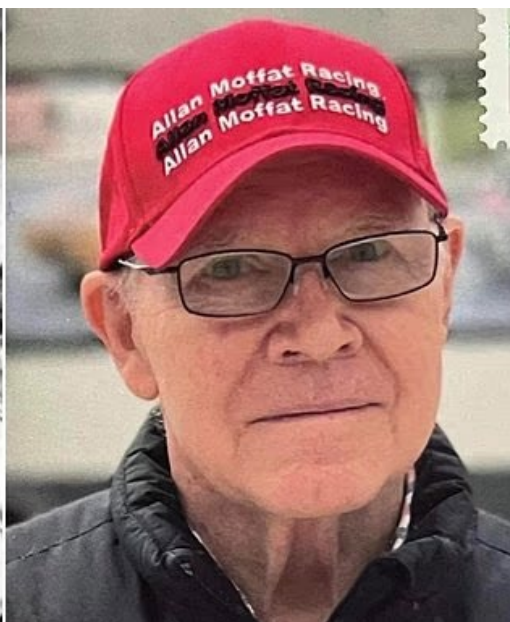




Newsletter

November 2025



Allan George Moffat, Order of the British Empire (OBE)

10 November 1939 – 22 November 2025





Falcon GT Club of SA Inc

Web: <http://www.gtclubsa.com.au>

Email: admin@gtclubsa.com.au

fb: Falcon GT Club of South Australia Inc

Post: PO Box 289, KentTown South Australia, 5071

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Vice Presidents	Peter Polson Joe Pinneri	0418835580
Secretary	Michael Stavrides	0411473354
Treasurer	Tony Parente	0417844986
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FHMC Delegate	Ron Tebby (shaker9@outlook.com.au)	0413678021, 83870268
Merchandise	Vacant	
Life Members	Roger Haysman Alan Tenraa Sean Johnson Karl Brown Gary Watson (dec.)	Hugh Westphalen Kevin May Ray (Ben) Hall John Walters

The Falcon GT Club of SA Inc, the Committee and Members accept no responsibility for the authenticity or validity of any items or articles appearing in this newsletter.

All photos and imagery is sourced from fb: Falcon GT Club of South Australia Inc
and open source sites from the www.



CLUB EVENTS

for 2025

<i>Month</i>	<i>Day</i>	<i>Event</i>
Jan-25	Wednesday 8 Jan	Mick's mid week cruise
	26-Jan	Falcon GT & Monaro Cruise
Feb-25	Sunday 9 Feb	Williamstown Hotel
	Tuesday 18 Feb	Club Meeting – Alberton Hotel, 7.30 pm
Mar-25	Tuesday 18 Mar	Club Meeting – Alberton Hotel, 7.30 pm
	Sunday 23 Mar	Pretoria Hotel - Mannum
Apr-25	Sunday 13 Apr	Islander Tavern - Hindmarsh Island
	Tuesday 15 Apr	Club Meeting – Alberton Hotel, 7.30 pm
May-25	Sunday 4 May	Lyndoch Hotel
	Tuesday 13 May	Club Meeting – Alberton Hotel, 7.30 pm
Jun-25	Sunday 15 Jun	Maccasfield Hotel
	Tuesday 17 Jun	Club Meeting – Alberton Hotel, 7.30 pm
Jul-25	Sunday 6 Jul	Hamley Bridge Hotel
	Tuesday 15 Jul	Annual General Meeting Alberton Hotel, 7.30 pm
Aug-25	Sunday 17 Aug	Woodside Hotel
	Tuesday 19 Aug	Club Meeting – Alberton Hotel, 7.30 pm
Sep-25	Saturday 06 Sep	Mick Oshea's
	Tuesday 16 Sep	Club Meeting – Alberton Hotel, 7.30 pm
Oct-25	Tuesday 21 Oct	Special Club Meeting – Alberton Hotel, Revised Constitution - 7.30 pm
	17-20 Oct	Mildura weekend away
Nov-25	Sunday 9 Nov	Observation Run
	Tuesday 18 Nov	Club Meeting – Alberton Hotel, 7.30 pm
Dec-25	Saturday 06 Dec	Christmas
	Tuesday 16 Dec	Club Meeting – Alberton Hotel, 7.30 pm

Event details released within Newsletter.
Club meetings are currently held on the THIRD
Tuesday of each month at
ALBERTON HOTEL
124 Port Road ALBERTON

G'day GT Enthusiasts,
It's 11.20am at the Gold Bar having my 1st Bourbon whilst absorbing the atmosphere that is the Adelaide BP Grand Final. I'm looking at the stage setup for AccaDacca. Massive speaker setups with booster speakers set up in the audience (just in case you can't hear it properly).

Ok back to club stuff..... the Observation run was a success. Everyone made it the end (Gumeracha Oval) to a relaxing picnic/ BBQ. Winners were Gary and Rosie, Peter and Fiona and new members Darren and Sue.

The club trailer is now no longer costing the club almost \$200 a month as Michael Stavrides has graciously made room in his garage to store it indefinitely, access available at any time. A big thankyou to Michael for making this happen.

GT Xmas dinner at Karen and Bryan's on Saturday 6th December will be a xlent evening. Club supplying the Roast meats etc. Byo booze. 3 spots left for anyone interested. Contact Bryan 0417082098.

