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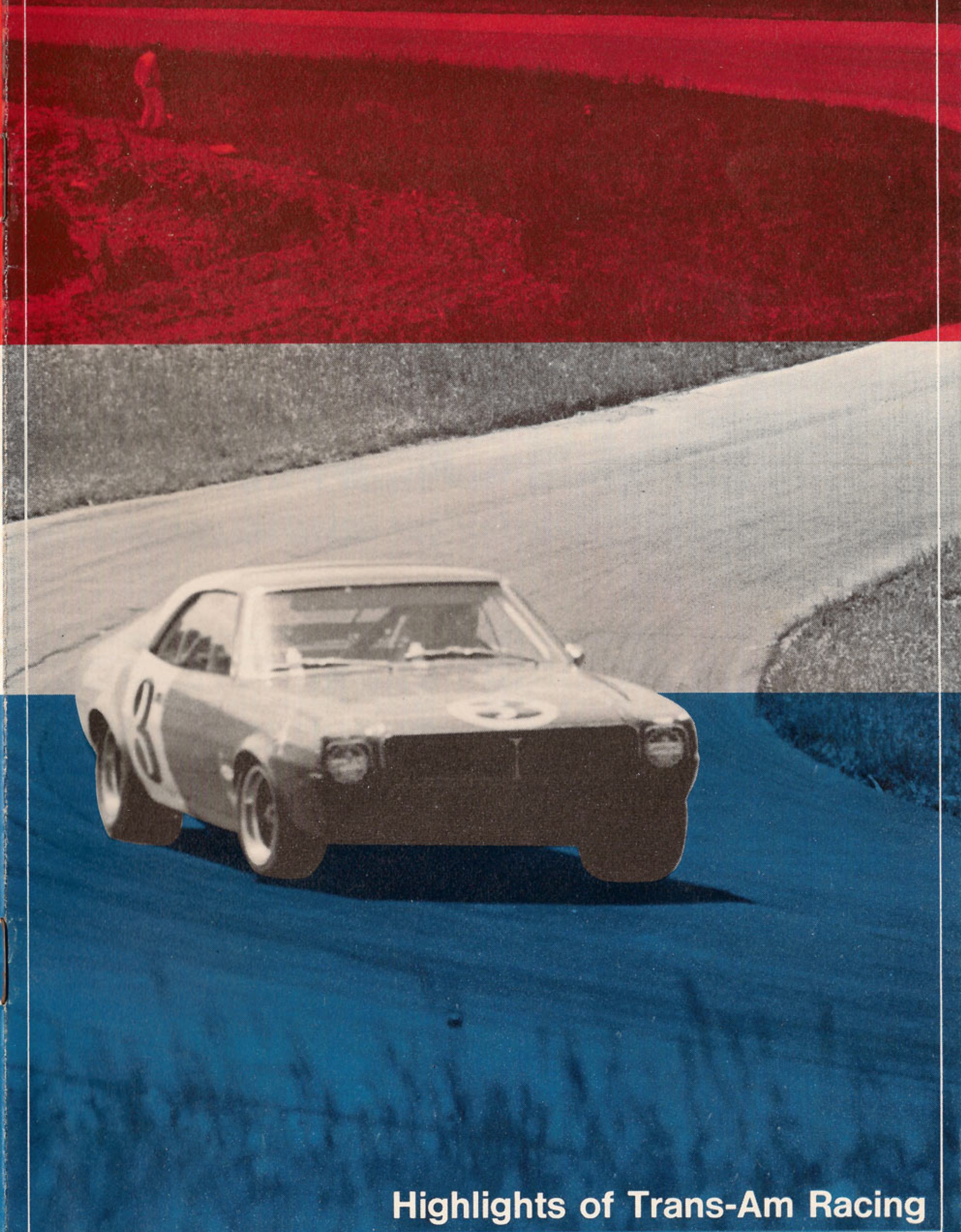
1969



Litho in U.S.A.

