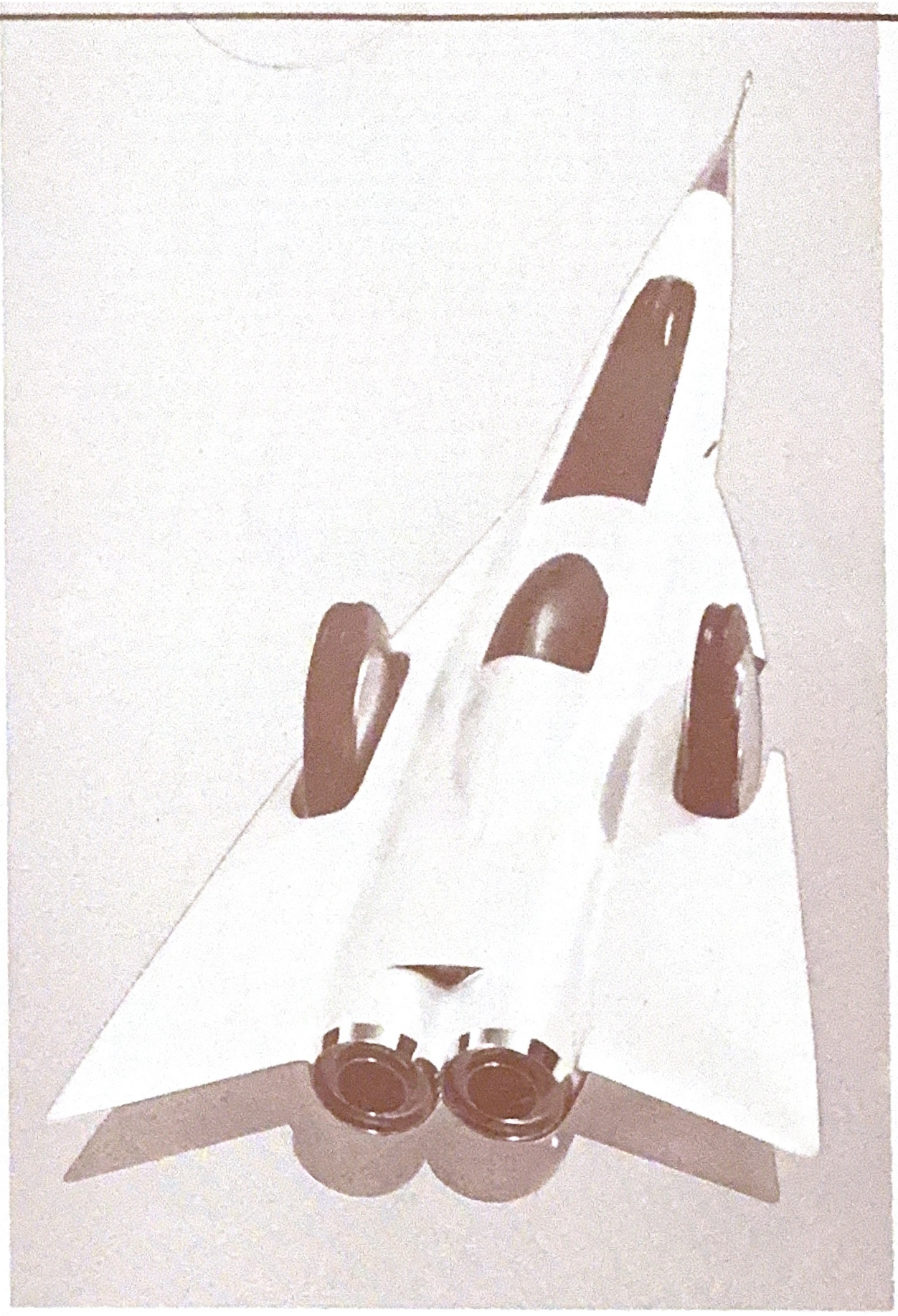
