1969 AMC Rambler Hurst SC



Each Hurst SC/Rambler came equipped with the 315 hp (235 kW) 390 cu in (6.4 L) AMC V8 engine from the AMX that was mated to a four-speed manual transmission (with Hurst shifter), a 3.54:1 "Twin-Grip" limited slip differential, while dual exhaust with Thrush (brand) "glasspacks", heavy-duty brakes with front discs and a sway bar, as well as strengthened drive train and body components. These included connectors between the front and rear subframes, staggered rear shock absorbers that required a special plate riveted in the trunk pan, as well as brackets for the subframe end of the torque links that bolted to a threaded portion of the subframe. Other body modifications differentiating all Hurst SC/Ramblers from regular hardtop Ramblers included rolling back both the front and rear wheel openings to allow for larger tires. American Motors called on Hurst to develop a "Stock Car" (SC) meaning "original factory" production model-often nicknamed "Scrambler" - to make a strong impact in the compact muscle market segment.

Available only as a two-door hardtop, the interior came in standard gray vinyl upholstered reclining bucket seats, but with red, white, and blue headrests, as well as a Sun (brand) tachometer strapped to the steering column. Outside, however, the SC/Ramblers came with the wildest factory paint jobs ever put on a muscle car. It also

featured a box-type hood scoop with "390 CU. IN." and "AIR" in large letters on both sides of it. If someone missed seeing it, a blue arrow on the hood also pointed towards the air intake. The Scrambler came only in two types of red, white, and blue color schemes ("A" or "B" trims) with no other options available, with the exception of an AM radio.

Many AMC historians claim that American Motors built a lot of 500 "A" scheme SC/Ramblers before switching to the "B" scheme, with 500 "B" models were built before AMC switched the final lot of 512 SC/Ramblers back to the "A" pattern. However, there are "B" scheme cars in the Hurst SC/Rambler registry with very early build dates putting their manufacture among the "A" scheme versions.

Some of the other unique standard items on this model included racing mirrors, antihop rear axle links, and two-tone styled wheels with red stripe Goodyear Polyglas tires. American Motors made the SC/Rambler priced at \$2,998 a serious dragstrip contender because in its as-sold condition it could do the quarter mile in the low 14 seconds at about 100 miles per hour (161 km/h). For example, Road Test magazine reported 14.4 at 100.44 mph and reached 109 miles per hour (175 km/h) without topping out. With a few simple bolt on modifications they would run low 12's.n. Modified SC/Ramblers have run the quarter-mile in the 9-second bracket.

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