

CHRYSLER NEW YORKER SALON . . .



VINYL-COVERED roof panel marks New Yorker Salon, Chrysler's prestigious offering for 1963½.

CHRYSLER HAS stopped just short of joining the bucket seat brigade with its new mid-season model, a compact Imperial called the New Yorker Salon. Instead of the individual front seats in the 300-H tradition, the Salon is fitted with an opulent bench-type front seat with individual backs.

The glove box console, rather than being mounted between seat cushions, serves as an arm rest in the bundling board tradition. Seat backs are fitted with headrests.

The baby Imperial image is furthered by a vinyl-covered insert in the roof, although the pedestal-type headlights remain exclusive with the larger prestige car. Standard New Yorker body (122 in. wheelbase, 215.5 in. overall) and 413 cu. in. engine of 340 bhp serve as the basis for the Salon.

All the normal optional equipment, such as cruise control, vacuum door locks, power brakes and steering, etc., are standard equipment on the Salon, with the exception of air conditioning. Tires are rounded-shoulder 9.00-14s, which the company says give longer service and less squeal with high-performance usage.

Some of the excess trim of the New Yorker, i.e., decorative strips just aft of the front fender cutout, etc., have been removed. The horizontal trim strip running the length of the car just below the window line has been replaced with painted pin stripes in contrasting color. Interior upholstery is in leather and broadcloth.

This model is available only as a 4-door hardtop. ■



INTERIORS ARE upholstered in leather and broadcloth; exterior has painted pin stripes instead of chromed spears.



MERCURY MARAUDER & SPORTSTER



FASTBACK TOP on Mercury turns a Monterey into a Marauder S-55; 427 cu. in. engine is optional.

PARALLEL WITH Ford's announcement of fastback hardtops and high-performance engines (CL, February) is Mercury's adoption of virtually the same new models and options.

The fastbacks (or fullback and quarterback?) are additional models in the Monterey and Comet lines, where they are called Marauder and Sportster, respectively, but not in the Meteor, which got a new hardtop at introduction time. The new engines are arrayed through all three Mercury lines.

There are two 427-cu. in., high-performance engines optional for the Monterey and Marauder (fastback), one of 425 bhp with two 4-barrel carburetors and the other of 410 bhp with one 4-

barrel carburetor. The Meteor gains a new basic 6-cyl. engine (200 cu. in., ohv) and a 289-cu. in. V-8 high performance option. The Comet is re-powered by a 260-cu. in. V-8 and 4-speed transmission.

The fastbacks, with back lights at nearly right angles to Mercury's reverse-slope rear window introduced earlier in the model year, are additional models rather than replacements. A 4-door hardtop is also added to the Monterey S-55 line.

Comet's new V-8 powerplant develops 164 bhp at 4400 rpm and uses a 2-barrel carburetor. Power steering is another new option for this line.

Greater displacement (3.68 in. x

3.13 in.) is the most significant change for the Meteor 200, which is to be used with automatic transmission models. This 6-cyl. engine develops 116 bhp and uses regular gasoline.

The Meteor 289, however, has a compression ratio of 11.0:1 and yields 271 bhp at 6000 rpm. Special camshaft contours and solid lifters provide more positive valve action for fast acceleration and really sustained high rpm operation.

With the 260 cu. in. V-8 installed in the fastback Sportster body, with bucket seats and console, Comet has a stylish new stormer. Either 3- or 4-speed manual transmission or automatic transmission can be fitted. ■

COMET SPORTSTER has new top line, also 260 cu. in. V-8 engine with 4-speed or automatic transmissions.

