

1975 DeKon Monza

Chassis 1005

History

DeKon Monza Chassis 1005 was finished in June 1975. However, the story of DeKon 1005 begins a decade before the car was built. The story of this, and all the DeKon Monza's, is the story of the intertwined lives of Allan Moffat, Lee Dykstra, and Horst Kwech.

Allan Moffat was born on November 10, 1939. Moffat was born in Canada, but his family moved to South Africa. Moffat was educated in Johannesburg. In 1960, the Moffat family moved to Australia. Australia suited Moffat well, and he remains there in Melbourne.

Moffat attempted to develop a career in auto racing in Australia. By 1964, he believed his career would be best served by spending some time in the United States.

"So he went to North America and began associating himself with racing teams and future sponsors ..."

Peter Ford, "Moffat! From the Beginning", *Chequered Flag*, December 1970.

Horst Kwech was born in Gosford, Australia in 1938. In 1963, Kwech moved to Chicago, Illinois in the United States. Like Moffat, Kwech moved to the U.S. to pursue a career in auto racing. Both drivers achieved some success in the U.S.. However, it was in the SCCA Trans American Sedan Championship that they showed surprising form.

On March 25, 1966, Kwech finished fifth overall in the first ever Trans Am race. Kwech achieved this result despite driving in the under two-liter class in an Alfa Romeo GTA. In the next Trans Am race, Kwech finished second overall and first in class. The third Trans Am race was the Bryar 250 on July 8, 1966. Kwech was third overall and second in class. The overall winner of the Bryar 250 was Allan Moffat in a Lotus Cortina.

The two Australian drivers achieved professional race victories within the first three races of the Trans Am series. The two Australians would go on to compete against each other, as well as co-drive together in

endurance races. More importantly, Moffat and Kwech became friends.

Moffat's skills and intelligence did not go un-noticed. Moffat got rides in a Mustang, as well as a Bud Moore Cougar. In addition, Moffat was hired by Goodyear. Moffat had success on the race track, but that success had not translated into a financially viable career. Financial distress led Moffat to a situation that would shape his future racing career. In an interview with Peter Ford, Moffat recalled the 1967 turning point.

"I was sitting in a hamburger shop, when Ray Lund (of Ford) came over and said 'Hi, whattyou doin?', and I said 'Starving to death'. So, he said why don't you work for Kar Kraft."

Peter Ford, "Moffat! From the Beginning", *Chequered Flag*, December 1970.

So, in late 1967, Moffat went to work for Kar Kraft. While working at Kar Kraft, Moffat continued to drive for Ford.

At the same time, Lee Dykstra was working on the Ford GT40 project. Ironically, Dykstra had graduated as a mechanical engineer from the General Motors Institute. In 1968, Ford assigned Dykstra to the Trans Am Mustang project as a Senior Project Engineer. Kar Kraft, in Michigan, was building the prototypes for the 1969 Mustang Trans Am race cars.

Dykstra and Moffat both worked at Kar Kraft on the Mustang Trans Am project. By mid-1968, the Kar Kraft team was focused on turning the new Mustang Boss 302 into a race car. Prototypes were constructed and tested. Then, a group of Mustang chassis were ordered. These chassis would be constructed into the team cars for 1969. One of these chassis, 9F02M148624, was delivered to Bud Moore. This chassis would become Allan Moffat's famous Coca-Cola car.

"In the first five years after he shipped his Trans Am Mustang to Australia in May 1969, with backing from Ford, Goodyear, and Coca-Cola, the big red car won over 100 races."

Peter Ford, "Moffat! From the Beginning", *Chequered Flag*, December 1970.

So, in 1969, Moffat returned to Australia. Horst Kwech continued to race in the U.S.. Lee Dykstra stayed with Kar Kraft through the 1970 Trans Am championship season.

In Australia, Moffat raced the Coca-Cola Mustang, as well as other Ford products. These Ford race cars, such as Moffat's Capri and Falcon, were designed, engineered, and sometimes constructed by Lee Dykstra. In 1972, Moffat proposed building a tube-framed Falcon for racing in the Australia.

"Dykstra got together with Kwech to work on a tube frame car for Allan Moffat, a successful Australian driver, who had won 'down under' in an Australian Ford Falcon designed by Dykstra. Moffat came back (to the US) in 1972 with a proposal for a tube frame vehicle using Falcon sheet metal.

That deal fell through, but, in the meantime, Bishop had hatched the All American Grand Touring, AAGT, concept. Bishop had also enlisted Vince Piggins, then Chevy's not-so-unofficial racing maven, to his cause.

