

OUR TITLE MAY SOUND STRANGE, but all indications point out the truth of the fact. If you take into consideration that the Cad has the lowest depreciation, percentage-wise, of any domestic car; that repairs should be at a minimum; and that the fuel economy we obtained from our test car without using any gimmicks was the best of any large car tested this year, it all makes sense. Then throw in quality workmanship and materials, practically all the comforts of home, a superb ride, prestige . . . and what have you got to lose?

The Cadillac that we drove was a 60 Special Fleetwood. It has the longest wheelbase (133 inches) and is one of the largest passenger cars overall (224 inches) built in the U.S. Only the Cadillac 75 limousine and the Lincoln are longer. The engine is the same as in the series 62 and 75, with 365 cubic inches developing 300 horsepower. Total weight, with a full tank of Mobilgas, is 5140 pounds.

THE RIDING QUALITIES are just about the best found on any present day automobile: super soft with but very little pitch and roll. Recovery after hitting a bad dip is quick and, even on washboard type roads, vibration can hardly be felt. The car does lean quite a bit in sharp turns, but this characteristic is hardly felt by the passengers.

HANDLING IS EASY, though not as good as on some other domestic cars. The great weight makes itself felt when driving through sharp corners, where the car heels over noticeably, and generally has an adverse effect on performance. The power steering gives enough road feel and is very easy, but at higher speeds on rough roads it needs frequent correction. And, if you're unfamiliar with this car, it's wise to keep an eye on the speedometer, since the absolute silence of operation can be deceiving.

PAINT, FINISH AND TRIM are very good, with body panels and chrome strips meeting where they should—in line, which can't be said for all makes. Interior materials and workmanship are excellent, giving the impression of a custom-made car; and, certainly, with the wide variety of fabric and color combinations offered, it can easily be suited to the individual's personal taste. From the leather-padded dash and leather-covered window sills to the rich upholstery, it spells sheer luxury. Every detail has been worked out for the comfort of the owner.

As a matter of fact, Cadillac would seem to be stressing workmanship, quality and comfort even more than in previous years. Aside from the consistently fine calibre of the overall craftsmanship, a very successful effort to eliminate the small annoyances and to anticipate passenger and driver wants has been made. The extra large glove compartment, for instance, besides being located amidship, has the

Buy a CADILLAC

ROAD TEST OF '57 CAD 60 SPECIAL

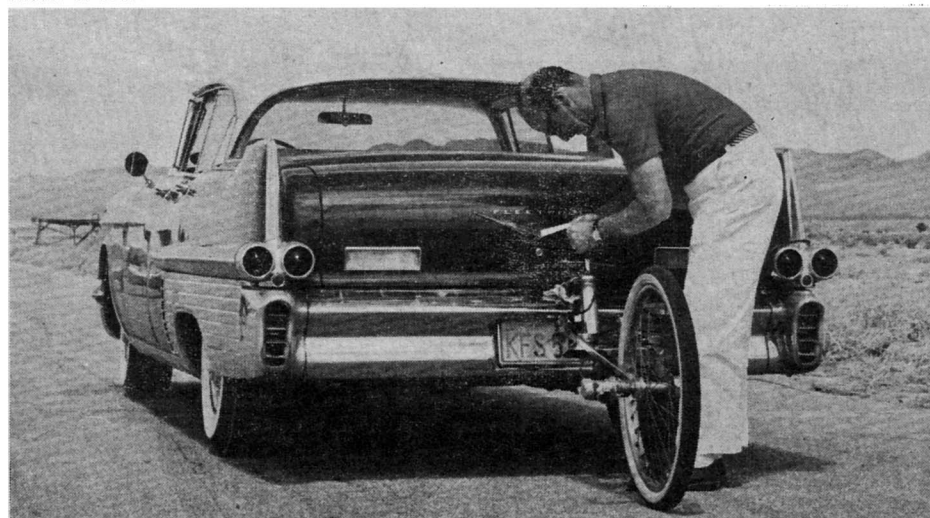
release button located far left, within easy reach of the driver. The same is true of the radio, both the volume and tuner knobs being on the left side. All levers, as a matter of fact, have either been recessed or located behind the dish-type steering wheel.

