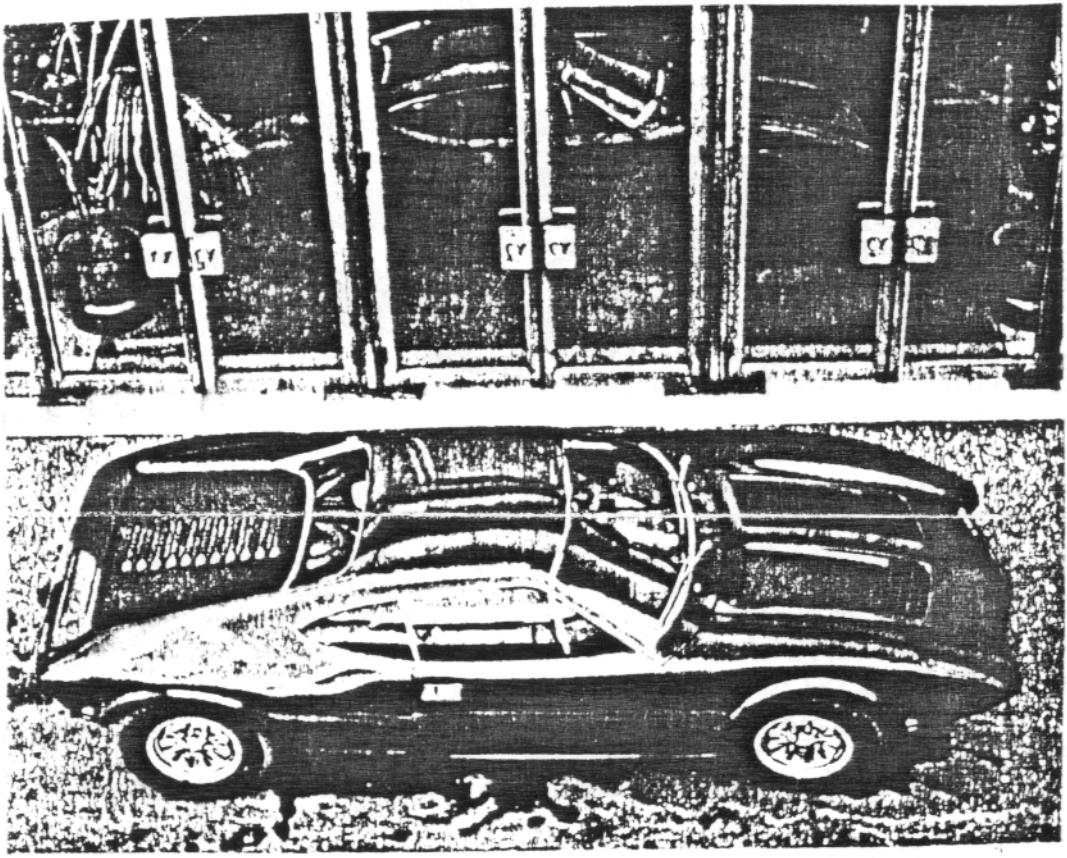
RAMBLERREVYN

Nr.2 1988 Årg.4 Pris 5 Kr



AMX/3

It took an American design, built by Italians
and tested in Germany for American Motors to win the
great Detroit mid-engine car race.

Test Drag a Javelin.

Don't laugh.

The Javelin SST is even faster than it looks.

When equipped with a 343 cube/280-BHP 4-barrel V-8, and a 4-speed manual transmission with a 3.54 rear axle, it will move from a standstill to 60 in about 7.86 seconds and pin your backbone to the bucket in the process.

The engine pumps out a tough 365 lb.-ft. of torque at 3000 RPM. This SST in pure stock form will cover a standing quarter in 15.8.

But performance just begins there.

The real surprise comes in the Javelin's handling.

The Javelin can be equipped with front disc brakes, and a special handling suspension that includes a larger diameter sway bar and heavy-duty springs and shocks.

You'll notice the Javelin's phenomenal control in tight turns and high speed cornering.

