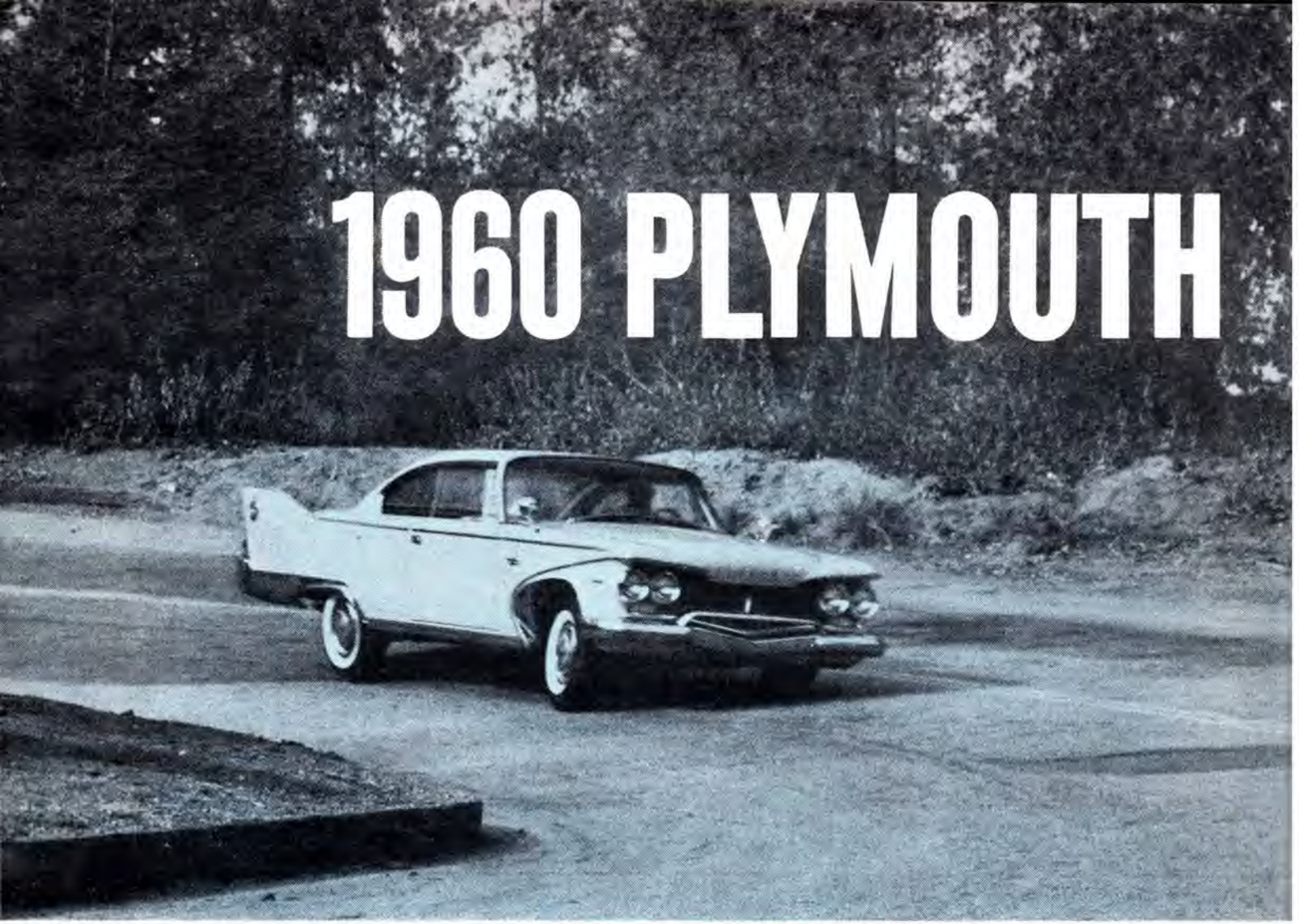

1960 PLYMOUTH

Plymouth's suspension has been softened for '60 to give an easier ride but it also permits the car to lean much more when being driven through tight corners at a rapid rate. Cornering ability of the Sport Fury test car was good despite body lean.

hr ROAD TEST

The maze of plumbing beneath the hood of test car is the result of SonoRamic intake manifold with dual carburetion, power steering, power brakes, heater, etc. It is not a simple task to change spark plugs; the job is best accomplished with the car on a lube rack which means it is not a task for do-it-yourself mechanics.

PHOTOS BY ERIC RICKMAN

SONORAMIC V8

A wide selection of powerplants, some with ram tuned induction, give the '60 Plymouth a broad range of performance. Unitized body construction and increased quality ensure a solid package.

