – from skilled tradespeople to active families who love pickup trucks and emoji lovers who love electronic communications alike.

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Michigan Woman Takes Joy in Chevy Corvair's History

YPSILANTI, Mich. (AP) – It was blue, with a white top. She named it “Piper.”

The 1965 Chevrolet Corvair Monza convertible was Eva McGuire’s first car, bought in 1983 when she was 25.

Growing up with parents who both drove them, McGuire said the Corvair was her dream car. Today, she owns nine.

McGuire, 61, of Ypsilanti, also known as “Corvair Lady,” was once homebound for 20 years while suffering from Reflex Sympathetic Dystrophy Syndrome, which causes chronic pain that develops after an injury.

“I became allergic to just about everything. I lost all my foods, I went down to two foods. I couldn’t wear clothes. It was awful. It’s the worst illness I’d say on earth,” McGuire told MLive.com.

When she decided to get a car again, McGuire went back to her first love – a Chevy Corvair, which she believes contains fewer chemical allergens than a modern vehicle.

“The Corvair gave me my freedom,” she said. “It gave me my independence in this illness.”

The Corvair began production in 1959 and was discontinued a decade later due to being deemed unsafe. The 1965 book “Unsafe at Any Speed: The De-

signed-In Dangers of the American Automobile” by consumer advocate Ralph Nader shed light on the safety problems posed by the Corvair, like the lack of an anti-roll bar and unusual tire pressure requirements.

A majority of the Corvairs were made at the Willow Run plant in Ypsilanti. About 1.8 million of them were manufactured over 10 years.

As McGuire began buying her Corvairs and using them as her full-time cars, she would frequently get stopped around town by people with stories of working on the Chevy Corvair at Willow Run, proud of the roles they played in the production of the short-lived car.

After hearing these stories for nearly two years, McGuire said she wanted other people to hear them, too.

“Meet the Makers of the Chevrolet Corvair” is a documentary she’s been working on since 2014 to tell those stories. McGuire has been acquiring the names of former Corvair production workers and interviewing them on-camera about their jobs.

“I want to honor people. I love doing that, I think that’s my job,” she said. “I want to shine light on people and recognize them, their job, their efforts.”

With nearly 200 interviews already done, McGuire said she is still looking to contact 50 to 100 more workers.

McGuire is seeking anyone who worked on the production of the Corvair or has any Corvair artifacts they would be willing to donate to the Corvair Museum, located inside the Chevrolet Hall of Fame in Decatur, Ill. She can be contacted via email at corvailrady@gmail.com or at P.O. Box 981335, Ypsilanti, MI 48198.

McGuire names all of her vehicles, including “Rebel,” “Professor Proton” and “Thunderheart.” She also has a blue Corvair van she calls “Blupy,” and is humor-

ously eager to remind people it is not a Volkswagen.

McGuire is an honorary United Auto Workers union member and she’s the historian and publicist for the national Corvair Preservation Foundation. She also does a lot of work with the Corvair Museum.

McGuire’s work preserving the history of the Corvair even prompted her to draft a proclamation that was signed by former Gov. Rick Snyder in 2015 to make May 14 “Chevrolet Corvair Appreciation Day” in Michigan.

“(The Corvair) was considered a misfit car,” McGuire said. “Together, that car and I make a perfect pair.”



This 1965 Monza Corvair is McGuire’s favorite version of the car.

More People of Michigan Using Seat Belts

Michigan’s seat belt use rate climbed slightly higher this year, rising from 93.4 percent in 2018 to 94.4 percent, according to recently-released results from a statewide grant-funded observation study conducted by Michigan State University, said Michigan State Police spokesman Kendall Wingrove.

“Traffic safety programs like Click It or Ticket are meant to reduce traffic deaths and lessen the impact of injuries,” said Michael L. Prince, director of the Michigan Office of Highway Safety Planning. “This campaign continues to remind motorists about Michigan’s life-saving seat belt law. While the numbers are slowly heading in a positive direction, the goal is to keep moving toward zero deaths on our roadways.”

