

SF CHRONICLE CARS



The 2010 Fusion Hybrid is powered by the automaker's next-generation hybrid technology system.

Down the Road: From Page 11

be lost as heat from brake friction. That means only 6 percent of braking is through traditional friction brakes.

Ford's SmartGauge with EcoGuide literally teaches drivers how to get the most out of their vehicle. It's a unique instrument cluster that helps coach drivers on how to optimize the performance of their hybrid.

The Ford Fusion Hybrid is easily identified outside with Ford's "road and leaf" badges on both sides and the rear and a unique engine cover. On the inside, Fusion Hybrid features eco-friendly seat fabric made from post-industrial 100 percent recycled materials and a standard 110-volt power outlet.

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But there's more to the new Fusion than the hybrid. The Fusion S features Ford's all-new 2.5-liter, 175-horsepower Duratec I4 engine delivers an increase of 15 more horsepower and 16 more pound-feet of torque than the outgoing 2.3-liter engine.

The Fusion SE and SEL are available with the Duratec I4 or the upgraded 3.0-liter V6 Duratec engine producing 240 horsepower.

The 3.5-liter V6 Duratec engine joins the Fusion lineup for 2010, powering the Sport model with 263 horsepower and 249 pound-feet of torque. The 3.5-liter uses a compact, lightweight dual-overhead cam

valvetrain for peak power and smooth operation at high RPMs.

A high 10.3:1 compression ratio and aluminum cylinder heads designed for high airflow and optimized combustion help complete the package, supporting the engine's ability to deliver both performance and fuel economy, along with low emissions. Unlike some competitive performance engines, the 3.5-liter Duratec delivers all of this without requiring premium fuel.

All engines are mated to six-speed transmissions. The new combinations overall help increase fuel economy by at least 17 percent on the base I4 model and approximately 10 percent with larger-displacement engines.

The Fusion power train packages incorporate other advanced fuel-saving and performance technologies, including electric power steering, a feature that consumes less than 7 percent of the energy required by a conventional hydraulic system.

"Customers want it all — exhilarating performance, continuing fuel economy improvements and near-zero emissions — all for a price that offers great value," said Barb Samardzich, vice president, Powertrain Product Development. "We intend to meet or exceed customers' expectations as we migrate advanced technologies from shelf to showroom. The efficiency of the powerpacks that will now be available on the 2010 Fusion demonstrates that we are committed to class-leading fuel economy, no matter the segment."

Available this spring, the Ford Fusion Hybrid pricing starts at \$27,270.

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PHOTOS BY RACHEL STYER

Gersonde took a beginner Volvo mechanics course and joined the Golden Gate chapter of the Volvo club. "What I found is a lot of Volvo love and a sense of camaraderie that I really enjoy," she says.

My Ride: From Page 11

ing the class was known as "Volvo Don." I learned enough to change the oil myself and got referrals from my classmates so I could find a great Volvo garage in San Francisco to fix my car when needed. I joined the Golden Gate chapter of the Volvo club (VCOA) and met people who

before "they broke the mold."

The car definitely attracts attention, people always stop and talk to me when I go somewhere or even when I am washing it in front of my house. I think it's the color that attracts people. The original color was a metallic turquoise that oxidized terribly. I had the car repainted three times in the original metallic color but

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own cars like mine and some who own other models. What I found is a lot of Volvo love and a sense of camaraderie that I really enjoy.

I have since learned that this incredible car is special because Volvo only made about 8,000 of them in 1972 and 1973. Also, the 1800 series of cars, which includes the coupes, were made from 1964 to 1973, and my car was among the last made

each time, the paint oxidized. I spent so much time rubbing out the oxidation with rubbing compound. About 10 years ago, I made the decision to change the color and I am so glad I did. The color fits the car's personality and mine.

To me, the joy is in driving the car. It's as much fun to drive it today as it was that Halloween in 1977. Of course, the rebuilt engine helps make



that possible. When I bought the car, it had 46,000 miles on it, and now the odometer reads more than 309,000 miles. Whatever it takes, I want this car to be on the road. I will drive it forever!

We want to know why you drive what you drive. Submit a few paragraphs about your car with the subject line "My Ride" to cars@sfchronicle.com.

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