



Chrysler New Yorker Salon road test

by Bob McVay, *Assistant Technical Editor*

CHRYSLER DIVISION makes buying a new luxury sedan very simple. In ordering the New Yorker Salon, Chrysler's top offering, you choose only color and upholstery fabric. Everything else — and we do mean everything — is standard equipment. About the only accessories you *can* order are an adjustable steering wheel and a limited-slip differential.

Our New Yorker Salon test car was extremely pleasant to drive. It gave a rare combination (in luxury cars) of pillow-soft riding qualities and good handling. Understeer was present with factory-recommended tire pressures (22 psi front, 20 rear), but with 28 psi all around, handling improved considerably, without a noticeable change in ride. The New Yorker seems equally at home cruising on the

freeway or winding its way over tight switchbacks, uphill or down. It has plenty of power for every situation, along with braking to back up its performance.

Performance certainly isn't the whole story, but since we're performance-conscious anyway, let's start there. New Yorkers use the same husky, 413-cubic-inch, ohv V-8 that's powered much heavier Imperials for years. Needless to say, its 340 hp is more noticeable in the lighter (4600 pounds) New Yorker. With two staff members and our equipment aboard, the New Yorker Salon tipped the scales at nearly 5000 pounds full of gas and dripping wet. It came off the line with tires screaming and clocked 0-30, -45, and -60 mph in 4.2, 6.3, and 9.7 seconds respectively, stopping the clocks at 17.8 seconds, with a terminal speed of 83 mph at the end of our quarter-mile test strip.

Chrysler's excellent TorqueFlite automatic transmission upshifts at 40 mph and 3800 rpm and again at 85 mph and 4400 rpm, according to our electric tachometer. Shifts were of the right-now variety, as we've come to expect from this transmission. Very little forward momentum was lost between shifts, although it took a shade longer between second and third than between first and second. Force-shifting the automatic by using the dash-mounted pushbuttons gave us fractionally better times — certainly not an improvement big enough to recommend hand shifting except for special occasions.

We liked the transmission's ability to hold the car at a safe pace coming down steep grades and to keep the engine from lugging on a long climb. Intermediate range has a definite and useful purpose. It gives instant downshifts for useful engine braking when needed. Chrysler engineers have made some improvements in the TorqueFlite to make it smoother, quieter, and longer-lasting. One of these is a new lifetime oil filter.

Certain other drive train and engine improvements add to the smoothness and extended life expectancy of Chryslers. An improved automatic choke cuts down gasoline waste, carburetor linkage has been improved for smoother operation and better kick-down response at highway speeds. Further refinements have gone into the ignition system.

When it comes to smooth riding qualities, few cars can match the Chrysler. To us it felt softer than former Chryslers. At first, we disliked noticing this, because Chrysler Corporation has long been known as a company that doesn't sacrifice handling for a pillow-soft ride. But, soft as the ride is, the car still retained better-than-average handling, considering its size and weight. Sharp dips caused some pitching on rebound, but we never heard that *knunk* that accompanies suspension bottoming, no matter how big the bump was.

Here's one full-sized sedan we felt at home in on a winding road. It was easy to keep on its side of the centerline while traveling at quite a few notches above the usual limit. Body lean was present, but it didn't seem to cause much adverse effect on passengers or driver control. The car had a sure-footed feel, with understeer noticeable but not really obtrusive. We enjoyed driving the Salon hard. It feels much lighter and smaller than it is, and although the New Yorker Salon was never intended as a road racer, it'll get six people around in minimum time and effort and maximum comfort and luxury.

Steady highway cruising is the Salon's forte. Its big, 413-inch engine never strains, no matter how hard you push it. Any speed up to 100 mph or better is right in its stride. Even at its top speed of 115 mph, the engine wasn't close to its red line. It was so quiet that only a whisper of wind could be heard at the highest cruising speeds.

Normal cruising with the air conditioner operating gave us a top figure of 12.8 mpg, while our traffic mileage dropped as low as 9.1. Using premium fuel, our Salon managed to average 11.3 mpg during our 1500-mile test.

