



Tony had the car resprayed in around 1992, in the original cameo white colour. At the same time all the factory decals and badges were removed and the holes filled, as he preferred the look of the car that way. I have now refitted all the factory badges and decals, including the famous "screamin chicken" hood bird.

The motor was also modified by the previous owner, and I believe that all the work was performed by a mechanic out at St Mary's in Sydney's west. That whereabouts of that shop are now unfortunately unknown. I'm pretty sure that Tony would have just told them to make it faster (as if a 455 T/A isn't fast enough already), and thrown some money at them. So the original motor has been modified, but I really don't know what's been done to it. These are the things I have found to date:

- Holley carburettor, 800 cfm spread bore, double pumper.
- Edelbrock Performer intake manifold
- Yella Terra YT5010 aluminium full roller rocker arms
- Modified stock exhaust manifolds
- Hi-torque mini starter motor
- Full stainless steel 2.25 inch dual exhaust, and stainless mufflers, following the original pattern.
- Transmission oil cooler
- 9 inch Ford rear axle with disc brakes and a 2.7 ratio.

Here's some pictures after the initial cleanup, I was



starting to feel a lot better about the car now since it no longer looked like such a heap of crap!

From January 2005 through to mid June I spent almost every spare minute I had working on the Trans Am. This included 2 weeks full time when I had leave from work. First on the agenda was to try and start the motor, which had not been running for years. With a new battery fitted, and some precautionary preparations, the motor fired up no problems and sounded quite healthy. A new alternator and various other new parts were fitted to the motor. I repainted the entire engine



bay too, and tidied up the wiring, which was a complete mess. The battery had been moved to the boot by the previous owner, I fitted a new battery tray and moved it back to the original location under the hood. Many routine maintenance type items were also completed, such as a full cooling system and radiator reverse flush, front end grease, etc etc etc.

There were many electrical problems and faults throughout the car, the wiring was terrible. These faults were all corrected and all wiring was neatly tidied up.



Continued on page 24....>>>