By RAY BROCK

Plymouth's 1960 offering for the American public to look over and perhaps choose to buy is a vastly different automobile than it was in 1959. The '60 models do not really appear to have been changed much when first viewed on the road; you have to get up close to this car, inspect it carefully, sit in it and drive it before you are convinced that it is a different automobile.

The most important change made was a switch from separate frame and body to unitized construction. This is not a new idea for Chrysler; they tried it with their Airflow models back in the mid-'thirties but those cars were, according to experts, too far advanced for their time and didn't sell too well. In more recent years, Hudson and Nash had unitized construction and they were followed by Rambler, four-passenger T-Birds and Lincolns. For 1960, the three new compacts, Falcon, Corvair, and Valiant join all of the Chrysler Corporation cars except Imperial with unitized construction.

The single unit package has a number of distinct advantages over the separate frame and body that has been so common in the past. With separate frame and body there are a large number of bolted and riveted joints which often loosen after a few thousand miles of driving to cause squeaks and rattles that can never be found. Welding everything together in one unit means that a large percentage of these rivets and bolts are no longer around. Combining the body and frame also permits the use of lighter gauge steel for stiffeners in place of the heavy frame members formerly used, so a number of pounds can be shaved from the car's weight. At the same time, overall strength is increased by designing the body more like an airplane fuselage so that the whole body resists the twists and bends formerly imposed on the frame. Generally speaking, unitized construction is stronger, lighter, quieter and has longer life expectancy than separate frame and body assembly.

There are a few disadvantages to unitized construction but recent engineering advances have proven effective in cancelling these faults. With unit construction, suspension components must be fastened to the bottom side of the car through reinforced brackets that are part of the body. The type of suspension hangers used on a car with a frame will not do the job on unit bodies; road noise and rumble that the soft rubber insulators between body and frame used to help cancel out show up quickly inside the car unless special provisions are made to dampen them. Large insulators with special rubber composition which will not transfer vibrations are used between suspension and body to give passengers a quiet ride.

Rust is also a serious problem to be solved in unit construction. The sheet metal cannot be rust-proofed before the body is welded together since welding would burn the rust-proofing away. After the unit is welded together, there are countless crevices and pockets that cannot be reached by spray methods so Plymouth dips their body units in large vats to a depth of 18 inches after they are completed. While in these large vats, the body is tilted from side to side and end to end so that all hidden corners will be exposed to the rust-proofing process. When completed, the unit is thoroughly protected so mud, snow, and ice that get packed under a car will not cause nearly as much damage as before. Plymouth claims that their 1960 cars will provide rust protection for many extra years over previous models.

Plymouth's type of unit construction is not the same as that used by Rambler and others. From the firewall back, Plymouth's unit has the same basic construction as the others but the difference is in the front part of the car. Rambler's unit body has welded structure ahead of the firewall with reinforced front wheel wells for suspension brackets and coil springs. The Plymouth method (also other Chrysler cars with unitized construction) is to use a sturdy frame stub assembly to hold the engine, suspension and front end sheet metal. This frame stub looks just like the front portion of a '59 Plymouth frame and extends back beyond the firewall beneath the floor pan several feet where it is firmly bolted to the unit body. Therefore, everything ahead of the passenger compartment is bolted together and can be removed if necessary. The possible disadvantage to this arrangement is that squeaks and rattles are more likely than with a complete unit. On the plus side, front end collision repairs will be much cheaper.

A second big change that has been made in the '60 Plymouths is in the quality department. The interior design and workmanship are vastly improved and when you consider that this is a new body, the results are even more impressive. Usually workmanship on first-year bodies is not too good but improves as the workers become more accustomed to the assembly procedure. Not only is the interior finish superior to that of recent Plymouths, the unitized construction method has also made it possible to improve passenger comfort. For example, the front seat height of two-door hardtop models is nearly 1½

(Continued on following page)

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1960 PLYMOUTH SONORAMIC V8
continued

inches more than in 1959 and the rear seat is 2½ inches higher. The extra height is a result of lower floor pans which in turn was made possible by the elimination of conventional frame rails beneath the car. The extra seat height, although slight, makes a big difference in comfort. Our own personal car is a 1959 Plymouth Fury two-door hardtop and we immediately noticed the improved seating position when we first sat in the '60 two-door hardtop Fury we borrowed for our test.

The dash panel has also been redesigned extensively for 1960 and is lower, giving much better passenger vision than it did in '59. Instruments are divided into two groups; one group consisting of temperature and fuel gauges, clock, heater controls and transmission pushbuttons fit in a horizontal pattern across the main dash panel in front of the driver. The second group consists of oil and generator warning lights, odometer and a drum type speedometer which are housed in a streamlined pod that fastens on top of the dash panel in front of the driver. Although quite attractive in appearance, the revolving drum speedometer is hard to read accurately. The odometer dial is positioned so that the upper rim of the steering wheel managed to be directly aligned between our eyes and the dial. Taller or shorter drivers might not be bothered by this. Vision is very good in all directions from the '60 Plymouth.