Since the state’s all-time belt use record of 97.9 percent in 2009, use declined to 93 percent in 2013, Wingrove said. With the increase to 94.4 percent, Michigan’s use rate is the highest it has been since 2016.

Every 1 percent increase in seat belt use means an estimated fewer 10 traffic deaths and 100 fewer serious injuries.

According to the National Highway Traffic Safety Administration (NHTSA), in 2018 seat belt use in the United States ranged from 76.4 percent in New Hampshire to 97.8 percent in Hawaii.

The nationwide seat belt use rate was 89.6 percent in 2018, Wingrove said.

The direct observation survey also included driver use of electronic devices, encompassing both talking with a handheld or hands-free device and/or typing, Wingrove said.

The rate was slightly higher at 7.5 percent, than last year’s 7.1 percent.

The NHTSA requires states to conduct annual seat belt observation surveys to determine belt usage.

Buyer Beware – Wet Weather Creating More Flooded Cars

The wet weather this summer has resulted in a lot of cars getting caught up in floods. And these flooded cars have to go somewhere, often the used-car marketplace.

And that presents a potential danger to car buyers, said NICB spokesman Frank Scafidi.

The National Insurance Crime Bureau (NICB) is warning the nation’s consumers that vehicles flooded by Hurricane Barry may soon be appearing for sale around the nation. NICB urges caution; don’t rush to buy a used vehicle, especially if the price looks too good to be true, Scafidi said.

After a disaster, NICB works with its member companies, law enforcement, and auto auction companies to identify the vehicles that have had an insurance claim filed. Most of the vehicles are sold to parts companies who will dismantle them and re-sell usable parts that were not damaged by the flooding.

The Vehicle Identification Number (VIN) of vehicles that have been damaged by Barry will be searchable through NICB’s free VINCheck service as well as the National Motor Vehicle Title Information System (NMVTIS) database.

VINCheck allows car buyers to see whether a vehicle has ever been declared as “salvage” or a total loss by an NICB member

that participates in the program. Insurers representing about 88 percent of the personal auto insurance market provide their salvage data to the program. It also alerts users if a vehicle has been stolen and is still unrecovered.

“Our thoughts are with those who have been impacted by this storm. Insurance companies and agents will be there to help you in the recovery process. However, when tragedy strikes criminals have the tendency to swoop in and scam consumers especially when it comes to the resale of flooded vehicles,” said Brooke Kelley, NICB’s communications vice president.

“Unfortunately, some of the flooded vehicles may be purchased at bargain prices, cleaned up, and then taken out of state where the VIN is switched and the car is retitled with no indication it has been damaged.”

NICB warns that buyers be particularly careful in the coming weeks and months as thousands of Barry-damaged vehicles may reappear for sale in their areas, Kelley said.

Vehicles that were not insured may be cleaned up and put up for sale by the owner or an unscrupulous dealer with no disclosure of the flood damage.

Buyers should have a vehicle checked by a reputable technician or repair facility before handing over any cash.

NICB Consumer Tips include looking for water stains, mildew, sand or silt under the carpet, floor mats, and dashboard, and in the wheel well where the spare is stored.

Look for fogging inside the headlights and taillights, Kelley said.

Buyers should also do a smell test, which is actually pretty simple to do, Kelley said.

“A heavy aroma of cleaners and disinfectants is a sign that someone’s trying to mask a mold or odor problem, as well as getting a vehicle history report. Check a trusted database service,” Kelley said. “You can check the vehicle through the NICB’s free VINCheck database.”

Finally, have a trusted mechanic inspect the car’s mechanical and electrical components, and systems that contain fluids, for water contamination.

Follow NICB on social media and use the hashtag #insurance-crime where we will continue to share important tips as the recovery processes in the southeast.

VINCheck information is made possible through the cooperation of participating NICB member companies and is available, free of charge, as a public service to consumers.

