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PLAINTIFFS FILE OBJECTION TO GM'S MOTION IN US BANKRUPTCY COURT IN NY

New York (April 22, 2014) - - Today lawyers for plaintiffs who suffered losses as a result of GM's ignition switch defect filed an Objection in the United State Bankruptcy Court for the Southern District of New York in response to yesterday's Motion by General Motors (the "New GM") which asked the Court to bar claims filed against New GM arising as a result of the faulty ignition switches that has caused deaths, injuries and economic losses to plaintiffs (the "Ignition Switch Claimants") across the nation.

Acting on behalf of the Ignition Switch Claimants are attorneys **Mark P. Robinson, Jr.** of Robinson Calcagnie Robinson Shapiro Davis, Inc. in Newport Beach, California, and **Steve W. Berman** of Hagens Berman in Seattle, Washington, along with **Edward Weisfelner, David Molton** and **Ron Rus**, bankruptcy partners at Brown Rudnick LLP who filed today's Objection.

As set forth in the Objection, both Old GM and New GM, despite having more than ample information to give actual notice to creditors with claims relating to the GM ignition switch defect, chose not to alert them. Old GM and New GM thus chose to give no notice of (i) the sale to New GM, (ii) the confirmation of Old GM's plan, or (iii) the related releases, exculpations and injunctions contained in the orders pertaining thereto, or even that the defects existed at all.

The Objection also sets forth an ample basis upon which New GM may be held responsible for the failure to disclose the fraud perpetrated on the Court and the thousands of injured victims.

The Objection further points out that this decision not to give notice violated fundamental constitutional due process. Accordingly, as a matter of constitutional law, the applicable Bankruptcy Court orders on which New GM now bases its request for Bankruptcy Court protection are unenforceable against the Ignition Switch Claimants.

Mr. Robinson and Mr. Berman are nationally recognized attorneys for their handling of some of the most notable and notorious automobile defect cases in US history. Mr. Robinson, who was lead attorney in the landmark Ford Pinto exploding gas tank case, was also co-lead counsel with Mr. Berman representing plaintiffs in the more recent record-setting class action settlement against Toyota in the acceleration cases.

Some have likened the GM faulty switch case to the Pinto case in the 1970s when Ford, knowing the Pinto's gas tank could rupture in a rear-end crash, nevertheless chose not to fix the problem as a cost-saving measure.

"GM's filing last night was a pre-emptive attempt to dominate the discussion about its so-called concern for the damages caused by defects it has been aware of for nearly ten years," said Mr. Robinson.

"It would be a travesty to allow GM to escape when it intentionally hid the defect from the Bankruptcy Court and consumers," added Mr. Berman.

Edward Weisfelner and David Molton of Brown Rudnick also noted, "It is glaringly apparent that Old GM consciously and actively expanded its long-running cover-up of the ignition switch defect to commit fraud on the Bankruptcy Court by failing to disclose these matters to the Court and actively misleading the Court."

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