Popular Science Monthly wrote that "The Javelin reacts almost the same at high speed as it does during low-speed maneuvers. Steering ratio was 18.1 to 1 overall and it felt just right for this car. Not too slow, not too fast. I particularly liked the action of the power steering. Aside from handling, the ride is excellent – tight and firm, yet comfortable enough for long-distance or everyday driving."

That's what the experts say.

And they say it better than we do.

American Motors

Ambassador · Rebel · Rambler American · And the new Javelin

Hej.

Är det inte en skön känsla att sommaren är här och att vinterns mödor kan beundras i solens varma strålar. För du har väl fått ut din vagn? Om inte så har du till den 4 Juni på dig om du vill ställa ut din bil på AMC NATIONALS OF SWEDEN 1988. Vi skall träffas på samma ställe som tidigare år, på Mangenbadens camping mellan Karlstad och Filipstad (väg 63) och jag hoppas att du kommer med eller utan bil. VÄLKOMMEN.

Tid: 4/6 1988

Samling: 13.00

Plats: Mangenbadens camping. Tel. 0553/20340

AMC/Rambler hälsningar Ulf

Ps. Titta i Classic Motor Nr5 sidan 28.

OBS. De av er som vill att er bil skall presenteras i Svenska motor tidningar måste komma till mötet så vi kan fotografera er bil.

Den Svenska AMC/Rambler klubben har bildats till stöd för svenska AMC/Rambler ägare och för AMC/Rambler bilarnas bevarande för framtiden. Rambler revyn är AMC/Rambler klubbens forum för utbyte av erfarenheter och delar.
I Svenska AMC/Rambler Sällskapets styrelse ingår följande personer: Ordförande- Ulf Atterström tel 0591/12706(helger) Vice ordförande- Benny Eriksson tel 0250/21157. Sekreterare- P-O Wallin tel 0250/16860. Kassör- Carina Henriksson tel 0591/12706(helger). Ledamot- Gunnar Bäckstrand tel 018/352049

NR.152
Goggo Knutson Brasagatan 6B 263 00 HÖGANÄS
-71 Hornet
Tel. 042/42517

NR.153
Björn Hultgren Gressrudsveien 12 2010 STRØMTEN NORGE
-74 Hornet Hatchback, -76 Gremlin
Tel. ---

Nr.154
Majaleena Nilsson Notträsk 4065 961 90 BODEN
-73 Hornet Hatchback X
Tel. 0921/40129

NR.155
Mikael Estenberg Väsa 3375 796 00 Älvdalen
-55 Rambler super (Hudson)
Tel. 0251/51033

