



the

2025

BILL ROBINSON
MEMORIAL CAR SHOW

A KIRK IN THE HILLS EVENT | BLOOMFIELD HILLS, MI | JUNE 8, 2025 | BILLROBINSONCARSHOW.COM



IN HONOR OF ONE OF THE MOST INFLUENTIAL AUTOMOTIVE DESIGNERS OF THE 20TH CENTURY



Kirk in the Hills
UNIVERSITY OF TORONTO

the

2025

BILL ROBINSON MEMORIAL

CAR SHOW

JUNE 8TH, 2025

10AM - 2PM

KIRK IN THE HILLS PRESBYTERIAN CHURCH

1340 W. LONG LAKE RD., BLOOMFIELD HILLS, MI 48302

ALL PROCEEDS BENEFIT SEEDS TO SUSTAINABILITY IN HAITI

"Sometimes in life, men and women will have a great opportunity to meet that special individual who can make a difference in our lives. For me, that person was Bill Robinson."

*Robert Tate
Automotive Historian and Researcher*

WELCOME TO THE 2025 BILL ROBINSON MEMORIAL CAR SHOW

When I talk with colleagues about this event, I'm often asked two questions:

From the church community: "Why are we memorializing Bill with a car show?"

From the design community: "Why are we holding a car show at Kirk in the Hills?"

These questions reflect the quiet humility of Bill Robinson. To those at the Kirk, Bill was the man who taught Sunday school for 78 years. Few realized he had a distinguished career in automotive design. To the design community, he was a celebrated designer in his early years, and later, a beloved professor at the College for Creative Studies, where he mentored many of today's leading car designers. Few knew of his deep commitment to Christian education.

This car show bridges those two worlds—bringing together the communities Bill devoted his life to. We're fortunate to showcase 22 feature cars this year. You can learn about each of them in this program. These cars belong to people with a personal connection to Bill—often a former student (whether at CCS or Sunday school) or a former colleague. Beyond the featured cars, we welcome everyone to display your car, either in the upper parking lot or on the grass along Long Lake Road. If your car is special to you, it's special to us.

Finally, it's important to note that Bill had a third passion: caring for children in Haiti. This year, we've partnered with Seeds to Sustainability, an organization dedicated to feeding families in Haiti through sustainable agriculture. You'll find QR codes throughout this program and around the show grounds to make donating easy.

Enjoy the show!



George Manning

Bill Robinson Memorial Car Show Chair



ABOUT BILL ROBINSON



William Robinson was an extraordinary car designer, influential teacher, and devoted servant of God. He graduated from Cass Tech High School and attended the University of Michigan. After graduation, he was employed by the Reynolds Company as an Industrial Designer. He moved to Chrysler Corporation, where he was an Automobile Designer for 32 years. When he retired from Chrysler, he became a professor of transportation design at The College for Creative Studies for 22 years. He received the Educator of the Year Award in 2000.

During his time at Chrysler, Bill made major contributions to the designs of many Chrysler cars. The Plymouth Belmont concept car of 1953 was Bill's design, he was the lead designer for the 1957 Plymouth, and was sole designer for the 1959 Plymouth. He created the concept for the minivan in the 1970s, years before its introduction in 1984.

Bill became a member of the Presbyterian Church in 1942, joined Kirk in the Hills Presbyterian Church in 1958, and served as a church school teacher all of his life. He taught an adult Bible study class for over a half century, and led the Bethel Bible Study program of 259 members in 1988. He was a church elder five times and taught Confirmation classes beginning in 1968. He was proud of serving as a confirmation teacher for three generations.

Bill was a tour guide for 13 years at the Walter P. Chrysler Museum, where was popular with school children participating in the Michigan Education Association's program for enriching field trips. He was a fan of Big Band Jazz and would travel many miles to enjoy a performance. He had an extensive CD collection which he bequeathed to the Music Department of Wayne State University. He enjoyed high performance cars and working on them to make them faster. He was often challenged to a race by other car owners, and won 90% of the time. He enjoyed boating and owned racing boats which were fast and dangerous. One fast trip sent him to the hospital for weeks. He continued to own a racing boat, but drove it slower after age 80. Bill believed in exercise, good nutrition, and good doctors. This belief helped him to lead a long and healthy life. His hope was that when meeting his Lord he heard "well done good and faithful servant." Bill was born on August 31, 1925 in Detroit, Michigan and died on February 15, 2022 at the age of 96. He is survived by cousins, nieces and nephews.



PROGRAM

9:30am – 10:30am CCS Alumni Continental Breakfast on the grounds

10:00am – 2:00pm Feature cars on display

12:00pm – 1:00pm Free lunch - hot dogs

12:00pm – 2:00pm Live Jazz - Wesley Reynoso Quintet

12:30pm - 2:00pm Docent-led Tours of the Kirk

Please note: Church services will take place in the sanctuary. All are welcome!

**Family & Traditional Service
9am & 11am**



S2S

SEEDS TO SUSTAINABILITY

AN AGRICULTURAL BRANCH OF CHANCES FOR CHILDREN (C4C) IN BAIE D'ORANGE, HAITI

Thank you for making a difference in the lives of the families in Baie d'Orange, Haiti!

To learn more about S2S, visit www.chances4children.org



Seeds to Sustainability (S2S)

Seeds to Sustainability (S2S) is the agricultural branch of *Chances for Children (C4C)*, a nonprofit dedicated to bringing hope to Haitian families through orphan care, education, feeding programs, medical clinics, church support, and economic empowerment—all rooted in demonstrating God's love. Over the last five years, S2S has safely and successfully supported rural communities in Haiti through the distribution of seeds, providing agricultural training, supporting animal husbandry, and promoting tree propagation.

Funds raised at the Bill Robinson Memorial Car Show will help S2S expand to a new village in southeast Haiti named **Baie d'Orange**, that suffers from some of the country's highest malnutrition rates. Donations received will launch a smallholder farming initiative for 40 local families, providing seeds, tools, training, and support from Haitian agronomists. While many residents have access to land, they lack the resources needed to farm effectively and provide for their families.

Building on successful efforts in nearby villages like Derrière Puit, Caporal, and Belle Anse, the Baie d'Orange project will also incorporate **mandatory seed-saving** and a **tithing model**. Each family will give 10% of their harvest to the local church, which will distribute the food to the most vulnerable in the community—reflecting the Biblical principle of gleaning (Leviticus 19:9-10).

