

2020 Corvette Earns 2019 Car of the Year Title

Detroit’s automotive designers and engineers are doing something right. Just ask the folks over at *Motor Trend*.

The 2020 Corvette has been named *Motor Trend’s* Top Car for 2019, and the 2019 Ram 2500 HD was awarded Top Pickup.

Motor Trend writer Jonny Liebermann said, “Sometimes, a car comes along that leaves the automotive landscape different than before. In today’s Silicon Valley parlance, we’d be tempted to term such a car a ‘disrupter.’ The last car to so radically shift the car world was the Tesla Model S, our 2013 Car of the Year.

“This time around, our 2020 *Motor Trend* Car of the Year, the Chevrolet Corvette, fully scrambles the order of things. Simply put, never before has so much four-wheeled exoticism been attainable for so little money. Or I should say, so much good exoticism.

“Chevrolet Performance did not phone in the first-ever production mid-engine Corvette. It dialed it, massaged it, honed it, crafted the new ‘Vette to the point of the nearly impossible. The eighth-generation car will bring people into dealerships who previously would never have come in. The mid-engine Corvette is a game changer, an inflection point, and a reminder

that when Americans truly set our minds to a task, look out. For soon you’ll be standing on the moon – or driving the sports car equivalent thereof.”

Motor Trend judges stated that they also appreciated the Corvette’s new mid-engine de-

sign. They noted that the father of the Chevrolet Corvette, Zora Arkus-Duntov, began working on a mid-engine Corvette back in 1959.

Liebermann said the 1960 CERV-I (for Chevrolet Engineering Research Vehicle) single-seater located its 283-cubic-inch

pushrod V8 small-block just aft of the driver’s head. Subsequent CERV concepts only stoked the belief among *Motor Trend* editors that such a vehicle was not only possible but also likely.

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GM president Mark Reuss with *Motor Trend’s* 2019 Car of the Year, the new C8 mid-engine Chevrolet Corvette.

Ford Launches Bold Entry Into EV Market With Mustang

Ford is making sure that its EVs will have the muscle and style people want in their cars, said Bill Ford, executive chairman of Ford Motor Company.

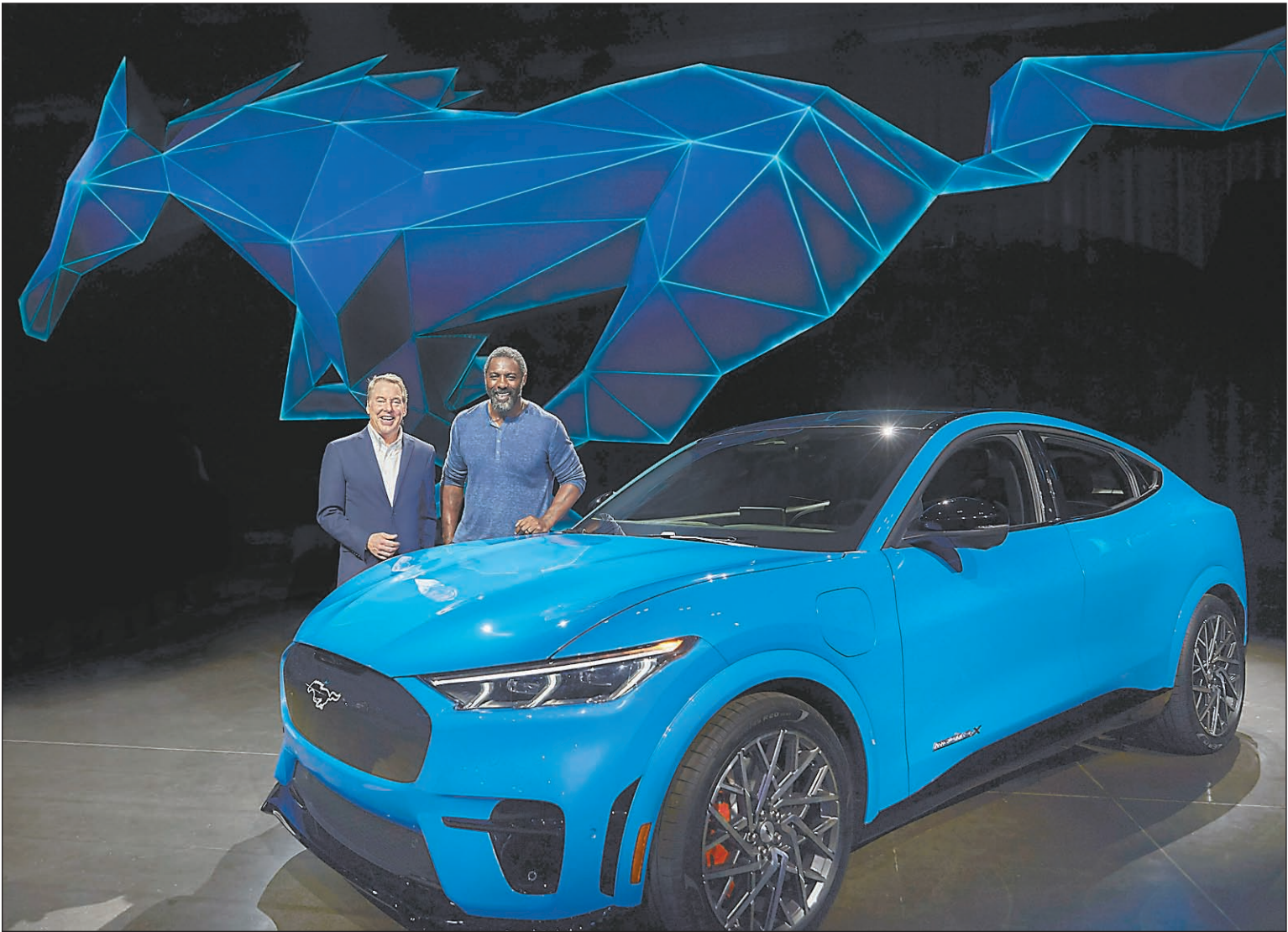
For the first time in 55 years, Ford said, Ford is expanding the