OFF TO THE RACES

with American Motors



Highlights of Trans-Am Racing

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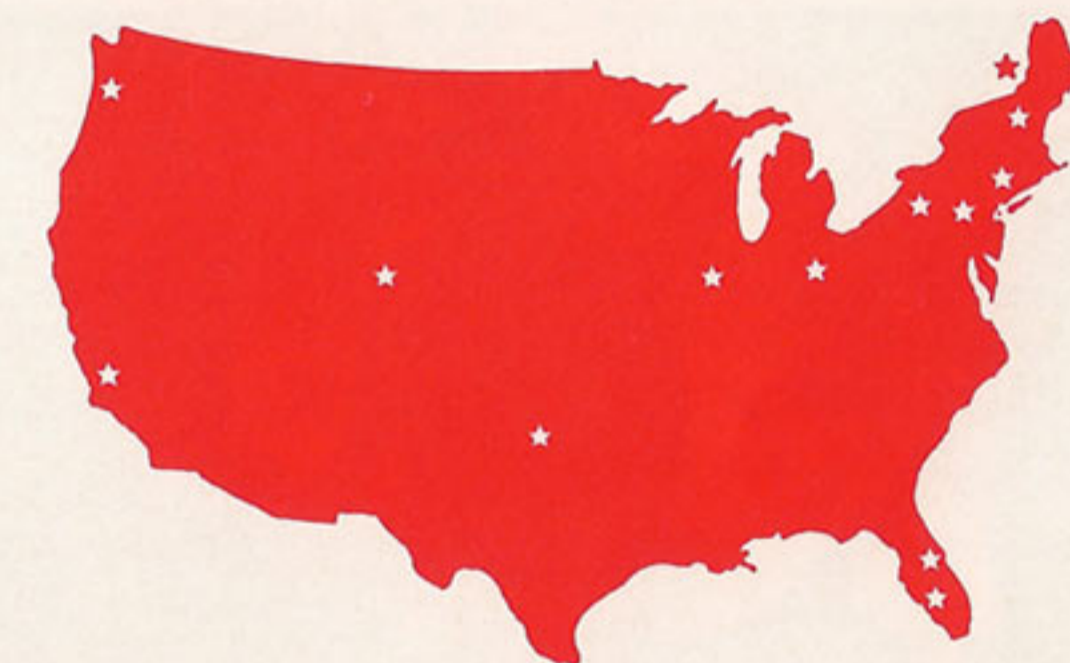
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Start of Mid-Ohio Trans-Am race with Javelins in the first and second pole position

TRANS-AM RACING

Rugged proving ground of car stamina, performance and racing team skill.



1968 'TRANS-AM' SEDAN RACING SCHEDULE for Javelin and Similar-Type Cars (305 CID Limit)

Feb. 3 & 4	Daytona Int'l Speedway, Daytona Beach, Florida
March 23	Sebring Raceway, Sebring, Florida
May 12	War Bonnet Park Raceway, New Mannford, Okla.
May 30	Lime Rock Park, Lime Rock, Connecticut
June 9	Mid-Ohio Sports Car Course, Lexington, Ohio
June 23	Bridgehampton Race Circuit, Bridgehampton, N.Y.
July 7	Meadowdale Int'l Raceway, Carpentersville, Ill.
July 21	Mt. Tremblant, St. Jovite, Quebec
August 4	Bryar Motorsport Park, Loudon, New Hampshire
August 11	Watkins Glen, New York
August 25	Continental Divide Raceway, Denver, Colorado
September 8	Riverside Int'l Raceway, Riverside, California
October 6	Pacific Raceway, Kent, Washington

LET'S GO TO A TRANS-AM RACE.

Let's see what makes Trans-Am championship racing so exciting and in many ways more demanding than any other form of racing.

You take your place in the grandstand or you may picnic on one of the knolls where you have a good view of the course. One look tells you this will be a different kind of race than you have ever witnessed before.

The road course has an infinite variety of turns, straights, surfaces and tough braking situations. On the straightaways, the drivers can push their cars well over 150 mph. Then, there are right and left turns, much sharper than you see on the high speed oval tracks where usually the stock car that can turn left fastest for the longest time without breaking down wins the race.

SPEED ALONE NOT ENOUGH. However, speed alone won't make a winner at a Trans-Am race. It's handling that

really counts. Handling, because the turns are sometimes within a few feet of each other. Some are called "switch-backs", turns that are at such a severe angle the car practically makes a full 180° turn and starts coming back in the same direction that it was going. It's not unusual to see a driver brake his car to 20 miles per hour to safely negotiate one of these turns.

