



SHAPES UP ON A

SHAKEDOWN CRUISE

should soon lead to their availability in all models.

The swivel seats are mounted on a strong frame which slides up and forward, or down and back, the way normal seats do. But when you touch a latch down at the corner of the seat cushion and move your foot toward the door sill, the seat swings outward and allows you to step directly onto the pavement.

Instrument vision is almost completely unimpaired by the steering wheel. With the soft green illumination provided by their tinted glass faces, all instruments and the radio dial and clock prevent the driver from being dazzled at night. With the black dial surfaces completely hooded, instrument light feedback becomes nonexistent.

Although we were to sample every type of driving surface, from the sands

of Daytona Beach to the ribbon-smooth, 31-degree banked turns of the new speedway, we were never to want for safe, sure, grab-free braking power.

This Sport Fury's ride is top-notch all the way. The car corners at all speeds with a minimum of body lean or tire squeal. At higher speeds, its "beefed up" suspension allows it to track curves without plowing or drifting. Even when taking you over large bumps, the car refuses to bounce or toss. Smaller bumps are just about completely soaked up by the suspension.

Thanks to the recirculating ball gear in its power-assist steering unit, the Sport Fury will give you the advantages of "quick" steering, whether you decide to "snake" through a string of moving cars or try your luck backing out of a crowded parking lot.

Low body sides coupled with a flat

hood allow an unusually large glass area that results in superb vision in all directions. The wraparound windshield is devoid of the "doglegs" that cut into the front door opening spaces of most new cars and threaten to separate a knee from its cap. And the new Fury Sport Deck, featuring a continental-type wheel cover, is sure to please anyone desiring a little "rake".

But the true worth of the Sport Fury is to be found on the highway. Whether skimming along the New Jersey Turnpike by day or winding along a single-lane Georgia road at night, the car behaves like a well-schooled stallion. A touch of the accelerator brings a surge of smooth, controlled power throughout the Sports Fury's entire driving range (and that extends well into the 120 mph bracket, as we found on the sands at Daytona Beach).

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