

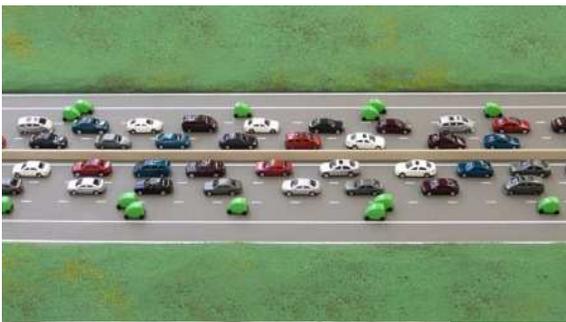
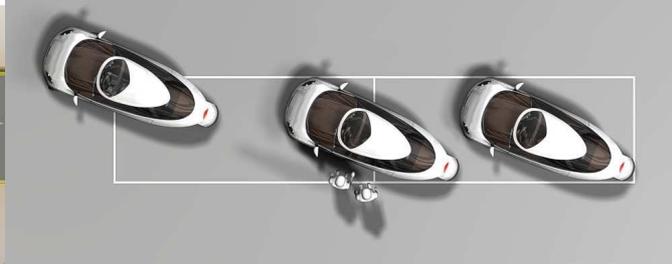
1 Page assessment of two space-efficient vehicle formats: Murray T.25/27 vs New iSetta

Below you see how two vehicles, meant to carry three people, can turn out so differently. Gordon Murray's T.25 / T.27 opted for a brick-type passenger layout 'laterally'. New iSetta has a brick-type layout 'lengthwise'. You can park three 'Murrays' where normally one car would fit, and three New iSettas where two cars are parked. Both vehicles are meant to use freeways more efficiently. As far as low drag, structural rigidity and safety, the cigar-shaped * SEV wins hands down. Hatchbacks are especially vulnerable to rear-collisions.

No better excuse to have a vehicle that tilts (banks) whilst cornering than the one that has a long wheelbase / small front track ratio.

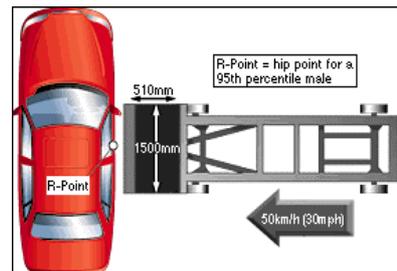
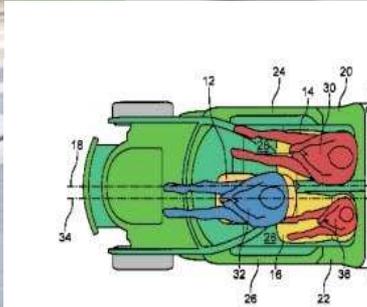
What about front-impact safety? Well, the driver is seated to the left (or right in the EU) to keep him/her safe in the type of frontal collisions that are standard in NCAP testing.

Side-impact safety is effective too. New iSetta's seating layout allows for plenty leeway to the left and right and prevents passenger heads from slamming onto each other during side-collisions.

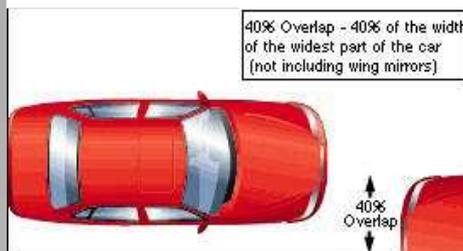


New Mini
New Beetle
New Fiat 500

The iconic-shaped semi-three wheeled New iSetta harks back to the three-wheelers Germans brought in the 50s: the Isetta, Heinkel and Messerschmitt.



The rear bumper, connected to the center boom (not the sway bar), will disperse a rear-impact through the frame and by penetrating the front crumple zone of the oncoming car. Left: New iSetta UK version.



* Have we forgotten history? A box shape (vertical and horizontal struts) is easily collapsible. The old Romans already knew that arches make for a stress-resistant construction. Lighter materials can be used.