

TWO THAT SHARE A LOT

CAR LIFE ROAD TEST

CORNERING UNDER pressure, the Plymouth Fury responded with strong understeer as expected. Performance, even with that "small" 383-cid engine, was impressive.



440 Dodge Monaco and 383 Plymouth Fury III share bodies and engine option lists. Here's big power and little power in two body styles.



DODGE MONACO carries big 440-cid V-8 and has lots of authority on the highway. Tests proved it had the legs of all the other Powercars.

DODGE AND PLYMOUTH divisions both will resent it, but for the purposes of the Powercar test the Monaco and Fury III will be treated as siblings. Not rivals. That Mopar's 440-cid V-8 makes a Dodge quicker than a Plymouth with Mopar's 383-cid V-8, and that the Plymouth with 2.76:1 final drive gearing got better mileage than did the 3.23:1-g geared Dodge is a foregone conclusion.

But it was an interesting comparison. Monaco and Fury share the same basic body, so we had a chance to compare hardtop and convertible. The 440 engine is the 383 made bigger, so we could report on the intra-corporation engine choice, as well as on what the Powercar buyer gets from Dodge.

What he gets is the biggest engine in the group, and the most acceleration. It's a matter of split seconds, but the Monaco won the match races. As part of the image, maybe, the 440 engine comes with a sporting exhaust note, a mellow bass rumble that reminds the driver he's in charge of plenty of horses, even when he isn't using them.

The Fury made a good impression for a different reason. The test car had the 383, so it wasn't really a Powercar. And the 383 was the economy version, with two-barrel carburetor, pulling that downhill gear. It was the slowest car in the group, but by such a small amount we're inclined to guess that the Plymouth doesn't give away as many horses to the Ford LTD as the ratings show. The economy version was economical. Highway cruising with the engine barely ticking over is easy on the engine and the fuel tank.

Both cars had automatic transmissions, in fact, the same automatic transmission. It's much happier in the big Dodge or Plymouth than it was

in the 'Cuda 440 tested on page 33. The TorqueFlite's firm, deliberate shifts suit the Powercars very well, and the relatively high final-drive gearing in both the big cars provided passing gears well up into the speed range. Left to its own devices, the transmission shifts up rather early. That's why the makers provide shift levers.

Handling, Chrysler family virtue for years, wasn't up to our expectations. The Dodge and Plymouth both performed well, but neither big car was as impressive in class as the Mopar intermediates and compacts are. The suspension designers may use some sort of sliding scale: As the cars get bigger, and move into markets thought to attract comfort-seekers,

the spring rates go down. The Monaco and the Fury both understeered strongly. Both felt stressed around the test curve, although both made it through without drama. On the open road, the Dodge steering was quite sensitive, and the car reacted to sudden motions at the wheel with sudden dips of the outside front fender. The testers ranked both cars inferior to the Caprice, but better than the LTD. Let's hope Dart and Barracuda never grow up.

The brake test turned out to be a tire test. The brake systems on the cars were identical: discs in front, drums in back, power assists. The Dodge had conventional bias-ply tires. The Plymouth came with bias-belted Goodyear Polyglas tires.

BRAKE TESTS caused Plymouth Fury to get crossed up, but resulted in 25 ft./sec./sec. rating. Bias/belted tires account for superiority over Dodge.



PHOTOS BY DARRYL NOREBERG



CORNERING in tight, 40-mph bend, caused Fury to tuck under its outside wheel and plow.



ADJUSTABLE steering column on Fury is nice touch, long overdue. Instrument panel is clean, uncluttered.



SMALLEST engine among the Powercars tested was the Fury's 383-cid V-8. Lack of inches did not hurt it at all.



ALL the room you need is found in Fury trunk. Spare tire is easy to get at.

FURY III & MONACO

continued

Same brakes, same driver. The Plymouth's first stop from 80 mph was at 25 ft./sec./sec. The Dodge couldn't come close. At anything higher than 20 ft./sec./sec., the tires lost hold and locked. The brakes held the tires tighter than the tires held the pavement. The Plymouth brakes were working. They warmed up and faded. The Dodge brakes never had a

chance to heat. By the eighth stop, the Plymouth stopping rate was down to 20, where the Dodge rate started and ended. This is not a tire commercial. Firestone also makes a bias-belted tire. Had the brands been the same, but the types of tire reversed, we suspect the Plymouth figures would apply to the Dodge and vice versa.