Exterior dimensions of the 1960 Plymouths are very close to comparable '59 models. All sedan models have a 118-inch wheelbase and are 209.4 inches long. Wheel tread is the same for all models, 60.9 inches front and 59.7 rear. Overall car width, 78.6 inches is just .6-inch wider than '59 and car height is nearly the same as '59 for all models except the four-door sedan which is 2 inches lower. The two-door hardtop models have the lowest overall height; 54.5 inches with design load.

Plymouth's suspension has been changed only slightly for 1960 to compensate for differences in car weight and to provide a softer ride. The proven torsion bar front suspension is retained almost exactly as it was in '59. It uses unequal length control arms with a hex-shaped socket in the pivot axis of the lower arm to act on a

1960 PLYMOUTH ENGINE SELECTION

225 cubic inch 30-D Economy Six. Overhead valve with 30° slant to the right side for lower height and better accessory placement. Single-barrel carburetor and 8.5:1 compression ratio. Uses regular fuel. 145 hp @ 4000 rpm, 215 lbs/ft. torque @ 2800 rpm.

318 cubic inch Fury V-800 V8. Proven economy champion in recent Mobilgas Economy runs. Single two-barrel carburetor, and 9.0:1 compression ratio. Regular grade fuel is recommended. Rated 230 hp @ 4400 rpm and 340 lbs/ft. of torque @ 2400 rpm.

318 cubic inch Super Pak Fury V-800 V8. Optional power pack for above engine includes dual exhaust system, single four-barrel carburetor and 9.0:1 compression ratio. Premium fuel recommended. 260 hp @ 4400 rpm and 345 lbs/ft. of torque at 2800 rpm.

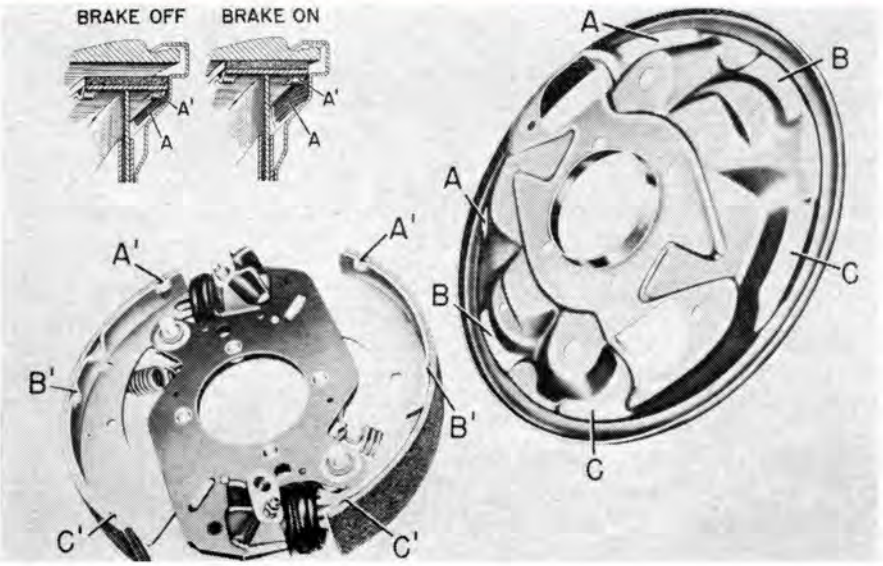
361 cubic inch Golden Commando V8. Wedge chambered engine uses dual exhaust, a single four-barrel carburetor with 10:1 compression ratio. Only one of big V8's available with standard transmission. 305 hp @ 4800 rpm and 395 lbs/ft. of torque at 3000 rpm.

361 cubic inch SonoRamic Commando V8. Same engine as above but with crossover ram induction manifold, dual four-barrel carburetors, 10:1 compression ratio. Has dual exhaust, needs premium fuel. 310 hp @ 4800 rpm and 435 lbs/ft. of torque @ 2800 rpm.

383 cubic inch Golden Commando V8. Same as 361 engine but with eighth-inch larger bore. Dual exhausts are standard. Single four-barrel carburetor and 10:1 compression ratio. Premium fuel required. 325 hp @ 4600 rpm and 435 lbs/ft. of torque @ 2800 rpm.

383 cubic inch SonoRamic Commando V8. Same as above engine but equipped with crossover ram induction system for increased torque in mid-rpm range. Dual four-barrel carburetion, 10:1 compression. 330 hp @ 4800 rpm, 460 lbs/ft. torque @ 2800 rpm.