Mustang family, bringing the famous pony into the electric age with Mustang Mach-E, an all-new, all-electric SUV born of the same all-American ideals that inspired the best-selling sports coupe in the world.

Ever since the original Mustang took the world by storm in 1964, said Ford, it quickly came to represent the best of the American spirit: Freedom, progress, fast performance and a touch of rebellion. Now, Mustang is ready to reimagine

these ideas for a powerful electric future, with space for customers’ growing needs and advanced over-the-air updates that continue to improve the vehicle.

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Ford and actor Idris Elba were on hand at the Los Angeles Auto Show to show the public for the first time Ford’s new EV Mustang SUV.

GM’s Suit Claims FCA Conspired For Labor Edge

DETROIT (AP) – United Auto Workers President Gary Jones abruptly resigned Nov. 20, capping a tumultuous day that saw union leaders move to oust him, and General Motors accusing rival Fiat Chrysler in a lawsuit of bribing union officials to get more favorable contract terms from the UAW.

Jones has notified the union that he would retire, his attorney, Bruce Maffeo of New York, said in an email.

The news of Jones’ resignation came shortly after the UAW’s International Executive Board filed paperwork to expel him and Regional Director Vance Pearson from the union over allegations raised by a federal investigation into union corruption that has resulted in multiple arrests starting in 2017. The move to oust the two leaders would have brought union trials for both.

Pearson is facing criminal charges while Jones has not been charged but federal agents raided his suburban Detroit home in August.

In the email, Maffeo said Jones decided to step down before learning of the move to oust him.

Jones, who has been a UAW

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Thanksgiving Parade Has Detroit Fun

Thanksgiving means more than football and turkey, and Ford is working to make sure that day is celebrated.

Ford Motor Company’s commitment to “Creating Tomorrow Together” – its own and Southeast Michigan’s – will be on full display with an all-new float making its debut at the 93rd America’s Thanksgiving Parade in downtown Detroit on Thursday, Nov. 28, said Stafanie Dunham, spokeswoman for the Ford Motor Company Fund.

“Everything Ford does is designed around the needs of people,” said Jim Vella, president, Ford Motor Company Fund. “In Detroit, our hometown for 116 years, that includes bringing people together through cherished local traditions like America’s Thanksgiving Parade.

“The parade has been a joyful kickoff of the holiday season for generations of people in Southeast Michigan, and Ford is proud to be a part of those shared experiences and memories.”

At more than 100 feet long and 25 feet tall, Ford’s new float will showcase its future – stretching from the innovation hub being developed at the historic Michigan Central Station in Detroit, to the transformation of Ford’s Research and Engineering campus in Dearborn, and to its robotics lab in Ann Arbor, Dunham said.

The float will also highlight the company’s iconic cars, trucks and SUVs, and look ahead to a world with electric and autonomous vehicles and innovative mobility solutions such as

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Macomb Center's Christmas Show Coming Soon

The CHRISTMAS WONDERLAND, holiday spectacular, is coming to the Macomb Center for the Performing Arts in Clinton Township on Saturday, Dec. 7. There will be two shows – one at 3 p.m. and one at 7:30 p.m., said Kerrie Augustine, event spokeswoman.

“Your entire family can start Christmas in style as Santa and his merry helpers take you on an unforgettable nostalgic journey with a broad selection of Christmas songs,” Augustine said. “Holiday favorites include ‘White Christmas,’ ‘Winter Wonderland,’ ‘Have Yourself a Merry Little Christmas,’ ‘Chestnuts Roasting on an Open Fire,’ ‘Jingle Bells,’ ‘Silent Night,’ ‘Deck the Halls,’ and many more.”

Tickets to the Winter Spectacular are on sale now. To order please go to MacombCenter.com, or call the number 586-286-2222 between the house of 10 a.m. and 4 p.m., Augustine said.

