



“The 1960 Plymouth  
is the performance king  
in its field...

*it can drill through hard bends and switchbacks  
as adroitly as many top-rated sports cars,”*

SAYS TOM McCahill of MECHANIX ILLUSTRATED.

One of America's best known automotive experts goes “flat out” in his praise for the Solid '60 Plymouth. Tom McCahill took a Fury 4-door hardtop equipped with the 361-cubic-inch, optional Golden Commando V-8 engine, and really put her through her paces. According to “Uncle Tom,” the Commando power plant “. . . can whizz out 0-60 mph in 8.2 seconds.”

As this expert discovered, “The big payoff on a Plymouth comes when you put it on the road.” But don't take his or anybody's word for it—*you* put a Plymouth on the road. Get her out on the roughest, toughest terrain you know. See if you share Tom McCahill's and our belief that the Solid Plymouth 1960 with new Dura-Quiet Unibody “. . . is the performance king in its field.”

*A Chrysler-engineered product, built a new solid way to give you solid satisfaction.*

**SOLID PLYMOUTH 1960**

# FOR '60, A NEW SOUND DOMINATES THE ROAD...THE OVERWHELMING PLYMOUTH SONORAMIC COMMANDO V-8.

**THE FIRST RAM INDUCTION ENGINE IN A PRODUCTION CAR!  
GIVES SUPERCHARGED RESULTS WITHOUT STEALING POWER  
...AND PUTS OUT GREATER TORQUE THAN 400 CU. IN. MILLS!**

Here's **authority!** Chrysler Corporation's top engine men worked with test cars in the Brickyard at Indy... spent months with chattering electronic computers in the labs...and finally turned a "custom competition" dream into a production model!

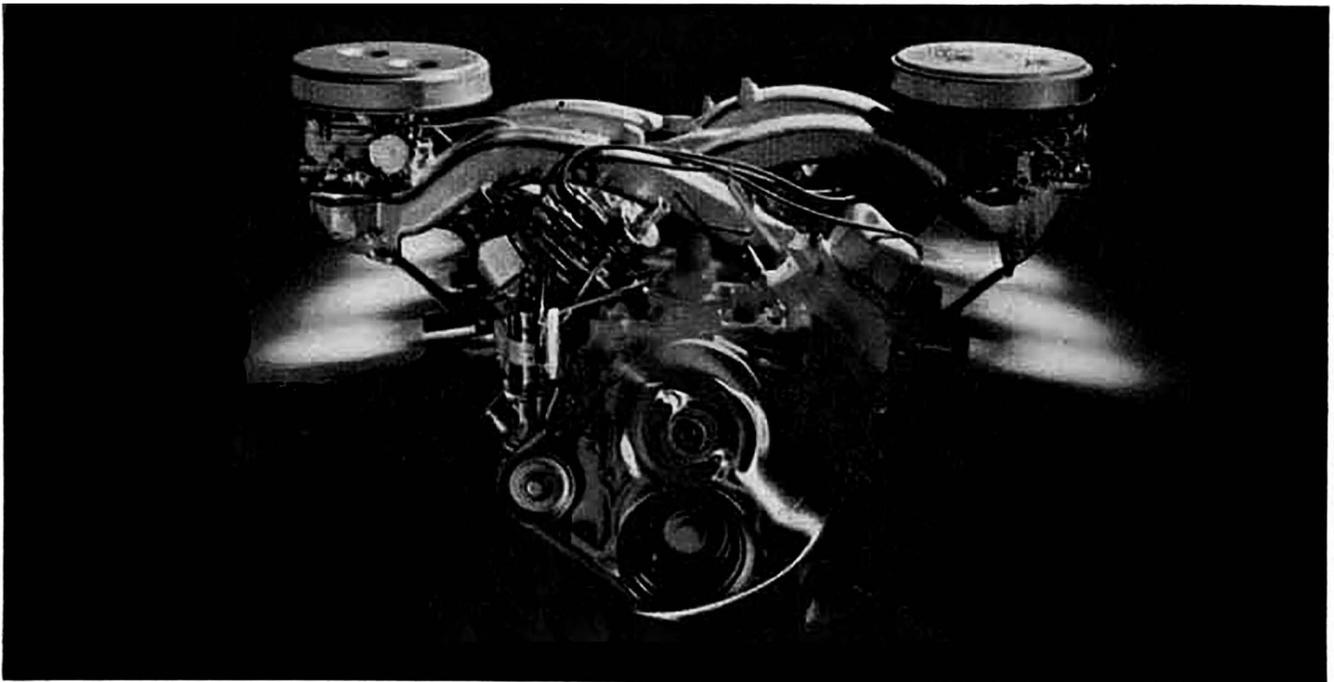
Plymouth **SonoRamic** uses long, curving intake manifolds to provide the results of a positive displacement supercharger. The air-fuel mixture moves through the manifold tubes until the intake valve closes. This sets up a compression wave which travels back and forth at high frequency, building enormous pressure and ramming home a super charge at the optimum time.

