

# **AMC Javelin #1**

## **1972 Trans Am Champion**

The story of this AMC Javelin begins at the end of the 1969 Trans Am season. Mark Donohue had just won the 1969 T/A Championship in Roger Penske's Sunoco Camaro. Following a victory at the T/A race at Riverside Raceway, in southern California, Roger Penske and Mark Donohue met with representatives of American Motors Corporation (AMC).

Ron Kaplan had been managing AMC's team of Javelins. Kaplan's results had been good, but a championship had not been forthcoming. AMC wanted to win the T/A championship and believed that having Penske manage the team was AMC's best chance. At that meeting, Bill McNealy, Vice President of Marketing at AMC, offered the T/A team to Roger Penske.

Shortly thereafter, a three-year deal was struck for Penske Racing to manage the AMC's Javelin Trans Am program for the 1970, 1971, and 1972 racing seasons. Penske and Donohue took over the existing team- including the rolling stock of racing Javelins. After some testing, Donohue concluded that the existing Javelins were not race-worthy, and opted to start anew.

Roger Penske and Mark Donohue called upon some of the same people that made their Camaro program a success. For example, Penske hired Don Cox, one of Chevrolet's engineers previously assigned to the Sunoco Camaro program. Penske continued to use Traco engines that had been so successful in the Sunoco Camaro. However, the Camaro engines were based on the well-known small block Chevrolet platform. The Javelin engines would require development of the AMC V-8. So, Penske hired Dave Potter, an engine designer at AMC. Don Kean was the lead fabricator on the Javelin team.

For 1970, the driver line up for Penske's T/A effort was Mark Donohue and Peter Revson. So, two Javelin race cars needed to be constructed. However, Donohue noted in his book "The Unfair Advantage" that:

"We actually built three Javelins in 1970. In addition to the two good racers, we had another 'junkbox' car that we used for development."

The Penske Javelins were constructed from raw chassis's from AMC. These raw chassis's are called "Bodies In White", as they typically are given a coat of white primer at the factory prior to shipment.

The Sports Car Club of America (SCCA) promulgates the rules for the Trans Am series and sanctions the races. Initially, in 1966, the SCCA used Appendix J of the FIA rulebook as the regulations for the newly created Trans American Sedan Championship. Appendix J limited the use of parts to those that were manufactured for that make and model. For example, even though the maximum engine displacement was 305 cubic inches, the largest Ford engine that was less than 305 c.i. was the 289 c.i. V8. So, Ford entries in the Trans Am series had to use the 289 c.i. engines and could not update the engine to the maximum allowable size.

Over time, SCCA relaxed the rules and created greater uniformity. For example, all cars were allowed to run an engine of the maximum allowable displacement of five liters, and all cars were allowed to use the maximum allowable wheel size- even if that wheel size was not offered by the manufacturer, and even if that wheel required messaging the fenders to fit. However, the SCCA remained adamant about the look of the cars (remember T/A was still a manufacturer's series). So, changes to the body of the car, other than flared fenders, were closely scrutinized.

Mark Donohue realized that, for racing, the Javelin body was deficient in some areas. Donohue wanted a taller rear spoiler, a hood with cold air induction, and the grill moved forward to be flush with the leading edge of the hood. AMC accommodated two of Mark's requests by constructing a special *Mark Donohue Signature Edition* Javelin with the taller rear spoiler and cold air induction. In addition to building the Signature Edition in the Kenosha, Wisconsin assembly plant, AMC made the parts available over-the-counter at the dealerships.

Donohue's request for the grill to be flush-mounted was implemented in the 1971 re-styling of the Javelin.



## Donohue puts his mark on the Javelin.

Starting now you can buy a Javelin with a spoiler designed by Mark Donohue.

You couldn't before this, but an exciting development has changed everything.

Mark Donohue and Roger Penske, the most successful driver-manager team in road racing, recently signed a three year contract with American Motors.

Together they've won two straight Trans-Am championships. They'll go for a third with the Javelin.

One of the modifications in their Trans-Am Javelin is a spoiler designed by Donohue.

This means that according to Trans-Am rules, the spoiler has to be homologated.

In other words we must incorporate the spoiler into 2,500 Javelins

that the public can buy.

And that's just what we've done. But the Donohue designed spoiler isn't the only extra these Javelin SST's will have.

Dual exhausts, power front discs, E70 x 14 white lettered wide profile tires, 14 x 6 wheels, handling package, and a Ram-Air induction system with an AMX hood are also part of the deal.

And you can choose between a 360 or a 390 CID engine. Console shift automatic or 4-speed with a Hurst shifter.

We expect that a lot of the competition are going to see the rear end of Mark Donohue's Javelin this season.

**American Motors  
Javelin**

## 1970 Race Season

The first race for the new Javelin was at Daytona (a non T/A event). While the Daytona 24 Hour event was technically a "race", the Penske / Donohue team used it as a test. At Daytona, the plan was to put many hours on the car, and therefore on its parts, and see which parts would exhibit excessive wear or fail. The result was indicative of what was to come for the Penske Javelins. After a few hours, the engine expired due to oil starvation.



*The Penske/Donohue Javelin in the hot pit at the 1970 24 Hours of Daytona. Note the extra driving lights mounted below the front bumper. Lighting has also been installed on the pit awning and pointed at the Javelin. Is that Chris Economaki in the trench coat?*

The first Trans Am race of 1970 was held at Laguna Seca on April 19. Prior to the race at Laguna, a hose and fitting had been added to the Javelin to allow oil to be added to the engine under pressure. The connection to the hose was outside the engine compartment. At tech inspection, John Timanus, the tech inspector for the SCCA, noticed the connection and informed the team that it must be moved inside the engine compartment before the next race.



*The Penske Sunoco Javelin at Laguna Seca T/A race April 19, 1970. Photo: Dave Friedman*

At Laguna Seca, the engine oiling problems persisted. Penske's two-car team broke three engines during practice. During the race at Laguna, Revson's Javelin retired with brake issues. However, Donohue's Javelin did finish the race. In fact, Donohue finished just 40 seconds behind the winning Boss 302 driven by rival Parnelli Jones. The second place finish demonstrated the speed potential of the Javelin- if the oiling problem could be solved.



*The "corkscrew" at Laguna Seca during the T/A race. April 1970.*

At the fifth race of the 1970 T/A season, the Penske Javelin team made it to the top of the podium. On June 21, a Javelin, driven by Mark Donohue, won the 200 mile event at Bridgehampton, NY. The victory was cause-for-celebration, and might have saved the AMC Javelin Trans Am program. However, the victory was achieved under special circumstances that favored the Javelin.

The latter portion of the Bridgehampton race was run in the rain. The wet racing surface provided a twofold benefit to the Javelins. First, the wet surface reduced tire traction, which reduced lateral forces on the oil, and that mitigated the oiling problem. Second, the Penske team had worked with Goodyear to find an effective rain tire for the Javelin. The Penske team reaped the benefit of that development work at Bridgehampton where it was obvious that the Javelin handled better in the rain than any of the competitors. The Javelin's rain tires were so superior to the competition that, after 200 miles, Donohue was two laps (about 6 miles) ahead of the nearest competitor.

*Auto Racing* magazine made the Javelin's victory at Bridgehampton the cover story of the October 1970 issue. Sam Posey wrote an eloquent article that provides an insider's view into the Bridgehampton Trans Am event. A photo of the Javelin racing in the rain to victory adorned the cover of the issue. The caption under the photo reads: "Mark Donohue's Javelin ends Mustang's domination of Trans Am". While the victory at Bridgehampton did end the domination, the Javelin was not ready to dominate. Engine oiling was still a problem. Dominance for the Javelin would have to wait for the 1971 and 1972 seasons.



