



CAR AND DRIVER ROAD TEST

# THE C/D "BOSS WAGON"

Plymouth's Fury Wagon fulfills all our requirements and what's more, it goes like a son of a gun

A few months ago, we announced that we were planning to buy a Plymouth Fury III station wagon (*C/D* February, "From The Driver's Seat"). The Plymouth was handed over to us in Detroit on March 15, and three months later we'd amassed some 8500 hard miles on its odometer. The consensus of the staff is that we made the right choice.

We chose the Plymouth wagon for several reasons—some rational and some emotional. On the rational side, we've been impressed by the tightness and roadability of the dozen or so Chrysler products we've driven this year (including several rental cars), and the Plymouth wagon seemed to be the best choice for our requirements—i.e., it is bigger than most, being built on the same 121-in. wheelbase chassis and body shell as the Chrysler, and we felt that it offered a combination of good acceleration and high-speed handling that set it well apart from its competition. Also, Plymouth offered two brake options that impressed us—the big drums and metallic linings that were on our Hemi test car (*C/D*, April), or the front discs that are optional throughout the Fury line. We finally chose the disc brake option with standard linings, and we've never regretted it.

On the emotional side, we like the styling of Chrysler's big wagons better than any others we've seen, and we were so pleased that engineer Bob Anderson was made general manager of Chrysler-Plymouth Division that we were moved to buy one of his cars almost as a gesture of support for him.

We considered several other cars, but gradually pruned the list until the Fury was the only one left. The little Dodge Sports Vans have always appealed to us as the most roadable vehicles of the VW Micro-Bus genre, but we needed a high-speed, long-distance touring car more than we needed a truck. We

considered something like a Mercedes, but that would have been too much sedan and not enough truck, in spite of its many other unique virtues. The final decision was between a Pontiac Catalina wagon and our Plymouth, but we scratched the Pontiac because we didn't like its flamboyant, curvy styling, and because it didn't offer sufficient load space or tailgate size relative to the total bulk of the vehicle.

Before taking delivery, we had a set of Koni adjustable shock absorbers installed—adjusted to their softest setting—and we replaced the stock horn with a two-toned set of air horns that we'd previously ordered from Wilco, in Rochester, N.Y. We had hoped to have some kind of mag-type wheels and larger tires on the car, but nobody seems to make a jazzy wheel that will fit a Chrysler product with disc brakes, and we weren't able to make up our minds in time to get special tires. As it turns out, we were all right anyway, because all disc-braked Fury wagons were coming through with 15-in. wheels with 6-in. rims, and 8.15-15 4-ply tires, which are more than adequate for normal use.

We encountered our first two problems before we got out of Detroit. Actually the people at the Chrysler garage discovered the first one—a drumming, resonant vibration that felt like a badly flat-spotted tire and grew in intensity from 45 mph up to about 80. They thought that it probably came from the Koni shocks, which require a few hundred miles of break-in before their seals are seated and they begin to work properly. We called the Koni distributor, Kensington Products, and they confirmed that the Chrysler mechanics were probably right, so we tried to ignore the persistent, annoying shudder and went on our way. But not before problem Number Two had reared its head.

This one came when we lowered the electrically-operated tailgate window to throw some gear into the cavernous back end—the window went down, but it wouldn't go back up. We drove to the nearest Chrysler-Plymouth dealer, less than a mile away, and he fixed a defective safety switch in the tailgate, free of charge, no questions asked—a true act of Christian charity.