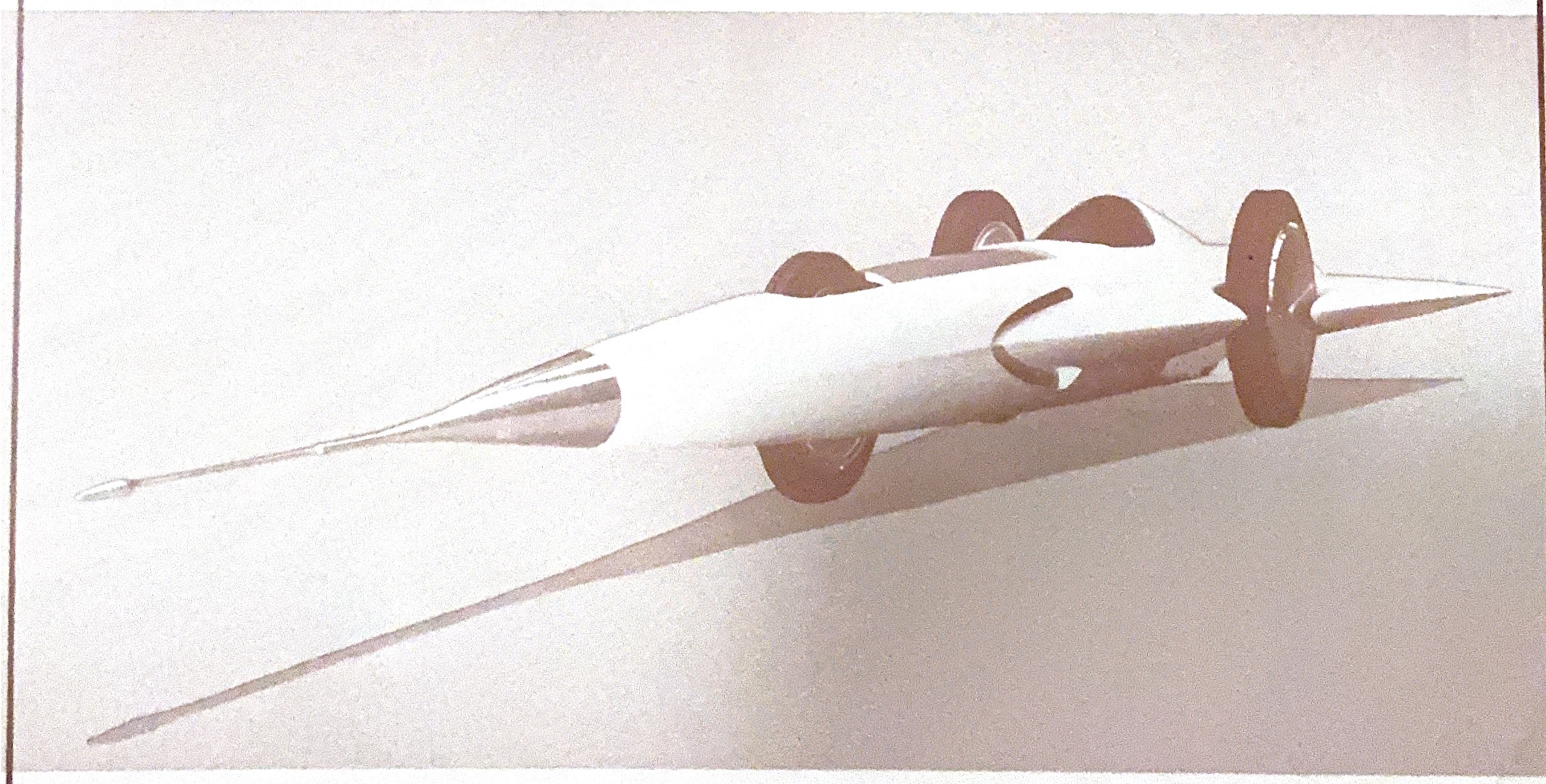
Maxima





