

Fusion is Car That Returned 'Stock Car' to NASCAR

CONCORD, N.C. – Manufacturer brand identity is back in NASCAR.

The 2013 Ford Fusion NASCAR Sprint Cup car, unveiled today as part of the Charlotte Motor Speedway Media Tour, was worked on by Ford designers in an effort to bring brand identity back to the sport.

The result is undeniable with the 2013 Sprint Cup car mirroring the recently unveiled 2013 Ford Fusion production car.

Featuring a completely redesigned sleek new silhouette and fresh face, the 2013 Fusion Sprint Cup car was designed to be the face of a new era of stock car racing.

"We wanted Fusion to be the car that helped return 'stock car' to NASCAR," said Jamie Allison, director, Ford Racing.

"I think fans, when they see the car, are just going to smile and cheer. It is going to reengage them with the sport and make the sport better because there is just something natural about seeing race cars that look like cars in their drive ways."

This marks the third time Ford simultaneously launched production and NASCAR versions of a new model.

The first dual launch came in 1968, with the sleek fast-back Ford Torino. Legendary NASCAR driver David Pearson drove the Torino to back-to-back NASCAR championships

in 1968 and 1969.

The second time came in 2006, when the then newly introduced Ford Fusion appeared in showrooms and on the track.

Ford took a different approach with the development of the 2013 Fusion racer.

Ford Design Center staff, led by Garek Nicoghiosian and Ford aerodynamicist Bernie Marcus, spent the past year doing the early design development, freeing up the Ford race teams to concentrate on weekly NASCAR competition.

"This is a seminal moment in the sport where we had a chance to get it right once again and make sure the race cars are race versions of street cars," said Allison.

"And I am proud because I believe we have accomplished just that."

"The 2013 Fusion is a stunning car and the 2013 NASCAR Fusion is even more stunning and I can't wait to see it perform on the track and connect with race fans."

Ford designers, led by Nicoghiosian, addressed three main issues to mirror the 2013 Sprint Cup Fusion to the 2013 production Fusion found on showroom floors.

Designers addressed the overall proportion of the race car to reflect proportions found in the production Fusion.

They also designed an identifiable front end grill with the distinctive look of a Ford.



The 2013 Ford Fusion NASCAR Sprint Cup car, designed to mirror the widely popular Fusion production car.

"It looks fun to drive and very much eager to go and tear up the track," said Nicoghiosian.

"It has a very aggressive stance from the outside and the inside. From all angles, the vehicle exudes performance and I think it reflects our general attitude of how we go about setting up our cars very, very nicely."

"It brings a certain level of

nimbleness and lightness and agility to the NASCAR platform, much like we do in our production cars, because all of our production cars have that nimbleness and agility and eagerness about them."

The new NASCAR Fusion entries will be tested throughout the 2012 campaign in preparation for their racing debut at the 2013 Daytona 500 in February.

Warren FD to Get Safety Equip.

WARREN – The Warren Fire Department received a \$510,000 federal grant for equipment improvements, Warren Mayor Jim Fouts announced last week. The city will add \$127,700 as a local match to the grant.

Administered by the U.S. Emergency Management Agency in cooperation with U.S. Fire Administration, the Assistance to Firefighters Grant (AFG) Program offers

grants to first-responder organizations to obtain needed emergency response equipment, firefighters and emergency vehicles and training.

Since 2001, AFG has provided at least \$5 billion in grants. In 2011, \$380 million in grants was awarded to fire departments and nonaffiliated EMS organizations. Fouts said the grant monies will be used to replace 75 self contained breathing apparatuses.

NASCAR Plans Return to Traditional 'Pack Racing'

By STEVE REED
AP Sports Writer

CHARLOTTE, N.C. (AP) – Since the system isn't broken, NASCAR officials have no plans to change it – at least nothing radical.

The sport enjoyed one of its most exciting seasons ever last year, culminating with Tony Stewart winning his third Sprint Cup championship in the last race of the season.

NASCAR Chairman and CEO Brian France said the sport is "in a very good place" as it moves toward another season beginning this month with the Daytona 500.

But France also believes it can be even better.