Piggins knew Tony DeLorenzo through DeLorenzo's father, a GM executive. A successful ex-Corvette racer, DeLorenzo rescued the DeKon Falcon project and transformed it into a Chevrolet that became a formidable opponent for the Porsches."

Bill Oursler, "Origin of the Species", *Racer*, September 1993

Thus, the Ford Falcon project that was proposed by Moffat, to Dykstra and Kwech, became the DeKon Monza. The intertwined careers of Moffat, Dykstra, and Kwech resulted in the establishment of DeKon and the creation of the DeKon Monza. The early history of the project as a Ford explains several idiosyncrasies of the Monza it would become. The finished DeKon Monza has Ford steering, a Ford voltage regulator, and a Ford rear end.

DeKon Engineering was formed in July 1974. The name DeKon is a concatenation of the D in Dykstra and the K in Kwech. It is also short for Design and Construction. DeKon was located in Libertyville, Illinois. In three years, DeKon produced seventeen race cars. Of these, fourteen were Monza's.

The fifth DeKon, chassis 1005, was the factory race car. Chassis 1005 was finished in late June or early July 1975 (the date stamp on the fuel cell bladder is June 27, 1975). In July 1975, Horst Kwech drove the Monza at two IMSA events. DeKon then hired Moffat to drive the Monza. On August 24, 1975, Kwech and Moffat co-drove the Monza at a 500 mile IMSA event at Mid-Ohio. DeKon 1005 qualified well, but had mechanical issues during the race. On November 30, 1975, Allan Moffat drove DeKon 1005 at the IMSA Daytona 250. Moffat qualified 3rd, but again the Monza had mechanical difficulties.



Specially prepared Monza added a welcome element of challenge at Daytona last year.

DeKon 1005 as the "factory car" racing with IMSA in 1975.
David Girling, "Horst Kwech and His Modified Monzas", *Friends*, April 1976.

"Last November, at Daytona, I reached the highest speed I have ever made on a race track ... 204 mph, in this very same Monza I have now. I had gone to the US at the invitation of my old pal, Horst Kwech, who is actually an expatriate Australian ..."

Allan Moffat, "Meet My Monza", *Racing Car News*, February, 1976.



Allan Moffat in DeKon 1005 (Car #3) on the banks of Daytona.
IMSA Daytona 250. November 30, 1975. Photo: Bill Oursler

Moffat had been sponsored by Ford for eight years. However, despite Moffat's success and popularity, Ford did not renew the sponsorship with Moffat for 1976. So, Moffat needed a new race car. And if that car was a Chevrolet, it might bring Ford back to the table. In addition, the Confederation of Australian Motor Sports (CAMS) had announced a new Australian Sports Sedan Championship (ASSC) for 1976. So, after the Daytona 250, Moffat purchased DeKon Monza 1005 directly from DeKon.

Moffat wasted no time in executing his strategy. Moffat FLEW the DeKon to New Zealand. The Monza was taken directly to Baypark Raceway. In December 1975, at Baypark, Moffat ran two extended practice sessions. Then the Monza was tested during a three stage race weekend.

"The saloon field will be one of the best that we've had, with Allan Moffat reportedly flying his new Monza (for \$10,000) from the United States ..."

Graeme Lawrence, "Kiwi Kapers", *Racing Car News*, January 1976.



Allan Moffat driving DeKon 1005 at Bay Park in December 1975. Of course, Ford did not sponsor the Monza. However, Moffat retained sponsorship with Goodyear, and picked up Union Travel, Pan Am, and Dow Corning, as sponsors for the car. Bay Park Raceway, NZ. December 1975.

Evan Greens World of Motor Sport. Photo: Philip Robinson

After Baypark, Moffat raced the Monza at Raupuna and at Wigram. All three race tracks are in New Zealand.

1975 Highlights

Fast in qualifying in last three IMSA events: 5th, 11th, and 3rd.

Allan Moffat Racing, AMR, sorted out reliability issues. No DNF's in six races in NZ.

Excellent finishes at three different tracks in NZ: Two wins, three 2nds, and one 3rd.

1976 Race Season

Allan Moffat had a long-standing relationship with Ford Motor Company. Racing a Chevrolet, after reaching the lofty status of being a Ford factory supported driver, was a surprise, if not a shock, to many.

We might never know if, by acquiring the DeKon Monza, Moffat was:

- * Bluffing with Ford to get more help and sponsorship for 1976.
- * A hedge in case Ford did not provide a competitive car and sponsorship for 1976.
- * A recognition that the DeKon Monza, built at his request, by his friends, Dykstra and Kwech, was the best car with which to compete in the Australian Sports Sedan Championship.

This topic was hotly debated in the Australian motoring press.