# AUTO RACING

MAGAZINE OF THE WORLD'S GREATEST SPORT

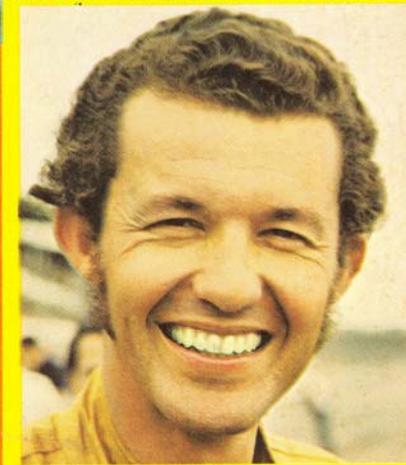
OCT. 1970  
75 CENTS



**MARK DONOHUE'S JAVELIN  
ENDS MUSTANG'S DOMINATION OF TRANS-AM**

**IN FULL COLOR  
11x17" A. J. FOYT  
ACTION PHOTOGRAPH  
PLUS  
AL UNSER PORTRAIT  
AND BUDDY BAKER'S  
DODGE AT SPEED**

**RICHARD PETTY TELLS HIS  
MOST EXCITING MOMENTS**



**ANDY GRANATELLI SPEAKS OUT  
ON THE FUTURE OF  
CHAMPIONSHIP RACING**

**EXCLUSIVE WORLDWIDE RACE  
COVERAGE: CAN-AM · TRANS-AM  
F/1 · CHAMPIONSHIP · STOCK**

*Note the caption below the photo of the Javelin: "Mark Donohue's Javelin Ends Mustang's Domination of Trans-Am"- a prescient remark.*

The victory celebration for the Penske/Donohue team was short-lived. Twelve days later, at Donnybrooke Raceway in Brainerd, Minnesota, the engine blew up in Donohue's Javelin (#6) in pre-race practice.

Revson gave up his Javelin (#9) for Donohue. On July 4, 1970, Donohue qualified Revson's Javelin third- only 0.9 seconds off the pole. So, the Javelin showed good speed. But, the engine oiling gremlin returned, and Donohue turned just 14 laps before the engine expired in the #9 Javelin. Donohue's DNF resulted in a 19<sup>th</sup> place finish in round six of the T/A Championship, which would be his worst of the season.



*At Lime Rock Park, 1970. Photo: Dave Friedman*

Oiling issues plagued the Javelin engines during the 1970 season. The Penske/Donohue team mitigated the problem by developing custom oil pans, and, eventually, a dual oil pump / dual pick up oil system. Despite the oiling issues, Donohue had a good season. In eleven Trans Am races, Donohue earned three wins, three seconds, three thirds, a 13<sup>th</sup>, and a 19<sup>th</sup>. However, the effort by the Penske/Donohue team was only good for second in the 1970 T/A Championship.



*An internal oil line that some engine builders use to mitigate oiling issues in AMC engines.*

Mark Donohue worked full time at Penske as an engineer and driver. In contrast, Peter Revson was hired solely as a driver. Donohue prepared and set up both Javelins. The set up, according to Donohue, was identical on both cars. So, the cars were well set up, but perhaps not well matched to the driving style of Peter Revson. In addition, since Mark was the number one driver, and Revson number two, if one

Javelin developed a mechanical issue, then Donohue would race the better car. So, while Revson's results in 1970 were not as good as those achieved by Donohue, those results are not representative of the talent that Revson possessed.

Near the end of the 1970 T/A season, Penske and Donohue made two decisions about the Javelin program for 1971: 1) they would build a new race car from scratch, based on the improved 1971 Javelin body, and 2) they would only have one driver- Mark Donohue. These decisions led Roger Penske to approach Jerry Schwartz, team manager of Roy Woods Racing (RWR) at the final race of the 1970 Trans Am season (RWR campaigned Camaro's in the 1970 T/A series).

On October 4, 1970, at Riverside Raceway, Roger Penske came to the RWR paddock and said,

*"Jerry, get Roy. I want to talk to both of you in my trailer."*

Roy and Jerry met with Roger and Mark in the Penske trailer. Roger praised the work that RWR had done in Trans Am and Can Am. In fact, RWR had been running the ex-Penske 1969 Camaro's in the Trans Am series. In particular, Roger was impressed with the professionalism of the RWR operation. Roger went on to explain the decisions that he and Mark had made concerning the upcoming 1971 Trans Am season.

Roger noted that the side effect of these decisions was that the two Javelins that Penske raced in 1970 were now available. Penske offered to give both Javelin's, as well as the spare parts, to RWR, if Roy would agree to three conditions. Those conditions were:

- 1) Run the entire 1971 Trans Am season
- 2) Keep both Javelins in the AMC red, white, and blue livery
- 3) Use the same Traco engines that Penske used

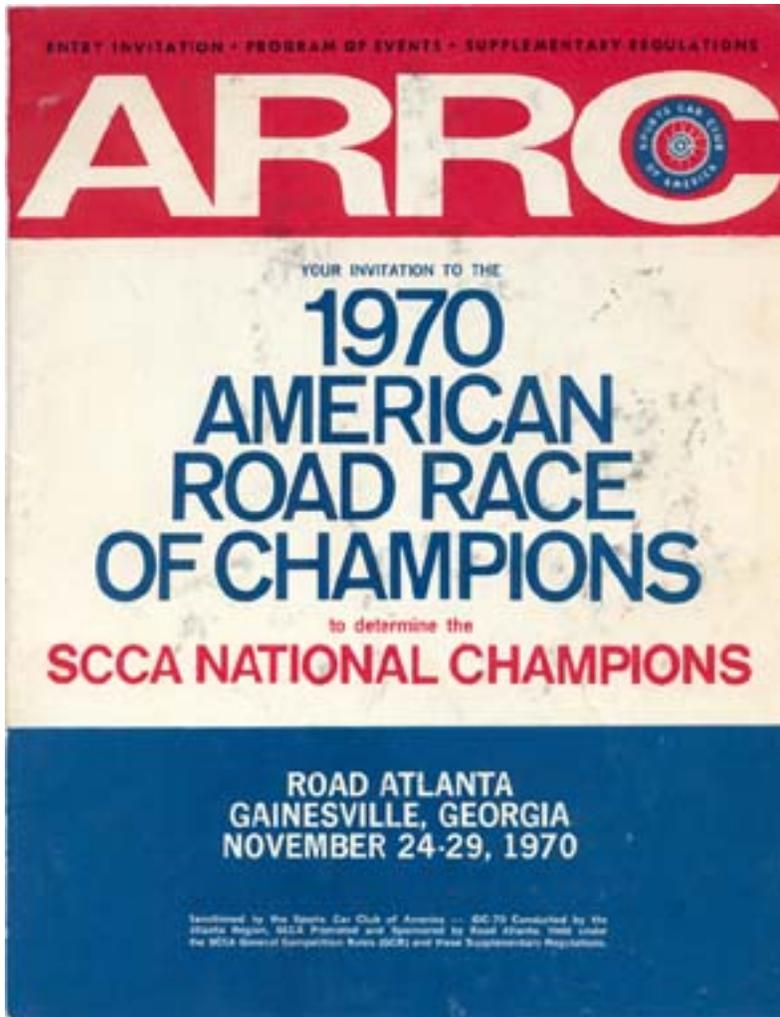
Roy agreed to the first condition, but refused to comply with the latter two. Roy said that he would paint the Javelins in the RWR signature yellow with black trim. Further, RWR would continue to use engines from Al Bartz, of Van Nuys, California.