For you redheads who wanna see what your cars can do, a few of the club members (not an official club run) are going to The Bend for an open track day on the Friday 12 December 2025. It's a great day out with plenty of time on the track. Various categories available depending on what you and your car are capable of. Some of us are staying the night before. Further info, call me on 0408351391. Don't be shy.

That's me done,.time for another drink.
See you at the race,
Regards Karl 0408351392



Meeting Minutes

GT Club of SA

Tuesday 18th November 2025

Venue: Alberton Hotel

Item	Title	Respon	Attach
1.	BACKGROUND		
	Welcome	K. Brown	
1.1	Chairperson. K. Brown Secretary: M. Stavrides Treasurer: T. Parenti Vice Presidents: Joe Pinneri :		
1.2	Present:: Karl & Leanne Brown,, M. Stavrides, J. Pinneri, T. Parente, Kerry Xenophou, Brian & Karen McMillan, Ron Tebby. Gary Paul, Dusty Boehm, Dina Biz, Tony Jordan, Mike Perry, Murray Blight, Hugh and Julie Westphalen, Mick and Julie Denham, Bill and George Kakavas		
1.3	Apologies: Peter and Lisa Polson, Chris Carroll (Blackie), Sean Johnson, Dave Knight, Bob Gibbons (Gibbo), Terry Iokiam, James Desalvio, John Patterson, Shav & Nikki Bird, Michael & Alex Stavrinarkis, Russell Sikorski, Kevin May, Adam May, Kathleen Mincham, Alan Tenraa, Gabby and Robyn Hayes, Craig Woodward, Marilyn Harvey, Joe Weigl		
1.4	Meeting Opened: 7:30pm		
1.5	Minutes of previous meeting -Accepted as a true & accurate record Moved:Ron Seconded: Leeanne	K. Brown	
1.6	Business Arising previous Minutes: Leeane the constitution has been updated, reviewed and overhauled and now been sent to admin to be uploaded onto our website	K. Brown	



Meeting Minutes
GT Club of SA
Tuesday 18th November 2025
Venue: Alberton Hotel

2.	STANDING ITEMS		
2.1	New Members:nil	M. Stavrides	
2.2	Correspondence:nil	M. Stavrides	
2.3	Newsletters: Falcon GT club of NSW newsletter	M. Stavrides	
2.4	Letters/Emails:nil	M. Stavrides	
2.5	Treasurers Report: Accounts Accepted as a true & accurate record Moved:Hugh Seconded:Kerry	Tony Parente	
2.6	Merchandise: Not brought up	P .Polson N/A	



Meeting Minutes

GT Club of SA

Tuesday 18th November 2025

Venue: Alberton Hotel

2.7	Historian/Property: Nil	N/A	
2.8	Website: nil although Leanne indicated the website needs updating or overhaul to freshen it up	S Johnson N/A	
2.9	<p>Events:</p> <p>Leanne the observation run was well attended, and lots of fun. Refer to facebook for pictures</p> <p>Karen Xmas party is at maximum capacity so promotion will come off social media shortly</p> <p>Mick Australia Day cruise will start at Arndale shopping centre at 630pm so get there at 6pm please. More details to follow!</p> <p>Mick Jan 7th 2026 long lunch cruise more details to follow</p> <p>Karl Tues 25/11/25 meet the drivers at Maughn Thiem Ford on Port rd from 5pm onwards. Would be nice to get a few members there with a GT or two!</p> <p>Leanne Xmas dinner will cost approx. \$1400 to \$1500 so cost about \$35/head attending</p>	B & K McMillan	
3.	NEW BUSINESS (GENERAL)	M. Stavrides	
3.1	Ron our new constitution needs to be emailed to DIT NOT the Federation		
3.2	ALL FORD DAY is on again Sunday 22 March 2026. Our events committee is leaving this weekend run free so lets support this event as much as possible. Mike Perry has a designated area so our members can enter under "the friends of Mike Perry". We should try get one of each model there to make a mark! We can discuss this at the next meeting further		
3.3	Karl Friday December 12 th , Karl and friends are going to Tailem Bend for a track day if people are interested in going for a look!		



Meeting Minutes
GT Club of SA
Tuesday 18th November 2025
Venue: Alberton Hotel

4.0	Meeting Closed: 8:26 pm		
	Next Meeting – 16-12-2025		
	Venue – Alberton Hotel 7:30pm		

Falcon GT Club Shirts

Polo tops and shirts have the Club logo and your name(*optional*) on the chest and Super Roo logo on sleeve.

You have the option to add “your” falcon GT badges to the r/h sleeve and back.

Example shows XBGT badges







Club Shirt Order Form

PERSONAL DETAILS

NAME.....MEMBERSHIP No:
ADDRESS
SUBURB/TOWN..... POSTCODE.....
PHONE:.....EMAIL:.....

Falcon GT Club shirts are available as a **Polo** shirt or **Dress** shirt in both ladies and mens sizing.
Basic shirts are black and blue with club logo on the front lhs and personalised with your name/nickname on the front rhs and Super Roo logo on the left sleeve.
Optional addition to your shirt is Falcon GT badge decals, your choice of model on rhs sleeve and rear of shirt.

