



WORLD OF TOMORROW STYLING

FORD MOTOR COMPANY

La Galaxie



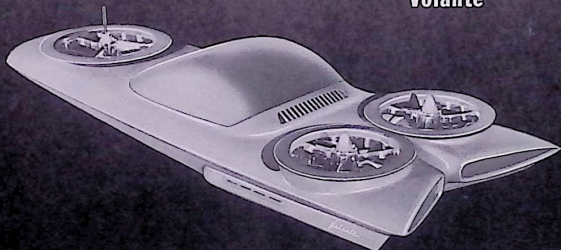
In an isolated area of the Ford Motor Company Styling Center in Dearborn, Michigan, behind doors to which few have keys, there are people who make a business of letting their imagination run free. Their ideas, conceived in the form of colorful sketches and renderings, are realized in clay, plaster and fiberglass models of vehicles which resemble nothing on the road today.

These are the "visioneers" of automotive styling—the advanced stylists. To them, no concept is too fanciful for exploration. It may contain the germ of something valuable, some new shape or design feature that may be used in the more immediate tomorrow. Such are the cars described here and on display in this exhibit.

La Galaxie is the newest study model produced by Ford Motor Company advanced styling. Its shrouded look offers a marked departure from the appearance of contemporary American cars. Normal offsets between glass and sheet metal areas have been eliminated so that all window glass in **La Galaxie** is nearly flush with the sides of the car and with its roof.

The car was developed to explore future styling concepts as they evolve from engineering and technological developments.

Volante



Chief among its features is a proximity warning device—a safety feature designed not only to warn of vehicles or objects ahead, but also to stop the car automatically if the driver fails to take action. A screen located directly in front of the driver indicates the distance between his vehicle and any other object immediately in front of him. Under normal conditions a curved green line will appear near the top and bottom of the screen. As the distance narrows, the lines move into an amber area and an amber warning light flashes.

If the distance reaches a pre-set minimum, the lines drop into a red area on the screen, a red warning light flashes, the rear stop lights are turned on and sufficient pressure is automatically applied to the brakes to slow the car or bring it to a complete stop if necessary.

While such a device is not available in current cars, continuing progress in the field of automotive safety promises to make it a reality in the foreseeable future.

The interior of **La Galaxie** has three fully adjustable and individual front seats. Each has an adjustable head rest and the two outboard seats are also provided with arm rests. The rear seat is form-flowed, integrated with the side panels and accommodates three passengers.

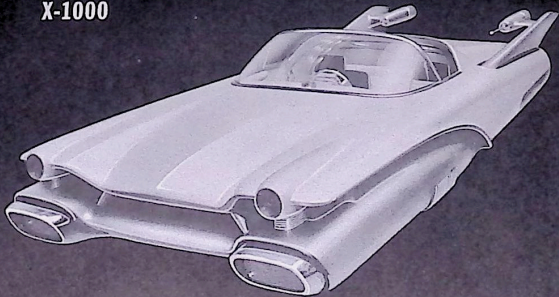
Dual deck lids are electrically-operated to provide access to the twin storage areas, which are separated by the fuel tank.

Engine and fuel warning devices, together with a communications control, are situated in two transparent spheres on the instrument panel. The communications control on the right-hand side may be used to tune the AM-FM radio, select hi-fi tape recordings or permit communication with home, office or a central exchange. A pulsating light coupled with an audio signal would indicate an incoming call.

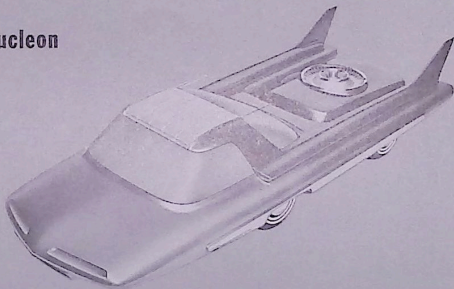
Although *La Galaxie* seats six people, it would not be necessary to move the front seats in order for rear-seat passengers to enter the car. They could step directly into the rear passenger area as a result of a revolutionary new entry method development, the details of which cannot be disclosed but which makes a two-door arrangement possible.

Although the day when there will be an aero-car in every garage is still far off, the *Volante* indicates one direction that the styling of such a vehicle could take. The car might be powered by means of three units arranged in a triangular pattern, which would provide both lift and thrust. The forward unit is composed of two counter-rotating blades and a motor, while each of the two rear units is made up of a single set of blades moving in opposite directions to offset torque.

X-1000



Nucleon



The **De Paolo** represents one avenue of exploration into the development of a vehicle with both sports car performance and certain features adaptable for use in mass-produced passenger cars. Its high action styling is almost an inversion of the form most typical of American automotive styling. Side moulding treatment is effected in such a way that it transmits the feeling of motion conveyed by the wheels, while the fairings around the wheel housings represent a unique use of sculptured metal in the lower body.

The influence of supersonic aeronautical design is evident in the **X-1000** with its bubble-type canopy, delta-shaped fins and suspended jet-pod fenders with headlights designed aerodynamically into the fender surfaces. The long torpedo-shaped taillights cantilevered off the inboard surfaces of the tail fin could enclose electronic devices to warn of approaching vehicles. A push-button control and the instrument panel "float" in the center of the deep-dish safety steering wheel.

Designed to operate at speeds in excess of 500 miles per hour, the **Maxima** is the product of research into the application of radical aircraft shapes to automobiles. At the present time it is still speculative from

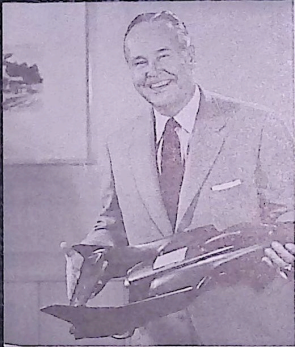
La Tosca



the point of view of both its styling and its functionalism. However, the car could conceivably serve as a test vehicle for the evaluation of automotive components at extremely high speeds under controlled conditions. The three-wheeled model provides for a jet-thrust propulsion system.

A glimpse into an atomic-powered future when car drivers might select their own horsepower is provided by the **Nucleon**. The car features a power capsule, suspended between twin booms at the rear, which could contain a radio-active core providing motive power. Power output of the vehicle could be controlled at the driver's option according to the size of the core. Slit beam horizontal headlights are featured in the front end of the car, and retractable front and rear bumpers provide added aerodynamic advantages.

A new dimension—movement—was introduced into automotive styling with the development of **La Tosca**, a remote-controlled model that travels at a top speed of five miles an hour and can be controlled at distances up to 1½ miles. Maneuverable in all directions, the car has a removable fiberglass body mounted on a radio-controlled chassis designed for rapid interchangeability of body shells. Headlights retract under two doors set into the nose of the car.



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