

## Buick Celebrates 40 Years of Regal Model

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all wheel-drive system that incorporates an electronic limited-slip differential and HiPer Strut front suspension.

A 2.4L engine with eAssist light electrification technology is also available, delivering EPA-estimated ratings of 25 mpg city and 36 mpg highway.

With today's focus on all-passenger comfort, safety and technology, the latest Regal comes standard with an eight-inch color touch display featuring IntelliLink in-vehicle connectivity. Leather-appointed seating surfaces, heated front seats, dual-zone automatic climate control and rear-vision camera are all standard, Bjork said.

Regal highlights over the years include:

- Generation 1 – 1973-1977:

Large swooping body lines and opera windows were among Regal's fashion cues at the start of the personal luxury era. The 1975 Regal was the only mid-size car in the United States to come standard with an efficient V6 engine while maintaining comparable V8 performance.

- Generation 2 – 1978-1987:

Downsized from the previous generation, the 1978 Regal offered a 3.8-liter turbocharged V6, making Buick the first mainstream brand to offer a turbocharged engine. This ingenuity would pave the way for iconic Buicks of the '80s, including the limited-run Grand National and legendary GNX.



1992 Buick Regal Gran Sport Coupe



2014 Buick Regal

- Generation 3 – 1988-1996:

Continuing the trend of scaled-down cars in the U.S., the Regal's third generation was again smaller and would usher in front-wheel drive. Power would come from an all-six-cylinder engine lineup, including the award-winning 3800 V6 engine.

- Generation 4 – 1997-2004:

Back to its roots, the 1997 Regal again became an upmarket version

of the Buick Century. The '97 Buick Regal GS debuted with the brand's first supercharged V6, rated at 240 hp and 280 lb.-ft. of torque.

- Generation 5 – 2009-2014:

After a brief hiatus, the Regal would first return to the Chinese market for 2009, followed a year later in the U.S. A high-output GS model would return for 2012. Introduced in 2013, the 2014 model is the first Regal to offer all-wheel drive.

## Ford Makes Van Dyke Plant a 'Dry' Facility

It's good for the environment.

That's how automakers explain why they're quickly making technological changes in their manufacturing processes.

One of the latest of these changes is Ford Motor Company's addition of its dry machining capability to six plants globally – a number that will nearly double in the next few years.

Near-dry machining, also known as Minimum Quantity Lubrication or MQL, is a process that lubricates cutting tools with a fine spray of oil exactly when and where it is needed.

In comparison, conventional wet machining floods the part with metal-working fluids, requiring large amounts of fluid to cool and lubricate the tools used to make engines and transmissions.

For a typical production line, MQL can save more than 280,000 gallons of water a year, or enough to fill 5,600 average-sized bathtubs.

Ford's Cologne Engine Plant in Germany decreased water use per engine by 50 percent from 2011 to 2012 by switching to the MQL process.

"Reducing the environmental footprint of our plants is a critical part of Ford's overall sustainability commitment," said Andrew Hobbs, director of Ford's Environmental Quality Office.

"Expanding new processes such as MQL across our global network of facilities allows us to have an even greater impact."

One of the first locations where this technology was applied was Ford's Van Dyke Transmission Plant in Sterling Heights back in 2006.

Process engineer Valentine Isichei, who works at the Van Dyke facility, said the MQL technology was first tested at a Ford facility in Livonia in 2002. The MQL tech was then introduced to the Van Dyke plant in 2006.

That was when Ford launched its 6F front-wheel-drive transmission. More tech was brought to the plant in 2007 when the facility started making the 6F mid-range transmission.

Tom Hobson, Van Dyke Central Engineering supervisor, said it took only about three weeks to

install the equipment and another three or four weeks to train the workers, skilled trades people and operators on how to use it.

"We learned a lot on the first launch of MQL equipment in 2006," Isichei said. "So, the second launch in 2007 went a lot smoother."

Ford spokesperson Kristina Adamski said that as Ford is adding new facilities around the world, the MQL process is being adopted.

"We are proud of this technology and want to expand its use worldwide," Adamski said.

MQL also reduces the amount of oil needed to machine an engine or transmission 80 percent or more, to approximately 100 milliliters – or about half the size of an average 8-ounce drinking glass.

Without the need for a coolant system across most engine production lines, MQL also helps to reduce energy use. While conventional wet machining produces an airborne mist, MQL eliminates that mist, improving air quality in the plant.

The Van Dyke facility is 2.2 million square feet on 145 acres and uses 173 MQL machines, Isichei said.

The plant opened in 1968 and suspension components were originally built there. It employs about 1,800 hourly and salaried workers and has won environmental awards.

Plants that have switched to the MQL process in addition to Van Dyke include:

- Changan Ford Engine Plant (China);
- Craiova Engine Plant (Romania);
- Cologne Engine Plant (Germany);
- Livonia Transmission Plant (Michigan);
- Romeo Engine Plant (Michigan).

"MQL technology will also be incorporated into future engine and transmission plants, underscoring our commitment to advanced manufacturing processes that reduce water and resource requirements," said Bill Russo, director of Manufacturing for Ford Powertrain Operations.

## Wilson Scholarships Set for Macomb College Transfers

Ralph Wilson, philanthropist and current owner of the National Football League's Buffalo Bills and of Ralph Wilson Enterprises in Grosse Pointe, has established the Jeffrey C. Littmann Endowed Scholarship at Walsh College, honoring his Chief Financial Officer and Walsh alumnus, Jeffrey Littmann.

The scholarship will be awarded to students transferring from Macomb Community College who are enrolled in at least two courses for two semesters in an academic year in any degree program at Walsh College.

An employee of the Buffalo Bills since 1986, Jeffrey Littmann received two degrees from Walsh College after attending Macomb Community College's Center Campus. After transferring to Walsh, Littmann earned his Bachelor of Accountancy degree in 1977, followed by a Master of Science in Taxation degree from Walsh College in 1981.

Littmann also earned a Juris Doctorate degree from the Detroit College of Law in 1984.

"This scholarship is an example of the value successful Macomb Community College and Walsh alumni place in their educational experience, and their desire to help other students follow the same path," said Audrey Olmstead, Walsh College chief development officer.

Wilson has owned companies in various industries, including trucking, construction, television, insurance, energy, and manufacturing.

He has received recognition for his philanthropic efforts, including, with his wife Mary, being named the Philanthropist of the Year by the United Way of Buffalo and Erie County.

To apply for the Jeffrey C. Littmann Endowed Scholarship and others, students may visit [www.walshcollege.edu/scholarships](http://www.walshcollege.edu/scholarships).

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2.4L with eAssist Technology

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