With your support, S2S can equip these families to break the cycle of food insecurity and dependency—empowering them toward long-term self-sufficiency and creating lasting change in Baie d'Orange.

S2S Agricultural Program Overview

S2S will supply seed for four planting cycles over six months. Farmers must save seed equal to the initial distribution for future planting. After two years, seed support ends unless extreme conditions cause crop loss. Fertilizer will be provided for at least one more year to help farmers achieve self-sufficiency.

Animal Husbandry

Each farming family will receive a female goat or sheep to breed with co-op males. The first offspring must be returned to C4C to support program growth; the rest are kept by the family, helping build a sustainable income source.

Tree Propagation

S2S has started a local tree nursery to provide fruit trees for farmers. These trees offer both food and income. Extra seedlings will go to vulnerable families in Baie d'Orange to support community-wide food security.

This three-part approach—seed distribution, livestock, and trees—aims to ensure food security and income for up to 400 people, thanks to support from the Bill Robinson Memorial Car Show.

The start up costs associated with the expansion in Baie d'Orange include:

- **Initial purchase of 3 stud goats: \$1,500**
- **Initial purchase of female goats: \$4,800**
- **Vaccinations and veterinary care: \$200 every 6 months**
- **Seeds, starters, and fertilizer: \$5,000 per planting season**
- **Transportation costs: \$800 per planting season**
- **Greenhouse project: \$250 per planting season**
- **Contingencies: \$600 per planting season**

Total Budget for the First Year: \$20,000

Through the existing S2S network in Haiti, your gift will safely reach hundreds of individuals who seek nutrition, financial independence, and an opportunity to educate their children. Your generosity is greatly appreciated. Donations for S2S may be given directly to S2S at the car show in cash or checks payable to Chances for Children. Additionally, credit card payments will be accepted at www.onrealm.org/KirkintheHills/-/form/give/carshowhaiti. Thank you for making a difference in the lives of the families in Baie d'Orange, Haiti!



Students and Colleagues Influenced by Bill

In a piece written by Tom Murphy for Autoweek on the passing of Bill Robinson in 2022, Tom quoted Rivian designer Richard Vaughan describing Robinson as “the most influential American car designer of the post-war era. Bill taught every car designer to come out of the College of Creative Studies (CCS) in the 1980s and ‘90s. It’s not hyperbole. He literally designed the design community.” Bill taught Transportation Design at CCS for 22 years. His influence transcended automotive design into daily life. He also taught Sunday School, Confirmation Class and lead bible study nearly every week at the Kirk in the Hills church since the church opened more than 76 years ago until his passing 4 years ago.



2024 Bill Robinson Memorial Car Show



Auto Executives influenced and taught by Bill at the Bill Robinson Memorial Car Show



Auto Executives and CCS Students influenced by Bill at the Bill Robinson Memorial Car Show



TESTIMONIALS

CELEBRATING DESIGN LEGACY

College for Creative Studies and the Influence of Bill Robinson

In the realm of automotive design, few names resonate as profoundly as that of Bill Robinson. His illustrious career spanned decades, leaving an indelible mark on the industry and shaping the aesthetics of countless vehicles. Robinson's journey into the world of automotive design began in 1948, a time when the industry was undergoing transformative change. From his early days at Kaiser-Frazer to his tenure at Chrysler, Robinson played a pivotal role in shaping the visual language of iconic vehicles, including the revered Packards and Plymouths of the 1950s and '60s. Yet, beyond his groundbreaking designs, Robinson's legacy extends to his role as an esteemed faculty member at the College for Creative Studies (CCS), where he nurtured and inspired generations of aspiring designers.

A Beacon of Artistic Excellence

Established in 1906, CCS has long been at the forefront of arts education nurturing talent and fostering creativity across a wide spectrum of disciplines, from studio arts to animation, illustration to fashion design.

Central to CCS's esteemed reputation, the Transportation Design program attracts aspiring car designers from around the globe. It is within this esteemed institution that Bill Robinson found his second calling as an educator, imparting his wealth of knowledge and experience to eager minds.

A Mentor and Friend

For 22 years, he dedicated himself to mentoring the next generation of car designers, instilling in them not only technical expertise but also a profound appreciation for the artistry of automotive design. His gentle manner and boundless passion left an indelible impression on his students, many of whom would go on to achieve great success in their own right. Ralph Gilles, Stellantis' chief design officer and one of Robinson's former students, said, "Bill was more than just an instructor; he was a mentor, a coach, and ultimately, a friend. His influence extended far beyond the classroom, shaping the very fabric of the design community."

A Lasting Legacy

Indeed, Robinson's impact on the automotive industry cannot be overstated. His designs continue to inspire and influence designers to this day, a testament to his enduring legacy. Even in his later years, Robinson remained active in the CCS community, attending school events and offering sage advice to budding designers.



A teacher affects eternity; he can never tell
where his influence stops.

- Henry Adams
American Historian



Testimonies from a small sample of industry and church leaders influenced by Bill.



As a design professional, Bill witnessed and was part of the most formative era of American automotive design. He then went on to generously share his knowledge and experience in the academic world. Bill was regarded as an expert and mentor by several generations of design professionals, and he enjoyed the highest regard of his academic colleagues.

- Jon Albert
Design Consultant
Retired Design Executive & Professor

About Jon

Beginning his automotive design career in 1976, Jon worked at General Motors Design for 32 years, initially as an interior designer and manager and eventually leading both interior and exterior design teams on such programs as the GM Impact electric car concept, the Corvette C5 interior, the Chevrolet Colorado/GMC Canyon, and the HUMMER H3. After GM, Jon worked with startups like Proterra Bus and Rivian. He presently serves as senior designer at Murray Design. Jon also was an adjunct professor at College for Creative Studies from 2009 until 2017.



I met Bill Robinson a short time after I bought my 1953 Packard Patrician, when I learned that Bill had designed the back end while working at Briggs Manufacturing. What followed were several meetings and interviews, all of them recorded, before Bill's passing. It was always a pleasure talking with Bill, not only about cars.

- Tom Murphy
Autoweek Executive Editor

About Tom

Tom Murphy has been a journalist in metro Detroit for 39 years, the last 26 covering the auto industry. After 25 years at Wards Automotive, Tom became Executive Editor at Autoweek.com in January 2022. He oversees content for the site and gets plenty of time to drive and evaluate new vehicles—when he's not driving the 1953 Packard Patrician. Tom lives in Royal Oak with his wife Doreen and has two grown children.