1) Salon showed good roadability, had slight body lean during fast cornering over Willow Springs Raceway's twisty circuit.
 2) For a luxury sedan, New Yorker gets off line in a hurry, showed little wheelspin or rear-end squat. Changes for this year include redesigned tail lights and new rear deck treatment.
 3) High angle highlights Salon's stylish lines, vinyl-covered roof. Car comes with more than 40 accessories as standard.
 4) Technical editor holds lever for seven-position adjustable wheel. In combination with power seats, any number of comfortable driving positions were possible. Car has wide doors, large, easy-to-read instruments. Chrysler's excellent heater/air-conditioning unit keeps interior comfortable at all times.

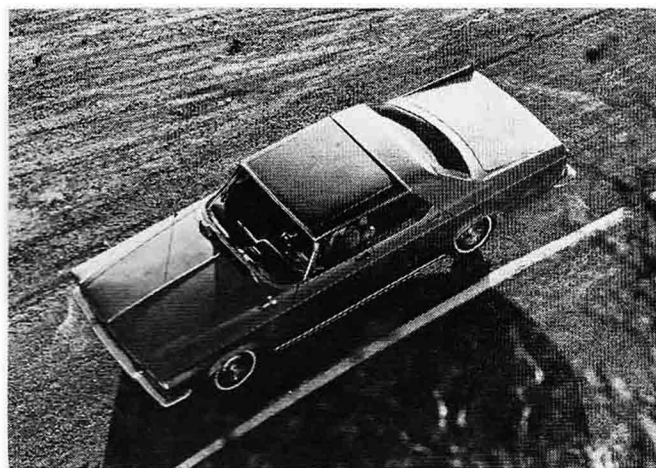


1

PHOTOS BY BOB D'OLIVO



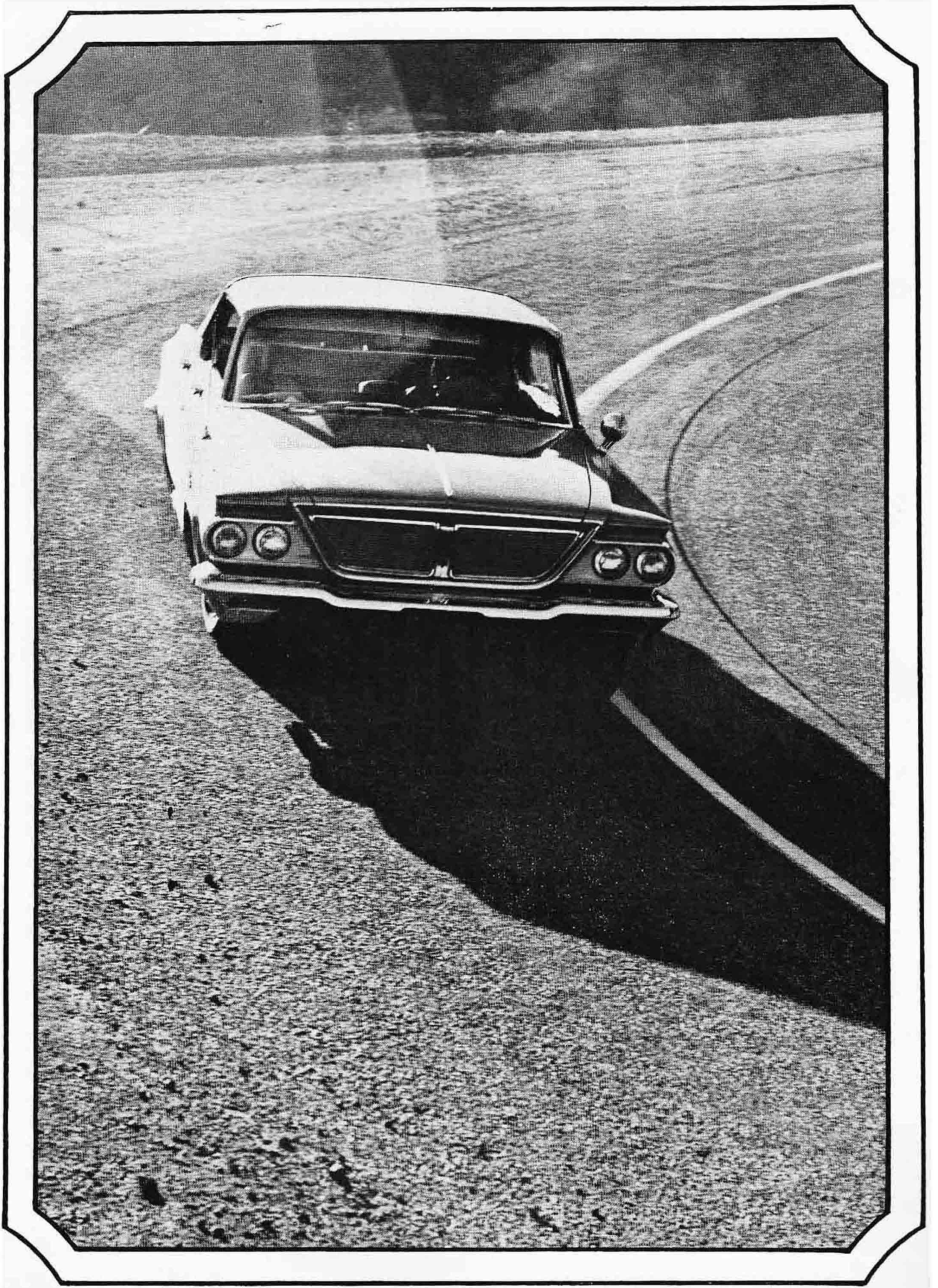
2



3



4



We could go over 200 miles before looking for a gas pump, thanks to the car's big, 21-gallon tank.

Other items greatly appreciated on long, cross-country hauls were the Auto-Pilot, which required only steering on our part, and the reclining passenger seat and head rests. The rests make comfortable pillows for a sleeping passenger and could help prevent serious whiplash injury in the event of a rear-end collision. A six-way power seat and seven-position wheel added comfort, too.

As a car goes, so should it be able to stop. During freeway cruising, city traffic, or charging winding roads, we felt the Chrysler's big, husky brakes were up to their job. In the first place, the pedal's been lowered to make it easier and quicker to use with either the left or right foot. Second and more important, the brakes have 263.3 square inches of effective lining area (300-K models have 287.2 square inches).