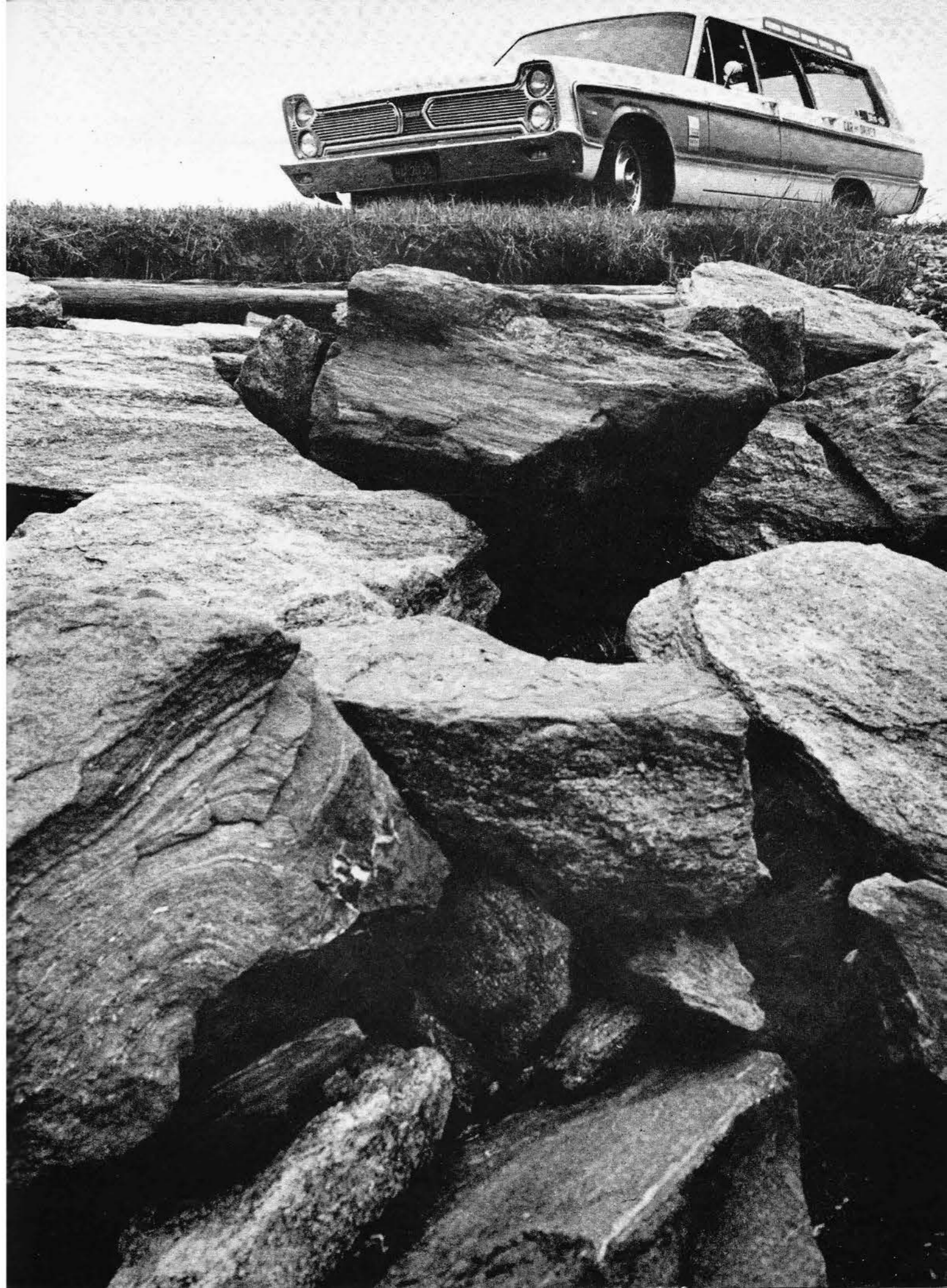
Our first impression of the new wagon was naturally a visual one, especially since we'd specified a flashy white and blue paint job that's very similar to the exterior decor of the Detroit Police Department's elite "Tactical Mobile Unit" Plymouths. The blue stripe along the side makes our machine look very long and mean, and the sports suspension lowers the overall height noticeably, so that it looks business-like as hell.

Our second impression was physical—we found the car to be tight as a tick, comfortable, and fast. We mulled over Plymouth's list of V-8 engine options and settled on the 383 cu.in. V-8 with one four-barrel carburetor. This unit puts out 325 horsepower at 4800 rpm, and 425 lbs./ft. of torque at 2800. It is by far the "sportiest" engine they sell, if you discount the rare-as-hen's-teeth Hemi. The 383 winds freely, and really moves the 4300-lb. mass of our wagon in grand style. On a recent test trip, we were able to run the quarter-mile against a Fury sport coupe with the 440 cu. in. engine that tops Chrysler's line-up, and our wagon—with three passengers to the hardtop's two—was only a car-length behind at the end of each of a half-dozen impromptu drag races. Its passing performance is, if anything, more impressive (dragging with a station wagon being a pretty silly pastime anyway). By manually shifting the three-speed Torque-Flite automatic one can overtake slower cars with almost contemptuous ease—just pull the lever down from "D" to "2", give it as much throttle as the occasion demands, and you've put them behind you, smoothly and without fuss. Actually, we've found that the car is quite quick enough for most situations at half-throttle, provided we use the shift lever. Simply mashing down on the throttle in Drive range is not as effective, even though the engine noise is a lot more spectacular.