Chevrolet's New Tahoe Building on Tradition

It was a concept for an SUV whose time had come.

When it was first introduced for the 1995 model year, the Chevrolet Tahoe combined the maneuverability of a short-wheelbase truck with the functionality of four doors, said GM spokeswoman Rita Kass-Shamoun.

It was positioned to be a multi-purpose family vehicle, with the versatility to tow a trailer, go off road or take the family on a road trip. That quickly led to the Tahoe becoming the best-selling full-size SUV in the U.S., a title it has held for 19 consecutive years, said Paul Edwards, U.S. vice president of Chevrolet marketing.

“The Tahoe delivered the perfect blend of capability, cargo space and comfort just as the four-door, full-size SUV market ignited in the United States,” said Edwards.

“The Tahoe is a wildly successful and enduring favorite with customers and has helped Chevrolet lead the full-size SUV segment since its introduction.”

The Tahoe has consistently been honored for reliability, durability and customer experience, Edwards said.

Most recently, Tahoe was honored in the J.D. Power 2019 Initial Quality Study and 2018 Kelley Blue Book's 5-Year Cost to Own Awards.

Currently, Tahoe accounts for nearly one of every four full-size SUVs sold in the U.S. Combined with the long-wheelbase Suburban, Chevrolet accounts for 45 percent of the full-size SUV segment, almost double the share of its closest competitor so far in 2019, Edwards said.

In addition, Tahoe remains among Chevrolet's best-selling models to government agencies,



The Tahoe's look evolved from 1995, top left, to 2000, top right, to 2007, bottom left, to 2015, bottom right.

for various uses, including law enforcement.

The Tahoe PPV (Police Pursuit Vehicle) features suspension and control modifications to handle high speeds and frequent stopping, in addition to a high-output alternator and an auxiliary battery, which help power additional demands required by computers, lights and sirens.

“When the Tahoe was introduced 25 years ago, our police customers saw its potential for their highly demanding environments,” said Ed Peper, U.S. vice president of GM Fleet. “Today, the Tahoe PPV is the most aspirational police vehicle on the market – combining a strong visual presence with uncompromising capability, new safety technologies and impressive interior and cargo space.”

Much of the Tahoe's success with both families and law enforcement can be attributed to its evolution – each model year added more technology, better performance and greater capabil-

ity – to meet the changing needs of customers, Edwards said.

“Comparing technology and features of the first Tahoe to what's available today shows how the vehicle has evolved to keep up with the times and ahead of the competition,” Edwards said.

Over the years, Chevrolet has added ever more sophisticated technology to the Tahoe.

In 1995, the Tahoe's “infotainment” features included AM/FM stereo with seek-scans, a cassette deck, a compact disc player with theft lock and a speed-compensated volume system, Edwards said.

Now compare this to the technology that comes with the 2019 Tahoe, which features with Bose premium 9-speaker audio, a wi-fi hotspot with 4G LTE data, Apple CarPlay, Android Auto and wireless charging.

The Tahoe has advanced in other ways as well, Edwards said. The 1995 Tahoe's technology features included speed control and

tilt steering, power windows, independent front suspension, solar-ray tinted glass, a rear wiper with defogger and remote keyless entry.

The 2019 Tahoe's technology also includes heads-up display, standard rear vision camera, adaptive cruise control, IntelliBeam automatic high-beam control, a tire pressure monitor, hands-free power liftgate and keyless entry, and push-button start.

And the Tahoe's horsepower has also improved in the past quarter century, Edwards said.

In 1995, different models could provide between 200 hp and 310 lb.-ft. of torque. The 2019 models provide between 420 and 460 lb.-ft. of torque.

The 1995 Tahoe had a maximum seating capacity of five; the 2019 can hold up to nine people.

Today, every Chevrolet Tahoe is produced in Arlington, Texas, using globally-sourced parts and is for sale in 50 countries around the world.

2020 Corvette Earns Best Honors from Motor Trend

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“Fast-forward to September 2019, and we finally get our greedy, grubby hands on the 10th-ever production mid-engine Corvette, an early-build, production-intent model with a VIN that ends in 000010,” Liebermann wrote. “From our weeks of testing the Corvette against a field of formidable competitors, we can say Zora was onto something six decades ago.”

“We've been waiting so long for this car that, climbing in, I felt like a kid on Christmas morning,” Detroit editor Alisa Priddle said. “I didn't care if it was going to be good or bad, I just wanted to unwrap the present and drive it.”

Motor Trend writer Christian Seabaugh wrote that the “easiest job in the automotive industry has to be marketing pickup trucks. We're all familiar with the ads: An oversized dually slams through a concrete wall, a voice actor in his best movie trailer baritone introduces the ‘all-new, more capable’ Brodzozer 4500 as the camera pans back showing the truck towing the U.S. Navy Pacific Fleet.”