Our panic-stop testing took 28 feet for a stop from 30 mph and 167 feet from 60 — not bad for a 4600-pound sedan. But panic stops aren't the only proof of good brakes. When they keep coming back, stop after fast stop, and still have good pedal feel and effectiveness, they deserve praise. We didn't have much problem with fade; cooling was fast between hard stops. We only wish more manufacturers would provide their products with strong, fade-resistant stoppers.

As in handling, braking, and performance, the New Yorker Salon also rates high in driving ease. The car's design doesn't let short drivers see all four corners, but the sloping hood gives good forward vision, and the big back-light gives a good view to the rear. Out on the road, the car's fine, light power steering made it easy to maneuver. With 3.5 turns between locks, the steering's quick, responsive, and gives good road feel (once you get used to its lightness).

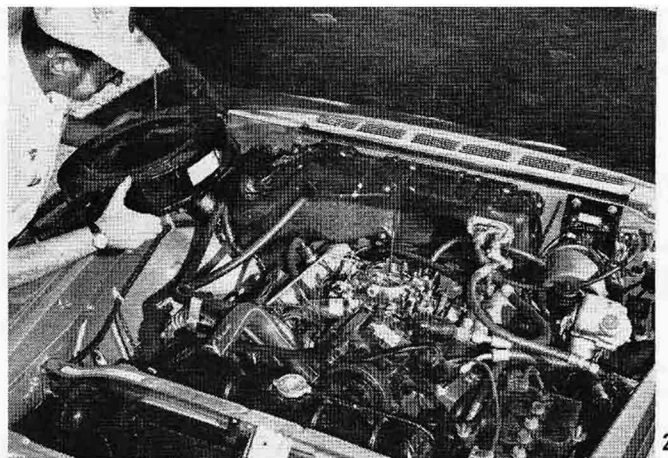
Now that we've explored the car's over-the-road capabilities — and they certainly are impressive — let's look inside, because it's primarily a fully equipped luxury town car. You notice instantly the padded, vinyl-covered roof which gives the car a distinctive look, but the most welcome change is the return to the round steering wheel. Lower-priced Newports still use the squared wheel.

Luxury's the keynote of the New Yorker Salon — the name itself implies that. Our test car had a combination crush-grain leather and large-patterned matelasse interior, all done in an elegant gold color. It set off the car's Embassy Gold metallic finish quite well (this color's unique to the Salon), and met with the approval of every member of the fair sex we showed it to. The seats are well padded, a little too soft for our liking, but that's simply our own personal preference. Support to legs and back is good.

