

Monthly Newsletter September '09

Newsletter No. 0021

What's in This Month

Topic: 25th Annual Trans Am Nationals

Tip: How to Recover your Seats

Spotlight: Spotlight of the Month September 1972 Trans Am

Spotlight: Advertising

Classifieds



25th Annual Trans Am Nationals

This year marked the 25th Anniversary of the Trans Am Nationals held in Dayton, OH. This year the show had moved from its previous location held at the Dayton Airport Hotel to the Dayton Marriott just a few minutes South.



The location was a great place for this venue. Gone was the dirt field for the vendors and everyone was located at the show field in the parking lots not only of the hotel, but also the adjoining properties. There was plenty of room for the 400+ cars and 40 plus vendors to all be in one easy to access location. The hotel itself was also a nice

place to stay. The rooms and amenities made the weekend a great retreat for all Firebird and Trans Am owners.

The 25th Annual Trans Am Nationals had a great weekend weather wise. Sure.. there was a little bit of rain on Friday for most travelers coming to the show and a little rain dampened those Friday evening festivities, but once that rain cleared out, it was clear sailing for the rest of the weekend. The weather was also a nice change from the 90 degree days of the past. The temperature stayed mostly in the 70's and I don't think it even made it into the 70's for Sunday.

There were over 400 registered cars there at the show and even more spectators. Firebirds and Trans Ams from every year from 1967 to 2002 were on hand. Check out the website for all of the photos of the cars and also the winners list from this year.

Not only were the cars a great thing to walk around and check out, the vendors also had a good turn out. If you were there at the show, then you had the chance to check out the unveiling of

the new Concept Trans Am from Kevin Morgan and Trans Am Depot out of Florida. These cars and kits will soon be hitting the market place. Be sure to check out upcoming newsletters for the full story on the car and photos.



Also on hand at this years show was the recreation of the Snowman's trailer from Smokey and the Bandit. It was quite a sight to see with the full size trailer there in great detail. Some of the lucky ones were able to sneak back at the end of the show and have photos taken of their car in front of the trailer. How many opportunities will you ever get to do that again?



All in all, it was a great show and a great turn out in the new location at the Dayton Marriott. If you missed it this year, be sure to save the date for the 2010 26th Annual Trans Am Nationals held always at the end of August. As always, you will never walk away disappointed with all of the greats cars and things to see. And the Cruise In at Tipp City is also a great event over the weekend that you do not want to miss out on.... over 300+ Firebirds and Trans Am's taking over an entire town for one night.

So save the date at the end of August and get ready to have a great time. I have been attending the Nationals for 10 years now and will not miss an event to see all the cars and people and just to have a great weekend with the cars we love so much.

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Many people often have wanted to put new seat covers on their seats but are a little apprehensive about the process. This should help answer many of those questions. These are the steps that it will take to get those old seat covers off your seats and how to remove them properly without destroying the original seat foam for reassembly of new seat covers.

You will need to remove all the seats from the car. The front seats have four 1/2 inch bolts holding them into place to the floor of the car. Once these four bolts are removed and the upper seat belt holder is removed to get the seat belt clear the seats will come out with ease. The rear seat bottoms can be removed by compressing the seat bottoms down slightly and moving them to the rear of the car at the same time. The rear seat bottoms are only hooked onto the floor via a metal bar located within the metal workings of the seat bottoms. Once the rear seat bottoms are removed there are two 3/8 inch bolts that hold the upper portion of the rear seat in place. After the two bolts have been removed the upper section of the seat can be removed by compressing the seat towards the rear of the car while lifting up on the upper seat portion simultaneously. The upper rear section of the rear seats are attached but two hooks that hook into the back of the rear seats and the bolts

at the bottom of the seat. Once all the seats have been removed from the car, seat cover removal can begin.

You may wish to get a camera and take pictures for reference regarding disassembly of the seats. Starting with one front seat, as the other will be an identical process for deconstruction, remove the two Phillips head screws located at the bottom of the front seat backs and one Phillips screw on each side of the seat on the seat arm. Once these Phillips head screws have been removed simply push the panel in a little and up simultaneously as there are two plastic hooks on the inside of the seat backs that hold the seat backs to the seat and it can be removed. If you have the standard seats, then there are only the two screws located on the back rear portion of the seat back. Make certain the side arm sides are free as well. Once this is removed you will need a T50 Torx bit to remove both bolts on the sides of the seat that secure the seats in the upright position. Once these two Torx bolts have been removed the strap lines that stop the seat from going too far forward can be removed as well as the back of the seat bottoms. Carefully remove the seat arm screw holder as this only reassembles one way.

