

Racing since 1980

Action-Line

Journal of the Historic Touring Car Association of NSW Inc

Next Meeting

Tuesday, 12th June 2012

8:00pm

"The Garage"

Eastern Creek International Raceway



"Horse Power"

*an Allan Moffatt
story.... Centre
pages*



"HTCA NSW" ...It's official!



Plus lots more.....

President's Report

Name Change.

As most of you will be aware the new name is "Historic Touring Car Association of NSW". We will use Historic Touring Cars NSW as the generic form of recognition. I was asked at the last general meeting why the need for a name change wasn't explained to the members. Actually, it was to the members that attended the March general meeting, however I apologise for not making it clear to the general membership.

1. The view was held by myself and others of the committee that there was always an explanation required for "Appendix J" as it did not reflect anything about our category unless you were of the period or a devotee to motorsport history. Mainly this means "older person".
2. The commentators always describe Appendix J as Historic Touring Cars of a certain period.
3. Every other state has Historic Touring Cars in their association name.
4. Historic Touring Cars resonates more with the younger members and spectators and is a descriptor without need for explanation.
5. If we didn't register the name it may be lost to another category.
6. Greg Toepfer, as a member, moved for a name change and this reflected the feeling of the members present at the general meeting.

So, those are the reasons for the name change and it was supported by 98% of the membership.

New Venue.

The meeting for May was the first at "The Garage" at EC. There was a good roll-up of members. The food and service was excellent and there are 6 TV screens, so showing those old videos/dvd's will be easy.

Raffle.

We added 3 bottles of Champers as 2nd 3rd and 4th prizes and this will be a regular feature. Well received by the winners and at least something to take home for the better half. Tilley's Motorsport will also be helping out with open orders and with some of the new prizes Ian Johnson has organised the raffle will be worthwhile.. buy your tickets.

Code of Conduct.

Julie has put this in the mag and it will be a permanent fixture. We have adopted the same as all the other states and this is effectively what has been in the CAMS manual for the last 25 years. Nothing new, and not intended to change the direction or spirit of our racing.....just common sense.

No need for further discussion.

HSRCA Historic EC June 30.

We will be having a BBQ on the Saturday. With the assistance of Laura Kennedy, Ross Muller and Dave Wheatley, as well as Phil Taylor and myself. We will make this a worthwhile lunch. \$5 is more than fair for a can of drink and a feed so, don't turn up without any change. Our interstate visitors will of course be more than welcome at no charge.

There will also be a full trophy presentation and DRINKS straight after our last race !!!!! Trophies are sponsored by Ken Ballantyne and Mick Kennedy with outright and class trophies.

Guest Speaker June general meeting.

Tony O'Donnell from Shannons Insurance will discuss the various forms of Insurance available to members and a QA session. With Shannons now our major sponsor it would be great to see a good turn up to support the people who support our club. See you there.

Marc

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14	Baskerville Historics Flyer
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21 & 22	Marketplace
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THE DEADLINE FOR MAGAZINE CONTRIBUTIONS IS 17TH EACH MONTH

Editorial contributions are welcomed, but may be edited for readability or to meet space requirements. While every effort is made to verify facts as stated in this publication, Action-Line cannot be held responsible for their accuracy.

Opinions expressed in this publication should not be taken as those of the Association, its committee or editorial personnel.

May General Meeting Minutes

Next General Meeting, Tuesday 12th June 2012
"The Garage" Eastern Creek International Raceway
0409 161 357 if you need directions.

Minutes of May 2012 Meeting

General Meeting: Tuesday 8th May 2012. The meeting commenced at **8:05 pm.**

Attendance: As per attendance book.

Apologies: B. Smith, T. Mott, D. Roberts,
M. Dyer, S. Travica, G. Toepfer.

Visitors: Nil.

New Members: Trent Ducquet

Acceptance of Minutes: [as published in *Action-Line*]

Accepted: R. Muller

Seconded: D. Probin

Matters Arising:

Special Resolution for change of name to Historic Touring Car Association of NSW Inc.

Following a question from the floor, President, M. Ducquet explained the reasoning behind the change of name to Historic Touring Car Association of NSW Incorporated, following which he called for a vote on the resolution. The resolution was carried with a 97% majority of the assembled members. In addition, there was a 95% majority in favour of the change, from proxies, which had been posted to the club prior to the meeting.

President's Report: M. Ducquet welcomed the members to the new meeting venue and explained that if our numbers prove sufficient, the caterer would make additions to the current menu with more hot meals becoming available.

Secretary / Treasurer's Report: *Correspondence:* Victoria Association magazine, proxy forms and renewals.

154 members financial, with **25** still outstanding.

Treasurer's Report: Printed elsewhere in the magazine.

HSRCA: D. Roberts not in attendance.

Full Race Calendar 2012: Published elsewhere in *Action-Line*.

Competition / Race Report: M. Ducquet confirmed HSRCA event on 30th June. There will be a BBQ at lunch on the Saturday. K. Ballentyne and M. Kennedy will sponsor trophies for the June meeting.

M. Ducquet spoke of the V Nationals in October. After discussion and input from the members it was decided to run a combined grid with 5 x 8 lap races and an entry fee of \$295.00



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¼ PAGE = \$125; ½ PAGE = \$250; FULL PAGE = \$500

Contact David Roberts at david@image-fx.com.au

The Club will be managing our own categories. He asked for a show of hands from the assembled members regarding the preferred number of laps for each race. Following a discussion it was decided that 8-lap races would be optimal.

M. Ducquet advised that *The Shed*, at Wakefield Park, had been broken at a recent meeting and oil had been left all over the floor. It was decided to bolt the roller shutter to the floor to avoid this happening again. He asked if someone was available to see to the problem. W. Rogerson volunteered to do the job to secure *The Shed*.

CAMS: A. Pursey stated there wasn't much to report, but there was a State Council meeting in the near future. He asked for any questions that members felt needed to be put to the Council. A question regarding insurance was received from the floor.

