



Car technology cited in crash drop

BY DAVID SHEPARDSON
Detroit News Washington Bureau

Washington — A new study shows advanced auto technologies such as forward-collision avoidance systems — especially those that brake automatically — result in sharp drops in car crashes.

The Insurance Institute for Highway Safety said forward-collision systems and adaptive headlights, which shift direction as the driver steers, has the biggest impact in reducing accidents.

The study by the industry-funded group also found that lane-departure warning systems appear to hurt, rather than help — though it's not clear why. Other systems, such as blind-spot detection and park assist, aren't

showing clear impacts on crash patterns yet.

"As more automakers offer advanced technologies on their vehicles, insurance data provide an early glimpse of how these features perform in the real world," says Matt Moore, vice president of the Highway Loss Data Institute, an affiliate of IIHS.

IIHS examined forward-collision systems offered on Honda Motor Co.'s Acura vehicles, Daimler AG's Mercedes-Benz and Volvo vehicles.

Property damage claims for Acura and Mercedes models were 14 percent lower when vehicles were equipped with forward-collision warning with automatic braking than when they weren't.

Collision claims for vehicles with adaptive headlights fell as

much as 10 percent. "These lights appear to help in more situations than we anticipated, though we don't know why," Moore said.

Mercedes and Volvo also offer versions of forward-collision warning systems that don't include automatic braking. These appeared to lower crash rates, too, but not to the same extent as versions that do include it.

But a review of claims in General Motors' Buicks and Mercedes vehicles for claims from lane-departure systems showed claims from vehicles with the systems actually increased, although in numbers so small as to be statistically insignificant.

IIHS said drivers may be getting false alarms because of poor lane markings, which rely on cameras to track lanes.

It takes a long time for advanced safety features — which typically begin on luxury cars — to reach all cars on the road. IIHS estimates it takes at least 30 years for a promising safety feature to spread to 95 percent of vehicles on the road.

The National Highway Traffic Safety Administration has been studying forward-collision warning systems since 2010.

NHTSA said this week it is researching braking technologies that rely on "forward-looking sensors" to supplement driver braking or to engage automatic braking in response to an impending crash.

The agency believes these technologies show promise for enhancing vehicle safety.

NHTSA has mandated signifi-

cant safety equipment including front, side and side curtain airbags, safety belts, electronic stability control, and tire-pressure monitoring systems. The government is considering requiring rear-visibility cameras.

Not all safety equipment is mandated or has shown safety benefits.

Antilock brakes, for example, spread quickly through the U.S. fleet even though they've never been required. IIHS notes that despite promising results on test tracks, real-world crash data haven't shown large benefits. But antilock brakes are essential for electronic stability control systems, which help prevent rollovers and other crashes.

dshepardson@detnews.com
(202) 662-8735

Paper map heads into extinction

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Dow Jones	12,943.82 72.43	▲
Nasdaq	2,976.08 24.85	▲
S&P 500	1,374.02 8.51	▲
Wilshire	14,417.90 107.13	▲
GM	\$20.67 1.10	▲
Ford	\$9.60 0.21	▲

First at-home HIV swab test kit approved

The U.S. Food and Drug Administration has approved the first over-the-counter HIV test, allowing Americans to test themselves at home.

The OraQuick test from **Orasure** is designed to detect the presence of HIV using a mouth swab within 20 minutes.

Testing is one of the chief means of slowing new infections.

Previously approved HIV home test kits require a blood sample — and must be sent to a laboratory to be developed.

Barclays execs quit amid banking scandal

Barclays Chief Executive Bob Diamond and Chief Operating Officer Jerry del Missier resigned Tuesday, the biggest scalps claimed in a financial markets scandal that has ripped through the bank's senior management and sown the seeds for a new probe into Britain's banking sector.

Barclays management has come under fire since the bank was fined \$453 million last week by U.S. and British regulators for submitting false reports on interbank borrowing rates between 2005 and 2009.



Diamond

Fiat raises Chrysler ownership to 62%

CEO says carmaker may surpass goal of \$3B in profits

BY DAVID SHEPARDSON
Detroit News Washington Bureau

Fiat SpA is raising its ownership of Chrysler Group LLC from 58.5 percent to 61.8 percent, its top executive said Tuesday, as the Auburn Hills automaker steams toward \$3 billion in operating profits this year.

