

SC/RAMBLER



The name tells you a lot.

It rumbles!

A cool, mellow rumble that rolls back through those big duals . . . *and tells it all!*

Now who do you suppose would do a thing like that to a Rambler?

American Motors and Hurst, that's who.

We've put together a special, limited-production custom, based on the Rambler Rogue hardtop. It's called the SC/RAMBLER by Hurst.

And Hurst has been known to do a bit of mind-bending when it comes to designing special performance cars.

Let's see if your gray matter can take this torque.

First, 390 cubic inches of AMX V-8 that belts out 315 HP . . . in a car that weighs only 3160 lbs.!

Figure it out. It comes to 10.03 lbs. per HP. That spells NHRA Class F-Stock to us.

Now F-Stock includes some pretty potent machinery, right?

Well imagine the looks on the faces when you lay down an ET in the low 14's at say, 98 mph . . . *right off the showroom floor!*

That's the SC/RAMBLER ballpark. We know of some super-expensive supercars that can't get that in full racing time.

And set up for the strip with a little sharp tuning, who knows? You might be turning 12's.

Now maybe you don't really care about all that. Maybe the drag strip is not your bag.

No matter.

You can boggle the brains of the boulevard crowd by just showing up in your SC/RAMBLER.

That hood scoop alone is enough to strike fear in a man's heart. It's for real, too, with a vacuum-controlled inlet valve.

And look what goes with it. Two hood tie downs with safety pins and cables . . . mag-style custom wheels . . . E70x14 Goodyear Polyglas™ Red Line tires . . . a custom blacked-out grille . . . teardrop racing mirrors . . . flat-black-finished taillight bezels and rear deck treatment . . . SC/RAMBLER-HURST emblems . . . and the boldest red, white and blue custom paint job since Betsy Ross.

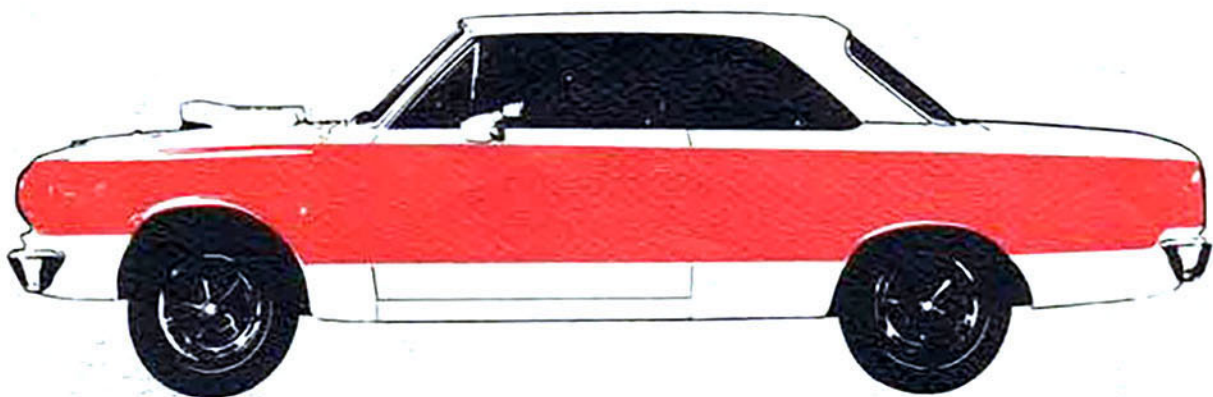
And if that doesn't do it, invite them in.

There's a big Hurst T-Handle (perched on top of a close ratio 4-speed), that stares them in the eye.

And an 8000 RPM Sun tach that glares back from the steering column.

We'll have to admit that the rest is a little more friendly. You've got a wood-grained-look sports steering wheel . . . handsome all-vinyl charcoal upholstery . . . individually-adjustable reclining seats . . . full carpeting . . . and it's all topped off with custom head-restraints that match the exterior striping.

IT ONLY HURTS THEM FOR 14 SECONDS!



NOW SOME OF THE GOODIES CAN'T BE SEEN.

Take that 10½" heavy-duty clutch, for example. Or the Twin-Grip differential with 3.54 to 1 cogs. There are even heavy-duty U-joint spiders and special rear-axle torque links.

Then there are heavy-duty springs and shocks . . . a larger-diameter front sway bar . . . heavy-duty cooling system . . . power disc brakes (in front) . . . and special 20:1 ratio AMX-type manual steering.

Of course you'll also find all of the regular Rogue

safety and comfort equipment including the Weather-Eye Heating and Ventilating system, plus electric windshield wipers.

That's it. The SC/RAMBLER from Hurst and American Motors.

There is one more thing, however.

It lists for exactly \$2998!*

We think that makes the SC/RAMBLER unbeatable on every count.

1969 SC/RAMBLER SPECIFICATIONS

(See regular sales catalog for basic Rambler Rogue specs)

- 390 Cubic-inch AMX V-8 Engine (315 HP).
- 4-speed all-synchromesh close-ratio transmission.
- Special Hurst 4-speed shift linkage with T-handle.
- Sun tach mounted on steering column.
- Dual exhaust system with special-tone mufflers and chrome extensions.
- Functional hood scoop for cold-air induction.
- "Twin-Grip" differential.
- 3.54:1 (11-39) axle ratio.
- 10½" diameter clutch.
- Power disc brakes (front).
- Rear axle torque links.
- Handling package (larger-diameter front sway bar plus heavy-duty springs and shocks).
- Heavy-duty cooling system (heavy-duty radiator, "Power-Flex" fan and fan shroud).
- A 20:1 AMX manual steering ratio.
- Special application of new Red, White and Blue exterior colors.
- Two hood "tie-downs" with locking safety pins and cables.
- Custom "teardrop" racing mirrors (one each side).
- Custom-finished grille.
- Custom SC/RAMBLER-Hurst emblem on front fenders/rear panel.
- Mag-styled steel wheels, 14" x 6" specially painted blue to compliment exterior color scheme.
- Five E70x14 Goodyear Polyglas™ wide-tread, red-line tires.
- Sports steering wheel.
- Custom-upholstered head restraints in red, white and blue vinyl.
- All-vinyl charcoal seat upholstery with full carpeting.
- Individually-adjustable reclining seats.

*Manufacturer's suggested retail price, federal taxes included, state and local taxes, if any, destination charges excluded. All items of equipment mentioned, included.

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HURST

American Motors, whose policy is one of continuous improvement, reserves the right to discontinue or change specifications, models, equipment or prices at any time without incurring obligation.