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Building a 'Face' With Better 'Eyes' Aids in Creating Lighter Cadillac

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under the same lens," said Brian Smith, CTS exterior design manager. "Giving the HID projectors a dual purpose allowed us to shorten the front headlamps and give the CTS the most dramatic signature lighting of any Cadillac to date."

Introduced at the recent New York International Auto Show, the all-new CTS ascends to the heart of the midsize luxury market with expanded performance, elevated luxury and sophisticated technology.

The third-generation CTS adopts engineering and design solutions from the award-winning architecture of the ATS sport sedan and will be the segment's lightest car, GM officials say. Production of the CTS begins this fall in Lansing.

2014 Corvette Stingray Sets Pace at Indy

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lighting, racing-proven aerodynamics, and performance elements for improved stability and track capability.

- Track-oriented Z51 Performance Package, including an electronic limited-slip differential; dry-sump oiling system; integral brake, differential and transmission cooling; as well as a unique aero package that Chevy officials say further improves high-speed stability.

Chevrolet and the Indianapolis 500 have a long-shared history. Chevrolet was founded in 1911, the year of the inaugural 500-mile race, and the Chevrolet brothers – company co-founder Louis, along with Arthur and Gaston – all competed in early Indy 500 races.

Arthur Chevrolet competed in the 1911 race and Gaston Chevrolet won it in 1920.

Chevrolet competed in Indy-style competition as an engine manufacturer in 1986-93 and 2002-05 with V8 engines, and returned in 2012 with the Chevrolet IndyCar twin-turbo V6 engine with direct injection.

In that time, Chevrolet won 118 IndyCar races, powered seven driver series champions and scored seven Indianapolis 500 victories.

This year will mark the 24th time a Chevrolet has served as the official Pace Car of the Indianapolis 500, more than any other brand, dating to 1948 with a Chevrolet Fleetmaster that led the pack.

Camaro has served in the role as Pace Car seven times to date, and, as mentioned, with this year's running, Corvette has led the way in the prestigious role a record 12 times.

Autonomous Vehicles Just Around the Corner, Says Panel

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say, "What about during city driving in heavy traffic?" and the idea of an autonomous car becomes more acceptable."

Hall said he believes that autonomous technology could bring about profound changes not only in driving, but in the cars themselves.

"I believe the last car as we understand the term, will be a high-performance vehicle that goes around a track," Hall said.

He went on to say that young people expect different things from their technology than older drivers.

Borroni-Bird said that when autonomous technology becomes available on demand, there will be a market for it.

Reed brought up the question of liability. His students want to know who pays in case of an accident involving autonomous cars. Hall said that given the legal situation in the U.S., it's usually the person with the biggest bank account.

"Given the bumper crop of lawyers we have in this country, I would expect that the U.S. would be a secondary market for autonomous cars. I expect the technology to be used first in Shanghai or a similar place."

The question of design was brought up. Reed said that if cars

become much safer, then perhaps they won't have to be built as strongly and OEMs can start using materials other than steel. That presents design challenges for manufacturers.

"Design will become even more important when autonomous driving becomes a reality," Reed said.

"When vehicles don't crash into each other, materials might change," Borroni-Bird said.

All three panelists agreed that the weak point of today's modern cars is the driver. A system that allows the driver to feel in control while helping eliminate danger would be of great value.

Hall speculated that in the future autonomous cars could become like cell phones. Most people buy a cell phone plan that comes with a phone. It might end up being that way with cars.

A parent in the future might lease a self-driving car to pick up his or her 9-year-old at school.

Cars that don't crash into each other could be made smaller, lighter and less expensive. That opens up a whole new world of design, marketing and sales.

Borroni-Bird said while people like the idea of the autonomous car, they still have to be convinced that it works. Reed agreed and said that people have to be given a choice.

Borroni-Bird said a lot of the

technology needed for autonomous vehicles already exists. As time goes on, it will just be more accepted, especially by the smartphone generation.

The panel was asked about questions of privacy. If Google, which is working on a self-driving car, wants to sell information on where you shop to marketing companies, what happens to privacy?

Hall said privacy is already dead. Borroni-Bird said younger consumers are already used to trading personal information on the Internet. Facebook is real and if people thought they were getting a service, they probably wouldn't mind about questions of privacy.

The pace of change will surprise people, Reed said. And cost shouldn't play too much of a factor in the public adopting the

technology. He said the tech is being introduced in expensive vehicles like Mercedes, but the trend has been for tech costs to go down as more people adopt it. The cell phone is a classic example.

The panelists all agreed that change is coming. Vehicles are learning how to communicate with each other.

Borroni-Bird said the city of Ann Arbor is part of an experiment where sensors embedded in roads communicate with cars. We already have vehicles that can self-park and radar and sonar allow drivers to keep track of other vehicles.

The panelists agree this tech isn't going away and the OEM that figures out how to use it best and get the public to go along will have a huge advantage in the marketplace of the future.

Fallen Heroes to be Honored At Special Soccer Match

While it's always a great game any time the varsity and junior varsity girls' soccer teams from Sterling Heights Stevenson and Utica Henry Ford II meet on the field, the game on Saturday, May 18, will be a little different.

Players will compete while honoring service members for their sacrifices. The organization Military Families United and the Michigan National Guard are helping sponsor the game.

The second annual Honoring Fallen Heroes soccer game will be played on Armed Forces Day, starting at 11 a.m. at Stevenson's Runkel Field, 39701 Dodge Park Road in Sterling Heights.

Over the last six weeks, players from both teams researched Fallen Heroes from across Michigan and invited – via handwritten notes – more than 80 Hero families to the game.

During the game, each player will wear a unique jersey with their Hero's name printed on the back, a U.S. flag on the sleeve,

and the associated branch of service patch on the front. This year, members from the Army, Navy, Air Force and Marines will be represented.

After the games, families will be invited to the field for a ceremony where they will meet players for the first time and receive the actual game jerseys commemorating loved ones.

Players' parents coordinated the event through the Michigan chapter of Military Families United – the nonprofit charitable organization whose mission is to "Honor the Fallen, Support Those Who Fight, and Serve Their Families."

"We are so proud of the Titan and Falcon players taking part in this heartwarming game," explains Wendy Day, event coordinator at the Army's Survivor Outreach Services. "Not only are these ladies paying tribute to our Nation's heroes, but this game makes an impression that will last a lifetime."

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