From Tom Murphy's February 16th Autoweek article: "Bill's greatest impact on me as his student was opening my eyes to the major effects that proportion makes on vehicle design," said Mark Allen, head of Jeep Design at Stellantis. "Before that, I was overly focused on the details and not enough on the foundational elements like wheel and glass placement, overhangs, and how the design reacts to slight alterations in the ingredients." As a mentor, Allen said Robinson was "gifted in how he could deliver a stinging, soul-crushing critique of your work in the absolutely kindest, grandfatherly way, always. He was careful to deliver comments on the work, not the author. Bill's teachings remain at the root of how I operate today, and for that I will always be thankful to have had the privilege to study under his guidance."

- Mark Allen
Head of Jeep Design, Stellantis



Bill Robinson was the link to the past glory of automobile styling early in my student years. I recall meeting him at CCS in the late 70's in the shop as I was making my first clay model. He was direct, insightful, and provided comments about graceful form. Bill provided support for all of us looking to gain a foothold in the world of design as the profession emerged. Few men had the universal respect of everyone they encountered like Bill. Bill Robinson's legacy is broad and multi-generational. Great man, great talent. A life well lived. I'm honored to have known him.

- Brian Baker
Director of Collections and Education National Corvette Museum

About Brian

Brian has spent 40 years in the design and education community following his time with Bill at CCS. He was a designer at GM for 25 years before shifting to the automotive museum community through the Automotive Hall of Fame. Brian is currently a director at the National Corvette Museum.



Bill was far more than a teacher to me—he was such a gentle, generous, and inspirational spirit. A life force literally spilling over with wisdom, great stories related to past designers. He taught half of the active designers in America! Finally, my favorite: his street-racing shenanigans. He always had a smile no matter how tough the critique was; we always felt his warmth, and his passion for automobile design felt as pure as ever. He was tougher than most think but never left you wondering what you had to do, to do better. He had a way of using the most clever analogies that often made us laugh as well as slap our foreheads, wondering how we had not seen what he saw sooner! Bill is a man I still refer to as we debate design over 34 years later.

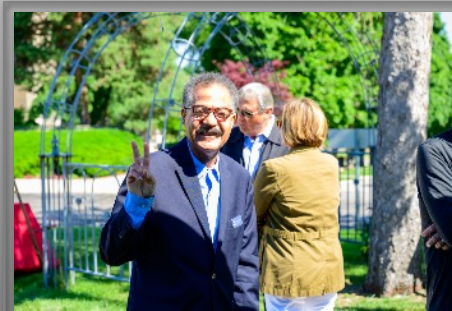
- Ralph Gilles
Chief Design Officer, Stellantis

About Ralph

Ralph Gilles was appointed Chief Design Officer for the Chrysler, Dodge, Jeep, Ram, Maserati, and Fiat (Latin America) brands in January 2021. He is also a member of Stellantis' Top Executive Team. He is responsible for shaping and directing design across the brand's portfolio as it moves toward electrification. Gilles is extremely active inside and outside of the company. He serves as the executive sponsor of the Stellantis African Ancestry Network Diaspora and the Working Parents Network, in addition to playing a supporting role with the Stellantis Global Diversity Council. Gilles serves as a member of the board of trustees at the College for Creative Studies (CCS), his alma mater. An avid car enthusiast who enjoys spending time at the track, go-karting and watching Formula 1 auto racing, Gilles has participated in the Targa Newfoundland Rally, the Car and Driver One Lap of America, and the SRT Viper Cup Series. In addition, he frequently serves as a judge at various Concours d'Elegance events across the country, including Pebble Beach, Amelia Island, and the Eyes On Design car show. Gilles has earned numerous academic and industry awards, including the Michigan State University Eli Broad Graduate School of Management Young Alumni Achievement Award, Automotive Hall of Fame Young Leadership & Excellence Award, NV Magazine Innovation Award, Black Engineer of the Year President's Award, and N'Digo Foundation N'Design Award.



2024 Bill Robinson Memorial Car Show



Bill Robinson Memorial Car Show



Bill Robinson left an indelible mark on everyone who was lucky enough to have him for Transportation Design at CCS. I will never forget how he handled me my sophomore year at CCS. I was struggling and Bill gently but honestly let me know where I stood. As a professor myself now, I understand that you need to make sure a student knows what they need to work on but at the same time keep their spirit motivated. I will never forget what he did for us as students. Thank you, Bill!

- Patrick Schiavone
Adjunct Professor, CCS Retired Design Executive

About Patrick

Born and raised in Akron, Ohio, Patrick Schiavone holds a BFA in Industrial Design from the College for Creative Studies. He is currently an Associate Professor of Product Design at CCS and was previously the Chair of the Product Design Department from 2020 to 2022. Patrick Schiavone retired from Whirlpool Corp. in February 2018 after 8 years as V.P. of Global Consumer Design where he was responsible for Whirlpool's product and brand portfolio globally. Patrick passionately believes that people care just as much about what is in their home as what is in their garage. Previous to Whirlpool, he spent 21 years with Ford Motor Company where he was Design Director of Trucks, CUV's and SUV's. Examples of Patrick's design work can be seen on streets and highways all over the world. Among his design achievements, he led the design for three generations of the Ford F-150 pickup, the best-selling vehicle in the USA for over three decades. When asked what was his greatest achievement in the auto industry was, he replied "I didn't screw up the F-150."



I was in Bill Robinson's very first Transportation Design class that he taught at the College for Creative Studies. It was the start of my sophomore year. At a design college known for heavy workloads, strict deadlines, and brutally honest critiques, Bill's style of teaching design and sharing his professional experience was more constructive and comforting, rather than combative. He taught the fundamentals of vehicle design and, though many of the tools have changed, I teach those same core fundamentals in my class today. His stories of drag racing muscle cars during the 60's and 70's and how he kept modifying his race boat for more speed never seemed to match his mild-mannered demeanor and always generated chuckles from the classroom. Bill was a kind and humble human being who never forgot your name, even years after graduation. His integrity and passion for the industry were enormous. It's those human qualities, his qualities that made the most impact on me both personally and professionally.

