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The Plymouth product history of the 80s is thus pretty much the same as for the duller Dodges. And a short one it is also because do miss out on reborn convertibles, luxury models, and a last day ponycar like the front-drive Dodge Daytona. With that, most Plymouth sales came from just two model lines: the L-body Horizon and the derivative TC3 coupe (renamed Turismo for 1983-87), and the landmark K-body Reliant, which ousted Volare as the division's compact for 1981. Ad l annually styling and technical changes the parallel Dodge's nearly identical Omni/Charger and Aries, respectively, except for less trim and, in keeping with Plymouth's solid-citizen role, no Shelby-tuned subcompacts. In most years, Reliant earned honors as Chrysler's single best-selling model line. Wagons departed after 1989, but coupes and sedans finished off Reliant's run as value-equipped America models priced at \$7595. Plymouth's Horizon also sold out Dodge's Omni, but not by much, averaging 150,000 a year except for about 90,000 managed for 1982-83. Badge-engineering gave make token representation in full size and intermediate rows. For the former, Plymouth was doled a downsized 1982 Gran Fury, a near-twin of 112.7-inch-wheelbase M-body Dodge Diplomat to replace the slow-selling 118.5-inch-wheelbase Gran Fury of 1980-81. This sputtered along like a four-door sedan with few temporary changes through the swan-song 1989. Engines were the expected Slant Six and 318 V-8 (V-8 only after '83), and trim levels were limited to only one or two. Of course, this was nothing like previous Gran Furies, the original Aspen/Volare compact which evolved through the midsize 1977 Diplomat/Chrysler LeBaron. Most sold to police and taxi fleets, where the M-body's aging but proven back-drive design was an asset. Canadians were offered an M-body Plymouth before 1982 as Caravelle. For '85, that name came to the United States on a newly recorded, downpriced version of what had been the Chrysler E-Class. All but a replica of Dodge's 103.3-inch-wheelbase 600 four-door sedan, this front-drive Caravelle was nominally Plymouth's midsize family car, and sold in plain and higher-level SE trim at a respectable 35,000-45,000 a year until its 1988 retirement, when sales fell to 17,000. Unlike the Dodge with 600 ES, Plymouth was not allowed a more sporty model or even a five-speed trans axis, but for a time the 146-hp turbocharged version of Chrysler's 2.2-liter (135-cid) Trans-4 engine was optional. Most Caravelles had either a 2.6-liter (156-cid) Mitsubishi four with a balance axle or, after the debut model 1985, the 2.5-liter (153-cid) extension of Chrysler's 2.2. All are transported TorqueFlite automatically. Like Dodge, Plymouth's other big winner this decade was the practical K-based T-115 minivan, new for '84. The name here was Voyager (preserved from dodge-clone big-Plymouth vans in but that and another grid was about all it separated it from dodge's caravan. Added to to success, the fast-selling minivans were a big reason why the Chrysler Corporation enjoyed record profits at middecade, just five years after almost tumbling into the financial abyss. Because the industry counts minivans as trucks instead of cars, Voyagers don't need numbers in Plymouth production totals mentioned here. Plymouth came in on the new-for-'87 P-body, the more upscale subcompact originally intended to replace the Omni/Horizon. This replacement didn't happen right away, though, as strong demand for the high-value America models announced for 1987 prompted Chrysler to keep L-bodies through 1990. A surprising number of changes occurred in the last year: new dash, standard driver-side airbag, and no America tag. Identically priced at \$6995 for 1990, omni/Horizon went off as excellent value for money. Plymouth's name for the then sequel P-body was Sundance (reminiscent of an early-'70s Satellite trim option). Though predictably all but identical to Dodge's Shadow, Sundance aimed more at luxury-minded small car shoppers, offering three- and five-door notchback sedans with only one well-equipped trim level and one suspension tuned more to ride than handling. But Highland Park hadn't completely forgotten the Plymouth performance past, because 1988 Sundance offered a new RS package option with sportier appointments that included integrated fog lights, two-tone paint, wider tires on racier wheels, special bucket seats, and leather-rimmed steering wheels. An optional 2.2-liter port-injected turbo-four with 146 hp backed this boast, then gave way to a blown 150-hp 2.5 the next year. Also available through 1990 were standard 93-hp 2.2 and optional 96-hp 2.5, both usually intake engines with electronic throttle-body injection. All could have teamed up with standard five-speed manual or optional TorqueFlite transaxes. A new face with flush headlights cleaned up Sundance's 1989 look. The 1990s added an airbag to the driver's side of the steering wheel hub as a worthy safety push. Like Shadow, Sundance generated nearly 76,000 sales in its first year. Production then settled at about 80,000-100,000 unit levels through 1990. This suggested that Chrysler could still reach small car buyers, but not nearly as many a year as in valiant days. Still, many things had changed, and Sundance was arguably just as right for its time and market. This also applied to the new-for-'89 Recognition. Like Sundance, this was devised to replace an older Plymouth, the remarkable Reliant, but the K-car's continued sales force prompted corporate planners to let the new and the old run side by side that year, as Volare and Valiant did in '76. More instantly, Acclaim replaced Caravelle