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(Partial List)

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Jerry Norek	Sturdy-Morris	Sid Street
Jack Moss	Bill Williams	John Mantz
Glen Stocky-Reath	Douglas-Colvin-Richmond	Bill Guasti
Coburn Glaze	Chuck & Harold Daigh	Tim Flock
Burkhart-Brammer	Regg Schleninger	Ernie Rose
Lou Cangelouse	Jim Lindsley	Joe Barzda
Ken Lindley	Jim Woods	Henry Vogel
Curt & Bill Carroll	Carman Pisano	Bill Stroppe

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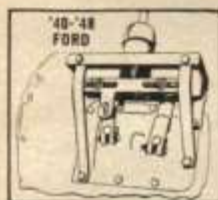
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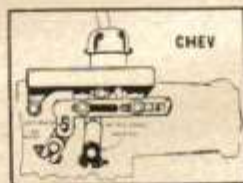
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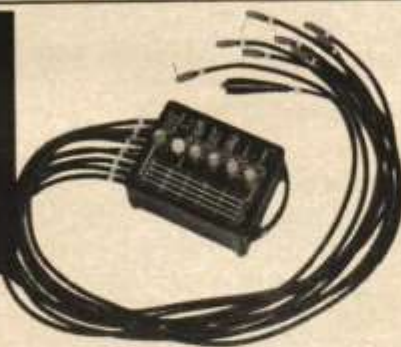
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## THE DODGE DART

continued

and a 2.93 with the TorqueFlite automatic. With the optional D-500 package, the Dodges and Dart Phoenix use a 3.31 ratio and TorqueFlite. Chrysler's Sure-Grip limited-slip differential is also optional with all ratios and transmissions and provides maximum traction under all conditions. For off-the-road travel or in ice and snow, this option is quite handy although you must get used to a change in driving conditions. Since both rear wheels get full driving power, too much throttle on a wet or icy road can bring about a quick spin. The conventional differential which will allow one wheel to slip while the other loses power will not usually cause this. If you buy a car with a limited-slip differential of any kind, try a couple of easy turns with power applied to get accustomed to the change in wet weather driving.

Since this was the first test of the 1960 models and we had to be confined to the proving ground roads where the eyes of the public couldn't get an advance preview, we did not have an opportunity to do any lengthy driving and check mileage. Dodge's record in the Mobilgas Economy Runs during recent years would indicate that they have the know-how and will probably still hold their own with all but the economy models when it comes to wringing the last bit of mileage out of a gallon of gasoline. The new six in a Dart chassis should give excellent mileage figures. Just what kind of mileage to expect from the D-500 engines with Ram Induction is something we will have to wait and see.

Acceleration with either the Dart or Dodge equipped with the optional induction system should be second to none in the 1960 car field. This statement is, of course, made with the reservation that competitive cars must be similarly equipped with an automatic transmission and a sensible road axle ratio. We would not hesitate to predict 0-60 mph times near 6 seconds flat and a 1/4-mile speed of at least 90 mph from either of the cars properly tuned.

As we said at the beginning of this article, 1960 is going to be the most interesting ever in the field of automobiles. The economy models are certain to take out a chunk somewhere and there might be a frantic realignment of thinking before the year is over, with a number of the medium priced cars already feeling the pinch. From where we sit, it would appear that Dodge has already taken steps to protect itself with the Dart, a quality item in the low-priced class. For those customers who want to go for a bit more luxury, the Dodge Matador and Polara will still attract their share of buyers.