The combination of really outstanding acceleration and purposeful appearance led us to christen our Plymouth the "Boss Wagon," and the name fits.

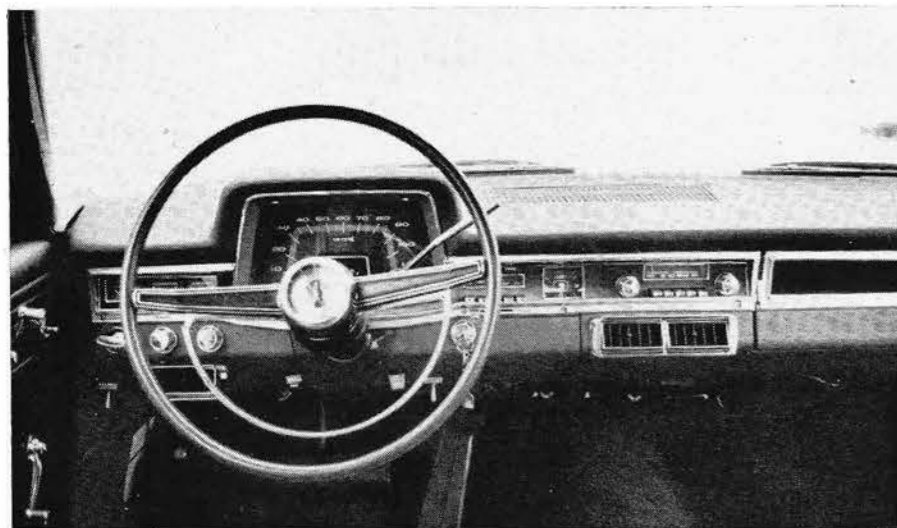
But handling and braking help

CONTINUED



PHOTOGRAPHY: GENE BUTERA

The Boss Wagon can out-handle many highly-touted sports cars, and does it with a minimum of fuss. It can also dispatch some pretty stiff competition on the impromptu drag circuit.



justify the name, too, and other published tests have credited Plymouth wagons with greater overall stability and less "tailwag" tendency than their competitors. We've always been pleased with Chrysler Corporation products that were fitted with special handling equipment—the old 300 "initial" series started it, and cars like the Hemi Belvederes, Formula-S Barracudas and California Highway Patrol Dodges have been pretty impressive as well. We had a choice of suspension options, both of which have a marked effect on the standard car's handling and high-speed stability. The trailer-towing package includes heavier springs and shocks, bigger brakes, and a heavy-duty radiator—at least one reader wrote to tell us that we should have gone this route. Instead, we chose the "sports" suspension option, and replaced the Plymouth shock absorbers with four great big Konis. With the as-delivered Goodyear tires inflated to 30 psi in the front and 32 psi in the rear, this combination of components gave us better handling than we had dreamed possible, yet without total loss of the car's inherently smooth ride.

On trips, the higher tire pressures were no problem and the ride was fine, but on New York's broken, rutted streets it became harsh, to say the very least. We cured this by fitting a set of Goodyear "Police Special" 8.45-15, 4-ply tires. The police tires have a much larger footprint and greater cornering power than the original ones, and we're able to enjoy the combined benefits of good ride and good handling without resorting to the higher, harshness-producing pressures. The new Goodyear tires have also eliminated the vibration that we'd been mistakenly blaming on the Koni shocks.

