

Staying safe after work

LESLEY TÉLLEZ, Conexión

With the daylight hours getting shorter, here's a few tips on how you can remain safe after leaving work at night.

- Ask a co-worker or security guard to walk you to your car. Once outside, walk in well-lit areas.

- If possible, change your route once in a while, as perpetrators study a person's habits.

- Don't get on your cell phone. It detracts from keeping your eyes and ears open and does not deter criminals from approaching you.

- Walk briskly and confidently to your car with your head up.

- Have your vehicle remote or keys ready before you arrive at your car — don't fumble at the door.

- Once inside your car, lock all the doors, immediately start the car and leave. Don't browse through paperwork or play with the radio.

- If you can afford it, invest in OnStar, the 24-hour assistance program that operates from your review mirror. If you get a flat tire or think someone's following you, the press of a button could send help. For details, visit onstar.com.

Source: Courtney Caldwell, editor of Road and Travel magazine



Designer feeds the need for speed

Pardo steered development of 2005 Ford GT

RUDY ARISPE, Conexión

As chief designer of the 2005 Ford GT, it's no surprise that Camilo Pardo has a penchant for collecting ultra-cool cars. The garage of his Detroit studio apartment houses a Ferrari 512, a Fiat 500 and a 1964 Thunderbird.

Living life on the cutting edge of design, the 41-year-old Colombian took it upon himself to make a few minor modifications to the classic T-bird. He tore off the convertible top and welded the gaps of the doors into the sheet metal. The designer either hops inside or steps on the seat to eject.

One wonders if Pardo ever worries that it might rain while his "baby" is out on the road?

"You just hope you don't catch any red lights on the way back to the garage," he said. "If you're going fast enough, the air flow blows the rain right over the car and off the deck. They knew a little about aerodynamics back in the '60s, too."

Pardo knows a little about a lot, too: furniture, fashion, architecture, painting, sculpture and music. These personal interests and hobbies weigh into his work while etching a model at his drawing table in the Living Legends studio at the Ford Motor Company headquarters in Dear-



COURTESY PHOTO

born, Mich. Camilo Pardo, chief designer of the GT, says being asked to develop the car was a dream come true. "It's all I've ever wanted to do in car design," the 41-year-old Colombian says.

born, Mich.

"They set the attitude and mood of a vehicle," said Pardo, who grew up in New York fascinated with cars from the late '60s. His knack for art he acquired from his mother, a painter, and an uncle, an architect.

"As a designer, you want to be the best in the world and create a

concept that is going to be international and contribute to the development of design," he said.

A key member of the Ford design team since 1985, Pardo got his dream-come-true commission in 2001, when he was asked to develop the concept for the 2005 supercharged V-8, 500 horsepower Ford GT, which has been prowling the streets this year. (Base price is listed at \$140,000.) Originally, it was developed as a muscle car to compete on the Le Mans racing circuit from 1966-69.

"I've been working on the Ford GT for the past couple of years as my sole responsibility," Pardo said. "It's always been my interest to work on and deliver a car like this. It's all I've ever wanted to do in car design."

Away from the office, the engineer enjoys switching gears to creating art-deco furniture and clothes, including chairs, sofas and ashtrays for his home. Several of his paintings hang in cafés in Italy and Monaco and in the galleries of the Detroit Institute

of Arts. His painting of a 1961 Lincoln Continental adorns the offices of Ford's Premier Automotive Group's London headquarters.

Although hundreds of mental sketches of car models swirl in his head while he's out for a walk or driving to the store, Pardo admits that occasionally even he suffers from a curse similar to writer's block, when his brain is slow to produce a great design idea on demand.

"It's called burnout," he said. "You have to take it easy. A vacation is always good. It can be difficult because sometimes there can be no time out and you just have to live through it."

The accomplished artist and high-tech engineer has discovered that art and technology affords him the freedom to enjoy the best of both worlds. The two go hand in hand, requiring Pardo to deal with proportions, emotions and creativity, which lead to precise execution.

rarispe@conexionsa.com

CONEXIÓN

EDITORIAL

Raúl A. Flores
Editor

Julie Ann Contreras
Deputy Editor

Dennis Ochoa
Art Director

Joaquin Herrera
Jim R. Martinez
Designers

Daniel Conroy
Copy Editor

BUSINESS

Sergio Salinas
General Manager

Myrna García Cortez
Sales and Marketing Director

CIRCULATION

Paul Borrego Jr.
Circulation Director

Diana Perez-Ibarra
Home Delivery Manager

HOW TO REACH US

(210) 250-2525

news@conexionsa.com

Mail Subscription Rates:

Within U.S. \$1 per week

Outside U.S. \$1.50 per week

Home Delivery Rates: All Zones

52 weeks for \$10

26 weeks for \$7

13 weeks for \$4

Single Copy rates: 25 cents

Home delivery deadline is 6 a.m.; on holidays deadline is 7 a.m.

To subscribe call (210) 250-2400