Once you **hear SonoRamic**, you'll have to try it! You'll find it handles marvelously in the '60 Plymouth because the new welded Plymouth Unibody, with Torsion-Aire suspension, has the solid rigidity and strength high performance demands. Available (extra cost) in two versions—in ANY body model!

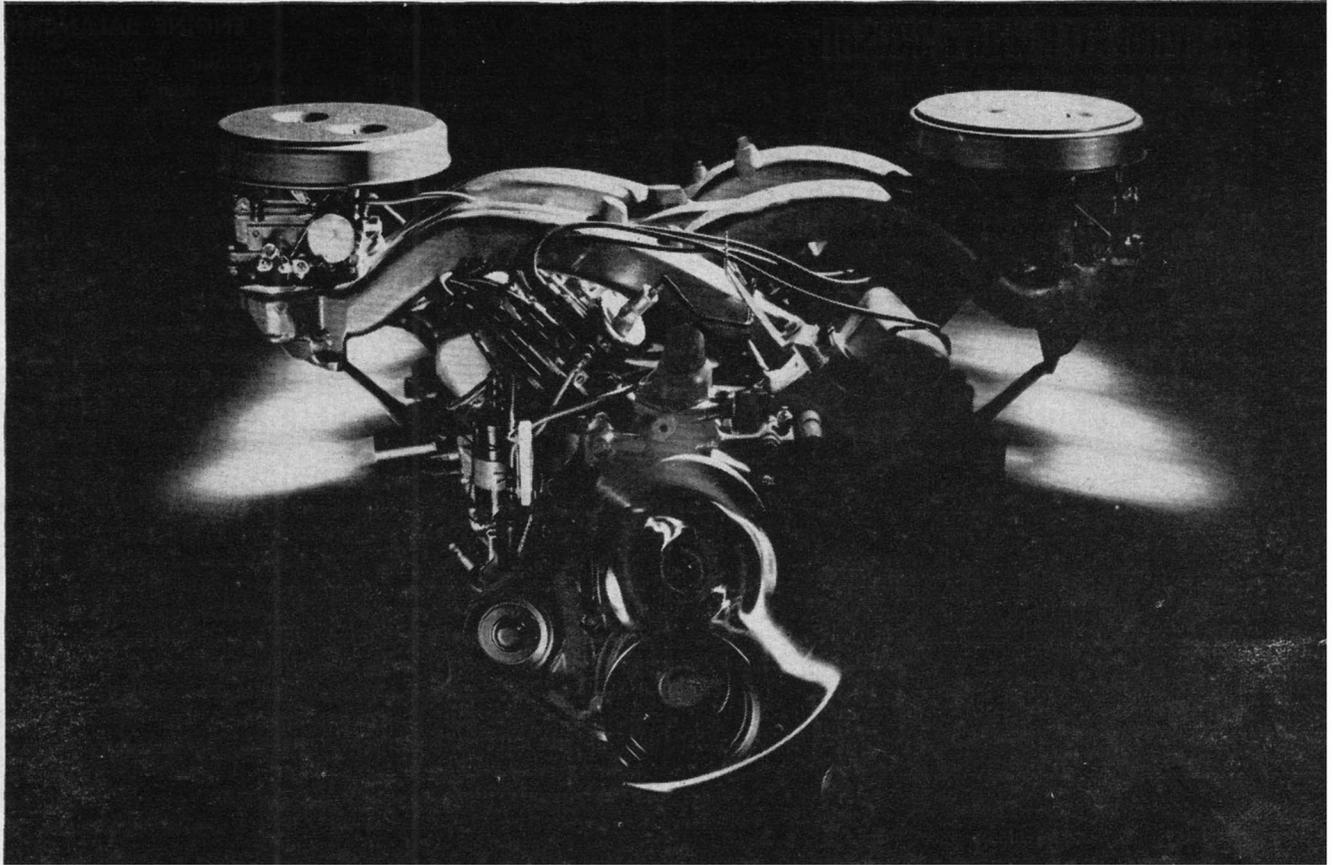
**Note:** There's more big Plymouth engine news at the other end of the scale for '60—the 30-D Economy Six, first American production car with engine slanted at a 30-degree angle. Aluminum intake manifold, many other advances. Slanting of engine lowers center of gravity, makes car easier to handle, simplifies servicing and many adjustments. An economy engine which still gives brisk performance.

