Chain drive

A new lighting series is a coupling of classical and mechanical connections

Much has been written about the entitled attitude of the stereotypical millennial but, in the case of the 26-year-old co-founders of Brooklyn-based lighting and design studio Trueing, this couldn't be further from the truth. Aiden Bowman and Josh Metersky have played their cards slowly since founding Trueing in 2016 in order to enter a lighting design competition. Despite not winning, they went on to exhibit at the 2017 International Contemporary Furniture Fair in New York, earning the Editor's Award for Emerging Designer. Rather than rushing to exploit the attention, Bowman and Metersky held off on releasing any new designs until early this year, instead using the intervening time to refine their creative vision and hone their aesthetic. Their first fully-fledged collection was revealed in January and was immediately picked up by The Future Perfect, making them the youngest designers on the gallery's roster. Each Trueing piece allows its functionality and materiality to inform its design. Exposed mechanical connections showcase Metersky's training as an engineer, while the studio's approach to form, which often finds its roots in classical sources such as Milanese architecture and planetary movements, reveals Bowman's background in art history. The studio's next collection, Cerine, will make its debut during NYCxDesign this month. It features chain links made from borosilicate glass that have been transformed into a sconce, floor lamp, single pendant and swagged pendant, available in seven eye-catching glass shades, as well as four metal finishes. Reminiscent of details found on Beaux-Arts building façades, each lighting design is a dynamic marriage of form and function. *trueing.co*.

The Cerine collection (pictured above) will appear in the windows of Pas de Calais, 482 Broome Street, New York, during NYCxDesign (10-22 May)

INCOMING | JOHN WEICH

MOVING AHEAD

The days of combustion cars in the city are numbered. Clean, cheap, tiny EVs are disrupting the urban mobility food chain, e-scoots are replacing walking, e-bikes are outflanking scooters, and pricey e-pods like Birò and Twizy are making cars obsolete. Toss into the urban salad car share companies like Zipcar and Car2Go, as well as public transport darlings like robo-buses, cognitive light rails and a newfound passion for cable cars, like UNStudio's IJbaan in Amsterdam, and suddenly the future of urban mobility looks very e-nticing. And soon China's cheaper e-alternatives will enter the fray. The real obstacle to urban mobility is not competition, but keeping a company like Uber from gobbling all the competition up.