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Some minor rust was found in the car, with a few very small holes in the boot floor, and some rust under the rear spoiler on one side. The front valance and filler panel were basically stuffed, and "trailer" lights were

fitted front and back for indicators. This was all tidied up, properly repaired, and repainting was done on the front and rear of the car.



The

entire car has now been "fish oiled". New rubbers were fitted to the boot and the doors. The inside was cleaned up, many electrical faults fixed, and missing items such as the gear knob, console storage box, and ashtray were replaced. There were also some problems with the steering (long story), and this was sorted as well.

This is just a very quick overview of the work that was done, there were many more repairs that I haven't mentioned here.

By mid July 2005 the car was ready for registration, and it passed it's inspection at the local mechanic first go with no dramas. There's always a few jobs to be done on an old car like this but I'm slowly working through them at a more relaxed pace now. I'm really over the moon with how its turned out, its been well worth the effort and I think the car looks awesome. It drives very well on the road, and has all the feel, presence, and grunt of a true early '70's American muscle car, which is just as it should be!

In October 2005 I entered the Trans Am in the US Muscle class of the Nostalgia Drags at Western Sydney International Dragway (WSID). There are various classes in the Nostalgia Drags, including Aussie Muscle for pre 1972 Australian cars, US Muscle for pre 1980 American cars, Hot Rods, etc.

The day was dim and overcast, and was unfortunately rained out by lunchtime. However I did manage to make two qualifying passes in the morning before the rain, with the best of these runs being 13.9 seconds @ 100 mph (160 kph) over the 1/4 mile.

I'll probably run it again at the next Sydney Nostalgia event in April 2006. It should be even quicker then as I'm planning to ditch the lazy 2.7 diff ratio for something a little more performance oriented like 3.25 or 3.5, and various other tuning and improvements are in the pipeline.....

Thanks to Dave at Pontiworld, Greg from Classic Oz Wreck, Ross Burgess, and many other mates and all round decent blokes for helping to make my dream a reality. And especially Julie for putting up with me and my obsession :)

Jim Campbell

ROAD TRIP FROM HELL..... Continued from page 19

bingal, we took a wheel off a horse float & wheeled it down to the car in the dark only to find that it was the wrong stud pattern so we wheeled it back up & put it back on & done some more searching. I found another couple of wheels & as it turned out they were the original wheels that came on my first Firebird, as I previously said my Dad gets rid of nothing & he had taken them down there to use on horse floats , box trailers etc etc. After we grabbed a couple of spares, had a cup of tea & a biscuit we were on our way again, by this time it was about 8 pm.

Smith went straight back to sleep until we stopped for KFC for dinner @ Yass. As soon as dinner was finished straight back to sleep he went & I continued on driving. We had no more troubles after this & we got back to Sydney at 1am so it was pretty much exactly 3 days for the return trip with neither one of us having very much sleep at all.

This trip ended up costing about \$900 in fuel, \$100 for the motel, \$150 for the water pump plus whatever the food cost was. When I pulled the water pump apart I found a 10 mm socket inside the pump which was causing the pressed impeller to jam & not grip onto the shaft, so obviously no water was circulating. The strange part about it is that when we changed the pump 12 months prior we did not use anything that was that size so where it came from we don't know, maybe some little Chinaman left it in there when the aftermarket pump was assembled, who knows.

After that trip neither of us are in any hurry to drive back to Adelaide, not in an 84 Landcruiser anyway. I guess we were lucky to be in a pretty popular make of car & we were able to get a pump without too much difficulty which is a big one of my reasons for liking Chevs.

Scott Winning

