

NEWS FROM THE



WORLD OF FORD

RELEASE TUESDAY,  
JANUARY 4, 1983

Bronco II, a new smaller four-wheel-drive vehicle that combines traditional Ford toughness, outstanding maneuverability and V-6 power in an attractive, fuel-efficient package will be introduced in March at Ford dealerships.

Four Wheeler magazine said Bronco II will "turn heads and start tongues wagging" and that it "isn't going to take a back seat to any other rig on the road."

The compact Bronco II is built on a 94-inch wheelbase. It has an integral steel roof, wrapover rear-side glass panels and a one-piece rear liftgate.

"Bronco II is a new kind of vehicle, designed for on-the-go American lifestyles," said Louis E. Lataif, Ford vice president and general manager of Ford Division. "Its toughness shows itself on the trails for the traditional off-roader. For those who never owned a 4x4, Bronco II offers a new dimension of fun and freedom for personal and recreational transportation."

It features a proven four-wheel-drive system that is easier to engage than any 4x4 Ford ever offered, Mr. Lataif said. Bronco II's strength also comes from ladder-frame construction and a Twin-Traction-Beam suspension which allows front wheels to take the jolts of off-roading independently -- a design pioneered by Ford in 1979 on the full-size Bronco and 4x4 F-Series pickups.



"Bronco II's standard 2.8-liter V-6 engine is powerful, yet economical to operate," Mr. Lataif declared. "Projected Environmental Protection Agency ratings are in the low 20's for city driving and high 20's for the highway with a standard four-speed manual transmission."

The vehicle, which goes into production later this month, carries a preliminary base sticker price of \$9,998, including such standard features as the V-6 engine, power steering, power brakes, reclining front bucket seats, a split fold-down rear seat, full carpeting and an expanded capacity (23 gallons) fuel tank. Some of these items are available at extra cost on Chevrolet's S-10 Blazer, and others are not available.

Bronco II's V-6 is the first Ford truck engine to use the fourth-generation Electronic Engine Control (EEC IV), an on-board computer designed for the best mix of fuel economy, emissions control and performance. Optional transmissions are a three-speed automatic and a five-speed manual overdrive.

Bronco II shares many features with the four-wheel-drive Ford Ranger pickup truck, which gets the V-6 engine in January. A two-speed transfer case allows the driver to select low- or high-gear ranges for 4x4 operation. Four-wheel-drive can be engaged while moving once the front hubs have been manually locked, and Bronco II also offers optional automatic-locking hubs.

For optimum ride smoothness, Bronco II offers computer-selected springs, variable according to option content. Rear springs are overslung to maximize ground clearance.

"From a performance standpoint, the Bronco II really works," according to Petersen's 4-Wheel and Off-Road magazine in a story to be published shortly. It has "exceptionally short fore and aft overhangs for getting in and out of tight spots with minimal sheet metal scraping. Bronco II is second to none in the mini-utility class for...rock climbing, mud-bogging horsepower and torque."

The new multi-purpose vehicle also scored well in Ford consumer research clinics with persons who have never owned a four-wheel-drive vehicle, but were attracted to its efficient size and fun-to-drive features.

"If big Broncos are acceptable in the suburbs -- and they must be because you see them everywhere with no mud or desert dust on them -- then Bronco II is bound to be vastly desirable among suburbanites," said Pat Bedard, editor-at-large for Car and Driver magazine.

"It's a sprightly, bite-size Bronco, and that's just what the job requires. This new one is first cousin to a car in the way it behaves, and like a sports car that goads you into driving it."

Mr. Bedard drove a prototype Bronco II on the paved handling course at Ford's Dearborn (Mich.) Proving Ground. Manny Esquerra, perennial off-road racing champion who brought home overall victories in 1982 SCORE and High Desert series races driving a Ranger pickup truck, sees Bronco II in a different light. He drove it off-road at Ford's (Kingman) Arizona Proving Grounds.

