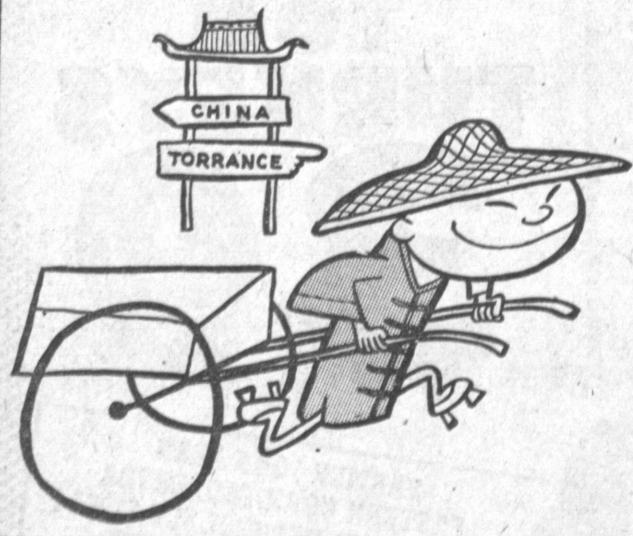


Finch Named To Legislation Committee

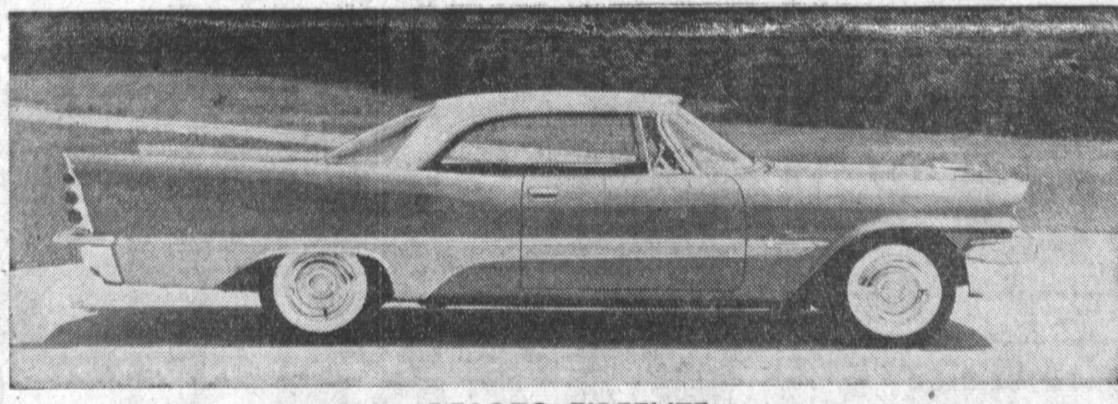
Robert H. Finch, attorney and president of Palos Verdes Federal Savings and Loan, has been named as a vice-chairman of the Legislation Committee of the National Savings and Loan League, according to a recent announcement by Harold Bra-

man, president of the nationwide industry organization. Also serving as vice-chairman on the committee are: Rex G. Baker Jr., of Houston, Texas; Fred B. Bassmann of Newport, Kentucky; P. C. Bulen of Great Falls, Montana; T. Russell McGrath of Providence, Rhode Island; William F. McKenna of Los Angeles, California; Everett C. Sherbourne of Elizabeth, New Jersey, and Gerrit Vander Ende of Tacoma, Washington.



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DESOTO FIREFLITE

The queen of the fleet is De Soto's 1957 Fireflite. Pictured here is the 2-door hard-top model with the new 14 inch wheels and the exciting new low silhouette depicting the real ground-hugging lowness of a car that stands only four feet, seven inches high. This brilliantly inspired design continues to show De Soto's new look of motion.

SERVICEMAN GRADUATES

Airman Second Class Jerry D. Westmoreland, son of Mr. and Mrs. J. A. Westmoreland, 18305 Roslin avenue, was recently graduated from the Army Information school's public information course at Fort Slocum, New York.

De Soto Announces New, Lower-Priced Firesweep

De Soto today introduced an all-new, lower-priced Firesweep, a third model that makes the company's 15-car line the largest ever offered in the division's 28-year history.

THE ANSWER! To solve your problem phone a Classified Ad to FA. 8-2345.

