



# “THE Car of the Future will be a LIGHT-WEIGHT car!”

The Automotive Engineer says: “The feather-weight car of the future will roll up thirty to forty miles for every gallon of gasoline. It will register at least twenty thousand miles for each set of tires. It will turn upside-down all existing tables of car-performance and service!

“It will not depend upon bulk for its durability, nor upon weight for its riding ease—but upon advanced structural design and new materials—upon balance, proportion and spring suspension.

“All excess weight will be left in the foundry to be used for flatirons or for other products in which weight will not tax upkeep, retard performance or shorten the life of the car.

“The motor of today is a high-powered motor only because it is forced to pull an excess load that is just as unnecessary as a lead filling in the saddle of a horse. Compared with this power plant, the motor in the car of less than a thousand pounds will seem like a miniature.

“The cars of the country now are hauling at least five million tons of weight more than will be hauled by the same number of cars when the car of the future comes into its own.

“Excess weight is helping to keep the number of cars scrapped each year above the million mark.

“Excess weight is responsible for the fact that tires are pounding out quickly instead of wearing out s-l-o-w-l-y.

“Excess weight is causing enormous and unnecessary drains on an already failing gasoline supply.

“The tide of development in motor transportation flows irresistibly in the direction of the car of greater economy of operation, greater ease of handling, better riding qualities—the car that will impose a smaller tax on its owner and upon the communities whose roads it travels—The Car of the Future will be a Light-weight car!!”

*At the last meeting of the Society of Automotive Engineers*

William B. Stout, Consulting Engineer, The United Aircraft Engineering Corporation, said:

“We should have a 900-pound, 5-passenger car that will be a better riding car than any now on the market. This will be made possible through war experiments for airplane construction, and the engine will be of 15-horsepower, 6-cylinder, weight 120 pounds. This car should give 30 to 40 miles on a gallon of fuel. The problems are in unsprung weight and axles and drives.”

Henry M. Crane, Vice-President and Chief Engineer of the Wright-Martin Aircraft Corporation, said:

“The trend is toward lighter cars. The closed bodies will be made in increased proportion. There will be a greater mileage per gallon of fuel. Maintenance must be made less of a problem for the car owner.”