**A Chrysler-engineered product, built a new solid way to give you solid satisfaction**

## **SOLID PLYMOUTH 1960**



383 cu. in. SonoRamic Commando V-8: HP., 330 at 4800 RPM. Torque, 460 lbs.-ft. at 2800 RPM. Comp. ratio, 10:1. Dual 4 bbl. carbs.  
Or choose the 361 cu. in. SonoRamic V-8: HP., 310 at 4800 RPM. Torque, 460 lbs.-ft. at 2800 RPM. Comp. ratio, 10:1. Dual 4 bbl. carbs.



383 cu. in. SonoRamic Commando V-8.

**LOOK OVER  
THIS   
"ENGINE MENU"  
AND PICK  
YOUR DISH!**

PLYMOUTH for '60 offers two new ram induction engines and three other big engines of special interest to the competition-minded. *Plus a new transmission—a heavy-duty 3-speed manual, of entirely new design—a big, beefy box that will really take a beating!*

**361 cu. in. SonoRamic Commando V-8†.** Dual 4 bbl. carbs. HP, 310 at 4800 RPM. Torque, 435 lbs.-ft. at 2800 RPM. Comp. ratio, 10:1. This is America's first production ram induction engine. Resonance waves in long, sweeping manifold tubes give effect of positive displacement supercharger, without stealing horses to do it.

**361 cu. in. Golden Commando V-8†.** Single 4 bbl. carb. HP, 305 at 4800 RPM. Torque, 395 lbs.-ft. at 3000 RPM. Comp. ratio, 10:1.

**383 cu. in. SonoRamic Commando V-8\*.** Ram induction. Single 4 bbl. carb. HP, 330 at 4800 RPM. Torque, 460 lbs.-ft. at 2800 RPM. Comp. ratio, 10:1.

**383 cu. in. Golden Commando V-8\*.** Single 4 bbl. carb. HP, 325 at 4600 RPM. Torque, 435 lbs.-ft. at 2800 RPM. Comp. ratio, 10:1.

**383 cu. in. runner type manifold Golden Commando V-8\*.** Dual 4 bbl. carbs. HP, 330 at 5200 RPM. Torque, 425 lbs.-ft. at 3600 RPM. Comp. ratio, 10:1.

These are in addition to the Fury V-800, the Fury V-800 with SuperPak†, and the new 30-D Economy Six. Wide new selection of rear axle ratios also available. Plymouth gives you matched engines, transmissions and gear ratios. See your dealer.

