

The Belvedere takes a fast bend at about 85 mph. Note the slight drift and relatively flat cornering characteristics.



Double feature road test on the "big three" new challenger

By Racer Brown

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PLYMOUTH: FURY vs. STOCK

In an automotive sense, the year 1957 could be termed "The Return of the Plymouth." After being ousted from third place in sales in 1954, the '57 Plymouth has recaptured its rightful spot in the national sales picture. At least, that's the way it is now. Later in the year, the Plymouth could conceivably be nipping at the heels of the car that currently holds the second in sales position but it would take considerably increased production on all Plymouth assembly lines, a factor that is very difficult to accomplish within a few short months. Nevertheless, there is good reason for rejoicing at Plymouth; the styling and engineering features of the '57 Plymouth line have been welcomed with open arms by an eager buying public; the backlog of all passenger cars and wagons is the biggest in their history.

In this test report, you're fortunate for it is a "two-for-one package." The test is actually two tests, the first concerning a more-or-less standard '57 Plymouth and the second concerning a '57 Plymouth "Fury." Generalized remarks are directed to both cars and where there are differ-

ences between the two, these differences will be pointed out.

The first car was a Belvedere two-door hardtop with the new TorqueFlite three-speed automatic transmission, power steering and brakes, power window lifts, a radio and heater of excellent quality and 7.50x14 Goodyear whitewall tires. The engine was the 3.91 inch bore, 3.13 inch stroke 301 cubic inch overhead valve V8 that is optional on all Plymouth models. It was equipped with a power pack (dual exhausts and single four-barrel carburetor) that raises the rated outputs from 215 brake horsepower at 4400 rpm and 285 pounds-feet of torque at 2800 rpm to 235 brake horsepower at 4400 rpm and 305 pounds-feet of torque at 2800 rpm. This engine bears the designation "Fury 301" and is a slightly revised version of last year's Fury. Compression ratio is 8½ to 1.

Our Fury test car was also a two-door hardtop equipped with power steering and brakes, the standard three-speed synchromesh transmission, radio, heater, padded dash and visors and 8.00x14 Good-

year whitewalls. The Fury engine displaces 318 cubic inches obtained by the same bore as the 301 engine but with a stroke increase of .180 of an inch to 3.31 inches. Dual four-barrel carburetors are standard with this engine as is a more radical camshaft. Compression ratio is 9¼ to 1. Rated output is 290 brake horsepower at 5400 rpm and 325 pounds-feet of torque at 4000 rpm. The Fury can be distinguished from similar-appearing Plymouths by the off-white paint and a distinctive gold colored side trim, the brown and white leather and wool fabric upholstery, chromed window rings, a 150 mph speedometer and the word "Fury" spotted in various locations. There are also several niceties in the chassis department, which are not visible from the exterior.

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Aside from the above-mentioned differences, the standard Plymouth is virtually identical in physical dimensions with the Fury. The wheelbase is 118 inches, front tread 60.9 inches, rear tread 59.6 inches, overall length 204.6 inches (206.1 inches