This approach to advertising has trapped pickup engineers into a vicious cycle of chasing max tow and payload numbers – “frankly, to the point that the added performance and capability is of little use to the average buyer,” Seabaugh wrote. “After all, once your combined truck and trailer weighs more than 26,001 pounds, legally you should be carrying a commercial driver's license.”

“So what happens if you take the mad men out of the driver's

seat and let the engineers and designers focus on performance, capability, and versatility, the things that real truck buyers both want and need? You get Motor Trend's 2020 Truck of the Year, the Ram Heavy Duty,” Seabaugh wrote.

While the Kia Telluride took home the 2020 SUV of the Year award, Detroit automakers were well repented in the list of finalists, which included the Lincoln Aviator and the Lincoln Corsair.

Motor Trend writers liked the Aviator for its design – both inside and out, as well as its “supple” suspension.

They noted that “in reviving the Aviator name, Lincoln hatched a new rear-drive architecture (impressively differentiated from the Ford Explorer's) with a car-based chassis, excellent suspension, and all the accoutrements you want from a luxury three-row SUV. It also has a lot more power, especially in the plug-in hybrid.”

Motor Trend writers liked the Corsair for its sharp interior design and the strong engine choices available to buyers. Judges wrote of the vehicle that “The 2020 Lincoln Corsair was the sleeper hit of this year's SUV of the Year judging. The Corsair (which replaces the MKC) rides on the same new front-drive architecture as the 2020 Ford Escape, but designers and engineers at Lincoln erased any similarities in look or feel. This is a clear case of Lincoln putting in the extra effort.”

“A solid and surprising offering from Lincoln,” editor-in-chief Ed Loh said. “It costs more, but there is evidence you get what you pay for.”

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GM Lawsuit Claims FCA Conspired to Get Wage Advantage

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member for 44 years and started as a factory worker, stepped down to let the union focus on its core mission of improving the lives of members and their families, Maffeo said.

Pearson's status with the union was not clear. A message was left seeking comment from his attorney.

Jones' departure came just hours after General Motors filed a racketeering lawsuit against Fiat Chrysler, alleging that its crosstown rival got an unfair business advantage by bribing UAW officials.

The unprecedented lawsuit, filed Nov. 20 in U.S. District Court in Detroit, alleges that FCA was involved in racketeering by paying millions in bribes to get concessions and gain advantages in three labor agreements with the union.

The lawsuit alleges that Fiat Chrysler corrupted the bargaining process with the UAW in the 2009, 2011 and 2015 union contracts to gain advantages over General Motors.

"FCA was the clear sponsor of pervasive wrongdoing, paying millions of dollars in bribes to obtain concessions" from the union, GM General Counsel Craig Glidden said. "FCA's manipulation of the collective bargaining process resulted in unfair labor costs and operational advantages for it, causing harm to GM."

In a statement, Fiat Chrysler called the lawsuit "meritless" and said it would defend itself vigorously. It also accused GM of try-

ing to disrupt its proposed merger with French automaker PSA Peugeot as well as ongoing contract talks with the UAW.

"We are astonished by this filing, both its content and its timing," Fiat Chrysler said. "We intend to vigorously defend against this meritless lawsuit and pursue all legal remedies in response to it."

"We intend to vigorously defend against this meritless lawsuit . . ."

— FCA Statement

In its complaint, GM accused Fiat Chrysler CEO Sergio Marchionne, who died last year, of authorizing bribes worth more than \$1.5 million to union officials in a scheme to impose unexpected labor costs on GM. The higher costs were designed to force GM to merge with FCA, which had rejected Marchionne's offer to combine the companies, the lawsuit said.

Erik Gordon, a University of Michigan business and law professor, said one company suing another over bribes to union officials is without precedent. While GM's allegations are believable given what federal prosecutors have already uncovered, it will have the burden of convincing a

jury that the scheme actually happened, Gordon said.

In addition to Fiat Chrysler, GM's lawsuit names former FCA labor relations chief Alphons Iacobelli, and former FCA officials Jerome Durden and Michael Brown as defendants. All have pleaded guilty in the federal corruption probe, which has alleged that Fiat Chrysler bribed UAW officials to keep them "fat, dumb and happy."

Authorities have said that payments were made through a training center jointly run by the company and the UAW. Durden handled the training center's finances, and Brown helped run the center.

After leaving Fiat Chrysler, Iacobelli went to GM's labor relations department in 2016. He was suspended after his indictment and fired in December of 2017.

In a separate statement, the UAW said it had multiple safeguards in place to ensure the integrity of its contracts negotiated with Fiat Chrysler, including reviews by local and international union officials.

"We are confident that the terms of those contracts were not affected by Iacobelli's misconduct, nor that of any UAW officials involved in the misuse of joint program funds at FCA," the statement said.

The UAW says it's committed to make whatever changes are needed to make sure misconduct never happens again.

Glidden told reporters that in the three UAW contracts, FCA was able to reduce its labor costs because the union allowed it to hire more temporary and lower-paid workers than GM.