"Chrysler sold 1.23 million cars in the first half, which is over half of our target," Fiat-Chrysler CEO Sergio Marchionne told reporters in Milan, according to Reuters. "The objective of \$3 billion is close at hand. We could overshoot it."

Marchionne said Chrysler, whose 2012 sales are up more than 30 percent compared to the first half of 2011, may need to expand production. But he declined to say where that might happen.

Chrysler has added jobs and production in the U.S., including a third shift at its Belvidere, Ill., plant, where it is building its new Dart compact.

Fiat has controlled the Auburn Hills automaker since Chrysler exited bankruptcy in June 2009 as part of a \$12.5 billion government bailout.

Through 2016, it has an option to acquire — a bit at a time — an additional 20 percent of Chrysler that is held by the Voluntary Employee Beneficiary Association, a trust fund administered by the United Auto Workers and used to pay for hourly retiree health care.

Marchionne, who plans to fully merge the two automakers, said he sees "no reason" not to keep adding to Fiat's stake in Chrysler.

Fiat said the transaction will be completed "in the coming weeks."

And while Fiat did not stipulate a purchase price Tuesday, Marchionne said last month it would pay less than 200 million euros (\$252 million) for the additional stake.

Fiat could also mount an IPO for Chrysler or it could acquire the trust's remaining shares in a cash deal.

The UAW trust fund got an initial 55 percent stake in Chrysler for swapping \$5 billion in obligations that Chrysler owed in retiree health care.

Fiat won operational control of Chrysler and a 20 percent stake in the company in mid-2009 without having to pay for it. It received another 15 percent of Chrysler by meeting three benchmarks.

Marchionne told Bloomberg News that there are no active talks with the UAW trust to acquire the remaining shares.

dshepardson@detnews.com
(202) 662-8735

BUSINESS GROWS IN AREA, STATE



Dr. Jamie Reynolds shows off Insignia technology to Lillian Buckman and her daughters Anna, 9, and Emmy, 13, at his Novi office.

Photos by Charles V. Tines / The Detroit News

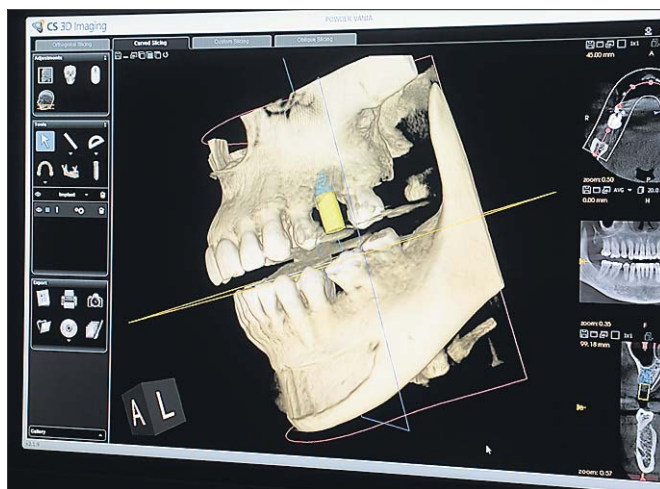
Dentists smiling at rebound

BY LAURA BLODGETT
Special to The Detroit News

Metro Detroit's dental industry is biting back after the recession and a reduction in dental benefits for many area workers.

Most areas of Michigan, including Metro Detroit, have bottomed out, and their dentists are seeing business pick up, said Dr. Jeff Johnston, president of the Michigan Dental Association and a periodontist in Sterling Heights. By comparison, a second-quarter survey of dentists nationwide found billings down for 38 percent this year, while 22 percent reported an increase and the rest stayed the same, according to the American Dental Association.

The reason for Michigan's



Rochester Advanced Dentistry takes three-dimensional CT scans of a patient's teeth and jaw.

improvement is, in part, a slow recovery in jobs that restored dental benefits for the

formerly unemployed and consumer willingness to pay out of pocket for dental work,

Johnston and other dentists said. And pent-up demand and technological innovations make certain procedures more attractive, they said.

"Some patients have put off treatment long enough and can't wait any longer," Johnston said.

Dentists and orthodontists who took a risk and decided to invest in new equipment and technologies during the downturn particularly have seen their efforts pay off.

"Our practice has always been geared toward learning the latest techniques and investing in the latest technologies to allow us to broaden our scope of expertise for our pa-

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HUD to auction off foreclosed Lafayette Towers

BY BRIAN J. O'CONNOR
Detroit News Finance Editor

Detroit — The landmark Lafayette Towers has fallen into foreclosure and is set to be auctioned by federal authorities in two weeks, according to a notice posted by the U.S. Dept. of Housing and Urban Development.

