CHAN BUSH PHOTOS

REBELS a pair

Convention, Tradition or Muscle? American Motors Offers a Choice . . .

GEORGE WASHINGTON was a rebel. So was Robert E. Lee. And, those who parade placards on university campuses are likewise classed. Rebels, then, appear in all shapes and sizes—with knee breeches and powdered wigs, with sabers and Confederate gray, with beards and sandals, or with sedate Sixes and moderately muscular V-8s.

The latter Rebels, of course, are products currently manufactured by American Motors Corporation. These Rebels, in *CAR LIFE*'s opinion are far and away the most neatly packaged, the slickest of 1967 American Motors cars.

The crisp, uncluttered lines of the 114-in. wheelbase Rebel 2-door hardtop coupe won *CL* approval when initially displayed late in 1966. However, it was not until recently that *CL* was able to obtain a Rebel 770, with AMC's 232-cu. in. in-line Six, and a 343-cu. in. V-8-powered top-of-the-line Rebel SST for an in-depth road test/product report.

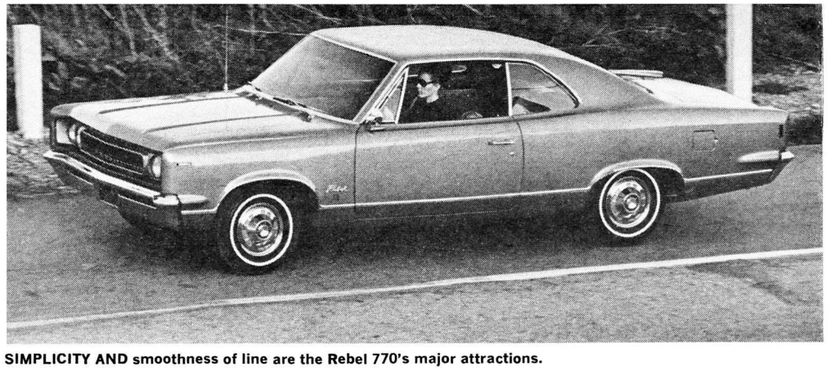
Because the cars were so long in coming, test crew appetites were well whetted. The pair of Rebels was eagerly received by people who earnestly hoped performance could match Rebel appearance. Performance, of course, need be considered with respect to the sorts of tasks each of the pair could best accomplish.

It soon became apparent the 770 was aimed squarely at the non-rebellious, those who may prefer convention and tradition. The SST, on the other hand, assumed a stance of enthusiasm, as AMC's bid for some measure of penetration into the performance car market. The cars, identical in shape, therefore were examined from these separate assessments of capability.

The 232-cu. in. engine in the 770 was a conventional hydraulic lifter ohv Six, logical extension of the Nash/Hudson tradition. With a single-barrel Carter carburetor, 8.5:1 compression ratio and regular grade fuel, the 232 delivers 145 bhp at 4300 rpm, and torque of 215 lb.-ft. at 1600 rpm. Ten traditional bhp and 7 more lb.-ft. of torque are available with an optional Carter 2-barrel carburetor. (Smallest engine from AMC is a 199-cu. in./128-bhp Six, installed only in cars of the American line.)

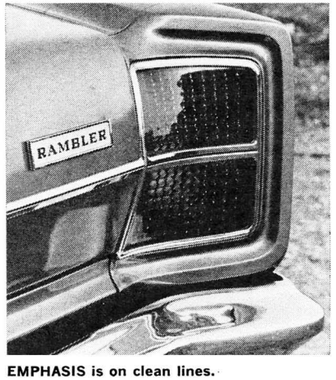
THE 770's 3-speed Borg-Warner automatic transmission and 3.15:1 rear axle ratio produced overall gearing of 7.53:1, 4.57:1 and 3.15:1—apparently sufficient multiplication for a wide range of tasks. However, hampered ▶

THE Rebel 770 is uncluttered.

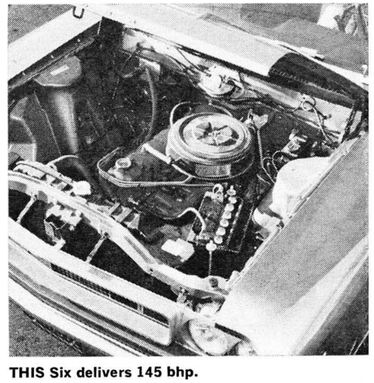


SIMPLICITY AND smoothness of line are the Rebel 770's major attractions.