In 2007, the union agreed that new hires would be paid less than longtime workers, setting up a "second-tier" of employees who were paid less. FCA has more second-tier workers than either of its Detroit competitors.

The Center for Auto Research, an industry think tank, calculated earlier this year that Fiat Chrysler's total labor costs including wages and benefits were about \$55 per hour, giving it an \$8 per hour benefit over GM and a \$6 advantage over Ford.

Glidden said GM is not suing the UAW because it believes that responsibility rests with FCA, which was the "orchestrator" of the conspiracy.

He said GM is seeking substantial damages in the case, but he could not give a specific amount. The lawsuit says GM doesn't seek to reduce wages or benefits of any UAW workers.

Earlier this month, a retired union vice president and former GM board member became the 13th person to be charged in the federal probe of the union and auto companies.

Joe Ashton is accused of receiving millions of dollars in kickbacks from a contractor who made watches for union members.

The 58,000 watches, purchased through the GM-UAW joint training center, are still in storage five years later.

Last month, the union settled with General Motors after a 40-day strike, and Ford workers reached an agreement shortly after. Intense talks with Fiat Chrysler began Nov. 18, with the possibility of another strike due in part to union members' distrust of UAW leadership.

Warren Library December Events Coming

Author R.J. King will visit the Civic Center branch of the Warren Public Library on Thursday, Dec. 5, to talk about his new book "Detroit: Engine of America," said Warren librarian Paul Konkolesky.

The book explores how the city, starting in 1701, became the birth place of the auto industry.

The talk starts at 6:30 p.m. and will last about an hour.

On Thursday, Dec. 12, a special class on how to wrap Christmas presents will be held in the Civic Center library's conference room from 6 to 7:30 p.m., Konkolesky said.

The library will supply paper, tape and ribbon as well as cookies and holiday music. Space at these events is limited. To reserve a spot, call 586-751-0770.

Lawsuit Doesn't Worry FCA

MILAN (AP) — The chairman of Fiat Chrysler Automobiles indicated Nov. 21 that the merger with French carmaker PSA Peugeot will not be affected by a General Motors lawsuit.

John Elkann told reporters in Turin that the Italian American company would fight the lawsuit in court, adding "we are not worried."

GM has accused Fiat Chrysler in a lawsuit filed at a U.S. district court on Nov. 20 of bribing union officials to get favorable contract terms from the United Auto Workers Union.

Elkann, speaking ahead of an investor-day event for the Exor investment arm that controls FCA, was quoted by Italian news agency ANSA as saying there would be a memorandum of understanding with PSA by the end of the year, as previously announced.

FCA said the lawsuit is "meritless."

In the lawsuit, GM accused Sergio Marchionne, the long-time Fiat Chrysler CEO who died last year, of authorizing bribes worth more than \$1.5 million to union officials in a scheme to impose unexpected labor costs on GM.

"I am sorry that one is making false accusations against a person like Marchionne who cannot defend himself," ANSA quoted Elkann as saying.

Marchionne's successor as Fiat Chrysler CEO, Mike Manley, said in a letter to employees that the lawsuit "rehashes a collage of salacious public allegations" from a pending case involving a training center, and "at first review, beyond unsupportable speculation, does not include any new factual allegations."

Manley said the company "would not be slowed down by this act," adding "let's keep the performance up, as it has clearly got some of our competitors worried."



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Ford Unveils New EV Mustang to the Public

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“At the first-ever Detroit auto show, Henry Ford said he was working on something that would strike like forked lightning,” said Ford. “Today, the Ford Motor Company is proud to unveil a car that strikes like forked lightning all over again – the all-new, all-electric Mustang Mach-E. It’s fast. It’s fun. It’s freedom – for a new generation of Mustang owners.”

Developed in a century-old brick building a few blocks away from Henry Ford’s first factory in Detroit, the Mustang Mach-E was brought to life through a development process concentrated entirely on customer needs and desires, Ford said.

“The result,” he said, “is a sleek, beautiful SUV that delivers spirited ride and handling, with state-of-the-art connected vehicle technology that makes Mach-E even better over time.”

According to a statement issued at the unveiling, when it arrives in late 2020, Mustang Mach-E will be available with standard and extended-range battery options with either rear-wheel drive or all-wheel drive powered by permanent magnet motors.

Equipped with an extended-range battery and rear-wheel drive, Mach-E has a targeted EPA-estimated range of at least 300 miles. In extended-range all-wheel-drive configurations, Mach-E is targeting 332 horsepower and 417 lb.-ft. of torque – with the standard all-wheel-drive variation targeting quicker times to 60 mph than the base Porsche Macan series.

Ford also will offer two special performance versions. The GT is targeting 0-60 mph in under 4 seconds, making it faster off the line than a Porsche Macan Turbo. The GT Performance Edition, meanwhile, is targeting a comparable 0-60 mph in the mid-3-second range to a Porsche 911 GT3. Both GT configurations are targeting an estimated 459 horsepower and 612 lb.-ft. of torque.

