

GM Flint Site Adds Hundreds of Employees

Approximately 800 employees can now call the new ACDelco and GM Genuine Parts processing center in the Flint suburb of Burton home.

The state-of-the-art facility was officially opened for business last week and will employ more than 800 hourly and salaried employees, said GM spokeswoman Raeven Henry.

GM now employs more than 9,500 people in Genesee County, including the Grand Blanc headquarters of the company's Customer Care and Aftersales business and the Flint manufacturing complex.

"This new facility in Burton will help us continue to deliver the industry's best possible sales, service and ownership experience," said Barry Engle, GM executive vice president and president, the Americas. "Strategic investments in our core business, and the strong U.S. economy, are creating opportunities for GM and its employees all over the country, and especially here in Michigan."

All of the positions in Burton support GM's CCA business – the team responsible for supporting the service and repair needs of millions of GM vehicle owners as well as owners of competitive makes around the world.

The 1.1 million-square-foot plant, located on 141 acres on

Davison Road, is triple the size of the facility in Burton that it is replacing. The increased capacity allows for greater efficiency and output as employees unitize and package as many as 120 million service parts a year.

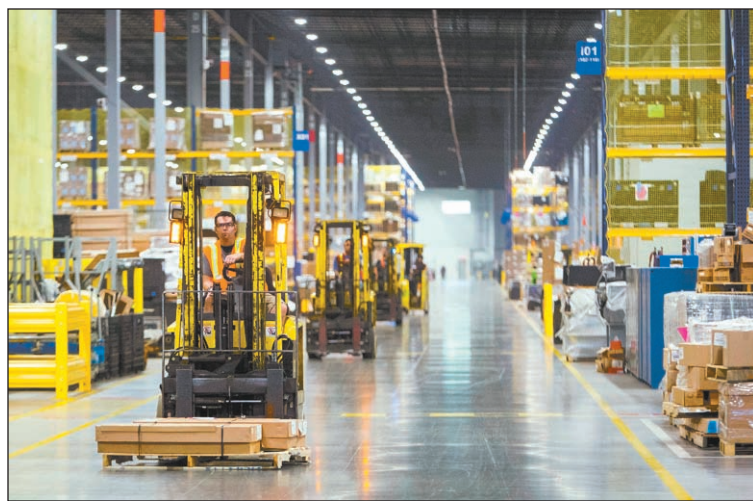
"GM has the highest owner loyalty of any manufacturer, and a big part of that equation is getting high-quality parts into the hands of trained service technicians when and where they need them," said Tim Turvey, GM global vice president, Customer Care and Aftersales. "That's why this particular facility is so vital. Great service keeps our cus-

tomers coming back year after year."

GM internal studies show that service lane loyalty is directly correlated with purchase loyalty – two areas where GM and its brands excel, Henry said. According to IHS Markit, a leading source of global automotive industry information, analysis and insight, GM has earned the highest customer loyalty among all automakers selling in the U.S. for four consecutive years.

General Motor's Chevrolet, Buick, GMC and Cadillac brands

CONTINUED ON PAGE 2



GM opened its new parts processing center in Burton, employing 800.



FCA builds vans designed to help those who use wheelchairs.

Diverse Abilities Network Demonstrate FCA Values

FCA North America has had a longstanding commitment to the values of promoting diversity and inclusion.

At the core of this commitment stand the company's Business Resource Groups, said Brian Johnson, FCA chief diversity and inclusion officer.

These employee-directed groups pursue projects that enhance the FCA work culture, focusing on networking and mentoring, celebrating multicultural differences and engaging external communities through volun-

teer and charitable activities, Johnson said.

Last year, recognizing that these groups could be a source of competitive advantage, the company charged the teams to broaden their focus to also pursue projects with strategic value. It was at that time the Employee Resource Groups were renamed Business Resource Groups, Johnson said.

This year, the company has expanded the number of Business

CONTINUED ON PAGE 4

Shelby GT500 Mustang Driven by Raw Power

You like a car with a powerful engine that kicks out horsepower? Then the new Ford Mustang Shelby GT500 just might be the vehicle for you.

As the most powerful street-legal Ford ever built, this car harnesses world-class muscle and powertrain technologies to attain supercar levels of performance, said Ford spokesman Jiyang Cadiz. Its first-in-class 7-speed dual-clutch transmission, race-bred control strategies and advanced drive modes deliver a car that performs unlike any other domestic sports coupe.

Its 760-horsepower 5.2-liter V8 engine is the most power- and torque-dense supercharged V8 in

the world. With 625 ft.-lb. of torque funneled through a Tremec TR-9070 DCT 7-speed dual-clutch transmission, the Shelby GT500 achieves a 0-100-0 in 10.6 seconds, thanks also to the largest front brakes of any domestic sports coupe (16.5-inch rotors) and available carbon fiber wheels, each wrapped in a Ford Performance-spec Michelin Pilot Sport Cup 2 tire.

Beyond the raw power and ultra-fast shifts, Cadiz said that advanced control systems optimize the capabilities of the chassis and powertrain to create distinct drive modes – or personalities –



CONTINUED ON PAGE 5 The new engine of the Shelby Mustang GT500 provides 760 horsepower.

NACTOY Starts Process to Find Winners

by Jim Stickford

So it begins.

The process to name the best new sedan, truck and sport utility – to be named at the 2020 North American International Car Show, which will be held next year for the first time in the month of June – has started.

The North American Car, Utility and Truck of the Year (NACTOY) awards last week announced a list of 46 models eligible for the 2020 awards that illustrates the intense competition and ongoing innovation among automakers across all three vehicle categories.

Jurors will select up to 12 models in each category in September and then will conduct additional driving evaluations during a comparison drive from Oct. 8-10 in Ann Arbor, said NACTOY spokesman Brent Snavely. Three finalists in each category will be announced at the LA Auto Show in November.

This year's eligibility list includes 19 cars, 22 utilities and five trucks that are being brought to market by 23 different automotive brands. The models up for consideration range from cars with mass market appeal to luxury vehicles and all-new pickup nameplates.

"The competition is wide open across all three categories this year, with both premium and mainstream brands duking it out in the car and utility classes and an unusually high number of trucks," said NACTOY Secretary/Treasurer Kirk Bell.



There will be plenty to see and do in all the cities that are playing host to the 2019 Woodward Dream Cruise.

2019 Woodward Dream Cruise Offers Activities

by Jim Stickford

The 2019 Woodward Dream Cruise will be officially held on Saturday, Aug. 17.

The route goes along Woodward Avenue from 8 Mile to Orchard Lake Road in Pontiac.

But the official cruise is just one part of a larger celebration of Detroit's automotive history.

On Friday, Aug. 16, the City of Berkley will be hosting a variety of events from 6 to 9 p.m. at the intersection of 12 Mile and Robina in the downtown business district. These events include the CruiseFest Classic Car Parade. There will also be a Kid's Zone.

The City of Birmingham will

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Macomb County Refurbishes Biofilter Facility

The Macomb County Public Works Office is putting the finishing touches on the refurbishment of the county's only biofilter facility, said County spokesman Dan Heaton.

The biofilter pulls sewer gas out of the 15 Mile Road sewer interceptor and runs the gas through a filter of wood chips. The process removes corrosive gas from the pipe, thereby helping to extend its useful life.

"This is part of our ongoing preventative maintenance program on all of our underground and related infrastructure," said Commissioner Candice S. Miller.

