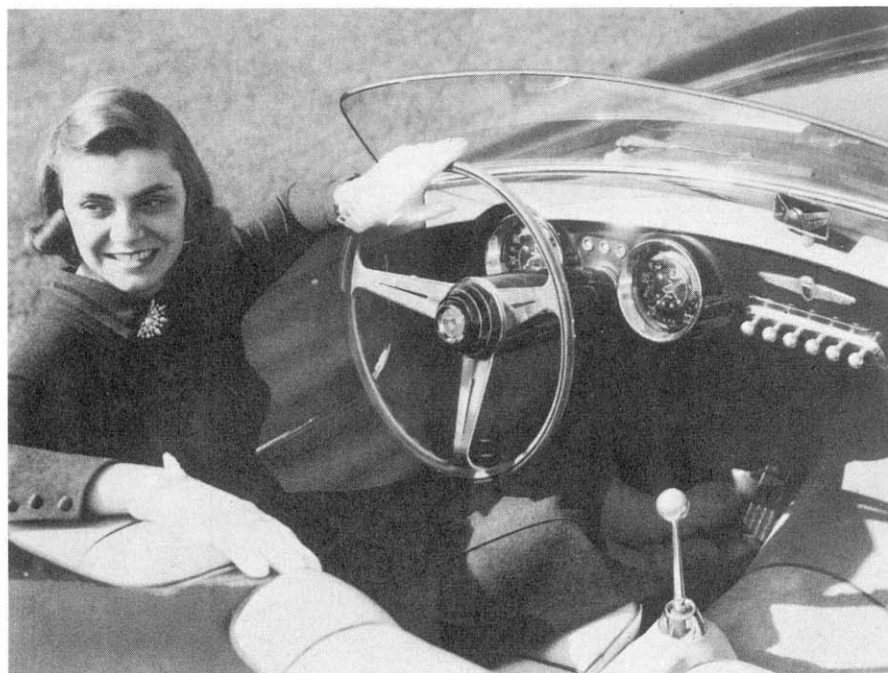
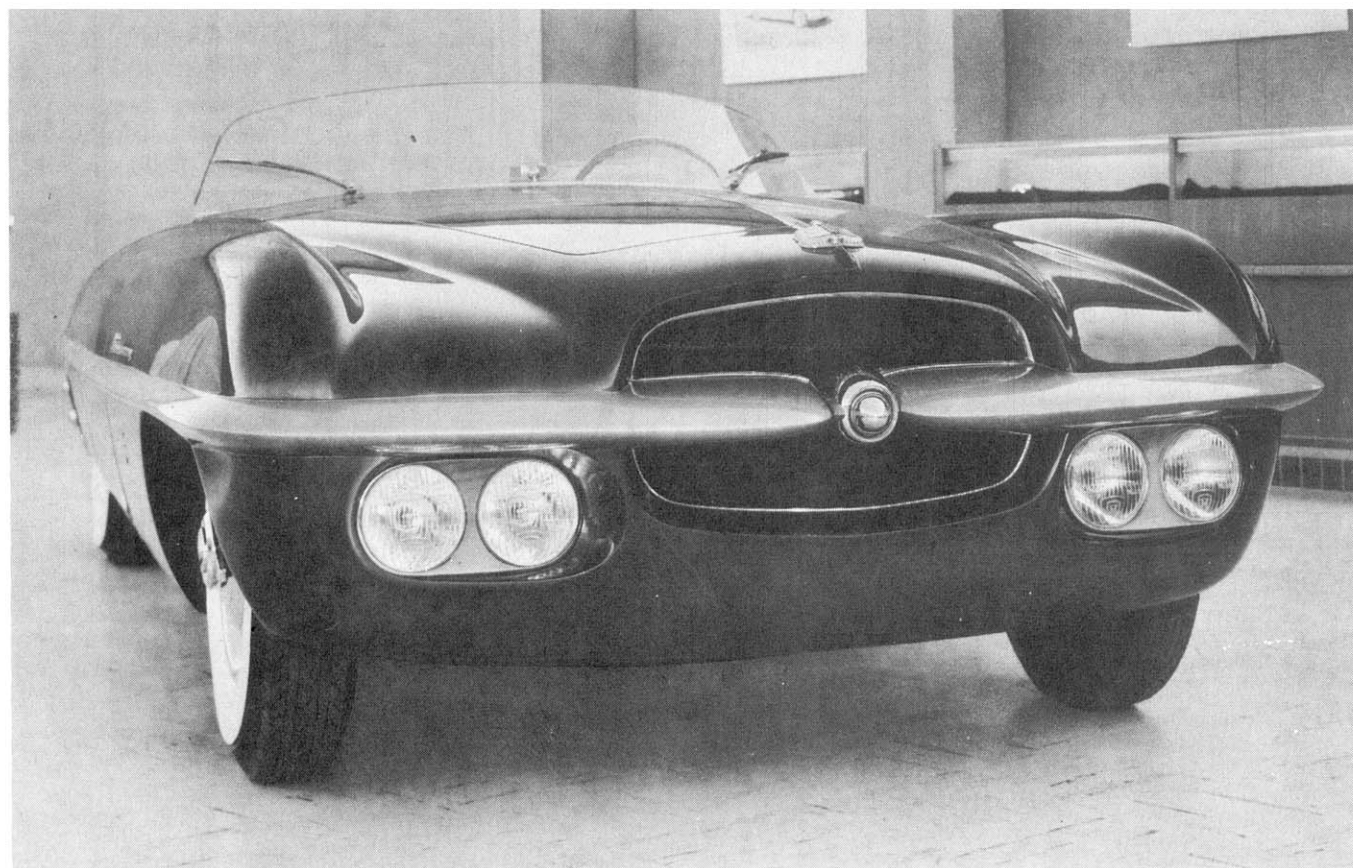


