



Roger Curtis, president of MIS, turns over the bus keys to William "Bill" Brown of Cassopolis. Brown's 1999 International Diesel school bus won this year's MIS Extreme Bus Makeover.

95-Hour Job Freshens Bus

Never mind all of those TV "makeover" programs that renovate houses and such.

How about Michigan International Speedway in Brooklyn, which does the MIS Cares Extreme Bus Makeover.

Roger Curtis, president of MIS, turned over the keys to the bus in question to William "Bill" Brown of Cassopolis, Mich.

Brown's 1999 International Diesel school bus actually won this year's Extreme Bus Makeover, courtesy of the NASCAR race track.

Note that it took MIS staffers Jesus Salvador and the team from the MIS Sign Shop about 95 hours, three gallons of primer, six gallons of paint and plenty of elbow grease to remove rust and fading school bus-yellow paint to make the old bus look like new.

Brown is a 10-year veteran fan of the MIS infield, and was blown away by the Extreme Bus Makeover. Parking a van, camper, RV or school bus in the infield is a tradition at most NASCAR racetracks by their most devout fans, it might be noted.

"I can't even believe that's our bus," Brown said. "When I saw the last two guys get their buses painted, I knew I had to have mine done. I can't wait until the race so we can try it out."

Brown received the renovated bus in time to enjoy the Quicken Loans 400 race at MIS

back on June 17.

The 1999 bus has an interesting backstory to it.

Brown's bus still had its fading yellow school bus look after he purchased it a few years ago from a retiree in South Bend, Ind.

After adding a deck, bunkbeds and bathroom since he purchased it, the bus was then in need of a serious exterior makeover.

Brown is a 10-year veteran fan of the MIS infield tradition and he was blown away by the MIS Bus Makeover.

Brown won the Extreme Bus Makeover thanks to his \$1,600 bid in an online auction. His bid money will benefit MIS Cares, the house nonprofit charity at the Speedway.

MIS Cares has donated over \$100,000 the past two years to various other charity and nonprofit organizations.

Overall, the bus exterior was professionally designed, decayed and painted by the freeway maintenance staff based at the MIS Sign Shop.

Ford's 'Traffic Jam Assist' Boosts Stressed Drivers

AACHEN, Germany – Ford Motor Co. is researching and developing intelligent, next-generation driving technologies designed to help address future mobility challenges that come with rapid urbanization and population growth around the world.

Ford's early prototypes of two such technologies – Traffic Jam Assist and an advanced version of Active Park Assist evolved to deliver perpendicular parking – are designed to interact with a vehicle's surroundings, reduce driver stress and help reduce traffic gridlock.

"Developing these technologies is part of the first step in a journey towards a more connected future," said Paul Mascarenas, Ford's chief technical officer and vice president, Research and Innovation. "It's an undertaking we believe will save time, conserve resources, lower emissions and improve safety."

Ford is developing the technologies around the world, including its European Research and Advanced Engineering Centre in Aachen, Germany. Ford's "Blueprint for Technology" vision, outlined by Ford Motor Company Executive Chairman Bill Ford earlier this year, defines the start of the company's thinking on what transportation may look like in 2025 and beyond, and the technologies, business models and partnerships needed to address the challenges of population growth and urbanization.

Traffic Jam Assist is an intelligent driving technology that Ford is developing potentially for the mid-term (2017 to 2025). It uses radar and camera technology to keep pace with other vehicles and provide automated steering control to stay in the current lane, reducing driver stress and potentially improving vehicle flow.

"Drivers spend more than 30 percent of their time in heavy traffic," said Joseph Urhahne, engineer, Ford Research and Advanced Engineering. "Traffic Jam Assist could help make traveling through congestion a more re-

laxing experience and, by using Ford technology to keep pace with the flow of traffic, potentially help relieve road congestion."

Individual simulation studies have found that where 25 percent of vehicles on a stretch of road are equipped to automatically follow the traffic ahead, journey times can be reduced by 37.5 percent and delays reduced by 20 percent.

