

*LEFT*—Imported Pont-à-Mousson four-speed manual transmission is an optional item together with the 400 hp engine. The shift lever is conveniently placed in the raised driveshaft tunnel. The tachometer being indicated is cable driven from the distributor but is mounted in a bad spot.

*RIGHT*—The 300F body shell is the same as other '60 Chrysler two-doors but has different trim, wheel covers, grille and interior. The louvers in the rear of the hood are real but blanked off from the inside. The wheelbase is 126 inches and the overall car length is just over 18 feet.

once or twice in rapid succession. On steep downhill mountain roads, the brakes become quickly overheated after a few applications. The small, 14-inch wheels and wide tires so completely shroud the brake drums that cooling air cannot circulate freely around them. We definitely feel that a car with the speed potential of the 300F needs better brakes.

On the subject of brakes, the parking brake for all 1960 Chrysler products except the Valiant is on the output shaft of the transmission. This has been a Chrysler practice for a number of years and has been a very trouble-free arrangement in the past. Being on the transmission tailshaft, the lining is not subject to wear such as other parking brakes which operate on the rear wheel brake shoes. Also, application of the rear wheel type of parking brake after hard driving will often cause the drums to distort as they cool over the expanded brake shoes. With the parking drum on the transmission output shaft, this will not happen. Prior to 1960, the Chrysler parking brake used a pull-type T-handle beneath the dash. For 1960, this has been changed to a foot pedal arrangement with a finger release.

Just one word of caution, the new foot pedal parking lever does not seem to "set" the brake as solid as did the other type so must be "stomped" very firmly when parking on steep grades. Chrysler's automatic transmission has no "Park" position so this is very important.

Steering for the 300F is quick and positive which makes it a good match for the performance of the car. Only power steering is offered for 1960 which is just as it should be since a manual ratio slow enough to permit the average driver to steer the heavy car would be dangerously slow in mountainous country. The Full-Time power steering ratio is 15.7:1 and is, without a doubt, the correct ratio. We have on occasion heard complaints about the sensitive touch of Chrysler power steering but only by persons who have never owned a recent Chrysler product. It doesn't take long to get used to and then the type offered by non-Chrysler cars seems to be the awkward one.

Two engines are available for the 300F. The standard engine is a 413 cubic inch V8 with 4.18-inch bore, 3.75-inch stroke, 10:1 compression ratio, a horsepower rating of 375 @ 5000



The gasoline filler neck is concealed beneath the rear license plate bracket with a 23-gallon capacity tank. 14-inch wheels are fitted with nylon Supreme grade tires. The 300F Chrysler is available for sale in only four colors; black, white, red and a burnt orange.