# AUTO REVUE



## DODGE *Firearrow*

**A**N experiment in body styling, the Firearrow is built on a 115-inch wheelbase with the body hand-crafted by Ghia in Turin, Italy. ☆ ☆



## DeSoto's *Adventurer*

**E**xperimental sport coupe, built on a modified, 111-inch wheelbase, DeSoto chassis by Ghia, of Turin, Italy. The engine is the 170 hp DeSoto FireDome V8 coupled to Fluid-Torque transmission. Power brakes and full-time power steering are included. Fifty-three inches to top of roof, length is 185 inches over-all.

One of the Adventurer's most interesting features, in fact, is the seating arrangement—particularly in the back. Here, two generously padded and bolstered individual 'wing' type chair seats are divided by a large, well-padded arm rest. The front seats are of similar design, but more nearly approach the conventional sport car seat. Recessed floor area provides ample leg room for rear seat passengers. ☆ ☆





# Hudson's Italia

Styled like no other car, Hudson's Italia has a sleek streamlined silhouette nearly 10 inches lower than standard Hudson models, which also incorporate the 'step-down' design. The Italia is built on a 105-inch wheelbase and powered by a 114 hp Jet engine. The chassis is designed to handle the powerful Hornet engine as well.

The body was designed and produced in Milan, Italy, by Carrozzeria Touring—one of the world's most famous builders of custom car bodies—in collaboration with Hudson engineers and designers. The broad, wrap-around 'panoramic windshield' has no posts to obstruct forward vision and functional air scoops, set into front fenders over the headlights, direct cooling air to the front brakes. Air intakes faired into the rear fenders cool the rear wheel brakes.

Driver and passenger can enter the low-silhouette Italia with ease since the doors are carried 14 inches into the roof. A triple-bank of chrome tubing faired vertically into each rear fender simulate jet stacks; actually, they hold the tail, signal and back-up lights. The front end is broad and low with the bonnet sloping below the fender line.

Inside, the revolution continues. Two individually adjustable 'Anatomical' seats—with reclined backs—are shaped to fit the contour of the shoulders, back, and hips. The passenger and driver can sit relaxed, without 'holding on,' even when the car corners at high speeds.

Upholstery is in fine textured red-and-white leather. A deep-pile, Italian-red rug covers the floor. An interior compartment behind the seats provides room for a vast amount of luggage. The dash is non-reflecting and finished in red.