The foreclosure — announced to tenants of the apartment buildings in February — is the latest setback for the Northern Group Inc. The New York-based developers arrived in 2005, acquiring the Penobscot Building, Lafayette Towers and the Alden Park Towers apartments on East Jefferson. Northern paid \$16 million in

2008, according to published reports, and borrowed \$22.8 million against the building in 2009.

The developers also announced plans to build a \$150 million skyscraper complex next to Campus Martius Park for a project called Cadillac Centre. The new tower was to connect to the existing Cadillac Tower as part of what Northern called the Downtown Collection.

Groundbreaking was set for late 2009, but by then, Northern already was in trouble.

Most of its Detroit buildings were in receivership, the develop-

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Ankur Dholakia / The Detroit News

The Lafayette Towers, built in 1964, was bought by Northern in 2008.



Paul Sakuma / Associated Press

Viewing habits are changing as more videos are online rather than on DVDs.

Netflix: Online movie streaming the future

Netflix subscribers watched more than 1 billion hours of online video last month as the advent of high-speed Internet connections and high-powered mobile devices change people's viewing habits.

Netflix is trying to wean people off DVDs to save on mailing costs and reduce its investment on a format that it expects to become obsolete. Delivering Internet video is quicker and less expensive than discs.

Staff and wire reports

Contact us

You can reach Business Editor Joanna Firestone by calling (313) 222-2739, faxing (313) 496-5247 or at jfirestone@detnews.com.

Paper map use folds as GPS booms

BY BARBARA RODRIGUEZ
Associated Press

Columbus, Ohio — Used to be, Dad would stuff a half-dozen maps in the glove box before setting out with the family on a road trip to see the waterfalls at Yosemite or the granite faces of Mount Rushmore. Colorful maps bearing the logos of the oil companies that printed them — names like Texaco, Gulf, Esso — once brimmed from displays at filling stations, free for the taking.

But of the more than 35 million Americans expected to travel by car this Fourth of July, a good chunk will probably reach for technology before they're tempted to unfold — and in a tradition that used to bind Americans as tightly as a highway cloverleaf, try to re-fold — a paper road map.

Websites like MapQuest and Google Maps simplified trip planning. Affordable GPS devices and built-in navigation on smartphones downright transformed it — and transportation agencies around the country are noticing, printing fewer maps to cut department costs or just acknowledging that public demand is down.

The drop in sales began around 2003, when affordable GPS units became the go-to Christmas present, said Pat Carrier, former owner of a travel bookstore in Cambridge, Mass.

Disappearing maps

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"Suddenly, everyone was buying a Garmin or a TomTom," he said. "That's the year I thought, 'Oh, it's finally happened.'"

Transportation departments around the country are in the middle of reprioritizing their spending amid times of falling revenue, and paper maps could be on the chopping block, said Bob Cullen, spokesman for the American Association of State Highway and Transportation Officials.

"Just based on the current climate, there have been some cuts," he said. "I would expect map printing to be one area that's been targeted."

In late June, at the annual exposition of the Road Map Collec-



Photos by Amy Sancetta / Associated Press

This scant rack of road maps is at a gas station/mini mart in Solon, Ohio. Colorful maps once brimmed from such displays, free for the taking. Today, states are saving money by cutting down on printing paper maps.

tors Association in Dublin, Ohio, collector Terry Palmer was selling some of his beloved maps. The 65-year-old from Dallas, Texas, wore a T-shirt with intricate route lines of the United States on his chest, back and arms.

"The GPS of course now being so available, a lot of new cars are coming out with built-in GPS.

People are utilizing those, and they don't want a road map," he said. "A lot of the younger generation, they're used to having their phone, and they don't need a road map to figure out where to go."

In Georgia, officials are printing about 1.6 million maps to cover a two-year period — less than

half of what they were printing a decade ago.

In Pennsylvania about 750,000 maps are being printed — way down from more than 3 million in 2000.

Officials in Oklahoma and Ohio also say map printing is down, and Washington state discontinued them altogether by



A traditional road map of the Pittsburgh area rests under an iPad map of the same region.

2009 because of budget shortfalls.

