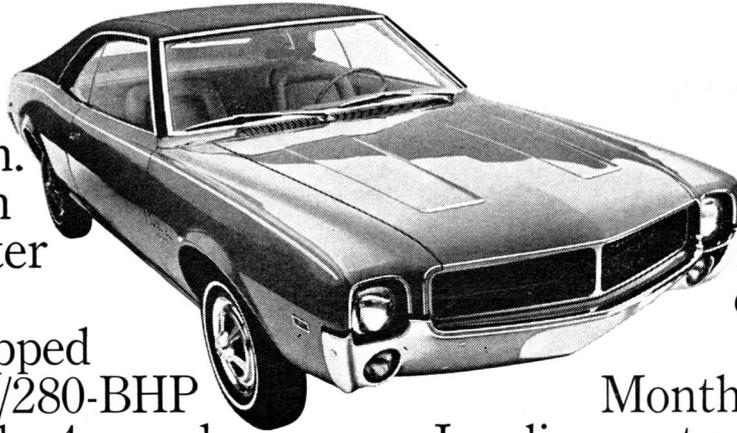


# Test Drag a Javelin.



Don't laugh. The Javelin SST is even faster than it looks.

When equipped with a 343 cube/280-BHP 4-barrel V-8, and a 4-speed manual transmission with a 3.54 rear axle, it will move from a standstill to 60 in about 7.86 seconds and pin your backbone to the bucket in the process.

The engine pumps out a tough 365 lb.-ft. of torque at 3000 RPM. This SST in pure stock form will cover a standing quarter in 15.8.

But performance just begins there.

The real surprise comes in the Javelin's handling.

The Javelin can be equipped with front disc brakes, and a special handling suspension that includes a larger diameter sway bar and heavy-duty springs and shocks.

You'll notice the Javelin's

phenomenal control in tight turns and high speed cornering.

Popular Science Monthly wrote that "The Javelin reacts almost the same at high speed as it does during low-speed maneuvers. Steering ratio was 18.1 to 1 overall and it felt just right for this car. Not too slow, not too fast. I particularly liked the action of the power steering. Aside from handling, the ride is excellent - tight and firm, yet comfortable enough for long-distance or everyday driving."

That's what the experts say. And they say it better than we do.

## American Motors

Ambassador • Rebel • Rambler American • And the new Javelin

# Five professional nitpickers criticize the Javelin.

"Javelin is a world apart from the other ponycars in styling, comfort, space and features...the car turned and cornered as if it were nailed to the road...Nearly every interior dimension is larger than its competitors, and three in the full width back seat is a reality...Performance of our test car was just short of surprising...Too few cars have brakes equal to the optional front disc/rear drum power units on the Javelin..." —*Motor Trend, January, 1968*

"BRAND NEW IMAGE BUSTER...transmission responds well to hard active operation and the synchromesh is all but faultless...driving the Javelin is an interesting and satisfying experience...the ability to bring a howl from the rear wheels in any of the lower gears is undeniably exciting...the Javelin has a lot of things going for it..." —*Car Life, December, 1967*

"AN EXCITING NEW SPORTSTER...A real racy-looking car...shows up well on the road-handling course...fun to drive...

particularly liked the action of the optional power steering...The Javelin reacts almost the same at high speed as it does during low-speed maneuvers."

—*Popular Science Monthly, September, 1967*

"AN AMERICAN DREAM...seat is surprisingly soft...On long series of tight right-and left hand curves, the quick response, the time it took to go from one steady state to another, was pleasingly impressive...Javelin's brakes were all we could want...optional heavy-duty suspension and wide tread tires really work wonders...you could feel and even control the point at which tire adhesion gave way..."

—*Hot Rod Magazine, December, 1967*

"FRONT END OF JAVELIN IS MEAN LOOKING...Fresh, clean lines and a luxurious interior...interior appointments very comfortable and well-laid out...visibility forward is excellent...has a lot more legroom than is generally associated with pony cars..." —*Motorcade, November, 1967*



**American Motors**

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# An unfair comparison between

We asked a professional photographer to take a picture of both cars under identical conditions.

Thereby putting the Mustang at a disadvantage.

Our Javelin is equipped with massive contour bumpers.

Unfair to Mustang, because thin blade bumpers don't photograph as well.

Our Javelin is endowed with yards of costly glass. Side windows are all one piece, without vents to break up the line.

Unfair, because Mustang isn't nearly so generous.

Our Javelin has a richer, more polished look. Roof joints are hand-finished.

Unfair, because it is cheaper to make roof joints by machine.

Our Javelin has a bigger displacement and more horsepower in its standard 6-cylinder engine, bigger displacement in its standard V-8.

