

A Javelin for the track.

On this page you see a basic Javelin specially-prepared and modified for Trans-American Road Racing.

It's been clocked at 175 mph, goes from 0 to 60 in under 5 seconds, does the quarter-mile in under 11 seconds.

One of the country's top performance writers, Karl Ludvigsen, said in a recent article: "Hopefully, American Motors will see fit to sell an exact street equivalent of its Trans-Am Javelin, because it could be one of the nicest in a nice class of cars."

Which brings us to the Javelin on the opposite page.

This year, we're producing a limited number of Javelins in racing red-white-and-blue.

We couldn't make it an *exact* street equivalent. That's illegal.

We have, however, put in standard equipment that's optional in most other cars.

It has a 390 engine. Ram-air hood. Dual exhaust system. Heavy-duty engine cooling. Twin-grip differential.

A Javelin for the road.

4-speed close-ratio gear box with Hurst shifter. Power disc brakes in front. Heavy-duty springs and shocks. Front and rear spoilers. F70 x 14 tires with raised letters. 140 mph speedometer and tachometer.

Now, if the racer's a little too much for you, there's the Javelin that started our sports car craze in the first place.

We've put in standard highback bucket seats and redesigned the instrument panel.

We've also added a lot of new options.

Like corduroy upholstery trim in five colors, leather trim in three. Landau-style vinyl roof. New style rally and accent stripes.

And a lot of other things that can make the Javelin look and act just as racy as you want it to.

American Motors