The new model may be seen locally Monday, October 29, at Whittlesey Motors, De Soto-Plymouth dealers, 1600 Cabrillo.

The new car features many automotive advances, including a revolutionary new suspension system, a newly designed V-8 engine, a triple-range push-button transmission, and an all-weather new air conditioning system.

The Firesweep, with its sister cars, the Fireflite and Fire-dome, now gives DeSoto a price coverage in 91 per cent of today's car market, excepting the very low-priced field.

A highlight feature of the new DeSoto Firesweep is a 122-inch wheelbase incorporating a number of revolutionary suspension advances. This results in the smoothest, most comfortable ride possible and is termed Torsion-Aire ride.

Mechanical torsion bars replace conventional front springs, save space and reduce weight by 30 per cent. Safety-sphere joints reduce steering gear friction, greatly reducing steering effort. An anti-brake dip device, which reduces forward pitch by 65 per cent, is also standard.

Rear-end stability is increased by mounting rear springs on-board of the frame. DeSoto's redesigned Oriflow shock absorbers give heightened performance on any road surface.

All suspension components are isolated from the heavily reinforced frame by rubber bushings. This greatly reduces road shock, provides quieter operations and minimizes lubrication points from 23 to only eight.

Also contributing to the Firesweep's smoother ride and easier handling are now 14-inch tires with a wider tread for greater traction and better cornering, and requiring only 22 pounds air pressure. Together with the new "step-down" chassis, they help account for the Firesweep's unusually low silhouette, measuring barely four feet 7½ inches from road to roof.

The completely new DeSoto Firesweep engine is a V-8 power-plant rated at a highly-competitive 245 horsepower, with a 325 cubic inch displacement, 8.5 to 1 compression ratio and a new "high-intensity" camshaft. Its polyspheric combustion chambers give higher thermal efficiency and prove economical operation with "regular" gasoline.

Navy Accepts Last AD-6 Skyraider

With delivery of the last AD-6 to the U.S. Navy, the Skyraider production lines at Douglas Aircraft's El Segundo Division are now devoted to the AD-7, latest in the famed Skyraider series.

The final AD-6 model was accepted by Navy Bureau of Aeronautics Representative Pilot Lt. John A. Romano for the U.S. Navy, and was delivered to the Naval Air Test Center, Patuxent River, Md., by NATC Pilot Cdr. L. E. Burke, USN.

A single-place version of the famed "Able-Dog" series, the AD-6 attack bomber was one of 50 model designations an approximately two dozen different configuration produced by the Douglas El Segundo Division during the past 11 years.

Parts for the AD Skyraider are fabricated by the Torrance facility of the El Segundo division, then assembled into structures by sub-contractors and returned to Torrance for major installation. Final assembly work is done at El Segundo.

In continuous production since its first flight on March 18, 1945, the AD Skyraider has become one of history's most famous propeller-drive aircraft. More than 3000 have been built.

The rugged Navy carrier-based attack bomber today is regarded as the most powerful single engine airplane in existence as well as being the world's most versatile combat aircraft.

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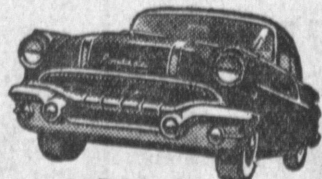
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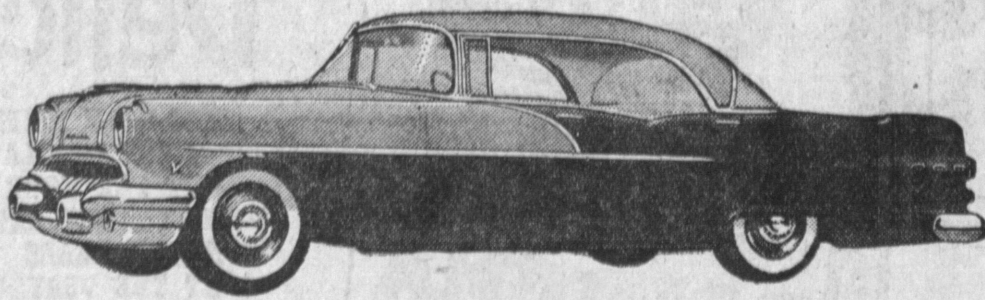
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