ARDC: T. Thompson spoke of upcoming events at Eastern Creek, mainly the V8 round to be held there in August and another major event, which is still under wraps at the moment. He also gave an update of work on the track at Eastern Creek. The long circuit is now able to be used.

He updated the members on progress of the ACMC with RMS issues.

Eligibility: W. Bossie not in attendance.

M. Ducquet stated that nothing has been heard from the Historic Commission re W. Rogerson appointment as an Eligibility Officer.

M. Ducquet read a bulletin from CAMS re tyres.

General Business: M. Ducquet gave the members a run-down on John Leffler's career. John is now on board as a Driving Standards Observer. His first meeting will be on 30th June at Eastern Creek.

M. Kennedy has donated \$350 per round towards trophies. He will split the first round with K. Ballentyne who has also donated funds for trophies. Trophies are now covered for HSRCA, MCM, Wakefield Park and Tasman Revival, as well as trophies for the Presentation Night.

M. Ducquet asked for volunteers to assist with the BBQ at Eastern Creek. There will be drinks and a presentation following the last race on the Sunday. The venue for the presentation is yet to be decided.

The Club has two new sponsors on board for MCM, namely Shannons and Chevron Publishing. Chevron Publishing will also be donating boxed DVDs and books for our presentation night. Ray Berghouse will arrange "AS Legend" to present trophies at MCM, which will take place following Group Ns last event on the Sunday.

M. Ducquet asked for numbers who will be running at Wakefield at the V Nationals. He stated we need 20 entries for each category. A discussion ensued regarding the size of grids which the Club is likely to run at the remaining pointscore events of this year.

Cont'd next page

Minutes (cont'd)

Sandra says "Thanks"

General Business (cont'd) :

W. Rogerson addressed the meeting with regard to the pointscore issue from last year. M Ducquet stated that as a member of the club he was entitled to speak of the issue at the meeting. W. Rogerson went on to read the emails from the exchange, which took place between himself and T. Williams with regard to his questioning of the procedure surrounding the 2011 pointscore, which he feels led to the discrepancy and hence his loss of the Club Championship to R. Munday. C. Dubois clarified the procedures and explained the intricacies involved in calculating the pointscore.

S. Pitman suggested that the Driving Standards Guidelines be permanently published in the magazine and handed out at drivers briefings, in order to place a stronger emphasis on safety on the track and OH&S off the track as well. A discussion took place around in-car cameras. J. Williams is to research available cameras.

A discussion took place around sand traps at various circuits and the lack of such traps at turn 2 Eastern Creek.

T. Thompson advised that CAMS dictate where and if such 'traps' need to be installed at each individual track.

T. Thompson spoke of a state championship round at Wakefield Park recently where the combined age of the drivers on the front row of the Grid was 139 years!

Raffle:

1st Prize: T. Thompson **2nd Prize:** S. Pitman

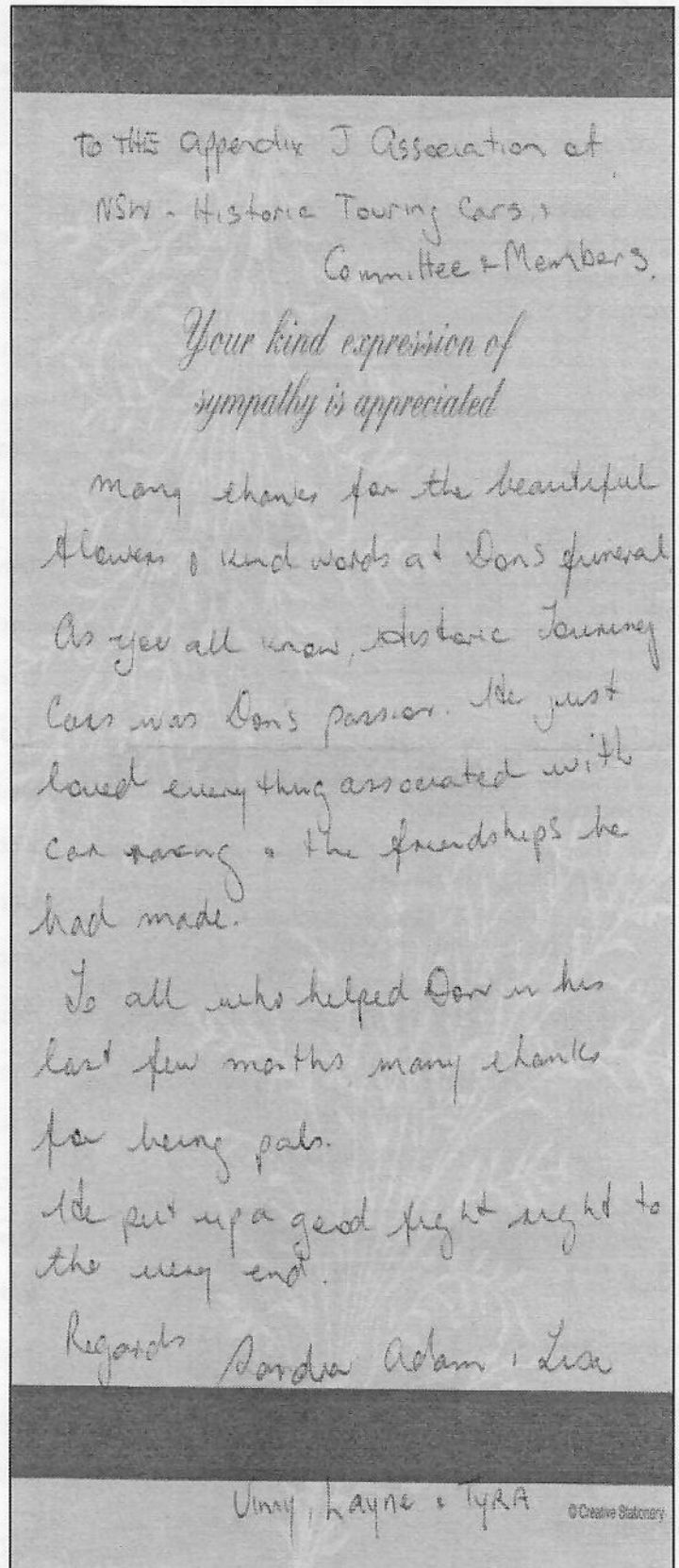
The meeting closed at 9:30 pm.