"In a move that rocked the establishment, long-time Ford Number 1 driver, Allan Moffat, has negotiated to run a Chevy Monza in New Zealand and probably Australia this year.

The car, which has been raced at Daytona, where it clocked 330 km/h, was built and developed by Horst Kwech, a long-time buddy of Moffat's in the States."

John Bryson, "Allan & The General", *Modern Motor*, March 1976.

In any case, in late 1975, Moffat played his cards. Moffat raced the Monza at two IMSA events in the U.S.. Following that, Moffat competed in three events in NZ. The publicity generated was enormous. After all that, Ford did not come to the table with a viable sponsorship package. So, Moffat committed to running the Monza in the 1976 race season in Australia.

"One of the biggest surprises for the year is Allan Moffat's move to a Chevy Monza for New Zealand and Australian racing. Moffat has been probably the staunchest Ford driver ever seen in this country- but his lack of a winning vehicle for the big big-money Sports Sedan racing has been a frustration for himself, his team, and his supporters."

Jim Murcott, "Moffat Moves to GM", *Racing Car News*, January 1976.

DeKon Monza's came equipped with small block Chevrolet engines. These engines were built locally in Illinois. However, Moffat had a long-standing relationship with Peter Molloy. So, Moffat had Molloy build new engines for the 1976 season.

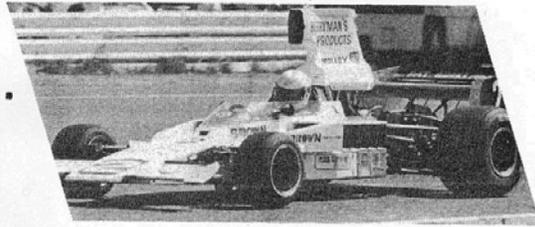
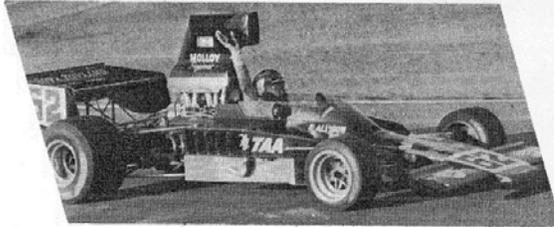
"The engine in the Moffat Monza was developed by Prototype Engineering, a custom engineering outfit based in Wheeling, Illinois, not to far from Libertyville."

Peter Ford, "Moffat! From the Beginning", *Chequered Flag*, December 1976.

"It's got a 350 cubic inch Chevy V8 that's putting out 550 BHP on Kinsler fuel injection. Surprising thing is that it's really a long distance engine, for races like Daytona, but it's still a real power-house for short sprints. I think I'll leave it that way too, for reliability, although I plan to get Peter Molloy to build me a genuine "sprinter" as soon as I get to Sydney."

Allan Moffat, "Meet My Monza", *Racing Car News*, February 1976.

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Advertisement placed by Peter Molloy.
Racing Car News, July 1976.

Without Ford as a primary sponsor, AMR found numerous companies willing to support the most popular driver in Australia. The sponsors for the Monza in 1976 were: British Petroleum, Dow Corning, Goodyear, Union Travel, Pan Am, Radio station 2SM, K-MAC Suspension, and the Chevrolet Monza brand.



The controversy concerning Moffat's switch from Ford factory driver to a Chevy Monza was discussed ad nauseum in the Australian motoring press. In February 1976, Chequered Flag made it their cover story. Wigram Raceway, NZ. *Chequered Flag*, February 1976. Photo: Robin Curtis

