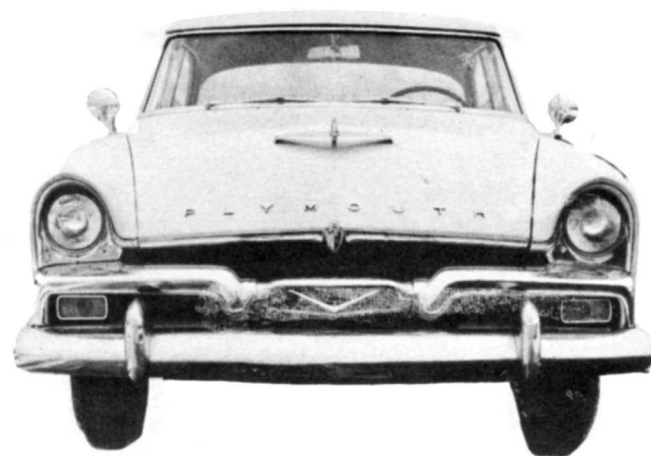


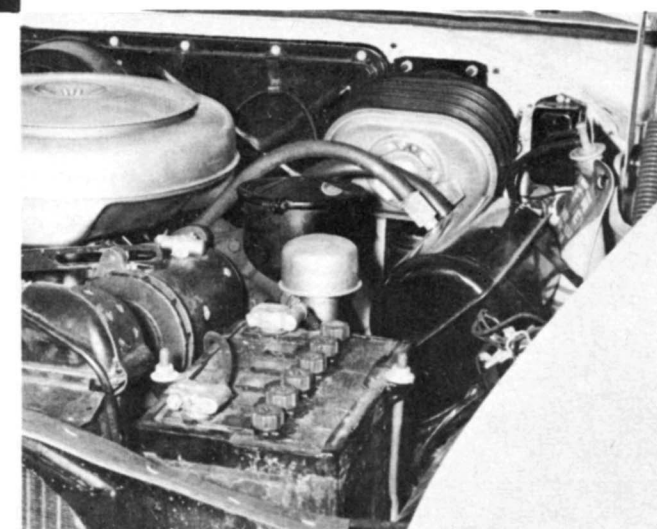
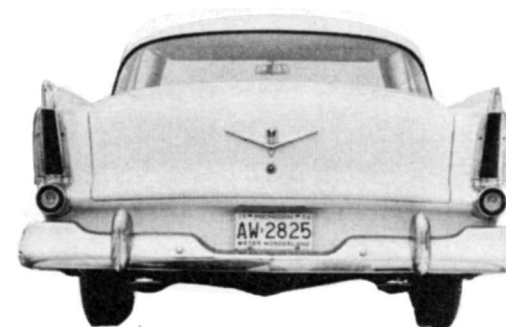


Plymouth Fury

A family-sized bomb with perfect road manners.



Cramped quarters under the hood leaves little room for the repairman to work efficiently. The high output V8 engine develops 240 bhp at 4800 rpm. Plymouth, mainly concerned with acceleration, worked on the low end of the scale for torque — 310 lbs.-ft at 2800 rpm.



ABOVE: Power assist unit as it sits on fire wall within easy reach. Unit gives forty per cent assistance. BELOW: Diagram shows mounting and operation of new booster unit.



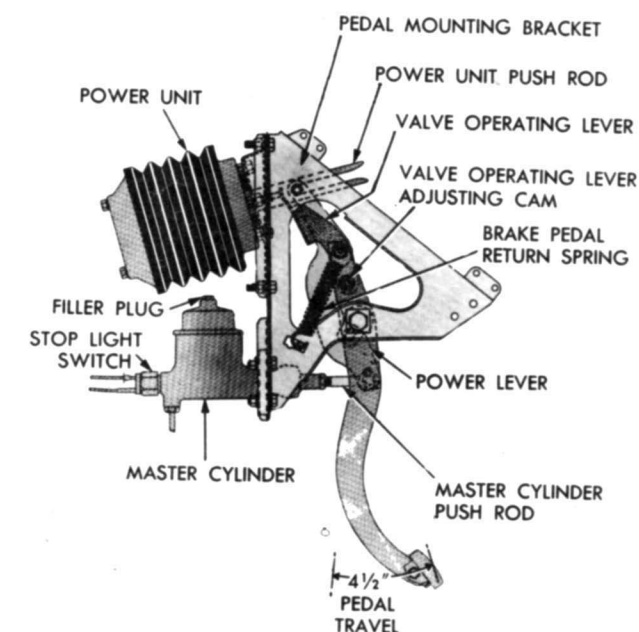
The Fury, gold and white two-door hardtop is newest of Plymouth's '56 line. Band is anodized aluminum inlay in gold. Drive train and suspension system are engineered for high performance.