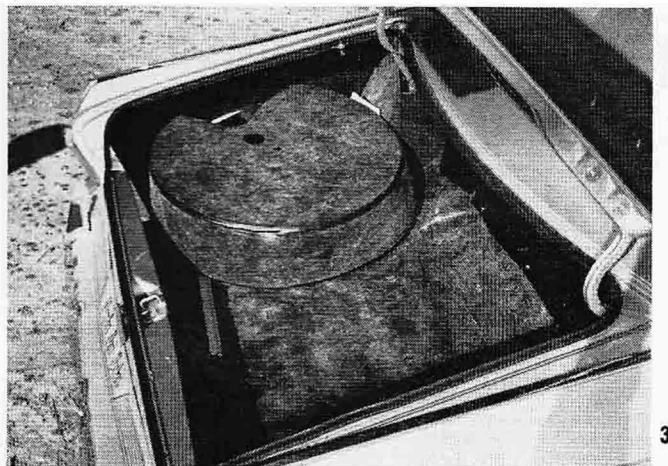
The standard equipment list includes heater, air conditioner, AM/FM radio with rear speaker and vibrasonic



1



2

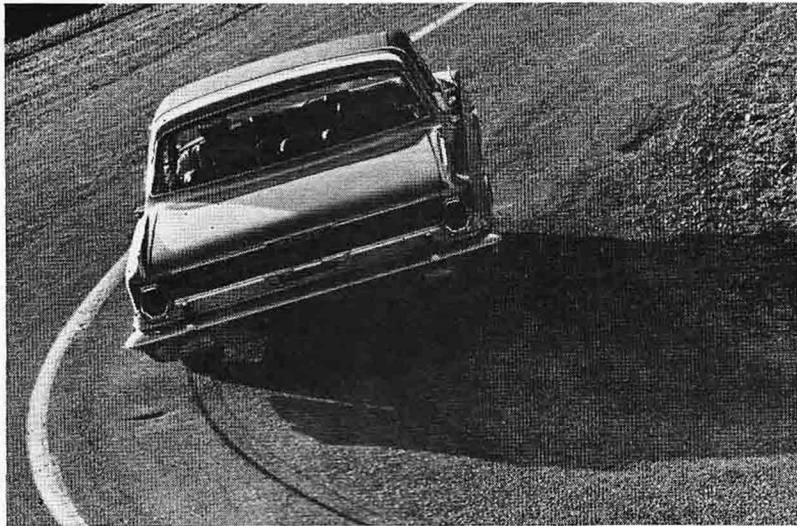


3



4

(OPPOSITE) New Yorker's big, 413-cubic-inch engine, teamed with three-speed TorqueFlite, is good combination for touring.
 1) Reclining seat proved restful for passenger on long hauls. It's standard on 300, 300-K, Salon, and New Yorker wagons.
 2) Car shares Chrysler's 413-inch powerplant with the Imperial. Exceptional smoothness and power are its primary attributes.
 3) Fully carpeted trunk has lots of room for all sizes, shapes of luggage, but spare takes up big chunk of available space.
 4) Brakes were well up to their job of stopping the New Yorker quickly and in a straight line. Husky 11-inch drums make for 263.3 square inches of effective lining area — 17.4 square inches per pound of car weight. Power brakes are standard.



1



2



3

1) Big, heavy sedan was right at home on twisting roads, can hold high average speed through mountains. Tight turns showed some understeer, carb flooding.

2) Luxury appointments include briefcase compartments, head rests, and full carpeting. Test car had cloth upholstery with leather trim, but all-leather interior can be ordered. Salon had safety belts in front but not in rear.

3) Unusual feature is front center arm rest with lockable storage compartment.

(OPPOSITE) Under full throttle, nose comes up quite abruptly. Styling changes include a new grille and bumpers plus redesigned ornaments and wheel discs.

sound, Auto-Pilot, power-assisted windows (vents are hand operated), power seat, door locks, brakes, steering, automatic transmission, and an automatic parking brake release. Other standard items are a rear-window defroster, front and rear center arm rests, tinted glass, reading lamps, a vanity mirror, reclining seat, and two thin, white-painted stripes on the car's exterior from nose to tail. Full leather interior can be ordered, as can a choice of exterior colors. Our test car also had the seven-position steering wheel, its only option. All accessories, especially the fine air conditioner, worked perfectly.