The Konis behave just about as well as the optional Plymouth "Sports" shocks under normal driving conditions, but are demonstrably superior on bad surfaces. We have driven the Boss Wagon on some of the worst little country roads imag-

(Specifications overleaf; continued on page 94)



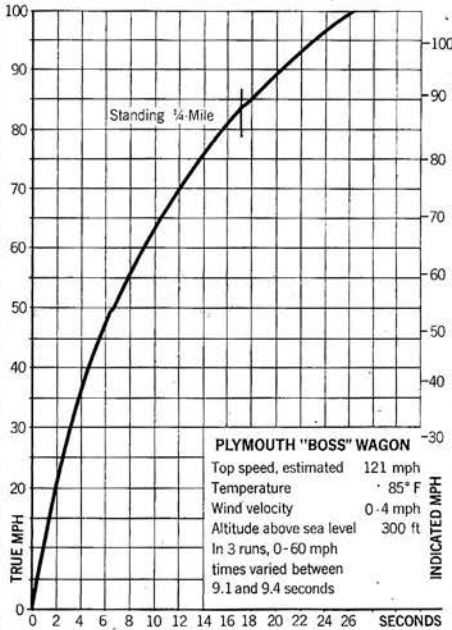
## THE C/D "BOSS WAGON"

Manufacturer: Chrysler-Plymouth Division  
Chrysler Corporation  
12200 East Jefferson Avenue  
Detroit 31, Michigan

Price as Tested: \$4373.24

### ACCELERATION

Zero To	Seconds
30 mph	3.2
40 mph	4.7
50 mph	6.8
60 mph	9.2
70 mph	12.1
80 mph	15.6
90 mph	20.4
100 mph	26.3
Standing 1/4 mile	83.5 mph in 17.1



### ENGINE

Water-cooled V-8 cast iron block, 5 main bearings  
Bore x stroke . . . . . 4.25 x 3.38 in, 107.9 x 85.8 mm  
Displacement . . . . . 383 cu. in, 6427 cc  
Compression ratio . . . . . 10.0 to one  
Carburetion . . . . . 1 x 4 bbl. Carter  
Valve gear . . . . . Pushrod-operated overhead valves  
Power (SAE) . . . . . 325 bhp @ 4800 rpm  
Torque . . . . . 425 lbs-ft @ 2800 rpm  
Specific power output . . . . . 0.85 bhp per cu. in,  
52.0 bhp per liter  
Usable range of engine speeds . . . . . 600-4800 rpm  
Electrical system . . . . . 12-volt, 70 amp-hr battery,  
550 W alternator  
Fuel recommended . . . . . Premium  
Mileage . . . . . 13-18 mpg  
Range on 22-gallon tank . . . . . 286-396 miles

### DRIVE TRAIN

Transmission . . . . . 3-speed automatic plus torque converter

Gear	Ratio	Overall	mph/1000 rpm	Max mph
Rev	2.20	7.10	-11.1	-53
1st	2.45	7.91	10.3	49
2nd	1.45	4.68	17.4	84
3rd	1.00	3.23	25.2	121
Final drive ratio	. . . . . 3.23 to one			

### CHASSIS

Wheelbase . . . . . 121.0 in  
Track . . . . . F: 62.0, R: 60.7 in  
Length . . . . . 216.1 in  
Width . . . . . 78.2 in  
Height . . . . . 56.8 in  
Ground Clearance . . . . . 5.5 in  
Curb Weight . . . . . 4300 lbs  
Test Weight . . . . . 4561 lbs  
Weight distribution front/rear . . . . . 47/53%  
Pounds per bhp (test weight) . . . . . 13.2 lbs./bhp  
Suspension F: Unequal length wishbones, torsion bars, anti-sway bar  
R: Rigid axle, semi-elliptic leaf springs  
Brakes . . . . . 11.7-in. discs, F., 11.2 in. drums, R., 437.1 sq in swept area  
Steering . . . . . Recirculating ball  
Turns, lock to lock . . . . . 3.8  
Turning circle . . . . . 43.4 ft.  
Tires and wheels . . . . . 8.45-15 Goodyear Police Specials on 6-in. rims

### CHECK LIST

#### ENGINE

Starting . . . . . Good  
Response . . . . . Excellent  
Noise . . . . . Good  
Vibration . . . . . Very Good

#### DRIVE TRAIN

Transmission Linkage . . . . . Very Good  
Power-To-Ground  
Transmission . . . . . Excellent

#### BRAKES

Response . . . . . Good  
Pedal Pressure . . . . . Excellent  
Fade Resistance . . . . . Good  
Smoothness . . . . . Excellent  
Directional Stability . . . . . Excellent

#### STEERING

Response . . . . . Good  
Accuracy . . . . . Good  
Feedback . . . . . Good  
Road Feel . . . . . Good