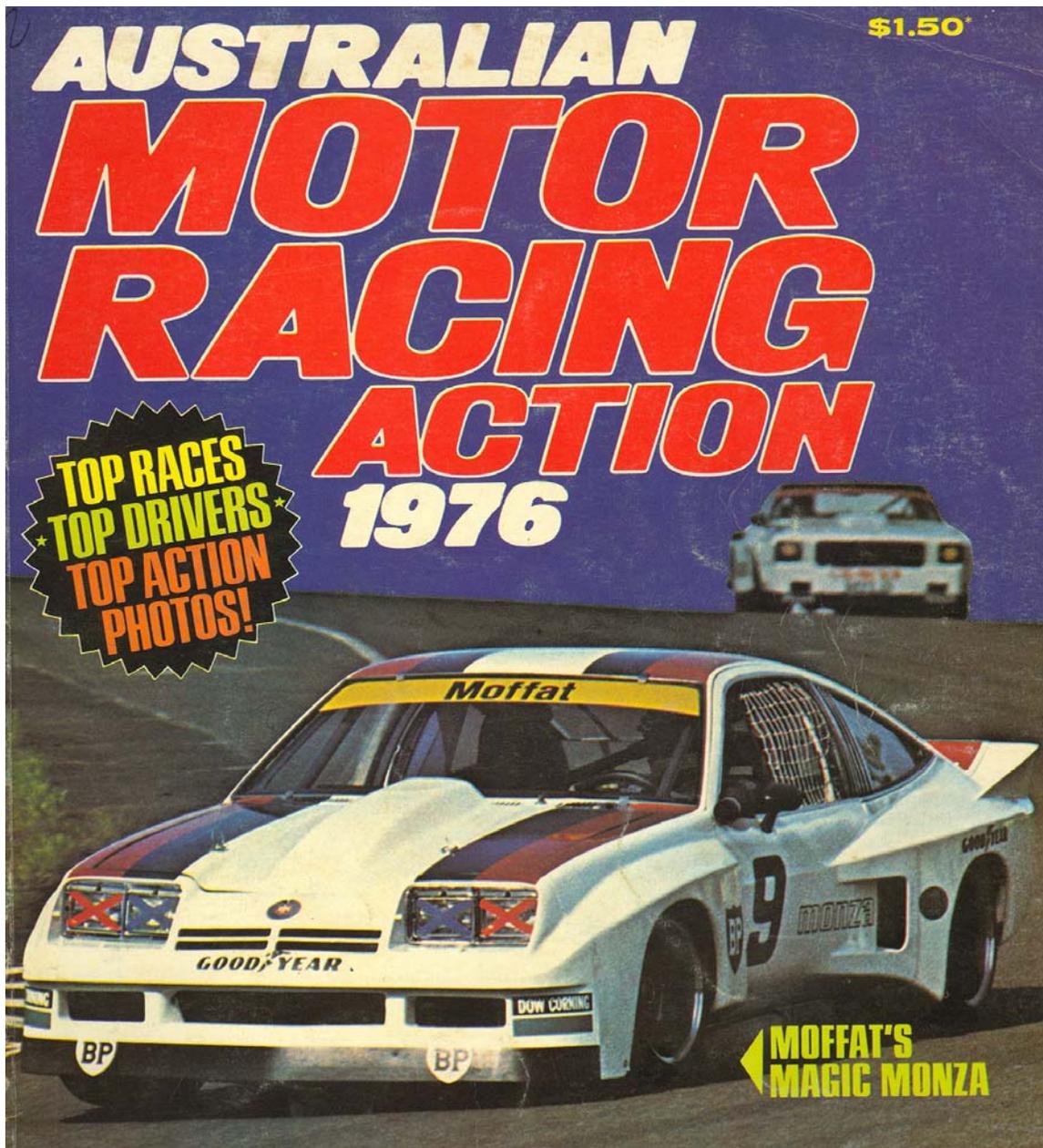
On March 7, 1976, the Monza debuted in Australia. At Amaroo Park Raceway, west of Sydney, Moffat showed the racing potential of the Monza. Moffat and the Monza won both rounds.



The Australian debut of DeKon 1005. Moffat wins both rounds.
Amaroo Park Raceway, AU. March 7, 1976. *Racer*, March 1976.

"It seems that Allan Moffat might, at last, have the car he has been trying to find for some years- the fastest sports sedan in Australia. Moffat's new, and as yet un-sponsored, Chevrolet Monza had the best possible introduction to racing in Australia- two wins from two starts and a lap record at its first meeting at Amaroo on March 7, 1976."

Racer, March 1976



Australian Motor Racing Action thought that Moffat's Australian debut of the DeKon Monza was worthy of the cover. Amaro Park Raceway, AU. March 7, 1976.
Australian Motor Racing Action 1976.

A week later, Moffat and the Monza were at Calder Park Raceway, in Melbourne, AU. On March 14, 1976, Calder hosted the opening round of the Marlboro Sports Sedan Series (MSSS). In the first heat, two Mustangs and the Monza were in a break away pack- running nose-to-tail. In the checkered flag, Moffat was third. In the second heat, while running third, Moffat missed a shift. The engine over-revved and the Monza pitted for service.



Moffat racing DeKon 1005 at the first race of the Marlboro Sports Sedan Series. Radio station 2SM becomes one of the sponsors of the Monza. Note Moffat's humorous license plate. Calder Park Raceway. March 14, 1976. *Racing Holdens*, 1986.

By this time, it was common knowledge that Moffat, the most popular driver in Australia, would compete in the inaugural Australian Sports Sedan Championship (ASSC). In preparation for the 1976 ASSC, Moffat continued to sort out the Monza in other events. On April 11, 1976, Moffat competed in the Marlboro Triple Header at Sandown Park Raceway. The Monza was fast, bettering the old lap record, but had reliability issues and recorded a DNF. However, he got valuable experience in the Monza at Sandown Park. This experience would be beneficial at the ASSC event at Sandown.