But in other states, printing has remained steady because maps remain popular at visiting centers. In Missouri, officials say they're printing about 1.5 million maps for a two- to three-year period, consistent with printing from a decade ago. Officials in Connecticut, Mississippi and Nebraska also say printing has remained the same.

It's unclear why some states are affected more than others. Some speculate certain regions affect how people travel there. In Delaware, for example, officials attributed a jump in printing of about 100,000 maps to people visiting beach areas and renewed real-estate interest.

Free roadside maps boomed between the 1920s and 1970s, when oil companies worked with a handful of publishers. As major highways were being built, those maps became synonymous with the possibilities of the open road.

Italians mourn death of car designer Pininfarina

The Detroit News

Sergio Pininfarina, famed designer for Ferrari and its Maserati subsidiary and honorary chairman of the Pininfarina Group, died Monday night at his home in Turin, the firm said Tuesday. He was 85.

Pininfarina expanded the firm renowned for its elegant car designs, becoming one of Italy's leading industrialists and statesmen.

"With the passing of Sergio Pininfarina, Italy loses one of her most prestigious ambassadors in the world while, at the same time, Maserati loses a great friend," said Maserati CEO Harald Wester.

Pininfarina's father, Pinin, had designed cars for Maserati as far back as the 1940s and 1950s. Sergio was the force behind the return of the Pininfarina design on contemporary Maseratis when, in 2003, he designed the current Quattroporte. With his son, Andrea, he also designed the iconic Maserati GranTurismo and the GranTu-

rismo Convertible.

Sergio Pininfarina was born in Turin on Sept. 8, 1926. He graduated with a degree in mechanical engineering from the Turin Polytechnic in 1950, then joined the family firm, Carrozzeria Pinin Farina. In 1960, he became general manager, then in 1961 became managing director, and in 1966, at his father's death, chairman. He had been honorary chairman since 2006.

"His place in the automotive history is assured and huge — as is the place he has within the culture of Italy," Wester said. "We will miss him very much."

Lafayette

Continued from Page 1C

er had stopped paying mortgages on most of them, and published reports found that contractors were owed millions in unpaid bills. Tenants complained about the poor state of the buildings, including cockroaches, unreliable heat and lack of security.

Significant repairs still wait to be made at Lafayette Towers, according to HUD, which is requiring bidders to escrow more than \$2.5 million toward needed repairs and refurbishing estimated at more than \$10 million. HUD estimates the towers could fetch as much as \$5.2 million a year in rental income, and produce about \$3.3 million before taxes, interest, amortization and depreciation.

The twin 22-story buildings,

built in 1964, are the centerpiece of 10-acre Lafayette Park, just east of the Chrysler Freeway a few blocks north of East Lafayette Boulevard. Erected on Detroit's old "Black Bottom" slum, Lafayette Park was built from 1959-1963 by the German-born Chicago architect Ludwig Mies van der Rohe, a commanding figure in modern architecture celebrated for his elegant glass-and-steel designs.

Beyond the two 22-story towers facing foreclosure, the Lafayette complex also includes 200 one- and two-story townhouses, all grouped around manicured park space.

Often overlooked in Detroit, Lafayette Park constitutes Mies' largest residential complex by far, and is a touchstone for architecture students nationwide.

Among other stylish touches, steel doors in the tower apartments rise all the way to the ceil-

ing to create an unusually dramatic effect.

Representatives of the Northern Group couldn't be contacted. Websites for the company and the Downtown Collection are offline.

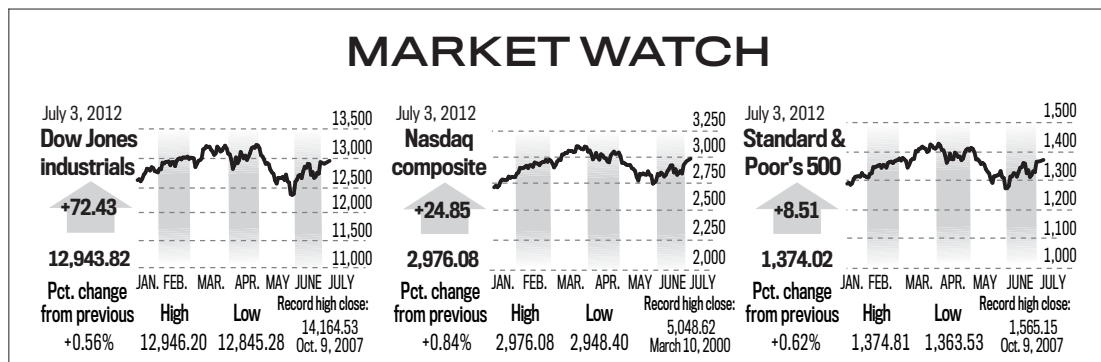
The auction for the 584-unit set of buildings is set for 10 a.m. July 18 on the first floor of the Coleman A. Young Municipal Center, 2 Woodward Ave., Detroit.

