

## Karen and Mal Lancaster

signed a contract of what we expected the car to be when finished so that if it did not meet the contractual conditions, we could get our deposit back and he could sell the car. That way neither of us would lose. We found this to be the safest and least stressful way to purchase the car.

So over the next 5 months (I know that sounds a long time, but the seller was busy building his new house), we had a few phone calls and photos sent so that we could monitor the progress. Also, a few improvements were made that we wanted eg. we changed the worn Lombardy cloth seat covers to vinyl. It was a very exciting time to watch her become "The Bandit"!

During the 5 month wait, we also went to every local car show looking for owners of 2<sup>nd</sup> gen. Trans Am's - sorry Tim C for annoying you as much as we did, and Dennis, we could never find you ☺! We found that the PCCA was the way to go and so joined in April this year. A few meetings and a handful of monthly outings later, we couldn't have asked for a better group of people to meet. Everyone's enthusiasm and advice has been invaluable; unfortunately due to work commitments I can't make all the monthly night meetings, but Mal is able to, and usually I can't wait for him to pass on any bits of information to me about the club and the people when he gets home. Being new to the whole importing scene and who to contact to get special parts, the PCCA family has supported us, with all our 'newbie' questions, and has

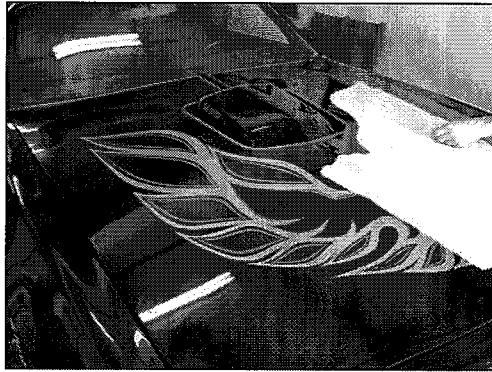
given us the confidence to enjoy the whole experience of owning an American car!

So back to the car. She was finally finished in May this year. We did touch base with a few of the US forums asking if anyone was in San Francisco who could look at the car, but we were out of luck. So we ar-

At last, she is now tucked away in our garage. As you expected I hear you ask? Well nothing looks as good as the photos – but I am happy to report that she has no rust, she is pretty clean, and there were no major surprises. Overall, a very exciting, but lengthy, process.



Some of the "progress" photos we received from the U.S. Above, coming out of the spray booth in San Francisco... while, below, the decals are applied



Right: Just how fantastic does our new girl "BB" look in our driveway?! It's the culmination of our childhood dreams...



Our Trans Am, all finished and ready for shipment to the land of Oz, gets loaded into an enclosed truck prior to shipping.



ranged for another US inspection company to take photos and give a report, which again reported the car was fine. It took a further 2 months for it to get it here, the only issue being the LA transport truck rubbing off some front and back bumper paint on the corners (I don't advise enclosed carriers any more). A further 2 week delay at this end to get the paint repaired, which the importing company arranged for us and handled with the US insurance truck company.

So what now with "bb"? (Yes, she has a name!). Clean her up some more and get her fully registered so we can take her out whenever we want ("help, Dad"! ) and see if we can't find some more horses under the bonnet...

Now, onto our *next* car... Mal is currently looking for a LHD '69 Pontiac GTO, manual, no rust... you see, the TA is lonely and needs a friend. I'm sure you all understand...

Cheers Kaz & Mal