When Plymouth announced their new *Fury* earlier this year, they made it quite plain, in an unobtrusive sort of way, that they weren't about to let Ford and Chevrolet walk off with the power honors among the low-priced three. To put it another way, Plymouth, after years of producing economical, practical and often uninspiring transportation, has come up with an automobile that is nothing less than a going bomb.

Outwardly the car doesn't look like anything more than a luxury version of the Belvedere hardtop with gold trim

and a few extras. That is, not until it's placed alongside the Belvedere when a subtle difference becomes apparent — the Fury is an inch lower. That inch doesn't seem like much but strangely enough it seems to give the Fury a purposeful appearance lacking in the stock model. Nor is the look of purpose belied by the performance and general road manners of the car.

I took the car out of the Plymouth plant under somewhat less than ideal circumstances. Detroit's winter weather is for the most part just plain sloppy and this particular



by JOHN CHRISTY

SPECIFICATIONS PLYMOUTH FURY

List price	\$2800 (FOB, Detroit)	Axle ratio	3.54, 3.73, 3.9, 4.1, 4.3
Wheelbase	115 inches	Engine	90° V8
Tread — front	58.8 in.	Valves	OHV (rocker)
rear	58.9 in.	Head type	Polysphere
Length O.A.	204.8 in.	Bore	3.8125 in.
Height	58.8 in.	Stroke	3.3125 in.
Width	74.6 in.	Displacement	303 cu. in.
Weight	N/A (3300 lbs. approx.)	Comp. ratio	9.25 to 1
Steering Ratio O.A.	27.1 to 1	Max bhp	240 @ 4800 rpm
Turning radius	20 ft.	Max torque	310 @ 2800 rpm
Transmission	Optional		

day was no exception; it didn't snow and it didn't exactly rain either. It slushed. The condition of the streets and roads can be imagined without much trouble. Yet despite the just plain awful weather and roads the new Plymouth handled like a thoroughbred except for a somewhat slow steering ratio which was to be expected on a car destined for family use.

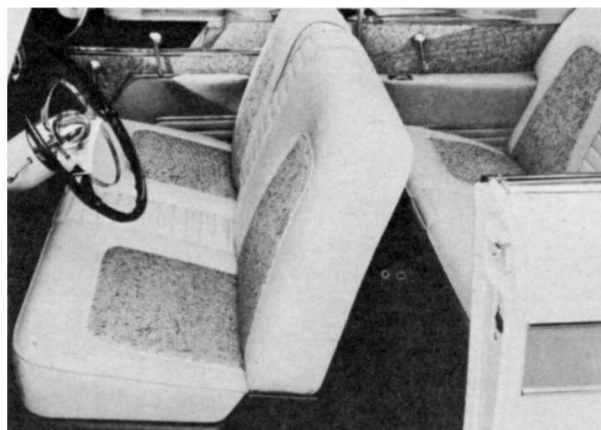
The ride handed out by the Fury is totally different from that of any other Plymouth past or present. It is not stiff but neither is it soft or mushy — firm would probably be the best description. The street running past the Plymouth plant is cobblestone and of a non-rhythmic consistency guaranteed to batter any dental work into useable coinage. The Fury rode this rock-bed easily but with a firmness that was totally unexpected in a five-passenger product.