Lafayette Towers was put up for sale in November 2007 by the previous owner, Chicago-based Habitat Co., at an asking price of \$20.25 million.

Northern Group closed the deal for \$4.25 million less, even as the forces of the Great Recession were gathering to swamp downtown Detroit's nascent comeback.

boconnor@detnews.com
(313) 222-2145
Staff writer Michael Hodges contributed.

DILBERT BY SCOTT ADAMS



Local stocks table with columns for Stock, Tkr, Div, PE, Chg%, YTD Last, and Michigan market leaders table with columns for Excl Name, Ticker Symbol, Div, Yld, Sales 1,000, High, 52-week Low, Last, Chg.

Commodities table with columns for Commodity, Price, Chg., and Currencies table with columns for Currency, \$1 in, Frgn. cur., and Money rates table with columns for Rate, Last, Prev. day, Wk. ago.

Stocks over the phone table with columns for Stock, Last, and Stock extras online section with a note about mutual funds updated every 20 minutes.

Dentists

Continued from Page 1C

tients," said Dr. Jeff Haddad, a partner in Rochester Advanced Dentistry with Dr. Kurt Doolin.

Haddad and Doolin expanded into more need-based procedures such as treatments for jaw-related TMJ disorder and sleep apnea, which have been associated with heart disease and other diseases.

Their office business has increased 12 percent to 20 percent annually during the past few years.

Despite the challenges in getting approval through the state's certificate of need process, the practice invested in a three-dimensional CT scanner.

The diagnostic scanner enables the dentists to see inside a patient's jawbone in three dimensions before treatment to virtually map out how to place an implant, conduct bone and sinus grafts, or determine the sources of pain.

Haddad and Doolin can now see areas of the mouth that cannot be seen with standard X-rays — with a lower radiation dose to boot.

"This type of technology results in far smaller incisions and allows us to avoid surgery to a degree, which deterred a lot of people from going through these procedures" in the past, said Dr. Kurt Doolin.

The technology also saves significant time for patients because the dentists can conduct many procedures, such as producing a crown, in one visit.

New technology is making an appearance in orthodontists' offices as well.

After business dropped 10 percent between 2006 and 2008, Spillane & Reynolds Orthodon-



Charles V. Tines / The Detroit News

Drs. Kurt Doolin, left, and Jeff Haddad have added high-tech equipment to their practice, Rochester Advanced Dentistry.

tics in Novi decided to diversify geographically by opening an office in Rochester Hills as well as investing in a new bracket technology to fit braces that go under the brand name Insignia.

"The technology delivers superior treatment more comfortably in a dramatically shorter treatment time, and I knew people would want that," said Dr. Jamie Reynolds, who was the first orthodontist in Michigan to use this customized approach. "The first question people ask when they get braces on is, 'When do I get them off?'"

The technology scans an image of the patient's teeth into the computer to create a virtual treatment plan before any brackets or wires are placed in the mouth. The computer custom designs every brace and wire to move the tooth into the desired position. The process eliminates most of the adjusting orthodontists need to do in regular office visits, resulting in patients spending 25 percent to 30 percent less time in braces. Many of Reynolds' patients now complete treatment in under a year.

Reynolds' practice has grown 65 percent to 70 percent since 2008 due in large part, he said, to using this technology.

Johnston, who treats many seniors in Macomb County, says Metro Detroit's aging population has gotten the message that oral health is related to systemic health. They also are not as willing to wear dentures and are more likely to spend money on tooth replacement than the generation before them. Johnston's business is up 6 percent this year after being down 9 percent for the past three years.

Boost for dentistry

The ability to treat dental disease with less pain and complication, thanks to technology, has helped dentistry, Johnston said.

"In one generation, we developed the high-speed drill, adhesive dentistry, better local anesthetic, much better dental materials, refined conscious sedation — and let's not forget the huge impact fluoridation has had on decreasing cavities," he said. "Going to the dentist is not as unpleasant as 20 or 30 years ago."