The biofilter is located along 15 Mile Road, near Garfield, in Fraser. About the size of a football field, the system uses a fan to pull up to 20,000 cubic feet of air from the sewer, about 60 feet underground, and sends it through one of three beds of wood chips. The chips remain effective for about four years, before needing to be replaced.

A&W Helps Veterans with Root Beer Floats

by Jim Stickford

Aug. 6 was National Root Beer Float Day, and A&W celebrated by helping disabled veterans.

On the restaurant chain's Web page, A&W officials wrote "Aug. 6 is National Root Beer Float Day, the one day every year when we celebrate our signature treat. . . so stop by any A&W Restaurant on Tuesday, August 6th for a free small Root Beer Float . . . no purchase necessary! Donations to DAV (Disabled American Veterans) are encouraged. Cheers!"

Sam Bayyouk, owner of the A&W restaurant at the corner of Nine Mile and Mound, said that he was proud to participate in the event.

"This is a great way to help out," Bayyouk said.

Customers to the restaurant could get free floats between 2 and 8 p.m. While the floats were free, people were encouraged to donate to Disabled American Veterans.

Those who made a donation also got a \$1 off coupon for A&W regu-

larly priced combo meals.

Shari Cook manned the counter during the promotion.

"I am happy to help out today," Cook said. "My daddy's a veteran. His name is Alvin Miller, and my granddaddy, Alfred Baylor, is still in the military. He's a surgeon. So I am very glad to do my

part to help raise money for disabled veterans. This is something that is close to my heart."

Bayyouk said the event is popular with customers and they've been able to raise money for a worthy cause. It's something A&W does every year on Aug. 6 and he looks forward to next year.



Cook helped raise money for veterans at a local A&W restaurant.

More Employees Hired at GM Flint Site

CONTINUED FROM PAGE 1

all consistently score at or near the top of J.D. Power's annual Customer Service Index Study, which measures satisfaction with service at a franchised dealer or independent service facility for maintenance or repair work among owners and lessees of 1- to 3-year-old vehicles, Henry said.

"We have had tremendous support from the City of Burton, including Mayor Paula Zelenko and the city council, UAW Local 651, the project management team at NorthPoint Development and the Michigan Economic Development Corp. to take this facility from concept to reality," Engle added. "We are very grateful for this opportunity to expand, grow and contribute to the Burton community."

At the new Burton facility parts are packaged and distributed from Burton are used to maintain every Chevrolet, Buick, GMC and Cadillac vehicle sold in the United States, as well as hundreds of competitive vehicles.

GM and its general contractor NorthPoint Development broke ground on the new site in June 2018, and GM shipped its first outbound delivery in June 2019.

An average of 100 inbound deliveries and 55 outbound deliveries are expected each day. The facility has 84 shipping and receiving docks, up from 35.

During the grand opening event, Engle and Turvey underscored the company's commitment to the Flint area by announcing \$130,000 in new grants to seven local nonprofits. GM has awarded more than \$5.6 million to Flint-area nonprofits since 2017, Henry said.

AMT Celebrates Three Decades in Business

Applied Manufacturing Technologies (AMT) of Orion, North America's largest independent automation engineering company supporting manufacturers, robot companies, systems integrators, line builders, and users of robotic automation worldwide, marked the company's 30-year anniversary on Aug. 11, said company spokeswoman Georgia H. Whalen.

Founded in 1989 by Michael Jacobs, the company has grown to 130 employees serving U.S. manufacturers from the Orion headquarters.

AMT has built a tradition of excellence in providing customers with engineering and design services, and turnkey automation systems, Whalen said.

Over the past three decades, AMT has built a strong partner and vendor network, and developed a loyal and diverse customer base throughout the Uni-

ted States, Whalen said.

"The past four years working with AMT, more specifically with their Advanced Manufacturing Engineering (AME), have been one of the most rewarding experiences I've had partnering with a third-party engineering firm," said Mehrdad Mahmoudi, manager of Process/Product Development at Corning Incorporated. "The AME team's expertise in new process development and existing process understanding, combined with their ability to design, build, and prototype equipment, allows them to evaluate customer needs and requirements to propose the most appropriate solution, ranging from incremental process improvements and LEAN, up to full automation."

Early in AMT's history, FANUC became both an important customer as well as a key partner, Whalen said. FANUC recently

honored AMT for outstanding growth in robot sales.

"We sincerely value our decades-long relationship with AMT. They are widely recognized in industry for excellence in concepting, simulation, engineering, and execution of advanced robotic automation systems," said Dick Motley, director of FANUC's Authorized System Integrator group. "Their contributions have improved manufacturing processes and helped maximize productivity for a wide range of customers. We look forward to supporting AMT's continued growth and success in delivering high-value automation solutions."

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Ford Acquires Saline Firm For Its AV Technology

There is a lot of technical knowledge about AV tech in Michigan, and Ford is taking advantage of that fact.

Since its founding in 1999, a small company – Quantum Signal – in Saline has worked on the cutting edge of mobile robotics for numerous clients, including the military, said Randy Visintainer, chief technical officer, Ford Autonomous Vehicles.

To further advance its goal of launching a self-driving vehicle business, Ford has acquired Quantum Signal and will make use of the company's extensive experience in real-time simulation and algorithm development to develop its Transportation as a Service (TaaS) platform, as well as vehicle controls that support the customer experience, functional safety and other vehicle systems, said Visintainer.

The wide range of the group's work portfolio means it will be able to support Ford in numerous areas as the company develops self-driving vehicles and transportation as a service business, including software development and hardware prototyping.

Although not widely known to the public, Quantum Signal helped the military develop software that allowed it to remotely control robotic vehicles from thousands of miles away, Visintainer said. It even built a robust simulation environment capable

of testing autonomous vehicle designs that's still in use today.

While Quantum Signal has operated in relative obscurity over the past couple of decades, its work has been on Ford's radar for a while now, Visintainer said. Over the past few years, Ford has been assembling a team of uniquely qualified experts in software development, simulation and machine learning from all around the world as it accelerates autonomous vehicle development – and Ford is proud to announce the squad is getting even bigger.

Quantum Signal is renowned for its ANVEL modeling and simulation environment, which has been used by military robotics programs to explore the performance of unmanned remote and autonomous systems, Visintainer said. With the company's expertise, Ford can develop even more comprehensive simulation environments at Ford in which we can test our vehicles and our business model in order to achieve further performance improvements.

Beyond simulation, Quantum Signal has done extensive work for the military in developing algorithms that help guide autonomous vehicles. Outside the software world, the company is well-versed in robotics as well as sensing and perception systems. All of this work can be repur-



Ford will be using Quantum Signal's autonomous vehicle technology in its ongoing engineering efforts.

posed to support Ford's self-driving vehicles to help improve their ability to analyze the environment around them.

"Operating out of a former school building in Saline, Quantum Signal has cultivated its own unique culture that we want to preserve as the team joins Ford and grows in the future," Visintainer said.

"This is something we're confident we can do because we've done it before – and we're currently doing it again with a machine learning company that

joined Ford almost three years ago: SAIPS."

Based in Israel, SAIPS is working closely with both Ford and the team at Argo AI, using machine learning to create an innovative visual cognition system for self-driving cars that can detect vehicles or pedestrians in the surrounding environment – including their blinking turn signals and hazard lights – even under severe weather and lighting conditions.