Slow, city turns definitely produced front end dip but moving out into open roads at higher speeds the whole suspension system seemed to tighten up with the result that as the car was driven harder through the bends it sat flatter and flatter as speed was increased. At one point the car was taken through a hard, decreasing-radius left bend at 45 mph. It rode the curve as if it were on rails despite the wet blacktop surface and it rode it absolutely flat. The Fury is obviously no ordinary factory hop-up with a lot of brute power stuffed into a standard chassis. The faster it's driven the greater the feeling of security. It's not a lulling feeling, however; you have to drive the automobile.

Unlike some factory power-wagons in which the power comes through with a long, slow, deceptive surge, the Fury hands out a belt in the region of the hip pockets as soon as the throttle is poked. The pressure doesn't relax until you let up on the pedal. Acceleration, even in the wet, was phenomenal for an ordinary appearing passenger car. Due to slippage, 0 to 30 mph was 4.4 seconds on each of four runs. Each time the throttle was poked the wheels spun, despite the Powerflite transmission with which



Rounding extremely slippery bend, Fury displays good holding power. Strangely enough car had tendency to soften up at low speeds.



Interior of Fury comes in abstract pattern of gold and black with "live" bolsters in grained vinyl. Door panels and roof posts are trimmed in chromium.

the car was equipped. When they grabbed the sensation was that of being swatted from behind with a foam rubber bludgeon since nearly a full second was used up in just sitting and scratching for traction. Going from 0 to 45 mph with the pushbottom selector in Drive netted a time of seven seconds flat on two runs. With the selector in Low range the time dipped to 6.4 seconds, again with considerable slippage until the tires squeegeed themselves a bite on the slick blacktop.

The real eyeopener, though, was the 0 to 60 time. Using Low range, the car did its usual scratching, took a bite of the road, and then shot up to the 60 mark in just 9.2 seconds. In Drive range it made two runs in 10 seconds flat and in this case the shift occurred at about 45 at which point the car seemed to slow while the rear wheels buzzed madly against the slushy road for a new bite.

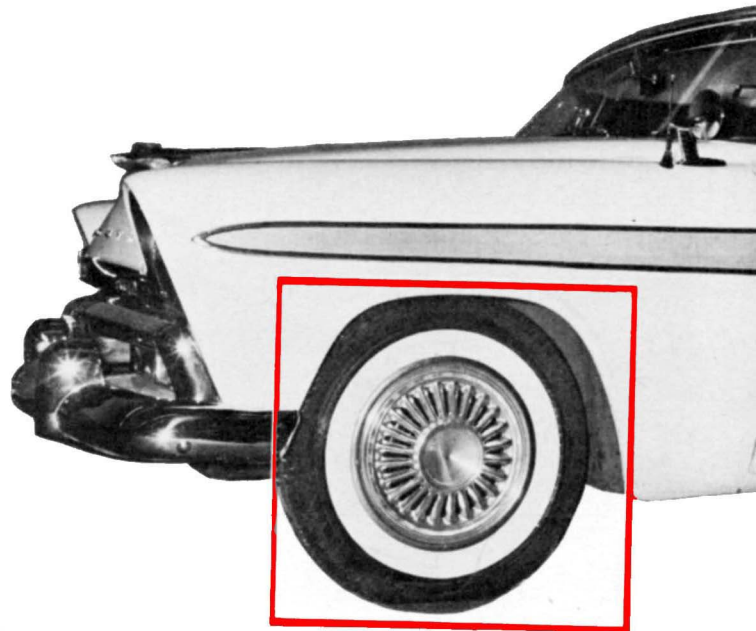
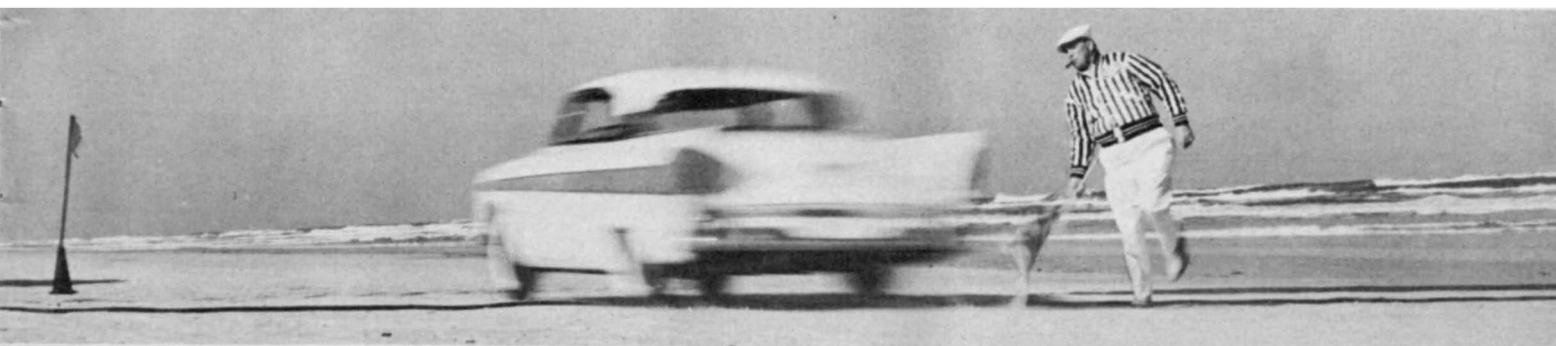
Considering that almost a full second was lost each time the car came out of the chute these times are somewhat better than quick, especially in view of the 3300-plus lb. dry weight of the car and the fact that it carried two passengers and myself during the runs. Being conservative and yet trying to be fair to the car, an extrapolated 0 to 60 time of slightly less than 8.5 seconds could probably be expected from a stock, show-room car if run on dry pavement at sea level. This one was certainly a showroom car since I was given a free pick from a line-up of them.