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VINCheck database is provided AS IS. NICB does not independently verify the information contained in the VINCheck database and NICB expressly disclaims all warranties related to the information, including merchantability and fitness for a particular purpose.

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America’s Automotive Trust is hosting a special “Motors at the Market” event on Sunday, Aug. 11.

The gathering will allow owners of vintage classics, muscle cars and historic luxury vehicles to gather together and do what automotive fans do best – show off their cars.

The event will be held at Eastern Market’s Shed 5 area in Detroit between the hours of 9 a.m. and 3 p.m.

“Motor on down in your collector vehicle and wander the grounds of Eastern Market, take in all the awe-inspiring autos on display, shop hand-selected vendors, sip a freshly poured over coffee, visit one of the many Eastern Market businesses,” said Ken D. Ross, member of the Trust’s steering committee.

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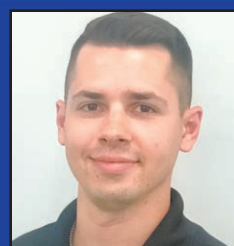
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Ford Testing 20 Custom Hybrid Plug-Ins

Ford’s efforts to help clean up cities by reducing emissions is showing progress.

Three months since the introduction of the Ultra-Low Emissions Zone (ULEZ) in London, results of a year-long trial in the U.K. capital suggest that plug-in hybrid electric (PHEV) commercial vehicles could present the most practical, readily available option for businesses trying to meet clean-air targets in cities.

The trial – which was supported by \$4.7 million grant from the U.K. Government-funded Advanced Propulsion Centre – consisted of 20 Ford Transit Custom Plug-In Hybrid vans covering 240,000 km (150,000 miles) over a 12-month period. The trial sought to test whether businesses could carry out the typical daily duties of their diesel-powered vehicles, while maximising the use of zero-emissions electric-only mode.

The participants in the trial – Addison Lee Group, Autoglass, British Gas, Clancy Plant, DPD, Heathrow Airport, Interserve, Mears Group, the Metropolitan Police, Morrison Utility Services, RNLI, Royal Mail, Speedy Hire, Sky, Transport for London and Vodafone – represented a cross-section of city-based businesses, and integrated the Ford Transit Custom Plug-In Hybrid vans into their day-to-day operations.

During the trial, 75 per cent of the fleet’s mileage in Central London and 49 per cent in Greater London was completed using pure electric power. The results highlight that even without a fully established electric vehicle charging network, the hybrid vans were able to dramatically reduce tailpipe emissions in the inner city, using the flexibility of a petrol range-extender to complete longer journeys when required.

Commercial vehicles in London already make 280,000 journeys on a typical weekday, travelling a total of 13 million km (8 million miles) – and this figure is rising. Vans represent 75 per cent of peak freight traffic, with more than 7,000 vehicles per hour driving at peak times in Central London alone. A similar picture can be found in other major European cities, driven partly by rapid growth in online retail. Consequently, tighter emissions controls are being introduced by authorities throughout the continent, increasing pressure on businesses to find sustainable, practical solutions.

“Emissions-free mobility is essential for the future of our cities and their citizens, but we know there are still barriers we face in the move to electrification,” said Mark Harvey, director, Urban Electrified Van programme. “We also know that businesses still

have legitimate concerns about the range of fully-electric vehicles, as well as their cost-effectiveness and reliability. These trials have helped Ford and its customers to investigate the extent to which PHEVs can help to achieve urban air quality goals, whilst not compromising on productivity.”

Ford has already incorporated learnings from the trial of prototype vehicles to optimise the Transit Custom Plug-In Hybrid production model that will go on sale to customers at the end of 2019. Enhancements include increased motor performance, optimised operating strategies, and revised displays to educate drivers in achieving maximum electric regeneration.