THE TRANS-AM CAR. There are 2 classes of cars . . . the under-2-liter engine class and the 2 to 5 liter engine class. In the over-2-liter class only four-passenger "sedans", with 116" maximum wheelbase and a minimum weight of 2,800 lbs. are eligible. One of the requirements that appeals to performance-minded buyers is that the special equipment used on Trans-Am cars must be available through the manufacturers' authorized dealers or from speed equipment manufacturers.

Two Javelins have been equipped to

race in the over-2-liter and under-5-liter engine classification which permits a maximum of 305 cu. in. engine displacement. The Javelins have basic 290 CID V-8 factory engines that are bored out to 304.3 cubic inches to obtain maximum performance within the displacement limit.

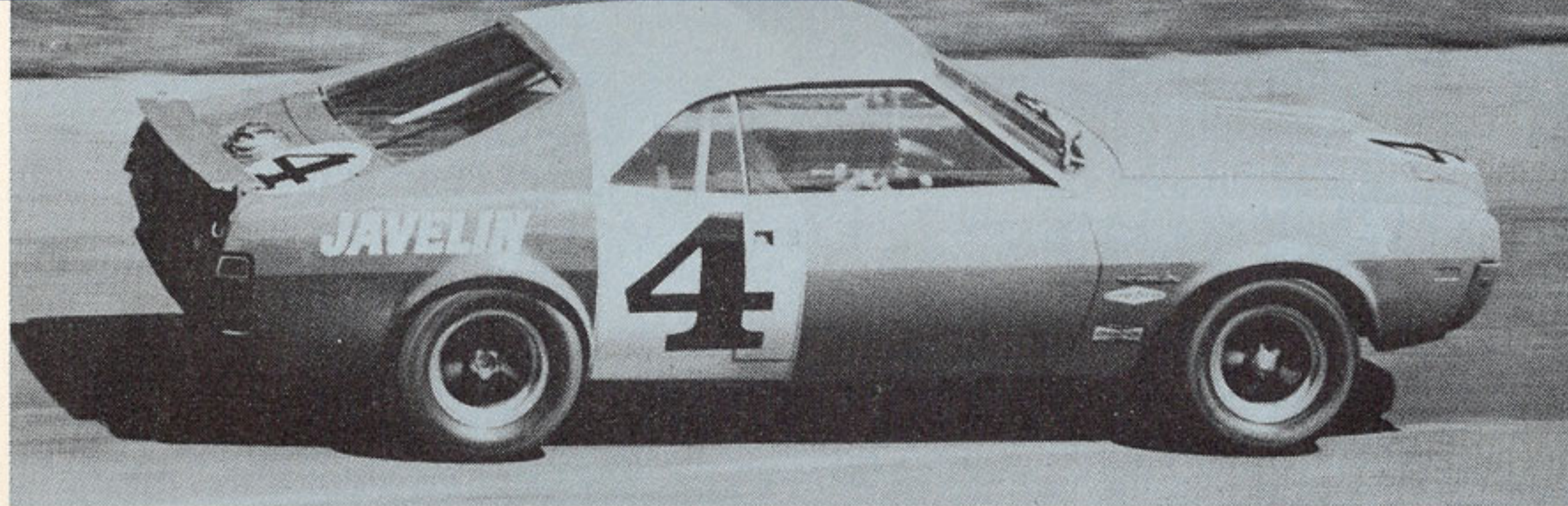
THE BIG CIRCUIT. Trans-American racing is just that. Trans-American. The 13 scheduled Trans-Am Sedan races range from coast to coast, border to border. The circuit takes you from the extreme Northeast up at Bryar Motorsport Park in New Hampshire to the extreme Southwest at the classic Riverside International Raceway in Riverside, California. From the extreme Northwest at the Pacific Raceway in Kent, Washington to the extreme Southeast in Daytona Beach, Florida. And to a lot of very scenic country in between. There's even a Canadian event up at Mt. Tremblant, in St. Jovite, Quebec.

Some are distance races in that the

winner is the first car to complete a prescribed number of laps. This is the case, for example, in the 75-lap challenge at the Meadowdale International Raceway in Carpentersville, Illinois. Most, however, are time races in which the winner is the car with the greatest number of laps after a prescribed time period. These time periods vary from the 2½-hour stint at famed Watkins Glen in New York to the marathon 24-hour grind at the Daytona International Speedway in Florida.

Points are awarded for winning and placing positions and are cumulative from race to race. The Trans-Am circuit then is like a single giant race with 13 parts that continue from early February until early October. Out of the 13 races, each competitor is permitted to select his ten best finishes for his final score.

