



DREAM CARS:

**INNOVATIVE DESIGN, VISIONARY IDEAS
AT THE INDIANAPOLIS MUSEUM OF ART
THROUGH AUGUST 23**

Previous Page: Cadillac Cyclone XP-74, 1959, designed by Harley J. Earl and Carl Renner. Courtesy of General Motors Heritage Center, Warren, Mich. —Peter Harholdt photo

By James D. Balestrieri

INDIANAPOLIS, IND. — Once upon a time, the future was a bright, highly polished thing, sleek with speed, speed that flew at the speed of thought. We would zip around in flying cars from homes that cleaned themselves to work that did itself to play in fields where our

Buick Centurion XP-301, 1956, designed by Harley J. Earl and Charles "Chuck" Jordan. Courtesy of Sloan Museum, Flint, Mich. —Michael Furman photo (Click image to see full size)



senses and dreams mixed and mingled until the boundaries between them fell away. The smallest thing, the atom, would get us there. Unless it killed us first. Small things rule now, some even

smaller than atoms: electrons; viruses — both kinds; amino acids. We are still here, but the future has taken on the weaponized patina of the apocalypse. Now, the future, as we

*Norman Timbs Special, 1947, designed by Norman Timbs. Courtesy of Gary and Diane Cerveny.
—Peter Harholdt photo*





◀ *Tasco, 1948, designed by Gordon M. Buehrig. Courtesy of the Auburn Cord Duesenberg Automobile Museum, Auburn, Ind. —Peter Harholdt photo*

L'Oeuf électrique, 1942, designed and fabricated ► by Paul Arzens. Courtesy Musée des Arts et Métiers, Paris. —Michel Zumbrunn and Urs Schmid photo (Click image to see full size)





*Voisin C-25 Aérodyne, 1934, designed by Gabriel Voisin. Courtesy of Merle and Peter Mullin, Brentwood, Calif.
—Michael Furman photo*

envisioned it once upon a time, is revived in “Dream Cars: Innovative Design, Visionary Ideas,” on view at the Indianapolis Museum of Art

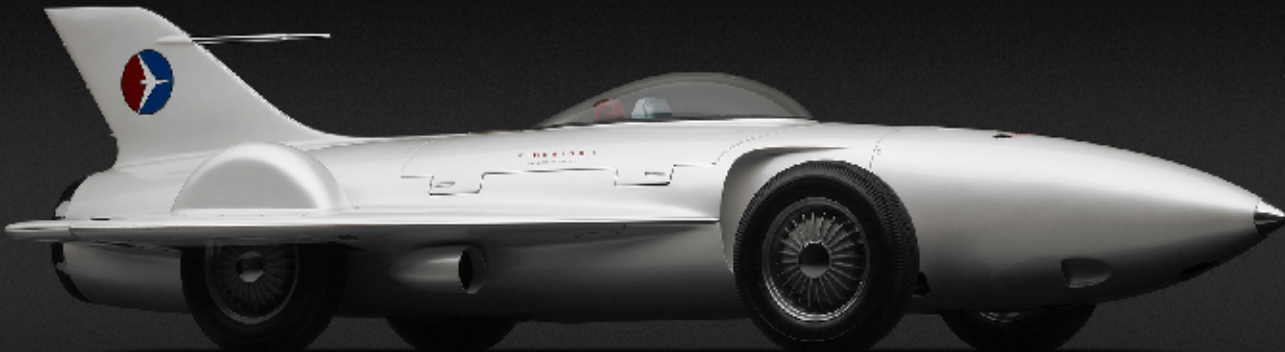
through August 23.

The show is part of our past, a thing for which we are nostalgic. The exhibition is brought to life by some

Chrysler (Ghia) Streamline X "Gilda," 1955, designed by Giovanni Savonuzzi and Virgil Exner. Courtesy of Scott Grundfor and Kathleen Redmond. —Michael Furman photo (Click image to see full size)

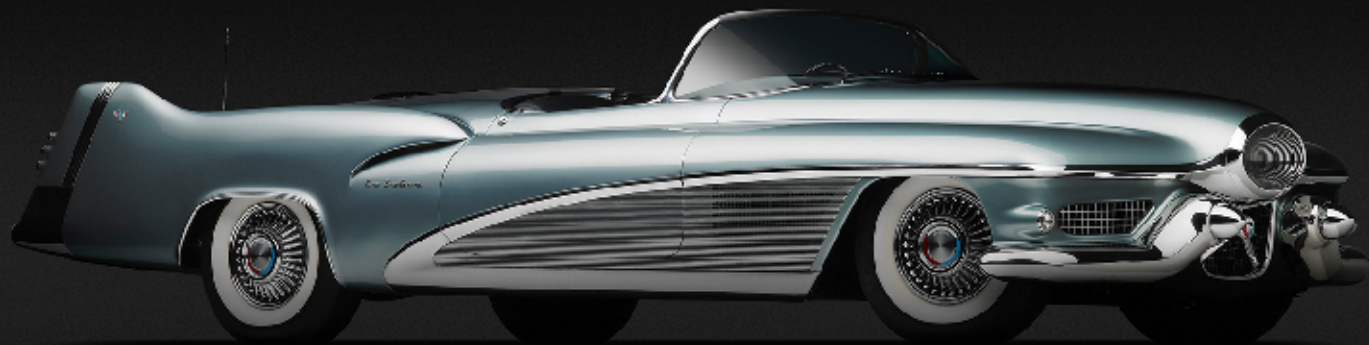


General Motors Firebird I XP-21, 1953, designed by Harley J. Earl, Robert F. "Bob" McLean and GM Styling Section staff. Courtesy General Motors Heritage Center. —Michael Furman photo (Click image to see full size)



pretty nifty state-of-the-art micro/nanotech, courtesy of the Net — tech that the dream car designers of the 1940s and 1950s could just about imagine. In the fashion of Disney's Test Track at Epcot, visitors can design their own cars, virtually,

and test them, replicating in minutes what once took months when the dream teams at Detroit's General Motors, Torino's Pininfarina and others sculpted models out of clay and subjected them to wind tunnel tests with jets of ink marking the



General Motors Le Sabre XP-8, 1951, designed by Harley J. Earl and GM Styling Section staff. Courtesy of General Motors Heritage Center, Warren, Mich. —Michael Furman photo (Click image to see full size)

movement of air over the bodies of cars. To add even more to the exhibition, a tablet app allows visitors to explore features inside the cars that would otherwise be inaccessible. So, how we experience the exhibition is part of what the exhibition is about.

Today's microtechnology facilitates our appreciation of yesterday's whiz-bang macro vision of today.

[\(Continued on page 1C inside the E-edition\)](#)

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