

CHRYSLER

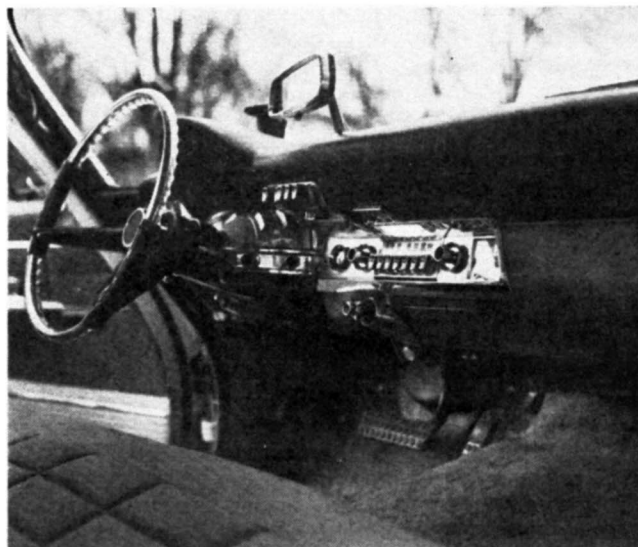
proven abilities in performance and handling
are well wrapped up in a solid body shell

The readers of *MOTOR LIFE*, in recent voting, for the best car of the year, gave Chrysler more votes than any other car in the medium-priced class. This is a high honor and undoubtedly a carefully considered choice by those whose interest in cars goes far beyond that of the average man in the street.

To be held in such esteem among people who appreciate cars, a car must have more-than-ordinary qualities. It usually needs outstanding engineering and styling. Chrysler has provided this, particularly in the New Yorker test car, a four-door sedan hard-top that had all the qualities of luxury and style, along with exceptional handling and good accelerating characteristics.

Unitized construction was the biggest engineering change in Chrysler for 1960 and the effort results in the only discernible change in the car's riding qualities. The test car was driven over the usual rough test roads and taken through the customary sharp corners. The benefits of unit construction were easily evident. After many miles of strenuous operation the Chrysler was still as rattle-free as when first driven. Throughout this test the passenger compartment was quiet and seemed to absorb not only road noise but many vibrations from road conditions.

Another riding benefit which many passengers felt far outweighed the quieter ride is also a direct result of unitized construction. The transmission tunnel hump is lower and narrower, and redesigned seats give more comfort without any loss in interior dimensions. The transmission hump, though still an obstruction, now permits much more legroom for middle seat passengers. Lower floor profiles enabled Chrysler engineers to



SPACE SHIP atmosphere of the Chrysler interior is hard to capture in a picture. The dome-inclosed instrument cluster has the most eye-catching and advanced marking system of the year.

PERFORMANCE on back roads and highways gave good indication of the characteristics that have made Chrysler most popular medium-priced car in *MOTOR LIFE* reader votes for The Best 1960 Car.



raise the seat cushion height nearly four inches without reducing headroom. Instead of sitting with legs straight out in front, passengers now have their feet at a lower level, resulting in less leg muscle fatigue.

Regardless of the other excellent qualities of the New Yorker's interior, nothing will provoke as much comment as the car's instrument cluster. Chrysler has always favored impressive dash clusters and this version is easily the ultimate. Futuristically styled and covered with a transparent dome the instruments are actually three-dimensional. At night electroluminescent light, which eliminates both light bulbs and shadows, heightens this effect. To the driver the numbers and pointers appear to stand out like stars in a darkened sky. The color is phosphorescent blue-green and is both pleasing and legible. Whether such a radical design in instrumentation is functional or merely decorative will depend wholly upon individual reaction.

Pushbuttons for the automatic transmission and heater are placed along either side of this cluster and are easy to reach. The change this year to a straight row for transmission controls further reduces confusion in shifting.