Further trials in Cologne and Valencia will provide data from different markets, cities and customer types, and will involve a mix of Transit Custom Plug-In Hybrid vans and new Tourneo Custom Plug-In Hybrid people-movers. These two models are the first vehicles in their classes to offer plug-in hybrid technology, and offer a standard eight-year battery warranty.

The new vehicles target a zero-emission driving range of 50 kilometres (31 miles), and use a 1.0-litre EcoBoost petrol engine as a

range extender for total range exceeding 500 kilometres (310 miles), thus eliminating range anxiety. A compact battery pack located under the vehicle floor can be conveniently charged using a standard 230-volt supply, and is designed so that the interior space and load capacity of the vehicle is not compromised.

“This trial is the first time Ford has given such early prototype vehicles to customers, and we’ve been able to incorporate their feedback directly into the production van,” Harvey said. “The response has been overwhelmingly positive – operators don’t want to give them back.”

Ford recently announced that a new all-electric Ford Transit will join the company’s European line-up of electrified commercial vehicles in 2021. Designed to deliver pure-electric propulsion, the new van will contribute to cleaner, quieter towns and cities, and reduced running costs for business and operators. Officially homologated fuel-efficiency and CO2 emission figures will be published closer to on-sale date.

Ford is the No. 1 commercial brand in Europe and Ford Transit range sales rose by 11.8 per cent in the first quarter of 2019 compared with the same period last year, with total sales of 81,700.



This custom Transit plug-in hybrid is being tested in London traffic.

Ford Now Has Track-Only Limited Edition of the GT MkII

Now this is a car debut worth celebrating with fireworks. Ford and Multimatic revealed at the Goodwood Festival of Speed on July 4 the Ford GT Mk II, a limited-edition, track-only GT.

This car represents the next stage in Ford GT performance, said said Hau Thai-Tang, Ford chief product development and purchasing officer.

With a 700 horsepower 3.5-liter EcoBoost engine, race-proven aerodynamics and competition-oriented handling, Thai-Tang said the GT Mk II was co-developed by Ford Performance and Multimatic based on competitive learnings from Ford’s successful FIA World Endurance Championship and IMSA WeatherTech SportsCar Championship campaigns with the Ford GT race car yet GT Mk II is engineered independent of race series rules, regulations and limitations.

“The GT Mk II unleashes the full performance potential of the Ford GT without any artificial performance limitations dictated by racing sanctioning bodies,” said Thai-Tang. “It’s the closest GT owners can get to the Le Mans-winning performance and exhilarating feeling of crossing the finish line in the Ford GT race car.”

Limited to just 45 vehicles, with a starting MSRP of \$1.2 million, the GT Mk II joins the GT race car that won the 2016 24 Hours of Le Mans and the Ford GT supercar, said Ford spokesman Matt Leaver.

“The true off-the-hook performance capability of the GT hasn’t yet been fully showcased,” said Multimatic’s Chief Technical Officer, Larry Holt. “The road car is obviously limited by the many

global homologation requirements that it must comply with, and the race car suffers from the restriction of the dreaded Balance of Performance, resulting in it being 150 horsepower down to the road car. The Mk II answers the regularly asked question of how would the car perform with all the limitations lifted: the answer is spectacularly.”

Built in Markham, Ontario, the Mk II begins life at the main Ford GT plant before being transferred to a specialist facility at Multimatic Motorsports where it is crafted into the Ford GT Mk II, Leaver said.

The Ford GT Mk II is focused around aerodynamic and engine improvements and shares key features with both the street-legal GT supercar as well as the GT race car. Many of its components have been track-proven in the world’s most challenging endurance racing events, Leaver said.

The large dual-element rear wing exceeds what the Ford GT race car offers in terms of downforce. A new front racing splitter and diffuser have been incorporated along with new fender louvers and dive planes, which help balance out the extra rear downforce.

These aggressive aerodynamic changes enable the GT Mk II to generate over 400 percent more downforce than the Ford GT while fixed aerodynamic elements along with its race-proven suspension and Michelin Pilot Sport racing tires enable the car to pull more than 2Gs of lateral grip, Leaver said.