PLEASE NOTE: Our new PO Box number
PO Box 138, Brighton-le-Sands NSW 2216

Treasurer's Report as at 29th May 2012

Cheque account balance as at 24th April 2012	\$6,939.68
Deposits	
Membership Renewals	\$480.00
Club Raffle	\$65.00
Magazine Ads	\$500.00
Total Deposits as at 29th May 2012	\$1,045.00
Balance	\$7,984.68
Outgoings	
Administration / Post	\$360.59
Magazine Print	\$533.50
Editor (May / June)	\$500.00
Open Bar April Meeting	\$88.90
Web Hosting 2012 / 2013	\$66.00
Dep Formula Vee	\$1,000.00
Total expenditure as at 29 May 2012	\$2,548.99
Balance	\$5,435.69
Plus Online Saver Account	\$2,760.98
Total funds as at 29th May 2012	\$8,196.67

Action-Line





Groups Na(Pre 1958) Nb(59-64) & Nc(65-72)

Points are awarded to financial members only, and cover the three categories, Na, Nb, Nc. The six best results will determine the final outcome. Class placings (as per CAMS Manual) are awarded points as follows;

Class	1st	2nd	3rd	4th	5th	6th
6+ starters	18	15	12	9	6	3
5 starters	17	14	11	8	5	
4 starters	15	12	9	6		
3 starters	13	10	7			
2 starters	11	8				
1 starter	9					

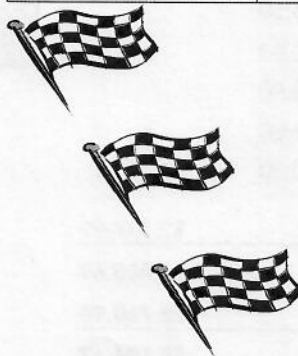
- Outright results count as 6+ starters (1st, 2nd, 3rd)
- Points are divided by the number of scratch races held at each meeting.
- 3 Points are allocated for entering and participating in a meeting
- 1 bonus point is allocated for the fastest lap in each class over the entire meeting.
- Members flagging at a pointscore round are allocated 10 points per day, subject to a maximum of 30 points
- Written notification must be received by Chris Dubois. (or at a club meeting).

chris@moorebankautogarage.com.au

Overall Top 10	
Lynn Brown	55.4
Wayne Rogerson	51.6
Chris Collett	49.46
Alex D`Onofrio	36.3
Ian Johnson	34.5
Steve Bezley	34.2
Peter O`Brien	31.6
David Gray	30.5
John Wright	28.1
Stuart Follows	28

2012 Pointscore

Na		Nc	
Geoff Rose	7.6	Wayne Rogerson	51.6
Nb		Peter O`Brien	31.6
Lyn Brown	55.4	John Wright	28.16
Chris Collett	49.46	Stuart Follows	28
Alex D`Onofrio	36.3	Allan Reid	27
Ian Johnson	34.5	Allan Mayne	22.6
Steve Bezley	34.2	Chris Dubois	22.1
David Gray	30.5	Daniel Kennedy	22
Colin Tierney	27.5	Paul Cameron	19
Dave Probin	26.6	Chris O`Brien	18.6
Greg Meredith	22.3	Paul Tierney	18.5
Dominic Truelove	19.5	Steve Land	18
Troy Williams	19	Michael Anderson	18
Brian Titheradge	18.5	Santo Di Carlo	17
Rob Byres	15.5	Ryan Strode	16
Barrie Brown	14.66	Phillip Woodbridge	15.4
Andrew Bergan	12.5	Jerry Lenstra	15
Phil Yakas	12.5	Warren Wright	15
Steve Pitman	10.5	Daniel Cotteril	15
Paul Battersby	9.2	Cameron Worner	14.4
Laura Kennedy	7	Ian Wilks	13
Cameron Scofield	6.16	Jason Foley	12.2
Ralph Clarke	4.4	Tony Land	11.5
John Tight	4.33	John Predl	7.5
David Wheatley	3	Noel Roberts	7.2
David Roberts	3	Allen Burke	6.6
		Alexander Bland	6
		Marc Ducquet	6
		Michael Kennedy	4.5
		Greg Toepfer	4
		Laurie Donaher	3
		Vince Macri	3



DRIVER'S CODE OF CONDUCT

(To be read in conjunction with the relevant sections of the CAMS Manual)

The HTCAV is asking each competition member to read and sign this form and return it with your 2012 membership renewal. For those who are wary of signing anything, don't worry - by signing it you acknowledge that you have read and understood it, nothing more. We are asking for this so we know our members have been reminded of why we go racing and what the rules are when we do.

We are friends racing our old cars for fun. There should be NO SUCH THING AS A RACING INCIDENT in our category. Car-to-car contact of any sort is NOT ACCEPTABLE, and the driver behind will be deemed responsible unless there is absolute evidence of unavoidability. In 99% of cases the driver behind controls whether or not an incident will occur.

1. RACING ROOM

Giving your competitors racing room is one of the first rules of racing. NEVER force your competitor off the track by squeezing or failing to allow them adequate track room.

2. PROTECTING YOUR LINE

- To protect your racing line into a corner you are allowed ONE movement to position your car.
- Multiple defensive movements across a track on a straight or approaching a corner are considered blocking, which will not be tolerated.
- Slower cars must stay on line while being passed.

3. OVERTAKING INTO A CORNER

'Your' corner

- At the USUAL TURN-IN POINT AND NO LATER YOU MUST have your car's front wheels level with the steering wheel of the car you are overtaking. From this point you own the corner.
- Your competitor may choose to stay on the

'Their' corner

- Anything less than having your front wheels level with their steering wheel coming into a corner and you MUST bail out and allow your competitor to come across in front of you. In this situation they own the corner.
- At the usual turn-in point you MUST have your car under control. Coming alongside another car with locked brakes or going too fast to stop or turn does not mean you own the corner - just the accident you will have caused.