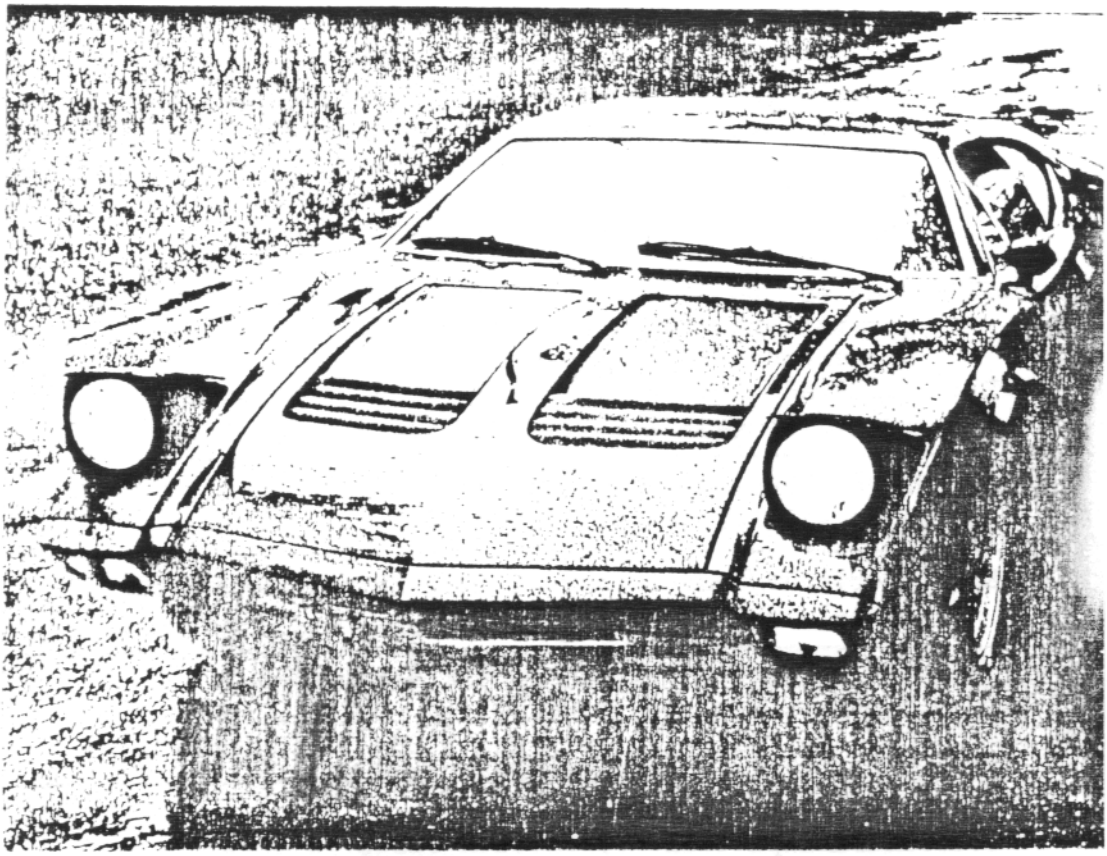
NR.156
Lennart Wigren Norrbågen 25 803 62 GÄVLE
-71 Ambassador Brougham
Tel. 026/181014

NR.157
Carina Johannesson Hemmansvägen 4 3tr. 147 41 TUMBA
-
Tel. ---

NR.158
Clas Hardeberg Kungholmsstrand 139 112 48 STOCKHOLM
-73 Javelin
Tel. 08/500829

NR.159
Stig Eklund Lutgatan 3 811 52 SANDVIKEN
-66 Classic
Tel. 026/44497

Detta är sista RAMBLER REVYN för nedanstående medlemmar om inte medlemsavgiften förnyas.
M.nr: 56,57,58,59,101,102,103,104,106,107,108,109,110, 111,112,113,114,115,116,117.



Driving the AMX/3

Karl Ludvigsen sees a big future for humble American Motors' new sports car — provided they can step up the production rate

Back in '68 we heard a mid-engined Corvette was coming, a lower, lighter sports car that still had room for a big engine. Now it's here, a modern sports two-seater from an American maker, designed to suit the needs and tastes of buyers in the US with its engine behind the driver for less weight, lower centre of gravity, more traction and quicker response. It's just what we expected in a new Corvette but instead of a Chevrolet nameplate, this surprising sports car carries the name of American Motors: the AMX/3.

At a production rate only a thousandth of Chevrolet's glass fibre classic, the AMX/3 isn't going to challenge the Corvette in the marketplace yet. There's a consistent market for two seaters out there, one American Motors has already tested with its AMX. If it wished, it could expand AMX/3 production to more than 100 times the planned eyedropper rate of two dozen cars this year. But management isn't yet convinced. Three of AMC's upper level executives had to commit to buy the first three cars out of their own pay cheques before they could get approval even for this limited look at the mid-engine market. "If you three guys are crazy enough to do that," admitted board chairman Roy Chapin, "I guess there must be more like you out there who'll buy these cars." There are, and they will, Mr Chapin, because it's a good one.

My first affair with a live AMX/3 was in Rome (a great city for a romance) in the passenger seat beside the car's co-creator, Giotto Bizzarrini. This was the "mule", a rough-looking untrimmed car in grapefruit-coloured primer paint. It didn't look pretty but it had come from Turin under its own steam. Equipped with a special-cam version of the 390 cubic inch AMC V8 it revved with ease up to 6000 rpm in top gear, equal to 160 mph.

