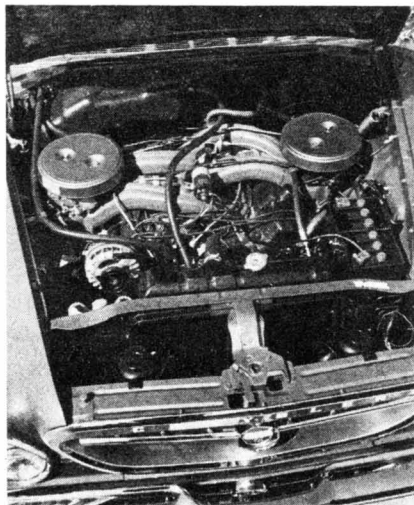


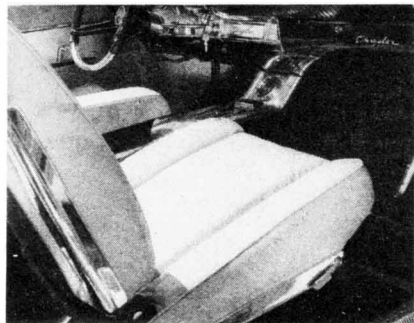
A CARS COMPARISON TEST



New tail lights are set in body panelling under trunk lid. Small fins are canted outward this year. Rear deck is lower.



Ram-manifolded 413 cu. in. V8 is identical to last year's, will pull stock 300 G to almost 140 mph.



Luxurious, leather-upholstered interior features individual seats. Front semi-buckets adjust as one unit, however.

INTRODUCTION OF the newest in the series of Chrysler 300 high performance cars is an annual occurrence that automotive editors, teesters and interested persons look forward to, the reason being that this car is in a class by itself among domestic products. This year's model, the 300 G, continues the combination of luxury, brute power and amazing ride and handling characteristics (for a car of its 219.8-inch size) that have made these babies conversation pieces ever since the introduction of the "A" in 1955.

This year's 300, available as a convertible or two-door hardtop, retains many features introduced in its predecessor. Among them are a four semi-bucket, leather-covered, seat interior, with each pair of seats separated by an instrument console, and the ram-tuned 375 horsepower oversquare V8 engine developing its maximum output at 5,000 rpm. Body styling remains similar to that of the 300F with the exception of a somewhat different grille area and canted quad headlights (although the grille bars are very much like those of the F) and a redesigned rear end that has its tail lights located in body panelling under the trunk lid.

New for '61 are a manual three-speed, floor shift transmission that's optional equipment (the heavy-duty Torqueflite three-speed automatic is standard), and more about that just ahead, 15-inch wheels rather than the 14-inch rims used last year—the new ones having ventilated wheel covers that allow more air circulation for better brake cooling—and an alternator that allows the battery to charge while the car is idling. This replaces the standard DC generator of the 300 F.

You'll recall that the 300 F's manual transmission option was the four-speed, all synchromesh Pont-A-Mousson gearbox famous the world over. Its discontinuance this year resulted from lack of buyer response based on the transmission's 500 dollar-plus price tag. The three-speed replacing it is an all-new unit developed to handle this car's tremendous power and torque.

Second and Third gears are fully synchronized with newly-designed, heavy duty pin-type synchronizers. All gear surfaces are toughened by being subjected to high velocity blasts of leadshot which Chrysler engineers claim toughens them by 10 to 15 per cent. After spending three days behind the wheel of a manually-transmissioned 300 G, we have no doubts about this toughness. The clutch pedal, slightly higher than the throttle and brake pedals, controls a very heavy duty, 11-inch diameter, semi-centrifugally-operated clutch whose pressure plate has a gross spring load of 2,490 pounds.

As engine speed increases, (Continued on page 64)

by MEL JACOLOW

Luxury in a Limited Edition is

CHRYSLER 300-G SPECIFICATIONS

GENERAL

Wheelbase	126.0"
Tread, Front	61.2"
Tread, Rear	60.0"
Length	219.8"
Width	79.4"
Height—2-Dr. Hardtop	55.6"
—Convertible Coupe	56.0"

ENGINE

Type	90°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	375 at 5,000
Max. Torque @ Engine rpm	495 at 2,800
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°
.	Exhaust 268°
Valve Overlap	48°—Intake Opens 20° B.T.D.C.
.	Exhaust Closes 28° A.T.D.C.
Piston & Piston Rings	Aluminum Alloy Piston with Three Rings
Crankshaft	Drop Forged Steel
Crankshaft Main & Conn. Rod Bearings	"Super-Micro" Babbitt

REAR AXLE RATIO

Ratio	3.23
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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 Gap035"
Distributor Breaker Point Gap014-.019"
Valve Lash	Hydraulic

FUEL AND LUBRICATING SYSTEM

Carburetors	Two 4-Barrel, Downdraft, Velocity-type
.	Secondary System, Automatic Choke
Fuel Pump	Mechanical
Air Cleaners	Dual Paper-Element Air Cleaners
Gas Tank Capacity	23.0
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
Alternator (without air conditioning)	35 Ampere
Distributor	Dual Breaker, Mechanical & Vacuum Advance