"Off-road is where Bronco II really shines," Mr. Esquerro said. "Its independent front suspension has plenty of travel to handle rough surfaces that vary from rock-hardness to bottomless silt. The tough chassis and V-6 power means that Bronco II should do very well on the off-road racing circuit, and its smooth ride isn't going to wear out the driver."

Options include three trim levels, including a luxurious XLT and a sporty XLS package. Limited-slip front and rear axles, snow-plow preparation package, door vent windows, a unique swing-away outside spare tire carrier and an overhead console with a map light and digital clock also are optional. Other extras are fingertip speed control, skid plates, floor console with audio cassette storage and a graphic display module to signal low-fuel, low-washer fluid and headlamp and taillamp malfunctions.

A trailer-towing package allows Bronco II to haul boats or camping trailers weighing up to 4,050 pounds.

Also available are heavy-duty shock absorbers, heavy-duty battery, cast aluminum wheels, air conditioning, tilt steering wheel, tinted glass, privacy glass and low-mount, swing-away rearview mirrors.

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# NEWS FROM THE



# WORLD OF FORD

## BRONCO II CONTEMPORARY MARKETS SIDEBAR

RELEASE TUESDAY,  
JANUARY 4, 1983

Changing lifestyles at home and at work have put increasing numbers of women behind the wheel of utility vehicles in the past six years, and utilities are attracting more buyers among young marrieds, mature and other special markets.

Even before the introduction of downsized easy-access, easily driveable vehicles like the new Ford Bronco II, which will be introduced in Ford showrooms this March, the percentage of women as principal drivers of utilities increased from seven percent in 1976 to 20 percent in 1982 -- nearly triple -- according to Ford Motor Company research. The Ford data shows a sharp resurgence of utility buying by young people 30 to 34 years of age, and a significant increase among seniors.

Why are more women in particular joining the ranks of drivers of four-wheel-drive vehicles, once thought to be an escape mechanism principally for men?

The answers, according to Ford researchers, can be found in changing lifestyles, the rise in numbers of working mothers, more unmarried women enjoying suburban living, shifting values relating to "status symbols," greater earning power among women, increasing interest in security, and vehicle downsizing.



Dr. Marilyn King, Ford manager of contemporary markets, says, "Many women today are discovering that a utility vehicle can match more aspects of their lives than can a car. They like them for carrying packages or sports equipment, driving in snow on suburban roads or on off-road vacations. They find they fit a variety of family weekend patterns."

Commenting on the increase in numbers of young married couples buying utilities, Dr. King said, "We have seen a sharp return of interest in four-wheel-drive utilities in the 30-to-34-year group in the past two years after a decline from 1978 to 1980. It's an interest that's natural for young people in the family-forming years. It dropped off temporarily when everyone became concerned about fuel economy in the spring of 1979. But it's returning with great enthusiasm now that fuel prices have stabilized, and excellent fuel economy is available in the new breed of 4x4 vehicles. (Bronco II is expected to have an EPA rating in the low 20 mpg range for city and high twenties for highway.)

"Young families like the utilities because they like fun weekends and the freedom these vehicles offer in the way of off-roading or just 'round-about-towning.'

"Now that we have the smaller, easier-to-handle Bronco II, we expect this trend to continue. The sharp upturn in the 30-to-34 segment is the most noticeable 'blip' on our demographic charts for utilities at present, and now we expect the trend line to shoot upward sharply."

As for mature customers, Dr. King noted that this is the fastest growing segment of the population, and their buying pattern in utilities remains constant, with increased sales resulting from growth of the segment. With more retired couples interested in travel and recreation, utilities -- especially the new smaller ones like Bronco II -- are an extremely attractive buy.

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RELEASE TUESDAY,  
JANUARY 4, 1983

TOUGH FUN -- Bronco II is a new smaller four-wheel-drive vehicle from Ford Motor Company that combines tough off-roading features such as Twin-Traction-Beam independent front suspension and ladder-frame construction, with V-6 power and outstanding maneuverability in an attractive, fuel-efficient package. The compact Bronco II (pictured here with dealer-installed winch in front) is built on a 94-inch wheelbase. For experienced off-roaders, Bronco II's toughness shows itself on the trails. For the newcomer to four-wheeling, it offers a new dimension of fun and freedom for personal transportation and recreational activities. Introduction of Bronco II in dealer showrooms will be in March.