#### SUSPENSION

Harshness Control . . . . . Good  
Roll Stiffness . . . . . Very Good  
Tracking . . . . . Excellent  
Pitch Control . . . . . Excellent  
Shock Damping . . . . . Excellent

#### CONTROLS

Location . . . . . Good  
Relationship . . . . . Good  
Small Controls . . . . . Good

#### INTERIOR

Visibility . . . . . Excellent  
Instrumentation . . . . . Good  
Lighting . . . . . Very Good  
Entry/Exit . . . . . Very Good  
Front Seating Comfort . . . . . Very Good  
Front Seating Room . . . . . Excellent  
Rear Seating Comfort . . . . . Good  
Rear Seating Room . . . . . Very Good  
Storage Space . . . . . Good  
Wind Noise . . . . . Excellent  
Road Noise . . . . . Very Good

#### WEATHER PROTECTION

Heater/Air Conditioner . . . . . Excellent  
Defroster . . . . . Excellent  
Ventilation . . . . . Excellent  
Weather Sealing . . . . . Excellent  
Windshield Wiper Action . . . . . Very Good

#### QUALITY CONTROL

Materials, Exterior . . . . . Good  
Materials, Interior . . . . . Good  
Exterior Finish . . . . . Good  
Interior Finish . . . . . Very Good  
Hardware and Trim . . . . . Good

#### GENERAL

Service Accessibility . . . . . Good  
Luggage Space . . . . . Excellent  
Bumper Protection . . . . . Good  
Exterior Lighting . . . . . Good  
Resistance to Crosswinds . . . . . Very Good



# A PUBLISHING FIRST



... THE ONLY COMPLETE GUIDE FOR SERVICEMEN AND HOBBYISTS TO EVERY MAJOR PHASE OF CONSUMER ELECTRONICS SERVICING!

## ELECTRONICS INSTALLATION & SERVICING HANDBOOK - 1966

For the progressive serviceman who wants to service better and faster . . . and expand his business by handling a wider variety of equipment —

For the "do-it-yourself" hobbyist who wants to save money by servicing his own equipment —

The 1966 ELECTRONICS INSTALLATION & SERVICING HANDBOOK has arrived! The only comprehensive and authoritative guide to consumer electronics servicing available anywhere! A handy, on-the-bench reference volume containing 128 pages—over 150 illustrations, charts and tables—on how to spot, analyze and correct trouble . . . quickly, efficiently and economically!

Coverage includes: the basics of servicing • servicing b/w & color TV • AM-FM household radios • stereo/hifi • CB equipment • intercoms and PA systems • antennas • transistorized ignition systems

Hundreds of money-saving techniques and shortcuts. Every up-to-date method and procedure.

You'd have to purchase several expensive manuals to equal this kind of incisive, all-inclusive coverage. But now you get it all in the 1966 ELECTRONICS INSTALLATION & SERVICING HANDBOOK for just \$1.25!

GET THE EXQUISITE LEATHERFLEX-BOUND EDITION for just \$3 POSTPAID!

--- fill in, clip & mail this form today! ---

Ziff-Davis Service Division • Dept. IS  
589 Broadway • New York, N.Y. 10012  
YES! Send me a copy of the 1966 ELECTRONICS INSTALLATION & SERVICING HANDBOOK, as checked below:

- \$1.25 enclosed, plus 15¢ for shipping and handling. Send me the regular edition. (\$1.50 for orders outside the U.S.A.)
- \$3.00 enclosed. Send me the Deluxe Leatherflex-bound edition, postpaid. (\$3.75 for orders outside the U.S.A.) Allow three additional weeks for delivery.

NAME \_\_\_\_\_ CD-96

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_

--- Payment must be enclosed with order. ---

## CAR AND DRIVER "BOSS WAGON"

(continued from page 57)

inable, and its ability to handle even the most vicious frost heaves and pot holes is incredible.