“The Mustang Mach-E wholeheartedly rejects the notion that electric vehicles are only good at reducing gas consumption,” said Hau Thai-Tang, Ford’s chief product development and purchasing officer. “People want a car that’s thrilling to drive, that looks gorgeous and that can easily adapt to their lifestyle – and the Mustang Mach-E delivers all of this in unmatched style.”

Customers can now visit the Mustang Mach-E reservation site to make a \$500 reservation deposit. A limited First Edition will be available in extended-range all-wheel drive, with red painted brake calipers, metallic pedal covers, contrasting seat stitching and a scuff plate marked First Edition. The Mach-E GT deliveries start in spring 2021.

In addition to acceleration, Mustang Mach-E will be available with Brembo’s all-new performance Flexira aluminum calipers, which maintain the functionality of a fixed caliper while being designed with the dimensions of a floating caliper.

Mustang Mach-E delivers three unique drive experiences – Whisper, Engage and Unbridled – each offering finely tuned driving dynamics packaged with a distinct sensory experience, Thai-Tang said. Features include custom-designed vehicle responsiveness such as sportier steering controls, ambient lighting, sounds tuned for an authentic all-electric experience, and dynamic cluster animations that are tied to driving behavior.

When the vehicle launches, a new Mach-E 4 all-wheel drive system will be available that can apply torque independently to the front and rear axles to deliver impressive acceleration and im-

proved handling over the rear-wheel-drive model.

“Whether you want to really feel its performance capability or are looking for the quiet atmosphere that electric vehicles can offer, the Mach-E harnesses the power of electrification to create a unique driving experience while retaining that unmistakable Mustang feeling of freedom,” said Ted Cannis, Ford enterprise product line director, Global Electrification.

Using Ford’s new all-electric architecture that places batteries inside the underbody, Ford engineers and designers were able to create a vehicle that’s not only true to Mustang but also maximizes SUV space for five passengers and cargo.

“Thanks to advances in battery technology, the Mustang Mach-E is the kind of car that gets people excited about driving, with a sporty, beautiful silhouette that delivers an incredible shape rarely seen in SUVs,” said Ron Heiser, Ford Mustang Mach-E chief program engineer.

Along with its all-new propulsion system, the Mach-E holds another surprise under its hood – a drainable front trunk storage unit. Providing 4.8 cubic feet of

storage space, the front trunk is large enough to comfortably store the equivalent of a carryon luggage bag.

And because it’s drainable, customers can easily pack it full of ice and keep their favorite beverages cold – perfect for that pregame tailgate or trip to the beach.

Mustang Mach-E will be available in both standard-range (75.7 kWh lithium-ion battery) and extended-range (98.8 kWh battery), which has a targeted EPA-estimated range of at least 300 miles in rear-wheel-drive configuration.

The batteries feature 288 lithium-ion cells in the standard-range version and 376 lithium-ion cells in the extended-range.

Designed for ease of manufacturing, the battery is located on the floor between the vehicle’s two axles – and tested at temperatures as extreme as minus 40 degrees Fahrenheit.

The batteries are secured inside a waterproof battery case surrounded by crash-absorption protection.

They are liquid-cooled to optimize performance in extreme weather and to improve charging times for drivers and owners, Heiser said.



The interior of the Mustang SUV is streamlined and roomy.

California’s Emission Rules

by DON THOMPSON
Associated Press

SACRAMENTO, Calif. (AP) – California announced new rules Nov. 15 for its state vehicle fleet to reduce pollution and reward automakers that are siding with it against the Trump administration.

Officials immediately barred state agencies from buying any sedans that only run on internal combustion engines, with exemptions for certain public safety vehicles.

The state has about 40,000 vehicles, about 8,400 of which are sedans, according to California public records.

Starting next year, it will require state agencies to buy only from companies that recognize California’s authority to set greenhouse gas and zero emission vehicle standards.

Only BMW, Ford, Volkswagen and Honda have decided to back California and endorse stricter emissions and fuel economy standards than proposed by the Trump administration.

The announcement came the same day California sued the Republican administration again over those standards.

“Car makers that have chosen to be on the wrong side of history will be on the losing end of California’s buying power,” Democratic Gov. Gavin Newsom said in a statement.

Newsom’s Department of General Services, which ordered the restrictions, could not immediately say how many sedans agencies buy each year or how long it might take to replace the current fleet.

About 3,200 vehicles currently are hybrids or zero emission vehicles.

But the Department of General Services said many local agencies are likely to abide by the same standards because they can piggyback on the state’s vehicle contracts.

The Department of General Services says the state fleet has increased its alternative fuel usage nearly 2,700 percent since 2003 while reducing fuel usage by nearly a quarter.

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Macomb Community College Hosting Special Tech Event

Parents and teens grades six through 12 can learn about career possibilities in technology, auto design, manufacturing and robotics at Explore Careers in Manufacturing and Technology, Thursday, Dec. 5, 5:30 – 8 p.m. at Macomb Community College’s Sports and Expo Center on its South Campus in Warren.