The top on the convertible Plymouth deserves special mention. The rear window zipper unzipped, the window tucked neatly away, the catches came loose and the motor folded the top into its bin without any trouble. We didn't even have to read

the instructions. Best of all, the cover snapped into place without the usual tug-of-war. There may be something to this miracle fabric business after all.

The top bows take some of the rear seat hip room. Three adults are a press fit in the Plymouth, while they had enough room in the Dodge. The seats, in both cars, received entirely subjective reviews. The testers who liked the Caprice seats didn't like the Dodge seats, and those who liked the Dodge seats didn't like the Caprice. We might serve the readers better by commenting only on seats everybody liked (the Opel GT's, for example).

1969 PLYMOUTH



CHASSIS/SUSPENSION

Frame type: Unitized.
Front suspension type: Short and long arms, torsion bars.
ride rate at wheel, lb./in. 113
antiroll bar dia., in. 0.88
Rear suspension type: Live axle multi-leaf springs.
ride rate at wheel, lb./in. 113
Steering system: Integral assist recirculating ball gear, parallelogram linkage behind wheels.
overall ratio 19.12:1
turns, lock to lock 3.5
turning circle, ft. curb-to-curb 25.4
Curb weight, lb. 4245
Test weight 4560
Distribution (driver),
% f/r 55.4/44.6

BRAKES

Type: Power disc/drum.
Front rotor, dia., in. 11.75
Rear drum, dia. x width 11.0 x 2.75
total swept area, sq. in. 392.7
Power assist
line psi at 100 lb. pedal 1155

WHEELS/TIRES

Wheel rim size 15 x 5.5JJ
optional size 15 x 6.0JJ
bolt no./circle dia. in. 5/4.5
Tires: Goodyear Polyglas.
size G78-15

ENGINE

Type, no. of cyl. V-8
Bo x stroke, in. 4.25 x 3.38
Displacement, cu. in. 383
Compression ratio 9.2:1
Fuel requ. red. regular
Rated bhp @ rpm 290 @ 400
equivalent mph 123
Rated torque @ rpm 390 @ 2800
equivalent mph 78
Carburetion: Carter 1x2.
throttle dia., pr./sec. 1.56
Valve train: Hydraulic lifters, push-rods, overhead rockers
cam timing
deg., int./exh. 18-58/64-14
duration, int./exh. 256/260
Exhaust system: Single, Reverse Flow Muffler
pipe dia., exh./tail 2.5/2.25
Normal oil press. @ rpm 55 @ 2000
Electrical supply, V./amp. 12/46
Battery, plates/amp. hr. 78/70

DRIVE TRAIN

Transmission type: 3-Speed automatic with torque converter "Torqueflite."
Gear ratio 3rd (1.00) overall 2.76:1
2nd (1.45) 4.00:1
1st (2.45) 6.76:1
1st x t.c. slat (2.00x2.45) 13.52:1
Shift lever location: Column.
Differential type: Hypoid.
axle ratio 2.76:1

DIMENSIONS

Wheelbase, in. 120
Track, f/r, in. 62/61
Overall length, in. 215
width 80
height 55
Front seat hip room, in. 60
shoulder room 63
head room 39
pedal-seatback, max. 41
Rear seat hip room, in. 59
shoulder room 60
leg room 36
head room 38
Door opening width, in. 45
Trunk liftover height, in. 34