Another core system enables fully automated, high-resolution

3D mapping of urban environments, something that plays a crucial role in allowing self-driving vehicles to situate themselves in the real world.

This important work has fueled the deliberate and thoughtful growth of the company, Visintainer said. Since joining Ford, SAIPS has more than doubled its size to approximately 30 people and moved into new headquarters in Tel Aviv. Most recently, SAIPS welcomed aboard some of the world's leading researchers in reinforcement learning.

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Minivans Still Profitable for Some OEMs

by TOM KRISHER
AP Auto Writer

DETROIT (AP) – They were the suburban vehicle of choice in the 1990s and early 2000s, but ever since, minivans appeared to be riding the slow lane to extinction.

The soccer moms who once made the boxy people-haulers ubiquitous have shunned them for car-based SUVs with three rows of seats.

Many automakers have stopped selling minivans.

In fact, Chrysler sold more minivans by itself in their heyday than the entire industry does today.

But don't turn in the van keys just yet. For the automakers that still make them – Fiat Chrysler, Honda, Toyota and Kia – the minivan business is still good because the competition has bailed, giving them a bigger piece of a shrinking pie. And they're hoping that as more millennials, now ages 23 to 38, raise families, they'll see the value of sliding doors, fold-flat seats, ample storage and easy access to the third row.

Because of their people-hauling capabilities, minivans also hold promise as autonomous vehicles, meaning they may once again become popular – if people don't have to be seen actually driving them.

"There is nothing else that can compete with a minivan," says Tim Kuniskis, head of passenger vehicles for Fiat Chrysler, which leads all automakers in sales with two minivans in the U.S. market.

"From a carrying people and stuff perspective, nothing touches it."

Last year, minivan sales sank to 364,000, the lowest level in more than 30 years and only about one-quarter of the 1.33 million sold in 2000, the peak year, according to the CarGurus.com auto Web site.

Sales are down another 16 percent in the first half of this year, with no end to the decline in sight. That's a far cry from 1993 to 2005, when automakers sold more than 1 million of the vans every year.

Also, minivan market share has slipped from 7.2 percent of U.S. new-vehicle sales in 2000 to 2.5 percent this year, according to the Edmunds.com auto pricing site, which provides content to The Associated Press.

Minivan sales generally follow birth rates, which have been falling for 32 years, said George Augustaitis, director of industry analytics for CarGurus, who predicts further declines.

"It's going to exist, but it's never going to exist like it once had," Augustaitis said.

Yet for automakers that are still in, minivans are good business.

The only large competitors left for Fiat Chrysler are the Honda Odyssey and Toyota Sienna. Kia offers the Sedona, but sales are relatively small.

Other market segments can boast over one million sales per year, but they also come with 20



The Dodge Caravan is one of the few minivans still being sold.

or more competitors, Kuniskis said.

In the early 2000s, just about every automaker had a minivan, with as many as 18 on sale in 2005, CarGurus said.

As Ford, General Motors and others exited the minivan market place as consumer sales tumbled, the number shrank to only five this year.

"There is nothing else that can compete with a minivan."

– Tim Kuniskis, FCA

Profit margins on the minivans are high, with a few options pushing the sticker price north of \$40,000.

"Balloons rain from the sky every time they sell an Odyssey," said Jeremy Acevedo, senior manager of industry insights at Edmunds.

That can be bad for young families who need the vans but can't afford big price tags. Fiat Chrysler has realized this and in the fall will start selling a Chrysler Voyager, a Spartan version of the Pacifica, starting around \$27,000.

It likely will replace the ancient Dodge Grand Caravan, which the company has been selling for about the same sticker price.

The old van, unveiled in 2008 and last updated in 2011, is the top-selling minivan in the country this year at around 72,000.

For Melanie Matcheson, 44, who lives near Waterbury, Connecticut, no vehicle other than a minivan could efficiently haul her family of two adults and five children ages 2 to 22. She bought an eight-passenger silver Pacifica in mid-June for about \$31,000, getting an \$8,000 discount.

She rented a Chevrolet Suburban big SUV but didn't like the gas mileage, and she says smaller SUVs lacked trunk space.

Matcheson doesn't care that a minivan could have the stigma of a 1990s soccer mom. "I think the

newer ones look very nice," she said.

Fiat Chrysler's Kuniskis is hoping there are more people like Matcheson who see the van's practicality.

He says millennials he has talked to liked the minivans they grew up with and they're now having children.

They're expected to surpass baby boomers as the largest population segment, and that could boost sales of minivans, Kuniskis said.

Also, at least one autonomous vehicle company has found the vans optimal for its ride-hailing service. Google spinoff Waymo is buying up to 62,000 Pacificas from Fiat Chrysler and is using them to haul people and test self-driving systems.

CarGurus' Augustaitis says the vans are appealing to Waymo because they are easy to enter and exit and can be used more like a living room or office when autonomous vehicles start carrying people in more places.

"It could see something with autonomous because of how you can outfit them," Augustaitis said.

FCA's Diversity Program Plays Vital Role in Company

CONTINUED FROM PAGE 1

Resource Groups from seven to nine, adding a group named Middle Eastern Employee Together and a group called the Diverse Abilities Network.

These new groups join existing Business Resources serving a range of employee affinity communities, such as African Ancestry, Veterans, Latin, Asian, Native American, LGBTQ and women.

In many ways this is a historic moment as the FCA Business Resource Group community becomes a closer reflection of the diversity of the FCA North America team and the communities the company serves.

"The Diverse Abilities Network is a very exciting evolution for the company," Johnson said. "This group is focused on providing support to employees with disabilities, employees as caregivers, and employees who have children with disabilities or special needs. Why is this group so important? Consider that one in

every five Americans has a disability.

"And, when we dig deeper into the data, we see the gap between disabilities and everyday life is not a black and white issue that is easily resolved. Every challenge is different; every need is different."

Of the millions who fall into the category of having a disability:

- A million people live with severe disabilities;
- Two million people have a functional limitation;
- And five million are youth.

"Young and old are striving to grow and learn, not just how to live with their disability, but how the surrounding world treats them because they have one," Johnson said.

"That is really what the Diverse Abilities Network at FCA is all about. We look forward to being a part of this community and making a difference in the lives of our colleagues and their children."

Mahindra Looking at Flint for Manufacturing

FLINT, Mich. (AP) – Indian conglomerate Mahindra is looking at a massive former manufacturing site in Flint, Michigan, for a new auto plant that could create up to 2,000 jobs in the area around the city.

A statement issued on Aug. 8 says Mahindra Automotive North America signed a letter of intent with the Revitalizing Auto Communities Environmental Response Trust to evaluate the former Buick City site, where General Motors built cars for many years before the company shut down the site.

Mahindra says the company

also in talks with other states about possible manufacturing sites.

Most of Buick City closed in 1999. Portions of the location have already been redeveloped by other companies.

Mahindra says the plant could produce mail trucks if the company gets a contract for vehicles from the United States Postal Service and it could be a production site for other vehicles made by Mahindra.

Mahindra says the company's manufacturing facility in the Detroit suburb of Auburn Hills is at capacity.

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Dodge//SRT horsepower is now more attainable than ever before by way of an innovative new national sales promotion called "Dodge Power Dollars" that rewards passionate enthusiasts who crave more power.