Hudson officials say the Italia, with only a few modifications, could easily become a family car. However, they refuse to say when, or if, the Italia will go into production. ☆ ☆

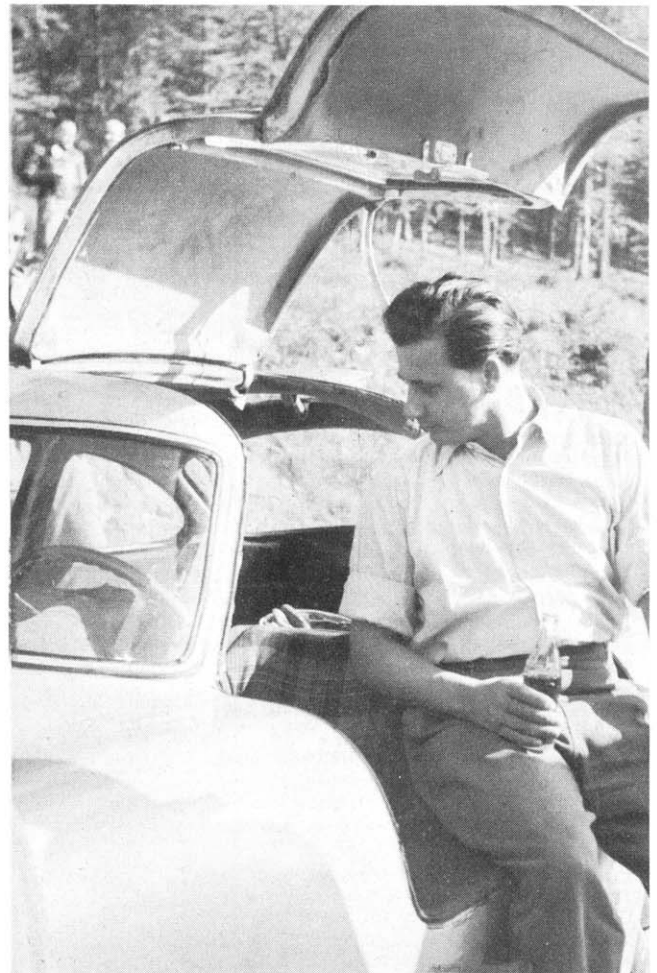
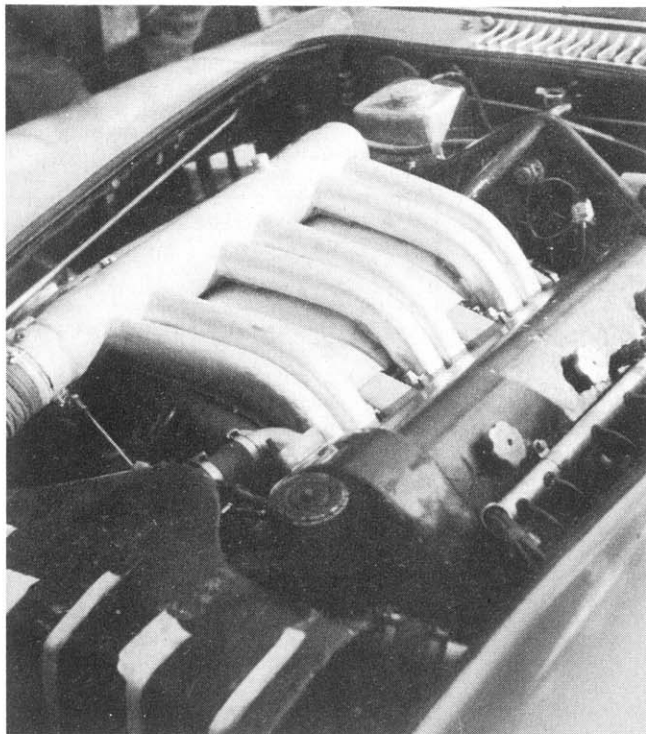
(See full color photo, back cover)





# Mercedes-Benz 300 SL

## Experimental Sport Car



HUDSON ITALIA