4. RE-ENTRY ON TO THE CIRCUIT

If you go off the circuit or run wide you MUST make sure it is safe to rejoin the circuit. Wait for a marshal's signal or a clear gap in the traffic. Flick turns can cause accidents.

5. OUR SPECIAL CATEGORY

Cars 1950-1972 race together; you must gauge relative braking and handling capabilities and drive accordingly. (For example, do not cut in front of an early model Holden, Falcon or Customline or similar under brakes, it will be committed to a course of action and may not be able to avoid hitting you.) Consider variable driver capability, expect the unexpected move. Then have some fun!

*I have read and understood the Drivers
Code of Conduct*

Name _____

Membership No. _____

Signature _____

Rev Doctor Motorsport

Race Car Preparation and Fabrication



Scott Fleming
Unit 15 / 31- 37 Salisbury Road
Hornsby NSW 2077
02 9477 7009

Pointscore Competition Calendar 2012

HSRCA	Eastern Creek:	June 30 -July1
MCM	Eastern Creek:	September 1-2
HSRCA	Wakefield Park:	September 22 - 23
HSRCA	Eastern Creek:	November 22-25 [Tasman 3 day] (First round of 2013 Pointscore)
Formula Vee Nationals	Wakefield Park:	October 27th & 28th

Interstate Dates

Winton

August 11 & 12 Festival of Speed

Morgan Park

May 12th & 13th Qld Historic Race Car Meeting

July 14th & 15th Qld Historic Race Car Meeting

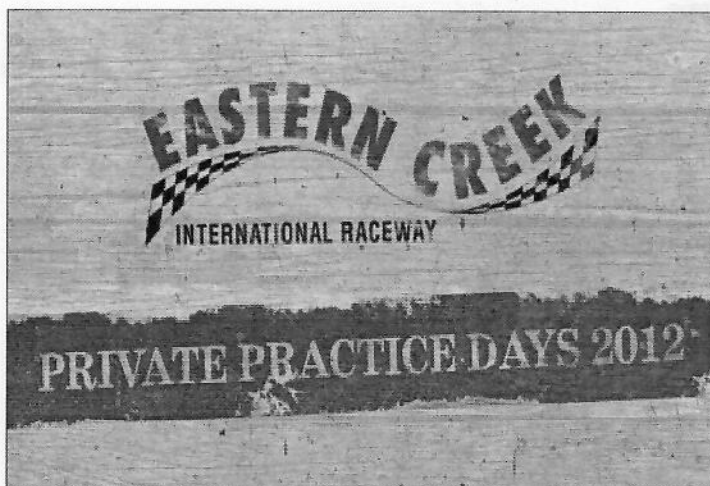
Lakeside

TBA

IMPORTANT NOTICES

Name Change: A vote was taken at general meeting on 8th May at the new meeting venue, "The Garage" at Eastern Creek, regarding the proposal to change the name of the club. In addition to the vote a large number of proxy forms were received by mail. The name change was, in effect, supported by 98% of the membership. The change has been advised to the Department of Fair Trading and we are awaiting their endorsement.

In-car Cameras: Would any members who have in-car cameras please advise me, by email preferably, of the brand etc of their cameras? I am in the process of researching in-car cameras, but I need some criteria to follow to make sure I am looking for the most compatible camera for our needs. **Thanks. Jules**



Private Practice days at Eastern Creek Raceway

18 May	- Cars Only (Full Circuit)
3 June	- Cars / Bikes / L2S (North Circuit)
8 June	- Cars Only (Full Circuit)
6 July	- Cars / Bikes / L2S (South Circuit)
7 September	- Cars / Bikes / L2S (South Circuit)
21 September	- Cars Only (Full Circuit)



Expressions of Interest Presentation Night & Christmas Party

This year we are going to have the best ever event that members will talk..... rave and bulls**t about for a long time ,

AND CELEBRATE 31 YEARS OF APPENDIX J RACING.

WHAT: A combined function for Xmas and a Presentation night that will rock your socks off; with a 60's 70's dress up theme so get your gear out of the closet or from mum n dad.

WHEN: A Saturday night in November that may or not be the same weekend as the Nov Historic. If you are in town then what's a slight hangover.

WHERE: Rooty Hill Resort or a venue in Parramatta area that has accommodation and seating for 250.

WHAT. FOOD:. 3 course dinner with choices.

GROG: Beer and wine included, spirits cash bar.

COST: Approx \$90.00 per head food and grog. For a couple this is less than 1 tyre so don't be stingy. Accommodation may be subsidised if we have enough starters.

WHY: To get together and celebrate our sport and bring FUN back into the missing social side of the club.

GIVE THE LADIES, IN PARTICULAR A CHANCE TO DRESS UP AND HAVE SOME FUN.....EVEN DANCING AND LISTENING TO OTHER WOMEN AND NOT THE CRAP ABOUT RACING AND WHY WE LOST, DIDN'T WIN BLAH BLAH.

HOW: WITH THE SUPPORT OF MEMBERS AND THEIR FRIENDS AND CREW.

A large venue with accommodation, great food, band and/or DJ and a range of trophies that will be second to none.

So, fill out the details below, table size will be restricted to 12 people for serving and ease of movement. Doesn't mean you can't have more than one table.

There will be door prizes, spot prizes and a free raffle with a number of great prizes. Best fancy dress wins a case of champers.

Biggest table. Bottle of champers for every person on table.

If you are interested in coming along please just fill in the attached form and send it back to us to let us know if you're interested.

I'm Coming !!

Name:.....Contact Number:.....

How many people would be coming:.....

Email Jules at: hollymist@bigpond.com or post to: PO Box 138 Brighton-le-Sands NSW 2216



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"Horse Power"

Graham Smith - 1998 as appeared in Unique Cars May 1998

It exploded into view like a brilliant red starburst and roared past in a blur of colour and noise. It was like nothing ever seen before and along with its driver would rock Australian motor sport to its very foundations in the years to come.

