



FURY TEST CAR, SHOWN ON THE BEACH AT DAYTONA, WAS CHECKED OVER LONG ROUTE FROM DETROIT TO FLORIDA AND RETURN TRIP.

## PLYMOUTH FURY ROAD TEST

WHEN the time comes later in the year to look back and rate the various 1957 models, the Plymouth Fury will certainly be one of the top contenders for best-handling and best-looking honors. It will also deserve consideration as one of the top performers of the year, too.

The road test of this interesting car was somewhat more extensive than most, covering as it did some 2,000 miles—including a 1,270-mile jaunt from Detroit to Nascar's Speed Week at Daytona Beach, Florida.

It was on the Detroit-Daytona trip that the car really came into its own. This new Fury qualifies as a really outstanding road car. The more you drive it, the more confidence it instills in you.

The big improvement in Plymouth handling for 1957 was noted MOTOR LIFE's test of a standard Belvedere (January, 1957). The firmer suspension and even lower center of gravity of the Fury results in even more dramatic improvement.

The Detroit-Daytona run was made with five passengers, three adults and two children, plus a substantial load of luggage. At least 50 per cent of the distance was covered in rain, varying from light drizzle to near cloudburst proportions.

Despite this, an on-the-road average of nearly 50 mph was attained, including gas, lunch and comfort stops. Nor was this average made possible by extremely high road speeds. Cruising speeds were held very close to speed limits and were mostly in the 65-70 mph range.

The secret was that the Fury could be held at those speeds at all times when traffic conditions permitted. It stuck to the road so well that winding, curvy roads and mountainous stretches didn't slow it up.

Most impressive demonstration of the Fury's agility came on one 100-mile stretch over a narrow two-lane road in Tennessee. A secondary highway, it abounded in tight, successive curves. Seldom was a straight stretch of more than a few hundred yards encountered. This 100 miles was covered in under two hours—and it was raining very hard all that time!

Equally important was the fact that driver and passengers suffered no discomfort during the trip. The Fury's suspension

is not so much firmer than normal Plymouths that the ride becomes uncomfortably harsh. And any extra hardness in riding qualities is more than compensated for by the fact that there is an admirable lack of body roll and sway, so passengers aren't thrown around inside the car in fast cornering.

An asset to maintaining high average road speeds is the Fury's excellent passing ability. The TorqueFlite-equipped test car could be downshifted for passing by flooring the accelerator up to just over 70 mph.

The car's low end acceleration was excellent, but not outstanding. This is due partially to the cam design and dual four-barrel carburetion. Maximum torque doesn't come in until fairly high rpm are reached; 4000, to be exact.

However, a well-tuned Fury, especially with manual transmission, should turn in better times than the test car.

The test car was run on the beach thru the measured mile. With just a one-mile buildup, it turned an average of just under 102 mph thru the traps. Another TorqueFlite Fury turned about 106 and a stick-shift model turned 111 mph the same day.

A few acceleration runs with the stick-shift model later proved that it was almost 10 per cent faster thru most of the speed range than the original test car. It cracked nine seconds on several 0-60 runs.

The appearance of the Fury was the subject of almost universal admiration during the test period. Everyone from gas station attendants to sun-bathers to representatives of rival automobile companies had words of praise for its styling.

One thing the test crew noted first was the big change for the better in the front end appearance which resulted from having the under-grille painted the same beige color as the body.

This change from the plain aluminum under-grille of the earlier Belvedere test car removed some of the toothy look and made a pleasing improvement to front end styling.

The main grille of the Fury is of aluminum and has a gold anodized finish. The side body panel is also aluminum and has a textured gold finish. It accentuates the body lines effectively and blends in with overall styling to such a degree that it doesn't give the impression of having been an afterthought, as



STYLING IMPROVEMENT is painting of grille bars below bumper with body paint. Luggage shown was carried in addition to the driver and five passengers, a clue to the car's load capacity.

is so often the case with styling treatments of this type.