Ladies Basic Polo - Size.....**Name on front of shirt**..... \$55ea x Qty.....=
Add Falcon GT Decals on sleeve and back **MODEL** additional \$35 x Qty.....=

Mens Basic Polo - Size.....**Name on front of shirt**..... \$55ea x Qty.....=
Add Falcon GT Decals on sleeve and back **MODEL** additional \$35 x Qty.....=

Ladies Basic Shirt - Size.....**Name on front of shirt**..... \$70ea x Qty.....=
Add Falcon GT Decals on sleeve and back **MODEL** additional \$35 x Qty.....=

Mens Basic Shirt - Size.....**Name on front of shirt**..... \$70ea x Qty.....=
Add Falcon GT Decals on sleeve and back **MODEL** additional \$35 x Qty.....=

Total

Ladies Polo

P10122 MODERN FIT	8	10	12	14	16	18	20	22	24
Garment 1/2 Chest (cm)	46.5	49	51.5	54	56.5	59	62	65	68

Mens polo

P10112 MODERN FIT	S	M	L	XL	2XL	3XL	5XL
Garment 1/2 Chest (cm)	52	55	58	62	65	71	79

Ladies Shirt

S10122 SEMI FITTED	8	10	12	14	16	18	20	22	24
Garment 1/2 Chest (cm)	48	50	52.5	54.5	57	60	63	66	68

Mens Shirt

S10112 CLASSIC FIT	S	M	L	XL	2XL	3XL	5XL
Garment 1/2 Chest (cm)	54.5	57.5	61	64.5	68	72.5	80.5

Direct Deposit to – T&C Custom Clothing, BSB: 015220, Acc: 281855864, Description: Falcon GT Club of SA, your Surname and or Club Mbr number. Email form to secretary@gtclubsa.com.au

Signed Date

OFFICE USE ONLY: Amount Paid \$

Receipt No:

FALCON GT CLUB OF SOUTH AUSTRALIA INC.

PO Box 289 Kent Town SA 5071

www.gtclubsa.com.au



Membership Form

Please read carefully and complete all sections

(Tick appropriate box) ☐ New Member ☐ Renewing Member ☐ Additional Car Details

Personal Details

(Single Member) Surname First Name D.O.B.

(Joint Member) Surname First Name D.O.B.

Mobile Email

Address Suburb Postcode

VEHICLE DETAILS

Genuine GT Owners **MUST** complete **EVERY** section of their application (new member or renewal)
The Falcon GT Club of SA Inc reserves the right to inspect genuine GT's for authenticity before granting membership.
For multiple cars please use additional membership forms and complete the personal and vehicle sections.

VEHICLE MAKE/MODEL * MONTH/YEAR BUILT *

REG NO: * COLOUR * PAINT CODE

PREFIX NO: MODEL NO: ENGINE NO:

Is vehicle Conditionally Registered Yes ☐ No ☐ Current Log Book Number

Vehicle registration in joint names requires joint Membership. Membership must be maintained for the duration of the vehicles registration. Log books will not be signed until Membership fees are paid. The Registrar of Motor Vehicles will be advised of any lapsed Membership on 31st July each year.

MEMBERSHIP CATEGORY (Tick appropriate box)

☐ **FULL MEMBER** (Genuine GT/South African GT owners only)

☐ **ASSOCIATE MEMBER** (Any other Ford manufactured vehicle)

Renewal payment is due on 30 June each year. Conditional Registration lapses if not received by this date.

JOINING FEE \$20.00 \$

Applies to all new members for first year only and previous members re-applying after membership lapse

MEMBERSHIP FEE

Single	\$65.00 (or)	
Joint	\$85.00	\$

Conditional Registration Fee

FGTCSA member less than one year	\$75.00	\$
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FGTCSA member one year or more (\$20.00 per vehicle)	\$20.00	\$
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TOTAL		\$
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Payment to be made via EFT. Falcon GT Club of SA BSB **325185** Account **03227159**

Use Member Number or Surname as your reference. Date Payment made

Forward membership form to secretary@gtclubsa.com.au or PO Box 289 Kent Town SA 5071

INDEMNITY

I agree to abide by the constitution of the Falcon GT Club of South Australia Inc. and release the FGTCSA Inc. from any liability, either personal or property.

Signed Date Membership No

Office Use Only

Amount Received \$ Date Payment Method Receipt No Ben (24/25) V3



CLUB REGISTRATION



Club membership

If you have vehicles on club registration, the logbooks need to be restamped/renewed. Club rego members need to have their membership renewals and logbooks to the club by the end of June (financial year) for processing.

Vehicles cannot be used with logbooks that are not current, with the risk being of incurring a fine for an unregistered vehicle.

Please supply a stamped, self addressed return envelope for prompt return of logbooks. The club is required, by law, to notify DIT of club members who haven't renewed their membership. Further info, call Karl on 0408351391

Club rego logbooks with correctly filled out membership renewal forms can be posted, with a stamped self addressed return envelope for restamping/replacing.

Logbook processing can also be done at club meetings or posted to our club mailbox:

P O Box 289, Kent Town, SA, 5071.

**All club rego renewals and logbooks must be processed before
June 30.**

In accordance with: SA Gov Gazette, Motor Vehicles (Conditional Registration)
Amendment Regulations 2022

Motor vehicles need to be 25 years old to qualify, effective from 01 Jul 22.