The time was April 1969, the place Sandown and the car was a 1969 Trans Am Mustang, the most advanced touring car to race in Australia up that point. At the wheel was Allan Moffat, the first truly professional racing driver to compete here, and on its flanks were Coca-Cola stickers suggesting he had the million dollar backing of the world's largest soft drink manufacturer.

Rival racers feared the potent Mustang, they feared the determined Moffat, and they feared the Coke money. Their fears were well founded for Moffat and the Mustang would recast the mould of Australian motor racing.

The Sandown meeting was a relatively minor affair, but it pitted the tin-top heroes of the day against each other in a series of three 10-lap sprint races. Against the best Australia could offer, Moffat won all three races in what was a perfect start for a car that would go on to win 101 of its 151 race starts. Sandown was also the world debut of the '69 Trans Am, and Moffat's was its first win. Moffat's rivals were shocked by the ease of the wins and struggled to come to grips with the reality of the car's potential.

"Pete (Geoghegan) knew what he was up against, Bob (Jane) thought he could beat it by out spending us, and Norm (Beechey) didn't know what he was looking at," Allan reflected.

Unlike the cars raced by Geoghegan, Jane and Beechey which were all home-grown specials using experience built-up over years of hotting-up cars without factory assistance, Moffat's Mustang was purpose-built by the Ford factory to win the Trans Am championship in America. Based on the production Mustang the Trans Am race cars were built by Kar Kraft, Ford's American racing division and then sent to Ford's factory-backed race teams for final race preparation.

Trans Am rules limited engine capacity to five litres so Ford powered the Mustang with a newly developed small block 302 cubic inch V8 they called the Boss 302. It had a single four barrel Holley carburettor but local rules allowed Moffat to switch to four Weber downdraft carburettors. Moffat says he regularly revved it to 7500 rpm and the best power he got out of it was about 490 horsepower (366kW). With a steel crank, forged rods and pistons it was virtually bullet-proof, although its Achilles heel was valve springs and they accounted for most of its race retirements, Moffat remembers.



"In those days valve springs were a problem for everyone, the technology hadn't yet reached the stage where you could put them in and know they would last 500 miles," he said. "You could take all the care you wanted, replace them as often as you wanted but there was no guarantee they would last. And when they went you prayed the block wouldn't be damaged because there was no spare."

In America the cars could be stripped of all interior trim but under local rules Moffat had to refit much of it including the back seat.

On this side of the Pacific, touring car racing hadn't yet reached the level of professionalism that the Mustang represented and its arrival here created a ruction seldom seen here before. Such was the fear it inspired that a push was made to allow 10-inch wide wheels in place of the eight-inch rims then allowed. It was all in vain, however, as Moffat simply dialled Detroit and had 10-inch Minilite wheels designed to replace the original American Racing wheels.

Moffat himself also caused some consternation among his rivals for where they were all businessmen who raced, albeit successfully, on weekends Moffat devoted himself to racing and fine tuning his



car. Consequently when they arrived at the track to begin practice Moffat was dialled-in and ready to go and it forced many to rethink their approach to racing.

"There was some resentment towards me," he said, "because I was doing it professionally where Bob (Jane) and Norm (Beechey) were running their businesses and there was no way they had the same amount of energy at the end of the busy business week to put into their racing."

Even today Moffat's Mustang remains the most recognised racing car in Australia, an icon that shines as brightly today as it did at Sandown almost 30 years ago. Sadly Moffat doesn't own his beloved Mustang any more, he sold it three years ago to Queenslander David Bowden, but he is thankful that Bowden treasures it as much as he does.

The Mustang was the turning point in Moffat's early career, coming at a time when he was working for Bob Jane with little prospect of racing. In 1967 Moffat raced Mercury Cougars in the Trans Am championship, and a year was hired by Kar Kraft as its development driver. In that role he was heavily involved in the development of the '68 Trans Am Mustang, which he also raced with the Shelby team whenever the opportunity arose.

But the chances of a regular ride were slim, so at the end of 1968 he returned to Australia on the promise of a deal to race one of Bob Jane's Mustangs. Moffat had helped Jane acquire an ex-Shelby team '68 Trans Am Mustang, and had proposed that he should drive Jane's older Mustang while Jane drove the new car.

Moffat says Jane at first agreed but then later reneged leaving him without a drive and an irate Moffat returned to America to lobby his former employers for a Trans Am Mustang to race under his own team banner in Australia in 1969. At best Moffat hoped to get a discarded '68 car, like Jane's, but instead was given a brand new car, one of just seven fully race-prepared '69 Trans Am Mustangs built by Ford that year.

"I sat in a motel room in northern Detroit for four days waiting for the phone to ring to tell me yes or no," Moffat related. "Then I got the call to go to Bud Moore's to pick up the car. It was the greatest thing that ever happened to me as I was virtually penniless at the time. I had a return ticket in my pocket and enough to keep me going for a couple of weeks but that was it."

Of the seven cars, three were given to the Shelby team to be run in the Trans Am championship, three were given to Bud Moore Engineering to run in the series and an additional car was given to Moffat to race Down Under. Moffat and the Mustang came to Australia on the same Qantas jet, Moffat upstairs his Mustang downstairs in the cargo hold.

Money came from Coca-Cola and long-time sponsors BP, but Coca-Cola's help wasn't anything like as much as his rivals thought, in fact a meagre \$9000 for the first year. The support didn't come from Coca-Cola in America as some people thought but was made up of contributions from each of the Coca-Cola state bottlers with the enthusiastic help of the Victorian state manager.

The deal was in danger of failing almost from the start when the Mustang broke a valve spring on its first appearance at Mallala near Adelaide in front of the South Australian state manager. Not a fan of motor sport, he was all for pulling out of the deal.

"Sandown was extremely important to me because it was the kick-off with Coca-Cola," he said. "I say that with tongue in cheek because everyone thought we were getting a cheque from New York every month when in fact it was the Melbourne bottler who took the punt on us."