- Craig Metros

Designer Artist Maker Educator Consultant

About Craig

Craig Metros is an accomplished automotive designer with more than 35 years of experience. He began his career at Ford Motor Company in 1985. Throughout his tenure, he led the design and development of multiple car and truck programs in countries around the globe. In 2014, Metros was appointed Design Director of North America, where he oversaw the design and styling of all North American vehicles including the Mustang, F-Series trucks, the Ford GT race car, and the rebirth of the Bronco. Since retiring from Ford Design in 2020, Metros has taught Transportation Design at the College for Creative Studies and sits on their Alumni Board. He frequently serves as a design patent consultant and design expert witness and creates mixed medium art influenced by motorsports, hot rods, and NASA.

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I first heard of Bill Robinson during my high school extension classes that I took on Saturdays at CCS. Students would share stories and speak highly of Bill as an instructor, but I had yet to meet him until I enrolled and started my college studies. Bill taught our sophomore Transportation Studio class and certainly lived up to the hype that I had heard years earlier. I quickly learned why other students spoke so highly of him. Bill was a very passionate designer and loved performance cars and boats. He would keep our attention by telling great stories of his times drag racing Mopar "sleepers" on Woodward Ave or zipping around his lake in his hot rod boat causing a ruckus.

More importantly, he would spend quality time in the classroom and well after classes to provide very valuable critiques of each and every student's work. He never had a negative thing to say, but always found positive ways to motivate and guide his students to constant improvement. He provided sketch demonstrations in class and did overlay drawings on student sketches to show how to improve perspectives or rendering techniques. He was truly passionate about his students. He gave his heart, passion, and shared his skills with each and every one of us and was always available to help or answer questions. Bill's student body in corporate design studios is broad and deep.

He has indirectly influenced countless automotive designs by the sheer quantity of students he has taught and inspired over his illustrious career. In the movie industry, they have "Six Degrees of Kevin Bacon"; in the Automotive Design industry I would venture it is "Two Degrees of Bill Robinson". At the College for Creative Studies, the students who passed through his classrooms, and OEMs around the globe are all better off because of how Bill conducted, inspired, taught and motivated others with his infectious passion for cars, art and design. He was a true saint and icon of the automotive design industry, an unsung hero to many.

Joel Piaskowski

Global Design Director, Ford Blue, Ford Motor Company

About Joel

Unbeknownst to me, I began my automotive design career at a very early age when I started drawing cars that I played with. I was surrounded by and exposed to cars and art through my parents. My father, Gerry Piaskowski, was a designer at Chrysler and would take my younger brother and me to his studio occasionally on Saturdays. This translated into a very early awareness that car design was a career, and I never looked back. I enrolled in extracurricular art classes in my youth and later took high school extension classes at CCS (College for Creative Studies) prior to earning my Bachelors degree in Fine Arts / Transportation Design from CCS.

I have been fortunate to work in Japan, Germany, and Australia with many business trips to South Korea. My career has spanned time at General Motors with stints at Opel, Isuzu, and Suzuki; Hyundai-Kia in Irvine, CA; Mercedes-Benz Advanced Design in Carlsbad, CA and now Ford Motor Company in Dearborn, MI; Melbourne, Australia and Cologne, Germany. Currently, I oversee design development for internal combustion vehicles (Ford Blue division) at our studios in Dearborn.



It's hard to quantify Bill's impact on me personally, because it was so profound. He was thoughtful and patient with all of us, but he seemed to take a special interest in promoting me personally for a number of freelance gigs and internship opportunities. I could never thank him enough for that. Ultimately, his lessons in car design — overlaying sketches, pointing out perspective mistakes and suggesting ways to improve the designs, teaching the importance of a keen eye when translating sketches or renderings to clay, and conveying the necessity of organizational skills so we knew exactly what to do and how to execute the many steps, — were transformational. His advice was always on point, as were his critiques. We all owe him a debt of gratitude.

- Paul Snyder
Chair of Transportation Design, CCS

About Paul

Internationally recognized automotive designer, educator and CCS alumnus, Paul Snyder's experience spans four continents and encompasses both exterior and interior development for a number of automotive brands, including Honda, Ford, Acura, and Renault. For Ford Motor Company, he designed exterior and interior solutions for the Taurus/Sable and Explorer production vehicles and later oversaw projects for the Taurus X, Ford Five Hundred, and Flex production vehicles. Prior to joining CCS in 2015 as the Paul and Helen Farago Chair of Transportation Design, Snyder worked at Honda Research and Development in California where he was Assistant Chief Designer, overseeing production and concept projects for the 2012 European Civic, 2015 Accord, and the 2018 Odyssey.

Snyder previously taught transportation design and visual communications at Pratt Institute as well as a range of undergraduate and graduate courses at Wayne State University and CCS. In addition to his work as a car designer, Snyder is an accomplished figure painter, sculptor, and collagist, having earned a Master of Fine Arts degree cum laude in Fine Art and Cultural Studies from the New York Academy of Art in New York City, where he has also shown his work.

Since Snyder accepted the Chair position at CCS, the Transportation Design Department has sustained and strengthened its exceptional annual record of preparing/placing Transportation Design students into internships and full-time design positions. CCS/Industry sponsored projects directed by Snyder since 2015 include; Ford, Stellantis, GM, Nissan/Infinity, Toyota, Honda, GAC, Bordin, Yanfeng, and numerous Tier 1 suppliers and industry consortia.



I will never forget Bill's influence on me as a designer and as a person. As an 18 year old right out of high school who wanted to be a car designer, Bill's encouragement and kind soul were so helpful to me as a freshman student at CCS. It set my college career off. Bill would always speak to me about the simplicity of design and tell me that the proportions of the vehicle could make it timeless; using less lines on a design was better. He would have me do sketches with as few lines as possible to understand and practice this concept. I had the privilege of being Bill's student for transportation design two of my four years at CCS. Bill was a Chrysler and Mopar guy and would tell us stories about his past and the automotive industry.

I think partly because of this is why I wanted to so badly be hired by the former Chrysler Corporation upon my graduation. Bill was also a car guy and absolute gear head. I remember when I was his student, although he was a humble and unassuming man, he drove a red Dodge Daytona to CCS that he had done various engine and performance modifications to in order to make it faster. We would often talk in class on Monday about automotive racing that took place over the weekend and the effect of aerodynamics on race cars. Bill was an inspiration to me as a person, designer and educator. He is an automotive legend in my eyes.

- Mark Trostle

Vice President of Ram Truck and Mopar Design, Stellantis.

