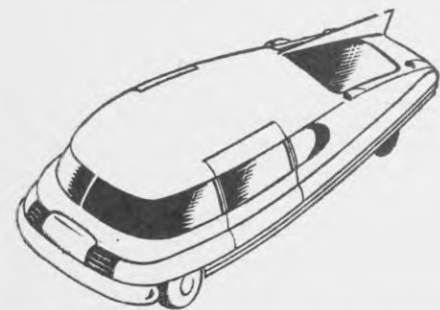
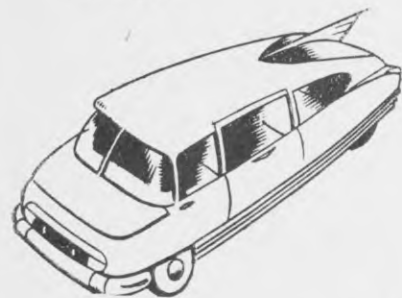
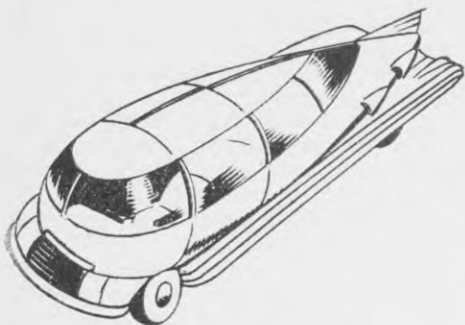


the traffic problems developing on both sides of the road, as well as in the rear. Smaller hood, redesign of the windshield, adjustable seat for driver and larger areas of transparency in the sides and rear of the car will increase the visibility from a third up to a half, Mr. Loewy estimates.

Where the present driver's seat is adjustable (on some models) forward and backward to accommodate long and



The post-war car will probably look more like those shown on the opposite page than those above.

shorter legs, the new car seats may be adjustable for height. This can be done with a device similar to the elevator in a barber's chair.

Engines may be in Rear

Perhaps the most important changes now engaging the attention of automobile designers are those relating to the engine. Mr. Loewy foresees the possibility of transferring the power plant from its present place under the hood to the rear, where its propulsive force can be communicated directly to the rear axle.

This is not a new idea. The Czech Tatra and the German Mercedes Benz have developed fairly successful automobiles with rear-end power plants, and the French Citroen and American-built Cord hooked the engine to front-wheel drive. But these cars were more expensive and were not so rugged or dependable in operation.

Remote-control equipment developed for the operation of ball turrets of Flying Fortresses and other electrical devices perfected for aircraft operation can be applied to rear-end engine control in the post-war automobile.

Mr. Loewy also contemplates a more efficient engine installation, which would enable a garage mechanic to remove the power plant in ten minutes or less by unscrewing six or eight bolts, and substituting a service engine for temporary use while the old one is being overhauled, tested, and repaired. Present service techniques take the automobile out of use even for minor repairs, and the owner's insistence upon speed in the work frequently makes thorough inspection and careful craftsmanship impossible.

In body design, Mr. Loewy is ready with some arresting new ideas.

Roomier Bodies

His sketches show slightly larger and roomier bodies for the post-war automobile, with the greater width in the front seat. One Loewy suggestion is that the purchaser have the option of a number of seating arrangements: One grouping, designed for a large family, would seat four in front, two in the