With no business to support his racing it was necessary to race for appearance and prize money to make ends meet and Moffat and the Mustang could be found at a race track almost every weekend. At one point he recalls racing 17 weeks in a row to get the money to keep going.

Moffat raced the Mustang through to the end of the Improved Production Touring car era at the end of 1972 when the rules were changed to Series Production. He then ran it as a Sports Sedan for the next two years until it became clear that to remain competitive it would have to be radically modified. He chose not to and retired the car in January 1975.



"Rather than cannibalise it to be competitive with the mid-engined cars that were racing as Sports Sedans I decided to park it," he said. "It virtually never turned a wheel again."

Although he won plenty of races in the Mustang it saddens him to think that he never won a touring car title in it, his first championship came in a Falcon GT HO in 1973. The closest Moffat came to winning the championship in the Mustang years was in 1971 when he went to Oran Park round needing to win against Jane's Camaro.

From pole Moffat led for 16 laps until a rushed downshift from third to second under pressure from Jane caused the gear-shift to jam with the 'box stuck in second. It wasn't an unknown problem with Ford's top-loader four-speed so Moffat slowed to a virtual stop while he sorted it out. With the linkage freed he set off in furious chase of Jane and was right on the Camaro's bumper at the chequered flag but it was all in vain as Jane claimed the title.

Perhaps the best remembered race was at Bathurst in 1972 when Moffat battled his great rival Pete Geoghegan with big Pete in his Super Falcon. Lap after lap the Mustang trailed the falcon's rear bumper, with Geoghegan's car spraying oil over the Mustang's windscreen. For some unknown reason Moffat made the mistake of switching on the wipers which simply smeared the oil across the screen and made matters even worse.

"The only way I could see was to look out the side window and the only way to see out the side window was to undo the seat belts," he remembered. "I didn't believe I'd ever do the things I did that day."

For lap after lap he raced the Falcon, centimetres from its rear bumper the whole while before Geoghegan won the final drag to the finish.

The Mustang was always disadvantaged by its 302 engine when most of its rivals ran larger capacity and could outgun it down the straights. At the Calder championship round in 1972 Moffat tried a fuel-injected 351 cu.in. (5.8-litre) engine, but reverted to the 302 when he found the heavier engine upset the Mustang's fine handling balance.

After the Mustang was parked it sat in Moffat's workshop for many years until the high prices being paid in the late '80s by American collectors for genuine race cars with a history persuaded him to send the car to America in the hope of realising a high price.

By the time it arrived in the early '90s it was too late, the bubble had burst and it sat there until David Bowden bought it. Bowden owns an extensive collection of historic Australian racing cars, including the Moffat's Lotus-Cortina, his Bathurst winning Falcon GT HO and Mazda RX7, Norm Beechey's Holden Monaro GTS 350 and many other well-known cars.

In time he plans to establish a museum in Queensland to house his collection, with Moffat's Trans Am Mustang





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My Bit...by Jules



'Evening All.....excuse me while I have a bit of a yaawwnnn. I have had THE busy month to end them all and I'm plum tuckered out !!

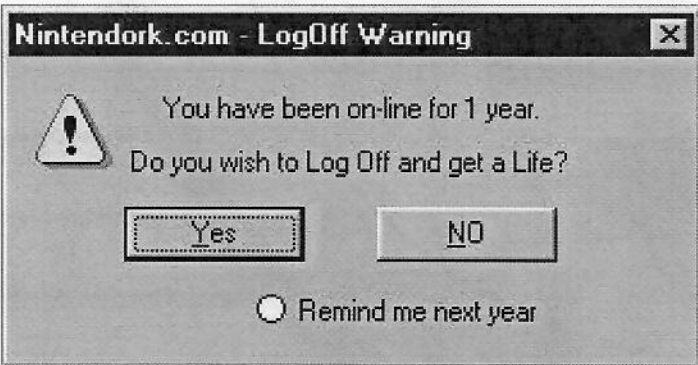
We moved house!!...Mr Editor and I haven't straightened up for the last two weeks. Moving 35 years of accumulated "memorabilia" (that's what I like to call it....every bit of junk has a memory attached to it, don't you know) is no easy task, but thank you-know-who we had some help otherwise the council truck would have been picking me up with the rubbish !! Then came the task of getting all the paperwork done for the name change. That's all done now and all we have to do is wait for the DFT Approval and we are home and hosed. We should have an answer by the meeting, so stand by for the good news See you all there....I hope.Jules