So while NASCAR will pretty much leave well enough alone, they will make a few minor tweaks, including taking some measures to address reducing two-car tandem racing at Daytona and Talladega.

"We have had a breathtaking number of close finishes at those tracks, but the fans want a mixture of styles including a return to a more traditional 'pack racing' and that close side-by-side competition that's unique to Talladega and Daytona," France said last week at NASCAR's annual preseason press conference. "NASCAR and the teams are working hard on this and based on the test earlier this month, we're encouraged that we're making progress."

France said the two-car tandem racing "evolved into something that no one saw coming, and now we're going to deal with that."

NASCAR's vice president of competition Robin Pemberton said some changes will be made to the cars, including adding a slightly larger restrictor plate, a smaller spoiler and softer springs.

Those changes will be made beginning at Daytona next month.

"All of these combinations will help the qualifying be more exciting," said Pemberton. "... The changes we made in the cooling system and the aero package we believe will aid in getting back to the more traditional style pack drafting that we've come to expect at Daytona and Talladega."

Pemberton also said NASCAR will be implementing some similar adjustments to the Nationwide and the Camping World Truck Series.

"We know that the fans want to see more of the traditional style pack drafting, and so do we," said Pemberton.

"We won't be able to totally eliminate the two-car push. It will be a valuable tool that the teams will be able to use from time to time. However, we do believe that we've come up with a rules package that will help it be the exception

rather than the norm."

Pemberton said test results at Daytona earlier this month were productive.

"We've received great feedback from the teams, and it was unprecedented, it really was," said Pemberton. "The communication was second to none."

While the 2012 season will be one of continuity rather than major change, NASCAR will introduce electronic fuel injection into the Sprint Cup Series.

"EFI excites the manufacturers and technology companies," said France. "To attract new companies (to the sport), we've had to take a little different view of that."

France said NASCAR is "very encouraged" by increased television ratings across its three national series – the Sprint Cup, Nationwide and Camping World Truck series.

He also pointed to attendance gains at a number of venues.

"While we are still in a tough economic climate that is still difficult, we are pleased with some positive steps we

saw last year," he said.

NASCAR did make some changes off the track last week.

They announced they'll make all fines public in the future, a change from past years where they were kept secret.

The big changes for NASCAR will come in 2013.

That's when the restyled NASCAR Sprint Cup cars from Chevrolet, Dodge, Ford and Toyota will make the sport more relevant to manufacturers and technology companies. Ford last week unveiled its 2013 Fusion prototype with the other original equipment manufacturers to follow in the near future.

A closed test of the cars is scheduled early next month with additional testing to follow before final specifications are drawn.

"This is certainly a milestone in our sport," said Pemberton. "We've worked very closely with the manufacturers on the new car and the four new models are simply outstanding."

"I think the fans are going to love them and it is going to be such a positive step in

Three Cadillac Engines Feature Direct Injection

DETROIT – A trio of power-dense engines, including two new four-cylinders and Cadillac's renowned 3.6L V6, gives the all-new 2013 ATS a strong balance of performance and efficiency, say Cadillac officials.

All three engines feature direct injection technology and lightweight components.

The engine lineup starts with a standard 2.5L four-cylinder; a 2.0L turbocharged four-cylinder and the V6 are available. The four-cylinders are next-generation engines, with the 2.0T offered with a manual transmission – a choice that's unavailable in some luxury cars.

Increased efficiency was a priority for the new four-cylinders. It was achieved partly through lower engine friction, which was reduced by up to 16 percent using new technologies such as a variable-displacement oil pump and, with the 2.5L, an actively controlled thermostat.

Cadillac proprietary computational fluid dynamics (CFD) analysis techniques were used to develop an all-new combustion system with a higher compression ratio, which also helps boost efficiency.

The 2.5L is rated at an estimated 202 horsepower and 191 lb.-ft. of torque, while the 2.0T – the latest in a series of technologically advanced, high-output turbo engines – is estimated at 270 horsepower and 260 lb.-ft. of torque. The award-winning 3.6L V6 is rated at an estimated 320 horsepower and 267 lb.-ft. of torque.

All of the engines feature direct injection and dual overhead camshafts with continuously variable valve timing, which help optimize power and efficiency, as well as reduce emissions.