(Continued on page 65)

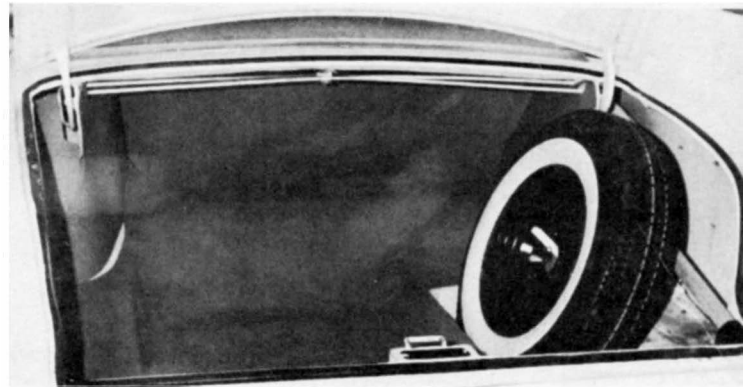


Here, Fury holds like glue on slushy turn at 40 mph. Car leaned less at higher speeds, and handled with ease. Pick-up out of turn was exceptional.

Fury speeds past finish line at Daytona Beach, Florida. Despite heavy headwind, Fury's acceleration and top speed showed car to be one of the hottest of low-priced three.



Wheel discs follow color motif of trim with gold center and silver spokes.



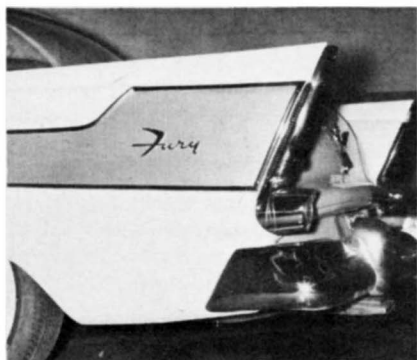
Trunk has normal space, and should carry luggage of average family with ease. Though Fury is medium-sized, it is luxurious in all appointments.