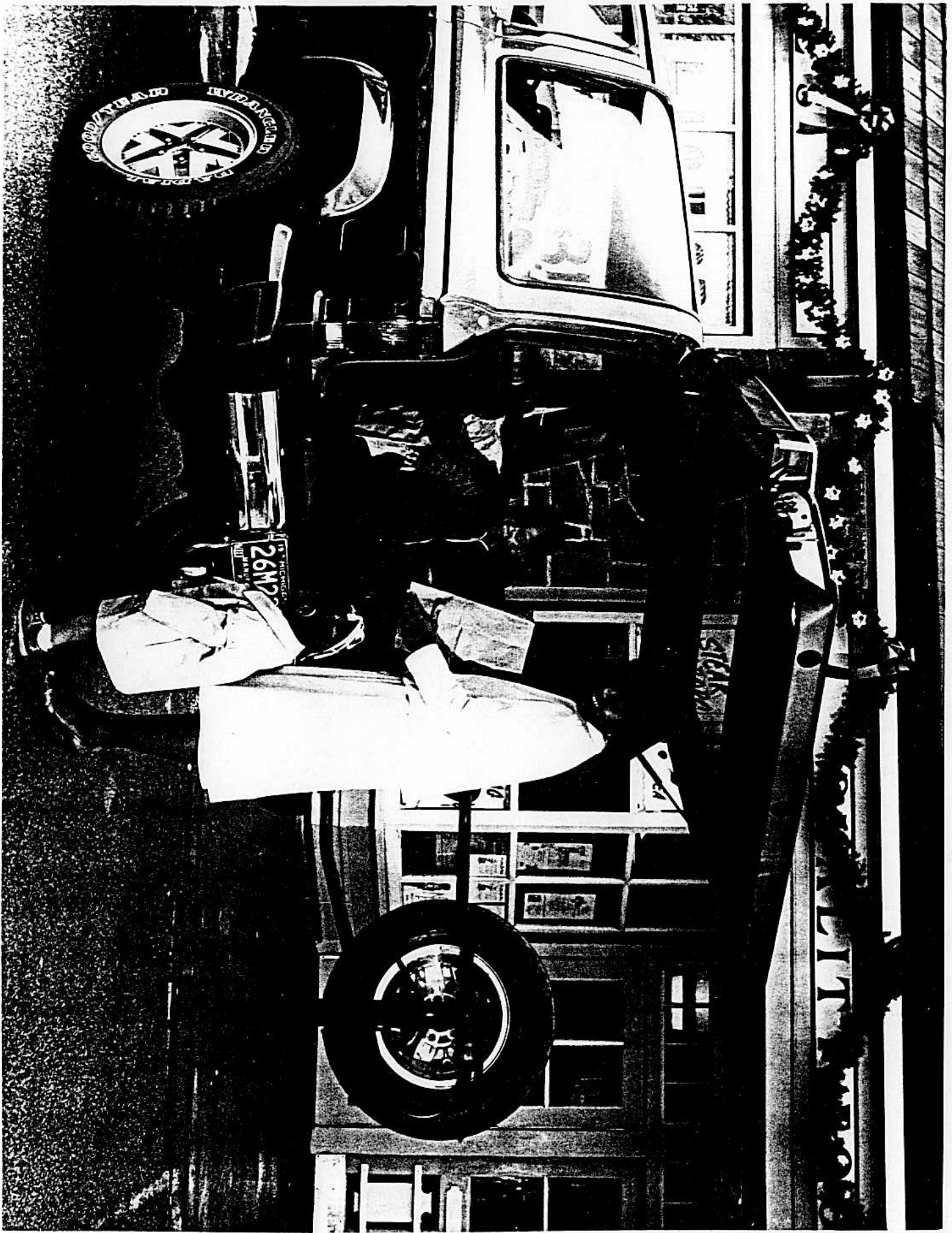
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# NEWS FROM THE



SP -- PETERSEN, DONALD E. -- TEXT OF  
REMARKS AT THUNDERBIRD TURBO COUPE/  
BRONCO II NEWS CONFERENCE --SHERATON  
UNIVERSAL HOTEL --LOS ANGELES, CALIF.