GT Mk II is also lighter and more agile. The street car’s ad-

FCA Makes Moves, Names Grasso Maserati COO

FCA has made some two moves in its leadership team.

Davide Grasso, former Chief Executive Officer (CEO) of NIKE’s Converse, joins FCA and is named Chief Operating Officer (COO) of Maserati. Grasso also is appointed to the company’s Group Executive Council (GEC), said FCA spokesman Rick Deneau.

While at Converse, Grasso engineered that iconic brand for long-term sustainable growth, Deneau said. His previous experience includes a string of successes at NIKE, where he served in numerous leadership positions, including Chief Marketing Officer for the Nike brand.

In a related move, Harald Wester assumes the role of Executive Chairman of Maserati. In addition, his responsibilities as Chief Technical Officer (CTO) expand to include global powertrain along with global vehicle engineering for the group.

In his expanded role, Wester will oversee all product development and engineering for the Group’s ongoing new product strategy, including the expansion of its internal combustion and hybrid/electric powertrain offerings.

As Executive Chairman of Maserati, Wester maintains strategic involvement in that historic brand and will oversee all technical and industrial affairs.

“With Davide’s arrival, we continue to round out FCA’s senior leadership team with world class talent,” said Mike Manley, CEO, FCA. “He brings a wealth of brand expertise to one of the most historic marques in the automotive world. Davide and Harald will build on the work that’s already underway to rejuvenate Maserati worldwide; and Davide will be a valuable advisor to the GEC on brand matters across the FCA portfolio.

“The expansion of Harald’s



Davide Grasso

CTO role will further accelerate our progress in powertrain development and drive the integration of market leading technologies into our brands. Combining vehicle and powertrain engineering under one of the industry’s most respected technology leaders will streamline the delivery of our product strategies.”

“Joining Maserati at such a transformational time is an extraordinary opportunity that speaks to my passion for cars, great brands and my personal Italian heritage,” Grasso said. “Working with Mike Manley, Harald Wester and the rest of the FCA team will be a privilege. I’m honored to be joining FCA at such a defining and transformative moment for the company and the industry.”

“This is a fundamental step in the growth of Maserati both for its technological development and for brand expansion and for this I’m excited to work with Davide,” Wester said.

“I’m honored to take the lead of global powertrain for the Group in this challenging time period. The combined vehicle and powertrain teams will speed up the development and integration of world class propulsion systems.”

mounted charge air cooler with water spray technology. The water spray automatically activates in high temperature situations to provide cooling by applying atomized water on the charge air cooler allowing the Ford GT Mk II to maintain a consistent level of power at high temperatures.

A roof-mounted intake reminiscent of the race car engine air intake has been added for the Mk II to feed auxiliary engine, clutch and transmission coolers, giving the Mk II optimal cooling for the most extreme track day duty.

Increased engine power is paired with improved stopping power. The Mk II features braking performance beyond that of the GT race car by utilizing the street car’s carbon ceramic brakes, including 15.5-inch front and 14.1-inch rear Brembo brakes. Unique forged aluminum 19-inch wheels cover the massive brakes with race-proven Michelin Pilot Sport GT tires.



This Ford GT Mk II is designed to be driven only on proper race tracks.

Detroit’s SAE Chapter Has Car Show

The Detroit chapter of the Society of Automotive Engineers (SAE) is holding a car show and networking event on Thursday, Aug. 15, from 5 to 7:30 p.m. at the The Woodward Avenue Brewers in Ferndale.

The Car Show is open to custom or classic cars and will take place in a reserved parking lot right behind the WAB. To add some excitement to the night, guests will have an opportunity to vote for their favorite car until 7 p.m. The winner and runner up will receive a trophy and bragging rights.

Only 25 car spaces will be available, so be sure to register early. Wristbands will be provided onsite to allow guests access to food and beverage. Go to sae-detroit.org/event-details/?id=289 for more information.