Penske agreed to the compromise. Later, Roy Woods agreed to use Traco engines. Penske supplied the Traco engines to RWR.

At the conclusion of the Riverside T/A event, the two Javelins from the 1970 season were transferred to Roy Woods Racing (The third Penske Javelin, the "junkbox" Javelin, stayed with Penske as a test car.).

Penske retained the sponsorship agreement with AMC. However, Roy Woods Racing and Penske entered into an agreement to share parts, technology, even Traco engines. In addition, RWR received AMC sponsorship from the "American Motors Dealers".

In 1970, RWR campaigned two 1969 Camaro's in the Trans Am series and in SCCA A Sedan races. The two Camaro's were dressed in RWR's signature yellow and black livery and were assigned the numbers 68 and 69. With headquarters in Northridge, California, RWR fell within the Southern Pacific (SP) Division of the SCCA. In 1970, Roy Woods, in the #69 Camaro, finished second in A Sedan points in the SP Division. Based on that finish, Roy was invited to the SCCA championship race, which, at that time, was known as the American Road Race of Champions (ARRC).



Prior to installing the 1971 body panels on the 1970 Javelin, Roy changed the number on the Javelin to 69- identical to the Camaro that earned him a spot in the ARRC. In November of 1970, Roy and the Javelin traveled to Road Atlanta, in Georgia, for the ARRC. The A sedan field at the ARRC included notable Trans Am drivers such as Warren Tope and Marshall Robbins, as well as the celebrated car builder, Don Yenke. Roy and the Javelin topped them all and became the 1970 SCCA National Champions.

As soon as Roy and the Javelin returned to RWR headquarters, in southern California, the work to update the Javelin to 1971 specs was begun. Jerry Schwartz, team manager for RWR, recalls the effort to install the 1971 body panels on the ex-Penske Javelins in this email.

**From:** Jerry Schwartz  
**Sent:** Thursday, October 03, 2002 2:48 PM  
**To:** Tom G.  
**Subject:** Trans Am Report 2002 Historics

Hi Tom;

I want to tell you how much I enjoyed your excellent Trans Am Report in this issue of Driven. I am especially fond of the vintage Trans Am cars since I was a Crew Chief on these cars from 1966 through 1968 for Carroll Shelby and from 1969 through 1983 for Roy Woods Racing. Trans am in the "Glory Days" was the fiercest, most exciting racing ever.

I would like to point out one error however, the Ken Epsman Javelin, as raced, is a 1972 AMX prepared by Roy Woods Racing (RWR). RWR won the Trans Am Series Championship in 1972 with George Follmer driving one of the Javelins and Roy drove the other. The cars were originally 1970 models built by Penske Racing. RWR obtained the cars at the end of the 1970 season and I was put in charge of re-bodying them with the '71 bodies. During the re-bodying, we made significant changes. As a result, the only Penske parts used were the front suspension, part of the cowl/firewall part of the floor pan and part of the roll cage. The '71 cars were painted yellow and black and were driven by Peter Revson, Tony Adamowitz and Vick Elford.

For '72, only minor changes were made and painted red, white and blue.

They were great cars and are still my favorites. I can only imagine the thrill it must have been to compete in that race with all those great old cars.

Sincerely,

Jerry Schwarz

In "The Unfair Advantage", Donohue describes the process of updating the Javelins from 1970 to 1971 spec:

*"They (RWR) stripped the bodies and updated them to 1971 sheet metal, and as we developed our new car (the 1971 Javelin), we made all the latest pieces available."*

## 1971 Race Season

After changing to 1971 body panels, RWR painted both Javelin in the bold yellow and black RWR livery. The cars were numbered 68 and 69.



*Both Javelins in the paddock in 1971.*

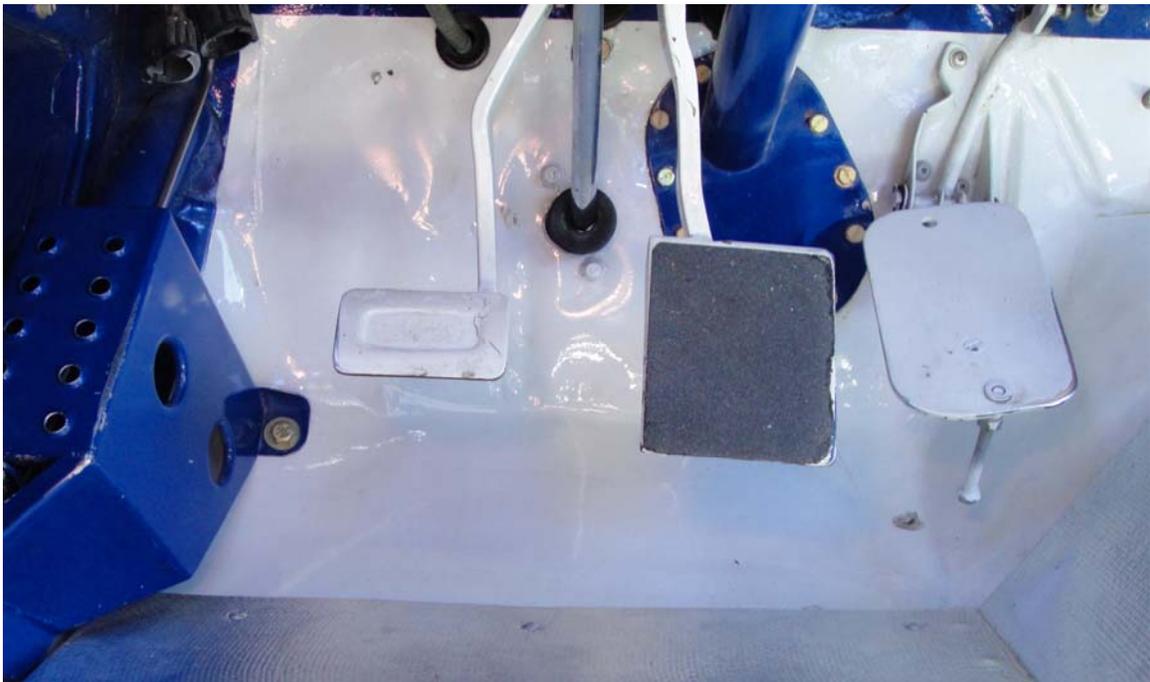
Along with the two Javelins, Roy Woods also got Peter Revson from Penske Racing. Revson became the number one driver for RWR. Roy Woods would be the number two driver. However, in April of 1971, Woods crashed at Riverside Raceway and broke his right foot. Woods would not be able to drive in the 1971 T/A series.

In an AMC press release, Roy Woods, humble about his driving ability, said:

*"Maybe I improved our team's chances in the Trans Am by breaking my leg."*

As substitutes, RWR employed three different drivers. During the 1971 T/A season, Revson's teammates at RWR included: Tony Adamowicz (T/A Driver of the Year in 1968), Milt Minter, and Vic Elford. In a conversation at Laguna Seca (August 13, 2010), Tony Adamowicz recalled that an attempt was made to accommodate Roy's broken foot. A large brake pedal, about the size of Roy's cast, was fabricated for one of the Javelins. The large pedal did not work for Roy, but it had unintended benefits. Tony noted that all the RWR drivers used that car, with the large pedal, to practice left foot braking (which was not a common practice at the time).

Tony recalled that he raced the large brake pedal Javelin, while Peter Revson drove the regular pedal car. In addition, Revson preferred a softer chassis set up than the other drivers, so the cars were set up differently. The large pedal survives in Javelin #2.