# WORLD OF FORD

RELEASE AT 10 A.M. (PST) WEDNESDAY, JANUARY 5, 1983

Following is the text of remarks by Donald E. Petersen, president, Ford Motor Company, at a Thunderbird Turbo Coupe/Bronco II national news conference at the Sheraton Universal Hotel, Los Angeles, California, on Wednesday, January 5, 1983:

The Thunderbird Turbo Coupe and Bronco II are very different in many respects, but they are the same in one essential respect -- they have been especially designed with very special people in mind.

The Bronco II story is easy to communicate because its appearance tells so much about its character.

That's also the case with the Turbo Coupe, but there are surprises.

Put very simply, the Turbo Coupe is unlike any Thunderbird of the past. In my personal opinion, the Turbo Coupe is unlike any other car ever introduced by an American manufacturer.

Let me give you an anecdote to illustrate its character.

You may have heard about the unplanned and unexpected confrontation between the Turbo Coupe and a BMW 633CSi that took place in October during our long-lead news conference. One of the writers showed up in a factory-owned 633 and asked Jackie Stewart to see which was the quickest on our 1.1-mile ride-and-handling course.



The Turbo Coupe negotiated the course more than two seconds faster than the BMW, and everyone was very excited about the output of the turbocharged, fuel-injected 2.3 liter engine. Naturally, I was pleased, but what delighted me even more was Jackie's comment that he felt the Turbo Coupe was made for him.

Jackie really had to flog the BMW to get his best time, but not the Turbo Coupe. The elegance and ease of the Turbo Coupe, as it negotiated those tight left- and right-hand turns, warmed the heart, and the writers had a hard time accepting the fact that a car with a 104-inch wheelbase could be set up so well to run a road course.

Handling and quickness and agility are the hallmark characteristics of the Turbo Coupe, and I'll come back to them. But there are other important ingredients as well.

Obviously, the Turbo Coupe has a pleasing shape. It has just about the purest design I can recall in a volume automobile. There are no tricks, no excesses. You will not find a vinyl roof or wire wheel covers on the Turbo Coupe.

The lines of the Turbo Coupe reflect the genius of Jack Telnack's team at the Ford Design Center and the sophistication we've gained in aerodynamics. More than 500 hours of wind tunnel testing went into development of the design. The coefficient of drag is 0.35, lowest among all middle specialty cars.

Body tightness is another part of the Turbo Coupe story. Design integrity, enhanced by CAD/CAM programs, is where it starts, but construction is critical, and here we used a new process that is extremely promising. The process involves a



structural adhesive in addition to normal spot welding. This strengthens critical weld joints and aids noise isolation by minimizing the transmission of vibrations through and between body panels.

These illustrate the subtle, but very real, design elements that communicate the quality and attention to detail inherent in a fine car. When the body is all of a single piece, the driver has a confident feeling. When the body is a collection of individual elements, each of which is moving or vibrating at a different frequency, even an insensitive driver picks up disturbing sounds and feelings.

Complete specification is essential in creating a genuinely total car, and the Turbo Coupe has the features you would expect. The standard equipment starts, of course, with the turbocharged, fuel-injected 2.3 liter engine, five-speed manual transmission, performance tires and handling suspension.

Next in importance is the articulated sport seat that has three adjustments, in addition to the usual fore/aft and reclining back adjustments. The adjustments are for side bolsters, lumbar support and thigh support. The Turbo Coupe seat manages to be both easy to get in and out of and -- at the same time -- well contoured for body support and reduction of fatigue.