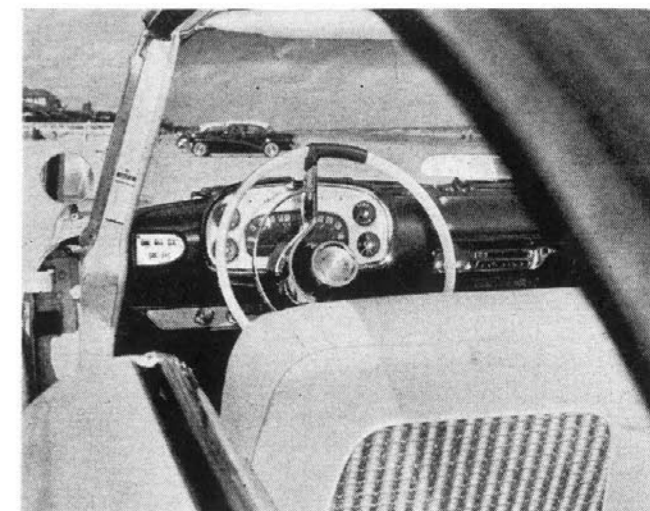
The Fury is extremely low; actually it's less than two inches higher than a T-Bird with fiber-glass hardtop. That puts it down to a level (53.5 inches) not a lot greater than many sports cars. Naturally this affects headroom, but not to an extent that will create hardship for any but the tallest drivers and passengers. Seat belts are advisable, however, because without them, a rough bump will sometimes bounce heads off the acoustical headlining at high speeds.

One complaint uncovered in the Detroit-Daytona portion of the test was that the Fury had some leaky spots. Rain dripped down the inside of the right A-post and the trunk leaked enough that some of the luggage got quite wet.

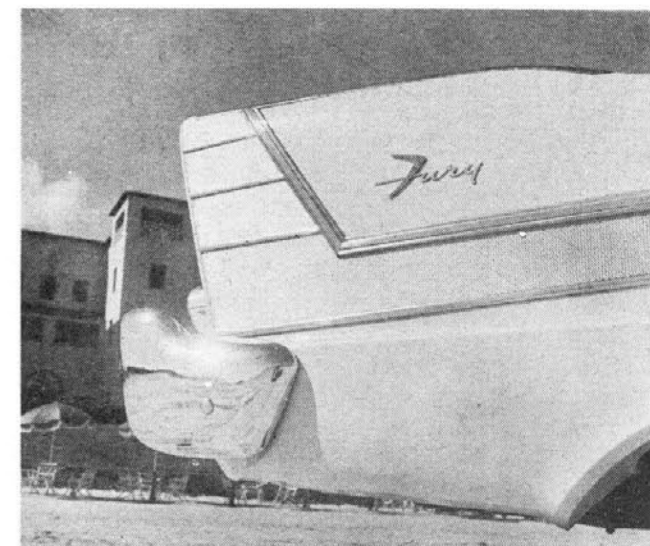
A Plymouth service official said this was due to production slip-ups and could easily be remedied in any dealer service department.

The three-speed TorqueFlite transmission is a big improvement over the two-speed PowerFlite, only automatic available for Plymouths until this year. It's shifts are smooth, except at full throttle, and it doesn't waste much time making them.

Everything considered, this 1957 Fury is the most pleasing Plymouth to date. It will have considerable appeal for those who want sporty appearance, performance and handling and can afford the premium price. It's interesting, too, that Plymouth is now offering the Fury engine and suspension in all of its models on an optional, extra-cost basis. •



INTERIOR DIFFERENCES of the Fury are limited to color and trim, notched seat backs and safety-padded instrument panel. Handling, excellent on Plymouths, is improved by stiffer suspension.



FURY EXCLUSIVE is the aluminum side and tail trim shown here, plus fender ornaments and gold colored grille bars. The extra styling and performance costs about \$700 over the standard hardtop model.

### FURY TEST DATA

Test Car: Fury two-door hardtop  
 Basic price: \$2948  
 Engine: 318-cubic-inch ohv V-8  
 Compression ratio: 9.25-to-1  
 Horsepower: 290 @ 5400 rpm  
 Torque: 325 @ 4000  
 Dimensions: Length 205 inches, width 79, height 53.5, tread 60.9 front and 59.6 rear, wheelbase 118.  
 Shipping weight: 3595 lbs.  
 Transmission: Three-speed TorqueFlite torque converter  
 Acceleration: 0-30 mph 3.9 seconds, 0-45 6 seconds, 0-60 9.8  
 Gas Mileage: 14 mpg  
 Speedometer corrections: Indicated 30, 45 and 60 mph are actual 28.5, 43 and 57.