REBEL 770's instrument grouping proved efficient.



EMPHASIS is on clean lines.



THIS Six delivers 145 bhp.

1967 AMC
REBEL 770 2-DOOR HARDTOP

DIMENSIONS

Wheelbase, in.	114.0
Track, f/r, in.	58.2/58.5
Overall length, in.	197.0
width	78.4
height	53.5
Front seat hip room, in.	26.7 x 2
shoulder room	60.0
head room	38.7
pedal-seatback, max.	38.1
Rear seat hip room, in.	60.0
shoulder room	59.0
leg room	36.5
head room	36.5
Door opening width, in.	43.1
Ground clearance, in.	6.0
Trunk liftover height, in.	25.1

PRICES

List, FOB factory	$2578
Equipped as tested	2984

Options included: Emission control, wheel discs, automatic transmission, radio, split bench seat, tinted windshield, HD radiator.

CAPACITIES

No. of passengers	6
Luggage space, cu. ft.	18.2
Fuel tank, gal.	21.5
Crankcase, qt.	4
Transmission/dif., pt.	18/3
Radiator coolant, qt.	10.5

CHASSIS/SUSPENSION

Frame type: Unitized.
Front suspension type: S.l.a., coil springs, telescopic shock absorbers, antidive geometry.
ride rate at wheel, lb./in. 99L, 96R.
antiroll bar dia., in. none
Rear suspension type: 4-link system, coil springs, telescopic shock absorbers.
ride rate at wheel, lb./in. 96
Steering system: Integral power assist, parallel linkage ahead of front wheels.
overall ratio 20.6:1
turns, lock to lock 4.4
turning circle, ft. curb-curb 37.5
Curb weight, lb. 3185
Test weight 3580
Curb weight distribution, % f/r 53.4/46.6

BRAKES

Type: Wagner servo, finned cast iron drums, 2-line hydraulic system.
Front drum/rotor, dia. x width, in. 9 x 2.50
Rear drum, dia. x width 9 x 2.19
total swept area, sq. in. 254.4
Power assist none
line psi at 100 lb. pedal n.a.

WHEELS/TIRES

Wheel rim size 14 x 5.5JK
optional size 15 x 5K
bolt no./circle dia. in. 5/4.5
Tires: B. F. Goodrich Silvertown 660
size 7.35-14
normal inflation, psi f/r 24/26
Capacity, lb. @ psi 4640 @ 24

ENGINE

Type, no. of cyl. ohv, IL-6
Bore x stroke, in. 3.75 x 3.50
Displacement, cu. in. 231.820
Compression ratio 8.5
Fuel required regular
Rated bhp @ rpm 145 @ 4300
equivalent mph 99
Rated torque @ rpm 215 @ 1600
equivalent mph 37
Carburetion Carter 1x4
throttle dia., pri./sec. 1.56
Valve train: Hydraulic lifters, push-rods and overhead rocker arms.
cam timing,
deg., int./exh. 12-51/53-30
duration, int./exh. 244/244
Exhaust system: Single system with reverse flow muffler.
pipe dia., exh./tail 1.88/1.75
Normal oil press. @ rpm. 13 @ 1600
Electrical supply, V./amp. Alt. 12/35
Battery, plates/amp. hr. 54/50

DRIVE TRAIN

Clutch type:
dia., in.
Transmission type: 3-speed with torque converter.
Gear ratio 4th ( ) overall
3rd (1.00:1) 3.15:1
2nd (1.45:1) 4.57:1
1st (2.39:1) 7.53:1
1st x t.c. stall (4.83:1) 15.2:1
Shift lever location column
Differential type: Hypoid.
axle ratio 3.15:1

by a test weight of almost 3600 lb., the 770's engine seemed grossly overworked. In 35-mph city traffic, if left to its own devices, the transmission changed up and down from top to second gear and back with only very small throttle movement. This made forward progress through urban areas an erratic, noisy operation as the engine alternated abruptly between 1500 and 2200 rpm. The solution to this was an uneconomical resort to second-only travel through town.