There are many other standard items, too many to recite here, and I hope you had a chance to look over our prototype carefully to see for yourself.

Now let's return to the powertrain and running gear. They are clearly the most advanced we have ever offered.

The turbocharger has a 125,000 RPM turbine compressor and a "blow through" design that merits particular attention. In this system, the turbocharger is ahead of the throttle, which provides almost instant response at low speeds.

By definition, turbocharged power is power on demand. For ordinary driving, the Turbo Coupe gets fuel economy generally comparable to that of other four-cylinder cars of its weight. But when power is needed, it is available almost instantly and in a satisfying surge. The turbocharger kicks in at about 2000 RPM on the engine, and, at 4600 engine RPM, it is developing 145 horsepower -- more than most of today's V-8s. And the lighter engine weight permits the engineers to "set up" the car in a more balanced fashion for maximum agility. Turbocharging, properly executed, is a triumph of technology over brute force.

In our tests, the Turbo Coupe's zero to 60 mph time is 8.9 seconds, better than the Porsche 924 Turbo and Saab 900 Turbo. As I indicated, this acceleration is achieved without sacrificing fuel economy -- we expect EPA fuel-economy ratings of 21 mpg city and 33 mpg highway.

Efficiency of this magnitude would not be possible without multiple-port fuel injection. It is automatically controlled by EEC-IV, which also runs the ignition system, the exhaust-gas recirculation system and performs other functions, such as monitoring throttle position, inlet air temperature, engine coolant temperature, barometric pressure, sub-audible knock, volumetric air flow, exhaust gas oxygen and engine speed.

In short, EEC-IV -- with a capacity to process up to one million bits of information per second -- automatically senses and compensates for operating conditions ranging from Pikes Peak to Death Valley. It was developed and manufactured by Ford and places us in a worldwide leadership position in electronics.

The five-speed manual transmission is made for drivers who appreciate the importance of smooth, consistent driving. The gearing is close, the shifts are crisp and the throws are short, smooth and low-effort. That's all you can ask of a gear box.

As I indicated in the account of the BMW shootout, the raw acceleration of the Turbo Coupe is secondary in importance to its handling qualities and overall character. Before I tell you what our engineers did on the technical side, let me give you our design objectives.

For some time there was a school of thought that equated handling with bone-hard ride. If it wasn't painful, it wasn't good for you. There are probably still some of those folks around, but today the most enlightened thinking about handling is quite different, and it is this new school that we followed.

Our objective for the Turbo Coupe was to get a smooth, well-controlled ride that gives the driver a pleasant feel of the road. We wanted enough feel so that he knows where the wheels are pointed, what kind of surface he is on, and that all the wheels are in full contact with the road. The driver doesn't need hammering feel or any harsh vibrations to stay in the feedback loop.

In the end, we developed a comfortable touring coupe. It is predictable and well-mannered. It handles high lateral forces with grace. Body roll is minimal.

The character of the Turbo Coupe is refined, and it changes driving from a dull workaday chore to a marvelous experience.

To achieve the handling we wanted, our engineers used many techniques to get the entire vehicle working together. There are nitrogen-pressurized shock struts in the front suspension, plus what is probably the largest production front stabilizer bar in the industry.

The rear suspension is called a Quadra-Shock design because there are two horizontal hydraulic dampers attached to the axle to reduce shake, improve traction and handling and eliminate axle wind-up, plus a pair of vertical gas-pressurized shock absorbers and a new stabilizer bar. The axle has Traction-lok to help equalize power to the rear wheels.

The wheels are cast aluminum of a special design, and the premium tires have a performance compound for high adhesion.

The special character and road manners I have been describing are appreciated by a rapidly growing number of discriminating American car buyers.

This has been a wonderful treat for me -- talking to people who like cars, talking about vehicles designed for pure pleasure.

But what does this have to do with the sober-sided, volume-oriented automobile business that, even in a terrible year



like 1982, was able to sell 10.5 million domestic and foreign vehicles? After all, we've focused our attention this morning on specialty vehicles that will sell in comparatively low volumes.