*Brake pedal of Javelin #2. Tony Adamowicz recalled that the large brake pedal was fabricated to accommodate Roy Woods cast.*

The talent did not stop at the drivers. Roy Woods had Jerry Schwartz as team manager. Previously, Jerry had worked for Shelby American as lead fabricator. His projects included Shelby race cars such as the R Model and the Shelby Notchback Trans Am racers. In 1967, Schwartz was honored with the award for Trans Am Mechanic of the Year.

Another ex-Shelby associate, Carroll Smith, was chief engineer at RWR. Bill Eaton, another racing veteran, was chief fabricator. Eaton and John Ryals worked on the many fabricated parts on the Javelin. John Fort managed the logistics. Frank Martinez, in his first job after high school, became a race mechanic, and later, a fabricator (he had some capable mentors). Ron Sampson, Pat McFall, and Doug Rosenberger handled mechanical duties, as well as fabrication. One of RWR's first employees was Mark Waco. Mark still lives close to the former RWR's headquarters in Northridge, CA. Tony Hernandez, formerly with AMC, in their racing group, managed the relationships with sponsors.



*The two ex-Penske, now Roy Woods Racing, Javelins at Lime Rock 1971.  
Photo: Speed Merchants Collection*

For 1971, the SCCA officially recognized that the AMC engine had oiling issues in race conditions. The AMC engines were adequate for the street use for which they were originally intended. However, running the engines at over 7000 RPM, while braking, accelerating, and cornering, pushed the engines beyond the design of the oiling system. Roger Penske convinced the SCCA that a dry sump oiling system would eliminate the oiling issue and make the Javelin a reliably competitive entry. So, the SCCA allowed the Penske Javelin and the two RWR Javelins to install dry sump oiling systems.



*Roy Woods Racing Javelin leading the Laurel Racing Camaro at Lime Rock Park, 1971. Photo: Camera 3*

As it turned out, Roger was correct, and the SCCA made the right decision. In 1971, the AMC engine would finally become reliable. However, for the RWR team, engine reliability did not come immediately. At the first three T/A events of 1971, Lime Rock Park, Bryar, and Mid-Ohio, RWR broke four engines. RWR decided to sit out the fourth event, at Edmonton, Canada, and work on fixing the engine issues. RWR made progress with the engines, but had still not found the needed reliability. At Road America, the sixth event of the 1971 T/A series, Vic Elford put his RWR Javelin on the front row. However, an oil pump broke- relegating Elford to a 25<sup>th</sup> place finish.



*The Javelins of Penske Racing and Roy Woods Racing pace the field at the second T/A race of 1971 at Bryar. Photo: Bob Karambelas*

The seventh event of the '71 T/A series was contested at Le Circuit Mount Tremblant, St. Jovite, Quebec. The two RWR Javelins, with Revson and Milt Minter driving, qualified 3<sup>rd</sup> and 4<sup>th</sup>, respectively. However, Minter's engine lasted only 48 of the 70 laps.

At Watkins Glen, the eighth event of 1971, Revson's engine spun a bearing in practice. After changing the engine, Revson was required to start the race at the back of the field. Revson would drive through the field to a tenth place finish. Elford in the other Javelin would finish third. Both RWR Javelins finished, and the spun bearing in Revson's engine was the last significant engine issue the RWR team would have.

A reunion of the RWR team was held at Sears Point / Infineon Raceway in Sonoma, CA in May 2009. Many of the original RWR team members were able to attend. While looking over Javelin #1, they noted that the final fix of the oiling problem was a simple one. One of the braided stainless steel hoses connected to the external oil pump was routed through the front frame horn. This routing required a sharp bend in the hose that could reduce its ability to flow oil, especially when the engine torqued. When the hose was re-routed, outside the frame horn, the flow increased and the oiling issues disappeared.

The engine issues that plagued the two Javelins during 1970 and through seven events of 1971 were behind them. In the final three races of 1971, both RWR Javelins finished- and finished well. Revson's Javelin recorded finishes of 9<sup>th</sup>, 3<sup>rd</sup>, and 1<sup>st</sup> (more on this win below). The other RWR Javelin had finishes of 4<sup>th</sup>, 4<sup>th</sup>, and 2<sup>nd</sup>.

Despite the engine reliability troubles that the team experienced, Peter Revson had a good year as lead driver for RWR. Revson's best finishes of the '71 season were second once, third twice, and fourth once. While these may not sound like extraordinary results, Mark Donohue was having amazing success in the Penske Javelin. Donohue recorded seven wins in 1971, so there were not many wins available for the other Javelin team. During 1971, Revson also drove for McLaren in the Can Am series. Revson dominated that series and won the 1971 Can Am championship. Revson was the first driver born in the USA to win the Can Am championship.



*The ex-Penske Javelin in RWR's yellow and black livery. circa 1971.  
Photo: Bill Oursler*

The final T/A race of the 1971 season was held at Riverside Raceway in inland empire area of California. Peter Revson had a scheduling conflict (Revson was driving in the US Grand Prix F1 race at Watkins Glen.) and could not race his Javelin. T/A series veteran, George Follmer, was hired by Roy Woods to drive the lead Javelin. Vic Elford would drive the other RWR Javelin.

Follmer qualified the Javelin on the pole. During the race he led every lap (except when he brought the Javelin in for pit stops). Follmer won the Riverside T/A race, with teammate Elford in second. Follmer's win contributed 9 points to Javelin's season total of 82 and the 1971 Trans Am manufacturer championship.

# Follmer Wins Mission Bell 200

Riverside, Calif. -UPI-  
George Follmer, who has won  
two trans-am races in a mus-  
tang this year, switched to a  
Javelin Sunday and captured  
the Mission Bell 200 at the  
Riverside International Race-  
way.

Follmer finished 42 seconds  
ahead of Javelin teammate Vic  
Elford of England with an av-  
erage speed of 98.679 miles  
per hour. England's Jackie Oli-  
ver, subbing for Mark Donohue  
in the Roger Penske-prepared  
factory Javelin, finished third.

*Follmer's victory in the RWR Javelin was big news in Wisconsin (AMC HQ). The Milwaukee Sentinel reported the results of all three T/A Javelins. Milwaukee Sentinel October 4, 1971*

Riverside was the first T/A victory for the Javelins under RWR  
(Donohue won three T/A races in the car in 1970, and Roy Woods won

the SCCA A Sedan national championship in the car in late 1970.). More significant, however, it was the beginning of a winning team of George Follmer and Roy Woods. After the win at Riverside in 1971, Follmer would stay on in 1972 as lead driver for RWR.



The RWR signature yellow and black livery in 1971. Photo: Bill Oursler

After Javelin won the 1971 T/A Manufacturer Championship, AMC asked Penske and Donohue to focus on racing AMC Matadors in NASCAR. The 1971 Penske Javelin #6 went to Bill Collins. The Penske "junkbox" test Javelin went to the University of Pittsburgh (near Penske headquarters in Pennsylvania). The final year (1972) of the three-year sponsorship contract with AMC was assigned to Roy Woods Racing.

With the AMC sponsorship contract, RWR changed the livery of the two Javelins. Gone was RWR's signature bold yellow and black. For 1972, the two Javelins returned to the red, white, and blue AMC color scheme that adorned them in 1970 (when the two Javelins were with Penske). So, things had come full circle for the two Javelins. In 1970, they were sponsored by the AMC factory, were painted AMC red, white, and blue, and had one of the best T/A drivers (Donohue). For 1972, they were once again sponsored (directly) by AMC, were in the AMC livery, and had one of the best T/A drivers (Follmer).