The first round of the ASSC was held at Surfer's Paradise on May 18, 1976. The event went perfectly for the new Monza. In qualifying, Moffat broke the track record by four seconds.

"The Monza was there on pole, and that's what the record Surfers crowd of 10,000 had paid their four bucks to see."

Des White, "Moffat Set For A Good Year", *Racing Car News*, June 1976.

In the first heat, Moffat won by 0.7 second. In the second heat, Moffat led from start to finish. After the first round of the ASSC, Moffat and the Monza were leading in points.

On May 23, 1976, the Marlboro Sports Sedan Series returned to Calder Park Raceway, home of the MSSS. This, the second round of the

MSSS, was another perfect weekend for Moffat. The Monza qualified on the pole. Moffat won both the first and second heats with room to spare. Moffat won \$5,000 for his first place finish in the Monza. However, Bob Jane, the track owner, refused to pay the prize money to Moffat. Jane contended that the Monza did not comply with the rules (despite the fact that CAMS had inspected and approved the Monza). Not only did Bob Jane own Calder Raceway, Jane was also a competitor of Moffat's in the MSSS series.

On July 4, 1976, Moffat returned to Sandown Park for the second round of the ASSC. The race went well, but not perfectly. Moffat won the first heat. However, in the second heat, the Monza finished a close second to Ian Geoghhegan. Geoghhegan cut the fastest lap of the weekend in a Monaro. After two rounds, Moffat held the lead in the ASSC with 18 points.



Allan Moffat's temporary switch to a GM product brought with it immediate success, including the inaugural Australian Sports Sedan Championship in 1976. This was the second round at Sandown on July 4 — American Independence Day — and to celebrate the USA's bicentenary, Moffat had the Monza painted in an appropriate scheme. Behind is Colin Bond in the Holden Dealer Team's latest 'beast', an LH/LX series Torana Sports Sedan powered by a five-litre Repco V8. This was the Torana's debut (it finished third overall), and the car is still competing today in the hands of Sydney's Des Wall.

For the 200th anniversary of the independence of America, on July 4, 2006, Moffat changed the livery of the Monza to stars and stripes. The background paint was white, stars were between red and blue stripes that ran the length of the Monza. The front fenders were emblazoned with "Happy Birthday USA". Note, the car number 200.

Racing Holdens, 1986.

"As most of you know, I spent much of my early professional career in the United States, so with 1976 being the American Bicentenary, and Sandown being held on July 4th, we thought it might be a good idea to say 'Happy Birthday America' on an American car."

Allan Moffat, *Australian Auto Action*, July 8, 1976.

In late 2005, Rowan Harman interviewed Allan Moffat. Allan recalled the Independence Day livery, and explained the genesis of the idea. The idea came from Andrew Wilson, the public relations manager of the Light Car Club of Australia (LCCA). The LCCA was the promoter for Sandown Park at that time. Wilson arranged for the creation of the livery. This involved getting a variance from the Confederation of Australian Motor Sports (CAMS). CAMS allowed car numbers from 00 to 99. So, Wilson requested and received permission to use 200 at the July 4, 1976 race at Sandown.

When the Independence Day livery was completed, it was taken to the United States Counsel General's Office on St. Kilda Road in Melbourne. To generate publicity, the Counsel General himself unveiled the U.S. built Monza with Independence Day livery. The unveiling generated articles in the Australian press.

On August 1, 1976, CAMS sanctioned the third round of the ASSC at Oran Park. Moffat qualified on the pole. In the first heat, the Monza was victorious. However, in the second heat, the clutch failed in the Monza. Moffat collected three points toward the ASSC. With a total of 20 points, Moffat remained in the ASSC lead.



At the third round of the ASSC, the Monza retained some of the Independence Day livery. Gone are the "Happy Birthday USA" from the front fenders and the stars from the doors. The car number has switched from 200 to 2.
Oran Park Raceway. Round 3 ASSC. August 1, 1976.

One week later, on August 8, Moffat and the Monza returned to Calder Raceway. Calder was hosting the third round of the Marlboro Sports Sedan Series. As the practice sessions approached, negotiations were still underway concerning payment of the prize money from Moffat's victory in round two of the MSSS. A deal was not worked out in time for the race, and Moffat declined to race.

"Another storm centered around Allan Moffat, who refused to race until Calder paid the prize money from his last round win. The problem wasn't resolved and Moffat didn't race."

Ron Barnacle, "Gardner Rubs It In", *Chequered Flag*, September 1976.

