

# Fairgrounds After 1945

## Of Provisional Solutions and Bumper Cars

**Since the post-war period, fairs have changed visibly. Due to technical innovations, the rides have become bigger and more daring. The performance and show attractions are still on offer, but are steadily decreasing.**

After the end of the Second World War, there was a strong desire for entertainment and prosperity. The first fairs were held in the Rhineland as early as the late 1940s. They often consisted of makeshift solutions. At first, old attractions were operated that had been rescued from the pre-war period or could be repaired. It was not until the use of pneumatics and hydraulics in the 1950s that the rides experienced a new era with innovative movement sequences.

The economic upswing was also noticeable at the funfairs. Electrified and hydraulically operated rides became popular from the 1960s onwards. Rides such as roller coasters, Breakdancers, drop towers and ghost trains became bigger, more colourful and more daring. The bumper cars in particular - equipped with light effects and modern disco music - quickly became popular meeting places for young people.

Classic rides such as observation wheels, horse-drawn roundabouts and swing boats were still found in small numbers as nostalgic attractions. From the 1990s onwards, historicised fairs emerged that attracted visitors with the appeal of the nostalgic and offered space for traditional entertainment that could be found less often at modernised fairs.

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The first bumper car in Germany was put into operation in 1926 at the "Fair for Health Care, Social Welfare and Physical Exercise" in Düsseldorf. In the USA, the first bumper cars were equipped with combustion engines at this time. In the early 1930s, this developed into the go-cart track.