Sales aren't the real measure of vehicles like the Turbo Coupe and Bronco II. They serve special segments of the market that demand unique vehicle attributes, segments composed of people who are serious about what they drive. People who seek total harmony between driver and machine.

Products like these earn a reputation and build a following for all Ford cars and trucks, especially among better educated, more affluent, younger buyers. They target on Californians -- wherever they live -- and on the youthful -- whatever their ages.

They make prospective buyers in all segments of the market confident about what we build and sell, because they dramatize the fact that we are willing to take on the very best that our competitors from around the world have to offer. These products are evidence that what we promise, we will deliver.

It should be clear from what I have said that the Turbo Coupe and Bronco II play a key part in our corporate strategy to reach new buyers and increase market share. I feel it in my bones -- and in the seat of my pants -- and in the feeling of pleasure in fine machinery -- that Ford is on the right track. And research we've just completed shows a dramatic shift among Ford and competitive make owners who definitely will consider buying our products when they make their next purchase.

BULLET POINTS

- . Ford stock soared 145 percent at the end of 1982 from its low point in October of 1981 -- strong evidence that the financial community recognizes our progress. Most of the top securities analysts have issued buy or hold recommendations on Ford stock and most expect record earnings for the company when industry sales recover.
- . Ford quality is the best in the industry. It's 48 percent better than two years ago, and beats both GM and Chrysler.
- . Ford has definitely turned the corner in the U.S. car market. In 1982, our market share was up more than any other domestic company (Ford's car market share was 16.9 percent for the year. The truck market share was 30.6 percent).
- . Ford continued to gain ground in the final 10-days of 1982, with passenger-car sales up 58 percent and truck sales up 66 percent from a year-ago. Car sales increased for eight consecutive 10-day periods, with trucks following an uptrend that began early in the year. Ford car sales for December were up 53 percent and truck sales were up 71 percent.
- . Ford has more new products in 1983 than any other manufacturer with our new models sure to add to our share gains.
- . We are taking over styling leadership with our bold, assertive new aerodynamic designs when the new Thunderbird and Cougar debut next month and the Tempo/Topaz lines in the spring.
- . By mid-year, Ford will have redesigned two-thirds of its North American product lineup in just three model years. Only six of the company's car lines will be more than three years old for 1983, and these models will be redesigned during the next three years.
- . Escort was the best-selling car in the United States and the best-selling nameplate in the world last year.
- . Ford plans to get U.S. truck leadership in 1983 with the Bronco II augmenting the sales success of the Ranger and other Ford truck lines.
- . Paced by the Escort, Europe's best-selling car, Ford holds sales leadership in Britain, Denmark, Ireland and Norway, and is number one in trucks in Britain.
- . Ford increased its European vehicle production levels to the highest total in three years during 1982, despite a continuing background of economic recession. The company's European vehicle production rose from 1,420,000 units in 1981 to 1,460,000 in 1982.

- . We think Ford increased its share of sales in the European car market in 1982, with record market shares in France and Spain, and we plan to capture a record share of the European market in 1983 with the new Sierra.
- . Ford's overseas operations are strong and profitable, as are many of Ford's non-automotive businesses. Indications are that Ford Motor Credit Company had record earnings in 1982 and that Ford Aerospace had its best contract year in history. Glass Division has firmly established itself as the second largest glass producer in North America. Ford Tractor has made significant gains with the new Series 10 line, reaching its highest market share in North America in nearly 10 years.
- . We have reduced our operating costs by over \$3 billion a year since 1979, and our North American car and truck operations' breakeven point has been cut by over one-third since 1979.
- . Ford slashed its pre-tax loss for the first nine months of 1982 from \$788 million in 1981 to \$129 million.
- . With the dedication of Ford's new Robotics Center during the fourth quarter of 1982, the company continued its drive to become the industry leader in the application of manufacturing technology. In some areas, such as the use of computer-aided manufacturing systems to produce production body dies, Ford is believed to be far ahead of all the auto companies in the world.
- . Ford is the industry leader in alternative fuel research and development:
  - . Propane trucks and cars available to fleet customers and to the general public.
  - . Sales of more than 90,000 Ethanol vehicles in Brazil.
  - . A fleet of nearly 600 methanol-fueled Ford Escorts scheduled to be in service in Los Angeles County by the end of 1983.
  - . Development of the natural gas-fueled Ford AFV concept car and continued research on this fuel.
- . Ford now has more than 1,000 Employee Involvement problem-solving groups at every major company location throughout the country. A 1982 survey at seven Ford plants shows that more than 80 percent of EI participants see the program as rewarding, satisfying and beneficial to them and the company.
- . Ford's focus on Employee Involvement has helped improve product quality, reduce absenteeism, improve efficiency and cut operating costs.