MAXIMA

Designed to operate at extremely high speeds—probably faster than the speed of sound—the Maxima is the product of research into the application of radical missile shapes to automobiles.

This ⅜-scale model, developed in the Ford Motor Company Design Center, is purely speculative from the point of view of both its design and its proposed function. However, the car conceivably could serve as a test vehicle for the evaluation of automotive components at extremely high speeds and under controlled conditions.

The three-wheeled model is intended for jet thrust propulsion. Advanced designers at Ford envision an automatic course correction system linked to the jet engine, thus eliminating the need for a huge, drag-producing rudder.

The needle nose of the model was designed to act as a Pitot tube for accurate indications of air speed and to prevent violent shock wave formations.

Aerodynamic research has shown that air, traveling around parts of a vehicle, can move at supersonic speeds, although the vehicle itself is still moving at a subsonic rate of speed.

SPECIFICATIONS

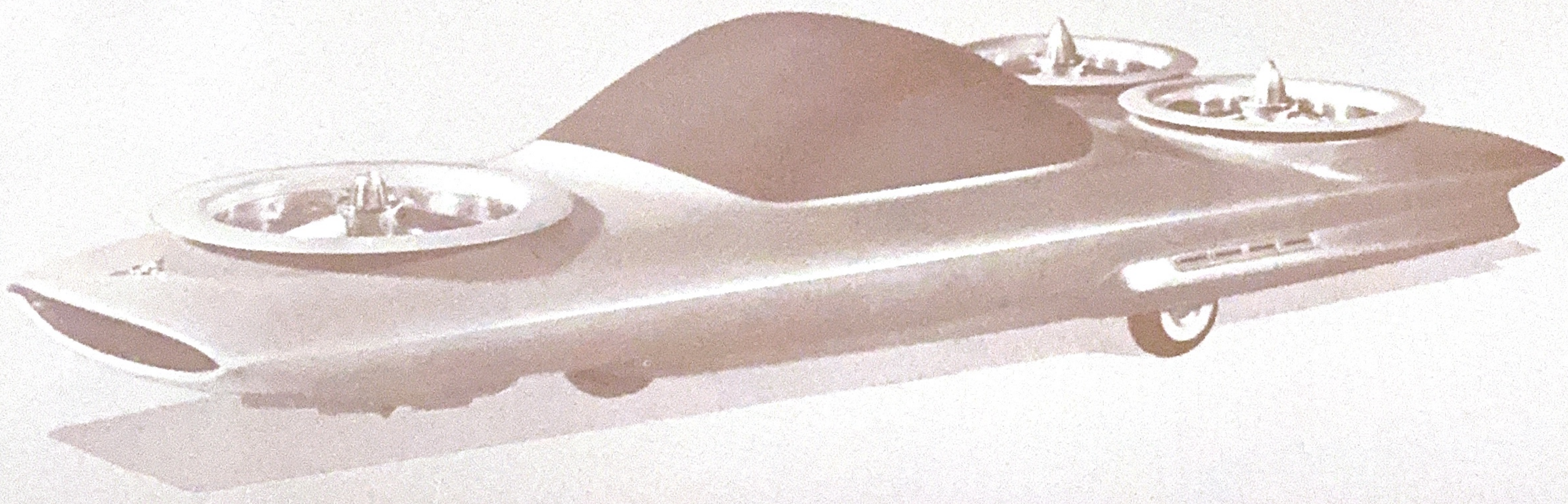
	Design Dimensions	Actual Dimensions*
Wheelbase	123.5″	46.3″
Over-All Length	335.8″	125.75″
Over-All Height	42.7″	16.0″
Over-All Width	110.1″	41.3″
Rear Tread	54.7″	20.5″

*The Maxima is a 3/8-scale model.