as Plymouth's midsize sedan. Riding the same wheelbase, but shares the latest corporate A-body with this year's new Dodge Spirit. There was still plenty of Reliant in Acclaim styling, but the look was more modern: formal yet smooth, and meticulously detailed good aerodynamic aerodynamic aerodynamic For more on defunct American cars, see: AMCDuesenbergOldsmobileStudebakerTucker The name Plymouth may sound familiar to Americans as the location of where pilgrims on the Mayflower first landed in America, but it is also the name of the city where they came from in England. The original Plymouth is a seaside resort near the south-west tip of Britain with such charm and scenic scenery that you will ask yourself why these pilgrims ever left. It's about 212 miles from London to Plymouth by roads, and renting a vehicle for a road trip is perhaps one of the most fun ways to get there. However, the train is the fastest method in just three hours from the city centre to the city centre. But train tickets can get prohibitively expensive, so choose the bus for the most affordable option to travel. Time Cost Best for Train 3 hours from \$22 Arriving at a time apiece Bus 5 hours, 55 minutes from \$9 Traveling on a budget Car 4 hours 212 miles (341 kilometers) Exploring the local area For those traveling on a budget, taking the bus is the most affordable way to get to Plymouth. Buses through National Express start at just \$9 for a one-way trip when purchased in advance, but even last minute tickets shouldn't increase dramatically in price (as train tickets do). The bus ride is almost six hours, so it takes twice as long as the train, but the low prices make it an unbeatable option. Buses depart from central London's Victoria bus station with links to the Circle, Victoria and District lines of the Underground. Plymouth is a small and easily walkable town, and the bus station is right in the heart of it. Just walk off the bus and you will be in the centre of everything Plymouth has to offer. The fastest and - many would say - the most comfortable method of travelling to Plymouth is via train. The three-hour journey cruises through almost the entire south-west of England, zigzagging through small villages and national parks until you arrive. Trains to the southwest aflader from Paddington Station, with connections to the Bakerloo, Circle, District, and Hammersmith & City lines of the Underground. When you get to Plymouth, the train station is just a block north of the city centre. The train is an affordable option if you book in advance, with tickets starting at about \$22. But fares fluctuate as flights and quickly become more expensive as seats sell out and the travel date gets closer. For the cheapest tickets, look for Advance tickets, which are released about eight to 10 weeks before you travel. Tip: Always buy train tickets in the UK as a single trip, even if you plan to return to your departure city. The cheapest Advance pricing is not available on round trip tickets, so you will end up paying more. The drive from London to Plymouth takes around four hours without major traffic delays. The M3 motorway out of London is a major commuter route through nearby suburbs and some congestion is likely but after around 40pm motorway A303 and the roads need to be cleaned up. The motorway itself is free, but you may have to pay congestion charges in London before you even leave the city, depending on the time of day you leave. Plymouth has several parking garages in the city centre which are not unduly priced, although you will find even cheaper options or on-street parking if you park further out and go into the centre. When you are in Plymouth, you don't need a vehicle to get around and can walk anywhere. As a coastal town, Plymouth is a popular summer retreat for British residents, with many Londoners fleeing to the area to enjoy the warm weather. As such, trying to buy train tickets in June, July and August is when they are at their most expensive. Make your reservations as early as possible if you're travelling during these months, or consider going to Plymouth in May or September when the weather is still warm, but the hordes of summer tourists have yet to arrive. If you're driving yourself, you can take advantage of having a vehicle and exploring some of England's most breathtaking spots near the route. The fastest car route runs along the northern border of Dorset County, but if you cut down to the south of the county you can drive along the water in an area known as the Jurassic Coast. It's a beautiful drive along the English Channel with dramatic limestone cliffs and rock formations, and is considered to be one of the most beautiful routes in the whole of the UK The driving route adds about an extra hour to the drive, not including all the extra time to pull over, take photos and enjoy the scenery. Plymouth is a city with a lot of history, and the Mayflower Steps-which celebrates the place where the eponymous ship set sail for the future United States - may be one of the most iconic places in the city. But Plymouth is much more than just pilgrims, as the city also has a long connection with the British Navy. Visit naval buildings built during the English Civil War in the 1600s or the Armada Memorial to acknowledge the defeat of the Spanish Armada during the Elizabethan. Apart from history, Plymouth is perhaps best enjoyed for its sublime natural landscapes. Not only can you enjoy the coast right in town, but Plymouth is also the gateway to explore the nearby Cornwall region with its white sand beaches, rugged cliffs and famous Cornish pasties. Thanks for letting us know! By!

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