



Dave Pericak, Mustang chief engineer, with the 2012 Ford Mustang Boss 302 edition of the popular pony car.

Ford Engineer's 'Impossible Dream' Has Come True

DEARBORN – Each work day for Dave Pericak is absolutely packed. And he couldn't be happier about it.

Pericak's dream while growing up was to own a Ford Mustang. It's a dream shared by many, as more than 9 million Mustangs have been sold.

Pericak has attained a position that other Mustang owners can only dream about: He's Mustang's chief engineer. That means he is responsible for engineering, manufacturing, quality, cost – in short, everything.

"You hear a lot about how people have their dream job and how lucky they are," said Pericak. "Well, I'm definitely one of those lucky few. It's an honor to lead the Mustang team. This car, more than any

other, represents the freedom we have in this country and it is raw power at its finest."

The 2011 Ford Mustang V6 is the first car ever to achieve 305 horsepower and up to 31 mpg highway. The 2011 Mustang GT returns to its rightful place, at its rightful displacement of 5.0 liters. This advanced twin independent variable camshaft timing (Ti-VCT) V8 engine delivers 412 horsepower and up to 26 mpg highway.

Adding to the Mustang lineup is the return of the Boss, specifically the limited-production 2012 Mustang Boss 302. Its high-revving small-block V8, true to Boss heritage, produces 444 horsepower.

The goal of the Boss program was as simple as it was daunt-

ing: Build the quickest, best-handling, straight-production Mustang ever offered by Ford.

The 2011 Mustang GT provided the foundation, but a full, comprehensive re-engineering of key components and systems ensures that the new Boss delivers. Also available is the track-oriented Boss 302 Laguna Seca model, which deletes the rear seat and adds race-ready suspension and aerodynamic treatments.

"The team at Ford wanted to offer their fellow Mustang enthusiasts something really special – a beautifully balanced factory-built race car that they could drive on the street," said Pericak.

"The Boss 302 isn't something a Mustang GT owner can buy all the parts for out of a catalog or that a tuner can get by adding a chip.

"This is a front-to-back re-engineered Mustang with every system designed to make a good driver great and a great driver even better."

Pericak said one of his goals as Mustang's chief engineer is to bring even more edginess back to America's favorite sports car.

"I want to take a great car and make it second to none," he said. "The new Mustang is outstanding, and the next couple of years will be some of the most exciting for Mustang. Our vision is to make Mustang a world-class sports car."

Pericak's first Mustang was the 2000 GT convertible. He also has a 1968 version he's restoring.

"Owning the cars and having a passion for them keeps me grounded with customer wants and expectations as I am truly a customer of Mustang," Pericak said. "This helps me as I make decisions about Mustang going forward."

Pericak began his career at Ford as a manufacturing engineer at a parts plant working on door panels. This position

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'Small, Fuel-Efficient' Fiesta 'Can Deliver Top Safety'

DEARBORN – The Ford Fiesta is now the first car in its segment to earn top crash test ratings in each of the world's largest auto markets that perform safety testing – the U.S., China and Europe.

"Ford is committed to safety, including our efforts to deliver top crash test ratings that customers look to when choosing new vehicles," said Sue Cischke, group vice president of Sustainability, Environment and Safety.

"Fiesta is the latest example of that safety commitment, and shows that a small, fuel-efficient car can deliver top safety."

Testing agencies in the U.S., China, Europe and Australia/New Zealand rate the Ford Fiesta at the top of the list for crash ratings.

Fiesta's latest maximum five-star safety rating was awarded by the China Automotive Technology and Research Center under the China New Car Assessment Program, or C-NCAP. This follows maximum five-star ratings in Europe and Australia/New Zealand.

The 2011 Ford Fiesta, the only car in its segment to earn a Top Safety Pick from the U.S. Insurance Institute for Highway Safety (IIHS) under its new test standards, continues to earn recognition in major global markets for its safety performance and rating in independent third-party testing.

The impressive ratings add to Fiesta's global sales momentum. European sales of the latest-generation Ford Fiesta reached 1 million last month. The landmark was achieved just 28 months after the popular small car went on sale in Ford dealerships across Europe. The Fiesta has been the best-selling small car in Europe for the past two years.

In the U.S., Fiesta is attracting new customers, including those in the trend-setting California market.

In 2010, Fiesta played a key role in helping Ford to achieve its highest retail share in California since 2006. Los Angeles continues to be the top-selling region for

Ford's smallest car.

Beneath Fiesta's stylish exterior is a structure crafted from high-strength steels engineered to preserve quality and enhance driver and passenger safety.