The 343-cu. in. ohv V-8 in the SST, on the other hand, proved a good deal more lively, responsive and eminently suitable to a much wider range of traffic chores. The 343 develops its rated 280 bhp at 4800 rpm and its peak torque delivery of 365 lb.-ft. occurs at 3000 rpm. Carburetion for the test car was with a Carter 4-barrel unit; the 10.2:1 compression ratio made mandatory use of premium grade fuel. (Other AMC V-8s available are the 290-cu. in./200- and 225-bhp engines, and a 2-barrel carburetored 343-cu. in. unit, rated at 235 bhp at 4400 rpm.)

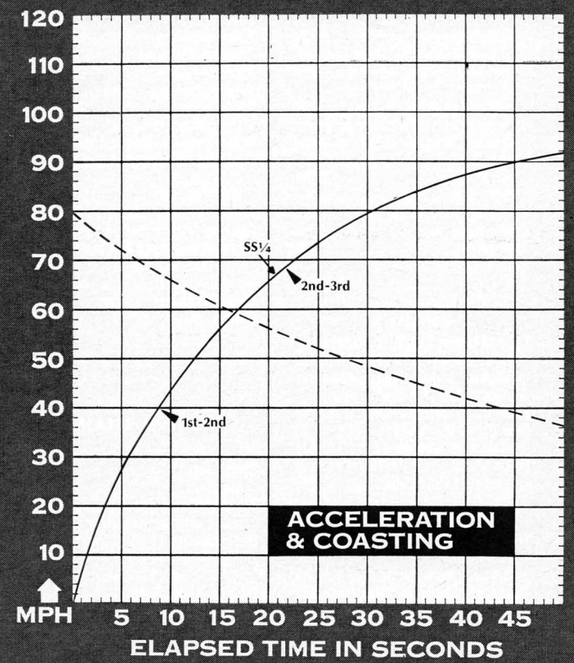
The Borg-Warner 3-speed automatic also was installed in the SST, but transmission ratios, and the 3.15:1 rear axle ratio, resulted in final drive ratios of, first to top, 7.56:1, 4.63:1 and 3.15:1, only slightly higher, numerically, than the 770's gearing. Though the SST's test weight totaled a hefty 3955 lb., the 343 V-8 and associated drive train components showed no hesitation to meet the tasks put to them, and demonstrated none of the irregular yo-yoing gear changes that plagued the 770.

BOTH CARS were found to bear a characteristic noted earlier in a road test of a 1967 Marlin from AMC (*CL,* April '67). The Borg-Warner torque converter/planetary gearbox arrangement tends to be jerky—there's no word more descriptive for this than jerky. From rest, a time lag while the torque converter achieved operating fluid pressure, followed depression of the accelerator. In the 770's case, the result was a surge, then a definite bogging down as torque met full load. With the SST, the result was a brief wait for a snap of the neck. Both sequences could be overcome by starting off in second gear; both sequences were regarded as unacceptable by *CL* testers.

Suspension geometry for both Rebels was short and long A-arms, with coil springs and telescopic shock absorbers in front, and live axles, located by four trailing links, coil springs and telescopic shock absorbers in the rear. Significant differences lay in ride rates and absence of an antiroll link on the 770. Front rates were 118 lb./in. for the 770 and 135 lb./in. for the SST; rear ride rates were 96 lb./-in. for the 770 and 110 lb./in. for the SST. The SST's ride rates result from heavy-duty "Handling Package" components. Antiroll links are standard on all Rebels—except Sixes. The SST was fitted with a link of 0.95-in. diameter. The 770's suspension was spongy; the SST's was much more firm. The 770 tended to pitch and hop over irregularities, and roll unduly in cornering; the SST's heavy-duty suspension and antiroll control produced a firmer, much less undulating ride. The SST's ▶

REBELS

CAR LIFE ROAD TEST



CALCULATED DATA

Lb./bhp (test weight)	24.7
Cu. ft./ton mile	94.0
Mph/1000 rpm (high gear)	23.1
Engine revs/mile (60 mph)	2505
Piston travel, ft./mile	1463
CAR LIFE wear index	36.7
Frontal area, sq. ft.	23.2
Drag class, NHRA-AHRA	L/S-M/S