BorgWarner Now Powering BMW 2.0L Via Turbo Power

BorgWarner's reputation as a global leader in combustion technologies is demonstrated by the use of the company's innovative regulated two-stage (R2S) turbocharging system.

It will be used in the BMW Group's latest 2.0 liter TwinPower turbo 4-cylinder diesel engine, featured in most of the latest and upcoming vehicle models across the company's range of vehicles, said said Joe Fadool, president and general manager, BorgWarner Turbo Systems.

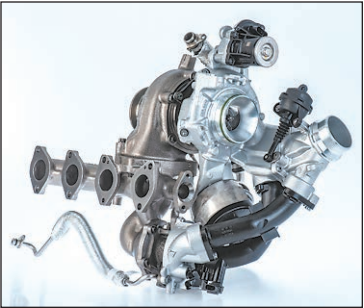
The combination of a low pressure variable turbine geometry (VTG) turbocharger and a high pressure wastegate turbocharger was tailored to meet the automaker's specific demands – most R2S applications use VTG in the high-pressure stage, said BorgWarner spokeswoman Kathy Graham.

The resulting turbocharging system is now optimized to achieve the best possible combination of enhanced performance, reduced emissions and fuel economy.

BorgWarner's technology is helping automakers comply with increasingly stringent local emissions regulations worldwide and, in Europe, supports them in meeting the requirements of the Euro 6d TEMP standard, Fadool said.

"Our leading R2S solution supports automakers in reducing emissions and improving fuel economy," said Fadool. "We have been supplying BMW Group with our advanced technologies for 20 years and are happy to substantially expand our successful relationship by providing a majority of their vehicles with our R2S system."

The highly innovative Borg-



BorgWarner RS2 Turbo Charger

Warner R2S unit combines the VTG turbocharger and a wastegate turbocharger, arranged in series, in a compact package, Fadool said. It facilitates an optimized air supply over the whole engine map, so that the lowest emissions and highly efficient fuel consumption are achieved by always supplying the required boost of power needed for optimal combustion.

Electric actuators control the inflow angle and speed at the turbine wheel inlet by precisely adjusting the turbocharger's guide vanes.

In this way, the VTG turbocharger constantly adapts the cross-sections of the turbine to the engine's driving status for optimized power output, Fadool said.

The BorgWarner technology now also offers the company's customers improved thermodynamics and a rapid rise in boost pressure to provide excellent transient response and nearly instant acceleration which significantly enhances driving pleasure, Fadool said.

BorgWarner Inc. is a global product provider of clean and efficient technology solutions for combustion, hybrid and electric vehicles, Fadool said.

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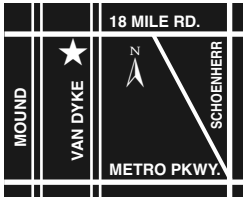
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MSRP \$36,415
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- Bluetooth for Phone!

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MSRP \$34,170
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Flint Museum Has STEM Exhibitions

FLINT, Mich. (AP) – A science-and-history museum in Flint is undergoing a roughly \$26 million renovation to create more hands-on activities for children.

The project is expanding the Sloan Museum of Discovery to better engage visitors with interactive exhibits. The plans include a new science center, early childhood exhibit and an automotive gallery with rotating exhibits of classic cars.

Todd Slisher, the museum's executive director, said the goal is to cater to a younger audience, which is mostly comprised of children.

"Really only 20 percent of our audience is a strict adult audience," he said.

Slisher said interactive experiences improve children's learning. He hopes the changes get children excited about science, history and technology.

"It's really important in getting them that spark, that 'aha' moment," Slisher said.

He added that Flint, in particular, needs "stronger educational opportunities for our children."

The museum is seeking input from the community for the new exhibits. Officials have held focus groups and met with local organizations about the changes to the space.

"We want to make sure we're telling everyone's story and that everyone is included in the museum," Slisher said.

The project is almost fully funded. Officials will need to raise about \$4 million more to cover the renovation costs.

