

CAR LIFE ROAD TEST

CHRYSLER ENFORCER

"Pull over to the curb!" the man said, and we did; we didn't want to argue with the biggest, beefiest, and possibly fastest prowler car we'd ever seen.

It isn't often that an ordinary civilian gets a chance to drive a hot police car but during a recent visit to Chrysler's proving grounds we spent the better part of a day with this bomb and, at the same time, got a good look at all the 1962 models.

The reason for building the Chrysler Enforcer is obvious: there was a need for a big, brawny vehicle for certain types of police work, and certain Chrysler options were readily adaptable to fill that need.

It might also interest our readers to know that the mechanical details of this car are 1962 model specifications and, except for styling changes which cannot yet be divulged, this is, for all intents and purposes, the first published road test of a 1962 car.

It may be somewhat surprising to some that the Enforcer does not use the highest horsepower option available for 1962, which will be 405 bhp. This car's dual-purpose requirement meant that a little of its all-out top speed could be sacrificed in order to get reliable and economical city operation. Acceleration ability was also important and dictated the choice of a 3.23 axle ratio with "Sure-Grip" limited-slip differential. Accordingly, the engine is a well-balanced compromise: 383 cu in. with



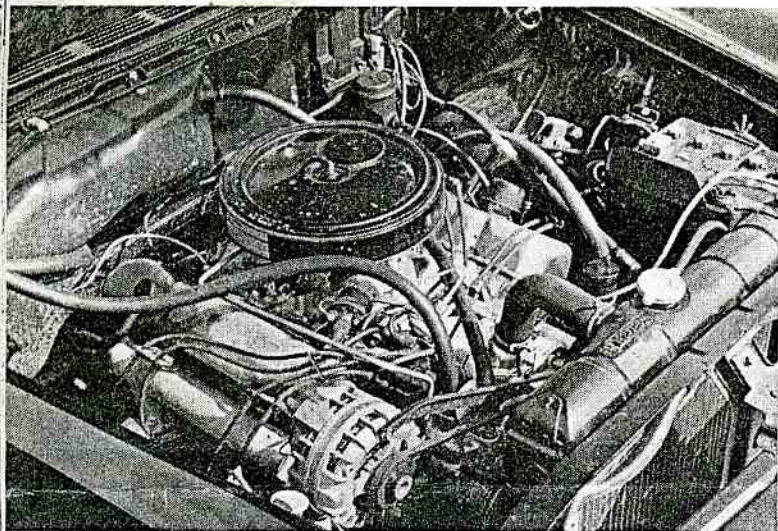
325 bhp via one 4-barrel carburetor and the semi-grind special camshaft having 268° duration.

Designed for heavy duty work on city streets or open highway, the mechanical details are really not very radical. A standard unit-construction 122-in. chassis is used for the Enforcer and the body is also a standard 4-door model. However, there are many special items used, including:

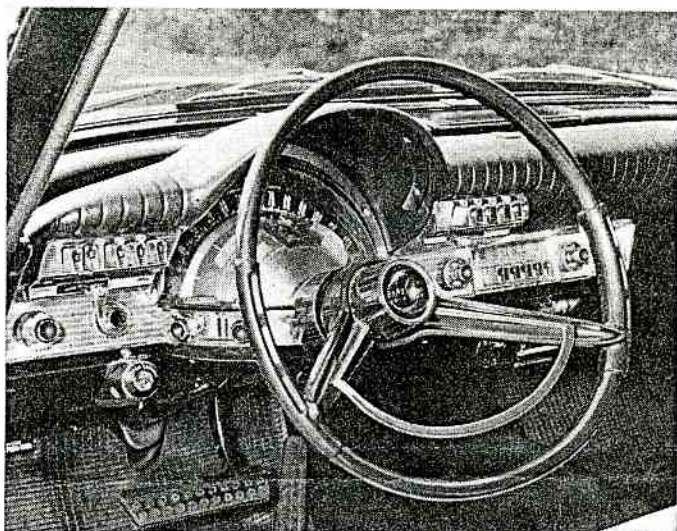
- Heavy-duty springs
- Heavy-duty anti-roll bar
- Heavy-duty shock dampers
- 12-in. brakes with HD linings
- Stronger wheels (15 in.)
- Police Special tires (7.60-15)
- Special seats for HD use
- HD TorqueFlite transmission

Because the car is 400 lb lighter than the 300-G model (see *Car Life*, August, 1961), its performance is substantially identical to the 375-bhp G, at least up to 80 mph. Above that speed the extra horsepower tells in favor of the G, as might be expected. Some of this extra performance with only (?) 325 bhp can be attributed to the revised 1962 TorqueFlite transmission.