SPEEDOMETER ERROR

30 mph, actual	29.1
40 mph	39.4
50 mph	50.0
60 mph	58.8
70 mph	68.3
80 mph	79.7
90 mph	90.0

MAINTENANCE

Engine oil miles/days	4000/n.s.
oil filter miles/days	4000/n.s.
Chassis lubrication, miles	32,000
Antismog servicing, type/miles.	
Replace PCV valve/12,000	
Air cleaner service, miles	clean element at 4000, replace at 24,000
Spark plugs: Champion N14Y	
gap, (in.)	0.035
Basic timing, deg./rpm	5/600
max. cent. adv., deg./rpm.	28/4400
max. vac. adv., deg./in. Hg.	22/16.5
Ignition point gap, in.	0.016
cam dwell angle, deg.	31-34
arm tension, oz.	17-21
Tappet clearance, int./exh.	0/0
Fuel pressure at idle, psi	4.0-5.5
Radiator cap relief press., psi.	14

PERFORMANCE

Top speed (4100), mph	94
Test shift points (rpm) @ mph	
3rd to 4th ( )	
2nd to 3rd (4260)	68
1st to 2nd (4300)	41

ACCELERATION

0-30 mph, sec.	5.8
0-40 mph	9.0
0-50 mph	13.0
0-60 mph	17.3
0-70 mph	22.5
0-80 mph	30.5
0-90 mph	45.0
0-100 mph	
Standing ¼-mile, sec.	21.0
speed at end, mph	67
Passing, 30-70 mph, sec.	16.7

BRAKING

Max. deceleration rate from 80 mph ft./sec./sec. 18
No. of stops from 80 mph (60-sec. intervals) before 20% loss in deceleration rate 3
Control loss? no
Overall brake performance: Very poor, excessive effort required.

FUEL CONSUMPTION

Test conditions, mpg	14.6
Normal cond., mpg	14-19
Cruising range, miles	305-408

GRADABILITY

4th % grade @ mph	
3rd	9 @ 47
2nd	15 @ 36
1st	27 @ 25

DRAG FACTOR

Total drag @ 60 mph, lb. 116

ride quality, in some driving situations, was one of harshness, which was perhaps due to installation of 8-ply rating tires.

Brakes—and to a much greater extent braking efficiency—were another area of disparity between the two almost look-alike automobiles. One car displayed unacceptable brakes; the other's system proved more adequate than the U.S. average.

The 770's unassisted Wagner servo system was comprised of 2.5-in. width shoes at the front and 2.19-in. width shoes at the rear, in 9-in. diameter finned cast iron drums. The brake swept area total for the 770 was 254.4 sq. in., simply insufficient to meet the task of hauling to a halt the 3600-lb. car. From 80 mph, on the first panic stop run, with both feet on the brake pedal, the test driver was able to produce deceleration of a mere 18 ft./-sec./sec. The second attempt, a minute later, produced 16 ft./sec./sec. Though directional control was good, stopping distances were enormously long, deceleration rates were inordinately low. The term unacceptable, then, is valid in regard to the 770's brakes because the majority of U.S.-made drum braking systems will deliver at least three consecutive stops at deceleration rates greater than 18 ft./-sec./sec.

The SST's braking system, on the other hand, accomplished the job it was designed to do. AMC's sporting SST was fitted with optional vacuum assisted 11.19-in. diameter Bendix disc brakes at the front and with 1.75-in. width shoes in 10-in. diameter finned cast iron drums at the rear. In four consecutive panic stops from 80 mph, testers logged deceleration rates of 26, 28, 24 and 19 ft./sec./sec. Fade and vacuum runout were encountered in the third and fourth runs; some degree of rear wheel lockup, however, occurred in the first three of the four stops. All in all, the disc/drum system of the SST provided maximum deceleration with a high degree of directional stability and control.

TIRES MUST be considered along with braking system components in making final judgment of a given car's braking efficiency. Both cars were fitted with B.F. Goodrich Silvertown 660 tires. These seemed overly hard to cope with wet streets under braking, acceleration and cornering demands. The conclusion was that tires with more bite would have enhanced the performance of the SST's disc/drum system, but probably couldn't have materially aided the 770's mini-drum set.