Flint Mayor Karen Weaver said she's confident the revamped museum will encourage children to absorb more knowledge.

"They're going to be learning and they're not going to even know that they're learning," Weaver said. "This will be world class and it's right in our own backyard."

The museum held a groundbreaking ceremony in June. Officials expect the museum to reopen in 2021.

Dodge Campaign One To Beat The Band Struts

The Dodge brand and the band The Struts (Interscope Records) are teaming up as part of a new summer advertising campaign launching across television, social and digital channels. The band's recently released rendition of "Dancing in the Street," which can be downloaded/streamed here, adds fuel to the Dodge brand's summer campaign, which includes pitting The Struts band members – Luke Spiller, Adam Slack, Jed Elliott and Gethin Davies – against each other on the race track in a 2019 Dodge Challenger R/T Scat Pack 1320, said FCA spokeswoman Diane Morgan.

As part of the Dodge brand's social content, fans of The Struts will have the chance to see their favorite band member pitted against their bandmates on the drag strip. Luke, Adam, Jed and Gethin will learn about the 2019 Dodge Challenger R/T Scat Pack 1320 and its capabilities on the track. The guys will be coached on how to drive and race the Challenger, preparing each for a safe race down the track.

As The Struts are prepping, fans can hype up the race online through the Dodge brand's social channels, including Twitter and Instagram, with the chance to vote for who they think will win. Once ready, Luke, Adam, Jed and Gethin will each get the chance to race the 1/8 mile and the best time wins.

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- LED Head Lamps
- Heated Front Seats

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- HD Trailer Package
- 20" Aluminum Wheels
- Bose Stereo
- Heated/Cooled Leather Seats
- Navigation System
- Driver Alert Package
- Assist Steps

SPRAY-IN BED LINER INCLUDED

Was \$44,995 Sale Price \$36,995*

36 MONTH LEASE

\$269* \$999 DOWN

36 MONTH LEASE

\$299* \$0 DOWN

NEW 2019 GMC YUKON
SLE 4X4

- 8 Passenger Seating
- Power Seats
- Rear Climate Control
- BOSE HD Stereo System
- Apple/Android CarPlay
- Remote Start
- Trailer Package
- Aluminum Wheels

0% APR for up to 72 Months on Denali

Was \$54,155 Sale Price \$44,389*

36 MONTH LEASE

\$355* \$1499 DOWN

36 MONTH LEASE

\$399* \$0 DOWN

SALES HOURS

MON & THURS 8:00AM-9:00PM

TUES, WED & FRI 8:00AM-6:00PM

SATURDAY 10:00AM-3:00PM

OPEN THE LAST 2 SATURDAYS OF THE MONTH

SERVICE HOURS

MON & THURS 7:00AM-7:00PM

TUES, WED & FRI 7:00AM-6:00PM

SATURDAY 8:00AM-12:00PM

38111 GRATIOT (N. of Metropolitan Parkway at 16 1/2 Mile) CLINTON TOWNSHIP

586-465-8465 • 1-800-966-2287

*See dealer for details. Photos may not represent actual sale vehicle. All rebates and incentives, including GM loyalty & Conquest incentives have been deducted from the purchase price and are included in the lease payments, and are subject to change by the manufacturer without notice. Leases are through GM Financial and are based on A1 approval. GM Employee discount is required unless otherwise noted. All leases are for 10k miles per year. GM Lease Loyalty requires a Buick, GMC, Cadillac or Chevrolet lease in the household. 1st payment, tax, title and plate fee are due at signing. All prices are plus tax, title and plate fee. No security deposit required. Yukon, Sierra and Canyon purchase price includes down payment assistance and must finance through GM financial. +0% APR on All New Sierra (select models). \$2500 minimum for your trade-in on a 2005 or newer. No rebuilt or salvage title under 150k miles. See dealer for complete details on all incentives and offers. Deals good thru 7/31/2019 at 6pm.