*George Follmer driving the #1 Javelin at Watkins Glen in 1972.*

For 1972, the revolving door for drivers of the second RWR Javelin was gone. Roy Woods was healthy again, and would pilot the second Javelin, with Follmer driving the primary car. Woods gave Follmer's Javelin the number 1, Woods car carried the number 2.

Woods was a competent race driver (Woods won the 1970 SCCA A Sedan Championship in the Javelin), but humble about his abilities. He also knew that he had a winner in George Follmer. A RWR press release noted:

*"Roy Woods will be handling the second RWR Javelin in Trans Am competition when it makes an appearance. 'Most of my time will be spent as team manager, but I like to keep my hands in driving, too.'"*

In early 1972, the SCCA affixed (semi) permanent identification plates to the Trans Am cars. These identification plates became known as "Brass Tags". The #1 Javelin was given Brass Tag 72AS03. The SCCA tech inspectors riveted these brass tags to the main hoop of the roll bar. Of course, RWR looked for their "unfair advantage" from the brass tags. RWR removed the rivets that affixed the brass tags. In place of the rivets, RWR tapped the holes and inserted screws in place

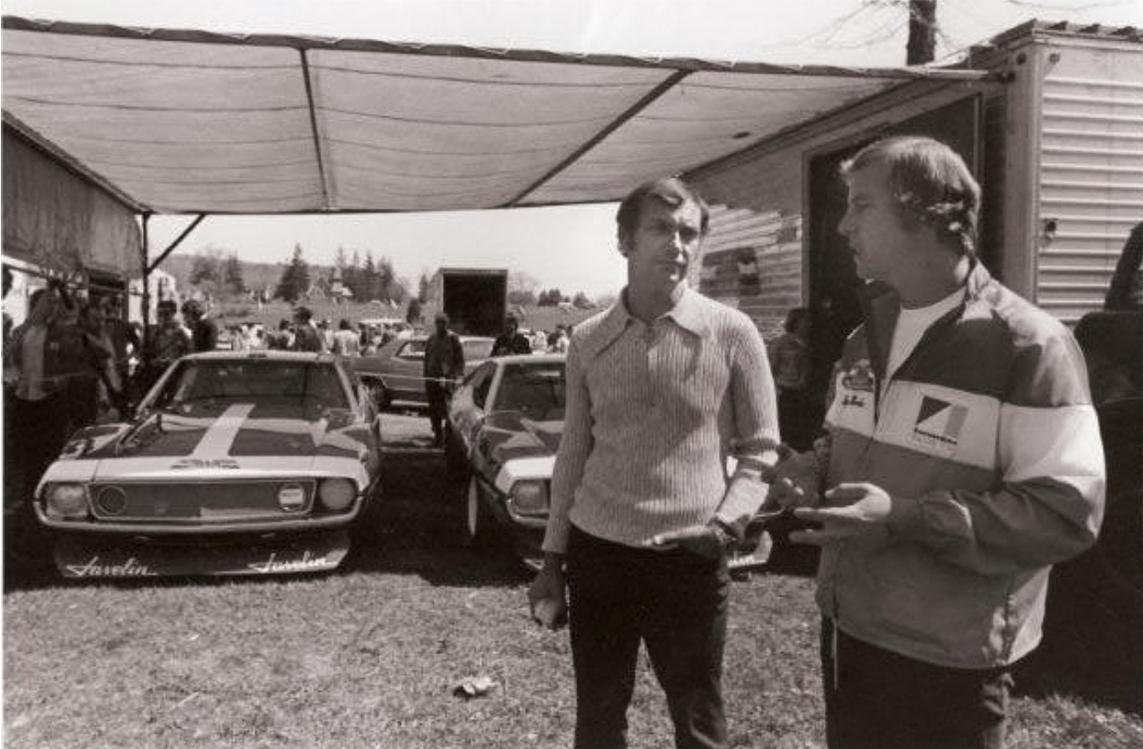
of the rivets. RWR used the old Penske trick of having one "legal" car to go through tech inspection and one slightly "illegal" car. The legal car would go through tech inspection first, and get approved. The ID of the second, slightly illegal car, would be transferred to the legal car, and the legal car would be sent through tech again. In that manner, both the legal and the illegal car would pass tech inspection.

Follmer started the 1972 season just as he finished 1971. The first race of the '72 T/A season was contested at Lime Rock Park, and Follmer won the pole and the race- by two laps!



*George Follmer driving the #1 Javelin to a wire-to-wire victory at Lime Rock Park. June 5, 1972.*

At the second T/A race of 1972, at Bryar, New Hampshire, Follmer again qualified Javelin #1 on the pole. However, at race time, the battery in Javelin #1 not turn the engine. So, Follmer raced Javelin #2, that Roy Woods had qualified. Since the driver of the car had changed, the SCCA rules required that Follmer start at the back of the field. Despite the handicapped start, Follmer won the race, but in the #2 car, not the #1.



*Roy Woods and George Follmer in the paddock in 1972. Photo: Courtesy of Ken Epsman.*

The third T/A event of the '72 season was held at the Mid-Ohio Sports Car Course, in Lexington, Ohio. Follmer was not available to qualify the Javelin. So, John McComb drove Javelin #1 in the qualifying session. McComb qualified the Javelin in 5<sup>th</sup> position. However, when Follmer arrived for the race, T/A rules required George to start the race last. George worked his way through the field. He set the fastest race lap chasing down the leader. However, he ran out of laps before he could take the lead and had to settle for a second place finish.

The fourth T/A race of 1972 was held at the demanding Watkins Glen track in New York. George dominated the race in Javelin #1. He set the fastest race lap and was about to lap the second place car when the checkers flew.



*The beautifully turned out AMC sponsored RWR Javelin #1 in 1972. Photo: Barry Tenin.*

George and the #1 Javelin continued their domination of the 1972 season at Donnybrooke Raceway in Brainerd, Minnesota. George qualified on the pole, set fastest race lap, and won the race.

With the 1972 Trans Am drivers championship in the bag, George could not race in the final event of the season at Sanair Raceway in Quebec, Canada (In 1972, George was also racing in the Can Am series for Roger Penske.). Roy Woods selected Bobby Ferro to drive Javelin #1. Ferro was an unusual choice because he was an off-road racer. In fact, Ferro won the 1972 Baja 500. However, Ferro lived in Sherman Oaks, California- not far from the Roy Woods Racing operation in Northridge, California.

*The Montreal Gazette* reported the driver change:

*Bob Ferro makes his first road racing start at Sanair this weekend, taking George Follmer's place on the Roy Woods Racing team. Ferro is a two-time winner of the Baja 500 off-road race and a class winner of the Baja 1000, and was picked up when Woods saw him in a television program.*

*The Montreal Gazette, July 28, 1972, Motorsport Column, Chris Allen*

In his first time in the Javelin, Ferro qualified the car in tenth position. However, his well-executed qualifying effort was not rewarded. Roy Woods was concerned with the safety of the track and withdrew both Javelins. Ferro never got to race Javelin #1.

