

ports and valves also respond very favorably to improvements in carburetion. Again the Fury components, namely the double four-barrel intake manifold and carburetors, may look like a bargain. But two four-barrel carburetors at their best are never very good. Add to this the fact that manifolding problems inherent with a "double log" manifold, such as that used on the Fury, seriously detract from low- and mid-range performance and the outlook with this rig is sort of dismal. A triple manifold using three good two-throat carburetors of the correct size produces better performance in all speed ranges with either synchronous or progressive throttle linkages. Fortunately, there is a brand new triple manifold of balanced and heated design just coming on the market, which will fit all '56 and '57 Plymouth V8's including both Fury models. This item is practically a guarantee that overall performance will be greatly improved.

Attention to the exhaust system will also pay dividends. Dual exhausts are standard on all power pack V8's and the Fury and are optional on other V8's. Beyond this, one will have to look to a good muffler shop to fabricate and install a more efficient exhaust layout. The ignition system is also quite critical with the late engines, therefore a good dual point, dual coil battery ignition would be more of an investment in maintaining good performance than a luxury.

WORKMANSHIP—FINISH

The body and paint work of both test cars was very good indeed—infinitely better than early production models. Assembly work was only fair, probably due to difficulties in supplying the demand for hardtop models, to say nothing of labor problems. Nevertheless, neither car had a rattle nor a squeak. The interior finish has been touched upon previously. Synthetic upholstery materials in the standard Plymouth were good, serviceable, attractive and easy to clean. The leather and wool cloth combination used in the Fury had these features as well as obviously luxurious quality.

All told, the new Plymouth is a lot of automobile for the money; you can pay more and get less. The styling features alone have placed it in an enviable position and its roadability is unequalled by any standard passenger car available today, bar none. The performance, while not startling, is certainly no drawback to potential sales. If it came to a choice between a car with good performance or a car with outstanding roadability, I would pick the latter every time and then work out the performance to suit myself. So the car is potentially capable of solving a great number of the problems that confront a buyer. It has styling, reasonable comfort and driving ease, excellent roadability and it can be made to really go. What else is there?



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