383 cu. in. Golden Commando V8. Conventional dual intake manifold with two four-barrel carburetors on top of engine. Has 10:1 compression, less torque but higher rpm range than with SonoRamic manifold. 330 hp @ 5200 rpm, 425 lbs/ft. torque @ 3600.



TOP—Instrument panel of the '60 Plymouth is very neat and legible except for revolving drum speedometer dial which is hard to read at a glance. Airplane type wheel is optional with power steering.

LEFT—Plymouth's Total-Contact brakes have been changed slightly for '60 with three platforms stamped in the backing plate, right, for better shoe alignment. 11-inch brakes are standard for Plymouth but larger 12-inch brakes are optional.

Sedan models for 1960 are 209 inches long with 118-inch wheelbase. Lowest in height is two-door hardtop model at 54.5 inches. Sport Fury test car weighed 4080 pounds but with 361-inch SonoRamic engine, needed only 7.5 seconds for 0-60 acceleration.

40-inch-long torsion bar with an adjustable rear anchor. The height of the car can easily be raised or lowered over the front wheels through the adjustable anchor. Opinions expressed by a number of automotive experts and shared by HOT ROD are that this torsion bar system is second to none among American cars.

The rear suspension system is also nearly identical to that used on '59 models. Semi-elliptical leaf springs are bracketed to the car's underbody parallel to the centerline. The leaf springs have a slightly different "rate" than those used in '59 but are the same length, width, and have the same number of leaves. The rubber shackle bushings between spring and body bracket have been increased in size and the composition changed to provide adequate noise and vibration dampening between the road and unit body.

Spring rates vary somewhat according to the model of car but on the two-door Fury hardtop we tested, the spring rate was 130 pounds per inch at the front wheel, 135 lbs/inch at the rear wheel. The comparable '59 Sport Fury model we tested a year ago had spring rates of 145 lbs/inch at the front wheel and 165 lbs/inch at the rear wheel. As you can see, the '60 Fury has softer springs and therefore gives a softer ride under average conditions. More about our opinion on these softer springs when we discuss handling and ride.

Brakes have been changed around slightly for 1960. Standard brakes for sedan models are the same as in '59 with 11-inch drums and two-inch-wide lining both front and rear. The change made was to redesign the backing plates so that they will help align the brake shoes. Prior to this year Chrysler Total-Contact brakes used the backing plate only as a dust shield, with wheel cylinders, anchors and shoes all fastened to a central "spider" which bolted to the front spindle or rear axle housing. It was found that the shoes did not always remain in proper alignment and therefore when applied, would contact the drum crookedly, causing excessive noise and even slight side pull. The '60 backing plates have been modified by stamping platforms on their inner face so that the brake shoes will ride against these platforms and remain in proper alignment at all times.

Total lining area is 184 square inches for all sedans with station wagon models using 2.5-inch-wide front drums for a total of 207 inches of lining area. Although not publicized in 1960 literature, we understand that it is still possible to place a special order and have your Plymouth fitted with the same 12-inch-diameter brakes used on Chryslers, Imperials and 300's. These brakes use 2.5-inch-wide lining on all four wheels to give a total of 251 square inches of lining area. The list price is less than $30 extra so if you drive fast, tow a trailer or carry heavy loads, we definitely recommend them.

Power brakes are of course an optional item and require just about one-half the pedal pressure of conventional brakes to give the same stopping power. If you are a convert to power brakes, you'll want them; if you aren't used to power brakes but contemplate buying a new Plymouth or any other full sized car, we recommend that you try them. Power brakes are very helpful with today's heavy cars. All of the higher priced American cars furnish them as standard equipment and it probably won't be long before lower-priced models do the same.

Power steering is a must option for the 1960 Plymouth and this applies to the smaller engined cars as well as the big V8's. The standard steering ratio in 1959 was 26.8:1 but it has been slowed down even more to 30.1:1 for 1960. This was evidently in an attempt to get easier steering for cars without power assist but it is just too darn slow, especially in any type of twisting mountain driving. The power steering ratio of 19.1 to 1 is an ideal ratio and gives a driver much better control of his car. As with power brakes, all the more expensive American cars include power steering as standard equipment and it shouldn't be too long before less expensive models are forced to do likewise.

In 1959, Plymouth offered a total of four engines: an L-head six, a 318-inch V8 with two-barrel carburetor, a 318-inch V8 with four-barrel carburetor and the 361-inch Golden Commando V8 with a single four-barrel carburetor. Horsepower ratings were 132, 230, 260 and 305 respectively. For 1960, Plymouth has decided to really let the customer have a choice of powerplants and has doubled the number of engines available. There is an all-new 225-inch overhead valve six, a 318-inch V8 with two-barrel carburetor, 318-inch V8 with four-barrel, a 361-inch Golden Commando V8 with single four-barrel, a 361-inch Golden Commando with dual four-barrels and ram induction manifolding, a 383-inch Golden Commando with single four-barrel, a 383-inch Golden Commando V8 with dual four-barrel carburetors and a 383-inch Golden Commando V8 with dual four-barrels and ram induction manifolding. Again, in order, the horsepower ratings are 145, 230, 260, 305, 310, 325, 330 and 330.