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FORD MOTOR COMPANY
DEARBORN, MICHIGAN

Volante



VOLANTE

Although the day when there will be an aero-car in every garage still may be far off, Ford Motor Company research designers have developed this ⅜-scale model to show how such a vehicle might look.

Named the Volante, the model is not operable but represents a design concept of a vehicle that might be capable of operating either in the air or on the ground. The tri-athodyne concept calls for ultra-sophisticated use of the ducted fan principle, employed in a unique manner.

The front rotor features two sets of contra-rotating blades in conjunction with two opposite-rotating, multi-bladed fans in the rear. This system theoretically cancels out all propeller torque characteristics, with the result that aerodynamic tail surfaces are not needed.

The Volante would be controlled by a system of adjustable lateral and longitudinal vanes, which would allow complete maneuverability in all directions.

The tri-ducted fan arrangement also inspired Ford designers to take full advantage of the delta-shaped aerodynamic configuration.

SPECIFICATIONS

	Design Dimensions	Actual Dimensions*
Wheelbase	72.1″	27.0″
Over-All Length	214.3″	80.3″
Over-All Height	43.4″	16.3″
Over-All Width	82.1″	30.8″
Rear Tread	60.7″	22.8″

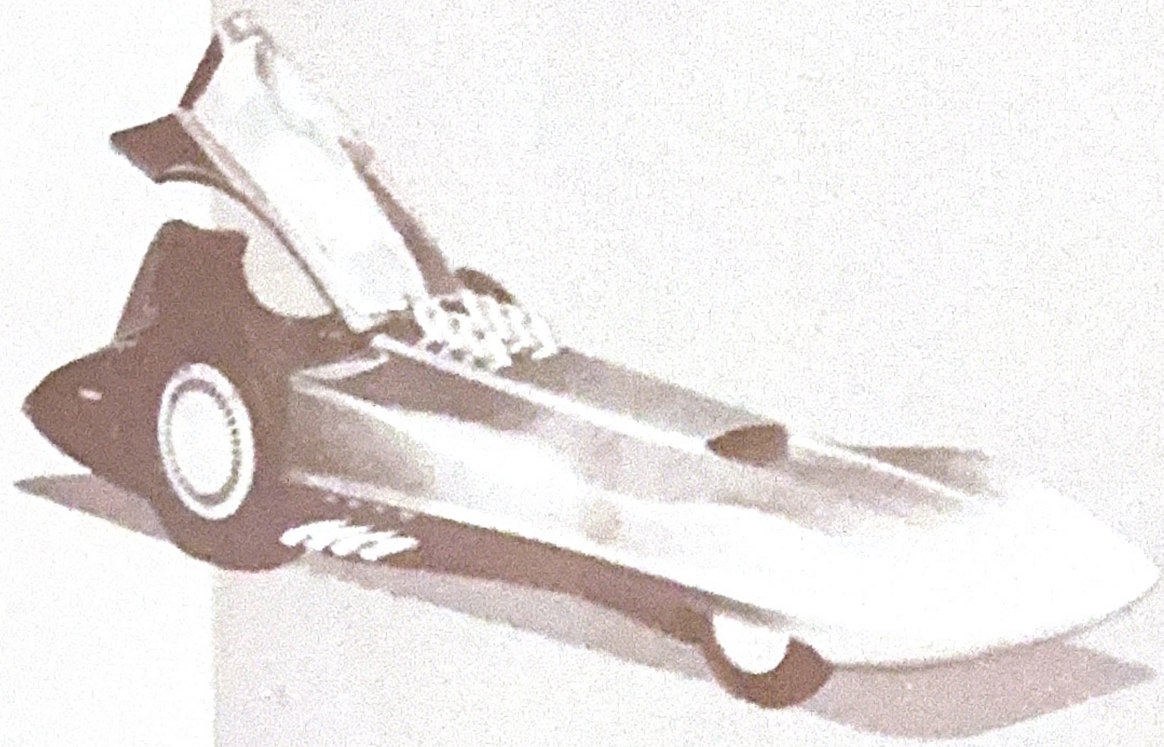
*The Volante is a 3/8-scale model.

