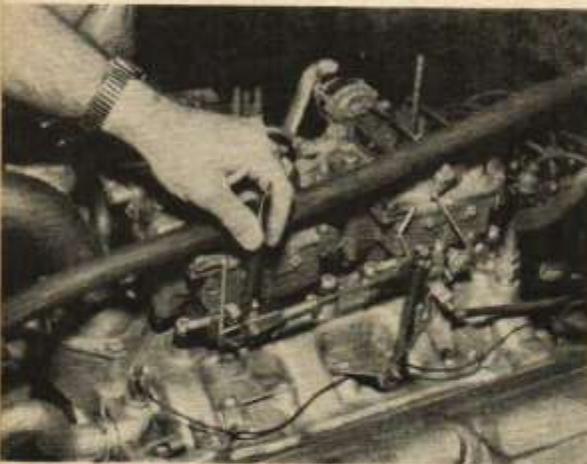


PLYMOUTH FURY vs. STOCK continued



Standard Plymouth takes off on standing quarter-mile acceleration run. Both cars were lacking a bit in performance.



Fury progressive throttle linkage shown. Forward carburetor starts to work as the rear one reaches about $\frac{3}{4}$ throttle. Or, both carburetors can be worked in unison.

sion in low gear. The second gear push-button was poked at about 45 mph and it stayed in second until an automatic shift occurred at about 75 mph. The standard Plymouth turned an average zero to 60 mph time of 9.6 seconds. The average zero to 80 mph time was 18.1. The average elapsed time for the standing quarter-mile was 17.55 seconds with an average trap time of 78.60 mph at the end. In drive range, the averages were 9.8 seconds from zero to 60 mph and 18.7 seconds from zero to 80 mph.

The Fury was somewhat better in acceleration, averaging 8.6 for the zero to 60 mph runs, 13.6 seconds for the zero to 80 mph runs, 16.45 seconds for the standing quarter with an average trap time of 83.10 mph. These runs were made with the standard "progressive" throttle linkage arrangement. Linking the two Carter four-barrels together brought the following results: Average zero to 60 mph 8.5 seconds; average zero to 80 mph 13.5 seconds; average standing quarter 16.30 seconds; average trap time 83.87 mph. From this, it's obvious that the progressive setup isn't so bad after all. Linking

the carburetors to work in unison brought better part-throttle response but at the same time, it torpedoed fuel economy. During periods of full throttle operation, everything is open anyway so the results were more-or-less expected. The Fury layout works the rear carburetor all the time and the front carburetor starts to open mechanically when the rear one reaches approximately $\frac{3}{4}$ throttle. With our test car, cruising speeds of 100 mph were possible on level stretches without opening the front carburetor. I should add that when we got the Fury, it was brand new with less than 100 miles on the odometer, which means that with a properly loosened-up engine, the acceleration times would undoubtedly have been better. Also, with the 3.54 rear end gearing, it was possible to make these runs in low and second gear, shifting to second at about 55 mph (6000 rpm). The quarter-mile runs could just barely be made in second gear before the valves floated, the speed corresponding to 6100 rpm. However, by using high gear, both the elapsed time and trap time fell off. Nevertheless, for optimum acceleration, this car desper-

ately needs either the optional 4.56's or even the 4.89's.

If the throttle was treated with the proper respect, the standard Plymouth could be made to deliver some respectable fuel mileage figures. For example, on one highway run taken at an easy 50 to 55 mph, we averaged 19.0 mpg. Over the same course but maintaining a speed between 60 and 65 mph, the average fell to 17.5 mpg. In the mountains, the average was 16.2 mpg, normal city driving dropped to 12.1 mpg and the acceleration and drag strip runs netted an average of 10.1 mpg for an overall average of 14.9 mpg for our 2000-plus mile test. Oil consumption during this period was one pint.

The Fury didn't fare quite as well as the standard model in this respect in spite of the fact that only one carburetor was operative for about 95 percent of the time. At a steady 55 to 60 mph on the highway, the fuel consumption was 17.4 mpg, dropping to 14.1 mpg in the mountains, 11.9 mpg in the city and 9.9 mpg for the acceleration and drag strip runs. Oil consumption for our 1500 mile test was 1 $\frac{1}{2}$ pints. This showing, while not bad at all, would have been even better if the car had been loosened up with an additional 2000 or 3000 miles.

TRANSMISSION

A choice of four transmissions is offered on all standard Plymouth V8's. The three-speed synchromesh box has ratios of 2.5 in low, 1.68 in second, direct in high and 3.21 in reverse. The overdrive box uses the same ratios with a .7 step-up. The ratios of the optional two-speed Power-Flite are 1.72 in low, direct in high, 2.39 in reverse with a maximum torque converter ratio of 2.7 at a stall speed of 1750 rpm. With the newer three-speed Torque-Flite automatic, the ratios are 2.45 in low, 1.45 in second, direct in high, 2.2 in reverse with a maximum converter ratio of 2.7 at a stall speed of 1750 rpm. The above mentioned three-speed synchromesh gearbox is standard on the Fury with the three-speed TorqueFlite as the only option. A Borg and Beck 10 inch diameter clutch assembly is used on all synchromesh V8's with a total spring pressure of 1695 pounds. On the Fury, a 10 $\frac{1}{2}$ inch Borg and Beck assembly is used with a total pressure of 1895 pounds.

It was interesting to note that the standard Plymouth could outdrag the Fury for the first 100 feet or more. The Fury was literally dead in this range but from about 30 to 35 mph in low gear up to our shift-point of 55 mph, the engine would come to life and make up for time lost in slipping the clutch at the start. The reason for the soggy performance of the Fury at low speeds was a plurality of excesses; too much cam and too much carburetion for the "too much" 3.54 rear end gear ratio. This is one engine that doesn't like to get caught with its rpm down. Off-the-line "punch" would have