The new overhead valve six is an economy offering and identical to the Valiant engine we tested last month except for displacement. We drove a full sized '60 Plymouth with this engine recently and found it to be a smooth running engine but weak on power when fitted to a heavy four-door sedan. Also, highway speeds of 60 to 70 mph in a big car didn't set the world on fire in the mileage department. Our best, and worst, was about 17 mpg. The 318-inch V8 with two-barrel carburetion is the same engine that has enabled Plymouth to win their class in the Mobilgas Economy Run the past three years in a row. The four-barrel carburetion is optional and earns the engine an extra 30 horsepower rating.

The five optional engines listed with either 361 or 383 cubic inches displacement and over 300 horsepower are the ones that make the Plymouth really move

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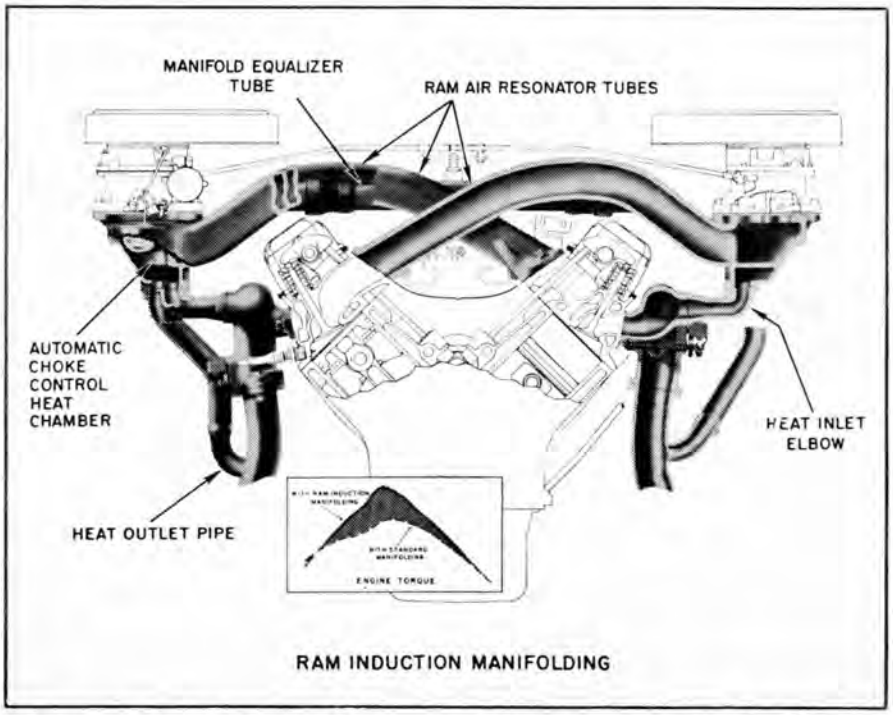
All new body for Plymouth features unitized construction with everything aft of the cowl line a single, welded unit. The front section is more conventional with a frame stub to hold the engine, suspension and body sheet metal. Quality is very good.

Seat height has been raised in all models, they are more comfortable. Optional swivel seat swings out when door is opened.

1960 PLYMOUTH SONORAMIC V8 continued

out and are quite similar in all features except displacement and carburetion. The ram induction manifold system which Plymouth calls SonoRamic consists of an individual aluminum intake manifold casting for each cylinder head which crosses over the opposite rocker arm cover and then down to a Carter four-barrel carburetor alongside the engine. The two manifold castings are designed so that the length of each passage totals 30 inches from carburetor venturi to the intake valve. This manifold system is calculated to take advantage of the speed of sound waves which fill the intake manifold so that a mild supercharge is effected at a given engine speed. In this case, the 30-inch tubes produce maximum benefits at 2800 rpm, although they actually give improved torque and power characteristics over a conventional dual-quad manifold carburetion from about 1600 to 4800 rpm. A balance tube between the manifold chambers beneath the carburetors helps insure even manifold vacuum for smooth idling.



Schematic of SonoRamic ram induction manifolding shows how the dual carburetors, one on each side of the engine, feed the opposite bank of cylinders. System is 30 inches long from venturi to valve and provides maximum torque in middle rpm range. Heat is directed from each exhaust manifold for fuel vaporization, better economy.