The seat is now ready to be separated from the seat bottom. There are two retaining clips that hold

the seat arms to the seat bottom and these need to be removed. You will need to save these if you can for re-installation when the seats are done. Now you can simply pull the seat to one side to get the seat top arm over the existing seat pins that hold it in place. Once you get one side over the pin the other side should be easier to get off the other side pin. Remove the seat top from the seat bottom and set aside the bottoms. Take the upper portion of the seat and remove all the existing hog rings (they look like clips) with a pair of sharp pliers. They usually are cut best with a slight twisting motion as you apply pressure to the pliers.

Remove the top two Phillip head screws from the seat belt holder and remove. Once all the hog rings have been removed, turn the seat cover inside out and remove it over top the top of the seat foam. You will need to remove the inside hog rings that secure the seat covers to the interior of seat cushion foam. There is a horizontal line and two vertical lines of rings that need to be removed. Once all the hog rings are removed the seat cover can safely be removed from of the seat foam completely. The seat bottoms have a few hog rings that need to be removed from the back. Turn the seat upside down and remove all the hog rings on the back flap that covers the rear of the

seat. There are other hog rings that will need to be removed as well under the flap. Once all the hog rings have been removed the seat cushion must be compressed down to remove the front and two sides of the seat bottom. The seat cover has a built in plastic edge that secures upside down in a rail built into the seat bottom. Once these three sides are released from the seat cover turn the cover inside out and work it towards the center of the seat. Once all four sides of the seat cover has been released to the center of the seat foam there are additional hog rings that will need to be removed from the center of the seat cushion. Once all those hog rings have been removed from the seats center the seat cover can be completely removed.

The rear seat bottoms are secured completely with hog rings. Turn the seat bottoms upside down and simply remove all the hog rings around the bottoms. The seat cover can be removed easily. The rear top seat can be done in the same manner. Simply put the vinyl or cloth side down and remove all the hog rings around the outer perimeter of the rear of the seat. This cover is only held on by the hog rings as well. It would be wise to get a good idea of where the hog rings were located on all the seats before deconstruction and again, pictures do help as a guide for seat cover assembly.



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Spotlight of the Month - 1972 Trans Am of Pat



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The Hitman has been more than just busy this month, he's had a crazy month. Therefore, I asked the Hitman if I could help with the Hitman's pick of the month once again. I was honored to step in again, but this month features a project. It's a project like no other. I've never seen such detail being put into a restoration project like this one. I am sure I am not the only one that looks in jaw-dropping awe of the project. This month I picked KeePat's 1972 Trans Am restoration project as the pick of the month, with the Hitman's approval. So Pat and Kurt, this month and Bud's, for you! I can't tell you how much we all appreciate your showing us how ever detail counts with the restoration your car. We all are watching your updates. Your car is one of the finest examples of a perfect restoration. Keep up the unbelievable beautiful work. I couldn't think of a better way to show my appreciation and deep respect for your project then to feature it here. We can't wait to see your car when it's finished. Congratulations Pat (KeePat) & Kurt for being my Hitman's Pick of the Month! To check out all of KeePat's restoration project please go check out the forum. You will not be disappointed.

Advertising with 78ta.com is a cost effective and efficient way to bring visitors to your site and promote your business. 78ta.com has been on the web since late 2000 and has grown substantially in size and traffic with consumers that visit this site each and every month. In February 2001, there were a mere 1,000 visitors to the site, but by the end of 2001 there were already over 4,000 consumers each month visiting these pages. By the end of 2008, there were over 93,000 visitors each month that continue to visit 78ta.com for information, guidance, and advice on restoring these Classic cars, and now in 2009, that number has climbed to just over 105,000 visitors each and every month. Over the past 9 years, the website has grown on average by 71% every year. The business has grown to over a half million dollars in sales each year with no outside advertising in any media with the exception of this website.

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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1978 Trans am. 6.6L Pontiac 400. Super clean with no rust, or dents. Paint (red) is spectacular and inside is 8/10. The motor has been completely re-done .30 over and has about 375 HP. I have all receipts from pretty much the day it was new. It has been in my family for over 30 years. I have a ton of pictures. You wont fine a cleaner car. 16K OBO. bluelego42@yahoo.com or call me 810-449-9502. Thanks



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If anyone has any interest in this 10th anniversary TA with a VIN# of 2X87K9N154926 please call 701-742-2694 or e- mail sdahlstrom@fsbnd.com