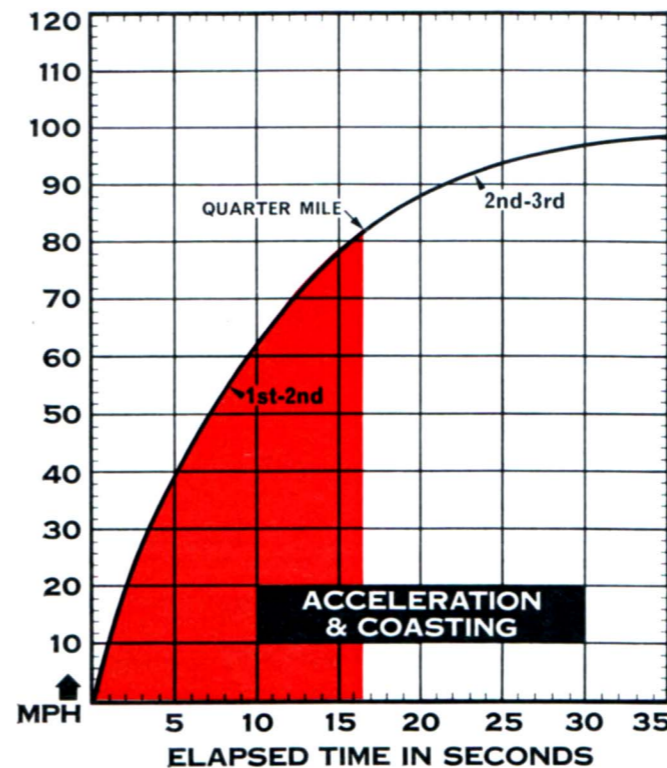
PRICES

List, FOB factory \$3307
Equipped as tested \$4529
Options included: 383 2V Engine, \$70;
Disc Brakes, \$49; Power (brakes, steering), \$220; A/C \$365; Power Seat \$100, Power Windows \$105, Belted Tires \$62.

CAPACITIES

No. of passengers 5
Luggage space, cu. ft. n.a.
Fuel tank, gal. 24.0
Crankcase, qt. 4.0
Transmission/dif., pt. 18.5/4.0
Radiator coolant, qt. 16.0

CAR LIFE ROAD TEST



CALCULATED DATA

Lb./bhp (test weight) 15.7
Cu. ft./ton mile 104.0
Mph/1000 rpm (high gear) 28.0
Engine revs/mile (60 mph) 2145
Piston travel, ft./mile 1208
CAR LIFE wear index 25.9

PERFORMANCE

Top speed (4100), mph 115
Test shift points (rpm) @ mph
2nd to 3rd (4800) 92
1st to 2nd (4800) 55

SPEEDOMETER ERROR

Indicated	Actual
30 mph	28.0
40 mph	38.7
50 mph	49.2
60 mph	60.0
70 mph	70.5
80 mph	81.1
90 mph	91.6

MAINTENANCE

Engine oil, miles/days 4000/90
oil filter, miles/days 8000/180
Chassis lubrication, miles 36,000
Antismog servicing, type/miles: Tune up, Replace PCV Valve/12,000
Air cleaner, miles replace/24,000
Spark plugs: Champion J-14V.
gap, (in.) 0.035
Basic timing, deg./rpm 7.5BTDC
max. cent. adv., deg./rpm 36/4600
max. vac. adv., deg./in. Hg. 24/13.5
Ignition point gap, in. 0.016
cam dwell angle, deg. 32
arm tension, oz. 18
Tappet clearance, int./exh. 0/0
Fuel pressure at idle, psi 4.5
Radiator cap relief press., psi 16

ACCELERATION

0-30 mph, sec.	3.5
0-40 mph	5.3
0-50 mph	7.3
0-60 mph	9.7
0-70 mph	12.5
0-80 mph	16.4
0-90 mph	21.3
0-100 mph	37.6
Standing 1/4-mile, sec.	16.7
speed at end, mph	81.8
Passing, 30-70 mph, sec.	9.0

BRAKING

Max. deceleration rate from 80 mph ft./sec./sec. 25
No. of stops from 80 mph (60-sec. intervals) before 20% loss in deceleration rate 8-16% loss
Control loss? Slight.
Overall brake performance good

FUEL CONSUMPTION

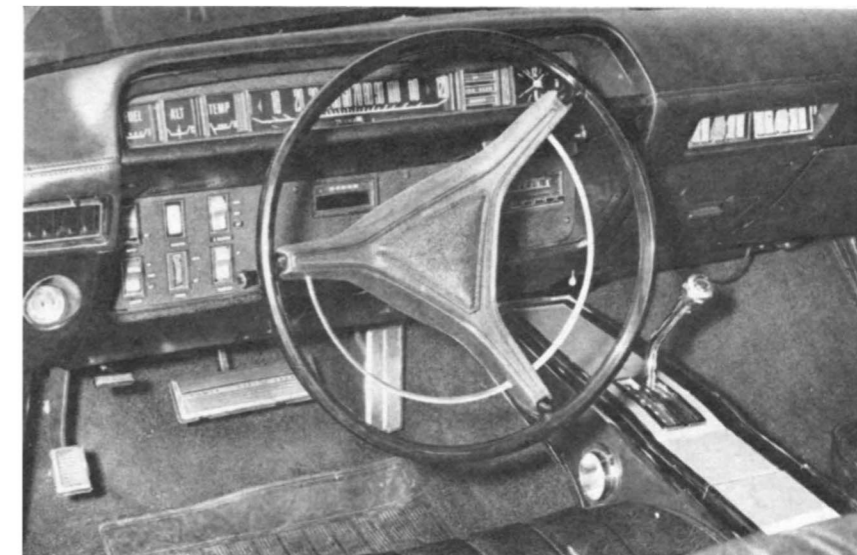
Test conditions, mpg 11.4
Normal cond., mpg 11-14
Cruising range, miles 260-310



