

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, 126.6"; Tread, Front, 61.2"; Tread, Rear, 60.9"; Length, 219.6"; Width, 79.4"; Height, 55.5"; -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 2,600; 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" Ballbit.

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, .055"; 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, 25.0; 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, 3.25; Second Gear Ratio, 1.96; Third Gear Ratio, 1.36; Fourth Gear Ratio, 1.00; Reverse Gear Ratio, 3.11.

REAR AXLE RATIOS

Mammi, Standard: 3.31—Optional: 2.93, 3.15, 3.23, 3.54, 3.75; Automatic, Standard: 3.31—Optional: 2.93, 3.15, 3.23, 3.54, 3.75.

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, 2 1/2".

FRONT SUSPENSION

Type, Independent, Lateral Non-Parallel Control Arms with Torsion Bar Springs; Spring Rate, 40% stiffer than standard; Shock Absorber, Direct Acting, Griflow, 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, Griflow, 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 6 1/4 K.



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.

FAST FAST FAST

CHRYSLER 300-F

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 Fermoye, 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.

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

The 1960 Chrysler 300-F, the seventh 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. Broder, General Sales Manager of Chrysler Division of Chrysler Corporation.

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

The 300-F features two new six-cylinder engines. Standard engine is a 375-horsepower ram manifold 413 cubic-inch, V-eight, equipped with Torque-Fire three-speed automatic transmission. Also available is an optional 390-horsepower ram manifold, high performance version, equipped with an improved Torque-Fire manual transmission, manual synchro-spring rear box having four forward speeds.

Both the 390-horsepower engine, which has a displacement of 413 cubic inches, and the Torq-A-Motion transmission are optional equipment at extra cost. Broder 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 automobiles in 1955. Broder declared.

While the 300-F maintains its reputation as an agile sports-type touring car, Broder added, it's 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, accord-

ing to Chrysler engineers. Like a supercharger, ram induction literally sucks 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 as much as ten percent in the 100 to 3000 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 gear.

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

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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 low ram induction obtains its "free" supercharging: 50-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 causes an extra amount of the mixture to enter the chamber. At the same time, a second wave is created in the tube, with the compression wave calculated to be at the intake valve just before it closes. The compression wave forces still another extra amount of fuel-air mixture into the chamber.

These two "boost" surges of air and fuel are forced into the combustion chamber, amount for the ram or extra power effect.



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

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 runs 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 console just beneath the instrument panel, contained in the driver's line of sight. Fingerprint control buttons for all four power windows are located just below the tachometer. A large battery with lighter are opposite the driver's line on the console. It is covered by a chrome sliding panel.

Between front seat passengers there is an armrest with a hinged bag that reveals a lockable 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 located on top of the rear portion of the instrument console.

The 300-F interior is finished in a large, leather-like covers the seats. Partitions in the leather allow air circulation for greater passenger comfort. Seats are constructed with full-grain, padded up to four inches in thickness. If four power windows are not used to trim the roof-lining, instrument console and panel, as well as to hold down luggage bags, etc., carrying over the entire floor area.



HIGH PERFORMANCE—E. M. Broder, Chrysler and General Division Chief Engineer, in driver's seat of 300-F equipped with 390-horsepower ram manifold engine and special four-forward speed, manual transmission. View of right shift assembly housing. This engine and manual transmission will be built in production in 1960.

The 300-F ram induction engines are the greatest engineering advance since the advent of the supercharger, accord-

SPEED TRIALS CHAMP SAYS:

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

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

Shaw started his career in the automobile business in 1912 as a lubrication man in his father's workshop, San Juan Messer 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 anyone who reads this that there is a world of difference between competitive driving on the beach and everyday driving in traffic on the highways.

Off the beach, I always get the 300-F. I try to drive only at 40 or 50 m.p.h. for a majority of the trip. During the making of the film here at Daytona Beach, I used have road runs here between 20 to 30 m.p.h. speed rate to excess of 120 m.p.h., none is not usual. We used to alternate, but not for a 1960 car. It is a beautiful balance 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, open area it is impossible to open the throttle (not drive-shy) while

out shifting the rear wheels. It's a real thrill.

After your acceleration on the beach all cars fall tail due to the rear on spring shocks, one on 300 passes 100 m.p.h. in 10.5 seconds on a 1/4 mile track. There is no vibration in wheel even in high runs on the beach.

The handling is superb. The new manifold has accommodations for 300 hp. It's a real thrill. Top speed is great, but the most important thing is the acceleration. Any car that can get to 100 m.p.h. in 10.5 seconds is a real improvement should

be measured for a plus line, because performance and handling are in the combined top end and low end.

During our tests on the beach, we had only a 300 car to take to 100 m.p.h. and come to a stop four miles back during the 300-F trials in February. At one time the accelerator indicated 710 m.p.h. Top speed is great, but the most important thing is the acceleration. Any car that can get to 100 m.p.h. in 10.5 seconds is a real improvement should

GETTING THE TIME—A NASCAR official hands Brewster Shaw the time for one of his acceleration runs while camera crews wait. Shaw made the 0-100 run in 10.5 seconds.

second to no car here. The leader was 300, but front end, are most comfortable. The reason is the best of both and it has the tachometer that has been needed, it shows many miles. The tachometer, four main, automatic, shift, and five main. All speed counts. Though not 300, were confirmed, the 300-F runs from 0 to 100.

Looks like a matter of choice, but I would think that these might get out and three miles at the product. Simplicity is all the more, and I keep it simple that way. The 300 has an extremely pleasing and the few people who say 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 Daytona Beach 1/4 mile from then to Daytona Beach and had a real thrill run. The time of the car was now in use and it was done. I can't say I know that well, but I can say I know that well. I can say I know that well. I can say I know that well.

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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 June 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 Daytona and Daytona Beach. It shows all kinds of roads, in all sorts of driving conditions. Several scenes show the 300-F leading streams. Others are of hill climbing and touring.

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