Allan George Moffat

Order of the British Empire (OBE)

10 November 1939 – 22 November 2025

A Canadian and Australian racing driver known for his
 four **Australian Touring Car Championships**,
 six **Sandown 500** wins,
 four **Bathurst 500/1000** victories
 And his win in the 1975 **12 Hours of Sebring**.
 Moffat was inducted into the **V8 Supercars Hall of Fame**
 in 1999.

Racing career

Born in Saskatoon, Saskatchewan, Moffat moved to Australia as a 17-year-old college student with his parents when his father, who worked for Massey Ferguson, was transferred to Melbourne for work and in the early 1960s embarked on his record-setting motor racing career. He started his racing career at the wheel of a Triumph TR3.

1964 to 1971

Allan Moffat and Jon Leighton drove a Lotus Cortina to fourth place in the 1964 Sandown 6 Hour International at Melbourne's Sandown Park. The race was the first of what would eventually become the Sandown 500.



Moffat first entered the Australian Touring Car Championship (ATCC) in 1965, driving a Lotus Cortina. Following this Moffat spent time in the United States where he drove in the new Trans-Am Series in 1966, showing his talent by winning the 3rd round of the series, the Bryar 250, at the Bryar Motorsports Park, outright in an Under 2L division Lotus Cortina on 10 July 1966, leading home Bruce Jennings driving a Plymouth Barracuda by over a lap.[2]

Moffat returned to Australia but also spent more time in the US, continuing to drive the Cortina as well as Ford Mustangs for Carroll Shelby in Trans-Am with various Australian co-drivers including Trans-Am regular Horst Kwech and Ford Australia's, and future Holden rival, Harry Firth. Moffat's time in Trans-Am included competing with Kwech in the Trans-Am class at the 24 Hours of Daytona and the 12 Hours of Sebring and driving four Trans-Am races in a Mercury Cougar for Bud Moore Engineering.

By 1969, Moffat had returned to live full-time in Australia and from 1969, he had become a regular ATCC competitor in his bright red, Coca-Cola-sponsored, Ford Boss 302 Trans-Am Mustang, which was supplied brand-new to Moffat from Ford's American 'in-house' race car fabrication and engineering facility, "Kar Kraft" and finished off by Bud Moore Engineering. With the help of Tom Hamilton and chief mechanic Lou Mallia, he would go on to win 101 championship and non-championship touring car races from 151 starts in the Mustang between 1969 and 1972, including the first-ever win by one of the seven factory Boss Mustangs built for racing in its debut at the Southern 60 at Sandown in May 1969, yet his dream of winning the ATCC in the Mustang eluded him. He failed to place in the top 10 in 1969, finished 6th in 1970, 2nd in 1971 and 3rd in 1972.

Moffat and his Coke Mustang were involved in two of the most memorable ATCC races on record. In 1971, he went into the 7th and final round at Oran Park only 4 points behind three-time ATCC champion Bob Jane in his 7.0 litre Chevrolet Camaro ZL-1. Both started from the front row (Moffat on pole) and entered into an enticing duel. At mid-race, Moffat was forced to slow in order to free a jammed gearbox but battled back to only be six-tenths of a second behind Jane at the finish. Then in 1972, he was involved in a race-long dice with Ian Geoghegan at the Easter round of the series (Round 3) at the 6.172 km Mount Panorama Circuit at Bathurst. Up against Geoghegan's more powerful, 5.8L "Super Falcon", Moffat, while being left behind on the long Mountain and Conrod Straights, was able to keep with the Falcon using its superior handling and brakes and again only lost by less than a second. Moffat drove for over half the race with his safety belts undone so that he could put his head out of the driver's window in order to see where he was going, the Falcon having a small oil leak which saw some oil sprayed onto the Mustang's windscreen. By his own admission, Moffat did the wrong thing and turned his wipers on which only made the situation worse as it smeared the oil over the window, and with the race only being 13 laps long he was forced to carry on. Following the race, Moffat protested Geoghegan's Falcon but the protest was dismissed after Geoghegan's crew had time to wipe away the excess oil before the scrutineers could examine the car.



Although Moffat and a number of other drivers raced Mustangs for ATCC competition, modified to CAMS Improved Production Touring Car regulations, they were ineligible for the Bathurst 500 (later Bathurst 1000), which was restricted to standard production cars prior to 1973. Moffat, therefore, made his debut in that race in 1969 in a Ford works team entered Ford Falcon XW GTHO.

He and co-driver Alan Hamilton finished fourth, due to the severe tyre problems suffered by the works GTHOs and Moffat was called into the pits early to change tyres. To the amazement of Ford team manager Al Turner, Moffat's tyres were not as nearly worn as those on the lead Geoghegan brothers or the Gibson/Seton GTHOs, showing that Moffat was a driver who could be kind to his car and still go fast. Moffat maintains the view that he never wanted to pit at the time and that had he been left "to his own devices", he and Alan Hamilton would have won in 1969. Moffat had actually been near last on the first lap of the race after his Falcon became stuck in neutral as he was powering out of The Cutting. This turned out to be fortunate as it allowed him to avoid the Bill Brown rollover going over Skyline which blocked the track and took out approximately a quarter of the field who had no warning of the impending disaster.