On the same day that we tried dragging against the 440-engined Fury, we ran a few laps around the track at Lime Rock. We found that our Plymouth was both faster and more comfortable to drive on this tight little circuit than an automatic-transmission Aston Martin DB6 which was there that afternoon. And that wasn't all. The final humiliation for the Aston driver came during a short dice from the race track to a pub about 10 twisty, narrow, asphalt miles away. The Boss Wagon was in the lead, with the Aston close behind, followed in turn by the 440 Fury. We came tearing out of a corner at a speed more enthusiastic than prudent, and found ourselves confronted by a nasty humpbacked railroad crossing which we mounted at about seventy mph. The wagon took off, flew through the air for who knows how far, and came down with a terrible thump—but in a stable, four-point-landing attitude. The suspension went through one strenuous cycle, sort of a deep knee bend, then stabilized itself without any fuss, and we continued without losing pace.

The DB6, next in line, bottomed its front suspension on the approach to the grade crossing, then flew into the air tail-up and nose-down, landed on its front wheels, bounced into the air again, came down on its rear wheels and laid a shower of sparks for about fifty feet before it regained equilibrium. Even the other Fury, with stock suspension, fared better than the Aston, although its driver had a chance to slow down.

The third major impression of the Boss Wagon relates to interior accommodations. If you were looking for a word to describe the interior, "big" would spring to your mind. Ours is only a two-seat wagon, so it's best suited for four passengers (with ample space), or six (with a little friendly crowding). In either case the luggage space, which measures 8.0-x2.5-x4.5 ft., is somewhat overwhelming. We haven't yet encountered a load that can't be fitted into the back end without folding down the rear seat.

Similarly, the locking under-floor luggage well (made possible by the absence of a third seat) has never been called into play either. We use it as a secure place of concealment for cameras and hunting rifles and other theft-prone goodies, but never needed it for space alone.

The seats are upholstered in serviceable red vinyl, and the floors are covered with an expensive-looking red twist carpet, which seems to be nylon. We considered ordering electrically operated seats and windows, but the additional expense put us off. We occasionally wish we'd taken the electric window option, especially when leaning across the broad front seat to pay tolls, shout at pedestrians, and like that, but we've found that we don't miss the electric seat adjustment at all. Both front and rear seats are very comfortable, and give good support to spine, shoulders, and legs. We've lately begun to notice a hint of a soft spot on the driver's side of the bench front seat, and this may become an annoyance later on if it worsens, but right now the Boss Wagon is an eminently pleasant long-distance touring car.

A vast expanse of glass on every side makes visibility better than usual for all hands, and the driving controls are easily reached without stretching. Nearly everything on the instrument panel is pushed over toward the driver, which makes sense—except that the front seat passenger has to reach across the biggest of three air-conditioning outlets to use the ashtray, and this sometimes results in a lapful of cigarette ashes for the people in the rear. This ashtray is also cunningly designed to break ladies' fingernails, in that it requires a deft "push-pivot" motion to open, and has no knobs, slots, or gripping surfaces to

Plymouth Fury III Station Wagon (two seat, white with red interior)	\$3115.00
325 hp, 383 cu. in. V-8 engine	119.55
Torque-Flite 3-speed automatic	206.30
Limited-slip differential	48.70
Disc brakes (front)	109.70
Power brakes	41.75
Power steering	94.85
Sports suspension package (includes heavy-duty rear springs, selected torsion bars, heavy-duty shock absorbers, front anti-sway bar)	15.94
Air conditioning	338.45
Tinted glass	39.50
AM radio	57.35
Roof rack	46.55
4-way safety flasher	12.60
Power tailgate window	32.05
Padded visors	6.35
Day-Night inside mirror	4.15
Outside mirror with inside adjustment	5.45
Retractable seat belts, front and rear	9.65
Undercoating	15.40
Destination charges	13.00
8.15-15 tires & 6.00 in. wheels (with disc brake option)	40.95
	<hr/>
	\$4373.24
Equipment added by us:	
Koni shock absorbers	102.00
Goodyear "Police Special" 8.45-15 tires (5)	222.75
Maserati air horns	24.95
	<hr/>
Total	\$4722.94

make this possible.

Heater, air conditioner, defroster, and windshield wipers are uniformly excellent in their respective functions, and this is also true of every switch, handle, and small control. The instrument panel is well laid out, and well shrouded so that no stray light is reflected on windows or windshield.

The whole car exudes a feeling of quality and tightness that belies its humble "low-priced three" beginnings. A Chevrolet PR man rode around in the Boss Wagon for a whole evening and, on getting out, confessed that he'd thought it was either a Buick or a Chrysler. A long afternoon's drive with Carroll Shelby and his brilliant engineering aide, Phil Remington, produced similar results—they knew it was a Plymouth, but they couldn't get over its ride, stability, and booming acceleration.

