



PLYMOUTH builds all kinds of cars for all kinds of people! In the 1966 lineup there are economy sixes for the "Geritol Generation," a sleek fastback for the plaid-capped sporty set, "boss wagons" for the country squire and tire-frying Street Hemis for those who think young. There are performance models to suit everyone's taste and pocketbook. The 235-hp 'S' Barracuda and 383 four-barrel Satellite handle the majority of the public's performance needs. And the highly-touted 426 Street Hemi fills the bill between the 383 and the unreal strictly-for-the-strip race hemi.

However, Plymouth builds a formidable competitor which falls into an exclusive performance class that has been steadily gaining in popularity over the past two years. It's the middle-to-heavyweight luxury class which caters to members of both the Pepsi and Geritol Generations! →

Hood ornament indicates engine displacement, is genuine status symbol. Massive rear end treatment makes use of a split grille theme with aluminum trim and six blinkers. Test car's interior is decked out with wood trim, console, buckets, adjustable steering wheel, hardly-visible tach and an Inland steel four-speed shift-stick. Tape recorder is test-driver-installed option and is not available from the factory.

BY THE CARS STAFF

If you are looking for a full-size, super-cool scene-maker with plenty dig plus GT handling and top end, pick up on Plymouth's hot 365-hp disc-braked Sport Fury

It's a super commando!



Plymouth's offering in that class, which has been dominated by the big-engined Pontiac 2 plus 2, Ford Seven-Litre Galaxie and Chevy Super Sport, is the 440-cubed Sport Fury. Plymouth has been spending much time and effort upgrading the Fury and because of that the few buffs realize that the top line model is available in genuine high performance trim. And regardless of weight or super plush trim, the big Fury is still a performance vehicle that commands respect. All it takes is one look at the factory option list to realize that Plymouth has not abandoned the Fury in its quest for a bigger chunk of the musclecar market.

super commando

Rather than pick up a dealer's demo car, borrow a local reader's mount or wait until one drifted by the New York Zone office, we placed our order for a tailor-made Sport Fury test car with our local Corporation representative. By doing that we were assured that the car would not be decked out with less than desirable

equipment such as air conditioning, auto pilot, etc. By the time we were finished checking off the option boxes, our test machine carried a list price sticker of approximately \$4200. We managed to reach this figure by adding the cost of the 440-cube 365-hp package (\$235), tachometer, four-speed, Sure-Grip 3.55 rear, power brakes and steering, AM-FM radio (must have mood music to soothe the savage soul of a road tester) over-size tires, disc brakes, performance suspension package, tinted glass and a host of small goodies to the basic list price of \$3251. If we had ordered the hardtop version instead of the convertible we could have saved approximately \$250. Since we weren't spending our money we blew the bankroll and ordered the ragtop!

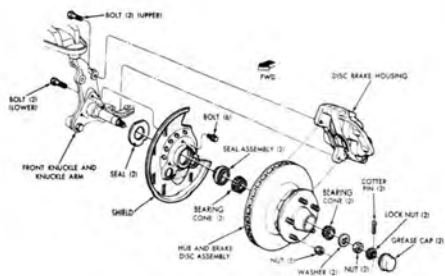
Almost two months later the finished product arrived in New York and was prepared for us by Chrysler Corporation's favorite sales-service organization. Their make-ready crew went through our \$4200-plus Sport Fury with a fine-toothed comb, missing only such unimportant items as



windows that didn't fit, doors that didn't line up, a side molding that was held on by a "wing and a prayer" and some undercarriage components that made their presence known by playing a tune on the transmission when the clutch was released on initial takeoff. Except for these few small trouble quality control slips which slipped past the service center make-ready team, the Sport Fury was quite an impressive looking automobile.

We are of the belief that many dealer organizations, such as the monster factory-owned establishment in New York City, are under the impression that all they have to do for their \$50-\$75 make-ready fee is clean out the (Continued on page 74)

Top street wedge option breathes thru AFB quad with compromise jetting and dual headers and pipes. Special wheel covers are used on all disc brake-equipped models. Oversize 15-inch Goodyear Power Cushions aided performance. Street shifts were thrown at 4000 rpm for max acceleration. Redline area is 5000.