Fury

(Continued from page 11)

A top speed run was impossible due to the weather but at least one Fury has cranked up a two way average of 124.01 mph through the NASCAR traps at Daytona Beach. Phil Walters turned 124.611 on a southbound run and 123.440 on the return run to make up the average. The car I drove had been driven only the day before at 115 mph (speedometer indication) by one of the plant engineers who insisted the car was nowhere near flattened out at that speed. This compares more than a little favorably with the flat-out 97 cranked up by a stock Plymouth hard-top in a road test I had participated earlier. The 0 to 60 time turned up in the wet was a full three seconds faster than the time turned in by the stock machine run on dry pavement.

There are reasons for all this fire as well as for the excellent handling characteristics of the Fury. The Fury



engine is, at 303 cubic inches displacement, bigger by 26 cubic inches than the engine used in the Belvedere. Power developed is 240 bhp at 4800 rpm as against 187 bhp at 4400 rpm for the standard engine. The latter, equipped with Power Pak, is still 40 horses short of the output of the Fury.

Actually the Fury engine is a hot rod in every sense of the word when compared to the standard item. It has been bored to 3.8125 and stroked to 3.3125 inches. It has been given a 9.25 to 1 compression ratio (as compared to the 8 to 1 CR of the Belvedere), a bigger quad-throat carburetor, a definitely different valve timing and a larger dual exhaust system. In addition, the engines are put together separately from the rest of the production line and fitted by selective assembly. This means that, although such things as valves, valve springs and pushrods are stock units, they aren't just hauled

(Continued on page 66)

Distinction

(Continued from page 62)

duced models specifically for this country. The 4.1 litre "America" will be recalled, and a 5 litre "Super America" is now available. Also, when initial production of the D Jaguar was slow, impatient and well-heeled buyers turned to the versatile 3 litre "Monza" Ferrari.

An attempt to bolster sagging sales, the Lancia "Spyder" on the Aurelia chassis was aimed directly at American dollars. The Pinin Farina body was strongly reminiscent of the older Corvette, apparently on the supposition that G.M. could do no wrong. It is easy these days for the small continental shops to keep pace with the active and enthusiastic Detroit stylists, and they are now stressing radical and "off-beat" designs, instead of the old pure, taut line.

The English reached the American market first, and have been here long enough to warrant a step back and a pause to survey their position with regard to both the U.S. and their European competitors. Teutonic enterprise shows no signs of slackening pace, while other continentals continue to supply very specialized markets. A very shrewd balance of resources is necessary to do well in the expansive American economy, and, contrary to the impressions of many Europeans, a good product is necessary to back up heavy advertising.

Numerous examples have shown that if a car has a sincere purpose in life backed by intelligent design and manufacture, it will sell itself well without imitative styling or ostentation. The threat from within is strong, but a cool-headed reply could meet and better it. #

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Fury

(Continued from page 65)

out of a bin and stuffed into the engine but pulled out and carefully matched in all respects. Springs are matched for open and closed pressure, pushrods are matched for weight and straightness and valves are matched both for size and weight. Not that all engines are not fairly closely matched but in selective assembly differential tolerances are at a minimum or non-existent insofar as it is possible to come that close.

The chassis, too, has gotten a face-lifting. Although the frame is similar to the standard unit, suspension units and brakes are vastly different. Brake area is 173.5 square inches with 11.5 by 2 inch shoes both front and rear. Spring rates are much higher, accounting for the firmer ride and good cornering characteristics. The shock absorbers are Chrysler production Ori-flows but are heavier than the standard units and with different valving to produce the remarkable stiffening effect mentioned earlier.

Insofar as styling goes, the Fury is outwardly quite similar to the more ultra models of the standard production series cars except for the use of gold trim in place of the more usual stainless steel and chrome. The interior is a bit more restrained with a generous use of tan leather, spiked with gold embossed fabric. All seats are foam rubber based, an extra-cost option on other models. As far as that goes, the only extra-cost items on the car are Powerlite transmission, radio and power brakes so the "stripped" version is hardly stark. Even the 6000 rpm tachometer is standard equipment as are wing mirrors, turn signals and variable speed windshield wipers.