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	Three Forward Speeds and Reverse
First Gear Ratio	2.55
Second Gear Ratio	1.49
Third Gear Ratio	1.0
Reverse Gear Ratio	3.34

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	2½"

FRONT SUSPENSION

Type	Independent, Lateral Non-Parallel Control Arms
.	with Torsion-Bar Springs
Spring Rate	40% stiffer than standard
Shock Absorber	Direct Acting, Oriflow, 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, Oriflow, Heavy-Duty

STEERING

Type	Full-time Power Steering
Ratio (Gear)	15.7

TIRES

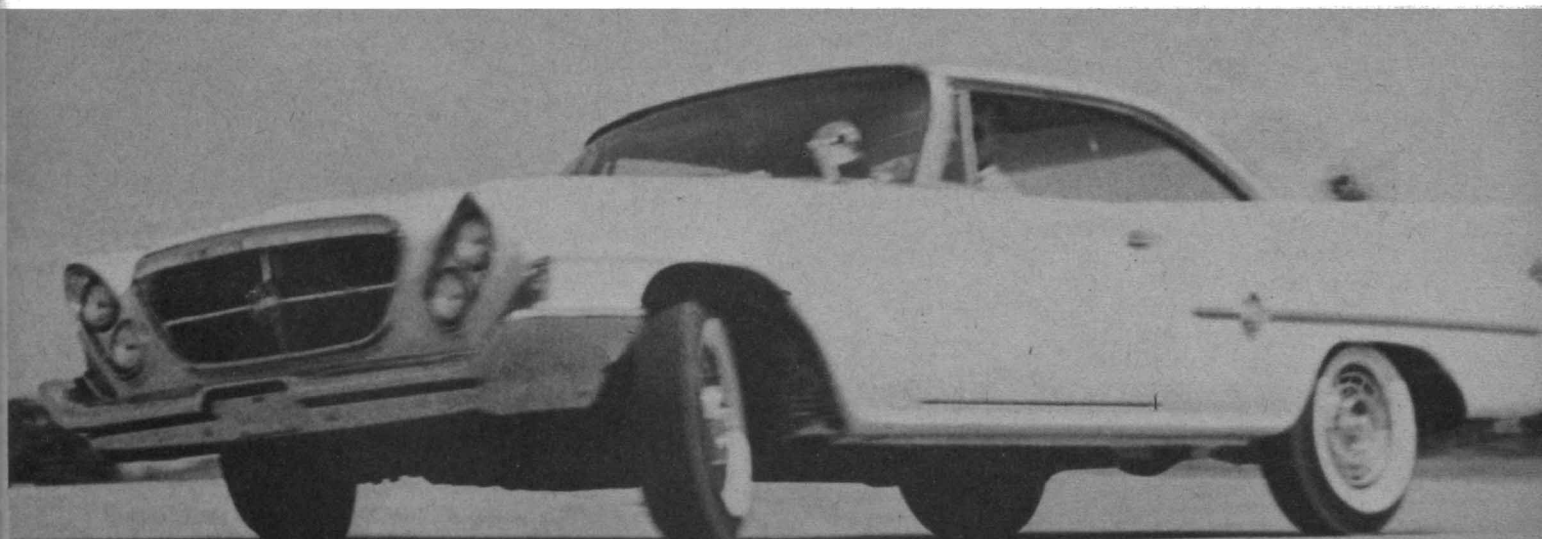
Size	8.00 x 15
Type	Nylon Racing-type Tires with White Sidewalls
Inflation Pressure (Cold)	
Normal Driving	24 psi
Extended High-Speed	30 psi

WHEELS

Size	15 x 6 K
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EXHAUST SYSTEM

Exhaust Pipe Diameter	2¼"
Tailpipe Diameter	2"
Muffler	Dual, Low Back Pressure



CHRYSLER'S 300G

roadability. Right now there are several out-and-out sports cars that would be *very* lucky to stay with a '61 Pontiac through a fast bend without being "hung out like a Monday's wash." Considering what other chores the Pontiac must accomplish, it's pretty amazing.

And that about sums up the '61 Pontiac. As you can see from the accompanying figures. It Performs, it's pretty and ride and controllability are a pleasure. And the men behind the Indian Head have another hot product this year.

CHRYSLER 300G

(Continued from page 17)

six centrifugal weights fly outward and wedge themselves between the pressure plate and its cover, pressing the plate more firmly against its disc. Commensurately, the force exerted by the weights becomes progressively greater as revs increase so that the effective total force of the pressure plate against the disc becomes more than 2,800 pounds as peak torque is reached. Should you think that this represents a lot unnecessary trouble on the part of Chrysler engineers, remember that the 300 G's 413 cu. in. powerplant has a maximum torque output of 495 lbs/ft at 2,800 rpm!

