



rpm and 495 lbs./ft. of torque at 2800 rpm. An optional version is identical except for camshaft timing and has a 400 horsepower rating at 5200 rpm with 465 lbs./ft. of torque at 3600 rpm. The standard 375 hp engine uses hydraulic lifters and it is thought that the 400-horsepower job will use solid lifters and adjustable rocker arms for increased rpm's.

Both of these engines use Chrysler's new Ram Injection systems which has a Carter four-barrel carburetor on either side of the engine feeding the opposite bank of cylinders through 30-inch long intake passages. In operation and appearance, the 300F Ram Induction is identical to that used by Dodge, Plymouth and DeSoto. It capitalizes on the velocity of air within the long intake passages to "pack" air/fuel charge into the cylinders at slightly better than atmospheric pressure for a mild supercharge. This supercharge is designed for maximum efficiency at 2800 rpm on the standard engine so that the extra torque derived from the ram action will be available in the rpm range best suited for everyday driving. If you think that perhaps the new Ram Induction system is just a publicity "gimmick" to add interest to the 300F, wait until you see the acceleration figures of this car.

The standard transmission for the 300F is a heavy-duty version of Chrysler's automatic TorqueFlite. It has three forward speeds with ratios of 2.45, 1.45 and direct. Increased oil pressure and stronger shifting servos ensure positive shifts; in fact, full throttle application from a standing start will result in a rear wheel "chirp" and a solid belt to the seat of the pants when the unit shifts from first to second gears. When full throttle starts are made in Drive gear, the 1-2 upshift is made at about 45 mph and the 2-3 upshift at just over 75 mph. By using number 1 push button, the transmission will stay in first gear until the driver pushes either the number 2 button or Drive. In timed acceleration runs, the best results were recorded when the 1-2 shift was made before 50 mph. Chrysler's TorqueFlite can also be downshifted into second gear for a braking assist in mountainous country and will aid greatly at speeds below 70 mph. The torque converter has a maximum stall ratio of 2.2 at 1975 rpm which is both a high multiplication ratio and a high stall speed for such a big powerplant. This results in a "free-wheeling" transmission at low speeds when the throttle foot is lifted and although this feature has helped Chrysler win several economy runs in the past, it also places added load on the braking system.

The optional transmission for the 300F is a four-speed synchro-mesh Pont-à-Mousson manual shift unit which Chrysler

purchases from a French concern. It is a heavy-duty racing transmission with husky gears and an aluminum case with a stubby top-mounted shift lever that sticks up through the raised tunnel between the front seats. It has forward ratios of 3.35, 1.96, 1.36 and direct. Reverse ratio is 3.11. The Pont-à-Mousson gearbox is planned as a limited production option and is available only with the optional 400 horsepower engine. Clutch details are not complete as we write this but will probably be 11-inches in diameter with heavy spring pressures.

A 3.31 rear axle ratio is standard with either the TorqueFlite or 4-speed manual transmissions but a wide selection of optional ratios is available for the customer to choose from. The listed ratios include 2.93, 3.15, 3.25, 3.54, 3.73 and are all optional with either transmission. All ratios can also be fitted with the Sure-Grip limited-slip differential for increased traction. For any ratio lower than 3.31 (numerically higher), the Sure-Grip is, in our estimation, a required extra.

We usually don't get into a discussion on tires but in this case we might mention that the 300F is factory equipped with 9.00x14 Goodyear Captive-Air nylon tubless tires. These tires are of premium quality and feature a two-chamber construction for added blowout protection. Being nylon, they flat-spot in cold weather, which means that left sitting for any length of time when cold, a flat spot will occur at the point of contact with the ground to cause a bounce and thumping noise until driven for a few miles to round them out. Since the premium tires are heavier in construction, this flat-spotting seems to last several miles longer than with a medium-priced nylon tire. Our experience with tires leads us to believe that this heavy premium tire is not particularly the best type for prolonged high-speed driving such as some Texan might subject the tire to in the middle of the summer. For prolonged speeds in excess of 100 mph, a lighter nylon tire with less heat build-up properties would seem better suited.

Slipping into the driver's seat of the 300F for the first time is quite an experience. The bucket seats are not only very comfortable with their perforated leather covering, but quite handsome as well. The interior is definitely designed for just four passengers, with wide, padded arm rests between the seats both front and rear. Beneath these arm rests, a medium sized glove or catch-all compartment is provided for the convenience of passengers. Rich, black carpeting is used throughout the interior, not only for the floor pan but also up the sides of the high tunnel between the seats, on the folding backs of the front

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