

(laughs). At the time, there was a plan that I would come back to Australia and drive Bob's '67 Mustang. That didn't work out and on reflection, it was a good thing because it made me mad enough to say well, if I could help him to get a genuine factory Trans-Am Mustang, I should help myself to get one, too.

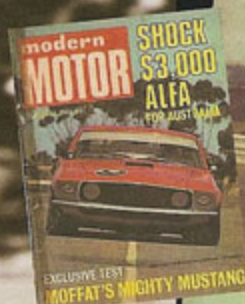
AMC: It's been previously reported that your car was actually a gift from FoMoCo, organised through Ford US racing boss Jacque Passino. Is that correct?

AM: Absolutely true. It was the greatest thing that ever happened to me in my whole career and a level of generosity that was

never repeated by anyone else in the Ford Motor Company throughout my career. I sold everything I had in February, 1969 and went over to Detroit. I had a plan in my book, I had an appointment with Jacque, I knew what was in that warehouse and I knew I had to get my hands on one of those ex-Shelby Team '68 cars. Jacque was very polite, I remember the monstrous office that he had and there was me sitting with my knees shaking, trying to make a good presentation to him and sound like I had a worthwhile plan. He said 'give me a couple of days to think about it, give me the phone number where

you're staying and I'll call you as soon as I can'. I went to a motel and it was actually the worse four days of my life. This was long before mobile phones so I didn't dare leave that room for a second in case the phone rang. After four days I got the phone call and (long pause) it still shakes me up today when I think about it. Jacque said, 'get down to Bud Moore's there's a car down there waiting in South Carolina for you.' So I arrived, unannounced, other than the phone call from head office saying that I was on my way to take delivery of one of Bud's brand new '69 Trans-Am team cars. From Bud's point of view, all of a sudden he's losing one of his three new team cars, which were at about three quarter stage of race preparation. I was there for about 10 days for the finishing off of the car. It was an exhilarating time of my life.

Top and right: After being forced to stop to free up his jammed gearbox, Moffat's thrilling drive back through the field at the Oran Park winner-takes-all ATCC final in 1971 had the fans in a frenzy. He lost the race and the title to Bob Jane's Camaro by just six-tenths of a second!
Left: Formidable foes. Jane's Camaro and Moffat's Mustang staged some ferocious battles. Calder Park, 1972.



AMC: So after they finished off the car, how did you get it back to Australia?

AM: The Bud Moore boys actually put it on one of their race trucks and drove it up to New York for me, where it was loaded onto a Qantas 707. So the new girl was sitting safely in the cargo area below decks, with me upstairs sitting directly above! I didn't want to let it out of my sight. I got off the plane in Sydney, raced over to the Qantas airfreight area and sat there and waited for the car to come through customs. My good friend Bill

Gibson of Gibson Freight International, was standing by with one of his trucks to get the car safely to Melbourne.

AMC: So when did the sponsorship deal with Coca-Cola come about?

AM: Well, as I have said before, this was a very fatalistic exercise from the beginning, where several things just fell into place for me. I actually got confirmation of the Coca-Cola



sponsorship when I was in South Carolina. I had a colleague in Melbourne who had been helping me put the deal together and was keeping me posted on developments. There was no such thing as a single Coca-Cola company in Australia in those days. There were seven individual bottlers, one in each state, so it was a nightmare getting things together, but fortunately the General Manager of the Melbourne bottling plant said yes right away and took it upon himself to try and convince the rest of the other interstate bottlers to join the sponsorship. Some participated and some didn't, but at least I knew when the car rolled off the