The 361-inch Golden Commando V8 has a 4.12-inch bore, 3.38-inch stroke and 10:1 compression ratio. The 383-inch version, borrowed from Dodge, has a 4.25-inch bore, 3.38-inch stroke and 10:1 compression. The basic engines are identical except for cylinder bore. Actually, even the camshaft timing is the same for both engines and all versions of carburetion, but opening and closing timing is retarded 4° for engines using the SonoRamic induction. All 361- and 383-inch Plymouth V8's are equipped with hydraulic lifters so naturally can't be safely revved to high rpm's. They will go past 5000 rpm with ease, however.

The 361 engine with single four-barrel carburetion is rated 305 hp at 4800 rpm and 395 lbs/ft. of torque at 3000 rpm. The 383-inch version with single four-barrel is rated 325 hp at 4600 rpm and 435 lbs/ft. of torque at 2800 rpm. The 361 with SonoRamic induction and dual quads is rated 310 hp at 4800 rpm and 435 lbs/ft. of torque at 2800 rpm. The 383 engine with Sonoramic induction and dual quads is rated 330 hp at 4800 rpm and has 460 lbs/ft. of torque at 2800 rpm. As you can see, the horsepower difference between single and dual carburetion for either engine displacement is only five but the torque difference as a result of SonoRamic is 40 lbs/ft. for the 361 and 25 lbs/ft. for the 383. This torque difference in the middle rpm range is responsible for a much healthier feel in the seat of the pants when the throttle is suddenly opened.

The second 383-inch engine listed with 330 horsepower uses dual four-barrel carburetors mounted in a conventional manner atop the engine on a runner type cast iron intake manifold. This engine does not have the healthy torque curve at lower engine speeds like the SonoRamic version but has equal horsepower at a higher en-

gine speed. 5200 rpm. Maximum torque is 425 lbs/ft. at 3600 rpm. The long SonoRamic intake manifolds will not pass as much air at high rpm's as the conventional manifold. therefore this last engine is actually best for high rpm competition such as an enthusiast might encounter at Bonneville. The SonoRamic 383 falls off in power gradually after the 4800 rpm mark while the other intake system gets better.

A new standard transmission is being used by Plymouth for 1960 and it is of much sturdier design than the one used in the past. This transmission has gear ratios of 2.49 in first. 1.59 in second and direct in high. It is a standard production item for use with the 361-inch Golden Commando when equipped with four-barrel carburetion only. Plymouth will not sell any of their other big engines with standard transmission. Probably the main reason they will not offer the higher horsepower V8's with standard transmission is that they feel many drivers would try to rev the engines too high in the lower gears. With hydraulic lifters. this is. of course. a sure way to float valves and perhaps ruin an engine.

The three-speed TorqueFlite automatic transmission used with the larger engines is undoubtedly the best unit offered by any American manufacturer today when it comes to being punished by high horsepower. For use with the large engines. the TorqueFlite has been beefed up with stronger servo springs and other important internal parts plus increased oil pressure to give sure shifts under full throttle acceleration. These shifts are positive. too. With our 4000 pound test car. shifts from low to second under full throttle were so positive that the rear tires would chirp. Normal driving produced smooth. jerk-free shifts despite the heavy-duty design of the unit. Maximum stall ratio of the torque converter is 2.2 which gives a final ratio of 5.39 in extreme conditions. Shift points for TorqueFlites being used with SonoRamic equipped engines are lower than the same units used with more conventional carburetion. Maximum upshift speed for the 361 Golden Commando with single four-barrel is 70 mph with kick-down for passing anything below 70 mph. The same engine with SonoRamic induction has a forced upshift to third at 63 mph and cannot be kicked down for passing below 60 mph. The reason for the lower shift points is that the SonoRamic engines have maximum torque at a relatively low engine speed so shifts are designed to use this torque instead of letting the engine rev past its strong range.

Rear axle ratios for the '60 Plymouth are limited to three as regular production items but many other ratios are available through Plymouth service. The standard ratio for the Golden Commando V8 and standard transmission is 3.31 with a 3.54 ratio optional. This 3.54 is available only when purchased with Plymouth's Sure-Grip limited-slip differential. Evidently. Plymouth feels that a 3.54 ratio without limited-slip would produce too much wheelspin. All of the larger V8's which use TorqueFlite are equipped with a 2.93 ratio in standard production. This ratio is also available with the Sure-Grip option. Optional gear ratios for the big V8's are 3.31 and 3.54. Again. the 3.54 is offered only with the Sure-Grip option. From personal experience. we can heartily recommend the Sure-Grip but caution the uninitiated to carefully learn the reactions of a limited-slip rear axle the first time you drive in wet weather. On slick streets. too much power in a hurry. especially on tight corners will cause both rear wheels to spin and start the rear of the car to slide. In snow or mud. the Sure-Grip will keep the car going where others bog down, **often** even when the others use chains.