Sales of the Dodge Challenger hit an all-time high in 2018; Charger is on pace to lead the U.S. large car segment for three years running in 2019; and Durango is on pace to have its best calendar-year sales total since 2005. Still, Dodge//SRT isn't resting, said Tim Kuniskis, Global head of Alfa Romeo and Head of Passenger Cars – Dodge, SRT, Chrysler and FIAT, FCA – North America. In fact, just the opposite. Starting Aug. 1, customers across the United States who purchase any 2019 Dodge Challenger, Dodge Charger or Dodge Durango will get a \$10 per horsepower cash allowance.

"Since bringing the Charger and Challenger back to market, Dodge has put 485 million horsepower into the hands of our loyal enthusiasts," said Kuniskis. "Dodge has more horsepower than anyone else, and we want to share it and give those who have always wanted more the ability to get more. The goal is to grow to a half-billion horsepower before the end of the year. This is

what we believe John and Horace Dodge would want us to do."

Every 2019 Dodge Challenger, Charger and Durango will receive \$10 per horsepower cash allowance, ranging from SXT and GT models with Pentastar V6 efficiency and available all-wheel-drive (AWD) capability to the Dodge Durango SRT, America's fastest, most powerful and most capable three-row SUV, the Dodge Charger SRT Hellcat, the most powerful and fastest mass-produced sedan in the world, and the Challenger SRT Hellcat Redeye, the quickest, fastest and most powerful muscle car.

Examples include:

- Challenger Hellcat Redeye – 797 horsepower, \$7,970 cash allowance;
- Challenger Hellcat – 717 horsepower, \$7,170;
- Challenger R/T Scat Pack – 485 horsepower, \$4,850 cash allowance;
- Challenger GT AWD, Challenger SXT AWD, SXT – 305 horsepower, \$3,050 cash allowance;
- Charger Hellcat – 707 horsepower, \$7,070 cash allowance;
- Charger Scat Pack – 485 horsepower, \$4,850 cash allowance;
- Charger R/T – 370 horsepower,

- er, \$3,700 cash allowance;
- Charger GT – 300 horsepower, \$3,000 cash allowance;
- Charger SXT AWD – 300 horsepower, \$3,000 cash allowance;
- Charger SXT – 292 horsepower, \$2,920 cash allowance;
- Durango SRT – 475 horsepower, \$4,750 cash allowance;
- Durango R/T – 360 horsepower, \$3,600 cash allowance;
- Durango Citadel – 295 horsepower, \$2,950 cash allowance;
- Durango GT – 295 horsepower,

- er, \$2,950 cash allowance;
- Durango SXT – 293 horsepower, cash allowance \$2,930.

Dodge//SRT is supporting "Dodge Power Dollars" with new creative highlighting the brand's unmatched power and performance. A 30-second spot began airing across TV, digital and Dodge social channels earlier this month.

Dodge//SRT offers a complete lineup of performance vehicles that stand out in their own segments, Kuniskis said.

It's positioned as the ultimate performance halo of the Dodge brand.



2019 Dodge Charger GT

BMW Reports Lower Net 2Q Profits

FRANKFURT, Germany (AP) – Luxury automaker BMW said in early August that net profit fell 29 percent \$1.63 billion in the second quarter from a year earlier, as profits were reduced by higher spending on revamping factories and on new technologies such as battery-only cars and smartphone-based services.

BMW spent \$1.5 billion on research and development in the quarter, and invested \$1.3 billion in new plants to modernize production and prepare for new models. It also saw higher production costs from an increasing proportion of electric vehicles and higher raw materials prices. The company said it was able to increase its share in the key China market despite a shrinking overall car market there.

BMW and the auto industry as a whole are facing a double challenge: make money selling conventional cars while sinking billions into new technologies such as battery-powered and autonomous cars, and new services that don't necessarily involve car ownership such as car-sharing and ride-hailing apps.

The industry is also facing headwinds from the U.S.-China trade conflict.

New Ford Shelby Mustang GT500 Driven by Engine Raw Horsepower

CONTINUED FROM PAGE 1

to get the maximum performance from every aspect of the Shelby GT500 performance hardware.

"The range of brute-force drag acceleration, seamless road shifts and amazingly smooth shifts on the track further highlights how the soul of the Shelby GT500 is elevated in our most advanced Mustang ever," said Ed Krenz, Ford Performance chief program engineer. "Effortlessly handling the 760 horsepower is our segment-first Tremec dual-clutch transmission, with an advanced control system that enhances GT500's five drive modes to deliver a driving experience once reserved only for exotic supercars."

Applying 625 ft.-lb. of torque to the pavement effectively requires a transmission and driveline that can do more than just handle a massive amount of power.

Ford Performance engineers collaborated with Tremec to design a gearbox that offers maximum driver control with stunningly fast shifting and greater performance across a wide spectrum of driving environments, Krenz said.

The team's "and" solution is the Tremec TR-9070 DCT 7-speed dual-clutch transmission.

"In many ways, this is like having two transmissions in one,"

said Pat Morgan, Ford Performance Powertrain manager. "On one hand, it enables performance at the outer reaches of straight-line quickness with minimal torque interruption, yet provides an incredible amount of finesse and control in track environments for maximum stability and predictability at the limits of lateral acceleration."

To firmly and smoothly deliver torque, the TR-9070 DCT dual-clutch transmission has a novel wet clutch system with five friction plates in the odd-gear pack for a total of 155 square inches of surface area. In the even-gear pack, six friction plates provide 136 square inches of surface area.

Transmission fluid is applied to the clutch surfaces only during thermal events for optimal cooling and minimal parasitic loss. Seven non-sequential helical forward gears with advanced triple cone synchros are carefully matched to the engine's torque curve and are pre-selected by an electrohydraulic shift mechanism using energy-efficient low-leak solenoids that can execute shifts as quick as 80 milliseconds in sport mode.

Inside the control system, timing is everything. Shift points and clutch modulation are orchestrated by a computer-controlled mechatronics system that simul-

taneously reads dozens of vehicle and environmental factors – including engine and transmission rpm, driver input and g forces, and clutch and shift fork positions – to pre-select and engage the optimum shift for every driving situation.

Steering wheel-mounted paddle shifters are direct-wired to the transmission to avoid CAN-

bus vehicle communication system delays and initiate shifts as fast as 130 milliseconds, further enhancing responsiveness and connected feel.

"Contrary to popular belief, fast shifts do not always equate to better road performance," said Morgan. "In every driving situation, we emulated what professional drivers do, whether it's

a smooth, precise heel-and-toe shift of a professional track driver or a much more forceful powershift like drag racers. We've designed the perfect shift every time."

The 2020 Shelby GT500 has five drive modes that further enhance the driver experience with a flick of the console mounted mode switch.

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New Project's Coming to Midtown Detroit Neighborhood

Development in Detroit's Midtown neighborhood is continuing apace.

An international collaboration of designers, including Paris, France-based Agence Ter with Detroit-based Akoaki, rooftopwo, and Harley Etienne are the winners of the DIA Plaza | Midtown Cultural Connections international design competition, said Susan Mosey, executive director of Midtown Detroit, Inc.

Their project, Detroit Square, highlights the importance of shared cultural infrastructure for Detroit's Cultural Center Planning Initiative, led by Midtown Detroit, Inc. and a steering committee comprised of leaders in the district, Mosey said. It was selected earlier this summer.

The international design competition was launched in 2017 by Midtown Detroit, Inc. and the Detroit Institute of Arts to align 12 cultural and educational institutions, creating a connected cultural district in Midtown.

