

Penske / Roy Woods Racing Trans Am Javelin Parts

At the end of the 1969 race season, Roger Penske Racing accepted the challenge of turning the AMC Javelin into a successful race car for the 1970 Trans Am season. Despite persistent engine oiling issues, the Penske Racing Javelin finished second in the 1970 Trans Am series. In their second year of campaigning the Ford Boss 302, Bud Moore, with a driver team of Parnelli Jones and George Follmer, won the 1970 T/A Championship.

When Penske and Donohue took on the challenge of racing the Javelin, they inherited the two Javelins raced in 1969 by Ronnie Kaplan Racing. Donohue determined that the 1969 cars were not race-worthy, so Penske Racing set about building three new Javelins. To make the Javelin race-worthy, many of the AMC parts had to be replaced with custom fabricated parts.

It seems that no part was left untouched.

The spare parts for the #1 Javelin arrived in California in the Shelby/RWR shipping containers. The parts included a full set of Koni shocks. All of the Koni shocks are date coded "1970"- just as they should be. However all four of the Koni shocks had been modified. Two of the shocks have had oil reservoirs welded onto the shock body. The other two shocks have fabricated top mounts. All four shocks have had a section of tube welded to the bottom to accommodate a spherical bearing.

The photo below shows the Koni shocks as received. The four spare shocks, as well as the four Koni's on the Javelin, have since been restored.



A spare set of Koni shocks, front and rear, are date coded 1970, as they should be.
Photo: SRS

The spare parts for the #1 Javelin also included three lower control (A) arms. These are the 1970 Penske lower control arms. In 1971 and 1972, RWR used beefier lower control arms. The RWR lower control arms also had larger bearings where the arm mounts to the frame of the car. The larger bearing might have been necessary to withstand a "shimmy" under braking.



Three (spare) lower control arms from the 1970 Penske version of the Javelin.
These Penske lower "A" arms are, of course, chrome plated. Photo: SRS

The Penske/RWR #1 Javelin has a clutch linkage that is custom built by Penske. The linkage is mechanical, and includes a custom bent clutch rod that is threaded on both ends. At each end, Penske installed rod ends, so that the length is adjustable. Similarly, the clutch rod that actuates the clutch fork is also adjustable via a rod end. Of course, since Penske engineered it, all the pieces are chrome plated.



The Penske mechanical clutch mechanism for Javelin #1. Adjustable at clutch pedal and at the clutch fork, and chrome plated- of course. Photo: SRS.

Several clutch forks came with Javelin #1. The original Penske fork is unmodified from stock- other than the expected Penske plating treatment. Of the other two clutch forks, one is stock and one has had the location of clutch return spring hole moved.



Three clutch forks for Javelin #1. The Penske clutch fork on the far left- plated, of course. Two other RWR forks- one stock and one modified- both painted in AMC blue. Photo: SRS.

The clutch fork passed through a custom bellhousing. The Penske bellhousing is a steel scatter shield that has been modified to allow a cross-over tube to connect two (of the four) exhaust pipes. The bellhousing was modified by cutting away a section at the bottom rear. This section was replaced a section of tubing that has been filleted. The piece of tubing was welded to the bellhousing. The weld itself was ground smooth. The entire (modified) bellhousing was plated with chrome, of course. The grinding and plating made the modification of

the bell housing unnoticeable. Being discrete was important because the sanctioning body, the SCCA, required a certified scatter shield. Any modification to a certified scatter shield voided the certification.



Penske modified the scattershield to provide for a crossover tube.
Photo: SRS



The modified scatter shield and crossover tube on the 1971 Penske Javelin.



Penske modified Minilite wheels with captured lug nuts for quick fool-proof pit stops. Photo: SRS