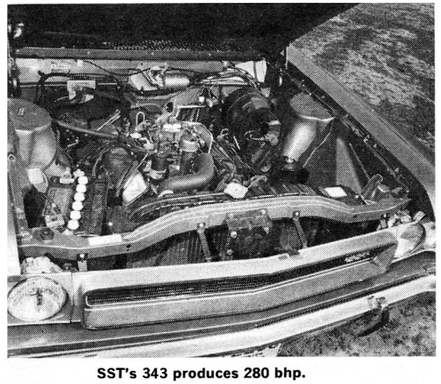
Both cars were upholstered in the current AMC go-for-baroque style, with patterned synthetic cloth trimmed in vinyl. The 770's scheme was in pale burgundy.

Both cars' unit bodies were tight—free of major creaks and groans that sometimes come with cavalier assembly. At 70 mph, the 770's right hand window pulled noisily away from door frame molding because of positive pressure generated inside the car; the SST was beset with a continual buzzing rattle of undetermined origin.

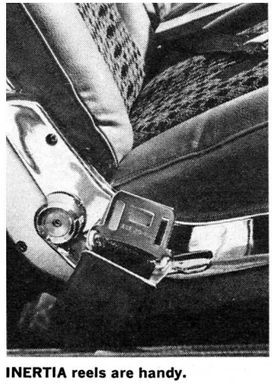
Paint, the blue and the burgundy, was neatly applied. Panel fit showed no major gaps or misalignments. The white competition stripes on the SST, however, were simply strips of tape laid on hood, top and decklid. Oddly, none of the three segments were aligned with one another or ran parallel to the longitudinal centerline of the car.

In the performance department, the 770 appeared to suffer most. A quarter-mile acceleration time of 21 sec. flat, 0-60 mph in 17.3 sec. and 30 to 70 mph in 16.7 sec. for passing maneuvers show the 770 is anything but vigorous. The 232-cu. in. Six simply hadn't sufficient pizzaz for freeway speed matching duties; a cruise of 65 mph put the engine well beyond its torque peak; and speeds beyond 65 caused the powerplant to gasp a bit. ▶

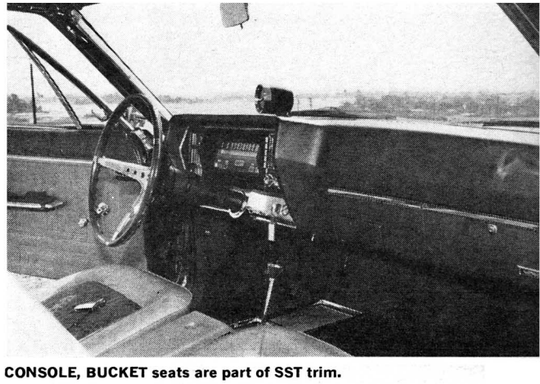
STRIPES AND V-8 power add up to the top-of-the-line AMC Rebel SST.



SST's 343 produces 280 bhp.



INERTIA reels are handy.



CONSOLE, BUCKET seats are part of SST trim.

1967 AMC
REBEL SST 2-DOOR HARDTOP

DIMENSIONS

Wheelbase, in. 114.0
Track, f/r, in. 58.6/58.5
Overall length, in. 197.0
width 78.4
height 53.5
Front seat hip room, in. ..... 21.8 x 2
shoulder room 60.0
head room 38.7
pedal-seatback, max. 42.9
Rear seat hip room, in. 59.8
shoulder room 59.0
leg room 36.5
head room 36.5
Door opening width, in. 43.3
Ground clearance, in. 6.7
Trunk liftover height, in. 25.1

PRICES

List, FOB factory $2845
Equipped as tested 3668
Options included: HD electricals, automatic trans., HD cooling, power disc brakes, steering, limited slip dif., HD suspension, clock, radio, headrests, steering wheel; lights, remote control outside mirror, electric windshield washer/wipers.

