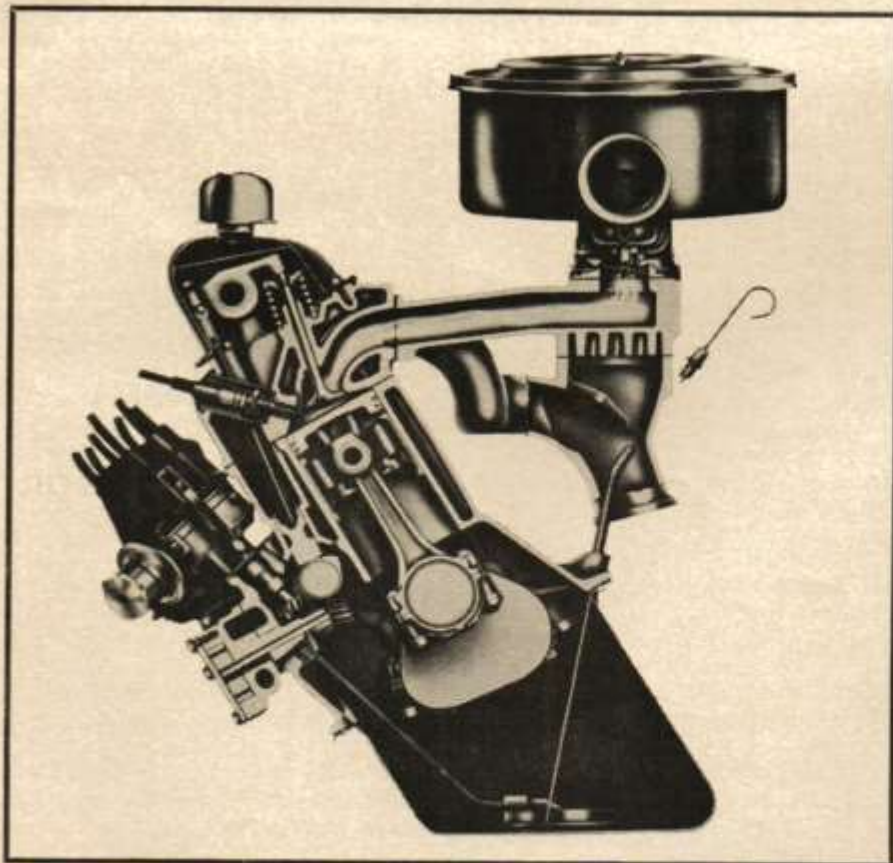


New overhead valve six-cylinder engine used as standard equipment on the lower priced Dart has 225 cubic inches of displacement, 8.5 to 1 compression and a rating of 145 hp. The "top" side of the 30° tilted engine is shown in this picture.



Cutaway of the six shows how the angular mounting made it easy to build the intake and exhaust manifolds with long passages. Aluminum intake manifold creates "ram" to give improved torque in middle ranges. Lightweight rockers have adjusting screws.

THE DODGE DART *continued*

of the firewall is nearly identical to the front frame portion of a 1959 Dodge. The big difference is the fact that the frame extends only far enough rearward to bolt solidly to reinforced portions of the firewall and underpan section of the body unit.

Rattle-free construction and light weight are the main advantages of unit construction but the big disadvantage is the cost of collision repairs. With Chrysler's method, a large number of possible sources of rattles and squeaks are eliminated but the front end sheet metal is still easy to repair in event of collision. The only point remaining to be proved is whether the front end sheet metal is adequately mounted and insulated to prevent front fender "shake" and rattles. From the driving experience we had in both the Dodge and Dart at Chrysler's Chelsea, Michigan, proving ground recently, we would have to give a high score on this point.

The door openings and windshield post angle of the Dodge and Dart are in our opinion the best in their price class for ease of entry and exit. Although Chrysler products have stayed away from the knee-smacking windshield post protrusion used on Ford and General Motors products in recent years, they have improved conditions even more for 1960 by changing the leading edge of the front door opening