The following two years would see Moffat come into his own as one of Australia's most dominant race drivers, and the Falcon GTHO as an almost unbeatable car. For 1970, Ford Australia had made significant improvements to the Falcon XW GTHO Phase II over the previous year's model and Moffat, racing without a co-driver, took the car to crushing victories in both the 1970 and 1971 Bathurst races, and also the 1970 Rothmans 250 Production Classic endurance race. In 1971 he became the first driver to lead the Bathurst 500 from start to finish while driving the Ford Falcon XY GTHO Phase III.



1972..... Moffat looked to be headed for an historic third straight Bathurst victory in 1972 with the Ford developed XA Falcon GTHO "Phase IV". The Phase IV was to be faster, but more subtle, than the Phase III which Moffat had taken to victory in 1971.

Sydney-based motoring journalist Evan Green (*Boo!*) caught wind of these plans and wrote his article, with headlines across the country that screamed, "**160mph Supercars on Our Roads!**" created the Supercar scare. Facing pressure from the media and government not to produce this car, as entering it at Bathurst would also require at least 200 units to be sold at dealerships in Australia, Ford scrapped production of the Phase IV and forced Moffat and other Ford drivers to resort to Phase IIIs for Bathurst that year. Peter Brock won the race that year after wet weather and brake dramas hobbled the Fords. This race would be seen as the start of the Moffat-Brock rivalry that would dominate Australian touring car racing in the years to come.



In 1973, both the ATCC and the Bathurst endurance race were open for the first time only to the newly introduced CAMS Group C Touring Cars. These mildly modified cars replaced both the existing highly modified Group C Improved Production Touring Cars (which had contested the ATCC since 1965) and the virtually standard Group E Series Production Touring Cars (which had previously contested the Bathurst event).



Ford, still smarting from the Phase IV controversy the year before, withdrew their factory teams from the competition at the end of 1973. This left Moffat and other Ford drivers to form their own privateer teams, despite the Factory team and Moffat being victorious in both the 1973 ATCC - his first-ever - and the 1973 Hardie-Ferodo 1000 (with co-driver Ian Geoghegan) in the XA GT – RPO83.

Moffat, Geoghegan, and Ford have the distinction of being the first winners of the Bathurst race following its conversion from a 500-mile event to 1000 km.



The night before Round 6 of the ATCC at the Adelaide International Raceway, Moffat's GTHO Falcon Phase III was stolen from Stillwell Ford in the northern Adelaide suburb of Medindie.

Rather than see Moffat out of the race (he was the series points leader at the time), Murray Carter loaned Moffat his GTHO Falcon for the race. Peter Brock won the race in his XU-1 Torana while Moffat kept his points lead by finishing second despite having to start at the rear of the grid. Moffat's stolen Falcon was later found abandoned in the Adelaide Hills, where the thieves who had taken it for a "joy ride" dumped it after running out of fuel.

Following the change from Improved Production to Group C for the ATCC in 1973, Moffat's Boss 302 Mustang was no longer eligible. Moffat ran the Mustang in Sports Sedans in 1973 and 1974, though he refused to follow the trend at the time of moving the engine back in the cabin, later stating in a 2004 interview he "was never going to contaminate such a jewel", though he did replace the bodywork with fibreglass to avoid damaging the cars sheet metal.

Following 1974, Moffat sent the Mustang back to Bud Moore in America where it sat for sale until 1995 when it was purchased and restored by Queensland based entrepreneur David Bowden (who other than himself and his sons has never let anyone other than Moffat drive the car, even turning down a request from the late Ian Geoghegan). The Mustang was voted the most popular 'Muscle Car' ever to race in Australia by readers of Australian Muscle Car magazine.



1974-75. With Ford Australia pulling out of motor racing after 1973 (*Boo!*), Moffat competed as a privateer through the 1974 and 1975 seasons. He was only moderately successful in the Australian Touring Car Championship races, placing third in 1974 with two round wins and undertaking a limited campaign in 1975. Other wins included the 1974 Sandown 250 and the 1975 Rothmans 300. He failed to finish the Bathurst 1000 in those years.



On 21 March 1975, he enhanced his reputation as an international class driver when he drove a BMW 3.0CSL with Germany's Hans-Joachim Stuck, British driver Brian Redman and American Sam Posey to win the 12 Hours of Sebring for the factory-backed BMW Motorsport GMBH with many considering this win to be the 3.0CSL's crowning achievement in racing.



1976. Moffat returned to drive his XB Falcon GT Hardtop full-time in the 1976 ATCC and won his second title. This occurred despite the setback of a transporter fire which destroyed his race car with several rounds left to run, forcing Moffat to borrow a car from rival John Goss for two rounds. Moffat also won the inaugural Australian Sports Sedan Championship that year, driving firstly a Chevrolet Monza and later a Ford Capri RS3100. He failed to finish Bathurst again in 1976 despite taking pole and leading comfortably with co-driver Vern Schuppan.



1977

Moffat re-established his dominance in 1977 with a two-car factory-supported team under the Moffat Ford Dealers Team banner.