Ole's Accident

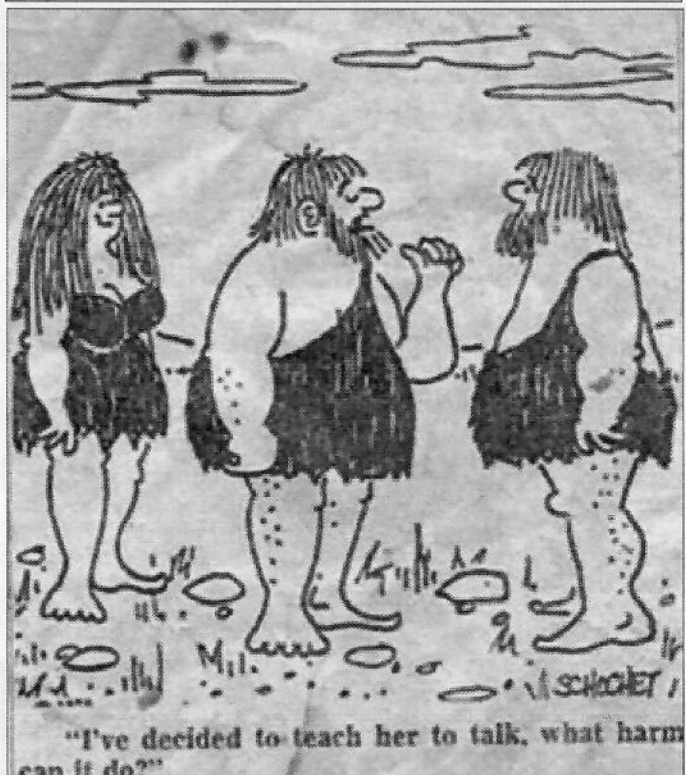
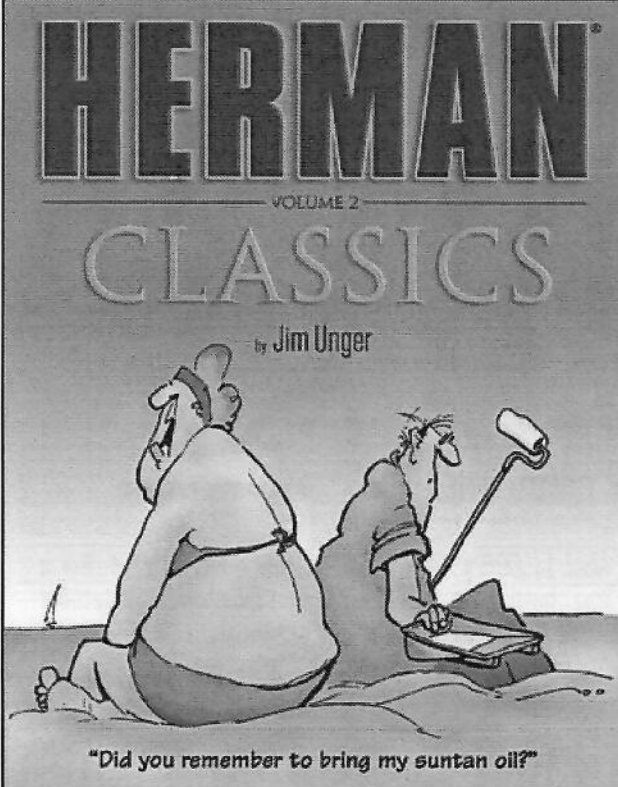
Ole was working at the fish plant up nort in Dulut when he accidentally cut off all ten of his fingers. He went to the emergency room in the Clinic and when he got there the Norsky doctor looked at Ole and said, "Let's have da fingers and I'll see what I can do." Ole said, "I haven't got da fingers." "What do you mean, you haven't got da fingers?" " We's got microsurgery and all kinds of incredible techniques. I could have put dem back on and made you like new! Why didn't you bring da fingers?" To which Ole says..... (Are you ready for this???) "How da f%#@k was I s'pose to pick dem up?"

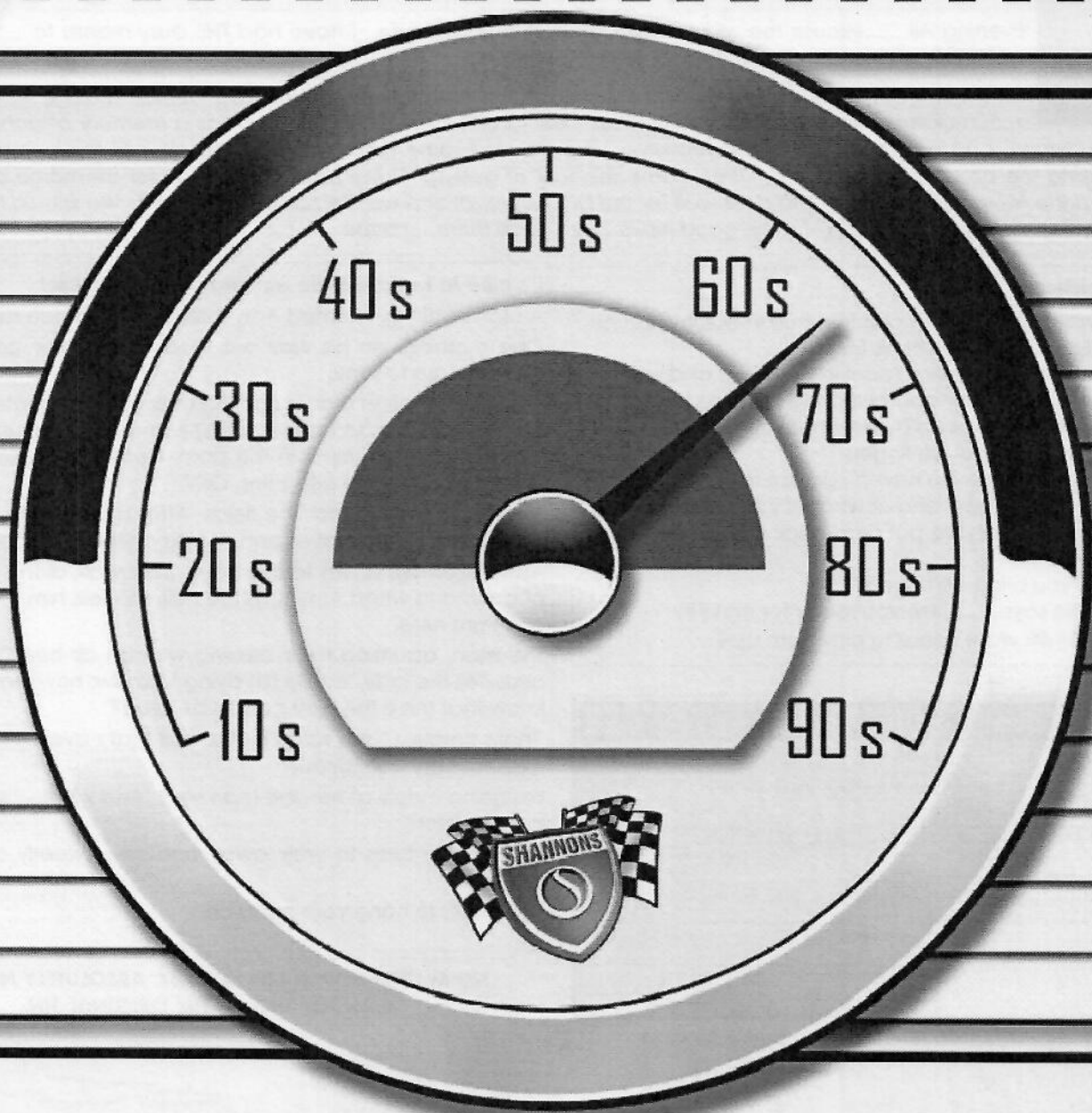
It's nice to see a blonde winning once in a while!