CAPACITIES

No. of passengers 5
Luggage space, cu. ft. 18.2
Fuel tank, gal. 21.5
Crankcase, qt. 5.0
Transmission/dif., pt. 20/4
Radiator coolant, qt. 14.0

CHASSIS/SUSPENSION

Frame type: Unitized.
Front suspension type: S.l.a., coil springs, telescopic shock absorbers, antidive geometry.
ride rate at wheel, lb./in. 135
antiroll bar dia., in. 0.94
Rear suspension type: Four-link system, coil springs, telescopic shock absorbers.
ride rate at wheel, lb./in. 110
Steering system: Integral power assist, parallel linkage ahead of front wheels.
overall ratio 20.6:1
turns, lock to lock 4.4
turning circle, ft. curb-curb 37.5
Curb weight, lb. 3560
Test weight 3955
Curb weight distribution, % f/r 56.5/43.5

BRAKES

Type: 2-circuit hydraulic, vacuum assisted Bendix solid rotors, 4-piston calipers, front; Bendix duo-servo shoes in cast iron drums, rear.
Front drum/rotor, dia. x width, in. 11.19
Rear drum, dia. x width... 10.0 x 1.75
total swept area, sq. in. 371
Power assist. ..... integral vacuum
line psi at 100 lb. pedal 780

WHEELS/TIRES

Wheel rim size ..... 14 x 5.5 JK
optional size ..... none
bolt no./circle dia. in. 5/4.5
Tires: BF Goodrich Silvertown 660
size 7.75-14
normal inflation, psi f/r 24/26
capacity, lb. @ psi ..... 5100 @ 24

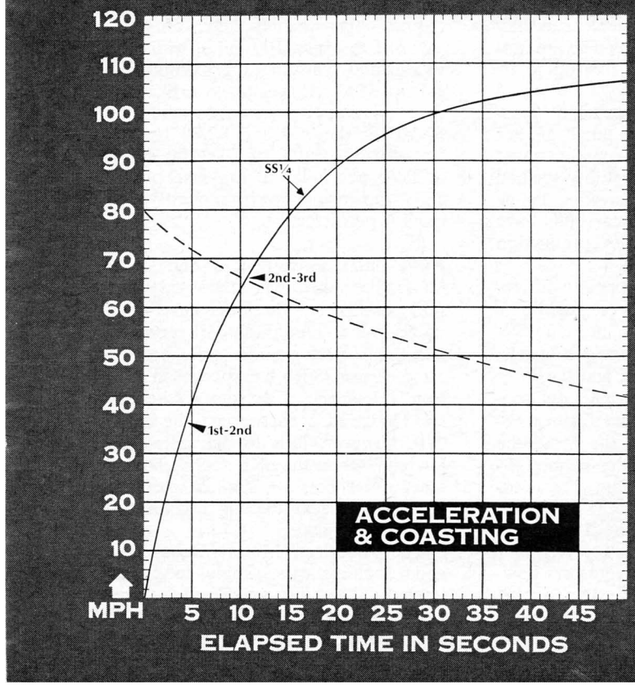
ENGINE

Type, no. of cyl. ..... ohv 90° V-8
Bore x stroke, in. ..... 4.08 x 3.28
Displacement, cu. in. 342.889
Compression ratio 10.2:1
Fuel required ..... premium
Rated bhp @ rpm ..... 280 @ 4800
equivalent mph 116
Rated torque @ rpm ..... 365 @ 3000
equivalent mph 72.6
Carburetion ..... Carter, 1x4
throttle dia., pri./sec. 1.44/1.69
Valve train: Hydraulic lifters, pushrods and overhead rocker arms.
cam timing,
deg., int./exh. 18-67/60-25
duration, int./exh. 266/266
Exhaust system: Single exhaust system with reverse flow muffler.
pipe dia., exh./tail 2.0/2.0
Normal oil press. @ rpm .. 46 @ 2050
Electrical supply, V./amp. 12/40
Battery, plates/amp. hr. 66/60

DRIVE TRAIN

Clutch type:
dia., in. .....
Transmission type: 3-speed automatic with torque converter.
Gear ratio 3rd (1.00:1) overall 3.15:1
2nd (1.47:1) 4.63:1
1st (2.40:1) 7.56:1
1st x t.c. stall (4.85:1) 15.25:1
Shift lever location ..... console
Differential type: Hypoid
axle ratio 3.15:1

