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These Shoes Are Made to Raise Funds for Cancer Awareness at OU

Oakland University's award-winning student radio station will ask the community to take a walk on the altruistic side this November, with a fundraiser to benefit the Cassie Hines Shoes Cancer Foundation.

The fundraiser event is a shoe fashion show and silent auction, set for 7-9 p.m. on Thursday, Nov. 29, at Eisenhower High School located at 6500 25 Mile Road in Shelby Township.

Advance tickets are \$20 and include a fundraiser T-shirt. Tickets can be purchased at the door for \$10. All proceeds benefit the Cassie Hines Shoes Cancer Foundation.

Sean Varicalli, WXOU's general manager, said, "Cassie was a very close friend of mine and when her parents started this foundation in her name, I knew that we had the power to do some good for them, and this year we're going to make it come to life."

The foundation was created by the family of 21-year-old Cassie Hines, whose four-year battle with cancer ended this spring.

The foundation's focus is to raise awareness and financial support for young cancer patients aged 16-30 to attend cancer camps and support groups.

Hines loved shoes and fashion, an interest that sparked the foundation's motto, "Changing lives, one step at a time."

GM Chorus to Open Concert Series At Churches, Senior Housing Nov. 30

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She, herself, has a master's degree in choral conducting and composition.

"Being choir director entails directing rehearsals and assisting in selecting music," Saari said.

"Our accompanist, Eric Miller, helps, too. He is the director of choral activities at Lincoln High School in Warren."

The choir usually has about 50 members and, despite the name, they don't have to be GM employees.

"The choir got its start back in the 1930s," Saari said. "In those days, all the big corporations had their own choirs. GM stopped funding in the 1970s, but the choir kept its name. You don't have to work for GM to be a member and we have people come from as far away as Fenton to sing with us."

The choir will perform a wide variety of music, both sacred and secular, for the upcoming holiday season, Saari said.

Choir members are very loyal, said Saari. Norma Grijak has been a member for 50 years. Saari calls her the unofficial group historian. But at the same time, there are a small number of

Selfridge Base's First Two Commanders Are Paid Tribute

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the first two commanders of the base is exactly the kind of event the society wants to host.

For his part, Heaton said he was grateful for the chance to speak on Nov. 18 about two remarkable men whose history in Southeast Michigan is largely forgotten.

Heaton spoke at the MMTHS hall about Bryan Q. Jones, the first base commander at Selfridge, and "the man himself," Army aviation pioneer Thomas Selfridge, the base's namesake.

Heaton said that Selfridge came from a prominent military family. His father and uncle were both admirals in the Union Navy during the Civil War. Selfridge originally wanted to attend the U.S. Naval Academy, but was placed on the wait list, so he ended up going to West Point.

He was in the same class as Douglas MacArthur, graduating in 1903. After distinguishing himself at his posting in San Francisco during the great earthquake of 1906, he returned to West Point as an instructor for a year. While there, he decided to learn about this new technological marvel, the airplane.

Selfridge went to study the technology with Alexander Graham Bell after the Wright Brothers, in the name of protecting their inventions and patents, rejected his offer to study with them.

Selfridge became the Army's expert in airplanes and in 1908 was the Army's representative at a demonstration to show just what planes could do. The idea was that the government would buy the best plane.

During the demonstration, Selfridge was a passenger in a plane Orville Wright was flying. The plane crashed. Selfridge died and Wright was in a hospital for three months.

Bryan Q. Jones was also a West Point graduate. He was a cadet there when Selfridge was an instructor, Heaton said. Jones also showed an interest in the new technology and was stationed at an Army base in Texas during the time of Mexican revolutionary Pancho Villa's reign.

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Jones actually flew the Army's first combat mission in 1915. His commander told him to see if he could spot Villa's forces from the air. During his mission, he came under fire, Heaton said.

When the U.S. entered WWI, Jones set up the Selfridge Air Base in Mount Clemens. The first flight out of there was in July of 1917.

He was there for about four months and eventually went to France to help polish the flying skills of American pilots before they entered combat.

Between the world wars, Jones had filed a number of patents and was considered an expert in that procedure by the Army. So, when it came time to patent the Jeep, Jones was tasked with filling out the paperwork. Despite having nothing to do with the creation of the Jeep, Jones was listed as its inventor by the U.S. Patent Office because he handled the paperwork.

Heaton said he believes Jones was eased out of the Army because he wrote a paper advocating that the Air Force remain under Army command instead of becoming a separate service as many in the Army Air Force wanted.

Jones believed that the Air Force worked best supporting troops on the ground, Heaton said. He retired in 1944 from

"heart" problems, dying in 1959.

Heaton had copies of his book, "Forgotten Aviator: The Bryan Q. Jones Story," on sale at the Nov. 18 lecture. He is currently finish-

ing up his biography of Selfridge.

He credited groups like the MMTHS for preserving history and being valuable resources for people such as himself.

GM and Partners Tread Boldly to Build Better Tires, Improve Fuel Efficiency

With fuel prices remaining near all-time highs, drivers are looking to improve fuel economy, whether it means choosing a smaller vehicle, buying a hybrid or just getting a tune-up.

General Motors researchers and scientists, in partnership with the new National Tire Research Center in Halifax County, Va., is touting another way to save on fuel: state-of-the-art tires.

The cutting-edge facility, to which GM has donated \$5 million, is conducting tire research using state-of-the-art performance machinery to replicate real-world driving conditions and emergency events.

According to some of the research data, tire design can boost vehicle fuel economy by up to 7 percent depending on the rolling resistance of the tires.

"The work we'll undertake at the National Tire Research Center will have a big impact on how quickly next-generation tire technologies will be developed and the accuracy of their design and engineer-

ing," said Ken Morris, GM's executive director of Global Vehicle Performance and Safety, and proving grounds and test labs. He attended the center's ribbon-cutting ceremony in October.

The center's tire performance test equipment, known as Flat-Trac LTRe, uses electric motor technology to run tires up to 200 mph and to duplicate all the driving moves made by a car or light truck, providing researchers with data on torque, ride, handling and braking characteristics.

Automotive engineers from GM and other manufacturers will be able to access the data to improve road-holding capability, lower the tires' rolling resistance and make other improvements to their tires.

"This facility's test equipment is like going from a basic telescope to the Hubble - it opens up a whole new world of possibilities," said Frank Della Pia, a former GM vehicle dynamics manager, now executive director for the tire research center.



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