\*Special order, extra cost

†Optional, extra cost

**SOLID PLYMOUTH 1960**

*A Chrysler-engineered product, built a new solid way to give you solid satisfaction.*

Tough, dependable, new '60 Plymouth Police Cars are built rugged for hard Police work. They're low in first cost and upkeep. They're very comfortable.



*All have Dura-Quiet Unibody.*

Every Plymouth Police Car is built a new way—the solid Dura-Quiet Unibody way. Approximately 5400 precise welds join tough steel of body and frame into one sturdy, solid welded unit. This should let you keep Police Cars a long time and let you enjoy high resale value when you get ready to trade or sell them.

*Each Police Car is built to do a special job.*

There are three choices. The Patroller 6 with the new 30-D Economy Six engine is for city work. The Patroller Special 8 powered by the Fury V-8 is for city and suburban beats. The Pursuit Special 8 with a Golden Commando 395 engine is for highway and turnpike patrol. There's a choice of Police Emergency Wagons, too.

*They're available with eight engine choices.*

The three basic Police engines are: Plymouth's new *inclined* 30-D Economy Six—145 horsepower at 4000 RPM; the Plymouth Fury V-8—230 horsepower at 4400 RPM; and the Golden Commando 395 V-8—305 horsepower at 4800 RPM. The other five Police engines designed to meet your exact needs are extra-cost options.

*They're equipped for rugged Police work.*

There are big, heavy-duty 12-inch brakes with 251-square-inch lining area. And there are manual and optional automatic transmissions that will stand up in grueling Police work.

Interested? See your nearest Plymouth dealer today. Ask him for a free Plymouth Police Car Catalog. There's absolutely no obligation.

*A Chrysler-engineered product, built a new solid way to give you solid satisfaction.*

**SOLID PLYMOUTH 1960**

Solid Plymouth Fleet Cars with 30-D Economy Six engines let you subtract up to 18% from your fuel bill. That's like paying 4 cents less a gallon. Here's the story of the engine and the savings.



*30-D Economy Six engine is built a new way.*

Newest six in its field in the last 8 years, the 30-D Economy Six is actually *inclined* at an angle of 30 degrees. This ingenious design allows an entirely new type of high-efficiency manifold system. Results: uniform performance from all cylinders, good fuel economy, low engine effort, long engine life. And, in addition, this 30-degree *incline* also makes engine components easy to service.

*This engine uses fuel carefully.*

Its all-new overhead-valve design permits use of large intake and exhaust valves for free engine breathing, efficient and complete use of fuel. This engine also has a high compression ratio to get extra power out of each drop of fuel.

*This engine really saves you gasoline.*

Our engineers have repeatedly proven that it can mean a gasoline savings of up to 15% for manual transmissions and up to 18% for automatics. You can figure it as a savings of about three gallons out of every 20-gallon tankful. In cold cash, it's like paying at least 4 cents less a gallon. These figures are based on comparisons with previous Plymouth sixes.