ENFORCER engine is 325 bhp with one 4-barrel carburetor and special 268° duration camshaft.



COCKPIT is for pushbutton policemen; 2-way radio and other police equipment would add even more knobs!

CHRYSLER ENFORCER, *continued*

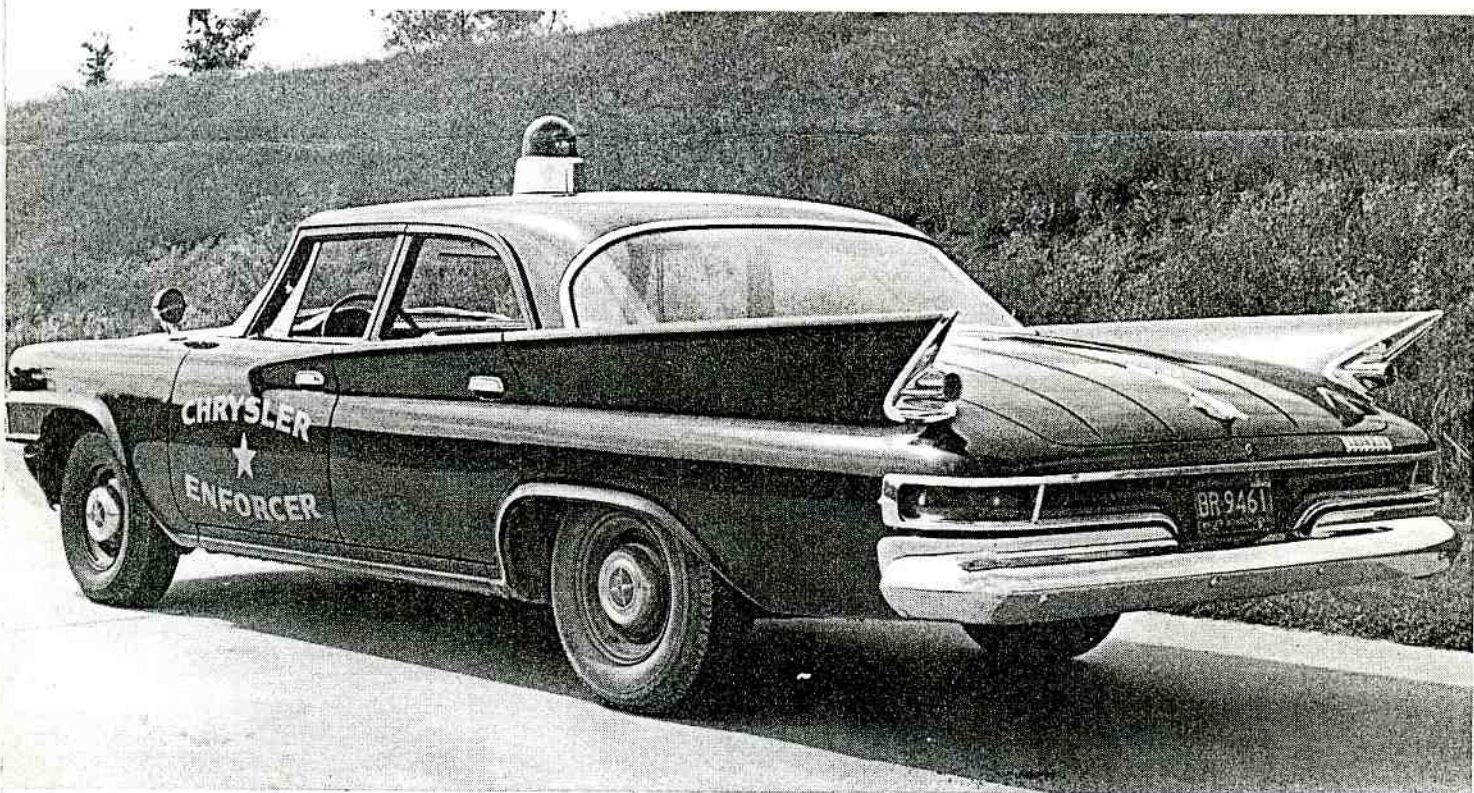
Note that in the data panel the shift points are set much higher than usual and are, in fact, just over the engine's peaking speed of 4600 rpm. Chrysler gives the top speed of the Enforcer as 130 mph, but the car will actually do slightly better than that under favorable circumstances.

