



THE SWEEPING ROOFLINE IS THE DOMINATING STYLING FEATURE OF FORD'S NEW TOP-OF-THE-LINE HARDTOP, THE STARLINER.

FORD'S Starliner looks less like a Ford than preceding new year models the company has presented. It is big, plushy and all new on the outside, but fundamental characteristics are unmistakably Ford. The car is responsive, fairly economical and surprisingly agile for its size and weight.

The Starliner is one of the longest, and is the widest of all 1960 models, yet it handles easy in town and is not difficult to park. While light and quick steering cannot be discounted, the major reasons are partly psychological and come from an unexpected source, the styling. In front the hood curves downward at a low angle permitting the driver to see closer to the front of the car. This fact promotes better vision and ability to tell where the car is on the road or in a parking lot.

In heavy traffic the Starliner was responsive both getting away from traffic lights and in passing potential at highway speeds. There was a tendency for the motor to hesitate an instant when the throttle was depressed and to override the throttle slightly after it was released. Both these minor annoyances seemed to be more of a carburetion problem than an engine deficiency.

Acceleration tests proved that while the car was satisfactory enough for ordinary driving, it would be ranked among the moderately better performers. The 0-60 time of 11.1 seconds can't be called hot. The 300-hp powerplant has been fairly well defanged with a 2.91 axle.

Although styling is Ford's selling point this year, it is responsible for a number of interior design changes. Take the radiator as a case in point. For years now, radiators have been designed with a reservoir tank on top. But lower hood lines have pushed this tank down and necessarily increased the radiator's width to do the same job. This year Ford's radiator was so wide that a fan couldn't be designed to cover it and water returning down the sides received no air causing excessive heat at slow speeds.

The only solution was a cross flow radiator with tanks on either side which permits a lower and wider design. The core can be spanned by a conventional sized fan. Of course, nobody but a Ford engineer can say which came first, the low curve in front or the radiator.

Another change due to styling is the method of opening the hood which now lifts from the front instead of the rear. When open it exposes the engine compartment including the wheel wells, creating an illusion of tremendous size. Actually there is very little increase in working room and it is doubtful whether it will make servicing the engine any simpler.

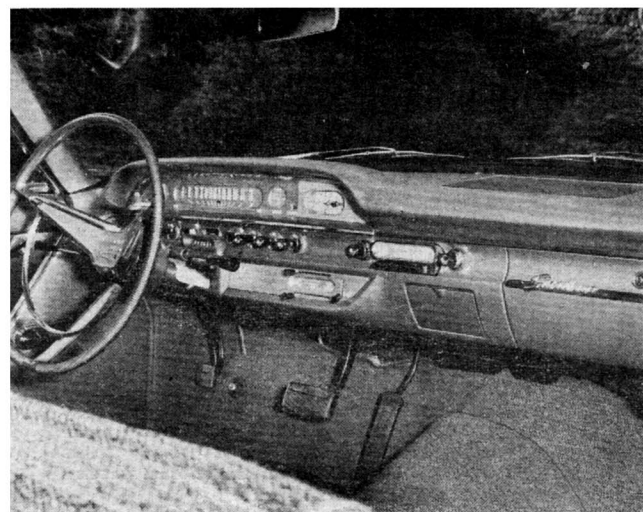
An interesting device is the tiny pump which operates the windshield washer. It is located on the generator and is powered by a tiny wheel pushing against the fan belt.

The Starliner was equipped with Crusomatic transmission.

## TESTING THE 60'S FORD V-8

Selecting the correct gear range was extremely tricky since there was no well defined stop for any choice except park.

Although not a lightweight automobile, the Starliner was equipped with standard brakes and they adequately stopped the car with little nosediving. They did, however, require too much pressure and a power assist would be safer.



RESTYLED dash area follows Ford's 1960 program of rounder and simpler lines. Padding of panel and steering wheel inversion are holdovers from the poorly received campaign of safety emphasis.

Cornering ability has been improved and the Starliner will put its two tons around turns easily with only the slightest tendency to lean. Nose drift and tire squeal are noticeable only on the tightest corners.

Chassis and suspension are basically the same with the only changes being made to adapt to the bigger dimensions. The ride is much better than last year's Fords and little objectionable swaying and floating can be detected at high speeds. On rough road conditions the ride is soft and practically no shock or vibration is transmitted to the passengers. The noise level in the passenger compartment was higher than it should be in a car in this price and comfort classification and could be fatiguing on long trips. Most of these annoying sounds come from the engine and could be reduced with better insulation.

