

# Is it stupid to show the Rebel in the same ad with the Javelin?

It takes guts to show the body of our Rebel alongside the racy body of our Javelin.

But that's what the Rebel has—guts—the inner guts of a beautiful machine.

The heck with fancy words. Let's get down to fancy features in the Rebel that can save you money.

It has Molybdenum-filled #1 compression piston rings instead of ordinary chrome-filled rings. These expensive "Moly-Tops" help eliminate scuffing the cylinder walls.

As time goes by, they can save you the price of an expensive ring job.

The guts of your Rebel's electrical system is a transistorized voltage regulator. It is Solid State. No moving parts to break down and force you to shell out good money for big repair bills.

Front shocks can go kaput because of road dirt, grime and stones. So we put a stone and dirt shield on your Rebel's front shocks. If you've paid for replacing shocks, you know how much it hurts.

Our stone and dirt shield could save

you from this pain.

The Rebel has a coil resistor system. That system gives you a hot spark for cold engine turnover. Could save you money for re-charging, or the price of a new battery.

Loose body bolts cost money to have tightened, so we welded the Rebel's body and frame together in one unit, just like a tank is welded together.

The Rebel has no body bolts to rattle loose and drive you nuts with rattling noise. According to the 1968 Automotive

News, Roominess Index, Rebel has more people room than any car in its price class.

So the Rebel is a good family car for a man with a wife and kids who never travel light.

When all is said and done, the only thing the Rebel lacks is sex appeal.

But let's face it.  
It's a family car.

## American Motors

Ambassador • Rebel • Rambler American • Javelin • And the new AMX