He won his second consecutive ATCC title in 1977, backed up brilliantly by new teammate Colin Bond who had switched to Ford after driving the previous eight years for the Holden Dealer Team. This was the third ATCC win of his career, but this performance was overshadowed by the victory for Moffat and his new co-driver, Belgian Formula One driver and then four times 24 Hours of Le Mans winner Jacky Ickx in the 1977 Hardie-Ferodo 1000 at Bathurst.

By the midpoint of the race the Moffat/Ickx car and the Bond/Alan Hamilton car led the field by over two laps. Late in the race Moffat's car encountered serious brake problems due to Ickx's hard driving of what was to him an unfamiliar car and had to slow, allowing Bond to catch up for the cars to complete the final two laps of the race side by side and cross the finish line in tandem with Bond allowing Moffat to stay barely in front for a crushing 1–2 victory for Ford.

This moment is remembered as one of the most famous in Australian motor sport history and still regarded by many as Ford's finest hour. The following year Moffat received an Order of the British Empire in 1978 for exceptional services to motor sport.



1978-1984&85. Moffat was unable to repeat his 1977 successes over the following three years. He and Bond split at the end of the 1978 season and Moffat continued racing in Falcons until the 1980 Bathurst race where he competed for the last time in a Ford Falcon with the XD model.



Following Ford's departure from motorsport due to lack of faith in the XD, Moffat found a partnership with Mazda and a new race car in the RX7.

MAZDA.....Moffat competed at the 24 Hours of Daytona in an RX-7, taking a class win in 1982 with co-drivers Lee Mulle and Kathy Rude. In 1982 he again competed at Le Mans in a factory RX7, finishing sixth in class alongside Japanese co-drivers Yojiro Terada and Takashi Yorino. In his bid to win the 1983 ATCC. Moffat went into the ATCC race in second place behind the Nissan Bluebird of George Fury, and with the Nissan team not attending the meeting Moffat needed to finish no lower than fifth to claim his fourth title. He eventually finished in an easy third place behind teammate Gregg Hansford in the team's second RX-7, and race winner Peter Brock in his HDT Commodore SS to claim the ATCC by just six points.

1984 would prove to be a frustrating year for Moffat. After finishing 3rd in the opening round of the ATCC at Sandown behind winner Brock and second-placed Dick Johnson (Johnson had taken Moffat's 1970s mantle of being the leading Ford driver in the country), he claimed pole in his RX-7 (fitted with the 13B rotary engine instead of the 12A of 1983) at Symmons Plains. However, due to the cold conditions the team put a cover over the front of the car to help warm up the engine. Unfortunately the fuse for the overheating warning light had blown and Moffat's race only lasted until the hairpin on lap one before his rotary engine expired, handing an easy win to Brock. He then won at Wanneroo in Perth, before crashing out of the championship at Surfers Paradise when his Mazda was hit while lapping the XD Falcon of Gary Willmington at high speed going under the Dunlop Bridge at the end of the main straight. Due to the wet conditions the Mazda slid off the road at high speed, took out an ABC television camera cable and slammed head on into a bush that was hiding a tree stump. In what was his biggest crash since rolling his XA Falcon at Phillip Island in 1973, Moffat suffered a fractured sternum and broken finger in the accident, while the RX-7 was a write-off.



After his crash at Surfers Paradise, there was much speculation in the motor racing press that the 45-year-old was going to retire from full-time driving at the end of the year. Moffat refuted these claims and made his comeback in Round 2 of the 1984 Australian Endurance Championship at Oran Park. Despite suffering from the flu, Moffat put the RX-7 on pole and he and Gregg Hansford went on to win the Valvoline 250 from the XE Falcon of ATCC winner Dick Johnson. Moffat and Hansford then finished second to Peter Brock and Larry Perkins in the Castrol 500 at Sandown, and claimed third at the James Hardie 1000 behind the two Holden Dealer Team Commodores, who staged a 1-2 finish trying to copy what Moffat and Bond had achieved in 1977, though unlike the Moffat Ford Dealers Falcons which were on the same lap, the Brock/Perkins car was 2 laps ahead of teammates John Harvey and David Parsons.

Moffat then went on to finish second behind Brock in the Surfers Paradise 300 to claim the final Australian Endurance Championship, and the final ever championship run under CAMS Group C rules.

In 1985, he took his own RX-7 that he campaigned previously in Australia to Daytona for the 24 Hour race, sharing the car with Australian drivers Gregg Hansford, Kevin Bartlett and Peter McLeod. The car differed from its Australian configuration, a new rear wing was run on the car and 20 kg of ballast was removed, bringing it down to its actual homologated weight of 930 kg, while the engine was the same 13B that had carried Moffat and Hansford to third place at Bathurst the previous year. Moffat qualified the car in 38th (12th in the GTO class) and eventually finished 24th and 7th in class, some 221 laps behind the race winners. Regular RX-7 drivers Moffat, Hansford and McLeod all expressed how much more effective the 13B motor was without the CAMS imposed extra 20 kg. While Moffat made the RX-7 a regular race winner on the shorter and generally flatter Australian tracks, he believes the extra weight in the car was what made it impossible to match the V8's at Bathurst.