The other stakeholder institutions include The Charles H. Wright Museum of African American History, College for Creative Studies, Detroit Historical Society, Detroit Public Library, Hellenic Museum of Michigan, International Institute of Metropolitan Detroit, Michigan Science Center, The Scarab Club, University of Michigan, and Wayne State University.

"The Cultural Center Planning Initiative is an opportunity for Midtown Detroit to leverage its arts and cultural assets in a greater way. By developing a more sustainable physical environment and coordinating programmatic opportunities, we will be able to serve a much broader set of residents, artists and visitors," said Mosey.

The Detroit Square project is a daring reimagining of the City of Detroit's 83-acre anchor cultural district. Unifying landscape, architecture and technology, the Detroit Square design draws upon the strengths of Detroit's cultural institutions to create a signature destination for the public.

"Detroit not only occupies a special place in America's cultural and artistic landscape, but also globally. This city deserves a cultural center that brings Detroit's music, art, food, poetry elements together so that Detroit-

ters and visitors alike can experience and enjoy our creative talent and unique culture," said Rip Rapson, president and CEO of the Kresge Foundation.

The initial 44 submissions from more than 10 countries and 22 cities were narrowed down first to eight who presented the ideas to a panel of judges in June 2018.

Agence Ter, Akoaki, rooftopwo, and Harley Etienne were one of three urban and landscape design collaborative teams selected by judges as finalists in the competition in June 2018, presenting their proposals to the public at the Detroit Institute of Arts in January 2019 and subsequent exhibition presently on display at the Detroit Public Library Main Branch.

"Twelve cultural institutions are working together to create a cohesive public realm for the visitor to experience the unique expression of each institution, bringing the inside out. Led by a world-class design team that mixes local knowledge with international reach, we are positioned to create a series of inclusive public spaces where all residents feel welcomed and one of our country's largest collection of cultural institutions are celebrated in a single walkable district," said juror Maurice Cox, director of Planning and Development for the City of Detroit.

"The goals for the project are to amplify the successful programs and activities that are already on site, produce shared assets, and create animated spaces for social encounter," said Anya Sirota, Akoaki co-principal.

In addition to international design expertise, the team brought in-depth knowledge and understanding of the history and legacy of place. With deep connections in Detroit, the team members presented thoughtful and relevant concepts for the project.

Beginning in July, the team started to conduct a topographic survey, tree survey, mobility study, parking study, stormwater management survey, lighting survey, and more. An ongoing series of tours, workshops and other hands-on opportunities will be open to the public to provide their feedback on the design during the 18-month planning period, Mosey said.

An important step in advanc-



Detroit Square team members (left to right): Jean Louis Farges (Akoaki), Harley Etienne (U-M Taubman College), Anya Sirota, Olivier Philippe (Agency Ter); John Marshall (U-M Stamps School and Taubman College, rooftopwo); Donald Carpenter (Drummond Carpenter, U-M alum); and Cezanne Charles (rooftwo).

ing the Cultural Center Planning Initiative, the development of a conceptual plan framework is funded by the William Davidson Foundation, The Kresge Foundation, and the Fred A. and Barbara M. Erb Family Foundation.

Through its support, the William Davidson Foundation is providing about half of the anticipated cost for conceptual planning. Fundraising for the remaining project cost will be ongoing.

"This is a generational opportunity to unify the cultural district in a truly triple bottom line fashion: one that creates physical connections between the organizations in the district, equitably engages residents, provides opportunities for local businesses, manages stormwater, generates new or increased revenue streams for the museums, improves walkability, and adds to the beauty of the area," said Neil Hawkins, president of the Fred A. and Barbara M. Erb Family Foundation. "We are excited to partner on this project."

The design competition jurors included Maurice Cox, director of Planning and Development for the City of Detroit; artist Mario Moore; Cara McCarty, curatorial

director, Cooper Hewitt, Smithsonian Design Museum; Salvador Salort-Pons, director, president and CEO, Detroit Institute of Arts; Julie Bargmann, associate professor Landscape Design, University of Virginia, founder & principal, D.I.R.T. Studio; William Gilchrist, Planning and Building director, City of Oakland, Calif.; Jonathan Massey, dean, Taubman School of Architecture and Urban Planning, University of Michigan; JoAnne G. Mondowney, executive director, Detroit Public Library; and Richard L. Rogers, president, College for Creative Studies.

"We are inspired by the ambition, collaboration, and level of community engagement that has

characterized this effort so far," said Darin McKeever, president and CEO of the William Davidson Foundation.

"We're also excited for the design team's work to begin, and for the continued dialogue with all of our current and future partners on this transformational project."

The DIA Plaza | Midtown Cultural Connections international design competition was funded by the National Endowment for the Arts, William Davidson Foundation, and the Fred A. and Barbara M. Erb Family Foundation with support from the Boston Consulting Group Detroit Office led by Xavier Mosquet.

Oakland County's L. Brooks Patterson Dies

by JEFF KAROUB
Associated Press

DETROIT (AP) — L. Brooks Patterson, a Republican who seemed to revel in confrontation during his decades of leading wealthy Oakland County north of Detroit, died of complications from pancreatic cancer on Saturday, Aug. 3.

He was 80 at the time of his death.

Patterson died at his Independence Township home, only months after announcing he had late-stage pancreatic cancer, spokesman Bill Mullan said.

He was halfway through a seventh term as county executive, but said in March that he would not seek re-election next year.

Patterson had been Oakland County's chief since 1993 and served as its prosecutor from 1973 to 1988.

In 1972, he served as attorney for a group that was opposing a federal judge's order for school busing integration.

Oakland County, which is Michigan's second-largest county and one of the country's wealthiest, was a destination for many of the whites and middle-class blacks who left Detroit in droves starting in the 1950s.

As its leader, Patterson opposed a tax levy to fund a region-

al transit system and fought regionalization of Detroit's water system.

The outspoken Republican had a history of verbally sparring with other regional leaders, especially those in Detroit.

He apologized last year after saying he'd rather join the Ku Klux Klan than a group of CEOs he had accused of snatching business from Oakland County to benefit Detroit.

Patterson was born in Indiana in 1939 and grew up on Detroit's west side, according to a news release from the county. He earned a bachelor's degree in English from the University of Detroit and returned to the school to get his law degree after serving in the Army.

At the March news conference, Patterson said his priorities were to beat the cancer, however low the odds, and lead the county until his term ended.

"I'm fighting this cancer to be among the 10 percent who survive it," he said.

"I will continue to do my job as Oakland County executive alongside the members of my administration who comprise the best team anywhere in government."

Michigan Senate Majority Leader Mike Shirkey said in a statement his fellow Republican was "larger than life," and "did

not mince words or suffer fools."

"Michigan has lost a leader and a visionary, but his legacy will live on. Those of us who had the opportunity to know Brooks are better off for the experience," Shirkey said.

Despite his abrasive reputation, Patterson enjoyed friendships with others across the political aisle.

"Brooks Patterson was always my friend. We could disagree, but he did it with such humor it was always respectful. He loved Michigan, he loved Oakland County, his family and friends," said Democratic U.S. Rep. Debbie Dingell, widow of longtime Congressman John Dingell, who died earlier this year. "I hope he and John are sitting together and enjoying the fruits of their lives work. This has been a long hard year of losses of giants for this state."

The county's chief deputy executive, Gerald Poisson, will take over as executive until county commissioners appoint a successor or a special election is held.