STRONG FAMILY resemblance between the Fury and Monaco is demonstrated as the Monaco plows around the 40-mph test corner. Understeer was controllable.



AUTHORITATIVE 440-cid V-8 in test Monaco is big, the exhaust note is healthy, yet in traffic, it was a gentleman.



INSTRUMENT panel on the Monaco was as functional as that on the Fury.

FURY III & MONACO

continued

know. The under-dash ventilation on the Dodge didn't provide much air. The windows on the Plymouth must be right at a low-pressure point on the body side. Open, they all but pull the car inside out. Cracked, they whistled.

The Fury had a classic case of overkill, the Detroit equivalent of furnishing stout boots and a snake-bite kit to every inhabitant, and then driving all the snakes off the island. Every Mopar road test includes a carping remark about the steering

column being too high, right, constant readers? (Newcomers can turn to the 'Cuda test, where we do it again.) So the Fury had power seats *and* an adjustable steering column. If somebody is trying to tell us something, the message has been delivered. ■



TRUNK space? It was a toss-up as to which test car had the most room.

1969 DODGE MONACO 440



DIMENSIONS

Wheelbase, in.	122
Track, f/r, in.	62/61
Overall length, in.	221
width	79
height	55
Front seat hip room, in.	26 x 2
shoulder room	63
head room	38
pedal-seatback, max.	41
Rear seat hip room, in.	63
shoulder room	63
leg room	36
head room	38
Door opening width, in.	45
Trunk liftover height, in.	28

PRICES

List, FOB factory	\$3591
Equipped as tested	\$5421
Options included: 440-cid V-8, \$204; TorqueFlite trans., \$234; trailer towing package, \$15; power disc brakes, \$93; air conditioning, \$407; power steering, \$105.	

CAPACITIES

No. of passengers	5
Luggage space, cu. ft.	22
Fuel tank, gal.	24.0
Crankcase, qt.	4.0
Transmission/dif., pt.	18.5/4.0
Radiator coolant, qt.	16.0

CHASSIS/SUSPENSION

Frame type: Unitized.	
Front suspension type: Short & Long Arms, torsion bars, ride rate at wheel, lb./in.	105
antiroll bar dia., in.	0.92
Rear suspension type: Live axle, multi-leaf springs ride rate at wheel, lb./in.	110
Steering system: Integral assist recirculating ball gear, parallelogram linkage behind front wheels overall ratio	19.12:1
turns, lock to lock	3.5
turning circle, ft. curb-curb	43.5
Curb weight, lb.	4440
Test weight	4755
Distribution (driver), % f/r	56.2/43.8

BRAKES

Type: Power disc front/drum rear.	
Front rotor, dia. x width, in.	11.75 x 2.0
Rear drum, dia. x width	10.0 x 2.5
total swept area, sq. in.	392.7
Power assist line psi at 100 lb. pedal	1155

WHEELS/TIRES

Wheel rim size	15 x 5.5JJ
optional size	15 x 6.0JJ
bolt no./circle dia. in.	5/4.5
Tires: Firestone Delux Champion size	8.55-15