Journalist Albert Bochroch reported:

*Roy Woods had trucked his two Javelins from California. He had hired Baja winner, Bob Ferro, to drive in Follmer's place. He had already qualified his car in the front row next to pole sitter Warren Tope. And the Ferro Javelin was safely in the field in the fifth row.*

*But Woods decided that Sanair's rough surface and battered Armco barriers made the track unsafe. Pulling out under these circumstances was an especially courageous act.*

*The race was a demolition derby...*

*Only seven of the twenty-seven starters saw the checker. After the race, it was said someone asked Roy Woods where he bought his crystal ball.*

*Albert Bochroch, Trans-Am Racing*

Jerry Schwartz, RWR Team Manager, noted that:

*It was a very dangerous situation, and they did wreck a bunch of cars. Roy was right to pull out.*

*Email from Jerry Schwartz, May 10, 2010*

Bob Ferro returned to off road racing. "Baja Bob" would go on to win the Baja 500 four times in 1971, 1972, 1974, and 1976. Ferro's 1974 Baja 500 winning car was prepared by, of course, Roy Woods Racing. Ferro also won the 1973 Mexican 1000. Bobby Ferro also worked as a stunt man in movies.

The two Javelins returned intact to RWR headquarters, in California. Who knows what the destiny of the Javelins would have been if they had participated in the "destruction derby" at Sanair.

In 1972, Follmer won three races and had one second in Javelin #1- in addition to his one victory in the Javelin #2. Follmer dominated the 1972 T/A series in a manner similar to Donohue's '71 season. Follmer won the 1972 Trans Am Driver Championship with 95 driver points. His domination was so thorough that the second place driver had only 60 points. The AMC Javelin won its second consecutive T/A Manufacturer's Championship.

1972 was a storybook year for George Follmer. Follmer competed in both professional road racing series in the USA: Trans Am and Can Am. In Can Am, Follmer drove for Penske Racing with teammate Mark

Donohue. In the Penske Porsche 917 Can Am car, George was both quick and consistent. Follmer's driving prowess in the scary fast Porsche 917 earned him the 1972 Can Am drivers championship.

# We Won!

## Now you win with the Trans Am\* Victory Javelin

For the second year in a row, specially prepared and modified Javelins beat all the other hot cars in the Trans American Racing Series and we feel like celebrating.

We won the championship, and now with the specially equipped Trans Am Victory Javelin, you get 14" slot style wheels, E-70 x 14 white lettered wide polyglas tires, space-saver spare tire and a Trans Am winner medallion on the side panel at no extra charge.

We call it the Trans Am Victory Package. American Motors includes this special

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And remember, only American Motors makes this promise: The Buyer Protection Plan backs every '73 car we build and we'll see that our dealers back that promise.

So come see the winner at your American Motors dealer and find out why we say: We back them better because we build them better.



George Follmer/  
Roy Woods/  
Trans-Am Racing Team

Manufacturer's suggested retail price of the specially equipped Trans Am Victory Javelin is \$2099.00. State and local taxes not included, destination charges and other options extra.  
\*SCCA Amc is the proprietor of the marks "Trans Am" and "SCCA."

Buckle up for safety.

### AMERICAN MOTORS BUYER PROTECTION PLAN

1. A simple, strong guarantee, just 101 words! When you buy a new 1973 car from an American Motors dealer, American Motors Corporation guarantees to you that, except for tires, it will pay for the repair or replacement of any part it supplies that is defective in material or workmanship. This guarantee is good for 12 months from the date the car is first used or 12,000 miles, whichever comes first. All we require is that the car be properly maintained and cared for under normal use and service in the fifty United States or Canada, and that guaranteed repairs or replacement be made by an American Motors dealer.
2. A free loaner car from almost every one of our dealers if guaranteed repairs take overnight.
3. Special Trip Interruption Protection.
4. And a toll free hot line to AMC Headquarters.

**AMC**  **Javelin**

We back them better because we build them better.

After the victorious 1972 season, SCCA changed the rules of the Trans Am series. The dominant AMC Javelins were instantly obsolete for T/A racing. AMC insisted that the both Javelins be sold to buyers outside the USA. The theory of this approach is that AMC, in general, and the Javelin, in particular, had benefited greatly from the success in the T/A series. Transferring the Javelins to an amateur racer in the USA might dull the glow of the success of the Javelins.

So, AMC sold both RWR Javelins to a partnership of two racers in Mexico City. The partners were Ruben Novoa, who had raced in the Trans Am series, and Roberto Arnstein Rada. Novoa's initial T/A event was the 1966 race at Green Valley in a Mustang. In 1968, Novoa teamed with Fred Van Beuren, again in a Mustang, to run the T/A race at Sebring. In addition, Novoa was an active Porsche racer in the USA and in Mexico. In 1972, Novoa finished third in class at the 24 Hours of Daytona and second in class at the 12 Hours of Sebring in Porsche's.

Both Javelins, #1 and #2, along with two trailers full of spare parts, went to Mexico. The new owners brought the entire RWR team to Mexico City to support the Javelins in their first race. Jerry Schwartz still remembers the incredible hospitality that Novoa and Arnstein extended to the RWR team.

12 JUN 78 AMM

58824

Escrito con 2  
anexos  
G. Arnstein Rada



6 de Junio de 1973.

AUTOMOVILES

Estimado Sr. Director:

Por este conducto me permito solicitar a usted me sea autorizada, la importación temporal de el automóvil de competencia marca Javelin con motor No.305-52 y chasis No.728A506 , de ser aprobada mi solicitud este automóvil será internado en el País por la Aduana de -- Nuevo Laredo, Tamps., y sería transportado en un trailer , remolcado por un vehículo de fabricación Nacional.

El uso de la unidad en el País será exclusivamente eventos de -- velocidad en las pistas de México, D.F., Monterrey, Querétaro, Puebla, Guadalajara, etc., y sería transportado a los eventos en trailer.

Enterado de la ayuda que tan gentilmente está usted prestando , - para el fomento de el deporte automovilístico en México, no dudo será usted tan amable de aprobar favorablemente mi solicitud.

Atentamente.

Sr. Roberto Arnstein Rada.

*Roberto Arnstein Rada signed the documents to import Javelins #1 and #2 into Mexico. Roberto Arnstein and Ruben Novoa, as partners, purchased both of the Penske/RWR Javelins. Document courtesy of Ken Epsman.*

In 1973, the Novoa / Arnstein team received sponsorship from Pepsi, which was convenient for all concerned. The Pepsi colors are similar to the AMC colors, so the Javelins did not have to be repainted. Novoa

was busy campaigning Porsches in World Championship and IMSA races. So, Novoa hired Michel Jourdain Declercq and one of his brothers to drive the Javelins. Michel recalls that:

"I drove Javelin #1. My brother, Jean Pierre (Pio) Jourdain, is the one that drove Javelin #2, when those cars were in Mexico. In the short races, Pio and I drove the cars. In the endurance races, we shared the cars with Ruben Novoa and I in one Javelin and Pio with Roberto Arnstein in the other Javelin ..."



*Michel Jourdain driving Javelin #1, in Pepsi livery. Mexico circa 1973. Photo: Carlos Eduardo Jalife-Villalon.*

The Javelin was kept intact. After four years, Ruben Novoa offered to sell Javelin #1 and the spares. The following advertisement was placed in the November 3, 1976 issue of *Autoweek*.

*Javelin T/A 1972 Champion. Ex Follmer. Mint condition, stored four years, Completely updated, Ready-to-race, 390 c.i. engine by TRACO, 10 extra MiniLites, Dry and wet tires, gearboxes, gaskets, Many suspension parts, Windshields, Spare engine, Rear ends, Etc. Too many spares to list, Enough for four full seasons. Absolutely new.*

*\$17,500*

*Ruben Novoa*

*NTE 70 #5916  
Mexico City, D.F.  
MEXICO*



Javelin #1 in the hot pit. Mexico, 1973.