A viewing of Patterson's body was held on the afternoon of Aug. 6 in the conference center of the L. Brooks Patterson Building in Waterford Township and visitation was held on Aug. 7 and Aug. 8 at Woodside Bible Church in Troy. The burial was private.

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Selection Process for 2020 NACTOY Winners Has Started

CONTINUED FROM PAGE 1

To be eligible, vehicles must be all-new or substantially new and must be available at dealerships before the end of the year.

“With all this talk of consumers abandoning cars in favor of SUVs and crossovers, someone appears to have forgotten to tell the product planners,” said NACTOY Vice President Chris Paukert. “This year’s eligibility list for Car of the Year includes nearly 20 candidates, from affordable everyday models like the Mazda3 and Hyundai Sonata to sports cars like the BMW Z4 and Chevrolet Corvette Stingray. It’s a diverse bunch.”

Chosen by a panel of 50 respected jurors from print, online, radio and broadcast media across the U.S. and Canada – rather than a single publication or media outlet – the awards are among the most prestigious and unique in the industry, Snavely said.

“The importance of the awards to consumers and manufacturers is more than just sales. It’s a battle of design, technology, safety, connectivity and more to offer the best of each brand to consumers,” said NACTOY President Lauren Fix. “This year’s large selection of cars, utilities and trucks will challenge our independent jury of experienced veterans to evaluate each vehicle and choose the best in each category.”

Here is the full 2020 NACTOY eligibility list

Car of the Year:

- BMW 3 Series;
- BMW Z4;
- BMW 7 Series / Alpina B7;
- BMW 8 Series;
- Cadillac CT5;
- Chevrolet Corvette Stingray;
- Ford Mustang Shelby GT500;
- Hyundai Sonata;
- Kia Soul;
- Mazda3;
- Mercedes-AMG GT 4-Door Coupe;
- Mercedes-Benz A-Class;
- Mercedes-Benz CLA-Class;
- Nissan Versa;
- Polestar 1;
- Porsche 911;
- Subaru Legacy;
- Toyota Supra;
- Volkswagen Arteon.

Utility of the Year:

- Audi E-Tron;
- Audi Q3;
- BMW X6;

- BMW X7;
- Cadillac XT6;
- Chevrolet Blazer;
- Ford Explorer;
- Ford Escape;
- Honda Passport;
- Kia Telluride;
- Hyundai Palisade;
- Lexus UX;
- Lincoln Aviator;
- Lincoln Corsair;
- Mercedes-AMG GLC-Class;
- Mercedes GLE-Class;
- Mercedes GLS-Class;
- Mercedes GLB-Class;
- Mercedes EQC-Class;

- Range Rover Evoque;
- Subaru Outback;
- Volvo V60 Cross Country.

- GMC Sierra Heavy Duty;
- Jeep Gladiator;
- Ram Heavy Duty.

Truck of the Year

- Chevrolet Silverado Heavy Duty;
- Ford Ranger;

Look for future articles on which models the NACTOY judges select as the finalist vehicles come the fall.



2020 Chevy Corvette Stingray



2020 Ford Shelby Mustang GT500



2019 Chevy Blazer



2020 Lincoln Corsair



2019 Ford Ranger



2020 Jeep Gladiator

2019 Woodward Dream Cruise Activities

CONTINUED FROM PAGE 1

be hosting its own Cruise Event and Classic Car Show from 9 a.m. to 5 p.m. on South Old Woodward from Maple to Lincoln.

Bloomfield Township will be holding its Classic Car Show from 9 a.m. to 5 p.m. at the Mercedes-Benz dealership located on 36700 Woodward.

The **City of Ferndale** will be hosting several different events, beginning on Thursday, Aug. 15 at West 9 Mile and Woodward. The Classics & Cruisin' Legends Vehicle Show is from 1 to 8 p.m. And there will be music at the DJ Sounds & Rock'n Live Entertainment Stage.

On Friday, Aug. 16, the Lights and Sirens Cruise will start at 5:30 p.m. And there will be music at the Rock'n Live Entertainment Stage from 1 to 9:30 p.m.

On Saturday, Aug. 17, Ford's Mustang Alley display will be open from 10 a.m. to 6 p.m. Music will be played at the Rock'n Live Entertainment Stage from 1 to 9:30 p.m.

The **City of Royal Oak** will be holding the Performance Park Classic Car Show from noon to 7 p.m. On Saturday, Aug. 17, the Cruise In Shoes 5K Run/Walk

starts at Shrine High School. The Performance Park Classic Car Show continues from 8 a.m. to 8 p.m.

The **City of Pontiac** will be holding its Classic Car Show by Williams International on the corner of Saginaw and Pike between 10 a.m. and 10 p.m. on Saturday, Aug. 17.

There will also be the Pontiac Downtown Expo Presented by St. Joseph Mercy Oakland, with food and goods for sale.

At 5 p.m. the Silent Disco will be held in Hidden River Park.

The **City of Pleasant Ridge** will be holding its Ford Classic Car Show in Greenbelt Park from 10 a.m. to 6 p.m.

Classic rock radio station WOMC will be broadcasting live from Duggan's Irish Pub, 31501 Woodward Avenue in Royal Oak, from 3 p.m. to midnight. Disc jockeys Beau Daniels and Steve Kostan will provide the music between Monday, Aug. 12 and Friday, Aug. 16.

On Saturday, Aug. 17, the radio station will be broadcasting from Ford's Mustang Alley, located at 9 Mile and Woodward from 9 a.m. to 8 p.m.

WOMC will also have broadcast activities at Duggan's Irish

Pub from 10 a.m. to 10 p.m.; Pioneer Park in Royal Oak from 10 a.m. to 5 p.m.; Normandy Plaza at Woodward and Normandy in Royal Oak from 9 a.m. to 8 p.m.; and the AAA facility in Birmingham from 9 to 11 a.m., featuring disc jockey Jim Johnson.

Channel 7 WXYZ-TV will be broadcasting a special two hour live show starting at 7 p.m. on Saturday, Aug. 17.

Those wishing attend Cruise events but wish to avoid traffic problems might consider taking advantage of free shuttle service offered by SMART on Saturday, Aug. 17.

SMART Dream Cruise shuttle service is free to all riders. Approximately 18 buses will operate along Woodward Avenue from 8 Mile to downtown Pontiac from 9 a.m. to 7 p.m.

Passengers can board at any RED SMART or FAST bus stop along Woodward Avenue. SMART buses shuttle will run through nine communities along 16 miles of Woodward Avenue. All buses are wheelchair accessible and equipped with bike racks.

To learn more about the 2019 Woodward Dream Cruise, go to woodwarddreamcruise.com/.

To Promote Integrated Transportation Solutions, Ford Buys Journey Holding

To support its commitment to deliver integrated solutions that support cities and their transportation systems, Ford Smart Mobility LLC (FSM), a division of Ford Motor Company, has reached an agreement to acquire Journey Holding Corporation.

Journey Holding, a technology company that specializes in software solutions for intelligent transportation systems, will integrate its offerings with FSM's TransLoc, a provider of technology solutions for on-demand and fixed route systems for public and private transit operations, said Ford spokesman Wes Sherwood. Journey Holding CEO Justin Rees will lead the new operation.

“The combination of these transit technology companies will accelerate our efforts to help cities deliver more seamless, productive, and accessible transportation solutions to their citizens and visitors,” said Brett Wheatley, vice president Ford Mobility Marketing and Growth. “It also will be key to connecting customers with the other mobility solutions in our portfolio, such as Spin e-scooters and our GoRide Health service.”