Naturally, the Salon isn't Chrysler's only offering. They have the Newport series, using a 361-inch V-8 of 265 hp with standard three-speed transmission and floor shift. A complete line-up from a nine-passenger wagon to a convertible is offered. Newports start at a low \$2888. Next comes the 300 series, with a two-door hardtop and convertible and a four-door hardtop, with a 383-inch V-8 of 305 hp or an optional 413-inch, 360-hp engine. The two smaller engines use a two-barrel carb, the bigger ones use a four-barrel, and the top 300-K option has two four-barrels with ram-tuned intake manifold. The 300-K models use a 413-inch V-8 with 360 hp as standard. They come only as a two-door hardtop or convertible. New Yorkers are all four-door models: sedan, hardtop, and two wagons, plus the Salon. Only TorqueFlite's available on New Yorkers, but Chrysler owners of other series can order three- or four-speed manual shift or the three-speed automatic.

Many people will like this idea of buying a fully equipped automobile in the luxury field at least \$1000 below the price of the top three luxury cars. We think it makes good sense, especially in a sedan that has such a good combination of comfort, luxury, and silence, without sacrificing braking or road-holding. Price is high, but so is quality. Chryslers are built well to last a long time, and their five-year/50,000-mile warranty shows the company has faith in their products. A short drive in the Salon should convince you — it did us. /MT

CHRYSLER NEW YORKER SALON

4-door, 6-passenger hardtop

OPTIONS ON CAR TESTED: Adjustable steering wheel

BASIC PRICE: \$5860

PRICE AS TESTED: \$6056.65 (plus tax and license)

ODOMETER READING AT START OF TEST: 2950 miles

RECOMMENDED ENGINE RATED LINE: 5200 rpm

PERFORMANCE

ACCELERATION (2 aboard)

0-30 mph.....	4.2 secs.
0-45 mph.....	6.3
0-60 mph.....	9.7

Standing start 1/4-mile 17.8 secs. and 83 mph

Speeds in gears @ shift points

1st.....	40 mph @ 3800 rpm	3rd.....	115 mph @ 4400 rpm
2nd.....	85 mph @ 4400 rpm		

Speedometer Error on Test Car

Car's speedometer reading.....	30	47	53	64	75	86
Weston electric speedometer.....	30	45	50	60	70	80

Observed miles per hour per 1000 rpm in top gear.....26.5 mph

Stopping Distances — from 30 mph, 28 ft.; from 60 mph, 167 ft.

SPECIFICATIONS FROM MANUFACTURER

Engine

Ohv V-8
Bore: 4.19 ins.
Stroke: 3.25 ins.
Displacement: 413.0 cu. ins.
Compression ratio: 10.1:1
Horsepower: 340 @ 4600 rpm
Torque: 470 lbs.-ft. @ 2800 rpm
Horsepower per cubic inch: 0.823
Carburetion: 1 4-bbl.
Ignition: 12-volt coil

Gearbox

3-speed automatic (TorqueFlite); pushbutton controls on dash

Driveshaft

1-piece, open tube

Differential

Hypoid, semi-floating
Standard ratio: 2.76:1

Suspension

Front: Independent, lateral, non-parallel control arms with torsion bars; link-type stabilizers; direct-acting tubular shocks.
Rear: 7-leaf semi-elliptic springs; direct-acting tubular shocks

Steering

Rack and sector, with integral power assist; vertical-tilt wheel
Turning diameter: 43.1 ft.
Turns lock to lock: 3.5

Wheels and Tires

5-lug, steel disc wheels
9.00 x 14 4-ply whitewall tires

Brakes

Hydraulic, duo-servo, with integral power assist; self-adjusting; cast-iron composite drums
Front and rear: 11-in. dia. x 2.5 ins. wide
Effective lining area: 263.3 sq. ins.

Body and Frame

Unit construction
Wheelbase: 122.0 ins.
Track: front, 61.0 ins.; rear, 59.7 ins.
Overall length: 215.3 ins.
Overall width: 80.0 ins.
Curb weight: 4600 lbs.

