

The first American sports car for under \$3,500¹ since 1957.

The last of the two-seater T-Birds was priced at \$4,015.¹

It was 1957, the same year that Corvette listed at \$3,465.¹

In the 10 years that followed, Corvette was the only remaining American sports car, and it got progressively more costly.

Then, in 1968, along came the AMX.

We introduced it with dual exhausts, fiberglass belted wide-profile tires, energy

absorbing steering column, heavy-duty springs and shocks, a short throw all-synchromesh 4-on-the-floor. A standard 290 CID engine, and optional 343 and high performance 390 CID's.

Now, though the AMX isn't quite a year old, we have some changes to report: A 140 m.p.h. speedometer and a big new tach are standard for 1969.

Leather upholstery is available as an

option.

So are new dealer installed rear axle ratios from 3.73:1 up to 5.00:1.

Famous names are making custom parts specifically for the AMX:

Hurst shifters. Doug's headers. "Isky" cams. Edelbrock and Offenhauser intake manifolds. Grant Industries' piston rings. Schiefer clutches and flywheels.

These are just a few. But the point is

you have a choice.

You can have a lot of fun in a basic AMX for only \$3,297.¹

Or you can spend more and modify an AMX. Who knows, you just might break some speed records with it.

Craig Breedlove did.

American Motors AMX



¹ Based on manufacturer's suggested retail prices for models named, federal taxes included. State and local taxes, if any, destination charges and optional equipment extra.