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## RELEASE ANY TIME

Following is a listing of major Ford Motor Company or Ford Aerospace & Communications Corporation (FACC) facilities in the United States. In addition to operating manufacturing plants, assembly plants and automotive and tractor parts distribution centers, Ford has office buildings, sales offices and extensive research and engineering facilities in the United States.

### ASSEMBLY PLANTS (17 in 9 states)

<u>Plant</u>	<u>State</u>	<u>Product</u>
Allen Park (pilot plant)	Michigan	
Atlanta	Georgia	Thunderbird
Chicago	Illinois	LTD, Marquis
Dearborn	Michigan	Mustang, Capri
Edison (Metuchen)	New Jersey	Escort, Lynx
Kansas City	Missouri	Tempo, Topaz, Light Trucks
Kentucky Truck (Louisville)	Kentucky	Medium, Heavy, Extra-Heavy Trucks
Lorain	Ohio	Thunderbird, Cougar, Econoline, Club Wagon
Louisville	Kentucky	Ranger, Bronco II
Michigan Truck (Wayne)	Michigan	Light Trucks, Bronco
Norfolk	Virginia	Light Trucks
Ohio Truck (Avon Lake)	Ohio	Econoline, Club Wagon (bodies only)
Romeo Tractor & Equipment	Michigan	Agricultural Tractors, Light Industrial Tractors, Tractor-Loader-Backhoes
St. Louis	Missouri	Crown Victoria, Grand Marquis
Twin Cities	Minnesota	Light Trucks



ASSEMBLY PLANTS (Cont'd.)

<u>Plant</u>	<u>State</u>	<u>Product</u>
Wayne	Michigan	Escort, Lynx
Wixom	Michigan	Lincoln Town Car, Mark VI, Continental

MANUFACTURING PLANTS

(57 in 11 states and one territory)

<u>Plant</u>	<u>State</u>	<u>Plant</u>	<u>State</u>
Aeronutronic Division (FACC)	California	Northville	Michigan
Batavia Transaxle	Ohio	Rawsonville Parts	Michigan
Bedford Parts	Indiana	Rouge Steel Company	Michigan
Buffalo Stamping	New York	(9 plants)	
Canton Forge	Ohio	Coke Oven/Byproduct Area	
Chesterfield Trim	Michigan	Blast Furnace Area	
Chicago Stamping	Illinois	Basic Oxygen Furnace	
Cleveland Engine 1	Ohio	Electric Furnace	
Cleveland Engine 2	Ohio	Ingot Mold Foundry	
Cleveland Casting	Ohio	Slabbing Mill	
Connersville Parts	Indiana	Hot Strip Mill	
Dearborn Engine	Michigan	Cold Mills	
Dearborn Frame	Michigan	Power & Utility Operations	
Dearborn Glass	Michigan	Marine Operations	
Dearborn Stamping	Michigan	Saline Instrument and	
Dearborn Tool and Die	Michigan	Plastics	Michigan
Detroit Industrial Engine	Michigan	Sandusky Parts	Ohio
Eveleth Taconite Company	Minnesota	Sharonville Trans-	
Ford Motor Company		mission	Ohio
Caribbean, Inc.	Puerto Rico	Sheffield Aluminum	
Green Island Radiator	New York	Casting	Alabama
Indianapolis Steering		Sheldon Road Heater &	
Gear	Indiana	Air Conditioner	Michigan
Lansdale Electronics	Penn.	Sterling Heights Axle	Michigan
Lima Engine	Ohio	Tulsa Glass	Oklahoma
Livonia Transmission	Michigan	Utica Trim	Michigan
Maumee Stamping	Ohio	Van Dyke Axle	Michigan
Milan Plastics	Michigan	Vulcan Forge	Michigan
Monroe Stamping	Michigan	Walton Hills Stamping	
Mt. Clemens Paint	Michigan	(Cleveland)	Ohio
Mt. Clemens Vinyl	Michigan	Western Development	
Nashville Glass	Tennessee	Labs (FACC)	California
Newport Beach DIVAD		Woodhaven Stamping	Michigan
(FACC)	California	Ypsilanti Parts	Michigan