About Mark

Vice President of Ram Truck and Mopar Design, Stellantis Mr. Trostle is responsible for all exterior design activities for the Ram Truck and Mopar brands. Prior to his appointment, Trostle served as Head of Performance, Passenger Car and Utility Vehicle exterior design leading the exterior design development of the vehicles such as the Gen 5 Dodge Viper, Dodge Charger Hellcat, Dodge Challenger Hellcat and Dodge Challenger SRT Demon. Mr. Trostle holds a Bachelor of Arts degree in transportation design from the College for Creative Studies, School of Art and Design in Detroit (1992).



I strongly believe that Bill Robinson is the most influential American car designer of the post-war era," Vaughan said in an interview with Tom Murphy, Executive Editor of Autoweek, shortly after Bill's passing. "Not because he designed the most famous or most beautiful cars, but because he taught every car designer to come out of CCS in the 1980s and '90s. It's not hyperbole. He literally designed the design community. Every designer or design executive working today who was at CCS in that time owes something to Bill and we all adored him."

- Richard Vaughan
Life-long auto enthusiast and designer

About Richard

Richard has 30 years of experience in a variety of automotive product development roles, ranging from styling to perceived quality to human-machine-interface design. He started his career as a designer for Ford Motor Company, where he was the exterior and interior designer of the original Lincoln Navigator. After moving to Visteon, he led the interior design and execution of the first Buick for China, the vehicle that cemented Buick's position as a leading brand in China. In his role at EV maker Rivian, Richard led the teams responsible for Design Quality, Perceived Quality, and Craftsmanship execution for all Rivian vehicles, Adventure Products, and Charging Products.

Richard was educated at Detroit's College for Creative Studies and is a lifelong car enthusiast. He has written six books on the history of Rolls-Royce, Bentley, and Aston Martin and has produced two popular YouTube videos (Lagonda Exposed and Why I Drive: Lagonda). He serves on the boards of several nonprofits including Equality Michigan, the Concours d'Elegance of America, the Detroit Concours, the Rolls-Royce Foundation Museum, and the 7000-member Rolls-Royce Owners' Club, where he is responsible for the club's magazine.



Bill Robinson was a key role model for White, both at the student and professional level. After Jason missed the cut for a sophomore Transportation Design class, Robinson told him to keep pursuing his dream. Thanks to Bill's expert tutelage and encouragement, White was added to the sophomore class the following semester. White also had the privilege of working alongside Robinson at William M. Schmidt Associates, a design consultancy in Harper Woods, Michigan. Today, White mainly instructs freshman students – the same cohort that Robinson had such a positive influence on, year after year. White is quick to point out that he can only follow Robinson in this work, and that his mentor's unique combination of warmth and wisdom will never be replaced.

Jason White
Assistant Professor, CCS

About Jason

Jason White attended the College for Creative Studies from 1995 to 1999. During that time, he distinguished himself with an internship at Chrysler Corporation and First Prize in the 1998 Michelin Tire Design Competition. Upon graduation, White began a long and fruitful career as a designer at Ford Motor Company. His credits there include the 2008 Ford Escape / Mercury Mariner / Mazda Tribute interior and the 2007 Ford Super Duty instrument panel. After a three-year stint at Hyundai, White returned to Ford as a Lincoln designer, where he penned the 2016 Lincoln Nautilus interior. He joined CCS as an Assistant Professor in 2018, devoting his time and energy to the cultivation of new industry talent.



Bill Robinson was an integral part of my educational service at the Kirk since 1986. I was his substitute teacher in the adult Bible study in the Upper Room. We share the same favorite Bible verse of Galatians chapter 2, verse 20: "It is no longer I who live, but Christ lives in me. Though I walk in the flesh, I am led by our most Holy Spirit." Bill lived his faith and shared many every day and work experiences with our Bible study. He was a man of God, who lived his faith impacting many lives.

- Judyann Zerbo

Member of Bill's Kirk Bible Study Group

About Judyann

Judy taught for the Troy School District 41 years as a classroom teacher and a reading specialist from 1976 through 2018. She also taught at Oakland University in the reading language arts department as a visiting professor for Reading and writing classes. In addition, She was a Reading Recovery teacher and trained in 1993 at Oakland University. She was raised in the Baptist Church and has been a Christian all of my life. She taught Sunday school classes with Tremetre Young at the 9 o'clock service for six grade students for many years. They both worked on Vacation Bible School for several years in the 80s and 90s and we were Co-leaders in the early 2000s for Vacation Bible School. The Lord continues to be the center of her life as I seek ways to serve Him.



Bill Robinson was the kindest, most altruistic person I knew. He would be pleased and honored that the Bible Study of which he led for so many years has returned to the Upper Room and is so well attended! He would also feel just as pleased and honored by the Bill Robinson Memorial Car Show established on his behalf. Bill was part of the pilgrimage our Bible Study made to the Holy Lands in 1993. His historical and prolific scriptural knowledge influenced us all.

Tremetre Young

Member of Bill's Kirk Bible Study Group



ON DISPLAY

Collection of Cars Owned by Friends, Students and Colleagues of
Bill Robinson



2010 Dodge Challenger - Formerly owned by Bill Robinson Julie Hyde-Edward, Current Owner



I met Bill in 2015 when Lawrence Technological University (LTU) hosted "American Dreaming," an exhibition of automotive designer drawings from the mid-century. My late husband, Robert Edwards, a fine artist organized the show borrowing drawings from dozens of designers - Bill Robinson included. Bill was enthusiastic about this spotlight on an important era of car design. Bill agreed with Robert that Detroit's beautiful designer drawings deserve a place in fine art museums. Bill put several of his Packard drawings in the LTU exhibit, gave a gallery talk, and, was a panelist along-side car designers and museum curators from the Detroit Institute of Arts and The Henry Ford.

Bill participated in other car art exhibits by Robert: The Scarab Club, The Detroit Athletic Club and The Royal Oak Historical Society Museum. Robert died in 2018. That Summer I invited Bill to do an interview for Clasiq's "Designer Series," in which he talks about his love for cars, his career as a designer, and the car design studios. (<https://www.youtube.com/watch?v=dubmHG2SBk>) Bill looked forward to the upcoming "Detroit Style: Car Design in the Motor City, 1950 – 2020" at the Detroit Institute of Arts. We saw the exhibit together. I could not have had a better guide to the show than Bill Robinson. He was very pleased to see car design celebrated on this level.