Together, the new group serves nearly 1,200 cities, universities, corporate campuses and other enterprises with software solutions for fixed route transportation, microtransit on-demand transportation and other related areas. The combined team of more than 200 employees has a proven record of reliably providing services to cities and other enterprise customers to improve transportation systems and rider experiences.

“The need for safe and seamless transportation is critical in our cities globally,” said Rees. “Together, we will be able to offer transit leaders globally a full suite of services backed by the credibility and commitment of Ford Motor Company.”

Other members of the new company's leadership team appointed today include Scott Lacy, v.p. of Product; Ron Cygnarowicz, v.p. of Customers; Ilya Rekhter, v.p. of Growth; Kevin Fowler, vice president of Finance; Katie Strickland, v.p. of People; Peter SerVaas, v.p. of Innovation; Kelly Rees, vice president of Integration. TransLoc CEO Doug Kaufman will leave the transit technology company on Aug. 16.

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- Rear Vision Camera!
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Corvette's New Engine Made in New York

The new engine that will go in GM's new C8 Corvette will have a New York feel.

General Motors has confirmed its Tonawanda, New York, engine plant will build the company's next-generation 6.2L Small Block V8 engine that will power the all-new 2020 Chevrolet Corvette Stingray. Production of the 2020 Corvette Stingray begins at GM's Bowling Green, Ky. assembly plant in late 2019.

Powered by the Tonawanda-built next-gen 6.2L Small Block V8 LT2 engine, the 2020 Stingray will offer customers the most horsepower and torque of any entry Corvette: SAE-certified to 495 hp and SAE-certified to 470 lb.-ft. of torque (when equipped with performance exhaust), said GM spokesman Dan Flores.

"The 2020 Stingray is Chevrolet's first production mid-engine Corvette – the fastest, most powerful entry Corvette ever – offering new levels of performance,

technology and craftsmanship," said Mark Reuss, GM president, during a visit to the plant to meet with employees and community leaders.

"The Tonawanda team is up to the challenge to build this new LT2 engine at world-class quality levels that Corvette customers have come to expect."

Tonawanda currently builds a variety of award-winning engines used in a wide range of GM products including 2.0L Turbo/2.5L used in the Chevrolet Camaro, Malibu, Colorado, Equinox, Traverse and Impala; Buick Regal, GMC Canyon, Acadia and Terrain and Cadillac ATS and CTS.

The plant also builds the 4.3L V6, 5.3L V8; 6.2L V8 used in the Chevrolet Silverado, Suburban and Tahoe, GMC Yukon/Yukon Denali and Cadillac Escalade.

Also built at the plant is the 6.6L HD Small Block gas V8 used in the 2020 Chevrolet Silverado HD and GMC Sierra HD.

In 2016, GM announced it would invest nearly \$300 million in the Tonawanda plant to prepare the facility for future engine production.

The next-gen 6.2L V8 completes the work related to the investment. GM has invested more than \$23 billion in its U.S. manufacturing operations over the past decade, Flores said.

Tonawanda employs more than 1,500 people and the hourly workforce is represented by UAW Local 774.



6.2L Small Block V8 LT2 engine

Freeman Named to Spartan Motors Board

Spartan Motors, Inc. of Charlotte, a North American provider of specialty vehicle manufacturing and assembly for the commercial and retail vehicle industries (including last mile delivery, specialty service and vocation-specific upfit segments), as well as for the emergency response and recreational vehicle markets, has appointed Angela K. Freeman to the company's Board of Directors, effective Aug. 5, said Spartan Motors spokeswoman Samara Hamilton.

Freeman was also appointed to the Board's Human Resources and Compensation Committee, Hamilton said.

Freeman serves as the Chief Human Resources Officer at C.H. Robinson, one of the world's largest third-party logistics providers with annual revenues of more than \$16 billion.

The company is currently employing approximately 15,000 employees globally, where she leads the company's global talent strategies, including recruiting, compensation, learning and leadership development, employee communications, and diversity and inclusion, Hamilton said.

She also serves as the President of the C.H. Robinson Foundation, the company's philanthropic affiliate, which along with the company has contributed over \$26 million to charitable organizations since 2005, Hamilton said.

"We welcome Angie and very much look forward to her contributions on the Board," said James Sharman, chairman of the Board for Spartan Motors.

"Her broad and extensive background across a number of functions – including the recruiting, talent development, and diversity functions – will be particularly relevant as Spartan continues on its high growth journey. On behalf of the entire Spartan leadership team, we are excited to have Angie joining our organization and look forward to what we will accomplish together."

Freeman joined C.H. Robinson in 1998 and during her career at the company has progressively expanded her scope and responsibilities, serving in a variety of positions including leading Investor Relations, Marketing and Public Relations, and Government Affairs.

Prior to joining C.H. Robinson, Freeman was with McDermott/O'Neill & Associates, a Boston-based public affairs firm, Hamilton said.

Freeman has played an active role in numerous transportation and logistics industry organizations, including serving on committees within the National Shippers Strategic Transportation Council (NASSTRAC), the Nation-

al Industrial Transportation League, and the U.S. Chamber of Commerce Transportation & Infrastructure Committee.

She also serves on the Board of LeadersUp, a national non-profit founded by Starbucks that supports increased employment opportunity for at-risk youth, as well as on the Board of the University of North Dakota Alumni Association & Foundation, Hamilton said.

Freeman holds a Master of Science degree in Comparative Politics from the London School of Economics, in addition to a Bachelor of Arts in Political Science and a Bachelor of Science in Secondary Education from the University of North Dakota.

"Spartan Motors is enjoying an exciting time of growth, both organically and by acquisitions," said Freeman.

"I very much look forward to joining the Spartan Board and to lending my experience to the team as they take on this next phase of growth."

Spartan Motors, Inc. is the North American leader in specialty vehicle manufacturing and assembly for the commercial and retail vehicle industries (including last-mile delivery, specialty service, and vocation-specific upfit segments), as well as for the emergency response and recreational vehicle markets.

The company is organized into three core business segments, including Spartan Fleet Vehicles and Services, Spartan Emergency Response, and Spartan Specialty Vehicles.

Today, its family of brands also

Oakland County Seeks Ways to Keep Employees

Employee turnover costs Oakland County businesses between \$6,000-\$30,000 in lost revenue and productivity, according to a survey released last week by Oakland County Michigan Works!

Turnover has a significant financial impact on Oakland County businesses of all sizes and industries, with a median cost in lost revenue and productivity, coupled with the costs to find, hire and train a new employee, reaching \$6,000 to \$30,000 per person, said County spokesman Dan Heaton.

"The results of this study are invaluable to businesses throughout our region as this information is not tracked or reported by federal, state or other local entities," Oakland County Executive Gerald Poisson said. "It provides a picture of the challenges and opportunities employers face in our region."

include Spartan Authorized Parts, Spartan Factory Service Centers, Utilimaster, Strobes-R-U's, Smeal, Ladder Tower, and UST.

Spartan Motors and its go-to-market brands are well known in their respective industries for quality, durability, aftermarket product support, and first-to-market innovation, Hamilton said.

The company employs approximately 2,300 associates, and operates facilities around the world, including in Michigan, Indiana, Pennsylvania, South Carolina, Florida, Missouri, California, Nebraska, South Dakota; Saltillo, Mexico; and Lima, Peru. Spartan reported sales of \$816 million in 2018.