Moffat, as a result of the dispute, withdrew from the MSSS.

One week later, the ASSC moved to Wanneroo for fourth round. On August 15, 1976, Moffat won the event and nine more points toward the ASSC.

One short week thereafter, the ASSC was at Adelaide International raceway for the fifth round. At Adelaide, the fuel injection of the Monza caught fire. The nylon tubing for the injectors melted. The situation could be remedied at the track. However, if the AMR team made the repairs the Monza would miss qualifying. Without qualifying, Moffat would have to start at the back of the field in the first heat. Instead of starting at the back, Allistair McNaughton, AMR's chief mechanic, dropped the back up car from the trailer.

Moffat qualified second fastest. In both heats, Moffat finished third. The effort earned the team 4 points toward the ASSC. Moffat's total of 33 points, after five rounds, still led all competitors.

With two rounds of the ASSC remaining, no driver could surpass Moffat's point total; although, two drivers could tie Moffat for the championship. So, Moffat sat out the sixth round of the ASSC and repaired the Monza. Neither of the two drivers with a chance to tie Moffat won round six at Symmons Plains. So, on September 26, 1976, Allan Moffat clinched the inaugural Australian Sports Sedan Championship.

DeKon Monza 1005 became the first Monza to win a championship.
Only one other Monza would ever win a championship- the Al Holbert Monza.

1976 Highlights

Australian Sports Sedan Championship

Ten race wins

Broad sponsorship

1977 and 1978 Race Seasons

After seeing their former #1 driver win the Australian Sports Sedan Championship for Chevrolet, Ford decided to support Moffat again. In 1977, Ford supported Moffat through Moffat Ford Dealers. With the Ford connection, and funding, Moffat Ford Dealers hired Carroll Smith to manage the race team.

As a Ford sponsored driver, Moffat could not race the Monza. So, it sat dormant during 1977 and 1978.

1977 and 1978 Highlights

DeKon Monza was not sold, not used, and not molested. Not the best scenario, but far from the worst.

1979 Season

History repeated itself in late 1978 and 1979. At the end of 1978, Ford was unable to get the new XD model approved by the Confederation of Australian Motor Sports (CAMS) for competition in 1979. So, Ford pulled out of 1979 CAMS events. The side effect was that, at the end of 1978, as in 1975, Ford discontinued sponsorship of AMR. So, for 1979, as in 1976, Moffat announced that he would race the Chevrolet Monza.

"Australia's best known racing driver, Allan Moffat, running as a privateer again after two years of support from Ford and its dealer network."

"Because his links with Ford have been cut directly, Moffat plans to bring the controversial Chevrolet Monza out of mothballs, for selected Sports Sedan events ... The car hasn't raced since it raised a storm of outcry from other competitors over its alleged non-compliance with the rules and won him the sports sedan title in 1976."

Mark Fogarty, "Allan Moffat", *Raceday*, April 1979.

As in 1976, AMR received support from a broad array of automotive related and non-automotive related sponsors. Camel cigarettes came on board as primary sponsor. BP, Dow Corning, and Goodyear continued their support of the Monza. In 1978, Goodyear and AMR expanded their relationship. Goodyear made AMR a distributor for Goodyear racing tires. In addition, Moffat's role with Goodyear R&D was formalized.

"Goodyear has announced the appointment of Allan Moffat Racing Enterprises as distributor of Goodyear Racing Tyres for Australia. It is a fitting climax to an association that began way back in 1966, since which time all Moffat's victories have been on Goodyear."

"Moffat will be more than just a distributor, too, he for he plans to be actively involved in race tyre development and testing, both here and at Goodyear's Akron, USA plant."

Max Stahl, "Moffat New Goodyear Distributor", *Racing Car News*, February 1978.

The first round of the 1979 Australian Sports Sedan Championship was held in April at Lakeside Raceway, in Queensland. Jim Richards won, in a Falcon, with Allan Grice second, in a much-modified Corvair. Moffat did not enter.

The second round of the ASSC, at Oran Park, took place on April 29, 1979. Allan Moffat entered the Monza. DeKon 1005 was now painted Camel cigarette brown. "Camel Filters" decals were prominently placed. The Kinsler fuel injection system was gone. In its place, Peter Malloy placed a Holley four barrel carburetor with a NASCAR type single plane intake manifold. The tall hood scoop was no longer needed. So, the hood featured only a mild scoop. The car number was changed to 25.



photo: www.allanmoffat.com.au

The Monza qualified fifth. However, the car was not as competitive as the qualifying position indicated. Moffat was 3.6 seconds per lap slower than Grice's Corvair.