With Mazda not interested in Group A racing (he tested a Mazda 626 at Calder Park but it proved to be uncompetitive), Moffat was forced to sit out the 1985 Australian season. He joined the ABC television coverage of the 1985 Castrol 500 at Sandown, and was an expert commentator for Channel 7's coverage of the 1985 James Hardie 1000, testing several cars for the coverage including a HDT VK Commodore, a BMW 635 CSi from JPS Team BMW and also the turbocharged Volvo 240T. 1986 would prove to be controversial, Moffat joined the ranks of the General...

Holden

Moffat returned to touring car racing for four more years (1986–1989) joining longtime rival and friend Peter Brock and the Holden Dealer Team. The two most successful drivers in Australia were immediately successful, winning the 1986 Wellington 500 in New Zealand in the brand-new Holden VK Commodore SS Group A. Moffat and Brock then went to Europe to race in the FIA Touring Car Championship (formerly the European Touring Car Championship) with two 5th placings at Donington and Hockenheim being their best on-track results. Despite not actually winning the race overall, the HDT's two-car attack on the 1986 Spa 24 Hours was considered to be a success because they won the prestigious "Kings Cup" teams prize along with Allan Grice's Commodore (the Kings Cup is awarded to the "team" who has the highest overall placings for at least 3 of their cars at the end of the race). Moffat, Brock and John Harvey finished the race itself in 22nd place after suffering two head gasket failures. The lead car finished four places behind the team's second car, which finished in 18th spot. The HDT's 1986 European campaign was to be a precursor to an all-out attack on the 1987 World Touring Car Championship.



Before Spa, Moffat partnered Brock to 5th place in the BP Plus 300 at Surfers Paradise. This was followed by the 1986 Castrol 500 at Sandown. Between them Moffat and Brock had won 14 of the previous 17 Sandown Enduro's. Brock qualified the car on pole but tyre problems in the race meant only a 4th-placed finish for the pair in their second-ever Australian race together. Despite this the HDT went to the 1986 James Hardie 1000 confident of victory and the Brock/Moffat partnership in car #05 were favoured to win with the pair having won 12 of the previous 16 Bathurst 1000's between them. Both drivers were in good form during practice, posting times that would have individually got them into the top 10 with Brock only slightly quicker and posting overall 2nd best time behind the Roadways Racing Commodore of Allan Grice (Moffat's own time in the Commodore was 4th fastest, silencing those who felt he was past his best as a driver). Then early in Friday's qualifying session Moffat, in what turned out to be his only serious crash at Bathurst, put the 05 Commodore into the wall at the top of the mountain. This unfortunately caused the car to miss the Hardies Heroes Top 10 run off the next day as the car could not be repaired in time, its place in the top 10 being taken by the Commodore of former motorcycle racer Graeme Crosby. This meant that the Brock/Moffat car would start 11th on the grid. According to the team the car was repaired 'better than new' and Brock recorded a 2:18.80 lap in Saturday afternoon's practice. The race though only gave the Brock/Moffat team 5th place after they lost some 7 minutes in the pits bypassing a leaking oil cooler. Moffat himself was hampered by an injured wrist sustained in Friday's crash. While not showing any discomfort on RaceCam, he was unable to push as hard as he would have liked although he lost no time to the leaders during his driving stints. Despite the loss of two and a half laps and with the engine close to overheating due to not running the oil cooler, Brock and Moffat ran hard and fast for the rest of the race and made up ground to be only 1 lap down on the winning Grice/Graeme Bailey car at race end. The HDT's other car driven by John Harvey and Neal Lowe finished the race in 2nd place after a relatively trouble-free run.



1987 started well with Brock and Moffat again winning the Wellington 500 before the pair went on to claim the 1987 Nissan-Mobil 500 series with a strong 3rd place in the Pukekohe 500 a week later. Then the HDT as a factory team fell apart after Holden cut all official ties with Brock over his public launch of the VL Commodore based HDT Director. Moffat then quit the team and purchased the brand-new Holden VL Commodore SS Group A that Brock had intended to take to Europe to compete in the World Touring Car Championship. Although Moffat left the HDT still on good terms with Brock, he purchased the car through a middleman to avoid any friction with having his former employer knowing the true buyer. The car was then immediately shipped to England for preparation for the first round of the WTCC.

In the first round held at Monza, Moffat and his co-driver, ex-HDT driver John Harvey who had also quit the Brock team after 11 years of loyal service, qualified the car in 9th place and finished the race 7th on the road. Hours after the race, the Rothmans sponsored Commodore was declared the winner after a protest by a private BMW entry from Hungary had seen the works BMW M3's (which had finished 1–6) disqualified for being underweight (as of 2016 neither Moffat, nor Harvey, have possession of the winner's trophy as they never received it). Despite being declared the outright winners of the race, they did not receive championship points as the team had not paid the USD\$60,000 championship entry fee imposed by series promoter Bernie Ecclestone (only cars whose teams had paid the fee were eligible for points, this saw some leading teams, notably Tom Walkinshaw's TWR who were also to race a Holden Commodore, pull out of the championship before it began).