The instruments are well grouped, large, and highly legible. There is no need to squint, squirm, check the road, then squint some more. One glance should do the job. And speaking of glancing, the side view mirror is adjustable from an inside lever. **TIRED OF OPENING THE TRUNK LID?** It's now power assisted. Insert the key, turn, and an electric motor will free and partly raise the lid, with the manual effort being reduced to a minimum. It works the same in reverse, both operations being a boon to ladies, children and those who like to play "Open, Sesame." You can also unlock the trunk with a button located

in the glove compartment. A red light reading "trunk" will flash on, signifying a successful disengagement and warning you not to drive with the lid open. It is, incidentally, commodious, to say the least. **FUEL ECONOMY WAS ASTONISHING** for a 5100-pound automobile. Our tank average for 332 miles was 14.0 mpg, and at steady speeds of 30 mph we averaged 24.1 mpg and at 60 mph, 16.9 mpg. It proves that good fuel economy is attainable from a high compression, modern engine, provided it's coupled to the right rear axle ratio. In the case of this particular car, the high-speed axle (3.07 to 1) gave good economy, but lessened its acceleration qualities.

PERFORMANCE IS NOT the highest on the list, but don't hold that against the car. It was not, after all, designed to be a hot rod—anything but!—and its 300 horses can move you from place to place very,

PHOTOS BY WORON



ACCELERATION FIGURES compiled with the aid of the fifth wheel indicated that despite size, weight of car, performance was more than adequate.

AN MT RESEARCH REPORT
by Otto Zipper

FOR ECONOMY?

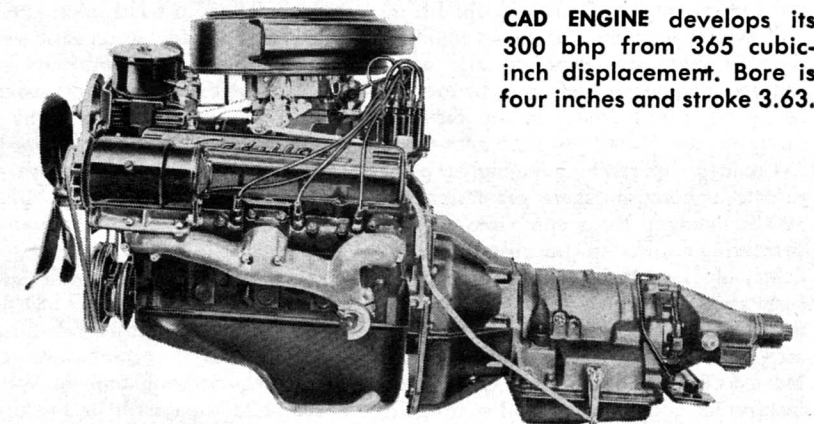
REVEALS FANTASTIC FUEL ECONOMY



very quickly, indeed. Acceleration through the gears is smoothness itself and top speed is well over a hundred.

CADILLAC'S TWO MAIN DOMESTIC competitors in this price-class range have some fine offerings; and, in certain categories (e.g., performance, handling and, some might say, styling) Cad is short of being tops. But in an overall analysis it would be difficult to say that another make is better.

We do know this: while coming back to Los Angeles from our testing site at El Mirage Dry Lake, we drove through an area called Mint Canyon. Maybe it was that magical, just before dusk, time of day—maybe it was the splendidly buoyant semi-desert air—or maybe it was a combination of those natural phenomena and a fine mechanical achievement that made us think we had never before so much enjoyed an automobile ride.



CAD ENGINE develops its 300 bhp from 365 cubic-inch displacement. Bore is four inches and stroke 3.63.

PERFORMANCE

(300-bhp engine, 3.07 rear axle)

SPEEDOMETER ERROR

Read 31 at true 30, 45 at 45, 52 at 50, 62 at 60, 78 at 75, 84 at 80.

ACCELERATION

From Standing Start
0-45 mph 7.7 0-60 mph 12.4
Quarter-mile 18.6 and 75 mph
Passing Speeds
30-50 mph 5.0 45-60 mph 4.7
50-80 mph 12.1

FUEL CONSUMPTION

Using Mobilgas Special
Steady Speeds
24.1 mpg @ 30 19.7 mpg @ 45
16.9 mpg @ 60 14.0 mpg @ 75
Stop-and-Go Driving
14.0 mpg tank average for 332 miles

(285-bhp engine, 3.54 rear axle)

Read 34 at true 30, 49 at 45, 64 at 60, 78 at 75

From Standing Start
0-45 mph 6.6 0-60 mph 11.4
Quarter-mile 17.8 and 78.5 mph
Passing Speeds
30-50 mph 5.3 40-60 mph 5.0
50-80 mph 11.0

Using Mobilgas Special
Steady Speeds
21.4 mpg @ 30 20.2 mpg @ 45
17.4 mpg @ 60 14.7 mpg @ 75
Stop-and-Go Driving
12.8 mpg tank average for 512 miles