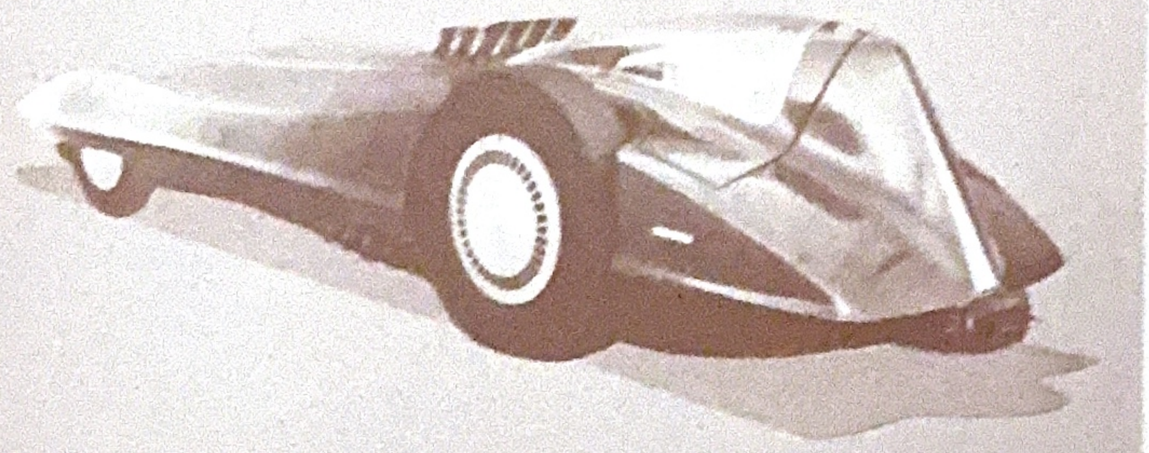
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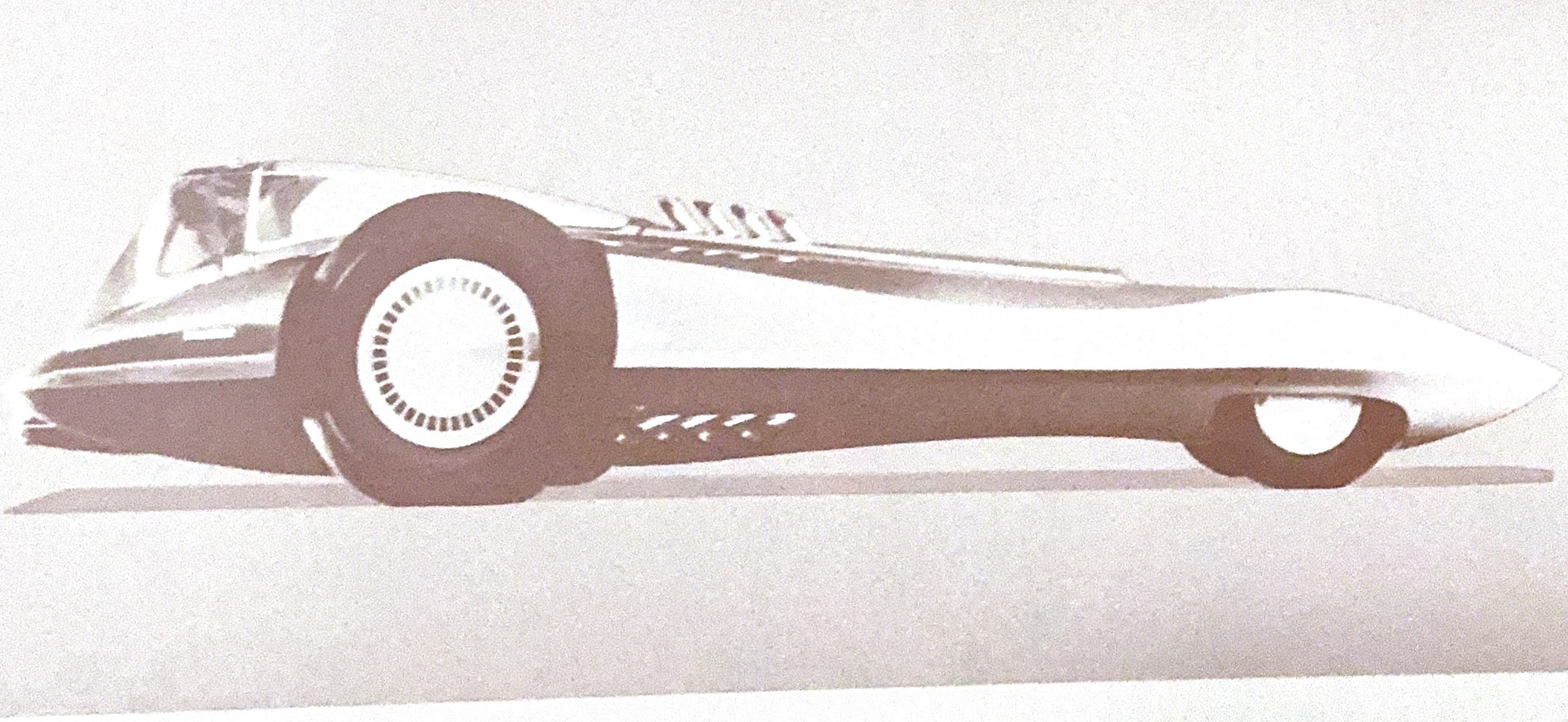
FORD MOTOR COMPANY
DEARBORN, MICHIGAN

