

Monthly Newsletter February '09

Newsletter No. 0014

What's in This Month

Topic: 2009 Website Changes

Tip: Don't Forget the Little Things.....

Spotlight: Spotlight of the Month February 1977 Trans Am

Spotlight: Year One makes Snowflake Rims

Classifieds



2009 Website changes

www.78ta.com has been on the web since 2000 and has been growing ever since. It started out as a hobby and a place for me to keep track of work on my car and to show it off a little and has now grown into something larger than I ever expected. Starting out at just a few pages and about 400 visitors a month, it has grown to over 300 pages and 110,000 visitors racking in over 5.6 million hits each and every month. With the addition of the website forum in 2005, the website store and the gallery in 2007, the website was due for a change. In June 2008, I rolled out the new and improved 78ta.com with easier menu's and links to make it more user friendly and easier to find the topics you were looking for. I have added more information with production numbers, and VIN and Cowl tag decoding, engine and rear end numbers and more. I have added new information and better information regarding other features like T-tops and Interiors, decals, and more.

So what is coming down the pipe in 2009....? Well, more of the same with even more additions to the site with complete listing of codes on top of what is already here. Codes for the engines and transmissions and rear ends is already here, but I will also be adding more codes covering heads and carburetors and intakes... pretty much everything you need to know about the Second Generation Pontiac Trans Am will be listed on this website. I will also include all the specifications that you could just about imagine as well with torque specs, engine specs and more for each and every year. Once those changes and additions are in place, I will be moving back to the "Restoration" side of the site and cover even more topics. Everything from changing your weather-stripping to changing you seat covers, or even changing your door handles and locks. It will be a big year for growth on 78ta.com. I am open to suggestions as well as far as what you, the reader, would like to see on the website.

Year One makes reproduction Snowflake Rims

For those of you who have been on the Forum, you have seen the discussion about the reproduction snowflake rims that Year One is now producing. They made the announcement back in late October that they were making a reproduction 15x8 snowflake rims and also a reproduction 17x9 snowflake rim. From the looks of the photos, it looked pretty promising. So, I order a set of the 17x9 reproduction snowflakes to take a look for myself in person at what was coming down the pipe.

Now it took a little while to get the rims in, about 3 1/2 months, but the packages arrived and in the boxes were brand new 17x9 gold snowflake rims.



I took the rims out of the box and I have to tell you, I was quite impressed with the quality of not only the rim itself, but also in how closely it resembles and matches the original 15x8 snowflake rim. So from first glances, I am quite happy with the rim and what Year One has produced.



I will be doing a full write up on the website complete with photos and comparison of the rims to the original. So stay tuned to the website for more information and the complete story on these rims. But from what I have seen so far, I would definitely recommend that if you are looking for a set of rims, you should look no further.

More to come.....

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Don't Forget the Little Things....

Often times when you are restoring or maintaining your car you go over everything you want or need like new carpet, or new headliner, or refinishing your rims... but what about the little things? More often than not, people look at the big picture and forget about the small things that really help out your car.

One of the biggest things that people overlook is the engine compartment and the lines in there. Not only things like the brake lines and fuel lines, but the bigger issue is the vacuum lines. These are often an overlooked item and can make a real difference with your car. Now I am not talking about simply cleaning the vacuum lines, I am talking about maintaining them and also possibly replacing them. You have to remember that your is (or is approaching) over 30 years old and things tend to dry out and wear out. It is a good idea to take care of your vacuum lines at least once a year. You need to get in there and wipe down all of your vacuum lines and all rubber hoses under there using something like Armor-All, 301 Protectant, or something else of your choice. Now, you can simply wipe them down while everything is in the car and attached, or you can remove the lines one by one, wipe them down, and then put them back in once done.

This will help keep the lines pliable and will help prevent cracking of the lines. Once you get a crack in the lines, you start loosing vacuum pressure which can lead to other problems.

There are alot of different issues that loss of vacuum pressure can create. Once you start loosing vacuum, you car just does not run like it should and also you could be loosing valuable horse-power as well. That is why it is so important to take care and maintain your vacuum lines. Now if your car is original or has alot of miles on it, then it would be a good idea to replace all of your lines. This is a fairly simple task to do and will also help prevent problems and maybe fix some problems and gain you that power back. Now, just like anything else you do to your car (which I have said time and time again) take photos and make diagrams of everything *BEFORE* you start doing anything. Now if you are the original owner of the car, then you can probably be pretty safe with following an original vacuum diagram or at least you will know what has been changed or removed over the years. But for those of you who have just purchased a car or are not the original owners of the car, then you have no idea what has been tampered with so you might not be able to use the original vacuum diagrams to put everything back together. So again,