Humberto Esparza, who lived in a suburb of Mexico City, purchased Javelin #1. Esparza raced Javelin #1 a few times in Mexico. Michel Jourdain Declercq recalls that:

“Esparza was not very competitive, and I was hired to drive the car again. After a few races, the car was parked ...”

While Esparza did not continue to race Javelin #1, he did continue to enjoy it daily. Esparza displayed the Javelin in his living room. After eleven years, his wife offered the Javelin for sale (After over a decade of putting up with a car in her living room, this should surprise no one.).



*The, slightly deranged, #1 Javelin racing in Mexico City.*

Fernando Lozano purchased the #1 Javelin. With the purchase, Lozano received a portion of the spare parts (originally, two 53 foot trailers full). Lozano is a fan of AMC race cars and of George Follmer, so he knew what he was getting. Lozano had owned the sister car, the #2 Javelin, from 1976 through 1979. He also still has a Penske prepared IROC car that was driven by George Follmer.

Some of the spares were used when Lozano hired John Ryals to recondition the Javelin for vintage racing. Ryals was a member of the RWR team, specializing in fabrication. So, Ryals knew exactly how the Javelin should be set up.

Lozano put the car to use. He participated in vintage events from 1989 through 1992. Lozano recalls with joy that at one vintage event, at Sears Point International Raceway, he raced the #1 Javelin against George Follmer in a Bud Moore Boss 302. Lozano's final vintage race was at Palm Springs in 1992. Thereafter, Fernando stored the Javelin for the three years. In 1995, Fernando decided to sell the Javelin.



Fernando Lozano driving Javelin #1 at Sears Point Raceway in 1989.

Fernando lived in Mexico and in California. He kept the Javelin in Jamul, as suburb east of San Diego. Fellow San Diego resident, Craig Conley, knew that Juan Gonzalez was both a fan of, and friend of, George Follmer. Craig wrote a letter, dated May 17, 1995, to Juan Gonzalez describing the Javelin and offering it for sale.

Juan Gonzalez was building a car collection at his "Car Amigo" automobile museum in Dallas, Texas. Juan had hired Gary Van Dam to acquire and manage the collection. With the help of Craig Conley and Gary Van Dam, Juan purchased the Javelin from Fernando on June 2, 1995.

Gary picked up the #1 Javelin at Fernando's garage in Jamul, and transported it directly to John Ryals fabrication shop in southern California. Gary recalls that when he picked up the Javelin it was in good condition and did not require restoration. Gary noted that the remaining spare parts were still in the blue Shelby shipping containers. The Javelin had been sitting for some time, so it needed cleaning and race preparation; otherwise, the Javelin did not require significant reconditioning. For comfort and convenience, Gary had a larger racing seat installed and made the upper, driver side door bar removable. Remarkably, John Ryals completed both these tasks, as well as the race prep, and delivered the Javelin to Sears Point in time for the Wine Country Classic on June 10, 1995.

To prepare the Javelin, and Juan's other cars, for racing, Juan and Gary hired Dave Cancilla. Gary Van Dam, who has moved to California and recently was re-united with Javelin #1 at Sears Point, recalls that he and Dave struggled with the in-line brake booster. After several

attempts to get the boost right, they bypassed the booster. Using just the brake bias adjuster, they were able to balance the brakes front-to-rear.



*Cars that Mark Donohue raced are displayed at a tribute to Mark Donohue. The cars displayed represent four Trans Am championships. The 1968 and 1969 Camaro's bearing the number 6 won the T/A manufacturer championship in 1968 and 1969, respectively. The Javelin with race number 6 won the T/A championship in 1971. And, of course, the #1 Javelin is the 1972 T/A champion.*

Juan entered the Javelin in vintage races on both coasts. In 1996, Javelin #1 returned to the west coast for the Monterey Historics. Juan entered the car with none-other-than George Follmer driving. The following year, 1997, Juan participated in General Racing Ltd.'s Wine Country Classic. Juan drove the Javelin well and finished second, despite not knowing the difficult Sears Point International Raceway well. Despite Juan's success at the Wine Country Classic, he did not return to the west coast with the Javelin until the 1999 Monterey Historic Automobile Races.

In 2003, the Juan brought the Javelin to an SVRA event at Watkins Glen, NY. Shortly thereafter, Juan decided to sell Javelin #1. Dave Cancilla created and placed an advertisement for the Javelin in Vintage Motorsports magazine. The advertisement caught the attention of the current owner. The Javelin, and the spare parts, were kept at Car Amigo in Dallas, Texas. So, in 2006, a trip to Dallas was arranged. The spare parts were still in the blue Shelby shipping crates. The Javelin itself was well maintained by Dave Cancilla. Everything checked out. However, Juan had just sold his ex-George Follmer Boss 302. So, Juan was reconsidering the sale of the #1 Javelin.

At the 2008 Monterey Historic races, at Laguna Seca, George Follmer approached the current owner and relayed that Juan was ready to sell the ex-Follmer #1 Javelin. George made the deal happen, and in December 2008, the sale was completed.

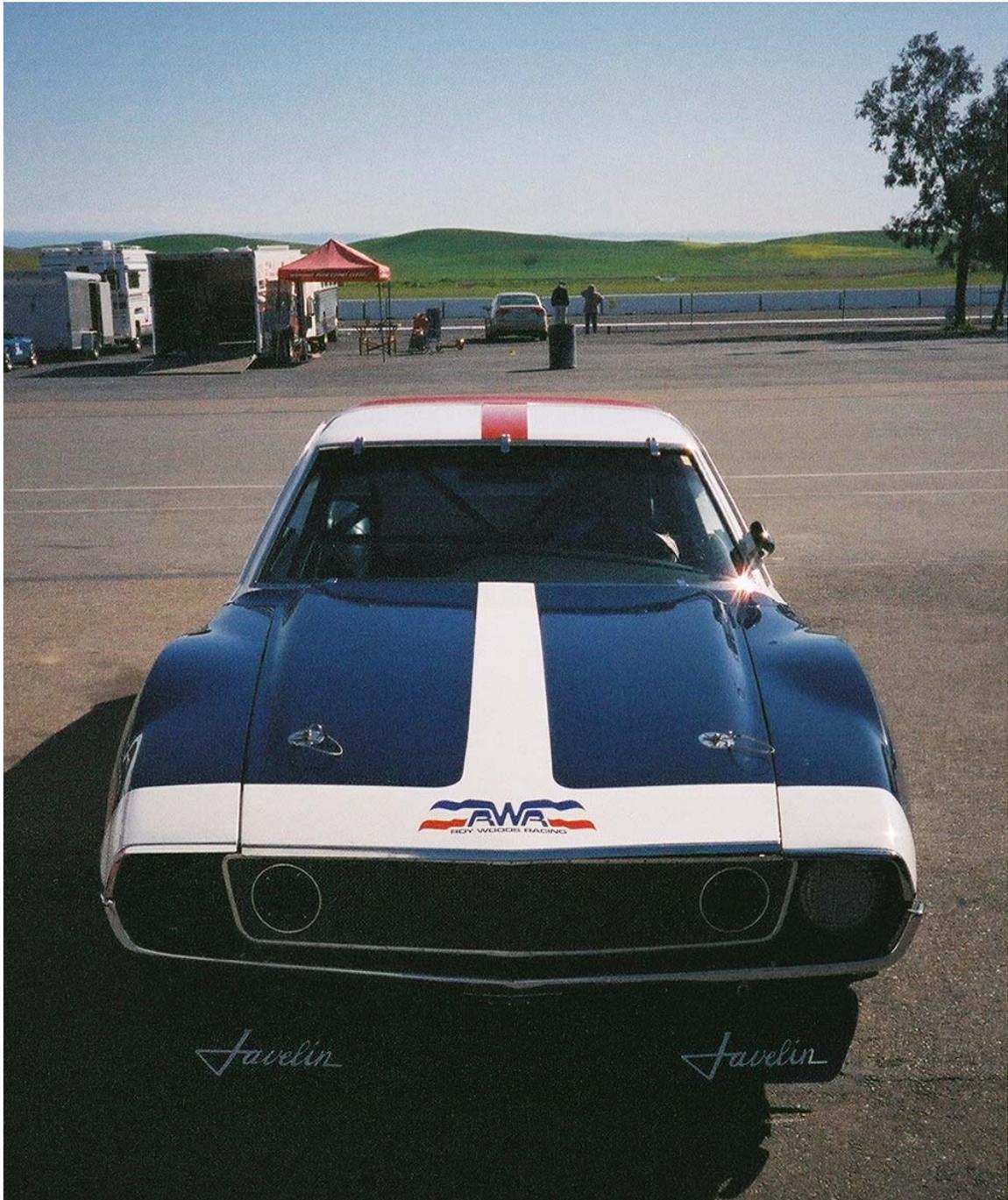
In March of 2009, the Penske/RWR Javelin #1 returned to the track. On March 5, the BBC television show and online magazine, *Top Gear*, filmed some historic T/A racers at the fabled, and difficult, Sears Point/Infineon Raceway. The #1 Javelin was filmed on the track using a camera car just in front of the AMC.