1964

The Twister







THE TWISTER

A "dream dragster" executed in 3/8-scale by Ford Motor Company designers, the Twister's exterior concept is that of a streamlined "Coke bottle." The configuration was inspired by the multi-form contours of supersonic aircraft.

The driver's cockpit is fully enclosed and contains a semi-supine contour couch that could withstand extreme G loads.

Designers envision the use of dual Ford 427 cu. in. engines, mounted radially and driving through a common gear box. This arrangement could yield as much as 950 horsepower, according to the designers. The driving wheels would be 11.00 x 22.5 giant truck tires with special slick treads.

If an operable, full scale version were built, the dragster's features would include 16 engine exhausts (one for each cylinder), separate carburetors and superchargers for each engine, and a "pop chute"—a braking parachute—eight feet in diameter.

The interior design includes brake pedal, accelerator pedal, ammeter and oil pressure indicators, a transmission selector lever and a tachometer redlined at 7500 r.p.m.

SPECIFICATIONS

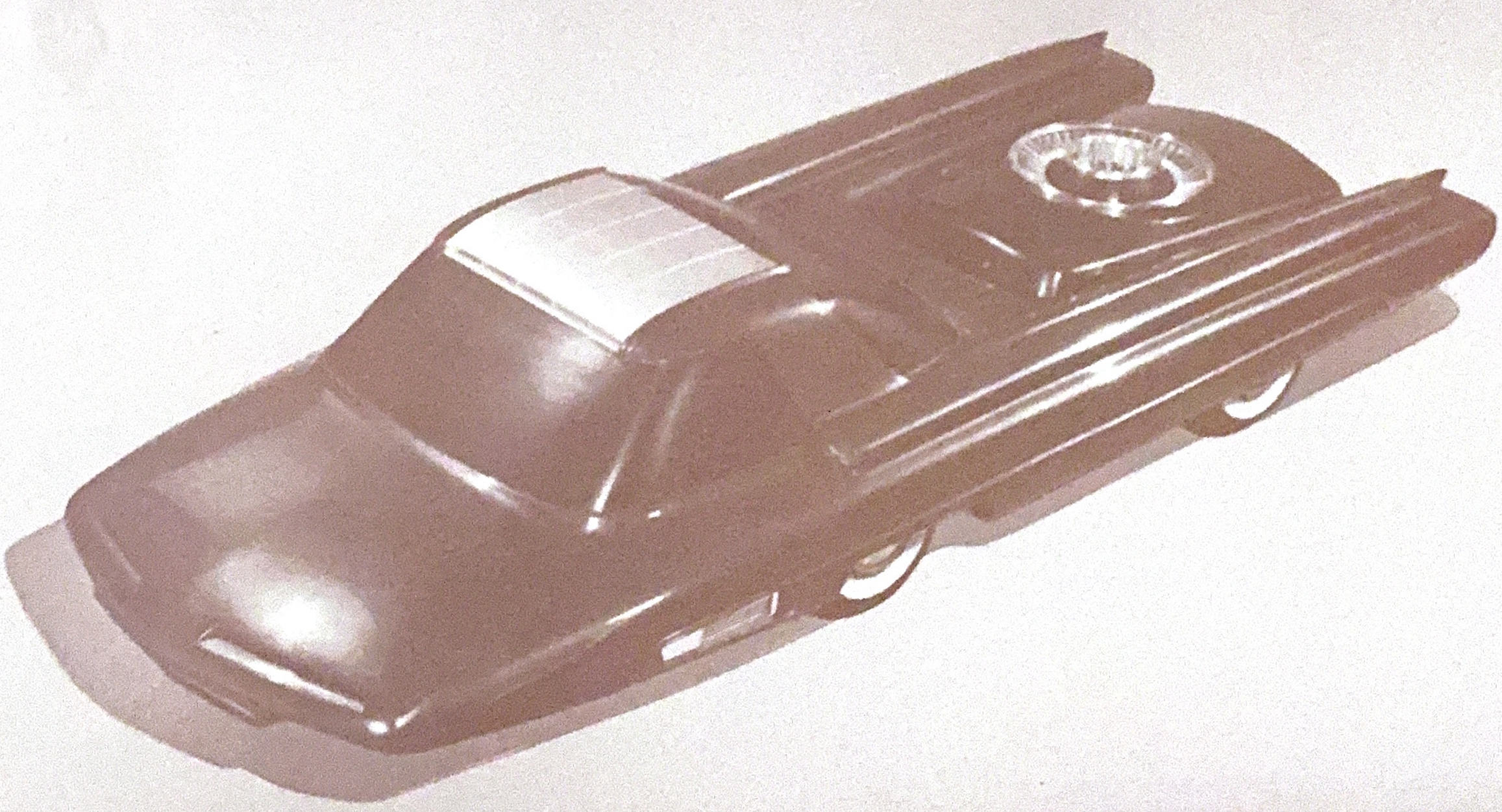
	Design Dimensions	Actual Dimensions*
Wheelbase	112.00"	42.00"
Over-All Length	216.00"	81.00"
Over-All Height	47.70"	17.75"
Over-All Width	62.00"	23.25"
Front Tread	46.25"	17.30"
Rear Tread	48.00"	18.00"
Tire Size (Front)	6.00 x 13	2.25 x 4.875
Tire Size (Rear)	11.00 x 22.5	4.125 x 8.44

*The Twister is a 3/8-scale model.

PUBLIC RELATIONS • PRODUCT PLANNING & DESIGN STAFF

FORD MOTOR COMPANY
DEARBORN, MICHIGAN

Nucleon



NUCLEON

A glimpse into an atomic-powered future is provided by the Nucleon, a ⅜-scale model developed by advanced designers at Ford Motor Company.

Designed on the assumption that the present bulkiness and weight of nuclear reactors and attendant shielding will some day be reduced, the Nucleon is intended to probe possible design influence of atomic power in automobiles.

The model features a power capsule suspended between twin booms at the rear. The capsule, which would contain a radioactive core for motive power, would be easily interchangeable at the driver's option, according to his performance needs and the distance to be travelled.

The drive train would be part of the power package, and electronic torque converters might take the place of the drive-train now used. Cars like the Nucleon might be able to travel 5,000 miles or more, depending on the size of the core, without recharging. At that time, they would be taken to a charging station, which research designers envision as largely replacing the present-day service station.

The passenger compartment of the Nucleon features a one-piece, pillarless windshield and compound rear window, and is topped by a cantilever roof. There are air intakes at the leading edge of the roof and at the base of its supports.

Cars such as the Nucleon illustrate the extent to which research into the future is conducted at Ford Motor Company, and point up the designer's unwillingness to admit that a thing cannot be done simply because it has not been done.

