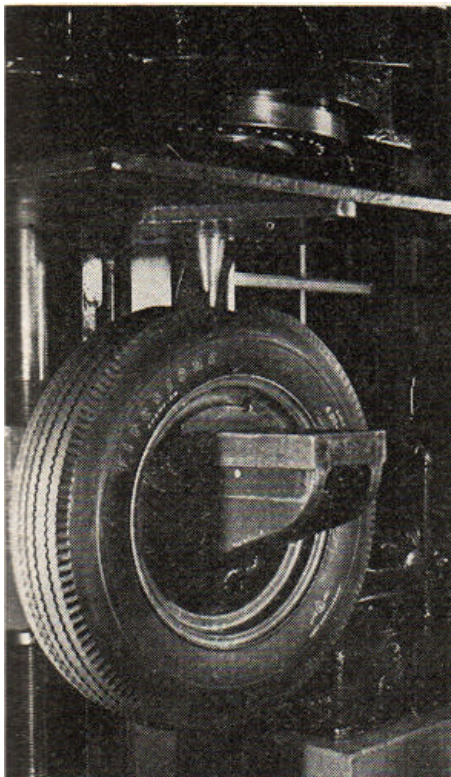


# NEWS of the INDUSTRY

## To Test, It Rams



*This hydraulic test machine rams the cone-shaped plunger into tires to test their resistance to severe road shocks in the Firestone Tire and Rubber Co. laboratories.*

pumped under pressure through a hole in the transmission case wall which is also provided with relief holes and an overflow level hole.

## Packard Announces Plans For Automatic Transmission

It now seems likely that Packard Motor Car Co. will have a new automatic transmission available for introduction on its 1948 model cars. In a report to stockholders, George T. Christopher, president, stated that development work has been carried forward on a new automatic transmission for the past two years and that present plans calls for it to go into production during 1947. A current report states that the company has asked suppliers for commitments on automatic transmission parts in a volume estimated at 7000 a month and that production would be starting soon. Another manufacturer of a higher priced car is reported to have parts for an automatic transmission going through production stages.

## No '48 Pontiacs This Year

First hints of 1948 model plans by any General Motors Corp. division were made on a negative note by Harry J. Klingler, general manager of Pontiac Div., when he stated recently that Pontiac will not change over to 1948 models this year. He said that demand was so great that his division will confine all its efforts to producing as many passenger cars as possible without interruption. It will be remembered that GM several months ago scrapped its 1948 dies for Chevrolet, Pontiac, and Olds-mobile models, at least in one body style. It is reported that Buick also does not plan to change to its '48 model this Fall. Another report dealing with new models is that steel companies say that at least three manufacturers have received specifications for steel for 1948 models. One of the companies indicated it wanted delivery in the third quarter and the others were for fourth quarter delivery.

## May Use Aluminum for Steel Replacement Parts

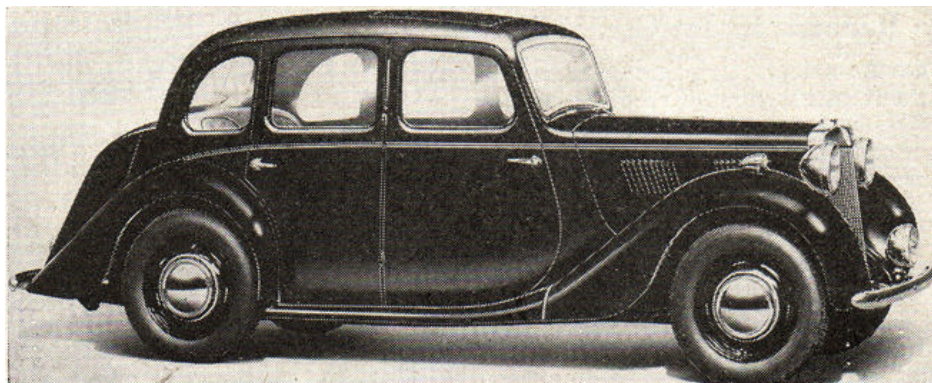
A large automotive manufacturer is said to be considering the use of sheet aluminum for replacement parts normally made from sheet steel. Very little is known about the progress of development but the company is reported to be prompted by the following considerations. Steel is un-obtainable in suitable quality for replacement parts in view of the tremendous quantities demanded by original equipment. Certain non-functional parts which are bulky in nature might normally lie around a long time. Under such conditions, sheet aluminum parts would need no particular treatment but could be stored

until ready for painting and use. In addition, they would be extremely light in weight which would result in lighter crating and could be top loaded with a shipment of heavy parts to branches at a considerable saving in freight cost. It would be necessary to insulate at points of attachment between aluminum and steel parts in order to prevent electrolytic action. The possibility of sheet aluminum parts offers some interesting speculation, but there is no definite information as to whether or not they can compete from a cost basis and whether they ultimately may be adopted.

## Low Cost Car Calls for Many New Techniques

With no major manufacturer apparently anywhere near ready to enter the market with a light, low cost automobile, comments of a Detroit engineer on what probably would have to be done to make such a car a practical market possibility are interesting. He points out that in the first place the manufacturer would have to find some material in which the weight, strength, and cost ratio offers something better than now available. Another factor would be simplification of parts to reduce the total number of pieces required. He suggests such developments as greater use of die castings and de-signing of parts that can be built in one piece instead of several – such as the trend now to include the fender and rear body panel in one piece. Another possible cost saving would be to reduce the number of operations on each piece by casting or forging to approximately the final size and also to reduce the finishing operations to a minimum. He believes another big improvement could be made in reducing to a minimum the handling and

## The New MG Sedan



*A Nuffield product, the new MG sedan is powered by a four cylinder 46 hp engine and features an independent suspension in front of the double wishbone type with coil spring. With a 99 in. wheelbase, the new MG is 13 ft, 5 in. long; 4 ft, 9 in. high; and 4 ft, 10 1/4 in. wide, and the standard model is a four seater sedan with individual front seats weighing 2262 lb. Without purchase tax, the car is price tagged in England at £525.*