"The return of Allan Moffat's Monza was the feature of the meeting, but it was a disappointment. It was over a second and a half slower than the Alfetta, with Moffat and his crew very much flustered as they tried to get the reputed performance out of the NASCAR type 350 engine and its single Holley. It didn't have anything like the 700 plus horsepower it's been credited with."

Ray Bell, "Grice Shows His New Form", *Racing Car News*, June 1979.

Moffat, and the AMR crew, improved lap times of the Monza. In the feature race, Moffat was running just two seconds a lap behind the leader. In the end, the Monza finished a respectable fourth.

The AMR team worked on sorting out the Monza. They tweaked, tested, and raced the Monza trying to find more speed.

"But, let's not forget Allan Moffat, the glorious Camel Monza now going hard after recent extensive testing, and Allan will be out for an overdue win, and that's the way he likes to run, for the win!"

Nick Munting, "On the Grid", *Oran Park 79*, July, 1979.

On July 29, 1979, Moffat and the Monza returned to Oran Park. A photo of the Monza was used on the cover of the race program. The photo was shot at the ASSC race at Oran Park in April.

JULY 29, 1979

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Oran Park race program cover featuring DeKon 1005 with Camel Filters sponsorship. Photo shot at Oran Park on April 29, 1979.

The Monza was strong, but did not have the speed of Phil Ward in a Monaro. Ward set a new lap record. The best time of the Monza was only 0.7 second off the new lap record.



1979 Highlights

One race win

Sorted out the Monza and achieved competitive lap times with carbureted engine.

Attracted new lead sponsor: Camel Filters

1980 Season

For 1980, AMR added Federation Insurance as primary sponsor. Hilton Hotels became a secondary sponsor. Goodyear, BP, and radio station 3MP remained loyal sponsors of the Monza. The Federation Insurance color scheme was eye catching. Bright yellow, orange, and red stripes contrasted with a gloss black background. The car number remained 25.

"Melbourne's newest radio station, 3MP, is continuing its motorsports activities with the Moffat operation, with Allan giving regular motorsports reports during weekends on the station. The reports will include overseas news, driving hints, and station promotions."

Jim Murcott, "3MP Stays in the Sport", *Racing Car News*, January 1977.



Allan Moffat during a photo op at the track. Camel, Federation Insurance, and Goodyear, Moffat's sponsors for 1979 and 1980, getting good exposure. 1979.

In 1980, AMR benefited from the return of Lee Dykstra to the team. Dykstra's initial goal was to construct a Falcon XD to compete at Bathurst.

"Master-minding the car's preparation is Kar Kraft boss, Lee Dykstra, who has been responsible for all of Moffat's previous cars- Mustang, Monza, Capri RS, and the rebuilds of the 1974 and 1976 Falcons. Dykstra came from the US to Melbourne in early September and will manage the team at Bathurst."

"Moffat Returns to Ford XD Falcon for Bathurst", *Racing Car News*, October 1980.

The Australian motoring press recognized that the combination of the AMR organization, Allan Moffat's driving, and a well sorted Monza would result in a competitive effort in 1980.

"Allan Moffat has apparently decided not to give up racing in Australia after all and will contest selected Sport Sedan events in the Federation Monza. His presence is a guaranteed crowd-puller at any meeting and the Monza is as competitive as ever."

Stewart Wilson, "Sport Sedans 1980", *Racing Car News*, March 1980.

The tuning that AMR did to the Monza in 1979 paid off early in 1980. On February 24, 1980, at Sandown, the Monza captured the pole. In

the first heat, Moffat spun- relegating him to a third place finish. In the second heat, Moffat was running second when he missed a shift and bent some valves.

Peter Molloy fixed the engine in time for the 1980 Narellan Cup for Sports Sedans at Oran Park. The race was held under the lights the night of February 29. Moffat qualified second. In the first heat, Moffat finished second, but recorded the fastest lap of the race. Moffat went on to win the second and third heats.

"... it did indicate that Moffat's Monza was still a definite front runner in the Sports Sedans."

Stewart Wilson, "High Drama After Dark", *Racing Car News*, March 1980.



DeKon 1005 under the lights at Oran Park. Narellan Cup for Sports Sedans. February 29, 1980.

Oran Park Race Program, March 23, 1980.

Oran Park hosted the first round of the 1980 ASSC. On Saturday, March 22, the Monza suffered mysterious engine problems. These power issues resulted in qualifying an uncharacteristic 19th. The crew was unable to solve the power problems before the March 23 race. Moffat finished 8th- running lap times four seconds a lap slower than the winning pace set by Phil Ward's Monaro. Points in the ASSC are awarded through sixth place. So, Moffat did not gain any points toward the 1980 ASSC for his effort.