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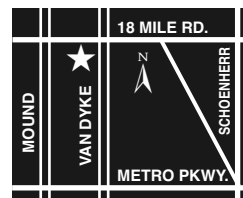
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The Detroit River will once again be home to the annual Hydrofest boat races, which will be run this month.

2019 Hydrofest to Make a Splash

The countdown has begun for the 2019 Metro Detroit Chevy Dealers Hydrofest hydroplane races on the Detroit River Saturday, Aug. 24, and Sunday, Aug. 25.

Canadian and U.S. race fans are again gearing up for one of the most historical and significant courses in the country. More importantly, it is rated one of the best places to see a race in North America, said Hydrofest spokesman Mark Weber.

Drivers are equally excited. In preparing for the race, the Hydroplane Racing League conducted interviews of the drivers to get their take on Detroit, Weber said. The almost universal response is the prestige and history of racing on the Detroit River.

"[So] much history in Detroit...[one] of my bucket list race courses I've wanted to race on," said top H-350 contender Dylan Runne.

Donny Allen, one of the top contenders for the Grand Prix class, said, "I was actually born in Detroit, but never raced on the

Detroit River. I have waited a long time to run through that Rooster-tail turn."

Hometown race champion Jimmy King said, "Detroit is one of my favorite places to race."

For race attendees who are interested in a behind the scenes look, pit passes are available on both Saturday (Aug 24) and Sunday (Aug 25), Weber said.

Pit passes not only give fans access to the pit and an inside look at the boats, but also an opportunity to meet the drivers. Hydrofest will introduce the drivers on social media throughout the lead up to race weekend. Fans can follow on the Hydrofest Facebook page, Twitter account or subscribe to the YouTube channel.

This year, Hydrofest fans will watch the world's fastest automotive-powered hydroplanes compete on a 1.25 mile course every 15 minutes. The 2019 Metro Detroit Chevy Dealers Hydrofest will be an all piston-powered event, Weber said.

The Hydroplane Racing League is bringing a dozen Grand Prix boats from Canada, New Zealand and the United States to headline the event.

These boats are 24-feet long with 468 cubic inch supercharged, big-block V8 Chevrolet piston engines producing as much as 1,500 horsepower and reaching speeds of 160 mph.

Along with the Grand Prix boats, 20 to 22 H-350 hydroplanes and the unique flat-bottom, Jersey Speed Skiff from the HRL will join the show.

H-350 hydroplanes reach speeds of 120 mph, Speed Skiffs' top speed are 80 mph, Weber said.

To learn more about the race and how to get tickets, go to <http://detroitboatraces.com/>.

Ferrari to Bring Three New Vehicles to Luxury Market

by COLLEEN BARRY
AP Business Writer

MILAN (AP) – Ferrari CEO Louis Camilleri has confirmed that the luxury performance carmaker will unveil three new models this year as part of its business plan targeting revenues of around 5 billion euros (\$5.6 billion) by 2022.

Camilleri declined on Aug. 2 to give any hints about the new models – two of which will be unveiled at an event at its Maranello headquarters next month. Ferrari, however, is accelerating the pace of its model launches, which by the end of the business plan will include a utility vehicle dubbed Purosangue (Thoroughbred); the Icona series, available only to Ferrari owners, as well as the more versatile Grand Turismo segment.

"We will privilege revenue over volume," Camilleri said, citing the Ferrari SF90 Stradale new plug-in hybrid supercar launched in May as a good example of "opening up a new price segment within our range of cars."

Ferrari earlier announced that second-quarter profits rose 14 percent, driven by its Portofino and 812 Superfast models and despite a relatively unfavorable model mix that saw North American sales slip. The company posted a net profit in the three

months up to the end of June of 184 million euros (\$204 million), up from 160 million euros in the same period last year.

Total shipments were 2,671 vehicles, an increase of 8 percent over the previous year, which included accelerated deliveries to China to get ahead of an emissions regulatory change. Ferrari deliveries will grow this year to around 10,000 units, meeting the cap on small car manufacturers that includes emissions breaks.

Camilleri declined to project sales for future years, but said he wasn't particularly concerned about the cap.

Net revenues were up nearly 9 percent at 984 million euros, boosted by vehicle personalizations, while lower deliveries at the Fiat Chrysler-owned Maserati hit Ferrari engine sales. Ferrari also said it increased its investments in Formula 1 in anticipation of regulatory and technical changes in the cars in 2021.

Vehicle shipments dropped 6 percent in the Americas to 803 vehicles due to model shifts in the 488 family. Europe and the Middle East, the largest market, grew by 11 percent to 1,195 vehicles. Shipments to greater China, including the mainland, Hong Kong and Taiwan, surged by 63 percent to 289 vehicles, while the rest of Asia was up by 6 percent.

States Set Own Emissions

by TOM KRISHER and ELLEN KNICKMEYER

DETROIT (AP) – Four major automakers have reached a deal with California to increase gas mileage and greenhouse gas emissions standards, bypassing the Trump administration's plan to freeze standards at 2021 levels.

Ford, BMW, Honda and Volkswagen are parties to the deal with the California Air Resources Board, which had been at odds with the Trump administration for months. California has said it would exercise its powers to set more stringent pollution and mileage standards than the federal government has proposed.

The four automakers see the California agreement as "insurance" to provide some certainty to the industry and the state no matter who wins the 2020 presidential elections, according to a person familiar with the talks who asked not to be identified because details of the negotiations haven't been made public.

Not all automakers were approached in the talks, the person said. And it's unclear how the rest of the auto industry and the White House will react to the deal. The four automakers represent only about 30 percent of U.S. new-vehicle sales.

Toyota said it continues to support a single national standard that the whole industry can agree to.

"We have, and continue to, pursue an outcome supported by the auto industry at large, the Federal government and the State of California," Toyota said in a statement. The company says one national standard "is optimal for the consumer, regulators and the industry as it simplifies regulations and reduces complexity and cost, which are critical to ensuring future standards can be met."

The Trump administration has sought to freeze Obama adminis-

tration standards that would have required the fleet of new vehicles to get an average of 36 miles per gallon in real-world driving by 2025. The freeze would keep mileage at around 30 mpg.

The administration says the extra expense to comply with the requirements will raise the price of new cars, depriving buyers of new safety technology. The administration also has threatened to challenge California's ability to set its own standards.

Under the deal with California, fuel economy and corresponding greenhouse gas emissions standards would rise by 3.7 percent per year starting with the 2022 model year, through 2026, according to the statement from the four automakers. Automakers could get 1 percentage point of the increase by using advanced technology credits such as those for hydrogen fuel cell, plug-in gas-electric hybrids, and battery electric vehicles.

Automakers also would get credits for devices that aren't counted in EPA test cycles such as stopping the engine at red lights and restarting it quickly when the driver wants to go. The process would be streamlined to get credits approved for new technologies.

The automakers also agreed to recognize California's authority to set its own standards, which are followed by at least a dozen other states, and they will not challenge the state's authority, according to the statement.

The National Highway Traffic Safety Administration, which draws up federal standards with the Environmental Protection Agency, said the government continues to work on a final fuel economy rule that will apply to all automakers.

The administration's proposals do not prevent any automaker from designing and building highly fuel-efficient vehicles, the agency said in a statement.

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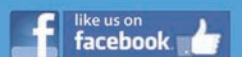
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