A blonde city girl named Amy marries a Colorado rancher. One morning, on his way out to check on the cows, the rancher says to Amy, "The insemination man is coming over to impregnate one of our cows today; so I drove a nail into the 2 by 4 just above where the cow's stall is in the barn. Please show him where the cow is when he gets here, OK?" The rancher leaves for the fields. After a while, the artificial insemination man arrives and knocks on the front door. Amy takes him down to the barn. They walk along the row of cows and when Amy sees the nail, she tells him, 'This is the one right here.' The man, assuming he is dealing with an air head blonde, asks, 'Tell me lady, 'cause I'm dying to know; how would YOU know that this is the right cow to be bred?' 'That's simple....' she said, "By the nail that's over its stall,' she explains very confidently. Laughing rudely at her, the man says, 'And what..... pray tell, is he nail for?' The blonde turns to walk away and says sweetly over her shoulder, 'I guess it's to hang your pants on.'



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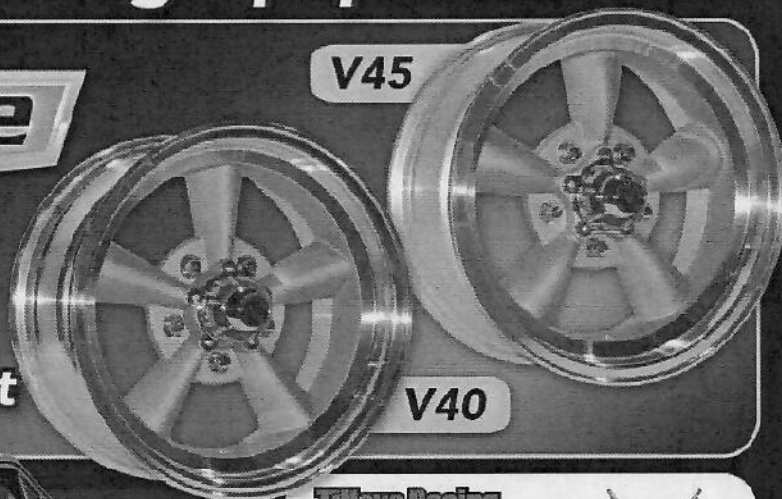
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Date	Day	Time	Swap	Venue	Contact
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3/6	Sunday	7.00	Port Macquarie	Pt Macquarie Racecourse	0427 640779
10/6	Sunday		Border Swap Meet	Border Park Raceway, Tweed Heads	0418 885821
15/7	Sunday	6.00	Liverpool	Fairfield City Showground	4729 0482
4-5/8	Sat/Sun	6.00	All Holden Day	Hawkesbury Showground, Clarendon	04114449275
11-12/8	Sat/Sun	6.00	Newcastle Swap	Cessnock Showground	4966 8630
16/9	Sunday		Cudal Cargo Lions	Cudal Showground	0427542058, 0428238971
28/10	Sunday	7.00	Canberra	Exhibition Park	
1-2/12	Sat/Sun		Queanbeyan Swap	Queanbeyan Showground	042 7267927

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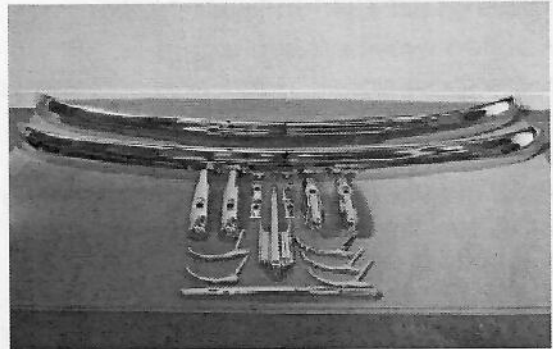
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2	Michael	Kennedy	66	Michael	Kennedy	130	Daniel	Homann
3	Dominic	Truelove	67	Victor	Waterhouse	131	Robert	Harris
4	John	Gilfillan	68	Trevor	Hutchins	132	Bob	Munday
5	Alan	Lewis	69	Daniel	Cotterill	133	Bill	Attard
6	Ross	Muller	70	Wayne	Rogerson	134	John	Predl
7	John	Predl	71	Ian	Sawtell	135	Dave	Probin
8	Lionel	Walker	72	Phillip	Barrow	136	Phillip	Haynes
9	Daniel	Kennedy	73	Garry	Kirwan	137	Chris	Collett
10	Michael	Terry	74	Dick	Bryant	138	Joe	Dominello
11	Michael	Anderson	75	Ross	Donnelly	139	Lynn	Brown
12	Andrew	Bergan	76	David	Stone	140	Mark	Lenstra
13	Leonard	McCarthy	77	Harvey	Felton	141	Brad	Harris
14	Wayne	Seabrook	78	Ian	Wilks	142	James	Goldsborough
15	Jason	Foley	79	Cameron	Schofield	143	Ray	Dean
16	Stewart	Follows	80	Steve	Land	144	Goeff	King
17	Steve	Travica	81	Bruce	Stewart	145	Paul	Cameron
18	Allan	Reid	82	Cameron	Worner	146	Paul	Tierney
19	John	Sorraghan	83	Greig	Malaure	147	Paul	Knott
20	David	Roberts	84	Graham	Russell	148	Mark	Oberg
21	Colin	Higgins	85	Bruce	Walker	150	Phil	Woodbury
22	Warren	Bossie	86	Santino	DiCarlo	151	Frazer	Roberts
23	Max	Ullrich	87	Phil	Taylor	152	Scott	Fleming
24	Bruce	Smith	88	Greg	Toepfer	153		
25	Mark	Le Vaillant	89	John	Harrison	155	Santino	DiCarlo
26	Chris	O'Brien	90	Ray	Bailey	156	Ryan	Strode
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38	John	Lockyer	102	Martin	Macri	179	Barry	Jessop
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