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1966 PLYMOUTH SPORT FURY SPECIFICATIONS

ENGINE

Type	OHV V-8
Displacement	440 cubic inches
Compression Ratio	10.1-to-1
Carburetion	Single Carter Quad
Camshaft	Hydraulic, .425/.437
Horsepower	365 @ 4600 rpm
Torque	480 foot/pounds @ 3200 rpm
Exhaust	Dual headers, dual pipes
Ignition	Single-point

TRANSMISSION

Make	Chrysler four-speed
Control	Inland Steel floor shift

REAR END

Type	Sure-Grip
Ratio	3.23-to-1

BRAKES

Front	11.88-inch discs
Rear	11-inch drums

SUSPENSION

Front	Independent, HD torsion bars, shocks, sway bar
Rear	HD leaf springs, shocks
Steering	Power
Overall Ratio	19.4-to-1

GENERAL

List Price	\$3250
Price As Tested	\$4200
Weight	3800 pounds
Wheelbase	119 inches
Overall Length	209.8 inches
Tire Size	8.15 x 15 Goodyear

PERFORMANCE

0 to 30 mph	3.9 seconds
0 to 60 mph	8.0 seconds
Standing 1/4 mile	86 mph
Elapsed Time	16.0 seconds
Top Speed	120 mph
Fuel Consumption	13.5 mpg

440 FURY continued

interior, polish the outside and check if the lights and wipers work. To avoid another 1957-type sales crash we think it would be wise for the Corporation to keep a closer check on the make-ready procedure being used in their dealerships.

After putting 200 break-in miles on the odometer we started checking out the performance of the top-of-the-line style leader. The engine, which displaces 440 cubic inches, offers a pleasant compromise between standard and high performance. It's a smooth, responsive engine limited in rpm by a hydraulic lifter camshaft. Idle speed runs around the 600-rpm marker and we didn't have much trouble bringing the R's up to the 5000-rpm mark without any traces of valve float. The factory redlines the 365 hp engine at 4600 and calculates maximum torque (480 foot-pounds) coming in at 3200 rpm. We found the Super Commando engine, as

coupled to the four-speed manual "meat grinder" and optional 3.55 rear gears, most responsive as long as we banded our shifts at 4000 rpm or higher. The car is quite heavy and the 3.55's do very little in the line of helping off-the-line acceleration. Because of the weight and the rear gearing it probably would have been wiser to order the car with Torqueflite instead of the manual setup.

Performance could not truly be described as neck-snapping, as the .425/.437-inch hydraulic lifter stick (256/260 degrees duration), 10.0-to-1 compression and single Carter AFB -4136S quad with 1.44-inch primaries and 1.56-inch secondaries are not flat-out performance goodies. However, once we got the knack of throwing "quick ones" with the Inland Steel-controlled gearbox we picked up a few 86 mph, 16.0 second time slips. We also polished off the 0-60 "Grand Prix" in eight seconds flat, which isn't exactly bad for a 3800-plus-pound luxury liner. Not having the facilities for a flat-out run, we estimated top end of the Sport Fury to be in the neighborhood of 120 mph. We had visions of mid 15-second quarter mile et's with top speed in the 90's when we had ordered the car, but I guess that's a bit too much to ask from a strictly stock, loaded ragtop.

On the street and during normal traffic jaunts the engine, transmission and suspension setup seemed to be near perfect. Being equipped with plenty of torque it was not necessary to go up and down the four-speed "ladder" every other block. Both engine and exhaust noise levels were equal to those of standard luxury machines and the optional suspension package (heavier-duty sway bar, torsion bars and shocks) hardly affected the normal firm riding characteristics of the big Plymouth.

Around town and normal high speed highway driving failed to sound any alarm indicating that our car was equipped with front disc brakes. The only time we really noticed was when we attempted eight locked-wheel stops from 75 mph. By being able to negotiate the full eight stops we knew that there was something other than four-wheel drums in the brake department. The Fury utilizes 11.88-inch front power discs and 11-inch rear drums for a total swept area of 437 square inches. They're nice to have around, but we have yet to encounter any stopping conditions that could not be handled by the excellent 11-inch stock binders. But you can hardly beat discs for road testing. Besides, the

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special disc brake wheel covers are super-neat status symbols!

Overall we were impressed with the Sport Fury and felt that its only faults could be traced directly to the service organization that prepared it for us. The appointments were luxurious, the bucket seats good looking and comfortable and the ragtop and boot fit perfectly. With the 365-hp 440-cube option the Sport Fury rates as a top contender in its performance class and in general as an all-around town and country GT. If we were ordering the same car all over again for our personal use we would delete the four-speed (which really isn't necessary in a big Chrysler product) in favor of the super-quick Torqueflite and add that unnecessary extra called air conditioning. Let's face it, a road tester has to stay cool when he's picking up on those soul soothing sounds!