

Greenfield Village – Home of History

The Place That Takes Us Back to Our Roots



PHOTO: STEFANIE CARANO

Visitors to The Henry Ford's Greenfield Village board a 1931 Model AA bus providing village tours.

By Stefanie Carano
Staff Reporter

As I entered The Henry Ford's Greenfield Village, I was greeted by the chime of a steam locomotive pulling into a nearby station, the buzz of a Model T as it passed – two things I see only when I come to this place.

And it seems that more than its unique sights and sounds, there's a feeling – an indescribable energy – that I experience each time I visit the Village.

And, it's something that seems to be shared with every person I meet during my visit, my most recent trip being no exception.

Here, I encountered Don Ludwig, a Village presenter who gives riding tours in an original Model T. I had to have a ride.

Being a local to Dearborn and lifelong lover of the Village, Ludwig seems to understand the incredible appeal the Village has, having first visited when he was eight years old.

"I've always wanted to work here. I've lived in Dearborn my whole life, have had an interest here since I was a child," Ludwig said.

He said the members who regularly visit the grounds and have already toured all the buildings will just come to the Village to escape the out-

side, to relax. He said that, coincidentally, founder Henry Ford did this also.

As we circled the cul-de-sacs, passing various parts of the Village, Ludwig mentioned that nearly all the structures are original – the actual laboratory where Thomas Edison created the lightbulb, the actual workshop where the Wright Brothers created the first airplanes – and they were taken apart and brought to the village by Ford's workers and rebuilt.

"He would bring them here by having his workers go to the site, they would dismantle them and put a number on

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Ford Focus Electric Uses Unique Battery System

The all-new Ford Focus Electric, which debuts in the U.S. late next year and in Europe in 2012, will be powered by an advanced lithium-ion battery that utilizes heated and cooled liquid to help maximize battery life and gas-free driving range.

Thermal management of lithium-ion battery systems is critical to the success of all-electric vehicles because extreme temperatures can affect performance, reliability, safety and durability. Ford has chosen an advanced active liquid-cooling and heating system to regulate the temperature of its lithium-ion battery packs, which are designed to operate under a range of ambient conditions.

"All-electric vehicles do not have a conventional engine on

board, so it is critical we maximize the performance of the battery under various operating temperatures," said Sherif Marakby, Ford director, Electrification Program and Engineering. "Active liquid systems are more effective than air systems at regulating lithium-ion battery temperature. As a result, the active liquid system on Focus Electric will play a key role in providing our customers with the best performance possible."

The active liquid cooling and heating system also enables the Focus Electric to automatically precondition the battery pack temperature during daily recharging. When the vehicle is plugged in to the power grid, the vehicle system will be able

to warm up the battery on cold days and cool it down on hot days.

The Focus Electric will be built at Ford's retooled Michigan Assembly Plant and will be available in late 2011. The ve-

hicle will have an expected range of up to 100 miles and use no gasoline at all.

While air-cooling methods work well for many of today's

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An active liquid system, more effective than air systems at regulating lithium-ion battery temperature, is used on the new Ford Focus Electric, debuting in the U.S. late next year.

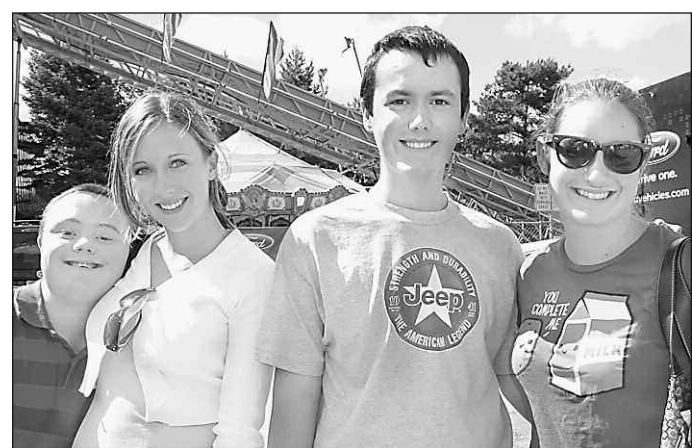


PHOTO: STEFANIE CARANO

Visitors to the Ford Arts, Beats and Eats festival enjoyed test-driving the 2011 Ford Fiesta. From left, Michael Winters, Megan Campbell, Joey Winters and Heather Campbell.

Fiesta Creates Excitement At Ford Arts, Beats, Eats

By Stefanie Carano
Staff Reporter

In addition to the live bands, crafty artwork and carnival rides, visitors to the Ford Arts, Beats and Eats festival were given the chance to sample some of the latest Ford Motor Co. vehicles and technology the automaker has to offer, including the 2011 Ford Fiesta, the company's colorful new subcompact.

Friday afternoon of the festival saw several spectators waiting to drive the Fiesta through the streets of Royal Oak.

This included 18-year-old Heather Campbell, a student at Oakland Community College's Royal Oak campus. Campbell arrived with sister

Megan and friends Joey and Michael Winters, all of whom took a ride in the Fiesta.