Not everything worked at once, of course. The mule showed that for 100+ mph cruising more air had to enter and leave the radiator, the latter arranged by dumping some of it into the front wheel wells. A new cool-air inlet in the nose had to be arranged, because the one in the cowl drew warm air into the interior. The lift-up rear spoiler was tried out, and made wider, and the need for a beard spoiler under the car's chin, for stability, was confirmed.

This beard will be a little like the one Bizzarrini has recently grown, and I joked with him about this as he wheeled his latest creation along the crowded Roman streets, risking a few full-throttle bursts in second gear. Bizzarrini, with Ferrari, Iso and his own cars a long-time advocate of good front-engined sports cars, shook his head at the difficulties of getting satisfactory stability with a mid-engine chassis. Was he satisfied with the car? "I'm about 40 per cent satisfied now," he said. "We still have a lot of work to do."

Much of that work had been completed by the time I had a chance to drive the red AMX/3 prototype, the Rome show car since made driveable. This still wasn't the final AMX/3 shape, as it preceded the one shown in New York with a longer, more hippy tail

RAMBLERTORGET

KÖPES: 1960-62 Classic helst en HGV, även reserdelsbil är av intresse. Max Pehrson, tel 0247/40802

KÖPES: Delar till -73 Hornet, allt av intresse.
Ring 0921/40129. Säkrast kvällstid Jonny.

SÄLJES: Rambler 660 4D sedan, 1963. Krockskadad på passagerarsidans bakskärm. Bakaxel 1963 Rambler. Nya nyckelämnen till Rambler.

KÖPES: Verkstadshandbok till Rambler 660 Crosscountry (HGV) -63. Nils-Erik Mattila Tel. 0920/23538

KÖPES: Huvgångjärn till -75 Matador SW
Hayne Fjällström tel. 0950/42013

KÖPES: Enportsförgasare, bakruta till Hornet Hatchback.
Kaj tel. 0220/17403

SÄLJES: 1971 Hornet SC/360 en av 784 tillverkade!
Komplett bil i gott skick.
Jan-Åke Wallin Färgargränd 2 831 51 ÖSTERSUND.

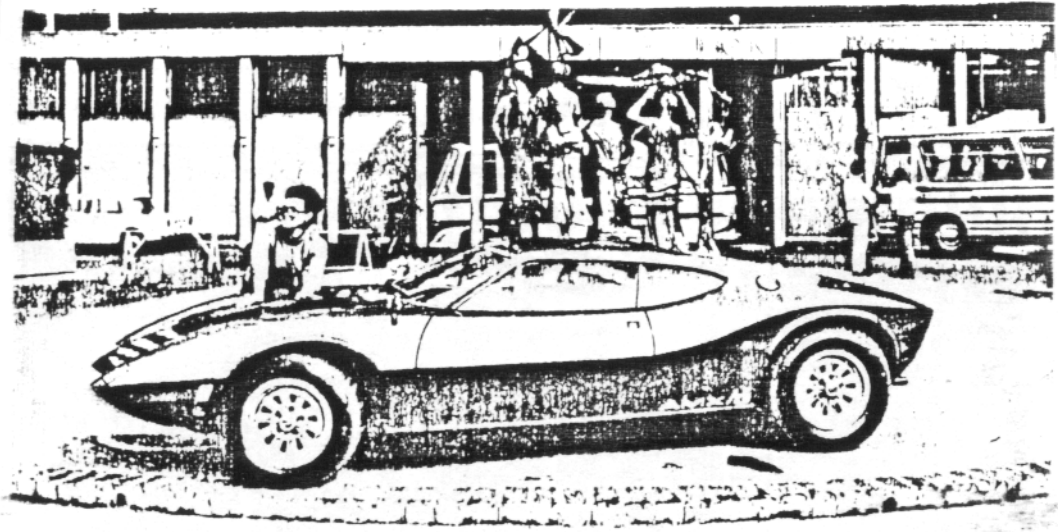
KÖPES: Centrumkåpa till -73 Javelin fälg.
Clas Tel. 08/500829

SÄLJES: Fälgar till -70 Javelin säljes eller bytes mot andra -70 Javelin delar. Centrumkåpor och M44 Automat önskas. Stephen Tel. 031/256150.

