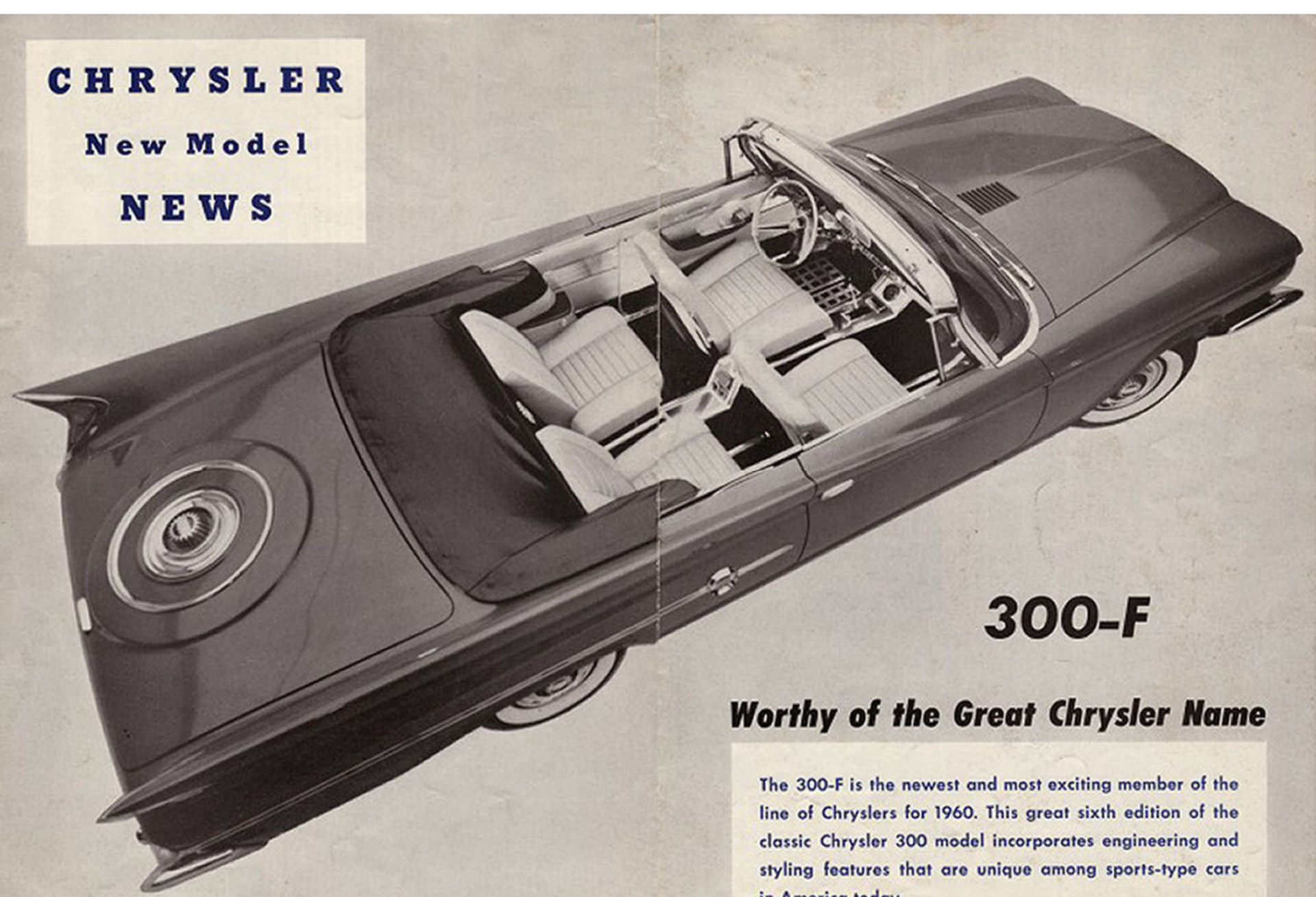
CHRYSLER
New Model
NEWS



300-F

Worthy of the Great Chrysler Name

The 300-F is the newest and most exciting member of the line of Chryslers for 1960. This great sixth edition of the classic Chrysler 300 model incorporates engineering and styling features that are unique among sports-type cars in America today.