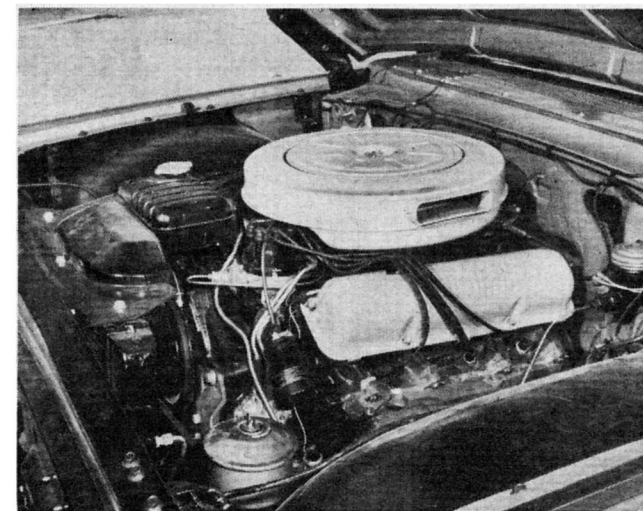
The Starliner is the only two-door hardtop offered by Ford this year and differs from all other body styles in that it has a long sloping roof. At first glance it might appear that headroom in the back seat would suffer. However, most of the lowest part of the slope is made up of the rear window and does not interfere with headroom. Only at the extreme edges does the roof become shallow.

The distance between seats is small but the extreme depth of the rear seat makes it possible for most persons to sit in comfort. True there is little room to stretch out the legs, still the Starliner has more room in the back seat than many hardtop coupes. Entry and exit into the back are excellent.

Up front passenger dimensions are generous and seats are comfortable. The instrument cluster is conservative and well arranged although the contrast of coloring between the numbers and faces do not make them as legible as they could be. The location of button switches is practical and in a handy position in a row under the instruments with labels directly above. Something new, and a sensible solution to an old problem is locating the parking brake release in the same row.

Basic materials used on the interior are only of average quality and since this is the plushiest Ford available it seems that something a little better could have been expected. Plastics have been used throughout and the headliner is a simulated acoustical padding. Another trim, on the side panels, appears to be spun chrome but is only plastic.

All in all the Starliner has no performance characteristic which could be pinned down as really outstanding. Maximum economy in the Ford line is found in the Falcon and maximum performance in the Police Interceptor option. The Starliner is a car which will appeal to those who do not want either extreme but will settle for a compromise in a high style package. ●



ENGINE AREA has been restricted a bit by the low slope of the hood. Note that special radiator tank has been tacked on top because of this. Hood now hinges at back of engine compartment.

## MOTOR LIFE TEST DATA



### 1960 FORD V-8

**TEST CAR:** Ford Starliner  
**BODY TYPE:** 2-door hardtop  
**BASE PRICE:** \$2,723

**OVERALL LENGTH:** 213.7 inches  
**OVERALL WIDTH:** 81.5 inches  
**OVERALL HEIGHT:** 54.5 inches  
**WHEELBASE:** 119 inches  
**TREAD, FRONT/REAR:** front 61 and rear 60 inches  
**TEST WEIGHT:** 4040 lbs.  
**WEIGHT DISTRIBUTION:** 54 per cent on front wheels  
**STEERING:** 5 turns lock-to-lock  
**TURNING CIRCLE:** 43.22 feet  
**GROUND CLEARANCE:** 5.5 inches

**SEATING CAPACITY:** six  
**FRONT SEAT—**  
**HEADROOM:** 34 inches  
**WIDTH:** 62.2 inches  
**LEGROOM:** 43.3 inches  
**TRUNK CAPACITY:** 33.5 cubic feet

**TYPE:** ohv V-8  
**DISPLACEMENT:** 352 cubic inches  
**BORE & STROKE:** 4.00 x 3.25  
**COMPRESSION RATIO:** 9.6-to-1  
**CARBURETION:** 1-four-barrel  
**HORSEPOWER:** 300 @ 4600  
**TORQUE:** 381 @ 2800  
**TRANSMISSION:** 3-speed automatic  
**REAR AXLE RATIO:** 2.91

**GAS MILEAGE:** 12/17 mpg  
**ACCELERATION:** 0-30 mph in 4.2 seconds, 0-45 mph in 7.0 and 0-60 mph in 11.1 seconds  
**SPEEDOMETER ERROR:** Indicated 30, 45 and 60 mph are actual 30, 44½ and 59 respectively  
**POWER-WEIGHT RATIO:** 13.5 lbs. per cubic inch  
**HORSEPOWER PER CUBIC INCH:** .85