Chrysler's overall effect of elegance was increased by the plushness and luxury of the interior, which reflected a feeling of appropriateness with style. The test car was finished in wool mohair, which has been revived as an upholstery fabric. Its depth and quality suggested luxury in a manner plastic fabrics seem to lack.

The New Yorker was equipped with a 413-cubic-inch powerplant and a four-barrel carburetor. Little was changed on this 350-hp engine and although the car has gained a little weight, the New Yorker still has enough power to create a healthy respect with its acceleration. Unfortunately, little has been done to simplify the engine compartment, which means that repair jobs will probably take a mechanic a little longer resulting in added labor expense when the car must be tuned.

The engine seems to run quieter, but since it is an almost identical design, the reasons lie elsewhere. Some 87 lbs. of sound-deadeners and sealers have been added to the New Yorker and new rear engine mounts do a great deal to reduce sound transmission.

Coupled with the powerplant was Chrysler's Torqueflite transmission, a three-speed automatic. Manual shifting is not available and the 2.93 rear axle ratio is standard on all models. This is a good combination for acceleration and does not reduce overall economy much. During the acceleration tests the New Yorker made the 0-60 mph run in 10 seconds flat, more than enough for all except the most extreme driving situations. Shift points were precise and only when downshifting for passing power was any jerkiness in the transmission noticeable.

Fuel economy for a car in this power and weight classification might be something that many people would write off. During the test, however, the car was driven over a variety of roads, in light traffic and bumper-to-bumper city conditions. The resulting figures, 10-15 mpg, are average for the class.

On the open road the New Yorker is stable and fast with practically none of the swaying and floating sensations that a lighter car might develop at highway speeds. In town where acceleration in the lower speed ranges is important the car responds to throttle pressure almost instantaneously. During the test the car was driven both on ice and dry pavement and its behavior was firm-footed and precise.

Parking and close-in maneuvering effort is low, due to Chrysler's full-time power steering. Although the system does not give the driver much feel of road conditions, it does make complete use of power. The steering arc has been shortened to 3.5 turns lock-to-lock and driving the car is light, accurate and extremely quick.

Overall the 1960 New Yorker is a remarkable car in many ways. It is well engineered and even more important, Chrysler's engineers strive to take full advantage of their basic engineering principles. •

MOTOR LIFE TEST DATA



1960 CHRYSLER

TEST CAR: Chrysler New Yorker
BODY TYPE: Four-Door sedan
BASE PRICE: \$4409

OVERALL LENGTH: 220.1 inches
OVERALL WIDTH: 79.5 inches
OVERALL HEIGHT: 57.8 inches
WHEELBASE: 126 inches
TREAD, FRONT/REAR: 61.2 and 60 inches
TEST WEIGHT: 4145 lbs.
STEERING: 3.5 turns lock to lock
TURNING CIRCLE: 47 feet
GROUND CLEARANCE: 6 inches

SEATING CAPACITY: Six
FRONT SEAT HEADROOM: 35.7 inches
FRONT SEAT—
HEADROOM: 35.7 inches
WIDTH: 63 inches
LEGROOM: 45.5 inches
TRUNK CAPACITY: 37.5 cubic feet

TYPE: ohv V-8
DISPLACEMENT: 413 cubic inches
BORE & STROKE: 4.18 x 3.75
COMPRESSION RATIO: 10 to 1
CARBURETION: 4-bbl.
HORSEPOWER: 350 @ 4600 rpm.
TORQUE: 470 lb.-ft. @ 2800 rpm.
TRANSMISSION: Three-speed automatic
REAR AXLE RATIO: 2.93

GAS MILEAGE: 10 to 15 mpg.
ACCELERATION: 0-30 mph in 4.1 seconds. 0-45 mph in 6.2 seconds 0-60 mph in 10 seconds
SPEEDOMETER ERROR: Indicated 30, 45 and 60 mph are actual 30, 44 and 58 mph
POWER-WEIGHT RATIO: 11.8 lbs. per horsepower
HORSEPOWER PER CUBIC INCH: .85