At this free event, participants will get an insider’s look at career opportunities in high-demand fields, explore hands-on exhibits and activities, and experience a mini-car show. said Sean Patrick, manager of Media Relations for MCC.

Participants will attend specialized sessions presented by different experts in their fields to learn about the future of manufacturing and technology, getting an apprenticeship, and career options and outlooks, Patrick said.

Parents and students will also be able to meet more than 20 area employers and learn about what they are looking for in future employees.

Attendees will have the opportunity to explore interactive displays in a variety of areas including auto design, robotics, clay modeling, electric and automated vehicles, production design, sketching, and traffic light simulation and programming, Patrick said.

The several tech and automotive companies will be exhibiting at the special event, including Magna, FCA, Ford, American Axle, Comau, Kuka and Siemens, Patrick said.

This evening event complements the college’s annual Auto STEAM Days held on Dec. 4 and 5, and drawing nearly 3,000 Metro Detroit-area students.

Explore Careers in Manufacturing and Technology is presented by Macomb Community College’s Center for Advanced Automotive Technology, Macomb Intermediate School District and Macomb County.

The event is held at the Sports and Expo Center (P Building) on Macomb Community College’s South Campus at 14500 E. 12 Mile Road in Warren. Doors open at 5:30, with the interactive sessions beginning at 6:15 p.m. Campus Map.

Free pizza, hot dogs and soda will be available while supplies last. Participants can enter to win a laptop computer valued at \$1,200.

People interested in attending the event should pre-register by going to the school’s Web site www.macomb.edu/mfgevening, Patrick said.

This event fits into MCC’s education mission for the residents of Macomb County, Patrick said. The community college is one of the nation’s leading community colleges, providing learning experiences to nearly 38,000 students annually.

Macomb nationally ranks in the top two percent in the number of associate degrees awarded by community colleges and is one of the largest grantors of associate degrees in Michigan, Patrick said.

The college’s comprehensive educational programming includes pre-collegiate experiences, university transfer and career preparation programs, bachelor degree completion and graduate degree programs, workforce training, professional education and certification, and continuing education and enrichment opportunities.

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OCC's Tutoring Program Helps Students

“Imagine you are walking to class and as you reach the door to the building you spy a stack of \$100 bills – 14 in all – lying on the ground,” said Oakland Community College spokeswoman Bridge Kavanaugh. “You immediately lunge for the cash, but a gust of wind blows the bills away before you can grab them. While this surely sounds like a dream, there’s an alternate ending to this tale that’s within reach for all OCC students: the wealth of free academic tutoring services available at the Academic Support Center (ASC) on all OCC campuses. Currently registered OCC students are eligible for tutoring services valued at more than \$1,400 per student per semester. Not taking advantage of this free service is like letting money slip through your fingers.”

Tutoring services benefit every student, regardless of current academic performance. With the close of the semester just a few weeks out, now is the perfect time to schedule a tutoring session with one of our trained, certified and very capable ASC tutors, said Lisa Nemitz, Orchard Ridge Campus ASC faculty member.

In-person tutoring is available to all students on each campus for many OCC courses. Online tutoring is also available through D2L for current students, and students previously enrolled in a D2L course.

Students who take advantage of these tutoring services, especially in the weeks leading up to finals.

To learn mor about the tutoring program, go to libguides.oaklandcc.edu/ASC/Tutoring, Kavanaugh said.

Ford Sponsors Thanksgiving Events Through Year 2021

CONTINUED FROM PAGE 1

scooters and package delivery robots.

Large images on the float highlight Ford’s nearly \$20 million in annual charitable investments in building stronger communities in Southeast Michigan. Riding and walking alongside the float will be members of Ford Volunteer Corps, which deploys more than 5,000 employees a year to perform local community-service projects.

Ford, the official vehicle of America’s Thanksgiving Parade, will feature 45 cars, trucks and SUVs on the parade route, including the 2020 Ford Mustang Shelby GT500, 2020 Ford Mustang Shelby GT350, 2020 Ford Explorer ST, and a fleet of Ford F-Series trucks.

Along with the debut of the new float, Ford also is extending its partnership with The Parade Company on Detroit traditions by committing to sponsor America’s Thanksgiving Parade, Ford Fireworks and the Hob Nobble Gobble through 2021.

Ford has been investing in Detroit for more than 100 years, Dunham said.

Over the holidays, Ford and Ford Fund, the company’s philanthropic arm, are again joining hunger relief partners to address food insecurity across Metro Detroit.

According to Gleaners Community Food Bank, more than 650,000 people in Southeast Michigan will face hunger this year. Ford Fund initiatives throughout the 2019 holiday season include teaming up with Gleaners to help feed the hungry, including Ford Double Your Donation Day which held on Tuesday (Nov. 19).

All donations will be matched dollar-for-dollar. Donations can



The theme of this Ford float for the 2019 Thanksgiving parade is “Creating Tomorrow Together.”

be made at www.gcfb.org/double or by calling 855-315-FOOD (3663).