*The 1971 Penske Javelin followed by the Autodynamics Challenger and the Penske / RWR Javelin #1 during filming for the BBC show Top Gear. Infineon Raceway. March 5, 2009. Photo: Anton Watts for topgear.com*

The following day, Friday, the Javelin was at Thunderhill Raceway, in Willows California. HMSA held its "Return to the Hill" event that weekend. A test day was available the day prior to the HMSA event. This would be the first time that the Javelin would run at speed in many years. The Javelin had issues with under steer and a shimmy under braking. The under steer was fixed by adjusting the panhard bar. The shimmy is a characteristic of the Penske / RWR Javelins and can be corrected with alignment.

The passenger side rear shock absorber locked in the fully extended position, ending the test of the Javelin.



*The Penske/RWR Javelin #1 in the paddock at Thunderhill Park. HMSA's Return to the Hill was Javelin #1's first time on the track in many years. March 6, 2009. Photo: SRS.*

The shimmy was attacked by replacing worn spherical bearings in the lower control arms and by adjusting the alignment. On April 21, 2009, Javelin #1 ran an HMSA event at Laguna Seca. Again, the car performed well. However, the shimmy that was experienced at Thunderhill Park had masked the fact that the brake rotors were warped. So, there was still some vibration under braking.

The spare parts that came with Javelin #1 included rotors. All four rotors were replaced and the calipers were rebuilt. A test session at Sears Point Raceway on May 7, 2009, provided the first vibration-free stops. However, brake pedal was spongy.

The rear master cylinder was replaced with a similar Girling unit with a larger bore. The brake balance bar was adjusted from biased toward the rear to near center.

On May 29, 2009, the Javelin participated in General Racing's Wine Country Classic. During the practice session on Friday, the rear brakes were locking up under braking. So, the brake bias was adjusted further toward the front. This created neutral braking for races on Saturday and Sunday.



*Javelin #1 at the Wine Country Classic. May 30, 2009.*

Also participating in the Wine Country Classic were the two other Penske Javelins. This is the first time that all three Penske Javelins have been on the track together since 1972.

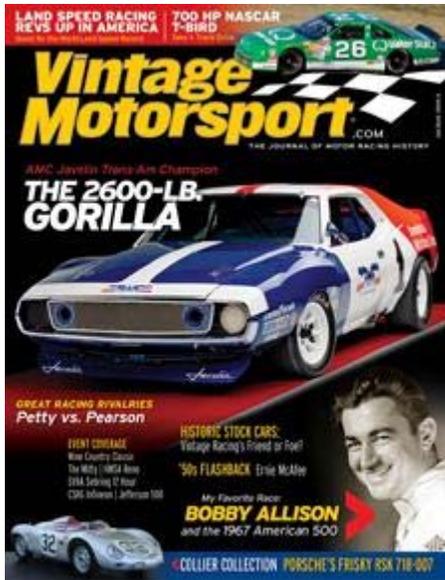


*Javelin #1 followed by the 1971 Penske Javelin #6 and the Penske / RWR Javelin #2. Wine Country Classic 2009. Photo: Jimmy Huston.*



*Both 1972 Roy Woods Racing Javelins nose-to-tail at Infineon. May 2009. Photo: Jimmy Huston.*

Javelin #1 received the honor of appearing on the cover of the July 2009 issue of Vintage Motorsports. Kimball Photography shot a beautiful suite of photographs that illustrate the feature article about Javelin.



*Vintage Motorsports magazine July/August 2009.*

On November 12, 2009, The Petersen Automotive Museum hosted a "Tribute To Trans Am". George Follmer and members of the Roy Woods Racing team were honored guests. John Ryals, fabricator for RWR, and southern California resident, entertained the attendees with stories from "back in the day". In addition, Ryals brought the Mark Donohue racing seat that was originally installed by Donohue in Javelin #1 back in 1970. In June of 1995, at the request of Juan Gonzalez, Ryals had removed the Donohue seat and replaced it with a more supportive aluminum seat. For the next fifteen years, Ryals safely stored the seat- waiting to return it to Javelin #1. At the "Tribute to Trans Am", Ryals presented the current owner with the original seat for Javelin #1.



Mark Donohue in the "Donohue Seat" in 1970.



*The "Donohue Seat" reunited with Javelin #1.*

*Photo: LHS March, 2010*



*George Follmer at the Tribute to Trans Am. Petersen Automotive Museum. November 12, 2009. Photo: Jimmy Huston.*

On March 13 and 14, 2010, HMSA presented the inaugural Champions Grand Prix at Thunderhill raceway. George Follmer was the honored guest. After a dinner at the track, George spoke of his many and varied accomplishments in motor racing. George's championship-winning Javelin #1 participated in the celebration, as well as a weekend of racing. The event was covered by the vintage racing press. George and his Javelin received write ups and photo coverage in *Victory Lane* and *Vintage Motorsports*.



*Javelin #1 at HMSA's Champions Grand Prix. March 14, 2010. Photo: Kyle Burt*

Javelin #1 was invited to participate in the final Mark Donohue Reunion at Road America in Elkhart Lake, Wisconsin. The event, held in July 2010, featured a reunion of Donohue's co-workers and cars. All three Penske Javelins made the trip from California to Road America.

The Donohue cars were enthusiastically received by the knowledgeable Road America fans.



All three Penske Javelins participated in the 2010 Mark Donohue Reunion at Road America. Photo: Don Lee

In late July 2010, the brake booster was restored. The braking system was made to function as it was described in Donohue's book, *The Unfair Advantage*. That is, the booster functioned and only added pressure to the front calipers. The Javelin ran several test sessions at Sears Point, and with some minor adjustments, finally worked well.

In August 2010, Javelin #1 was invited to participate in the inaugural Monterey Motorsports Reunion. The booster continued to operate well- perhaps too well. The front brakes were overwhelming the rear calipers. So, the brake bias was adjusted toward the rear. Balance was restored, and Javelin #1 performed well.

**ROLEX  
MONTEREY  
MOTORSPORTS  
REUNION**



**TEAM**

3-DAY / AUGUST 13, 14, 15, 2010