Unfair.

Our Javelin has more leg room, more

# the Mustang and the Javelin.

head room, the backseat is a good 5 inches wider.

Unfair.

Our Javelin has a bigger gas tank, a roomier trunk, a more powerful battery.

Unfair.

Our Javelin comes with a sophisticated (flow-through) ventilation system, wheel discs, reclining bucket seats and a woodgrain steering wheel.

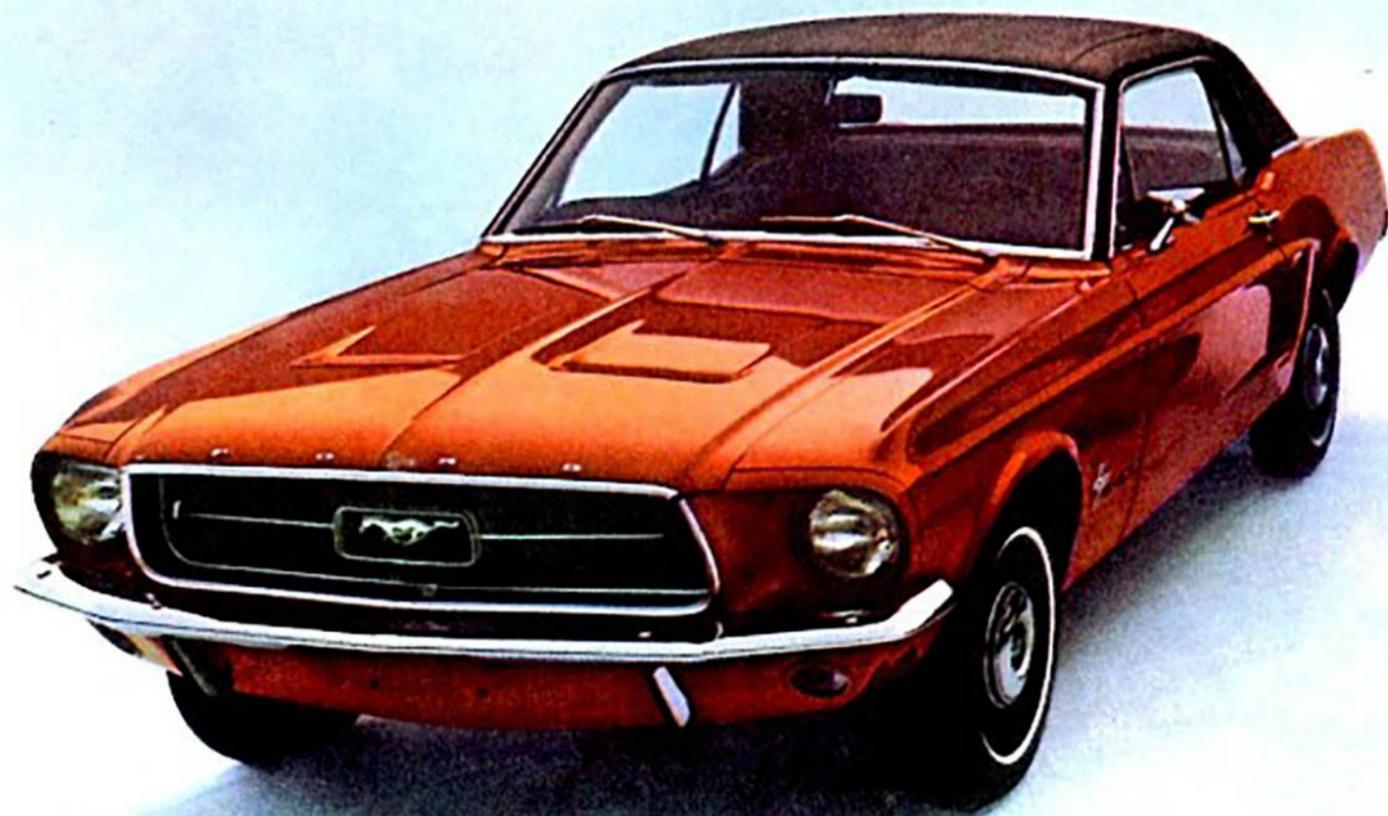
And, unfairest of all, our Javelin lists for no more than the Mustang.

The preceding comparison was made between a 1968 Javelin SST and a 1967 Mustang Hardtop, only because this year's model was not available from the manufacturer in time for this printing.

We really tried to get one.

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The 1967 Mustang



The 1968 Javelin SST

Price comparison based on 1968 list prices. Vinyl tops and whitewall tires optional on both cars.