CHRYSLER 300-F SPECIFICATIONS

GENERAL

Wheelbase, 126.0"; Tread, Front, 61.2"; Tread, Rear, 60.0"; Length, 219.6"; Width, 79.4"; Height —2-Dr. Hardtop, 55.1"—Convertible Coupe, 55.5".

ENGINE

Type, 90-degree V; No. of Cylinders, 8; Valve Arrangement, Overhead, In-Line, Hydraulic; Bore and Stroke, 4.18 x 3.75; Piston Displacement, 413 cu. in.; Compression Ratio, 10.1 to 1; Max. BHP @ Engine rpm, Standard: 375 at 5,000—Optional: 400 at 5,200; Max. Torque @ Engine rpm, Standard: 495 at 2,800—Optional: 465 at 3,600; Firing Order, 1, 8, 4, 3, 6, 5, 7, 2; Intake Valve Diameter, 2.08"; Exhaust Valve Diameter, 1.60"; Valve Lift, Intake .430"—Exhaust, .430"; Valve Open Duration, Intake 268 degrees—Exhaust 268 degrees; Valve Overlap, 48 degrees—Intake Opens 20 degrees B.T.D.C. — Exhaust Closes 28 degrees A.T.D.C.; Piston & Piston Rings, Aluminum Alloy Piston with Three Rings; Crankshaft, Drop Forged Steel; Crankshaft Main & Conn. Rod Bearings, "Super-Micro" Babbit.

ENGINE TUNING SPECIFICATIONS

Idle Speed (Neutral), 725-750 rpm; Basic Ignition Timing, 5 degrees B.T.D.C.; Spark Plugs, Auto Lite A-32; Spark Plug Gap, .035"; Distributor Breaker Point Gap, .014-.019"; Valve Lash, Hydraulic.

FUEL AND LUBRICATING SYSTEM

Carburetors, Two 4-Barrel, down draft, velocity type secondary system, automatic choke; Fuel Pump, Mechanical; Air Cleaners, Dual Paper Element Air Cleaners; Gas Tank Capacity, 23.0; Crankcase Capacity, 5 quarts (6 with filter); Oil Filter, Full-Flow type.

COOLING SYSTEM

Capacity, 17 quarts (with heater); Type, "Series-Flow" with Pressure-vent and Thermostatic by-pass temp. control; Fan, 7-bladed Fan with Silent-Flite Fan Drive.

ELECTRICAL SYSTEM

Type, 12 volt, Negative Ground; Battery, 78 plate, 70 Ampere-hour; Generator (without air conditioning), 35 ampere.

TRANSMISSION

I. AUTOMATIC: Type, Torque Converter & Planetary Gears, Fully Auto.; Max. Over-All Torque Multiplication, 5.39; First Gear Ratio, 2.45; Second Gear Ratio, 1.45; Type Lubricant Recommended, Auto. Transmission Fluid, Type A.

II. MANUAL: Type, Four Forward Speed and Reverse Pont-a-Mousson; First Gear Ratio, 3.35; Second Gear Ratio, 1.96; Third Gear Ratio, 1.36; Fourth Gear Ratio, 1.00; Reverse Gear Ratio, 3.11.

REAR AXLE RATIOS

Manual, Standard: 3.31—Optional: 2.93, 3.15, 3.23, 3.54, 3.73; Automatic, Standard: 3.31—Optional: 2.93, 3.15, 3.23, 3.54, 3.73.

BRAKES

Type, Hydraulic, Internal Expanding, Drum and Contoured Floating Shoe with Power Assist; Power Booster Type, Vacuum; Effective Braking Area, 251 sq. in.; Drum Diameter, 12"; Brake Shoe Width, 2½".

FRONT SUSPENSION

Type, Independent, Lateral Non-Parallel Control Arms with Torsion Bar Springs; Spring Rate, 40% stiffer than standard; Shock Absorber, Direct Acting, Oriflow, Heavy-Duty.

REAR SUSPENSION

Type, Parallel, Longitudinal Leaf, Semi-Elliptic; Spring Rate, 135 lbs. per inch (50% stiffer than standard); Number of Leaves, 7; Shock Absorber, Direct Acting, Oriflow, Heavy-Duty.