The car was then a DNF at the next two rounds at Jarama and Dijon before Moffat and Harvey drove the Commodore to a sensational fourth place outright and a class win at the Spa 24-hour race. The pair were due to co-drive with Aussie privateer racer Tony Mulvihill at Spa, but unfortunately the Sydney driver failed to qualify. Qualifying at the famous circuit had been hit by the notorious Ardennes weather and while Mulvihill set a good enough time when the track was wet, he had not set a time on a dry track and towards the end of the final session the circuit dried and the Texaco sponsored Eggenberger Motorsport Ford Sierra RS Cosworth's significantly improved their times which left only Moffat and Harvey to drive the Commodore.

Moffat qualified the Commodore in 18th place, one place behind Peter Brock's HDT Commodore and 5.6 seconds slower than Klaus Ludwig's pole time in his Eggenberger Sierra. Moffat and Harvey then drove a steady race (mostly in the rain) to finish 4th with 468 laps completed.

This also proved to be the Commodore's final race as Moffat realised that to be competitive at Bathurst he would need one of the new, powerful Ford Sierra RS500's.

Moffat returns to Ford.....

Moffat secured a deal to lease the Andy Rouse run Sierra for the Australian rounds of the championship, backed by new major sponsor ANZ Bank. This deal also left Harvey without a drive for the rest of the year as Rouse and his co-driver Thierry Tassin would share the driving with Moffat. The deal proved a disaster for Moffat as the car was retired at both the James Hardie 1000 and the Calder 500 before Moffat got his turn to race.

In 1988, Moffat was keen to keep driving the Sierra which was the car to have at the time, but after the failures of the Rouse cars in 1987, he decided not to continue using the British driver/engineer's machinery. In a 2014 interview with Australian Muscle Car magazine, Moffat told that he was livid following the failure at Bathurst after finding that the Getrag gearbox that broke in the Sierra had been the same one Rouse had used at the Spa 24 Hours and had done some 36 hours of practice and racing, well past its rebuild point. Instead he managed to do something that very few had managed to do. He persuaded Swiss touring car tuning ace Ruedi Eggenberger to build him a customer Sierra RS500 that was identical to the works Fords that the Eggenberger team was using in the renamed ETCC. The deal was rumored to have cost Moffat around A\$300,000. Moffat and former Mazda co-driver Gregg Hansford campaigned the car in the 1988 ATCC in a low-key run while his team, after years of racing rotary Mazda's and V8 Commodores and Falcons, got to know the sophisticated turbocharged car.



Moffat and Hansford went on to win the 1988 Enzed 500 at Sandown in what was Moffat's last ever win in Australia. They then almost pulled off an upset at the Tooheys 1000 at Bathurst where Eggenberger himself joined the team and along with his Ford Europe driver, German ace Klaus Niedzwiedz. With Eggenberger waving his 'magic wand' over the Sierra, and Niedzwiedz leading the driving, the pair turned the car into one of the fastest on the track, qualifying 4th and winning the \$40,000 "Tooheys Top Gun" run-off, which for the only time in its history wasn't for pole (Moffat's fastest time in practice was some six seconds slower than the German and eight seconds off the pole time set by Dick Johnson). The car ultimately was a DNF after head gasket failure on lap 129 of 161 with Hansford at the wheel. Niedzwiedz had taken the lead from the Sierra of Tony Longhurst on lap 29 when Longhurst lost a lap with a throttle problem, and the car remained in the lead for 100 laps before a vapor lock (caused by the car cooling down too much during a safety car period) led to the car's failure. Moffat later claimed that the 1988 Bathurst was the "one that got away", and with a one-lap lead with just 32 laps remaining and ace driver Niedzwiedz up against Longhurst's slower co-driver Tomas Mezera, not many people were disagreeing with him. In a pit interview moments after the car was officially retired, a glum but remarkably composed Moffat said that the engine of the Sierra basically had a "heart attack". The team would later find that it was a blown head gasket and a cracked block.

This race was also significant in that it was the last time Moffat raced at Bathurst. He did enter and qualify for the 1989 Tooheys 1000, but decided not to actually race as the lead team car driven by Niedzwiedz and fellow German Frank Biela had a chance at victory, and since they were much faster than he was in the car (approximately 6–8 seconds per lap in qualifying) he felt it best to leave them to it. Ultimately the Moffat lead Sierra would finish second behind the Sierra of Dick Johnson and John Bowe.

Other than his four wins at Bathurst, Moffat also won the Sandown Endurance race six times, being the only driver to win it under three different national regulations, these being Series Production (1969, 1970), Group C (1974, 1982, 1983) and Group A (1988). Other than his four wins at Bathurst, Moffat also won the Sandown Endurance race six times, being the only driver to win it under three different national regulations, these being Series Production (1969, 1970), Group C (1974, 1982, 1983) and Group A (1988).

Moffat's last race, and indeed last race win, was in 1989 driving with Niedzwiedz. The pair drive Moffat's Sierra (with Ruedi Eggenberger again on hand to engineer the car) in the InterTEC 500 km race at the Fuji Speedway in Japan. Allan Moffat quietly retired from competitive race driving after the Fuji win, keeping a promise he had made to himself and his wife Pauline that he wouldn't race beyond his 50th birthday (the Fuji 500 was run 2 days after Moffat's 50th).

He later worked as a TV commentator for Channel 7 and a spokesman for BMW. He also appeared at various Ford club events across Australia, promoted his longtime backer GT Radial Tyres, and later still (2009-) was seen in television advertisements in Australia promoting FPV GTs.





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