I knew Bill for only a short time, but his energy for life and love of design inspired me. It's easy to see why he is highly respected by his CCS students, Sunday school students and car designers alike. It's a pleasure to be celebrating the 3rd Annual Bill Robinson Car Show today.



1953 Packard Patrician
Tom Murphy, Owner



The 1953 Packard Patrician, owned by Tom Murphy, is a classic American luxury car that exudes sophistication and elegance. It features a sleek and streamlined body, with a long hood and a wide grille that gives it a regal appearance. The car's exterior is adorned with chrome accents, including the iconic Packard hood ornament, which adds a touch of glamour. The back end of the car was designed by Bill Robinson when he was a 24 year old designer at Briggs Manufacturing in Detroit. The interior is equally impressive, with a spacious and comfortable cabin with bench seats that are as comfortable as a retro couch. The car's overall design is a testament to the craftsmanship and attention to detail that was a hallmark of the Packard brand during its heyday.



1978 Jaguar XJ Chris Young, Owner



In 1968, Jaguar introduced the XJ6 Sedans, which remained in production for more than two decades. This particular XJ is a Series 2 produced in 1978 with the signature 4.2 liter DOHC fuel injected six cylinder motor producing 180 horsepower. The fully independent suspension system and rack and pinion steering assure a smooth ride. The leather seats and walnut interior trim offer exceptional comfort for the driver and passengers. The Series 2 XJ6 was the last with direct design input by the company founder Sir William Lyons.

Mr. Young acquired the car with only 11,443 miles on the odometer from the original owner in Virginia November 2018. He drove the car back to Michigan, arriving just before inclement weather ensued.

Mr. Young almost passed on the car due to the condition of the paint, which was redone by the "factory" under warranty in 1979, had not been decked, and remained just as it had "out of the gun". He had the necessary wet sanding and polishing of the paint done prior to the first showing at the 2019 Concours d'Elegance of America at St.Johns.

Mr. Young plans to retain as much of the originality as possible. However, he added heated seats when the stitching was repaired on the front seats.



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1962 Ferrari 250GTE Bob Boniface



My 1962 Ferrari 250 GTE was originally owned by the iconic actor Peter Sellers and was featured in the film *The Wrong Arm of the Law*. Interestingly, my father owned the car in the early 1970s. 42 years after my father sold it, I bought it back!

1961 Maserati Vignale Spider Dave and Lori Wathen



Maserati's racing team had won the Formula One World Championship, many sports car races, and even the Indy 500 - but by the late 50's the company was almost bankrupt and needed a production car with sufficient volume to fund the company. The 3500GT, with coupe bodies designed and built by Touring, was that car, with over 2000 produced 1957 to 1964. Demand for a convertible caused Maserati to stage a competition amongst the Italian body builders, Vignale won with their design by Giovanni Michollotti. 242 Vignale Spydres were built 1959 to 1964 at one per week. These utilized a 3.5 Liter DOHC all aluminum six cylinder with dual spark ignition, based on Maserati's successful sports racing cars. Much of the running gear components were sourced from suppliers in England, with many suspension components interchangeable with Jaguar and brakes from Dunlop/Girling.

There were many running upgrades, this car #1107 has front disc brakes and a 5 speed ZF transmission. It's a comfortable, fast, good sounding tour car with good interior and trunk space. This Vignale Spyder was restored at one of the "Maserati Classiche" shops in Europe, where we bought it.

These were \$14000 at the time a Cadillac was \$6000 so competed with Aston Martin, Mercedes 300SL, and Ferrari for customers. Many Vignale Spydres were sold along the Riviera coast, in California, and to celebrities. We drive our collector cars on tours and for weekend events - this is a great car for having fun.

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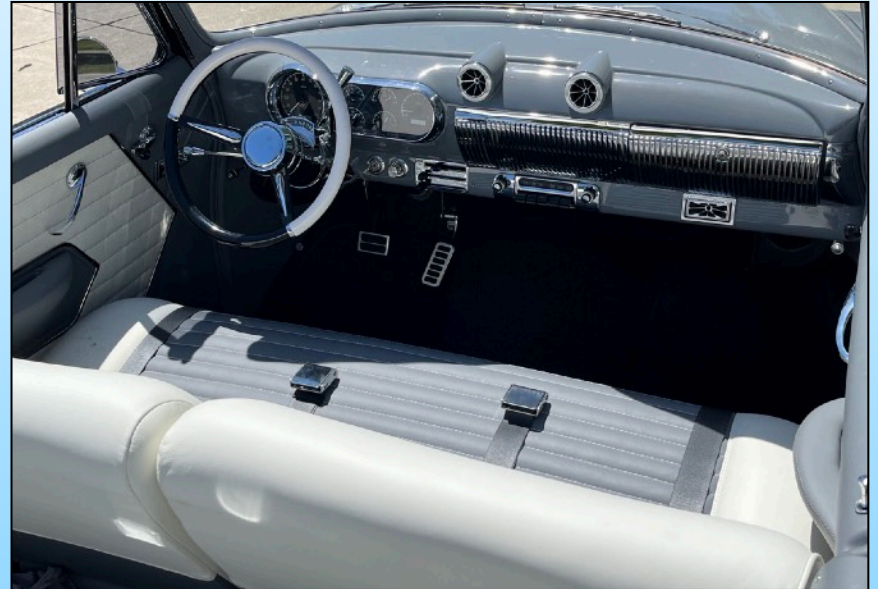
2020 Dodge Challenger Widebody Shaker Mark Trostle, Owner



As a tribute to the Challenger's first model year, 1970, just 70 units were made of this Widebody R/T Shaker 50th anniversary Challenger in a "high-impact paint" called Gold Rush. This Challenger is powered by naturally aspirated 392 HEMI V-8, delivering 485 horsepower and 475 lb.-ft. of torque with a TorqueFlite eight-speed automatic transmission. This R/T Scat Pack features four-piston Brembo brakes at all four corners, SRT-tuned chassis, featuring stiffer front springs, retuned shock absorbers and larger sway bars in both front and rear and SRT-tuned high-performance adaptive damping suspension. The Widebody on this car adds 3.5 inches of overall width, rides on sticky 305/35ZR20 Pirelli tires mounted to 20-inch by 11-inch wheels. The car will run 12.1 seconds E.T. at 112 miles per hour in the quarter mile. This particular car is number 32 of 70.