STEERING

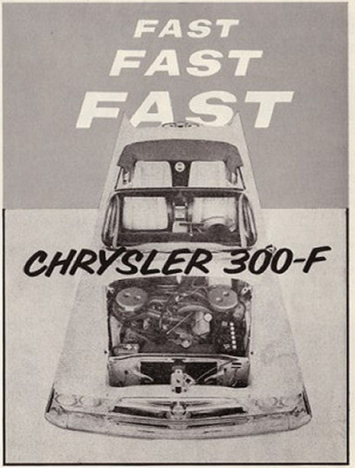
Type, Full-time Power Steering; Ratio (Gear), 15.7.

TIRES

Size, 9.00 x 14; Type, Nylon Racing Type Tires with White Sidewalls; Inflation Pressure (Cold) —Normal Driving, 22 psi—Extended High-Speed, 30 psi.

WHEELS

Size, 14 x 6½ K.



MAKES GOOD READING—Page from February issue of Motor Trend magazine is reproduced above. Magazine carries a complete report and pictures of interior and exterior of 300-F. Motor Trend says, "Chrysler's latest in their 'hot' series adds new laurels for performance."

MUCH TO WRITE ABOUT—Ken Fermoyle, at left, Detroit Correspondent of Popular Science magazine, jots down some notes after testing the 300-F. Other magazines that are testing and planning reports on the 300-F include Hot Rod, Car Life, Road & Track, Sports Car Illustrated, Popular Mechanics and Mechanix Illustrated.

The First 300 in Action at Daytona

STAR PERFORMER—In 1955, the first year it was introduced to American sports car fans, the Chrysler 300 won the Nascar Grand National stock car championship and the Nascar speed trials at Daytona Beach, Fla. The following year, the next edition of the 300 repeated this brilliant performance. The 300-C holds the unofficial stock car speed record of 145.7 miles per hour clocked at the Chrysler Proving Ground. Each year, new engine and interior refinements have been built into the 300.

SPECIAL FEATURES

Some of the special features of the Chrysler 300-F engine include two 4-barrel carburetors, a high performance crankshaft, low restriction air cleaners, low back pressure exhaust system, heavy duty valve springs and dampers, and a fluid fan drive which limits maximum fan speed.

The compression ratio is 10.1 to 1. Desirable features, such as automatic choke, paper element air cleaners, hydraulic valve lifters, and full flow oil filter are standard equipment.

The fully automatic TorqueFlite transmission is furnished as standard equipment on the 300-F because, in addition to its convenience, it provides unmatched acceleration characteristics. Designed to give the optimum combination of smoothness and performance, it is modified to match the special operating characteristics of the 300-F engine and rear axle. A tachometer mounted in the tunnel above the transmission informs the driver of the engine speed at a glance.

For driving enjoyment and safety, the suspension of the 300-F has been designed to give the handling characteristics so desirable for such a powerful car. The combination of a low center of gravity, high rate chassis springs and heavy-duty shock absorbers enables the 300-F to negotiate corners and winding roads with negligible body sway or tire squeal. 300-F owners will find the easy, floating sensation of the soft boulevard ride has given way to a solid feel that conducts more of the road surface irregularities to the driver. For anyone who enjoys the fun of driving, this sensation of being part of the car will be truly exciting.

The 300-F is equipped with Special Goodyear Blue Streak racing type tires. The combination of nylon construction, with a low cord angle to reduce side wall deflection, and a special tread stock results in increased tire strength and lower operating temperatures.

300-F is Newest in Chrysler Line of Great Performers

HIGH PERFORMANCE—R. M. Rodger, Chrysler and Imperial Division Chief Engineer, in driver's seat of 300-F equipped with 400-horsepower ram manifold engine and special four-forward speed, manuel transmission. View at right shows transmission housing. This engine and manual transmission will be in limited production in 1960.

The 1960 Chrysler 300-F, the newest of a line of cars noted for exceptional performance and handling qualities, is now being publicly introduced to the nation, it was announced by E. M. Braden, General Sales Manager of Chrysler Division of Chrysler Corporation.

The new model is the sixth in a series of high performance sports-type touring machines. The first, the Chrysler 300, was introduced in 1955.

The 300-F features two new ram induction engines. Standard engine is a 375-horsepower ram manifold 413 cubic-inch, V-eight, equipped with TorqueFlite three-speed automatic transmission. Also available as an option is a 400-horsepower ram manifold, high performance version, equipped with an imported French Pont-a-Mousson manual, synchro-mesh gear box having four forward speeds.