Painting the name of the magazine on the side has had some interesting effects. Readers and other knowledgeable types have risked a variety of dangers—including accidents and arrests—to catch the Boss Wagon in traffic. The air horns are pretty effective too—in cluttered metropolitan traffic they can open a hole when all else fails, and in Kentucky we found that the average cow will react to a short blast like a fourteen-year-old girl at a Beatles concert. We were very big with Jerseys, especially.

We have a used Halda Speedpilot, donated by an old friend and we're hoping to get a Port-a-tape unit, but aside from that, we'll probably leave the Boss Wagon pretty much as is. Oh, we'd like to wrap the steering wheel with one of Vilem Haan's leather covers, and we'll probably change the style of the CAR and DRIVER name on the side to match our new cover design. Then too, we've thought about replacing the stock high-beam head-lamp units with something brighter, like Marchals, or Cibiés, or Lucas Flame-throwers. And we could install that rear anti-sway bar we got from Marcellus-Knowlton...

All told, it's a keen machine. We've used it everywhere, for everything, and it really does get the job done—combining the practicality of a small truck with the performance of a good sports sedan. So if you're on a little back road some night, and a glistening white-and-blue vehicle rushes past with a startling fanfare from its air horns, it isn't a bird, or a plane, or even the Mysterious Masked Rider of the Plains... *Son of a gun, you guys, that was the Boss Wagon!* **cjd**

## How "FLOATING CONTROL" Head on STURTEVANT Torque Wrenches KEEPS YOU HONEST



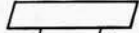
"Floating Control" Torque Wrench  
(Patent Pending)  
Capacities: 0-600 Inch Pounds  
0-100 Foot Pounds  
0-150 Foot Pounds

Remember—Sturtevant invented and patented the pivoted handle that concentrates the pulling force at a fixed point and that permits accurate readings when using adapters.

When you use a Sturtevant "Floating Control" Torque Wrench your torque readings will stay honest—you'll never get a false torque reading because the patented "Floating Head" will automatically control the way in which you apply torque. Every torque wrench—regardless of style or manufacture—could be used with greater accuracy if it had the "Floating Control" feature. You'll find it *only* on a Sturtevant-made torque wrench.

Sturtevant "Floating Control" also gives the torque wrench the versatility of a hinge handle—you can spin down a nut or cap screw . . . angle the drive square to clear obstructions . . . reverse the drive to get at tough applications—in short, this is a professional man's torque wrench! Sold by leading hand tool manufacturers and speed shops.



Look for this Mark 

. . . it means a genuine Sturtevant lifetime guaranteed wrench.

**P. A. STURTEVANT CO.**

ADDISON, ILLINOIS 60101

### POLAROID LAND PHOTOGRAPHY

Complete guide and only comprehensive and up-to-date handbook on Polaroid Land Photography.  
1966—\$1.25.....#24 1963—\$1.00.....#25

Order by number from  
Ziff-Davis Service Div., 589 Broadway, New York,  
N. Y. 10012. Enclose add'l 15¢ per copy for shipping and handling (50¢ for orders outside U.S.A.)

Do it Yourself with

### Swiss-Made WANNER High Pressure GREASE GUN



6,000 lbs. pressure with one hand, fills by hand or air-system. Free folder with Details.

INTERNATIONAL AUTOMOTIVE IMPORTS  
BOX 3096, ALEXANDRIA, VIRGINIA

## DON'T OWN ONLY A TR-4 ROADSTER

ESPECIALLY WHEN YOU CAN HAVE THE UNIQUE PLEASURE OF ALSO OWNING A TR-4 GT

Roadster to GT or GT to roadster; takes 20 minutes. This is a fully lined removable, reinforced fiberglass fastback that will fit and weatherproof any TR-4 — TR4-A. Available in primer or factory colours. \$255 complete.



**\$255**

COMPLETE

DEALER INQUIRIES INVITED  
SPECIAL RATES TO CAR CLUBS. FOR FREE INFORMATION WRITE  
PLOUS DEVELOPERS

Box 1527, Milwaukee, Wis. 53202

Phone 273-6002