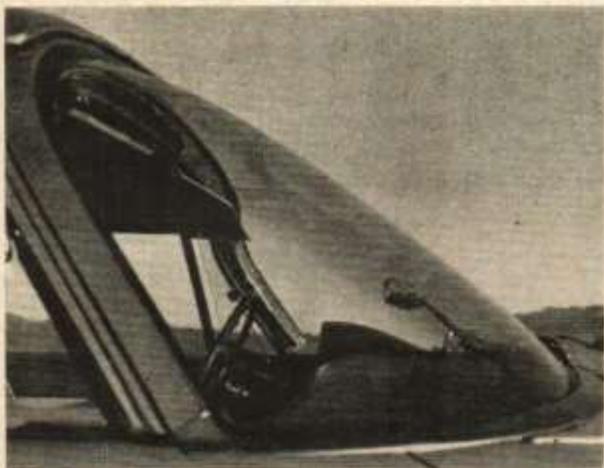




THE DESOTO CONVERTIBLE, A MODEL TYPE RARELY ROAD TESTED, PROVED TO BE SURPRISINGLY GOOD IN THE ACCELERATION CHECKS.



WRAP-OVER WINDSHIELD, available only on the convertible, does not have excessive distortion. However, angle of the glass catches more dirt, makes frequent cleaning necessary.



DE SOTO ROAD TEST

LIKE all the other Chrysler Corporation makes of cars, DeSoto is all-new for 1957. About all that has been retained from the '56 model is the engine. The body and virtually all other major units inside or under it have been completely changed, some of them rather drastically.

The total result, therefore, is pretty different from what has gone before it. Yet the combination is not quite so surprising, as say in the case of Plymouth, since DeSoto seems to have been heading in this general direction right along.

In brief, what in the early 1950s was a fairly fuddy-duddy automobile has blossomed into something as sprightly and as stylish as they come these days. The transition that began in 1955 is at its end—from here on they only can polish of this gem of the middle-priced class.

The foregoing indicates that the DeSoto test car was an especially interesting one. It was. Further, the body type was (1) a convertible, a body type infrequently encountered in testing; (2) the car was equipped with true dual headlights, the first available for extensive city and highway night driving; (3) the windshield was the compound-curve type (which wraps over as well as around), another first in testing.

In addition to all this, it was discovered that the DeSoto ranks as a far better-than-average accelerator.

The takeoff from a standing start was most commendable in view of the fact that the engine involved was the middle-sized DeSoto offering for 1957—the 341-cubic-inch version with a two-barrel carburetor rated at 270 hp. Another standard engine, with 20 more horses via a four-barrel carburetor, naturally would be more potent. And DeSoto also builds the 1957 edition of the Adventurer, rated at 345 hp, which on the basis of what was uncovered in this test, should be numbered among the hottest cars of the year.

The test car was a Firedome convertible fresh from TV

STEERING POSITION is absolutely unsurpassed. Dash layout is excellent, except for hard-to-read thermometer-type speedo and rearview mirror that's subject to vibrations. The top is padded.