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**Ex-GM Engineer Runkle Now Champions 'Contest'**

ALLEN PARK – EcoMotors International, in conjunction with the two premier transportation design institutions in the country – Art Center College of Design (Pasadena) and the College for Creative Studies (Detroit) – announces a competition to showcase the automotive design revolution heralded by the remarkably compact EcoMotors opoc engine.

During the Winter/Spring 2012 semester, students at the two colleges will create bold vehicle designs enabled by the packaging flexibility of the clean, efficient, and lightweight opoc.

"The idea for this competi-

tion came out of internal discussions about a year ago," said Don Runkle, CEO of EcoMotors, and former member of GM's Advanced Engineering Staff at the GM Tech Center in Warren.

During his tenure at General Motors, he served in a range of key executive capacities, including: chief engineer of Chevrolet, chief engineer of powertrain and racing at the Buick Division, director of Advanced Vehicle Engineering, vice president of GM's Advanced Engineering Staff and vice president of GM's North American Engineering Center.

In 1996, he joined Delphi Corporation where he co-lead the IPO process for the company. He served as Delphi vice chairman until mid-2005.

"We were talking about the dramatic ways that our opoc, which is roughly half the size and weight, per horsepower, of a conventional internal combustion engine, can transform every category of vehicle," said Runkle. We looked at each other and said, 'opoc can literally reshape the future of automotive design' – and the concept was born.

"We were absolutely thrilled when both Art Center and CCS signaled their enthusiasm not only for the design challenge, but also for some friendly L.A. versus Motown competition."

"Reshaping the Future" is the kind of project we dream about being able to bring to

our students," said Stewart Reed, chair of the Transportation Design Department at Art Center College of Design.

"The amazingly package-efficient opoc engine holds the potential to shatter the design constraints dictated by traditional engines."

Mark West, the Paul and Helen Farago chair of Transportation Design at the College for Creative Studies, added, "Our students are tremendously excited to create vehicle designs that, prior to opoc, were beyond the realm of feasibility. EcoMotors has given them license to think outside the confines of traditional shapes and layouts and, thus, exploit opoc's incredible compactness and power density to best effect."

Students will choose from three vehicle categories for their designs:

- Mid-size passenger sedan
- Full-size pickup truck
- New-concept "global car" vehicle for emerging markets.

Later in the semester, each school will select three designs – one from each category – to move on to the final round of evaluation by an independent jury led by Jack Telnack, retired global vice president of Design at Ford Motor Company. Telnack has recruited two of his fellow "emeritus" design chiefs – Wayne Cherry of General Motors and Tom Gale of Chrysler – to join him on the jury.

Results and awards are scheduled to be announced coincident with the 2012 Los Angeles International Show, in November.

Established in early 2008, EcoMotors is changing the landscape of internal combustion power. Based in Allen Park, Mich., EcoMotors is commercializing the unique opoc engine for use in cars, light trucks, commercial vehicles, aerospace, marine, agriculture, auxiliary power units, generators, etc. Anywhere conventional gas or diesel power is currently utilized, opoc represents a better propulsion solution, the firm says.

The two primary investors in EcoMotors are Khosla Ventures and Bill Gates. Khosla Ventures, based in Menlo Park, Calif., offers venture assistance, strategic advice and capital to entrepreneurs.

The firm currently manages over \$2 billion in committed capital, and is actively investing out of a \$1.05 billion main fund that supports early- and late-stage companies and a \$300 million seed fund to develop very early-stage experiments.

The firm focuses on investments in next-generation energy projects, new materials, mobility, Internet and silicon technology. Vinod Khosla, who founded the firm in 2004, was founder and CEO of Sun Microsystems and formerly a General Partner at Kleiner Perkins.

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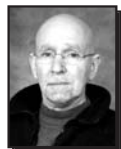


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**GDLS Offers Plans for Military Vehicle**

STERLING HEIGHTS – It seems the Eagle has landed – but not the spidery Eagle that NASA landed on the moon in 1969.

Rather, a ground vehicle co-incidentally also called the Eagle has ended up on the desktops of the folks at TACOM in Warren receiving proposals from military contractors for a new Joint Light Tactical Vehicle (JLTV).

As such, the General Tactical Vehicles (GTV) team of General Dynamics Land Systems and AM General last week delivered its proposal for the Engineering, Manufacturing and Development (EMD) phase of the U.S. Army and U.S. Marine Corps Joint Light Tactical Vehicle (JLTV) program to the U.S. Army TACOM Life Cycle Management Command in an EAGLE vehicle – GTV's ready-now offering for the JLTV requirement.

GTV officials say the JLTV EAGLE is a reliable, operationally cost-effective and low-risk solution for the JLTV requirements, adding that the GTV JLTV EAGLE is a combat-proven vehicle optimized for the U.S. Army and the expeditionary forces of the U.S. Marine Corps.

GTV's JLTV EAGLE provides the U.S. warfighter with unparalleled protection, say GTV officials, with Double V Hull technology. By restoring balance to

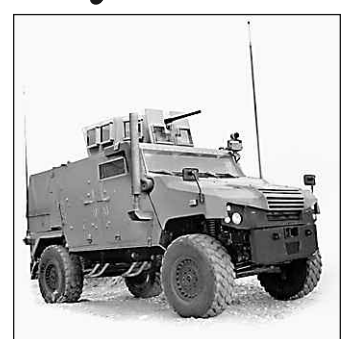
the "Iron Triangle" of protection, payload and performance, they say, the GTV JLTV EAGLE fills tactical mission expeditionary requirements affordably.

"GTV understands the urgency and criticality of providing the warfighter with an operationally effective, survivable, and suitable JLTV solution," said Mark Roualet, chairman of the GTV board of directors. "With the GTV JLTV EAGLE, we offer a modified non-developmental, low-risk vehicle with inherent manufacturing readiness that is built for program success and an accelerated path to production. We are on the ground and running."

"We have a team with unparalleled experience that is offering a mature, fully transportable and highly reliable solution that is ready now. We have taken a tremendous vehicle and made it better – a combat-proven platform, optimized for the U.S. soldier and U.S. Marine."

Roualet added, "The GTV approach is about accountability, ownership, discipline, focus, speed, and commitment. This commitment extends to schedule, meeting cost requirements, and delivering high quality equipment to soldiers and Marines."

General Tactical Vehicles is a joint venture between General



The General Tactical Vehicles (GTV) team of General Dynamics Land Systems in Sterling Heights and AM General last week delivered their proposal for a Joint Light Tactical Vehicle, seen above, and called the "Eagle," to TACOM in Warren for consideration.

Dynamics Land Systems, a business unit of General Dynamics, and AM General, formed to provide the U.S. Army and Marine Corps a low-risk, affordable, technically advanced and economically sustainable solution to their Joint Light Tactical Vehicle requirements.

GTV offers a full-spectrum combat and tactical platform capable team, with the strength of more than 120 years of combined experience in the design, production and global support of more than one million wheeled tactical vehicles and more than 50,000 combat vehicles.

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