Each race has its own peculiarities, makes its own particular demands upon car and driver. But all have one thing in common. They're tough.



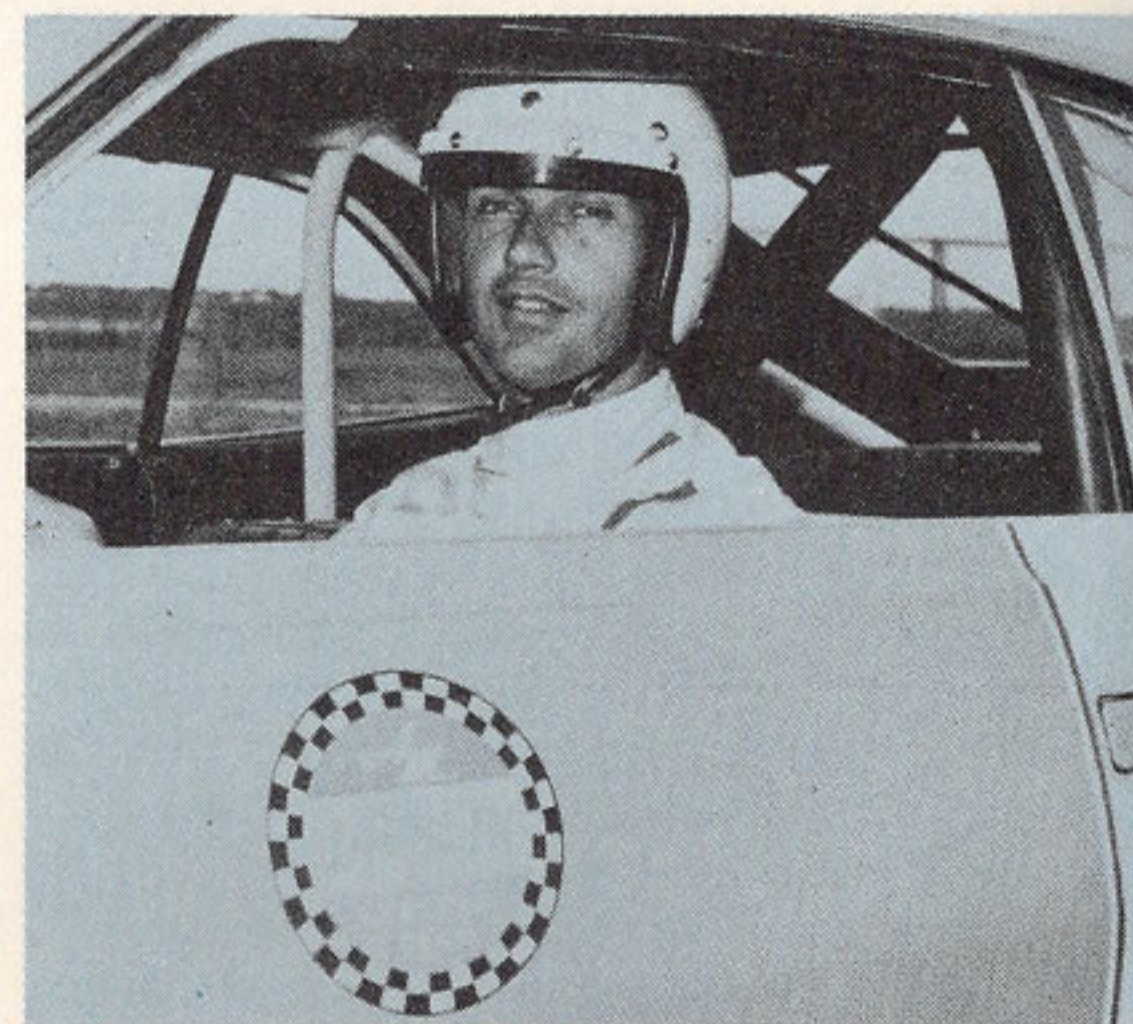
One of the two Javelins that startled racing enthusiasts during the 1968 Trans-Am racing season



Javelin Pit Crew hustles to get their car back on the track at St. Jovite, Quebec



Peter Revson



George Follmer

JAVELIN... CINDERELLA CAR OF THE 1968 TRANS-AM RACING CIRCUIT

The 1968 Trans-Am season saw a new competitor in sedan road racing, one that in its rookie year displayed its muscle with amazing speed and stamina. As a result, the first Official American Motors racing team has proved that its specially prepared Javelin can compete with the best in the fast Trans-Am racing circuit. It is posing a serious challenge to car makes that have been

dominating the circuit for years.