Donations will help provide food staples and items for holiday meals through Gleaners food pantries at Ford Resource and Engagement Centers in Detroit, Dunham said.

Over the past six years, the centers have provided more than 3 million pounds of food to families in Southwest Detroit and on the city’s east side.

For the 12th consecutive year, Ford supports Holiday Meals on Wheels along with the Detroit Area Agency on Aging to assure 6,000 homebound seniors can enjoy Thanksgiving dinner, Dunham said.

The company also mobilizes approximately 1,200 Ford volun-

teers to prepare and serve meals, and participate in more than 130 seasonal activities between now and the end of the year, Dunham said.

The Salvation Army, Gleaners, Fish & Loaves Community Food Pantry, Focus: Hope, Forgotten Harvest and Yad Ezra, are among the organizations that Ford volunteers work with to provide help to those who need it.

Ford Mobile Food Pantries will deliver meals and provide assistance at community events, such as the fresh produce drive at the University of Detroit Mercy to benefit senior citizens, and a mobile pantry will deliver pies prepared by students for nonprofit partners. Since 2010, this fleet of 20 mobile pantries has served 8 million meals.

The Ford Fund also supports Operation Good Cheer by donating Christmas presents to foster children in Michigan, Dunham said.

Started by Ford employees back in the year 1971, the program has grown from providing gifts to 66 foster children to today’s total of nearly 7,000, Dunham said.

In addition to hunger relief, Ford and Ford Fund have invested more than \$175 million in Detroit and Southeast Michigan over the past 10 years to support education, safe driving, and various arts and culture initiatives. Since 1949, Ford Fund has invested more than \$2 billion to build stronger communities in 60-plus countries around the world, Dunham said.

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Supplier Brembo Provides Ford GT500 Braking Power

Brembo, a global provider of braking technology, and the Ford Performance development team, have engineered a braking system that will provide maximum stopping power for the new Ford Mustang Shelby GT500, the most powerful street-legal Ford ever, said Caroline Fallara, Communications manager, Brembo North America.

Ford Performance chose Brembo to supply the front and rear brake calipers as well as the bespoke designed electronic parking brake (EPB), Fallara said.

The Brembo and Ford relationship dates back to the 1996 Mustang Cobra, when Brembo first supplied front brake discs and again in 2000 where Brembo calipers and discs adorned the Mustang Cobra R. Today Brembo now brakes the Mustang GT models with available performance packages, Mustang Bullitt, Shelby GT350 and Shelby GT500. Brembo brakes are also on the Ford GT super car and the Le Mans winning Ford GT race cars that have posted 19 wins and 23 pole positions.

The front calipers on the Shelby GT500 are an aluminum monobloc design with six pistons. These are the largest calipers Brembo offers because of the vehicle's stiffness requirements and in order to improve pedal feel and fluid consumption.

The staggered piston diameters (34 mm, 38 mm and 40 mm) assure consistent braking pressure across the brake pad surface for excellent stopping power. The integrated tie bar design creates the strongest overall caliper design offered by Brembo. The front calipers will carry 131.2 cm2 brake pads that will clamp onto 420 mm x 40 mm cast

iron rotors. The rear four-piston Brembo calipers have 30 mm and 32 mm pistons and are also aluminum monobloc.

Leveraging Brembo's reputation for performance and style, the Shelby GT500 brake calipers will be offered in red with a white Brembo logo. Brembo's signature red color is a key design feature that communicates quality and performance perfectly framed by the Shelby GT500's five-spoke aluminum, or exclusive seven-spoke exposed carbon fiber 20-inch wheels.

Brembo will also supply the GT500's EPB system. The system is activated by the push of a button and clamps onto the rear brake rotor separate from the rear brake caliper. The EPB system helps to reduce overall vehicle weight and part count by eliminating the traditional driver activated foot pedal or hand brake cable system.

"We have enjoyed a 23-year relationship with Ford," said Dan Sandberg, president and chief executive officer, Brembo North America.

"The performance of the Mustang has increased exponentially since we first started developing Mustang brake systems with Ford in the mid-1990's. We are proud to have kept pace with the aggressive development of the Mustang.

The all-aluminum caliper on the Shelby GT500 is our latest design. The unique construction has slightly different diameter pistons to maximize brake feel and stopping power, giving the driver that initial confident bite when pressing the brake pedal, whether during a simple commute, or going into a hair-pin corner at a track day event."

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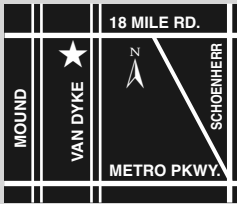
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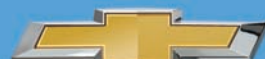
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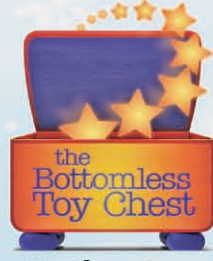


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