1954 Chevy Belair Rick Spina, Owner



During a college summer break in 1981 I purchased this non-running car as a project to accompany my '54 Chev Four-door daily driver. In 1954, Chevrolet produced over one million cars but only 19,383 of those were convertibles. This car sat in my garage for the next 40 years until I "got around to it" at retirement.

This car is a mix of 1954 and modern parts. The entire chassis and electrical system from the original car has been modernized. It has a four-link coil-over front suspension, four-wheel electric power disc brakes, 17" radials, air conditioning, a GM 700R4 4 speed automatic transmission, and Ford 9-inch rear axle but it is powered by an original 1954 235 cubic inch "Stovebolt" 6 cylinder with a '54 Corvette camshaft and a pair of modern weber carburetors. It is no powerhouse but it stops and turns alarmingly well!

Minor appearance changes were made and an all-leather interior was created. Visual changes include lowering the stance, eliminating most emblems, hiding the fuel fill, hood revisions, and reducing the height of the convertible top.

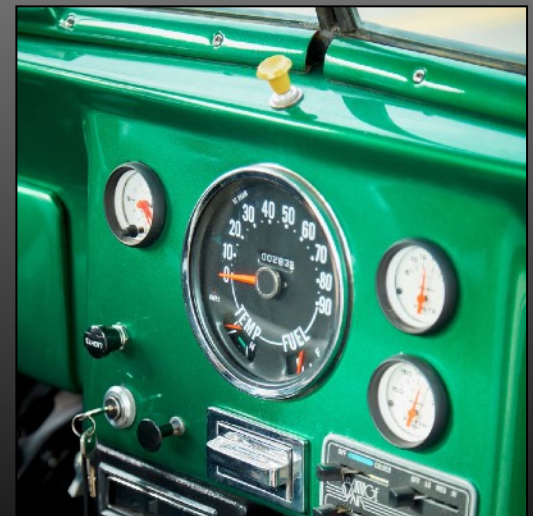
My good friend Leigh Scott of Detroit Automotive Restoration and I handled the assembly and engineering of the project. A great deal of decayed metal was replaced and the dash was modified for A/C vents by Neal Ottaviano and '21 Chevrolet "barbed wire" paint was applied by Dave Thorpe.



1961 Willy's Jeep Shinola Detroit, Owner



The Willys was acquired in 2013 right before the Shinola brand launched. The Willys was chosen in part because our Detroit flagship store resides in one of the original Willys Overland buildings on Canfield St. in Detroit. Prior to us purchasing the truck, it was nicely restored with a few tasteful modifications (A/C, leather tuck and roll upholstery, and a custom green color). Mechanically, the truck is bone stock. With the goal of being a mobile display fixture, we designed a custom display cabinet and bicycle platform (matching the design of Shinola's store interiors) to fill the truck's bed. And of course, a custom leather spare tire cover was made with our logo cut and sewn onto it. Once the display unit was installed, the truck was sent to the west coast several times for bicycle events, to various trade shows over the years, and is still used to bring attention to Shinola locations during local events.





1966 Jaguar XKE Coupe
David Rand, Owner



We've owned the '66 E-Type for over 30 years and in that time it's had its mechanicals refurbished as well as cosmetics. I still hesitate saying it's been restored, in attempting to keep it as original as possible. The opalescent dark green paintwork and suede green trim are the original colors, and the car was initially delivered in Monterey, California. With some cars, I tend to keep them for a very long time because, as with an E-Type, what would you replace it with?"



1968 Jaguar XKE Roadster John Nikolas, Owner



This 1968 XKE series 1.2 was purchased new by my father on June 8th 1968 from Bob Owens Sales, Westland Michigan for the sum of \$5,900.00 - It still wears 95% of its original "Olde English White" paint, it's interior, and convertible top. In 1984 it sadly left the family being sold to a Chrysler executive. Luckily in 1994 this car was again acquired by my father and he and his wife enjoyed until his passing in 2012 - at that time I was determined to have this Jaguar remain in the family! Restoring all mechanical in 2015 it continues to bring back memories.

1987 Buick Grand National Tim Flattery, Owner



I had been looking for just the right 87 for about 2 years and finally came on to this one on BAT. It has only had 2 owners. The original owner sold it to the second owner in 2019. It has been garaged its life with 35K miles - All factory original. I had it shipped from Maryland where it lives in Rivertown, Detroit, back home where it belongs.



1961 Cadillac Eldorado Biarritz
Peter Davis, Owner



I had compact sports sedans in Europe . When I returned to the US in 1999, I searched for outrageous convertibles from the late 50s, early 60s. Landed on this car. It was for sale at a muscle car store in Missouri in 2004. Flew down and test drove it. Agreed on a price, and I've had it since.
At one point it had a peer in the garage... a '69 Fiat 500, a contrast in size.



1995 Porsche 911 Carrera
Tony Quiroga, Owner



The last of the air-cooled Porsche line, the 1995 911 has its roots in the original 911 from 1965. Purchased in 2014, this 911 lived for battling the canyon roads in Los Angeles and is owned by Car and Driver editor-in-chief Tony Quiroga.

1958 Corvette
Wayne Kady, Owner



My 1958 Corvette that I inherited from my younger brother who died at the age of 40 . He had plans to restore it before his death, I had the car shipped here from California and restored it myself except for paint , and have kept the car as a memorial to my brother.



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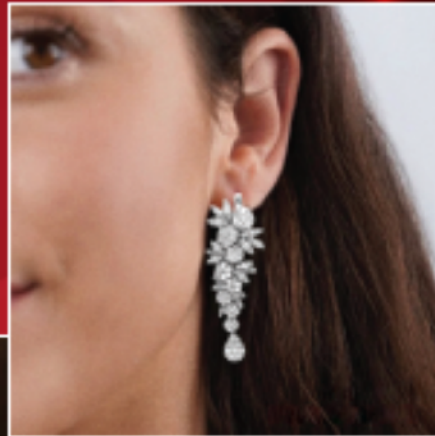
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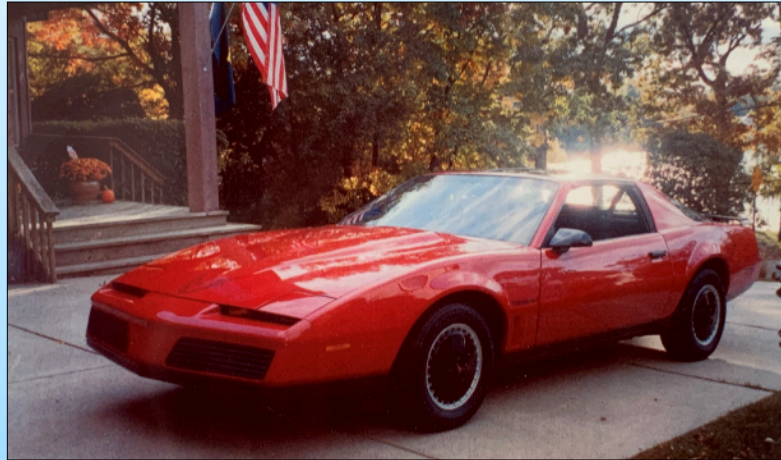
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1982 Firebird Trans Am
Patricia Hughet, Owner



