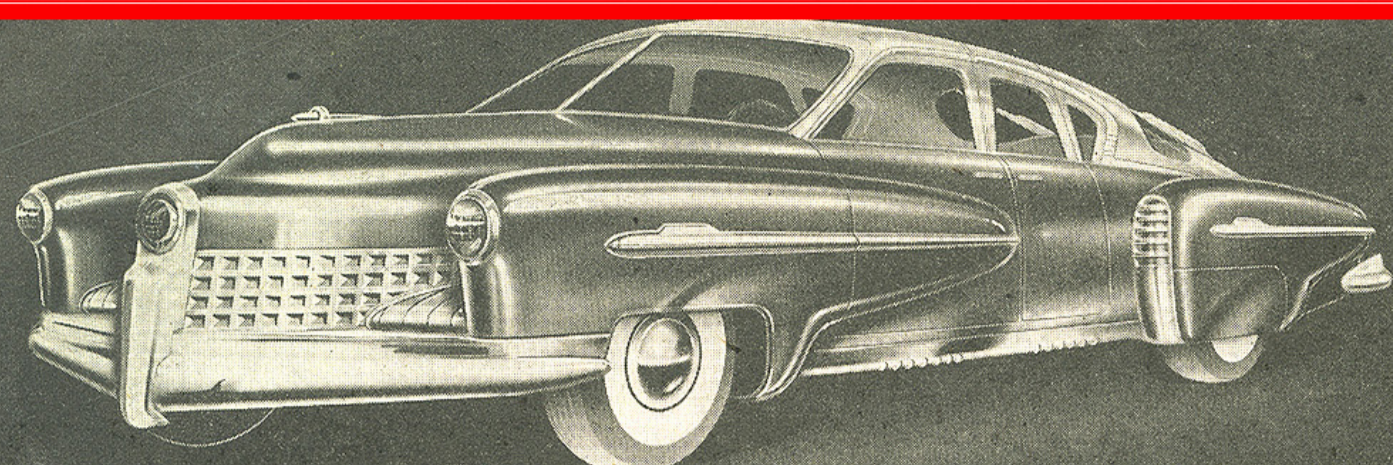


Pathfinder

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Tucker's Car



TUCKER '48. It will have rear-mounted engine, many race-car features.

First models of the Tucker '48, only really revolutionary postwar car so far, should be ready for public showing in New York, Chicago, and on the West Coast within 60 days.

Last week President Preston Tucker said he expects cars to be rolling off his assembly lines late this fall at the rate of 200 a day.

The 44-year-old automotive designer is dickering with the Government for a 10-year lease of the big Dodge B-29 Superfort engine plant in Chicago, with an option to purchase within nine and a half years for \$30 million. The lease will become effective July 1, if Tucker's financial arrangements satisfy the War Assets Administration.

Rock Road Ahead. A recent advertisement in *The New York Times* highlighted the troubles that beset new makes: "Kaiser, 1947, low mileage, 4-door deluxe, at list, will exchange for good used car. . . ." In some cities K-Fs were available for immediate delivery while used 1947 models of other automobiles were hard to get even at \$100 or more above the list prices.

Reason: Buyers are leery of paying high prices for an "unknown."

Tucker engineers hope they can avoid these early growing pains by offering a genuinely new car fully proved before it reaches the market. Its price—about \$1,800—will not be definitely fixed until manufacturing and component costs have been determined.

Tucker's car, an object of intense interest since he announced back in 1945 that it would have exclusive features

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proved on the world's toughest testing ground, the Indianapolis Speedway, will be one of the lowest cars ever built. The six-passenger, six-cylinder model will weigh less than 3,000 pounds. Among other major departures from conventional design:

- ● The engine, placed in the rear instead of the front, will be mounted transversely across the chassis, supplying power directly to the rear wheels.

- ● Eliminated will be not only the conventional transmission, but the clutch, driveshaft with floor tunnel, torque tube, and differential.

- ● Economy—up to 35 miles to the gallon—will be gained by fuel injection, high frequency ignition, lighter weight and elimination of 800 parts.

- ● Sustained cruising speed of 100 mph will be possible with the 150 h.p. airplane type engine.

- ● Liquid coolant which flows at temperatures from -50° to 250° F. will be sealed into radiators.

- ● Mounted with four bolts, the one-package power plant can be removed and replaced in less than an hour. Dealers will stock spare engines.

- ● Brakes, carrier-based airplane type, with a single disc between two friction surfaces, will stop the car in two-thirds the distance required by conventional drum brakes.

- ● "Cyclops Eye," a third headlight mounted in the center of the hood, will turn with the wheels to light curves.