The impressive-sounding box has a couple of failings, however. The first is the fact that, believe it or not, it just doesn't match the automatic's pep! While a 0-60 clocking of seven seconds flat in a car of the G's size is nothing to sneeze about, to be sure, we were able to clock 6.5 second readings on an automatic-equipped F. Furthermore, we witnessed a quarter-mile drag between two G's, one Torqueflite-powered and the other three-speed equipped, at a Chrysler-sponsored demonstration in which the automatic car "took" the manually shifted model by more than a length. Both cars were driven by champion sports car and Gran Prix drivers who assured us that they were really trying!

A considerable throw required from First to Second on the manual model may be the explanation for the automatic's seeming advantage. As for road and street driving, let's just say that the manual transmission makes the driver work. Speaking for ourselves, we wouldn't mind the work if it tended to sufficiently improve the car's performance over that of the Torqueflite. But it doesn't, mainly because First is not a synchromesh gear and is therefore useless once you have upshifted. Imagine tooling a 375-horsepower car through New York City traffic with only two gears and you'll get our point. Getting the

300 G to pick up smoothly from, say, 10 mph in Second requires considerable revving-up, hence gas-burning. And our mileage-per-gallon amounted to 9½ in traffic and 13 on the road, so the need for useless revving bothered us. And frequent shifting, what with a necessarily stiff clutch pedal, produced an over-abundance of lurching that proved somewhat annoying. For our money, we would stick with the automatic and save 150 dollars—the cost of the optional manual—to boot. Other than the manual transmission, the only cause for quibbling we could find in the 300 G was the location of the turn signal control—on the dash to the driver's left. But, of course, we're used to seeing it on the steering column.

From here on, anything we could possibly say about the 300 G would have to be to the good. The big ram-inducted V8, breathing through a pair of four-barrel carburetors, has been refined over the past couple of years to the point where it is a quiet, tractable, steady performer in spite of its ability to produce tremendous accelerating thrust and loaf as it powers the car along even at 100 mph (stock 300's have clocked speeds as high as 149 mph). Its 10-to-1 compression ratio requires that it be fed premium gas, yet although the engine idles at 750 to 800 rpm, even the driver sometimes has to check the console-mounted tach to make sure that it's running. Incidentally, you can get the "G" to 100 mph in 16 seconds—if you can find a place other than a drag strip at which to do it.

Handling and ride are above reproach. Torsion bars teamed up with 60-inch outrigger springs and heavy duty shock absorbers provide the handling necessary in a car having such raw power, yet allow it to maintain luxurious riding qualities.

Not to be neglected in this description are steering that's amazingly quick in spite of the standard equipment power-assist, an absence of annoying squeaks and rattles made possible by the 300 G's unitized body-frame construction and excellent braking ability and characteristics. Incidentally, power-assisted brakes and steering and the Torqueflite transmission are standard equipment and are included in the 300 G's base price of 5,411 dollars (exclusive of state and local taxes).

Among an array of optional equipment that will turn this handsome power package into an automotive palace are radios (a choice of two), power antenna, rear shelf speaker and rear window defroster on the hardtop, push button heating, electric window lifts, air conditioning,

six-way power seat, limited-slip differential, and so on.

As we said, the 300 G is a unique car and well worth its price (if you can afford it) if you want that rare combination of brute power and superb handling fitted into a luxurious, fine-riding package.

STUDEBAKER HAWK

(Continued from page 19)

well over 100 mph. On Studebaker's high speed oval—rough in places due to age and without straights enabling one to build to full top—the test car with fifth wheel rammed to 108 mph. With a couple of miles of smooth pavement without curves it should do about 112. But with the four-barrel pot, not tested, there's no reason why this baby cannot do a neat 115 mph. Of course, there are a number of axle ratios available. It is doubtful whether the standard three-speed box, even with the optional overdrive, would quite equal what we achieved with the four-speed.

Improved steering reduces the effort required to maneuver the car without power, but the look is still the same 4.6 turns as formerly. This seems slow, but Studebaker employs a variable ratio which results in faster steering than one would imagine for rounding street corners and on twisting roads. The suspension system has been refined but is essentially as before. Front coils are bolstered against an anti-sway bar. Rear springs carry the axle farther to the front, that is the axle is mounted asymmetrically. Telescopic shock absorbers have been revalved to buffer dips and abrupt rises well and with less rebound shock. New rubber blocks beneath the frame cushion the rear axle and propeller shaft against the shock of deep dips taken too swiftly.

Quite low slung, but with the advantage inherent in retaining 15-inch wheels, the Hawk has better road clearance than many other cars. The lowest parts are the two mufflers, which can be cinched up a bit closer to the underparts if one desires to tinker. Even so the overhang, front and rear, is considerably less than on many other cars with a similar wheelbase. For the Hawk with its 120.5-inch wheelbase is five inches and more shorter overall than most competitive makes in the same price class. Price, incidentally, is right in line with the top models of the so-called Low-Priced Big Three, and less in some cases.

A car in a class by itself, then, is the Hawk. Does its handling and roadability warrant this distinctive category?

For a car basically intended for