The 1982 Firebird Trans Am was designed by late Kirk member Roger Hughet. An automotive designer with GM for his 42-year career, he is credited with the complete design of this vehicle which was the third generation of the Firebird. Additionally, Roger holds a patent for the rear window and trunk lid design. Roger purchased this car when it was released in 1982.

The Firebird Trans Am stands as a bold embodiment of the 1980s automotive design era. Its aerodynamic lines, sharp angles, and aggressive front end create a striking presence on the road. The iconic shaker hood scoop, flanked by sleek headlights and a bold grille, gives the car an unmistakable identity. The muscular fender bulges, side air vents, and rear spoiler enhance its athletic appearance. The angular taillights and quad exhaust tips complete the dynamic rear design. Inside, the driver-focused cockpit features a sporty steering wheel, retro gauges, and a center console that exudes a sense of performance. The 1982 Firebird Trans Am's design captures the essence of its era, showcasing a powerful and unmistakable presence on the streets.



2012 Aston Martin Rapide Richard Vaughn, Owner



Many enthusiasts are unaware that Aston Martin has a history of four-door cars dating to the 1930s under the Lagonda brand, with numerous four-door Lagondas carrying the name Rapide.

Most of my CCS colleagues will remember that as a student, I always loved the proportions of four-door luxury cars. When I was in Bill Robinson's class, I created a few modern interpretations of William Towne's wedge-shaped Lagonda because it had a proportion that I adored. When I became a working designer, a wedge Lagonda was one of the first cars I bought.

When Aston Martin brought a new four-door Rapide to market in 2010, I knew I had to own one. With its "three wheels" wheelbase and "two wheels" height, it embodies the kind of proportions Bill encouraged his students to achieve with sedan designs. When Bill saw this car at a local show, he commented at length on the clever way the designers hid the B-Pillar behind the glass, which gives the impression of the car being a coupe.

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1961 Chrysler 300G Convertible Bill Golling, Owner



Bill Golling is a prominent car collector and owner of Golling Chrysler Jeep Dodge Ram in Michigan. His 1961 300G was known for being meticulously restored and showcased at various events. It was considered one of the finest examples of the model, often seen in concours and Chrysler club events.

In fact, Bill Golling's 300G was a star at multiple shows, such as the EyesOn Design and Concours d'Elegance of America at St. John's. Golling's dedication to authenticity and detail in restoration made his 300G a benchmark for others.

Trivia:

- Only about 1,280 300Gs were produced, making them highly collectible.
- They were among the last of the "banker's hot rods" – luxury cars that could really move.



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1979 Chrysler Laser (2 Identical Models)
Jacob Ervin, Owner



My father (Brian Ervin, another Kirk member) purchased a 1985 Chrysler Laser XE new while in Sierra Vista, AZ. The Chrysler Laser and Dodge Daytona were Bill Robinson's last design project while at Chrysler, and the story of designing that body style is one that he loves to share with his students at CCS. I grew up riding in my father's Laser, and I learned to love all Chryslers from a young age. I later learned that Chrysler only built fourteen of the 1985 Lasers in white, and my father's was one of only two built with the red interior. I started searching far and wide to find what had happened to the only other car built like my father's. After several years, I found it had survived! It took several more years, but I eventually convinced the now-previous owner to sell the Laser to me - and on Labor Day 2023, those "Twins" came together for the first time since the day they came off the assembly line. Both of the "Twins" are very well preserved, and we love to enjoy them together as father and son.



1971 Datsun 510 Station Wagon
Chris Hoyt, Owner

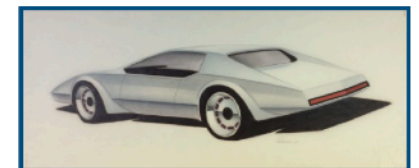
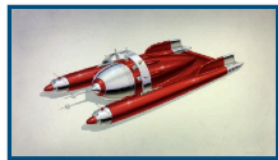
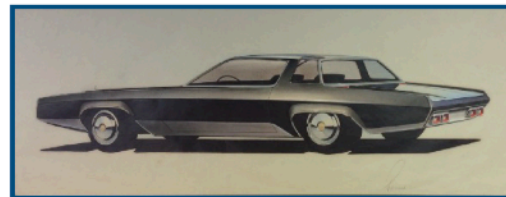
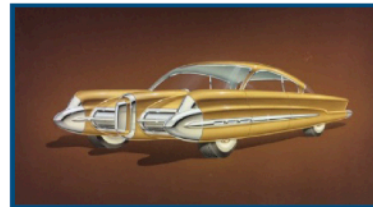
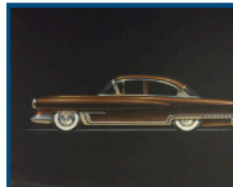


My interest in automotive design and Datsun's started at a young age and was influenced by my father, who has an industrial design degree and owned a Trans Am race team, racing a Datsun 510 in B-Sedan. As a CCS graduate of Industrial Design in 2006, I had the opportunity to be taught by Bill Robinson, which continued to grow my passion in automotive design.

In 2016 I found this wonderful, relatively stock, 510 wagon from a fellow CCS graduate. From there, my father and I designed and modified the entire drivetrain and interior. The goal of the build was to keep the outside pretty stock and period correct. But modernize the engine, transmission, rear end and suspension. Using my training from CCS and Bill, I redesigned the interior and had the engine bay painted to work with the CMF of the interior.



Collection of Bill Robinson's Designs





Memories of Bill Robinson in the Kirk Community

Bill's 96th birthday celebration at the Kirk



Bill and his Bible study group



Bill leading Bible study between services



Bill showcasing some of his work at a Kirk Seniors event



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