Both the 400-horsepower engine, which has a displacement of 413 cubic inches, and the Pont-a-Mousson transmission are optional equipment at extra cost, Braden said both will be in very limited production in 1960.

Biggest Change Since 1955

"The 300-F is the most markedly changed Chrysler 300 since the introduction of this line of sports-type automobile in 1955," Braden declared.

While the 300-F maintains its reputation as an agile sports-type touring car, Braden added, its newly designed interior and exterior reflect the recommendations made by owners of previous 300 model cars. The Division has kept in close touch with 300 series owners and is producing a 1960 version which these owners have indicated they would like to own and drive.

The 300-F ram induction engines are the greatest engineering advance since the advent of the supercharger, according to Chrysler engineers. Like a supercharger, ram induction literally rams air and fuel into the engine when the throttle is opened, but unlike a supercharger, it does not "steal" power from the engine for its operation and it has no moving parts to get out of adjustment.

Ram induction provides torque increase of as much as ten percent in the 1800 to 3600 RPM range as compared with engines equipped with the single four-barrel carburetor Golden Lion Chrysler engine.

The increased torque is felt as a powerful push at normal passing speeds. It provides adequate power for quick, safe passing without the need to kick down the transmission into a lower range.

The important thing is that ram induction puts the punch not at the "top end", where it would be useful only at very high engine speeds, but in the mid-speed range at which most drivers normally operate their engines.

Still another advantage of ram induction is that when it is not needed, good fuel economy may be obtained under ordinary part-throttle driving conditions.

How Ram Induction Works

This is how ram induction obtains its "free" supercharging: 30-inch-long ram tubes leading to each combustion chamber carry a mixture of air and fuel at a high rate of speed to the combustion chamber. As the intake valve on the combustion chamber closes, the inertia of the fuel-air mixture set up in the long tubes ram an extra amount of the mixture into the chamber. At the same time, a sound wave is created in the tube, with the compression wave calculated to be at the intake valve just before it closes. The compression wave sends still another extra amount of fuel-air mixture into the chamber.

These two "bonus" supplies of extra fuel-air mixture forced into the combustion chamber, account for the ram or extra power effect.

FAMOUS TRADEMARK—As in previous years, the 1960 Chrysler 300-F sports a distinctive grille that stands for performance and handling that can't be equalled.

GETTING THE TIME—A NASCAR official hands Brewster Shaw the time for one of his acceleration runs while camera grinds away. Shaw made the unofficial test runs to see how the 300-F handles and performs.

SPEED TRIALS CHAMP SAYS:

'The 300-F is the Finest Car I Have Ever Driven'

BREWSTER SHAW

Brewster Shaw, whose entries in the Daytona Beach Speed Trials have won more Flying Mile and acceleration runs in the last nine years than all other competitors combined, was at the wheel of the Chrysler 300-F during the filming of its performance and handling characteristics at Daytona Beach, Fla.

Shaw started his career in the automobile business in 1912 as a lubrication man in his father's dealership, San Juan Motor Co. He has managed the family Chrysler-Imperial-Plymouth dealership in Daytona Beach since 1943. Here are Shaw's impressions of the 300-F.

By BREWSTER SHAW

First, I'd like to make it clear to everyone who reads this that there is a world of difference between competitive driving on the beach and everyday driving in traffic and on the highways.

Off the beach, I observe the speed limit. I try to drive safely at all times. I advocate this for Chrysler 300 owners, too. In traffic, any car can be a machine of destruction in the hands of a reckless driver. A real sportsman at the wheel of the 300 is one who gets a thrill out of handling his machine while observing all the rules and limits of highway driving.

The 1960 Chrysler 300-F is the finest car I have ever driven. During the making of the films here at Daytona Beach, I must have made somewhere between 30 to 50 high speed runs in excess of 120 m.p.h., some in wet sand. Wet sand is slippery, but not for a 300-F. The car is beautifully balanced and handles like a baby carriage.

The acceleration is so great that it takes a bit of doing (on the beach) to keep the wheels under the car. At 20 m.p.h. in high gear in a wide, easy turn it is impossible to open the throttle (not down-shift) without sliding the rear wheels. It's a real thrill.

