

## The history of automotive Headlamps

1896: Louis Bleriot markets gas powered lamps for automobiles.

1904: Prest-O-Lite offers compressed gas in a bottle type lamps.

1907: Battery-powered electric lamps with tungsten filaments come into use.

1911: The 1912 Cadillac – “The Car That Has No Crank” – is introduced with electric lights.

1920: Double-filament bulbs enable discretionary use of high or low beams.

1936: The coffin-nose Cord 810 incorporates hidden headlamps.

1937: General Electric’s sealed-beam headlamps standardize auto lighting.

1948: The Tucker Model 48 features a swiveling, center mounted third headlamp.

1960: Buick’s Twilight Sentinel automatically turns lamps on or off based on ambient conditions.

1963: Halogen lamps become available in Europe but aren’t allowed on American roads for another fifteen years.

1972: Finland requires daytime running lights during winter.

1984: Looking for aerodynamic gains, automakers beseech NHTSA to nix fixed-shape headlamps.

1991: the BMW 7-series uses high-intensity-discharge (HID’s) lamps which produce light from an electrical arc amid xenon gas.

2007: Lexus motors brings forth LED headlamps.

2011: Active high-beams maximize illumination without blinding other drivers.

\*courtesy of Automobile magazine, published November 2012