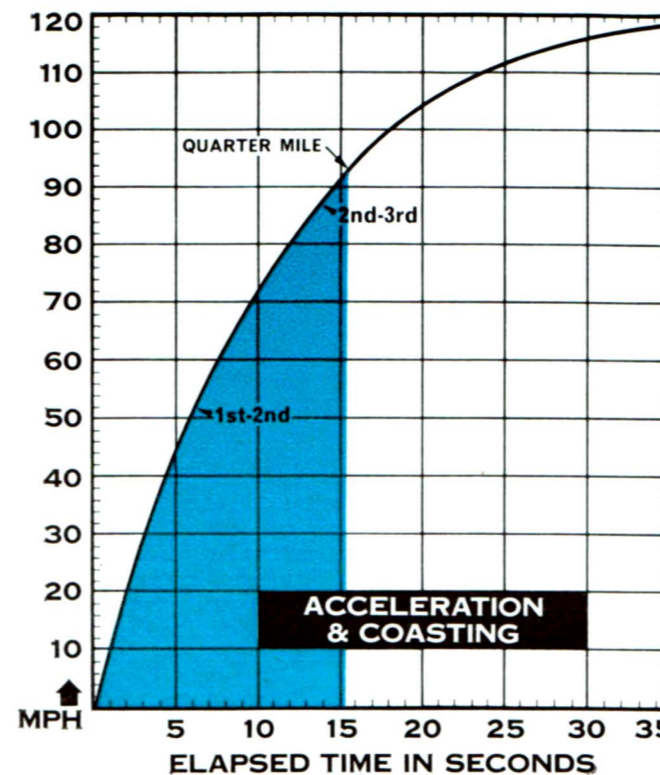
ENGINE

Type, no. of cyl.	V-8
Bore x stroke, in.	4.32 x 3.75
Displacement, cu. in.	440
Compression ratio	10.1:1
Fuel required	premium
Rated bhp @ rpm	375 @ 4600
equivalent mph	115
Rated torque @ rpm	480 @ 3200
equivalent mph	80
Carburetion: Carter 1x4, throttle dia., pri./sec.	1.69/1.69
Valve train: Hydraulic lifters, push-rods and overhead rocker arms. cam timing deg., int./exh.	21-67/79-25
duration, int./exh.	268/284
Exhaust system: Dual, reverse-flow mufflers. pipe dia., exh./tail	2.5/2.25
Normal oil press. @ rpm	55 @ 2000
Electrical supply, V./amp.	12/46
Battery, plates/amp. hr.	78/70

DRIVE TRAIN

Transmission type: Three-speed automatic with torque converter "Torqueflite."	
Gear ratio 3rd (1.00:1) overall	3.23:1
2nd (1.45:1)	4.69:1
1st (2.45:1)	7.92:1
1st x t.c. stall (2.00:1 x 2.45:1)	15.84:1
Shift lever location: Console	
Differential type: Hypoid, limited slip. axle ratio	3.23:1

CAR LIFE ROAD TEST



CALCULATED DATA

Lb./bhp (test weight)	12.7
Cu. ft./ton mile	134.6
Mph/1000 rpm (high gear)	24.9
Engine revs./mile (60 mph)	2510
Piston travel, ft./mile	1570
CAR LIFE wear index	39.4

SPEEDOMETER ERROR

Indicated	Actual
30 mph	29.4
40 mph	39.3
50 mph	48.8
60 mph	58.5
70 mph	68.0
80 mph	77.7
90 mph	86.5

MAINTENANCE

Engine oil, miles/days	4000/90
oil filter, miles/days	8000/180
Chassis lubrication, miles	36,000
Antismog servicing, type/miles, tune-up and replace PCV valve/12000.	
Air cleaner, miles	replace/24,000
Spark plugs: Champion J-11Y, gap, (in.)	0.035
Basic timing, deg./rpm	.5BTDC/600
max. cent. adv., deg./rpm.30 @ 4800	
max. vac. adv., deg./in.	
Hg.	.21 @ 16.0
Ignition point gap, in.	0.016
cam dwell angle, deg.	32
arm tension, oz.	18
Tappet clearance, int./exh.	0/0
Fuel pressure at idle, psi	4.5
Radiator cap relief press., psi	16

PERFORMANCE

Top speed (5100), mph	127
Test shift points (rpm) @ mph	
2nd to 3rd (5300)	87
1st to 2nd (5300)	52

ACCELERATION

0-30 mph, sec.	3.1
0-40 mph	4.4
0-50 mph	5.9
0-60 mph	7.6
0-70 mph	9.7
0-80 mph	12.2
0-90 mph	14.6
0-100 mph	18.0
Standing 1/4-mile, sec.	15.5
speed at end, mph	93.3
Passing, 30-70 mph, sec.	6.6

BRAKING

Max. deceleration rate from 80 mph ft./sec./sec.	25
No. of stops from 80 mph (60-sec. intervals) before 20% loss in deceleration rate	8-5% loss
Control loss? Slight.	
Overall brake performance	fair

FUEL CONSUMPTION

Test conditions, mpg	9.0
Normal cond., mpg	9-12
Cruising range, miles	210-290