Although under acceleration on the beach all cars fish-tail due to the sand and spinning wheels, once the 300 passes 100 m.p.h., it is like driving on a railroad track. There is no tendency to wander even in high cross winds. The handling is superb.

The new manifold has accomplished what former 300s lacked—namely, low speed acceleration. Any real gone sports car fan who drives this car and is not impressed should be measured for a pine box, because performance and handling are its long suits.

During our tests on the beach, we had only a little over a mile to build up speed and come to a stop—four miles less than during the Speed Trials in February. At one time the speedometer indicated 135 m.p.h. Top speed is great, but the acceleration to me is the real thrill, and this 300-F has it in abundance.

The interior of the car is all anyone could ask, and its comfort is second to no car built. The bucket seats, both front and rear, are most comfortable.

The console is in the best of taste and it has the tachometer that has been needed, in these many years. The leathers, floor mats, accessories, trim, and you name it, all speak quality. Though past 300s were excellent, this 300-F puts them to shame.

Looks is a matter of choice, but I would think T'bird owners might get out and throw rocks at their product. Simplicity is still the keynote and I hope it stays that way. The 300 lines are extremely pleasing and the few people who saw the car here in Daytona Beach during the film making were most impressed.

My first experience with a 300 was in February of 1955 in the snow in Detroit. I drove from there to Daytona Beach and had a real hairy ride. The power of the car on ice was new to me and it was dumb luck I ever got home. Incidentally, that car drew crowds in a cow pasture at midnight.

My first experience with Speed Trials in Daytona Beach came in 1951 when Tom McCahill borrowed our first V8 Chrysler and won them with something like 106.18 m.p.h.

From that time on, we have had cars running on the beach each February, and though my modesty shocks me, I have managed to win more Flying Mile and acceleration runs than the rest of the competition combined.

In 1952 and 1953, I drove Saratogas, and though there are no records available, I did real well. In 1954, our New Yorkers finished first and second in the Flying Mile in the unlimited class. The 300s in 1955, 1956, 1957, and 1958 also came in first and second in the Flying Mile, unlimited class.

In 1958, I set a record for the Standing Mile acceleration run that still stands with a straight stick 300-D.

There just is no substitute for a Chrysler engine.

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RUGGED TRAVELER—During making of film, 300-F at right was driven over rough trails and back roads in Smoky Mountains, across streams and up and down steep mountain roads. Other scenes, of high speed runs, were taken at Daytona Beach.

FAST PASS—the 300-F roars across the finish line of NASCAR measured course at Daytona Beach, with Brewster Shaw at the wheel.

A motion picture film in full color and sound of the Chrysler 300-F's handling characteristics and speed performance was shown for the first time at the National News Preview of the new model in New York City January 7.

The 18-minute film is a graphic record of the 300-F in action. Part of it is devoted to a run between Detroit and Daytona Beach, Florida, over all kinds of roads, in all sorts of driving conditions. Several scenes show the 300-F fording streams. Others are of hill climbing and cornering.

Another part of the film deals with the 300-F as a high speed performer on the beach at Daytona, shown in the accompanying pictures.

New Sports Car Interior Features Bucket Seats, Instrument Console

An entirely re-designed interior is a major highlight of the 300-F.

Four individually contoured bucket seats are separated by a center instrument console running the length of the car interior. The console rises about 11 inches in height from the floor between front seat passengers and tapers in streamlined fashion to about six inches in height between rear seat occupants.

Calibrated tachometer is located in the center of the causeway just beneath the instrument panel, convenient to the driver's line of sight. Fingertip control buttons for all four power windows are located just below the tachometer. A large ashtray with lighter are opposite the driver's knee on the console. It is covered by a chrome sliding panel.

Between front seat passengers there is an armrest with a hinged top that reveals a hidden storage compartment for maps, gloves, and other personal belongings. A similar center armrest is located between the rear passengers, who have easy access to an ashtray-lighter located on top of the rear portion of the instrument console.

The 300-F interior is finished in a beige. Genuine leather covers the seats. Perforations in the leather allow air circulation for greater passenger comfort. Seats are constructed with full-foam padding up to four inches in thickness. Brushed aluminum and chrome are used to trim the roof-lining, instrument console and panel, as well as to hold down luxurious looped pile carpeting over the entire floor area.