CAR LIFE ROAD TEST



CALCULATED DATA

Lb./bhp (test weight) 14.1
Cu. ft./ton mile 122.5
Mph/1000 rpm (high gear) 24.8
Engine revs/mile (60 mph) 2420
Piston travel, ft./mile 1324
CAR LIFE wear index 32.1
Frontal area, sq. ft. 23.2
Dragclass, NHRA-AHRA-E/SA-G/SA

SPEEDOMETER ERROR

30 mph, actual 27.6
40 mph 36.7
50 mph 46.9
60 mph 55.7
70 mph 65.2
80 mph 75.5
90 mph 85.7

MAINTENANCE

Engine oil, miles/days ..... 4000/n.s.
oil filter, miles/days ..... 4000/n.s.
Chassis lubrication, miles 32,000
Antismog servicing, type/miles .....
Air cleaner service, miles ..... clean element at 4000, replace at 24,000.
Spark plugs, gap (in.) 0.033–0.037
Basic spark timing, deg./rpm .. 2/900
max. cent. adv., deg./rpm .. 30/4400
max. vac. adv., deg./in. Hg 24/19.5
Ignition point gap, in. 0.016
cam dwell angle, deg. 29-31
arm tension, oz. 17-21
Tappet clearance, int./exh. 0/0
Fuel pressure at idle, psi 4-5.5
Radiator cap relief press., psi 14

PERFORMANCE

Top speed (4440), mph 110
Test shift points (rpm) @ mph
3rd to 4th ( ) .....
2nd to 3rd (4200) 71
1st to 2nd (4500) 40

ACCELERATION

0-30 mph, sec. 3.6
0-40 mph 5.0
0-50 mph 6.8
0-60 mph 9.0
0-70 mph 11.8
0-80 mph 15.6
0-90 mph 21.0
0-100 mph 31.5
Standing ¼-mile, sec. 16.9
speed at end, mph 83
Passing, 30-70 mph, sec. 8.2

BRAKING

Max. deceleration rate from 80 mph ft./sec./sec. 28
No. of stops from 80 mph (60-sec. intervals) before 20% loss in deceleration rate 3
Control loss? ..... slight
Overall brake performance ..... good

FUEL CONSUMPTION

Test conditions, mpg 12.5
Normal cond., mpg 11-14
Cruising range, miles 236-305

GRADABILITY

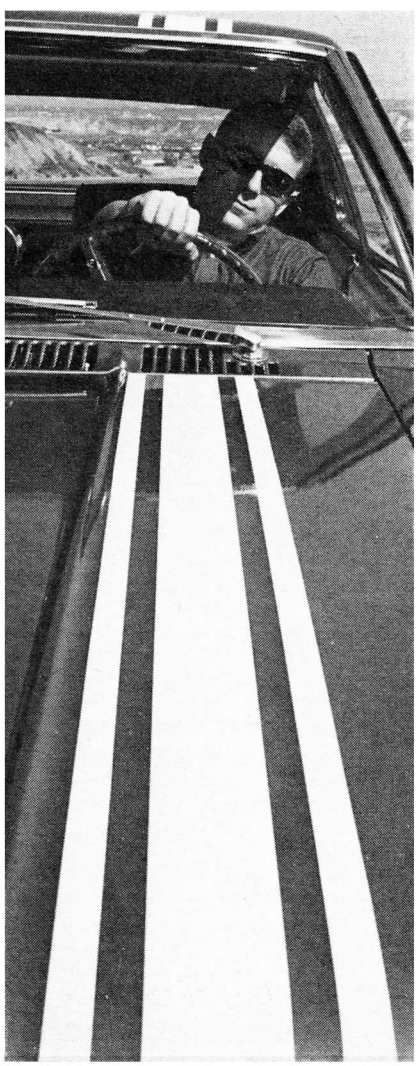
4th, % grade @ mph .....
3rd ..... 18 @ 45
2nd ..... 26 @ 30
1st ..... 36 @ 22

DRAG FACTOR

Total drag @ 60 mph, lb. 118.5

REBELS

REBELS range from conservative Six to super/striped SST.