In the first five races since its competitive debut at Sebring, Fla., Javelin matched defending Trans-Am titlist Mustang in piling up manufacturer's championship points.

Dating from Sebring's 12-hour run, Javelin and Mustang each accumulated 22 points on the basis of a 9-6-4-3-2-1 point-formula for each event.

THE JAVELIN SUCCESS TEAM

It takes more than a hot machine to be a contender in today's road racing circles. It takes people... the *right* people. And the Javelin success team story starts right at the top.

American Motors' brisk new management, headed by board chairman Roy Chapin, Jr. and president Bill Luneburg, knew it had a fine automobile in the new Javelin. The problem was how to demonstrate the fact. They turned to big time road racing because it is more demanding than racing on the fast oval tracks where many American stock cars compete.

To do this, the Javelin Racing Team, Inc. was established with Jim Jeffords as president and Ron Kaplan as vice president. Both men brought a lot of racing know-how to their new jobs.

Jim created the famous "Purple People Eater" Corvette team in 1958 and drove to victories in 27 out of 30 SCCA races, and was B Production champion in both 1958 and 1959.

JRT vice president Ron Kaplan was

the man responsible for keeping Jeffords' Corvettes and Scarabs running so well, and has been solely responsible for all preparations of the two 1968 Trans-Am Javelins.

For drivers, American Motors turned to Peter Revson and George Follmer.

At 29 years of age, Revson already has five years of professional International competition under his helmet along with four years of amateur racing. The highlight of his 1967 season was the winning of the SCCA Jim Kimberly Cup.

George Follmer, 34, is an extremely versatile driver, having competed in almost all types of car—Trans-American Sedans, Group 7 Sports Cars, Stock Cars and Indy Roadsters. In 1965, George surprised the road racing fraternity by copping the U. S. Road Racing Championship with a two liter car.

All in all, it's quite a team. A team destined to make the distinctive red, white and blue Javelin racing stripes the colors to watch in 1969.

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The beautiful new 1969 Javelin

TEST DRIVE JAVELIN... WE SELL MORE THAT WAY!

Handling is extremely important on or off the track. Javelin's responsive steering and balanced suspension system mean positive cornering . . . predictable handling . . . minimum wander and sway at high speeds. Yet as smooth as it is on the straightaway, Javelin can turn full circle in about the same space as a Volkswagen.

Performance means many things. Acceleration . . . road-hugging ride control . . . stamina . . . responsive power. Javelin offers it all, packed under a smartly-styled hood. Trans-Am racing demands the ultimate in performance and performance has been a major factor in Javelin's immediate success both on the track and with sporty car buyers off the track.

But, Javelin doesn't stop there. It combines all of the 1969 safety features with outstanding maneuverability, unique handling and sure-footed roadability which all adds up

to greater safety both on and off of the track.

For enthusiasts, Javelin offers added excitement. There's the 390 cu. in. V-8 power plant, equipped with 4-on-the-floor and the Hurst shifter, the same box Javelins use in Trans-Am races. American Motors dealers can also install such popular high performance parts as the big Holley 3-barrel carb plus the high rise aluminum manifold, or the cross-ram dual carb aluminum manifold, and a wide variety of rear axle gear ratios.

On or off the track, Javelin makes all types of driving more exciting, safer and more fun. That's why this Cinderella car of the Trans-Am circuit in less than one year has become the new image of leadership in sporty cars.

Join up with Javelin in 1969 . . . the sharp, sleek, racy car that is made as if money doesn't count.

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B. <input type="checkbox"/> -MEDIUM 38/40 NO.	<input type="checkbox"/> -MEDIUM 10/12	<input type="checkbox"/> -JAVELIN RACING TEAM	<input type="checkbox"/> -JAVELIN RACING TEAM NO.
C. <input type="checkbox"/> -LARGE 42/44 NO.	<input type="checkbox"/> -LARGE 14/16	<input type="checkbox"/> -REBEL RACING TEAM	<input type="checkbox"/> -REBEL RACING TEAM NO.
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