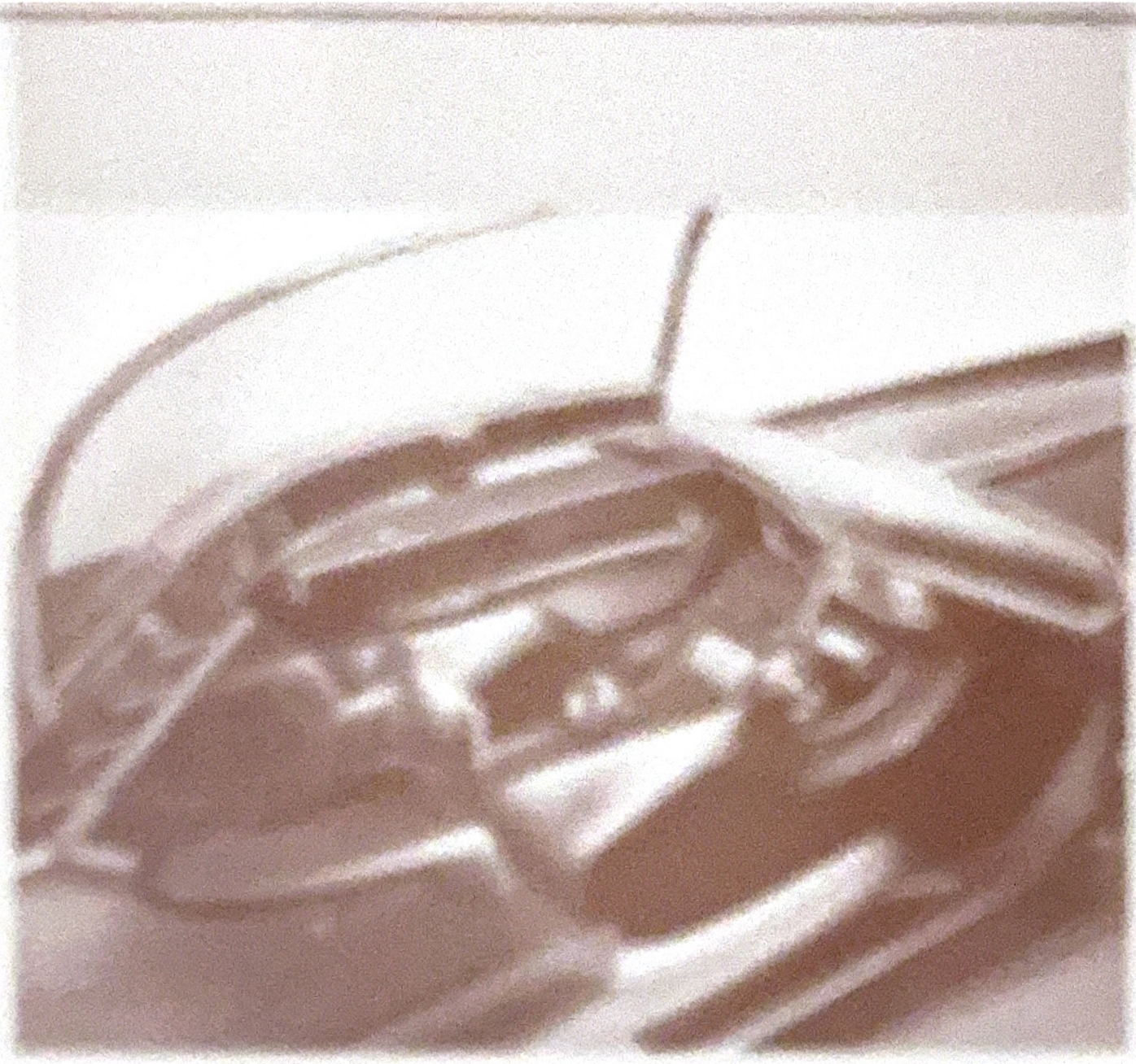
SPECIFICATIONS

	Design Dimensions	Actual Dimensions*
Wheelbase	69.4"	26.0"
Over-All Length	200.3"	75.0"
Over-All Height	41.4"	15.5"
Over-All Width	77.4"	29.0"
Front Tread	61.4"	23.0"
Rear Tread	61.4"	23.0"