before you do anything, get a piece of paper and draw a diagram and mark where everything goes and where all of the lines run. You can also use a marker or a piece of tape to label the lines as you remove them. Now you can do these lines one by one so you make sure they all go back to the right spots, or use the diagram and take photos and remove everything from the engine. Now you can take all of the vacuum lines up to your local auto parts store and purchase all new rolls of the correct diameter and thickness lines to replace the ones you removed. You also need to take up any of the small plastic connectors and "T's" that some of these lines connect to. Again, over time, those small connectors will crack, again causing you to loose pressure. Your local auto parts store should carry those as well for what you need. Once you get all the new lines, then you can follow your diagram and photos to replace all of the lines and put them back in the proper spots.

Now, this may take some time to replace them all, but I think it is a small step that is well worth it. With all of the new vacuum lines and connectors, you will spend less than \$50 and I think that is well worth the effort. Now, if you are a stickler for "Factory Correctness", then no need to worry, there are plenty of on-line places that you can purchase the correct color coded vacuum lines to keep your car looking 100% original. So for about 4 hours or so of work and less than \$50, this is something you should not overlook anymore. And again, every year, you should come back down and wipe them all down again to help keep them working like new. It is a small step that will help keep the engine looking nice, but more importantly, running and operating like it should.





WWW.78TA.COM now has New Easier Links !

- 78ta.com Store:**
<http://store.78ta.com>
- 78ta.com Forum:**
<http://forum.78ta.com>
- 78ta.com Gallery:**
<http://gallery.78ta.com>



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Spotlight of the Month - 1977 Trans Am of FB_Rider

Well, here we are in February and most of us are still suffering from the Winter blues and maybe have a little bit of Cabin Fever. So what better way to cure those blues than taking a look at a beautiful 1977 Special Edition Trans Am owned by Mike Biederman. fb_rider has a great example of what a 1977 Special Edition Trans Am should look like. He has spent the last few years since purchasing the car fixing it up and making everything just right on it. Her is a little bit about Mike and his story behind the car....

I'm Mike from Taylorsville, MD (about 1/2 west of Baltimore). I was 18 when Smokey and the Bandit was first released and always wanted a black and gold TA. It took a long time, but I finally got on earlier this year (2006). It was in pretty good shape with a relatively new paint job, but it had red interior, which had to go! With Brett's help I was able to get everything to make the change and I'm real happy with the way it came out. It could probably use an engine rebuild (147,000 - but it runs great - knock on wood) and maybe some rear end work - but the kids and I have had a great time with it this summer taking rides and going to some informal local car shows (they especially like the one at the ice cream place!).

In the winter of '05/'06, I decided it was time to

buy a "Smokey and the Bandit" trans am. I didn't even know what an SE was at the time. I searched the internet and found Trans Am Specialties (Brett's business), and 78TA.com. One of the first cars I was interested in was the Cherry Hill NJ Trans Am Specialties car (#24 I think) that Brett had on his website. But after some more research, I decided I wanted a true SE. Bought my car in March '06, flew out to Ohio on business and stopped by to meet Brett in person shortly thereafter. He helped me a lot with purchasing the parts to do what I wanted to do with my car (mainly restore/change the interior). Mike has also made other little improvements over the last few years like upgrading the stereo system which he did by using the original radio, but changing out the internals and also having RCA inputs in the back for modern MP3 players. Now Mike owns a truly stunning 1977 Special Edition Trans Am.



You can check out the full story on the Forum. Check it out for yourself on my Forum.

Classifieds

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Want to sell your car in the Monthly Newsletter here at 78ta.com? Send an email to Sales@78ta.com for more information. List your car for sale that reaches over 100,000 people each and every month.



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Here is a brand new reproduction Hurst Hatch storage bag for your 1976 to 1978 Trans Am with the Hurst T-tops. These bags would be nice for any Y82 Special Edition Trans Am. This is a brand new reproduction storage bag for your Hurst T-top panels. It is made of heavy duty quilted vinyl to help keep the panels safe in your trunk. They have the same cotton separation for the panels to keep them apart from each other to prevent scratching and also have the "HH" Logo on the flap. This bag was patterned after an Original bag, so it has all of the exact same dimensions as the originals. These are extremely hard to find and expensive if you can find GM Originals. So if your Trans Am with the Hurst T-top roof is missing the original storage bag or your Original storage bag is in need of replacement, then this is the reproduction for you. Visit store.78ta.com for more details. \$159.00