The test car we borrowed from Plymouth was a Sport Fury two-door hard-top sedan with SonoRamic 361-inch Golden Commando engine. TorqueFlite transmission. 3.31 rear axle ratio. power steering. power brakes. power seat. power windows. radio. heater and miscellaneous other extras. In other words. we had a loaded model; the only thing missing was air conditioning. With all of these items. the car was naturally not too light. Total car weight was 4080 pounds with 2260 pounds or 55.3% on the front wheels and 1820 pounds (44.7%) on the rear wheels. For a car weighing so much. the Fury was a fantastic performer and would fairly leap from a stop light with just a tickle of the throttle. With the dual carburetion of the SonoRamic manifold. we experienced a slightly stiff throttle and it was actually hard to make a slow. smooth start. Enough throttle pressure to get the car rolling was usually enough to make it leap into motion. We drove other SonoRamic-equipped cars that didn't have quite such stiff throttles but generally speaking. dual carburetion does create a stiffer throttle.

Ride and handling of the 1960 Plymouth have been changed a bit from '59: the ride is softer and handling as a result is not as sure. Don't get the impression we think the Plymouth is poor handling.

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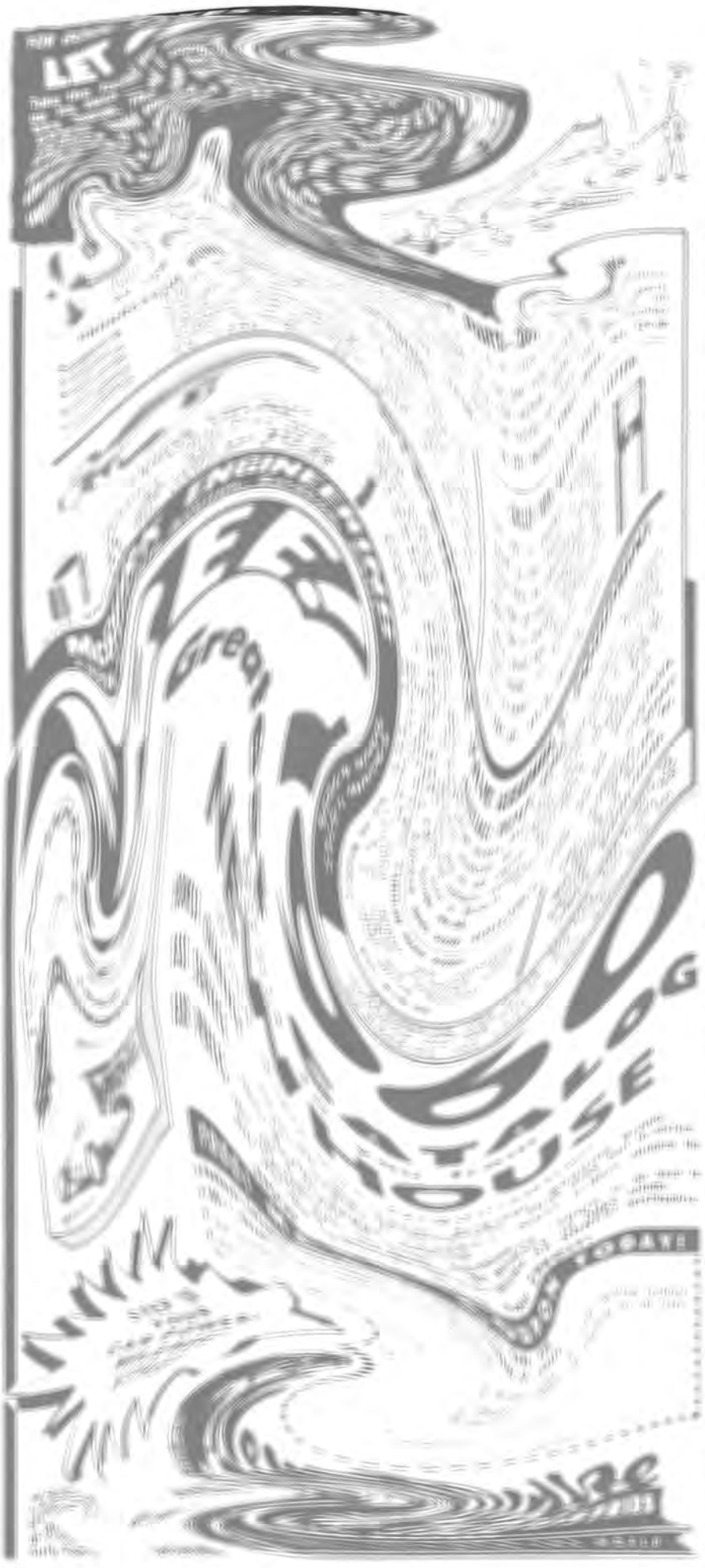
Glass area has been increased for '60 models. The large rear glass for two-door hardtops has aluminized upper third to cut down sun glare and offer some protection to rear seat passengers. Gasoline filler neck is beneath the spring-loaded license.