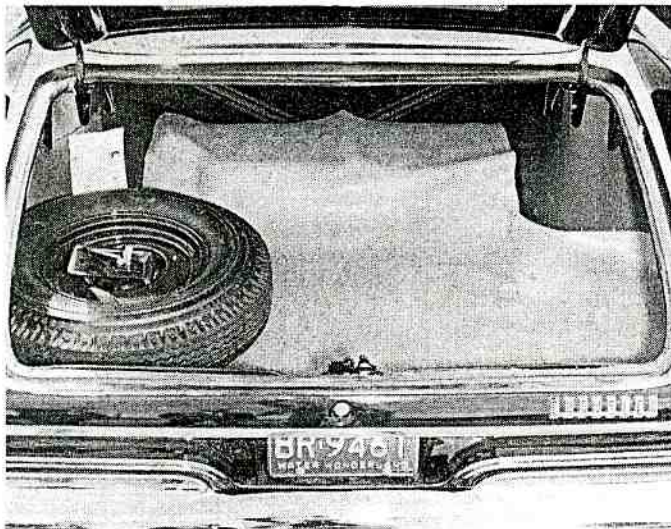
No fuel consumption checks were possible, but in view of the 13-16 mpg we got from the longer and heavier G model (which also has more cubic inches and two 4-barrel carburetors) the Enforcer should average 15-18 mpg, dependent, of course, on driving conditions.

As mentioned earlier, the Enforcer has a heavy-duty

suspension and these parts are all similar, if not identical, to those used in the 300-G and next year's 300-H. It is no secret that we do not like ultra-soft suspensions; the boulevard ride may be impressive when you take that round-the-block demonstration ride, but when you buy the car and get it out on the road you don't get good roadability. Since this Enforcer test is actually a preview of the 1962 300-H, and since the car is slightly smaller and lighter, the high-speed roadability and handling are even better than before. (Note: the 1962 300-H will have the 383-cu-in. engine as standard, but the 413-cu-in. engine, with either 380 or 405 bhp, will be optional.)

An incidental item regarding the Enforcer might help explain some of those traffic tickets—the speedometer