"I need a new car so I wanted to look around. I have a Jeep, it's going to die soon," said Campbell, who owns a 1993 Jeep Grand Cherokee.

After they test-drove the car, they had good things to say about it.

"I want one. It's really nice, it's very smooth," Heather said. She said she also liked the push-button-start feature and thought the price wasn't too bad for a brand new car.

"The engine is so quiet I can't tell whether it's on or off," Joey said of his experience. "It has all the features for Michiganders, the heated seats, heated mirrors."

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LTU Students Host 'Friendly' Race Car Competition

By Christine Snyder
Staff Reporter

It's back to school time and for some Lawrence Technological University engineering students that means more than buying books and registering for classes – it means racing.

LTU was the site of an exhibition race between the Society of Automotive Engineers-sponsored race teams Sept. 1.

The SAE racing season starts in the spring. The students work and tweak the cars through the school year.

"It's a kickoff, a kind of an end-of-the-season, welcome-back-to-school event," said 2011 formula SAE team leader Aaron Hanson, an LTU mechanical engineering student. "It's just a friendly competition between universities, not officially sanctioned by SAE. This is just a fun event we put together between universities."

SAE teams from U-M Dearborn, Oakland University and

Letting showed up to show off their Baja cars, formula cars and formula hybrid cars from last year. They have already started on their cars for the 2011 racing season.

A 2010 hybrid last year marked the first time LTU raced a hybrid. For 2011, Patrick McNally, the formula hybrid SAE team leader, and an LTU senior mechanical engineering student, said the team is building from the ground up, but will use a lot of the same electrical components. The technology was so new McNally said it was a struggle to find components last year.

"We run solely off the electric motor," said McNally. "It's sort of like the (Chevrolet) Volt, the same system – running a generator to create energy."

The hybrid did well last year – third place – and captured a design award from GM.

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PHOTO: CHRISTINE SNYDER

Patrick McNally, SAE team leader, with the hybrid race car he helped build. Last year was the first time Lawrence Tech included a hybrid in its SAE racing.

U-M Studies Tripling Fuel Economy by 2035

ANN ARBOR – A University of Michigan researcher says it's possible to triple fuel economy in gasoline-powered cars by 2035, but it'll mean getting our automotive kicks from smart electronic technology and other forms of virtual performance rather than horsepower.

As federal regulators are poised to propose the next round of fuel economy mandates, John DeCicco, a senior lecturer at the School of Natural Resources and Environment and faculty fellow with the Michigan Memorial Phoenix Energy Institute, says the most cost-effective answer is steady progress in advanced combustion engines and hybrid drive – but stopping short of plugging in and requiring super batteries or gaseous fuels.

He finds that the solution is in our garages if Americans shift gears in terms of priorities. What DeCicco calls a "revolution by evolution"

avoids politically trendy breakthrough technologies that will remain too expensive for most consumers.

"If we really prioritize efficiency, we can get just as far with less sticker shock," he said. "Evolutionary change can be of profound consequence for cutting oil use and greenhouse gas emissions, and do so with manageable costs and minimal risks for automakers."

DeCicco has completed a study for The Energy Foundation examining how far fuel economy can be taken if it becomes a top priority in product planning.

His analysis shows that optimizing internal combustion engines plus rising adoption of grid-free hybrids will enable new fleet efficiency to reach 52 mpg by 2025 and 74 mpg by 2035.

Reaching such a horizon would entail cultural change

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Dodge Leads Rock 'n Roll Virginia Beach Marathon

The 2011 Dodge Durango finally made its public debut recently.

Chrysler put the all-new sport-utility vehicle into the mix by leading the "Dodge Rock 'n Roll Virginia Beach Half Marathon," a major running event held in Virginia over the recent Labor Day weekend.

Three all-new 2011 Dodge Durango SUVs led the para-

van of more than a dozen Dodge brand vehicles on a two-day trek.

Chrysler employees with an aptitude for competitive running, as well as marketers, actually "geared up" in Dodge Grand Caravans, Challengers, Chargers and a Journey, leaving Chrysler Group headquarters in Auburn Hills on Sept.

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Chrysler's new 2011 Dodge Durango debuted at a major running event in Virginia over the recent Labor Day weekend. The vehicle will be built at the Jefferson North Assembly Plant in Detroit.



GM North America President Mark Reuss, far left, gives a thumbs-up to the launch of the first Chevrolet Cruze compact cars.

Chevy Launches Cruze

By Gerald Scott
Staff Reporter

The first of two major vehicle launches from Chevrolet took place last week.

First, the Chevrolet Cruze was launched last week at the assembly plant in Ohio and, in a few months, the Volt will be launched in Detroit.

Much attention is focused on Chevrolet with these two launches.

Meanwhile, the first Cruze

vehicles for delivery to buyers were driven off the line at GM's Lordstown, Ohio, plant in front of GM employees, dignitaries, union representatives and community members.

Cruze is already Chevrolet's top-selling car worldwide this year, with more than 165,000 sold, and second only to the Silverado full-size pickup for all Chevrolet vehicles – even

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