1960 PLYMOUTH

continued from page 31

it isn't, but it has much more body lean than previous models thanks to the softer springs. Corners can be taken in rapid fashion and probably faster than most other cars but not with the flat, stable ride of the past. Personally, we liked the idea used on Fury models of '57 and '58 which were produced with heavy-duty suspension as standard equipment. For those who are willing to sacrifice the soft ride of the 1960 suspension for something a little more solid, heavy-duty torsion bars, rear springs and shock absorbers are available on special demand when the car is ordered. These special suspension parts are the same as those installed on police cars and taxis, and are not so much stiffer as to be objectionable. For high speed driving, they make the '60 Plymouth corner flatly like Furys of the past. On special order through the dealer, the heavy-duty suspension kit is less than $10. In our opinion, this heavy-duty kit should be standard equipment on all cars built with the high horsepower V8's.

Driving over all types of roads with the test car, we made a number of comparisons between the '59 Fury we own and the '60. The unitized construction of 1960 gives a quieter ride than our car, the seats are more comfortable, the ride is softer, the SonoRamic engine was more responsive, the instrument panel is more attractive and interior finish was much better than the '59. On the other hand, we preferred our firmer, heavy-duty suspension for corners and high speed on the open road and the '59 speedometer is easier to read.

A couple of items on the '60 Sport Fury which didn't particularly appeal to us were the swivel front seats and the airplane type square steering wheel. The swivel seats are cable operated by the front door so that when the door is opened, a catch is released and the seat swings out to greet you. The only trouble is that the release mechanism attached to the door makes the door twice as hard to open or close as usual. Also, the door has to be opened almost to its limit before the seat is released. This is fine in a corn field but the doors of a two-door Fury extend 46 inches out from the body when fully opened and it is impossible to open them fully in a parking lot or garage. An added disadvantage is that the bottom rear corner of the swivel seat will gouge unsuspecting rear seat passengers in the shins.

The square steering wheel is supposedly designed for better vision over the top of the wheel and increased lap room at the bottom of the wheel. We did become accustomed to the shape after a few days of driving but every time we got in some tight twisting curves, the square shape started feeling clumsy again. The standard steering wheel is slightly eliptical in shape

so gives additional lap room without feeling awkward. We prefer this arrangement.

Steering and braking in our test car were sure and easy. We experienced some brake fade during acceleration tests when we would run from 0 to 60 mph, then stop and repeat the run. After three such runs, much more pedal pressure was required and the car would veer slightly from side to side. It was nothing serious, however, and the brakes will be adequate for normal use. We remind you that 12-inch brakes are optoinal on special order at a reasonable price.

Acceleration was quite lively for the loaded test Fury. The SonoRamic 361 engine and 3.31 axle ratio make a good combination. We had some trouble with rear wheelspin on standing starts and could have probably used a Sure-Grip to advantage. Keeping wheelspin to a minimum as much as possible, 0 to 30 mph required 3.1 seconds, 0 to 60 mph required 7.5 seconds, the $\frac{1}{4}$-mile was covered in 15.6 seconds and a speed of 90 mph was registered at the end of the quarter. Simulated passing conditions showed that 5.6 seconds were required to accelerate from 30 to 60 mph and 7.2 seconds needed to accelerate from 50 to 80 mph. Full throttle at 30 mph caused the transmission to kickdown to first gear and accelerate to about 40 mph where it shifted to second. Full throttle at 50 mph would cause a downshift into second gear and then an upshift into third at about 65 mph. With such outstanding acceleration from a heavy car, it is reasonable to predict that a lighter model equipped with a 383-inch SonoRamic V8, TorqueFlite, and 3.54 axle ratio with Sure-Grip would register $\frac{1}{4}$-mile speeds in the high 90's. All this with an automatic transmission too.

Mileage for our test car was not the greatest, especially since the urge to go that the car gave a driver encouraged more than average use of the throttle. Average driving in both city and open highway would deliver 12.5 miles per gallon each time the tank was filled. Avoiding fast starts and heavy traffic, an average of almost 14.5 mpg could be registered on a tank of fuel.

Summing up our impressions on the '60 Plymouth, we must commend the unitized body construction and improved quality. The ride will please the average driver but the optional suspension kit will appeal to the performance minded. Passenger comfort has been improved with higher seating positions and the '60 Plymouth is quieter. The wide selection of engines should provide something for every driver. The 1960 Plymouth does not have a flashy exterior design to attract the public but if the dealers across the country can get a potential customer to take a ride, chances are that they will make a sale.