*Good mileage is just the start with Plymouth.*

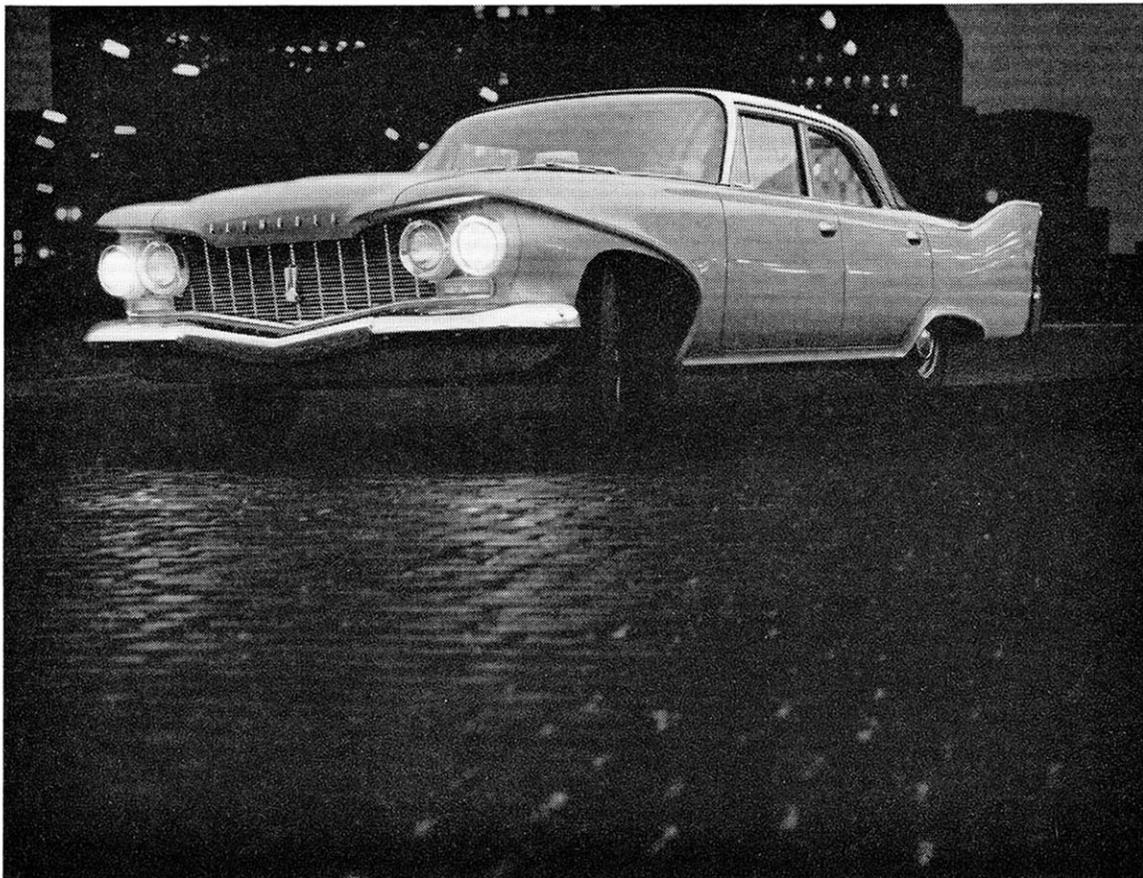
There's a solid, welded Dura-Quiet Unibody that promises good trade-in value. There's exceptional rust protection for low body upkeep. There's much more, too. And remember, there are 30 Plymouth fleet models to choose from.

See your nearest Plymouth dealer today.

A CHRYSLER-ENGINEERED PRODUCT, BUILT A NEW SOLID WAY TO GIVE YOU SOLID SATISFACTION.

**SOLID PLYMOUTH 1960**

Solid '60 Plymouth Fleet Cars put first things first—such things as low initial cost, low maintenance, low depreciation.



*They're low in original cost.*

Plymouth Fleet Cars are reasonably priced. The four Fleet Special models keep the solid fundamentals, yet eliminate the unnecessary trim many fleet owners don't want anyway. Solid fundamentals like tough, durable Vinyl interiors and heavy-duty door trim panels.

*They're built to last.*

They're built a new way—the solid Dura-Quiet Unibody way. That's one reason why every Plymouth should have a low maintenance cost. Approximately 5400 precise welds join tough steel of body and frame into one solid unit. There's also exceptional protection against body rust with seven different protective baths and six special chemical sprays.

*They keep depreciation down.*

Why do they keep depreciation down? Unibody construction is one of the answers. The solid combination of protective baths and chemical sprays that cuts body corrosion and maintenance 'way down is another answer. Then, there are the long-lasting, dependable Plymouth engines. And there are many other reasons, too.

*They give outstanding gasoline mileage.*

In fact, the best V-8 and Six mileages in their respective classes in the 1960 Mobilgas Economy Run. *For the fourth straight year*, a Plymouth V-8 won its class. Score 22.89 M.P.G. Plymouth's thrifty Economy Six scored 24.83 M.P.G. to win its class, too. These are more reasons why you should see your nearest Plymouth dealer now.

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**SOLID PLYMOUTH 1960**