And all of the engines are matched with six-speed transmissions, including the Hydra-Matic 6L45 automatic with tap-shift control, and a six-speed manual available with the turbo engine.

"The ATS is all about balanced performance, and that's exactly what the powertrain systems are designed to provide," said Mike Anderson, global chief engineer for the Cadillac four-cylinder engines. "They are also refined, which enhances the driving experience with smoothness and predictability that inspires confidence as the revs climb."

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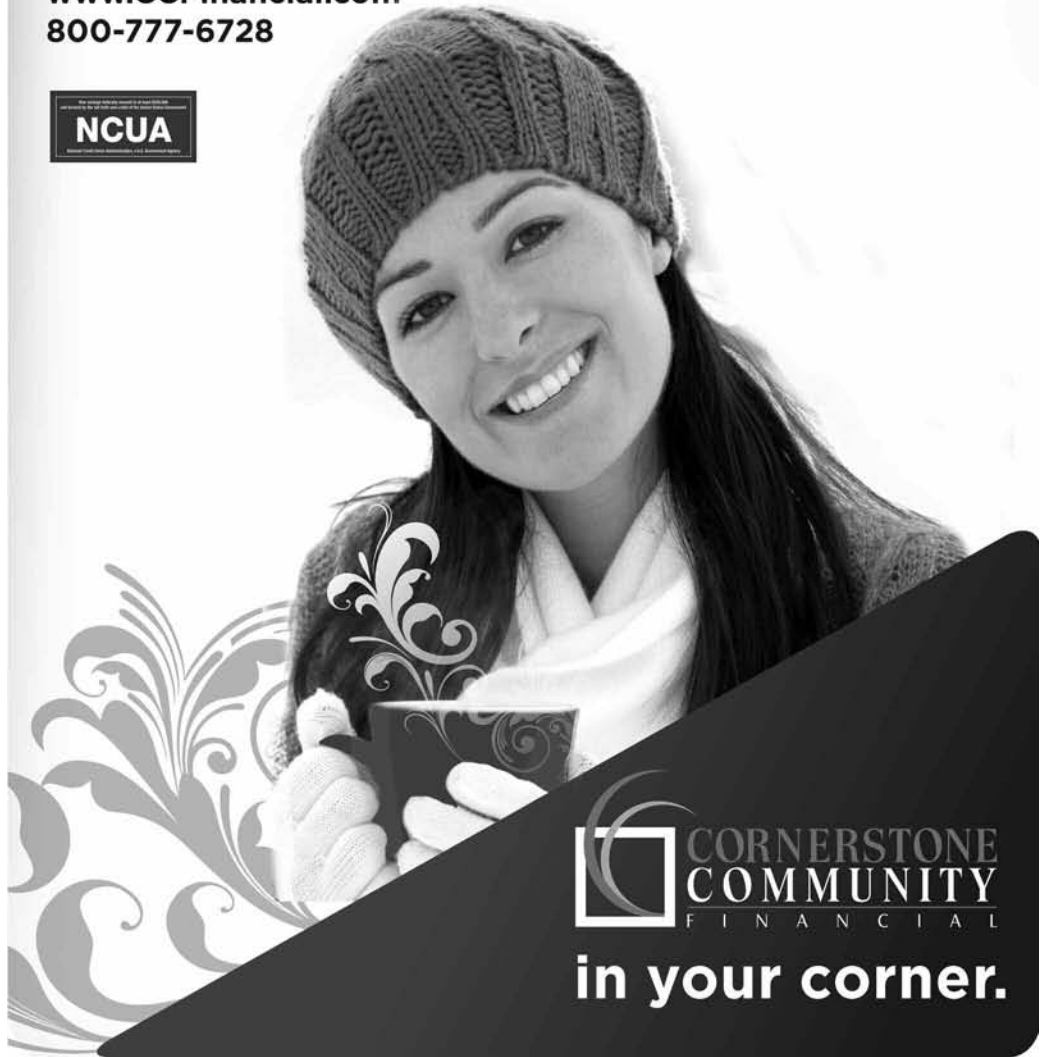
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