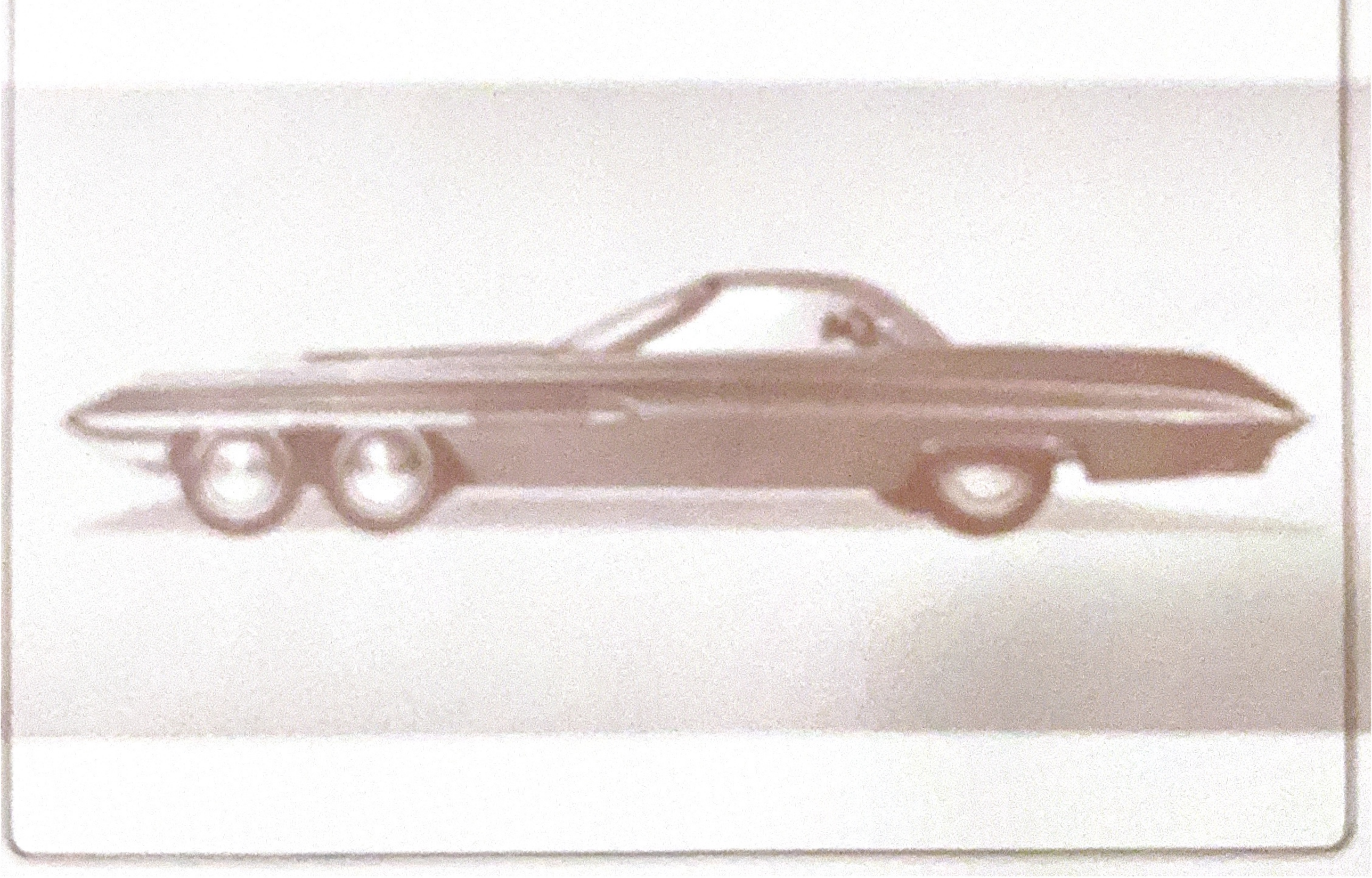
*The Nucleon is a 3/8-scale model.

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FORD MOTOR COMPANY
DEARBORN, MICHIGAN



Seattle-ite XXI



SEATTLE-ITE XXI

This Ford Motor Company dream car envisions four steerable front wheels and interchangeable power packages. Called the Seattle-ite XXI, it calls for such advanced ideas as a travel programming computer, variable-density glass, jalousie windows and fingertip steering.

Gene Bordinat, Ford vice president—Design, describes the Seattle-ite as "an example of the kind of exploration that can lead to key breakthroughs in automotive design and engineering."

The separate engine compartment could accommodate either highly sophisticated fuel cells operating electric motors, or compact nuclear propulsion devices. Power capsules would be easily interchangeable. Research designers also believe the tandem-mounted wheels would greatly enhance tracking, traction and braking efficiency.

In addition to the unique six-wheel approach evident in Seattle-ite's exterior appearance, the dream car has several forward-looking interior features.

For example, a travel programming computer would impart a new simplicity to instrument panels and eliminate the need for dials and gauges. In their place would be a centrally mounted viewing screen, where engine performance characteristics, road and weather conditions, and other pertinent information could be quickly and automatically projected.

Seattle-ite's fixed, contoured seats are an integral part of the car's structure. The floorboard would be adjustable, so that the floor-mounted pedal controls could be moved to any driver-selected position.

Variable-density glass around the passenger compartment would give cool, diffused light. Jalousie windows would offer further passenger comfort by improving ventilation and reducing noise. The separation between passenger compartment and power capsule also would contribute to noise reduction, making possible new levels of quiet and comfort for passengers.

SPECIFICATIONS

	Design Dimensions	Actual Dimensions*
Wheelbase	122.8″	46.0″
Over-All Length	221.6″	83.0″
Over-All Height	45.4″	17.0″
Over-All Width	80.0″	30.0″
Front Tread	60.1″	22.5″
Rear Tread	65.4″	24.5″

*The Seattle-ite XXI is a 3/8-scale model.

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