From all outward appearances, Plymouth has come up with a car that should do well in the power race and in stock car competition as well, even on such tracks as the tortuous Willow Springs, California, road course. In the process they have come up with a family bomb that performs more like a sports car than many so-called sports type coupes loudly touted as being "sports cars." With an FOB, Detroit, price of \$2800, here is a fairly sporting machine that will draw no static from the most conservative wife. Except for the previously mentioned slow steering and standard styling it should even please the purist. #

Alfa-Giulietta

(Continued from page 60)

and here above all, mere superlatives are not enough. Look at it this way. The Mercedes-Benz 300 SL has magnificent brakes. It has 257 sq. ins. of friction area for its 2240 lbs. of dry weight. The Giulietta is claimed to have 264 sq. ins. for its 1800 lbs. of dry weight. In terms of brake lining area per ton, this gives the little Alfa 293 sq. ins. against the 300 SL's 230! You can be sure that the performance of these brakes is not easily forgotten.

The front brake drums are huge light alloy castings containing ferrous liners and having deeply machined diagonal ribs which serve as air-pumping vanes and increase the heat-dissipating surface. The rear drums have conventional circumferential ribs and are of similar bimetallic construction.

I have never experienced brakes of such superb quality. The Giulietta's stopping distances are fractions of those of Detroit cars and of many sports cars. In spite of this immense deceleration the car's occupants are not flung forward nor does the car nose down. You can perform braking feats with ease in the little Alfa that would be desperately reckless in another car. It stops in a straight line. You do not have to churn wildly at the steering wheel in an effort to keep the car on the pavement during emergency type stops. Finally, the brakes are inexhaustibly fade proof. And beyond that, the transmission ratios are so chosen that you can always find just the right gear for steep mountain descents and hardly need to touch the brakes at all.

BODYWORK

The low-priced Berlina has a mass-production body with lines that are pleasing but not breathtaking. Seats are of the bench type and provide comfortable accommodation for four passengers. Interior appointments, including instruments, are confined to the austere necessities.

The medium-priced Spyder (a name once used for wiry, light-weight carriages) has a beautifully contoured body by Pinin Farina. The appointments are *de luxe* throughout for it and the Coupe. Instruments include a large rev counter immediately over the steering column, a metric speedometer, gauges for water and oil temperature, oil pressure, fuel capacity, and a bevy of warning lights. Bucket

seats with folding backs give excellent lateral support and there is ample head and leg room for occupants six feet tall.

The convertible top has the advantage of folding completely out of sight behind the seat backs. But unlike the rest of the coachwork, this top deserves a good deal of criticism. Its metal framework is heavily spring-loaded and stowing the top can be an annoying job for two persons. There is no positive locking device to hold the stowed top in place against its eager springs and it occasionally tries to unfurl itself, which results in grinding the top fabric against the seat backs. The top has no headliner, rattles like a snare drum in a strong wind and is insecurely fastened to the rear deck.

Actually, these are minor defects that can be corrected by the lucky owner for a very few dollars and it's to be expected that a firm with Alfa's high standards will be quick to check them at their source.

The Coupe I had hopes of testing was sold after I had fondled it for less than 15 minutes. I had seen photos of the car many times before but not until I was in its physical presence was I able to appreciate it fully. The body is by Bertone and it's my own feeling that of all the thousands of unusual and beautiful postwar Italian bodies, hardly any can equal its simple, sculptured beauty.

The Coupe's visibility is splendid. Its interior appointments are comparable with the Spyder's, and it is relatively spacious. The area behind the front bucket seats can be used for great stacks of luggage, for seating children on long trips or for adults on an "occasional" basis. But the virtue of the Coupe is its exquisite style.

A car that's a treasured collector's item today is the 1.5 liter, four-barrel Brescia Bugatti. It sold new in the early Twenties for about \$2500. Another hand-built treasure was the 1.5 liter Alfa of the late Twenties which sold for around \$5000. Times have changed and small-scale volume production has penetrated the purebred field. The Giulietta is today's improved equivalent of the baby Bugs and Alfas and it's to be had for a range of prices from \$2700 to \$4200. It's a legitimate jewel, bargain-priced for those who recognize its worth. #