SÄLJES: Hornet delar 4D -70 till 72 ring för info.
Lämna ett bra bud på vår -70 Gremlin.
Gunnar tel. 018/352049

SÄLJES: -75 Hornet Hatchback X. PS,PB, 258 cid 2port.
Ny lackad röd med svart inredning. Hedders finns till den om så önskas. Görgen 0975/10043.

SÄLJES: -70 Gremlin 232 Cid, sollucka, dragkrok, mags Röd, med röd inredning. Dagtid: 08/928890. Kväll: 08/6613468. Per Lundkvist.



Namn_____

Utdelnings
adress _____

Postnr_____Ort_____Tel_____

Bilmodell_____Regnr_____

Årsmodell_____Chassinr_____

Motor,CID_____Förgasare_____Modellnr_____

Sätt ett x vid den utrustning din vagn har.

Växellåda. Rattväxel__Golvväxel__Tryckknappsautom__Autom__
3vxl.m__4vxl.m__Twin Stick__Ställbar ratt__Tonade rutor__
Endast framruton__El.defroster bak__El.fönsterhissar__El.cab__
El.ställbara säten__Auto.farthållare__Centrallås__Air cond__
Broms-servo__Styr-servo__Skivbromsar__Diff.broms__Overdr.__
Soffa__Soffa m.ställbar rygg__Breda stolar__Stolar m.arms.__
Stolar m.mittkonsoll__Sportstolar(Bucket seats)__
Sportstolar m.mittkonsoll__Skinnklädsel__Vinyl/tygklädsel__
Vinylklädsel__Light group__Visibility group__Extra quiet
isulation package__Go package__Levi's package__X package__
D/L pachage__Oleg Cassini package__Brougham package__
Barcelona package__

and redesigned side glass that eliminates the front quarter windows. Nor did it have the latest mechanical improvements, such as a thicker gauge front suspension crossmember and reinforced chassis attachment points for the rear suspension arms.

Bizzarrini's thorough chassis testing on Michelin X tyres had led to his choice of 6½in. wheel rims in front, and 9in. at the rear. Damp roads made it all the more obvious that Giotto had done his work well. The AMX/3 goes dead straight, with a firm self centring feel in the steering that makes it more relaxing than most mid engined cars. You don't feel you have to watch it all the time.

Weather and traffic kept me from getting a thorough evaluation of the handling. Just the right amount of understeer keeps it stable and gives progressive steering, but not so much that it demands more and more lock insatiably as you corner harder. More throttle will bring the tail around controllably, adding oversteer if needed—not always easy to get with radial-ply steel belted tyres. With four turns covering a very good lock the steering ratio felt just right to me. It's pleasantly light while the car is moving but needs plenty of muscle for parking. Power steering has been looked at but isn't right for the AMX/3 yet. Meanwhile, the steering it has is just fine unless you're a parking fanatic.

Another feature I liked very much was its braking. The German Teves system is extremely powerful and superbly progressive. Lean on the pedal lightly and it slows the car gradually, gently. Press harder and it stops faster, press all the way on the long travel pedal and a hidden braking reserve seems to come to life, snubbing the AMX/3 to a stop then and there. They stand up well under abuse, too, for Bizzarrini has been lapping the Junior circuit at Monza at speeds the same as the best race prepared Porsche 911S.

Fine handling and brakes are combined in the AMX/3 with an exceptionally good ride. Many mid engined cars are doomed by their mass distribution to a choppy pitching motion that's not readily damped out. The AMX/3 avoids this and remains flat and steady, ironing out big bumps as though they're not there with its supple coil suspension. Smaller, sharper bumps are telegraphed by the braced tread tyres, but not in an irritating way.

It is a very comfortable sports car. Mid engine exotica doesn't force you to compromise with comfort, except for the not-too-roomy luggage box up front. Doors open wide and well forward, making it easy to get in and out. Standard AMC pedals are used, which in the relatively narrow foot box makes the accelerator pedal area a little crowded. On the left is a foot rest that's great for bracing the left leg when cornering fast.