AUTOMOTIVE AND TRACTOR PARTS DISTRIBUTION CENTERS (28 in 16 states)

<u>Center</u>	<u>State</u>	<u>Center</u>	<u>State</u>
Albany Tractor (Latham)	New York	Kansas City	Kansas
Atlanta	Georgia	Los Angeles	California
Atlanta Tractor	Georgia	Memphis	Tennessee
Brownstown Parts		Memphis Tractor	Tennessee
Redistribution Center	Michigan	Minneapolis Tractor	Minnesota
Charlotte	N. Carolina	National (Livonia)	Michigan
Chicago	Illinois	New York (Teterboro)	New Jersey
Cincinnati	Ohio	San Francisco	
Dallas	Texas	(Richmond)	California
Dallas Tractor	Texas	San Francisco Tractor	
Delaware Valley		(Oakland)	California
(Pennsauken)	New Jersey	Seattle	Washington
Denver	Colorado	Twin Cities	
Detroit	Michigan	(Minneapolis)	Minnesota
Detroit Tractor (Troy)	Michigan	Virginia (Richmond)	Virginia
Houston	Texas	Warranty Parts Return	
Jacksonville	Florida	Center (Plymouth)	Michigan

RESEARCH AND ENGINEERING FACILITIES (24 in 7 states)

<u>Facility</u>	<u>State</u>	<u>Facility</u>	<u>State</u>
Aeronutronic Division (FACC)	California	Michigan Proving Ground (Romeo)	Michigan
Allen Park Test Laboratories	Michigan	Plastics Development and Application Ctr.	Michigan
Arizona Proving Ground	Arizona	Research and Engineering Center	Michigan
Automotive Safety Center	Michigan	Robotics and Automation Applications Consulting Center	Michigan
Central Laboratory	Michigan		
Colorado Springs Operation (FACC)	Colorado	San Antonio Tractor Test Site	Texas
Dearborn Proving Ground	Michigan	Satellite Control Facility Operation (FACC)	California
DIVAD Division (FACC)	California	Service Research Center	Michigan
Diversified Products Technical Center	Michigan	Space Information Systems Operation (FACC)	Texas & Maryland
Engineering and Technical Services Operation (FACC)	Penn. & Colorado		
High Altitude Emissions Laboratory	Colorado	Tractor Research and Development (Troy)	Michigan
Manufacturing Process Laboratory	Michigan	Western Development Laboratories (FACC)	California

IMMEDIATE RELEASE

ON THE BALL -- With their eyes on a moving volleyball, members of the U.S. men's volleyball team relax in a Ford Bronco II between practice sessions on the beach near San Diego. A Bronco II is one of the vehicles the team will use during the next year as they prepare for the 1984 Summer Olympics in Los Angeles. Ford has been named the official car and truck of the U.S. Volleyball Association. The division will provide financial support for both the U.S. men's and women's volleyball programs to help defray training and travel expenses.

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7/15/83