Traffic Jam Assist has the potential to follow the traffic ahead while maintaining lane position in environments where there are no pedestrians, cyclists or animals, and where lanes are clearly marked.

Many of the sensing technologies required to deliver Traffic Jam Assist are already available on current Ford models, including Focus, C-MAX and Grand C-MAX. Independent steering already is

featured on both Ford Active Park Assist, which controls vehicle steering for hands-free parking, and Lane Keeping Aid, which provides steering input to assist the driver to steer the vehicle back into a lane if an unintentional drift is detected. Lane Keeping Aid also provides the camera technology required to monitor its lane position.

Traffic Jam Assist's automatic speed regulation requirement is supported by Ford Powershift transmission as well as Adaptive Cruise Control, a radar-based system which helps to maintain a set distance to other vehicles.

"If there's one thing more frustrating than being stuck in a jam, it's being stuck in a jam where drivers are slow to keep pace with the movement around them," Urhahne said. "Traffic Jam Assist could make unavoidable traffic jams less stressful and less tiring for the

drivers who must negotiate them."

Traffic Jam Assist would be able to respond to changing traffic situations ahead and communicate any developments to the driver. Traffic Jam Assist would also incorporate features to help ensure the driver remains alert and in contact with the vehicle controls, even when the system was active. It could also be overridden at any time.

In the near-term, Ford plans to further develop its Active Park Assist technology, a popular feature that allows drivers to parallel park without touching the wheel. Ford is adding perpendicular parking to the parallel parking maneuvers already possible.

Active Park Assist is activated by pressing a center console button. When a suitable space is detected, the system will advise the driver to stop, with an audio and visual alert.

Competition Set for New Army Vehicle

VAN BUREN TOWNSHIP – Ricardo, Inc. last week announced it had been selected by DARPA to stage the FANG challenge, a series of competitions designed to produce the Fast, Adaptable, Next-Generation Ground vehicle.

FANG will be a heavy, amphibious infantry-fighting vehicle with functional requirements intended to mirror the U.S. Marine Corps' Amphibious Combat Vehicle (ACV).

DARPA is the United States Advanced Research Projects Agency, a military-industrial think-tank.

"Ricardo is proud to be working with DARPA on this ambitious program, and it further builds on our portfolio of work with FANG and the U.S. military," said Robert Ellis, director of military vehicle programs at Ricardo.

"DARPA's Adaptive Vehicle Make Initiative has the potential to change the way that complex acquisition programs are performed, and it is exciting to be part of the effort."

Exercising the capabilities of DARPA is developing under the Adaptive Vehicle Make

(AVM) portfolio of programs, the FANG Challenge represents a radically novel approach to the development of a new infantry-fighting vehicle.

The FANG Challenge will use a crowd-sourcing model to produce revolutionary ideas through three prize-based design competitions, which require participants to design and develop progressively more complex vehicle subsystems, culminating in the design of a full infantry fighting vehicle.

The winning crowd-sourced design will be eligible for consideration as the go-forward design for the ACV program.

"The FANG program employs Ricardo's full breadth and depth of vehicle engineering capabilities," said Paul Luskin, program director of the DARPA AVM portfolio at Ricardo.

"The effort draws upon the company's traditional strengths in vehicle design and testing, software development, advanced engineering tools and processes, and systems engineering. We also

have the opportunity to delve into innovative areas like crowd source-based product development."

Ricardo further says it has selected a team of world-class organizations to support it in the development and execution of the FANG Challenge, including The Quell Group, Cornet LLC, Georgia Institute of Technology's Aerospace Systems Design Laboratory, Vanderbilt University's Institute for Software Integrated Systems and the Southwest Research Institute.

This award represents the latest in a growing portfolio of initiatives in which Ricardo is supporting DARPA's Tactical Technology Office.

Ricardo previously announced it had been awarded a multi-million-dollar contract to develop a database of component models characterizing the drivetrain and mobility subsystems of the FANG vehicle.

Ricardo, Inc., is the U.S. subsidiary of Ricardo plc, a multi-industry consultancy for engineering, technology, product innovation and strategy.

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