Above and around the driver and passenger there's ample room. It took a few miles to figure out the right position. I adjusted the seat slightly forward on the track so there was room to recline the squab a few degrees. It was perfect. The Mercedes C111 is the only other mid engined car I've driven that offered as much room and as good a driving position as the AMX/3. Visibility to the sides and rear is surprisingly good, reflecting careful planning, but it's less satisfactory forward through the 65-degree-raked windshield. The front end slopes off in such a way that it's hard to judge where the corners are. Corvette owners will feel at home.

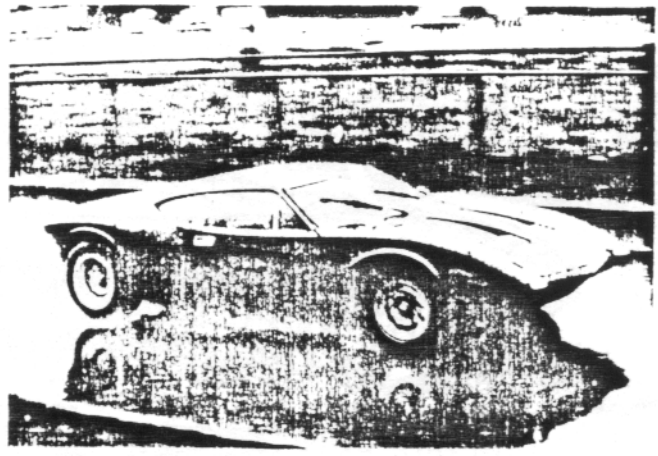
In the centre console is the long gearlever for the four-speed box, made by O.T.O. Melara using Porsche-type synchromesh. Its H pattern is conventional, with reverse located to the right and forward, without benefit of a lockout. It's a wide pattern and the lever moves easily between gears; but it encounters firm resistance that's typical of Porsche synchro before the speeds are matched and the gear engaged. It takes moderate force to achieve fast shifts that can be punched right through as fast as you can work the hydraulically operated clutch.

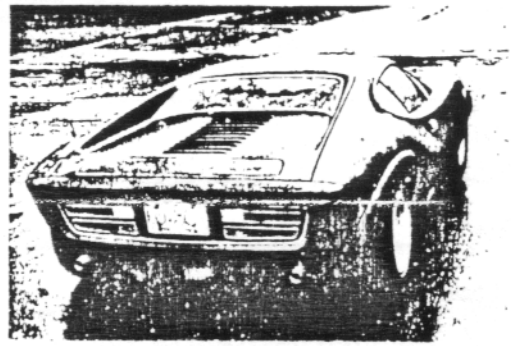
Getting on and off the throttle there's a sensation of flex in the overall drive line, an adding-up of movement from engine mounts to tyre contact that is noticeable but not bothersome. You can take it off the line with full wheelspin in first that's good for 55 mph at 5000 rpm, which is where peak power was reached with the 325 bhp V8 in this prototype. At the same engine speed the AMX/3 can reach 72 mph in second, 96 in third and 134 mph in top.

With this relatively modest engine the car I tried was no fire-breathing supercar, but I'd say it would do zero to 60 mph in less than seven seconds with ease. Best of all, it just keeps on pulling, its low drag keeping the acceleration curve climbing steeply.

The car is planned, of course, to be marketed with the new 401 cubic inch V8 that American Motors will introduce for their 1971 models. I couldn't judge the sound level properly, because the car didn't have its soundproofing kit in place. Even so, it was subdued inside, a slight whir from the intermediate gears of the all-indirect box being just audible. And when I was riding with Bizzarrini I turned around and peered into the engine room, seeing the right inner universal joint spinning around. Wild!

From that ride with Bizzarrini I noticed that the AMX/3 needed a convenient grab handle for the passenger who wants to brace himself without being too obvious about it. Other than that, I can't think of much to complain about in the newest big idea from America's smallest car builder. Except that they aren't planning to make enough of them. M





Ludvigsen says that visibility to the sides and rear is good but it's hard to judge where the front corners are through the 65-degree windscreen