



HOW THE PLYMOUTH SPORT FURY

3,000-MILE

By MEL JACOW

WHEN WE got the chance to learn what the Plymouth Sport Fury would and wouldn't do during three thousand miles of driving, most of it continuous, this writer and a companion, both bound for Florida to cover the famous Daytona Beach Speed Weeks races, jumped at it.

Our object was to drive the 1,100 miles from New York to Daytona non-stop, return in a like manner 10 days later, and hop from our motel to the new Daytona International Speedway, and points around and between, during the intervening time period.

The Plymouth Sport Fury is the top car of the Plymouth line. It's designed to provide the driving public with a smooth blend of power, handling, comfort and luxury—the mile-

eating combination that has put fast European touring cars on a pedestal in the eyes of the American automotive fraternity—and to provide it at a "Low Priced Three" figure.

The people at Chrysler Corporation have scored a bulls-eye. The Sport Fury is a superb piece of machinery that whisks you along almost any kind of road (and off-the-road) surface in splendid style. It makes long stretches of open-road driving a real pleasure.

Our two-door hardtop boasted the 361 cu. in. Golden Commando engine, that develops 315 brake horsepower at 4,600 rpm, and the special four-barrel carburetor that replaces the optional dual four-barrel setup available last year. With the three-speed Torqueflite transmission, bolstered suspension and tight (3 1/3 turns lock-to-lock) steering, the Sport Fury

handles like a car of half its size and weight.

Any apprehension we had about embarking on a non-stop trip of this length in a brand-new car—the odometer read 218 miles when we drove out of the garage in New York—was quickly dispelled by the time we left the New Jersey side of the Lincoln Tunnel.

The car was in perfect tune—and it remained so throughout the 3,200 mile trip. All instruments and appointments, which included an automatic light dimmer, swivel seats, deluxe radio and heater-defroster, operated perfectly.

Plymouth's engineers deserve a big star for their swing-out seats, and although they're now available as an option only on the Fury hardtop and convertible models, public response