



Yet midtown traffic tractability has not been sacrificed for high speed performance. More than once during our 10-day excursion one or the other of us mistakenly assumed the engine had stalled as we waited out a traffic light—the docile engine was almost uncannily smooth and quiet.

The passing prowess of this automobile was a constant source of joy to both of us.

When you're behind the wheel of the Sport Fury, you never feel the need for creeping up close to a car to be passed, so as to get by it at the first available opportunity. A flick of the right foot on the accelerator, at any speed below 75 miles per hour, results in an instantaneous downshift into the intermediate of the transmission's three gears.

A slight turn to the left on the steering wheel, and you're almost immediately past the car that had been leading you. As a matter of fact, the most noticeable indication of the power unleashed under the hood is the deep, barely audible purr of the dual exhausts.

Riding comfort constantly remains on a par with the Sport Fury's power and handling, unusual for a Detroit product. Plymouth's highly-touted torsion bars keep high speed curve lean to a comfortable minimum,

and its full time power steering does not come at the expense of road "feel" at high speed.

Body shudder at speeds above 60 miles per hour, a bugaboo to which most hardtop adherents have become resigned, is virtually non-existent, even on the high-speed runs at Daytona Beach, which are well above any posted highway limit anywhere in the United States.

Not until speeds of 90 miles an hour have been reached do you get any shudder worth mentioning. As a matter of fact, each of us found he could catnap for as long as an hour, sitting up front, while the other piloted the car at brisk highway speeds along straight stretches of road, through curves, and up and down inclines.

Understandably, a car capable of the Sport Fury's performance would not be expected to yield earth-shaking gas mileage figures. Yet, some simple division of miles covered into gallons of gas required, revealed a very satisfactory average of 15.3 miles per gallon.

To sum up, the Plymouth Sport Fury is the car for anyone who wants top road performance, plus outstanding comfort and luxury, at a reasonable price. And that covers an awfully large percentage of the car-buying public.

SPECIFICATIONS

ENGINE

FURY V-800

BORE AND STROKE 3.91 IN. X 3.31 IN.
DISPLACEMENT 318 CU. IN.
COMPRESSION RATIO 9.0 TO 1
MAX. BRAKE HORSEPOWER .. 260 @ 4400 RPM
MAX. TORQUE 345 @ 2800 RPM

DIMENSIONS

WHEELBASE 118 IN.
OVERALL LENGTH 208.2 IN.
OVERALL WIDTH 78.0 IN.
OVERALL HEIGHT 56.6 IN.

TRANSMISSIONS

SYNCHROMESH, OVERDRIVE, POWERFLITE, TORQUEFLITE

GOLDEN COMMANDO 395

4.12 IN. X 3.38 IN.
361 CU. IN.
10.1 TO 1
305 @ 4600 RPM
395 @ 3000 RPM