The poorly controlled suspension of the 770, with its unpleasant tendency to pitch and severity of body roll, extracted the pleasure from enthusiastic driving over less than smooth, curving rural roadways. Steering seemed unnecessarily ponderous for a car with the lighter 6-cyl. engine.

THE SST, OF the pair, was the standout performer. A 16.9-sec. quarter-mile isn't the best ever tallied, but help for the SST is on the way from American Motors. The help includes a high-lift, long-duration camshaft kit which is supplied with competition-type lifters, heavier valve springs and other valve train components; a 4.44:1 rear axle ratio; and a cold air intake system. The three high-performance kits are sold through AMC dealers. The SST tested by *CL* carried a single system exhaust, but the latest report is that newer SST models are fitted with dual exhausts. As factory assembled and delivered to the dealership, the SST's straightaway performance can be regarded as only middling, with respect to other cars of the 327- to 350-cu. in. stripe. Whether camshaft, valve gear, stump-puller gearing, cold intake air and dual exhausts will improve the SST to full competition caliber remains to be seen. Other manufacturers offer much more sophisticated speed equipment—an intake manifold mounting four 2-throat Weber carburetors is but one example. At any rate, the SST's almost 17-sec. quarter, the 0-60 and 30-70 mph times of 9.0 and 8.2 sec., respectively, obviously need improvement, certainly can be improved and must be improved if the car is to live up to its sports billing.

The heavy-duty suspension components gave the SST a much greater cornering capability than demonstrated by the 770, yet this capability seemed to *CL* testers to be somewhat below what high-performance car buffs have lately come to expect of production line sporting machinery.

There was little to choose with regard to function between the SST's individual bucket seats and console-mounted "Shift-Command" transmission range selector lever, and the 770's split-bench front seat and column-mounted shift lever. The former obviously was aimed at the would-be sportsman, while the latter seemed directed at those to whom the automobile is simply a more or less comfortable point A to point B transport appliance.

The top marks for comfort, however, went to the SST. The bucket driving seat provided a great deal more lateral support and leg room for the driver than did the split bench of the 770. Instruments in both cars were laid out horizontally between vertical heater/defroster control levers at the left, and radio tuning buttons and knobs at the left, while the on-off/-volume control knob was at the right, a complete reversal of standard AM radio practice.

On the surface, the 6-cyl. Rebel 770 would appear to be the economy car —until the initial purchase price is taken into account. Almost $3000 seems much too much to pay for an underpowered, underbraked automobile, with only automatic transmission, special front seat, modest wheel discs, tinted glass and an optional courtesy/-convenience lighting package. Under road-test conditions, including acceleration runs, the 232-cu. in. Six delivered 14.6 mpg of regular grade gasoline—not even the equal of some of the smaller V-8s.

AMC's SST Rebel, however, priced about $700 higher than the 770, appeared the bargain in the bunch. The V-8 engine, automatic transmission, disc brakes, heavy-duty suspension components, sporting trim, heavy-duty electricals, limited-slip rear axle and power steering, among other items, made that added $700 seem to stretch a long way. In fuel consumption, the V-8, under almost identical test conditions, consumed only 12.5 mpg of premium fuel, 2.1 fewer miles per gallon of fuel than the 770, but really only a small cost sacrifice when overall performance is considered. The difference in cost between regular and premium grades of gasoline nominally is 5¢ per gallon. The 770 thus would require approximately 7 gal. of 30¢/-gal. fuel to travel 100 miles, while the SST would consume approximately 8 gal. of 35¢/gal. fuel to go a like distance. The 100-mile costs would be $2.10 for the 770 and $2.80 for the SST—a differential of 70¢/100 miles, or 0.7¢ per mile. In the case of the SST, the owner pays modestly for modest performance.

ONE FINAL assessment of the Rebel is that AMC has attempted what some other manufacturers have done successfully—the building of economy and high performance cars on the same chassis. Such has succeeded with Ford's Fairlane, Chevrolet's Chevelle and Dodge's Coronet series. The Rebel 770, however, fails to deliver at the low end, while the SST doesn't rise to meet other cars of similar size that hold positions at the top end of the performance scale.

The American Motors Rebels are good looking cars. These looks attracted *CL* test personnel and, as previously stated, induced anticipation of their availability as test cars. Overall performance changed this anticipation to disappointment. ■