



1960 Dodge products have unit construction bodies with larger door openings for easy entry and exit. The floor pan of the cars has also been dropped in 1960 for more comfortable seats.



Both right and left turns around circular test pad revealed the 1960 Dodge to have excellent road gripping qualities. Even while leaning to its maximum, Dodge carburetion didn't falter.

line six, with 4.125-inch bore, 3.4-inch stroke and a compression ratio of 8.5 to 1. The power rating is 145 horsepower at 4000 rpm with a torque rating of 215 foot/pounds at 2800 rpm.

As you can see by looking at the cutaway drawing on page 28, the engine does not sit upright, but is tilted to the right side of the car 30°. The reasons behind this angular mounting are many and well founded. Since the engine was primarily designed for the small Valiant, size was of major concern. Height was reduced by tilting the engine so that a low hood could be used. Also, the tilt lowered the center of gravity. By placing the water pump alongside the engine block, the bulk of the pump housing was behind the front of the block, making the engine several inches shorter than if the pump were on the front in a conventional manner.

With both intake and exhaust port openings on the head so far to the right side

of the car, manifolding was wide open with no tight squeezes to worry about around the steering gear box or frame rails. With plenty of room available for manifolding, the Chrysler engineers had a ball, designing a cast aluminum intake manifold which has long passages "tuned" to help "ram" air into the cylinders at middle rpm ranges for increased torque and power. To get rid of the exhaust gases, the engineers once again took advantage of the room to make a cast iron manifold with large diameter cross section and broad curves to offer the least resistance.

The generator and starter are on the top side of the engine with distributor, spark plugs, oil filter and fuel pump on the under side of the tilted block. Although it might sound as if servicing the ignition and plugs will be hard, there is actually plenty of room and everything can be easily checked. The lifters are solid with adjustable stamped steel rocker arms

that are easy to get to by lifting the rocker arm cover. The cam timing is obviously intended for economy with the intake valve opening at top dead center and the exhaust closing at 8° after top for only 8° of overlap. There might be plenty of potential in this engine if somebody were to work on it a little. The crankshaft has husky 2.750-inch diameter main bearings and 2.187-inch crankpins.

The optional V8 for the Dart Seneca and Pioneer is a 318-cubic inch model that has been in the Dodge line since 1955. It has proven quite successful in winning economy runs and delivers 230 hp at 4400 rpm with 340 ft/lbs of torque at 2400 rpm when fitted with a two-barrel carburetor. With a four-barrel carburetor the same engine is standard for the Dart Phoenix; horsepower is 255 at 4400 rpm with 345 ft/lbs of torque at 2800 rpm.

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Although off the ground with all four wheels in the picture at left, Dodge test car settled back to earth in smooth fashion. Suspension and handling are tops. As shown above, the Dodge Matador hardtop has aerodynamic lines with ample glass area.