Monza in Federation Insurance livery. Oran Park. March 23, 1980.

Next up, on April 13, 1980 was Sandown Park. In qualifying, Moffat put the Monza on the pole. However, in the race, Edmonson, in an Alfetta, posted lap times over one second quicker than Moffat. The Monza finished second in both heats.

Three weeks later, on May 4, the second round of the 1980 ASSC was held at Winton. Moffat again did not gain any points.

On May 25, the ASSC moved to Amaroo. Moffat put the Monza on the pole with a new lap record. However, his race times could not match his qualifying performance. The Monza finished sixth and fourth in the two heats.



DeKon 1005 at Amaroo. ASSC Round 3. May 25, 1980.

1980 Highlights

On race victory.

Three poles.

Sponsorship from Federation Insurance, Hilton, Goodyear, BP, 3MP

1981 and 1982 Season

Paul Jones purchased DeKon 1005 on May 22, 1981. A month later, Paul raced the Monza in the fourth round of the 1981 ASSC at Oran Park. Jones finished fifth overall for the weekend.

Shortly thereafter, Jones attracted sponsorship from Horner Kato. The color scheme was changed. The body was painted something between school bus yellow and pumpkin. Red accent trim was applied. Horner Kato decals with black on white letters appeared prominently.



Paul Jones in DeKon 1005. Amaroo 1982.

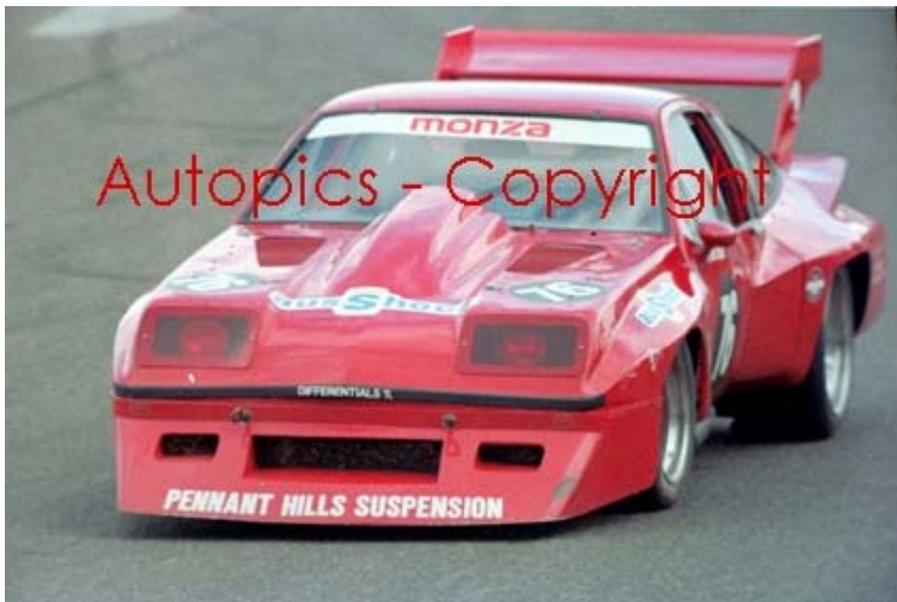


1983 and 1984 Season

At the end of the 1983 season, Paul Jones decided to sell the Monza. On October 11, 1982, Fred Ewing and Neil Brain purchased DeKon 1005.

Ewing and Brain updated the aerodynamics of the Monza. They added a rear wing typical of those used by Monza's competing in IMSA. A railroad style cow-catcher front spoiler was attached. The engine was converted back to fuel injection. Graham Oliver built a six liter engine. To accommodate the injectors, a large hood scoop was added. In addition, louvers were cut into the hood. The car number was changed to 76.

They received sponsorship from Pennant Hills Suspension and AUS Shocks.



Neil Brain in DeKon 1005. Amaroo 1984.

Brain and Ewing both drove the Monza. They competed at various events including Amaroo in 1983 and 1984.

1985 through 1995

At the end of the 1984 season Brain and Ewing decided to sell the Monza. They placed an ad in an Australian magazine. John Tesoriero purchased the DeKon. Tesoriero kept the Monza until 1995. On December 17, 1995, Theo Bean, in Lafayette, LA, purchased the car. Tesoriero and Bean worked through the labyrinth of red tape to import the car into the U.S.

1995 through 1999

Bean stored the Monza with his other DeKon.

1999 through 2005

In 1999, Steve Simpson, of Buford, GA, purchased the DeKon. Simpson stored the DeKon at Simpson Racing. In 2005, Simpson decided to sell the DeKon, and placed an ad on the HSR website.

2005 ->

On July 4, 2005, the current owner purchased the DeKon.