

## 1980 Indy ( Indianapolis ) Firebird Trans Am Pace Car

301 Turbo      Automatic      Oyster Interior      Mirror Finish T-Tops

**Asking \$20,000    OBO**

*All Reasonable Offers Considered*

Mileage as of this date is original 50,417 Kilometers      ( only 31,300 miles )

Original paint and original decals.    Very Clean original stock car.

Yes. All of my cars are numbers matching with original drive trains. Including this one.

There has been a lot said about these Trans Am Pace Cars not fetching very good numbers.

**But look closely and what is getting sold and at what prices?** The good Pace Cars get good money and the tough cars don't and the biggest reason for that is **that these cars are very very very very expensive to restore.**

This was the only year of this grey interior with the oyster hobnail and the off white ( oyster ) vinyl seats. If you buy a tough Indy Pace Car ( or even the 1981 Recaro one ) and you need to replace a lot of things on it to fix up the interior, **it gets very expensive,.... very fast.**

Here are some of the expensive items that befall the pace car renovations. You do **not have to do any of this** with the 2 pace cars that I have to sell.

1. The hobnail oyster cloth is usually beat up pretty bad on these cars. Especially the driver seat. Worn and very dirty. Often, almost black like when the oyster fiber gets worn away. Even the vinyl sides on the drivers ( for sure ) and the passenger side are cracked and wrinkled. This is very expensive to reproduce and replace.
2. The white paint is usually shot and requires repainting. With a repaint comes new decals. Done professionally, you can imagine the cost. Done cheaply, the decals cost the same but the results are not as good.
3. Door panels usually have to be replaced.
4. Turbo and engine work. Expensive.
5. Mirror T-Tops? Forget about replacing those cheaply.

Having said that, the Trans Am Pace Cars ( like the ones here in the birdbunker ) **you do not have to do any of that.** All you have to do is shine them and drive them.

What needs to be done to this car?

In the back seat, the plastic panels on the drivers and passenger side should be repainted. This is not that big of a deal.

The original radio I do believe needs to be fixed.

On the passenger side rear side spoiler, there is a small scuff of missing white paint. ( check pics on <http://birdbunker.com/car-inventory/1980-indy-pace-car-301-automatic-turbo-and-t-top/> )

There are not a lot of Original numbers matching Trans Am Pace Cars from 1980 or 1981 out there in the world when you compare them to the production numbers.

A big reason for that is that the 301 small block Pontiac motor was driven hard and they simply were not up to matching the Burt Reynolds image of being a hard driving car.

A lot of people were having a lot of problems with this power plant set up.

Pontiac was trying to milk what they could from a small block V8 so you have to give them credit for that. But reality says that these engine and turbos were going KaPoof on a steady basis all over the place. Ask anyone from back then who worked at a GM dealership. GM had a nightmare with warranty claims.

The 2 turbo Pace Cars in the birdbunker are and were babied and ultra well cared for. You know the complete owner history of these cars from the factory to today and that says a lot about how these 2 turbo birdbunker Pace Cars were driven.

They do have a lot of bling and they do get a lot of attention around town with the door decals. At a busy intersection, you are the car that everyone is looking at whether that is a good thing or a bad thing.

How many of these Pace Cars have you seen out and around town or going down the highway? That's right .. you don't and chance are you haven't.

If you want to keep a low profile while out cruising around town, you don't want a Trans Am Pace Car. They get all the attention. Just like the bandit cars ☺

A strong running car that looks great and will go anywhere. Clean as clean can be. Like a trip back in time. Turbo lights all work and it is a dream to drive. What more can I say

Questions? Call me ã ã ã ã ã John @ 519-660-9670

### **Contact Information**

Call or email me ( John Shaw ) about the cars. Do not call Tom please.

Tom can assist you in seeing the cars since he is always there.

I will discuss price and any other information that you want to know about the cars.

Thank you  
John

-----  
John Shaw ..... *sometimes* onsite in Cortland, Ohio

519-660-9670

[jshaw@maxill.com](mailto:jshaw@maxill.com)

-----  
Tom Jochman ..... *always* onsite in Cortland, Ohio

330-637-1176

[tomj@maxill.com](mailto:tomj@maxill.com)