

CARS

Design after the War

A leading American industrial engineer, quoted by EMMET CROZIER in this article from the New York Herald Tribune, says the post-war motor-car will not be radically different in appearance and performance from the 1942 models. But it will probably be lighter, stronger and roomier, and the engine may be in the rear.

WAR BROUGHT a curious breathing spell to the automobile. In a period and an atmosphere which has produced amazing progress in aviation, development of the automobile has perforce stood still. Like that childhood game in which the players on signal suddenly assumed statue-like attitudes of arrested motion, the passenger automobile industry froze a few months after the attack on Pearl Harbour and has remained in the awkward and unaccustomed attitude of suspended animation.

When the war's end breaks this spell of immobility we know that production will be resumed as quickly as possible on 1942 models and that all the new cars produced during the six months to a year after the war will be the familiar models of two years ago.

Meanwhile, the whole motor industry will be in a ferment of activity, designing, testing, building mock-ups, and preparing sales campaigns for the post-war automobile which the American public expects and for which its cheque-book will be ready.

Raymond F. Loewy, noted industrial engineer who is credited with developing the streamline in modern industrial design and one of the first to apply its principles to the automobile, has made some preliminary studies for the post-war car. Discussing it, he begins with the observation that there probably will be no dramatic, glamorous departure from the automobile we have known.

It Will Be Superior

The post-war car, Mr. Loewy says, will not have folding wings to take it soaring through the air over detours or

traffic jams; it will not be able to swim lakes or paddle across rivers. In appearance and in performance the post-war automobile will not be radically different from the 1942 model—a fairly good car—but in a number of respects it will be definitely superior.

The post-war car will be lighter without sacrificing strength. The average 1942 car of popular make weighs 2,950 lbs.; the post-war automobile should weigh 2,000 to 2,400 lb. Considerable weight can be saved through the use of aluminium, magnesium, and light alloys. Hood panels and door panels will be made of lighter materials, and a further reduction is needed in the unsprung weight of the car.

Visibility will be greatly improved in post-war designs. Driver and passengers—but especially the driver—will be able to see more of the road ahead and

