

## 1960 PLYMOUTH VALIANT



The Valiant of 1960 was a product of its time. It was well-known in the industry that Ford and Chevrolet would be introducing the Falcon and the Corvair that year so the Virgil Exner-designed Valiant was rushed into production. Its design was very much unlike its competition in that it had a definite continental flair that was loved or hated. There was even a fake "*Continental Kit*" built into its trunk lid. It came as a four-door sedan and a station wagon with designations as a V-100 and the more opulent V-200.

The original Valiant engine was a 170.9 cubic inch "*oversquare*" (the cylinder bore was bigger than the stroke) overhead valve straight six that was canted over on its right side by 30 degrees and rated at 101 horsepower. Its crankcase housed engine bearings that were bigger than those in many of the V8s in the Chrysler lineup in those years and it was the first American car to come equipped with an alternator rather than an antiquated generator. The little engine was later to be known reverently as the "*Slant-6*" by aficionados.

The manual transmission was a three-speed (although in later life four-speeds were offered in various years) while the optional automatic was the A-904 Chrysler Torqueflite that developed a reputation for being bulletproof. The suspension was unique, too. Plymouth had done away with conventional springs up front in favor of torsion bars (a feature mostly given to European car back then), and the handling was better than its contemporaries, the Ford Falcon and the Chevrolet Corvair.

Base list price ranged from \$2033 (V-100 4-door sedan) to \$2546 (V-200 9 passenger wagon). The Valiant remained in production through the 1976 model year.