

# SC/RAMBLER FOR THE STREET

HURST AND AMERICAN MOTORS TEAM-UP IDEAS TO  
BUILD A SUPER STREET AND STRIP MACHINE!



*The interior, basically stock Rambler with gauges for speed, fuel level, and temperature, (idiot lights show loss of charge or oil pressure) has been supplemented with a Sun tach and Hurst production line shifter.*

Hood scoop, racing strips, Hurst shifter, custom wheels and the name American Motors. A combination that some time ago would have been considered a bad joke to the performance enthusiast. The old saying, that age improves, could reverse the joke as American Motors is now swinging into the performance area quite strongly.

Yes AM has come up with a car that will turn the quarter mile with 14-second flat ET's—that's without slicks, headers and other usual drag strip trim plus it turns top speeds better than 100 mph. If you are still laughing then consider the powerplant, a mere 390-cubic-inch Rambler producing 315-hp off the factory floor, leaving of course, room for further modifications to better performance.

When we were introduced to the new car named the SC/Rambler, it was at a local Southern California drag strip. Here automotive editors had a chance to drive the car to see the "truth" behind the performance claims and evaluate the car for themselves. As it was the advertising claims were on the conservative side as the car averaged 14.2 ET's with the best for the press group being 14.15. Making the times even more impressive was the fact that the engines were not tached over 4000 rpm as the American Motors performance advisors recommended, since the engines were new and the best power curve was in this range.

Looking at the car more closely we should first say that the concept of the SC/Rambler is a joint effort of American Motors and Hurst/Performance Company. It is basically a Rogue with a combination of AMX power train components. It looks racey with its red, white and blue color scheme accented with a functional hood scoop.

Under the hood sits the 390-inch engine equipped with a Carter four barrel carb and a special air cleaner to seal against the hood for fresh air. Operation of the hood scoop is different than most set-ups as the opening is controlled by vacuum. Under full throttle application the scoop goes into operation.

Another horsepower gainer is a Power-Flex fan which reduces pitch as the rpm increases.

Although the engine is rather tame in its stock stage we have seen many AMX's at the strip that show their taillights to the competition. Since this model is classified as a class F/Stock entry it should be a top contender on the strip. The chassis is already "tuned" for drag racing yet offers a more than satisfactory street ride—not stiff and bouncy!

As we previously mentioned the AMX drive train components are mixed in this car. The rear-end has AMX torque arms and this eliminates any spring wrap-up under acceleration. The four speed transmission is also that of the AMX so it safely takes the power of the 390. And for a clutch the



*With wild, colorful, red, white and blue paint, blue spoked wheels, and a unique hood scoop it's hard to sneak in anywhere with the SC/Rambler. It runs though, as Shirley "Drag On Lady" Shahan showed us on this run.*

car is equipped with a 10½-inch pressure plate assembly which is more than enough for the car which tips the weigh scales at 3,160 pounds.

The car's interior has been accented in a performance oriented trim. A tachometer with a 0-to-8000 rpm sweep dial is standard along with a Hurst shifter fitted with a "T"-handle. A wood grain steering wheel is used along with head rests upholstered in red, white and blue vinyl.

The driver's view gives him the feel of a performance machine as he gazes over an unusual hood scoop and chrome pins used to secure the hood. The final touch is the price. Ready to go racing, the car sells for \$2,998.



*Under the hood is AM's 390 cubic incher, complete with a ram air package that picks up from the vacuum opened hood scoop. H. L. Shahan relates the engine fit in the small car to the tight fit of hemis in the compact MoPars.*



*This tire spinner with the rumbling pipes, striped head rests, and flashy paint trimmed with Hurst SC markings, is a far cry from the Rambler grandma always loved so dearly.*