

for the 300, 7.5 for the Fury; 30 to 60 mph passing, 5.1 seconds for the 300, 5.6 for the Fury; 50 to 80 mph passing, 7.1 seconds for the 300, 7.2 for the Fury. The 300 needed 16 seconds flat to cover the standing $\frac{1}{4}$ -mile with a speed of 90.9 mph at the end while the Fury covered the same distance in 15.6 seconds and 90 mph flat. The obvious conclusion is that the Fury was quicker off the starting line while the 300 had more speed once under way. No matter how you look at the figures, 16 seconds flat and almost 91 miles per hour in the quarter mile is just plain rapid movement for a car weighing so much.

With all of the cubic inches, carburetion and weight, you naturally would not expect fuel economy to be anything to write home about. We must admit that the impressive throttle response at all speeds probably prompted us to jab the pedal more often than we normally would so the overall mileage for nearly 750 miles of test driving averaged 12 miles per gallon. Our best was 12.5 mpg cruising on the open road at 65 mph or better. Our worst was 10.8 mpg but this particular tank load included all of our acceleration tests and some high speed mountain driving up to more than 5000 feet elevation. We mentioned that perhaps some sacrifice in fuel economy would be the end result of such a hot performance model but actually, the 300F is no worse than many of the high priced luxury models. The 300 has a 23 gallon capacity so cross-country trips could probably be made in steps of 250 to 300 miles between fuel stops, no worse than at least two of our new American economy cars.

Our overall opinion of the 1960 300F is that it is a superb automobile. We have never had any particular like for a large automobile but this car feels so agile and secure on the road that you soon forget it is large. The acceleration will keep you ahead of or next to any Detroit model equipped with an automatic transmission and although the mileage isn't great, many cars offering less do as bad or worse. Our chief complaint is that the brakes won't take much abuse. Other faults we found in our test car were of a minor nature and could easily be remedied through dealer service.

We view cars we test with a pretty critical eye and often are more than happy to finish a test, but with the 300F we were reluctant to return the car to Young and Rubicam, Chrysler's advertising agency. Perhaps it was the feeling of importance we got as we watched passengers in nearby cars eye the 300F as we drove down the road or maybe it was the way the general public oohed and aahed over the car as it sat at the curb. Anyway, we sort of got the impression that the 300F is the ideal gift for the man who wants everything.

TOP—No, it isn't a bad picture, the steering wheel is actually flattened slightly on the bottom for easier driver entry and exit. A full set of instruments is used, not warning lights, and they are exceptionally well grouped directly in front of driver.

CENTER—There is room for just four in the 300F but they are certainly in style with comfortable bucket seats covered with real leather plus deep pile black carpeting. Front seats swivel but interfere with the rear passenger leg room when used.

BOTTOM—Huge rear window has aluminized upper third to cut down sun glare on rear seat passengers. Luggage space beneath the deck lid embossed with fake Continental kit is huge. If you like fins, and many do, these will surely make you happy.