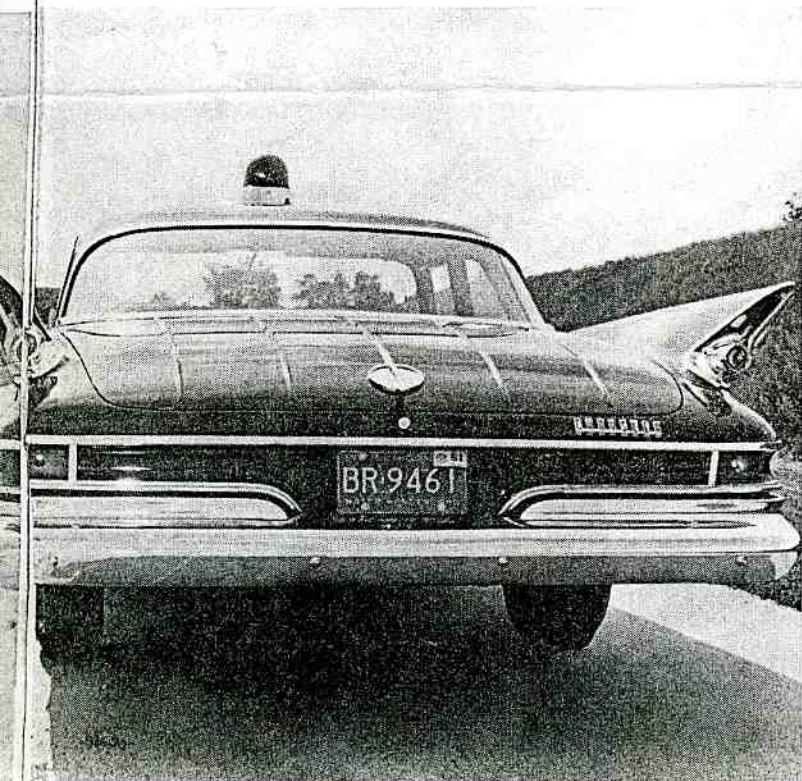


TRUNK space is tremendous. There's plenty of room for the radio equipment and a felon or two.

error (see data panel) was actually on the slow side up to 60 mph and dead accurate at 80, 90 and 100 mph.

It was real fun to drive and test this car. Chrysler made a 2-mile strip on the grounds at Chelsea, Mich., available to us. It also supplied an electric speedometer driven by the usual fifth wheel. Getting performance data usually takes us about 2 hours, so imagine our fascination when we were shown a new test rig (installed in another car) which will produce a tape record of acceleration. Two runs, one in each direction, taking no more than 4 or 5 min, gives Chrysler engineers a complete performance story of speed, time and distance.

At any rate, we appreciated the hospitality shown us at Chrysler and all we can say for now is—wait until you see the new 300 model.



CAR LIFE ROAD TEST



CHRYSLER ENFORCER

SPECIFICATIONS

List price	..... n.a.
Price, as tested	..... n.a.
Curb weight, lb (mfr)	..... 4100
Test weight	..... 4400
distribution, %	..... 54/46
Tire size	..... 7.60-15
Tire capacity, lb	..... 4380
Brake lining area	..... 251
Engine type	..... V-8, ohv
Bore & stroke	..... 4.25 x 3.38
Displacement, cc	..... 6279
cu in	..... 383
Compression ratio	..... 10.0
Bhp @ rpm	..... 325 @ 4800
equivalent mph	..... 117
Torque, lb-ft	..... 425 @ 2800
equivalent mph	..... 71.2

GEAR RATIOS

3rd (1.00)	..... 3.23
2nd (1.45)	..... 4.68
1st (2.45)	..... 7.91
1st (2.45 x 2.2)	..... 17.4

DIMENSIONS

Wheelbase, in	..... 122
Tread, f and r	..... 61.0/59.7
Over-all length, in	..... 216
width	..... 79.4
height	..... 55.0
equivalent vol, cu ft	..... 545
Frontal area, sq ft	..... 24.3
Ground clearance, in	..... 5.2
Steering ratio, o/a	..... 20.4
turns, lock to lock	..... 3.5
turning circle, ft	..... 44
Hip room, front	..... 63.8
Hip room, rear	..... 62.8
Pedal to seat back, max	..... 39.0
Floor to ground	..... 12.7
Luggage vol, cu ft	..... 32.8

PERFORMANCE

Top speed (mfr), mph	..... 130
best timed run	..... 131
3rd ( )	.....
2nd (4800)	..... 84
1st (4800)	..... 50

FUEL CONSUMPTION

Normal range, mpg.....n.a.

ACCELERATION

0-30 mph, sec	..... 3.1
0-40	..... 4.4
0-50	..... 6.0
0-60	..... 8.3
0-70	..... 10.9
0-80	..... 13.9
0-100	..... 24.1
Standing 1/4 mile	..... 16.9
speed at end	..... 86

PULLING POWER

3rd, lb/ton @ mph	..... 350 @ 55
2nd	..... 510 @ 48
1st	..... off scale
Total drag at 60 mph, lb	..... 155

SPEEDOMETER ERROR

30 mph, actual	..... 31.3
60 mph	..... 60.5
90 mph	..... 90.0

CALCULATED DATA

Lb/hp (test wt)	..... 13.5
Cu ft/ton mile	..... 119
Mph/1000 rpm	..... 25.4
Engine revs/mile	..... 2360
Piston travel, ft/mile	..... 1330
Car Life wear Index	..... 31.4

ACCELERATION & COASTING

