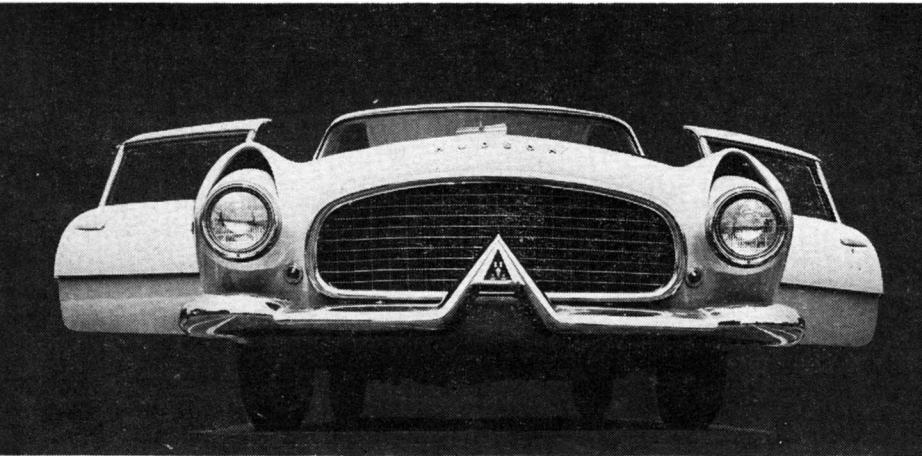


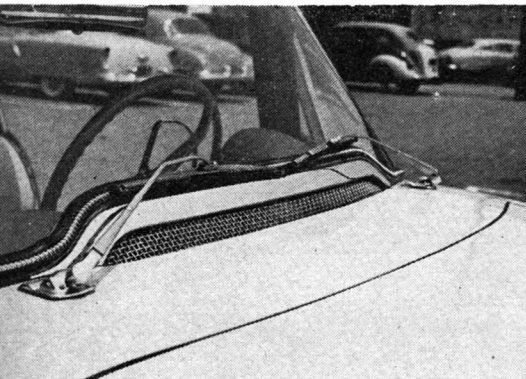
CLOSEUP OF THE

HUDSON ITALIA

Now on the market, this car dreamed up in Detroit is a forecast of what's ahead



HUDSON'S ITALIA is not a true production vehicle yet, but many of its features are a good bet for assembly line cars of any manufacturer in 1956 and 1957. Only a few have been handbuilt in Italy, by Touring, and put on sale in Hudson dealerships. One of these was made available to *MOTOR Life* by Fullerton-Loadvine, of Santa Monica. Chassis and engine (114 hp) are Hudson Jet and the handling characteristics, therefore, compare favorably, if not surpassing, the pre-1955 Hudsons. Some hard corners taken at speed were easy and sure. Acceleration, while not clocked, obviously ranks with the best of sports-type cars in the low-powered class. Steering is quick by American standards. •



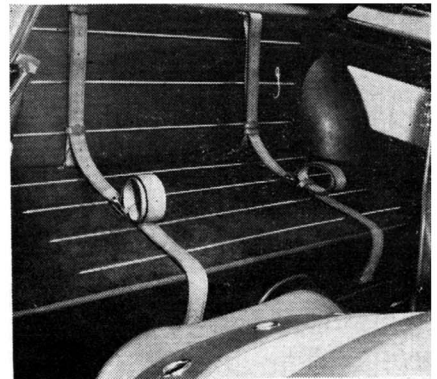
Windshield is contemporary, as is ventilation intake. Visibility is exceptional, however, since car is unusually small, gives feeling of good control at speed.

Triple-chrome tubes look like radical exhaust system, but actually are stop, backup and turn lights. Exhaust is conventional single pipe under rear bumper.



Door cut into top is one feature likely to be adopted in production designs. It makes sliding into bucket seats easier, but curved door top gets in the way.

Wire wheels are genuine Boroni. Both front and rear brakes have air intakes, although draft ducts look inadequate for their purpose. Italia is not a sports car.



Italia is a two-seater so rear of passenger compartment is set up for luggage. Interior, including dash (see front cover), is extremely simple but neatly arranged.

Rear window is recessed, an item expected from Detroit. Italia body is aluminum, which keeps weight down but transmits engine, road noise without undercoating.

