

# 1960 Chrysler 300 ‘F’

The sixth year of the 300 letter series continued its tradition as a high-performance vehicle. Many refinements including all-new body styling and Unibody construction, along with major improvements in engineering, such as RAM Induction make the 300F a collector favorite. Ram-tuning had long been a means of raising torque and horsepower for drag racing. Chrysler engineers adapted this idea, with crossover 30” ram induction manifolds, which placed one bank of cylinder carburetors on the far side of the opposing bank of cylinders.

Improved Unibody construction refined the problem of poor fitting body parts (a common problem) of the major automotive products available during this era. In addition, many collectors today consider the 300F body styling with sweeping fins from the front fender to the point of the tail to be the most beautiful body ever to grace a Chrysler 300 design. It appears that only Ralph Nader didn’t agree (Unsafe At Any Speed) with Chrysler’s choice of boomerang taillights, which were rumored to have occasionally impaled a two-wheeler who was not paying attention to his driving! Lets face it, everything has its drawbacks...

This example carried a MSRP of \$5411.00. Add to this the “888” special order interior, paint color of metallic Toreador Red, air conditioning, rear window defrost, power everything, and it tipped the scales out the door at \$6876.30.

1960 300F hardtop production was 964. Renewed interest in the fin car era, coupled with exceptional design and very small production figures make these cars extremely desirable and difficult to find today.



**1960 design changes included individual bucket seats front and rear, interior upholstered in black top grain leather, tachometer mounted in a center console, a completely new grille crossbar design, all combined to give the 300F as quoted from the ads of the time the “Pure Automobile” look (whatever that means?).**

**As mentioned earlier, engineering changes made this the fastest 300 ever, with an official one-mile run of 179mph! These engineering changes also earned the 300F the reputation among auto mechanics as one of the most difficult to tune. This 300F is no except, with dual four barrel carburetors, cross ram induction system, air conditioning, power everything, and most every gadget Detroit seems to be able to devise; all crammed into this “roomy” engine compartment.**



**Unlike cars designed primarily for competition, the Chrysler 300F is comfortable, spacious, quite distinctive in appearance and most luxurious in its appointments. This car was not intended for the average motorist regardless of his means. It is a car designed for a person who loves to drive and drives exceptionally well!**