More than 55 percent of Fiesta's body structure is made from ultra-high-strength steel, and the extensive use of high-strength, lightweight boron steel helps protect critical occupant safety zones.

Fiesta offers a segment-exclusive available driver's knee airbag, developed to help reduce lower-leg injuries in the event of a frontal collision and to work together with other safety features.

The knee airbag joins a suite of Fiesta safety features that include dual-stage, first-row airbags, side-impact airbags and side curtain airbags.

"Smart" Passenger Occupant Detection System (PODS) sensors determine occupant weight and seat belt status to optimize deployment force.

The Fiesta also features class-exclusive smart sensors that use pressure pulses from a side impact to deploy up to 30 percent faster than traditional airbags with acceleration-based sensors.

Ford's global safety engineers worked together to prepare the Fiesta to be able to meet stringent crash protection requirements in any region of the world by leveraging Ford of Europe's small car expertise and an array of virtual, actual and hydraulic sled-simulated crash tests.

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Magna Uses Big Three Cars as Product Test Beds

by Gerald Scott
Editor
U.S. Auto Scene

It will please the Detroit auto industry to no end to learn that a big local supplier demonstrates many of its new product and technical innovations using late-model Big Three vehicles.

At Magna's "Bumper to Bumper" car display for media at its Novi facility earlier this month, for example, domestic products including the Chrysler Town & Country minivan, Chrysler 300, Ford Mustang and Chevrolet Cobalt were among many other such "demo vehicles" that Magna engineers used to build future product into.

Local auto media were given an up-close-and-personal kind of tour of all these new products during the Bumper to Bumper show at Magna, a large Canadian parts and systems supplier with a significant presence in the domestic market.

"Over the years, Magna has

experienced a lot of our growth on the strength of work we've done for the Detroit Three, the domestic automakers," observed Scott Worden, Corporate Communications manager.

"We're a global supplier, we do business with 'everybody,' but we're mindful that we also like to keep our oldest customers happy – in fact, GM is our very oldest customer in North America, dating back to the 1950s. Our first contract was for a sun visor bracket for GM."

These days, Magna's different business units do business with the Big Three and other OEMs on an annual basis – the Chrysler minivan platform's famous "Stow 'n Go" mechanism for collapsing seating into the floor was a Magna innovation, for just one example.

Magna Seating had a Town & Country minivan rigged up with its "Super Stow 'n Go Mechanism" – launched in 2011 and even better than the original 2004 version, the supplier says, thanks to a new EZ



PHOTO: GERALD SCOTT

Magna Chief Engineer Jeff Carroll demonstrates future technology on this Ford Mustang at Magna's "Bumper to Bumper" car tech show in Novi for the media earlier this month.

Entry actuation function. "That's the one-touch feature, it takes it right out of the way with one touch (of a release button)," Magna Chief

Engineer Alan Mackey explained of the minivan function.

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Trevor Bayne, center, emerges from the No. 21 Ford race car in Victory Lane following his surprising triumph at Daytona. The lead in the race changed a record 74 times among the 22 drivers.

Young Bayne All A-Twitter, Now Deciding On Sprint or NASCAR After Daytona Win

By JENNA FRYER
AP Auto Racing Writer

DAYTONA BEACH, Fla. (AP) – Trevor Bayne celebrated his Daytona 500 victory by playing basketball with friends, then skateboarding on the infield of NASCAR's most storied race track.

And why not? This is the youngest winner of the Great American Race.

Bayne seemed still in disbelief last week of his Daytona 500 victory, which came a day after his 20th birthday and in just his second start in NASCAR's elite Sprint Cup Series.

His beaming parents, who watched the race in the grandstand and fought the

crowd to reach Victory Lane, didn't even mind staying up half the night to wash his laundry so there would be clean clothes for the upcoming whirlwind media tour.

Wide-eyed and laughing at the absurdity of his life-changing victory, Bayne was just going with the flow.

"It's insane because we were kidding around, 'Did you bring enough clothes to go if you win the race?'" Bayne said. "I was like, 'Oh, yeah, I've got this. I've got two T-shirts.' I thought it was a big joke, but here we are. This is so crazy."

That's how it seems to go in NASCAR's biggest race of the season, which has a history of wild finishes and surprising

winners. Sunday was no different, with a record 74 lead changes among 22 drivers, and a record 16 cautions that took many of the heavyweights out of contention.

It left a handful of unprovens at the front of the field in the closing laps, with some of the biggest stars in the sport bearing down on their bumpers. Among them was two-time champion Tony Stewart, who even Bayne assumed would pass him during the final two-lap sprint to the finish.

Nobody in those closing laps expected Bayne, driving the famed No. 21 Wood Brothers Ford – which, by the way,

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