

# Monthly Newsletter November '08

Newsletter No. 0011

## What's in This Month

*Topic: How to Find Parts for your Trans Am*

*Tip: How to Replace your Headliner*

*Spotlight: Spotlight of the Month November 1978 Trans Am*

*Spotlight: 2009 Trans Am Calendar*

*Classifieds*



### How to find parts for your Trans Am

I have talked over the last few months about finding a Trans Am and what to look for and how to research it, now I want to change gears and talk about how to find parts to help keep your Trans Am in great condition. Just as I had said when trying to find a Trans Am to purchase, the best thing you have on your side is the Internet. The Internet is a wonderful tool to help find restoration parts for your Trans Am. Now for those of you who have been around Trans Ams and Classic Cars for a while pretty much know how to go about it. But, for those of you who have just purchased a Trans Am and need to find parts let me just say..... "Do your Homework".

Just like when you are out shopping for furniture, there isn't just one place to purchase a couch. Most of the times also, you don't just walk into the first place you see and walk out with a couch. You usually take a look at a few stores to see what is out there, who has the best product for the best price. The same goes

for Trans Am Restoration parts. There are places like Year One, Classic Industries, National Parts Depot, Performance Years, Ames Performance, The Parts Place and Fbodywarehouse just to name a few. Then there are also specialized places like Phoenix Graphix or Stencils and Stripes that just deal in the decals for your car. There are also smaller specialty shops that just deal in a certain area like brake lines and such from In-Line Tube or The Right Stuff Detailing. You might also want to be searching for non-Factory or performance parts for you engine from places like Summit Racing or Jags.

The point is that there are alot of places to purchase parts from for your car and what you need to do is take the time to look. Most of the places listed above do have an online presence so searching for parts is pretty straight forward. Many of them also have downloadable catalogs right there online. Some, you have to request a catalog be sent to you by mail. Some places do charge for their catalog, but most of them

credit that back on the first order.

There are also places like myself and Fbodywarehouse that will go out of their way to make sure you are getting the right part for your car and application. Some of the larger companies are not as helpful. Many of the companies carry all of the same parts. For example, many of the decal kits provided out there all come from Phoenix Graphix which is the leader in the GM Restoration decal kits. So, if all of the companies carry Phoenix Graphix decals.... wouldn't it be wise to see who has the lowest price on them? After all, you will get the same quality product in the end so why not save a few bucks.

So when searching for parts, much like when searching for that Trans Am, you need to do your homework in researching these companies and the parts that they carry. The Forum is another great resource for this as well. If you have a question about a part or a supplier, then ask the members on the Forum, they will help point you in the right direction

### 2009 Trans Am and Special Edition Trans Am Calendars

I want to thank all of the people who submitted their cars and photos for consideration in the 2009 Trans Am and the 2009 SE Trans Am Calendars. I received alot of entries and it was tough picking out the ones that were to be included in this years edition.

I will still be taking orders for the Calendars through December 1st so make sure you visit the store to pre-order your copy today. These will be in limited supply so make sure you don't miss out.



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## **How to Replace your Headliner**

If you are like most of the current second generation Trans Am and Firebird owners, then your headliner is probably starting to sag and loose grip with the roof of your car. Lucky for you, there are several easy ways to remedy this problem. First let me explain why your headliner is sagging. Your headliner is composed of three parts. The headliner board, the foam backing, and the headliner material itself. The reason why the headliner sags is because the foam backing deteriorates over time and disintegrates to basically sand and dust. So, with no backing material for the headliner material to stick to the board, it starts to fall.

Lets start with the three basic options that you have for replacing your headliner. The first and least expensive way to fix you headliner is to replace the foam backing material itself. This can be purchased from many fabric stores for about \$6 plus a can of headliner adhesive for about \$7. The next option you have is to replace the foam backing and the headliner material together which would run you about \$60 plus the headliner adhesive. The third and most complete would be the replacement of the entire headliner component which is about \$140. Now, to determine which solution is best for you, you need

to remove your existing headliner.

This is done by removing all of the screws and trim and accessories that hold it up. Basically, there are about 22 screws that hold in the trim and accessories. There are 4 screws in the front trim, 6 screws in the rear trim, three screws for each of the sunvisors, two screws for each of the seat belt retractor covers, two clips on posts for the center dome light, and two screws for the side headliner trim. Now, if you have a Hurst or Fisher T-top roof, then there are a few more screws and trim pieces to remove. Once these are all removed, your headliner will be free to be removed from the car.

Now that your headliner is out of the car, you can inspect it to see which of the previous three options will be best suited for your situation. If your cardboard headliner board is in good shape and not cracked, ripped or have water damage to it, then it can be re-used. Same with the headliner material itself. If it is not ripped or faded or damaged, then you can re-use it and option number one is best for you. If your cardboard and headliner material are in bad shape, then option number three would be the route that you have to take.

If you are lucky enough to have your board and material in great shape, then you need to start cleaning it and prepping it for assembly and install. You

need to remove all of the old foam backing material from both the board and the material itself. You can do this by using an SOS pad or scrubbing pad to remove all of the loose and old foam backing that has deteriorated. You need to have it all clean on both sides in order for the new foam to have a clean surface to adhere to. Once you have removed all of the old foam backing, wipe it down with a damp cloth to remove and residual dust and debris. Now you can lay your board out and the new foam backing you bought for \$6.00 and cut and trim it to match your board. Make sure you leave about 1 1/2 inches around the edges so that you can fold it over the edge when applying it to aid in holding it in place. Once it is all cleaned and trimmed you need to spray the headliner adhesive to both the cardboard backing and the foam backing. Use even strokes back and forth in the same direction going side to side, then do the same thing going the opposite direction up and down. Allow that to get tacky for about a minute and then apply the two parts together. Make sure you press evenly and firmly across the entire surface of the headliner to ensure proper adhesion. Once that has been evenly applied, you can flip it over to adhere that 1 1/2 inch border around the edges to the other side of the board. Allow this to set up for an hour or so then

repeat the process adhering the headliner material to the foam and cardboard backing. Again, use even strokes and do from side to side, then top to bottom. Press evenly all around to ensure a tight grip. After this dries for atleast an hour, you are ready to put it back into the car reversing the process.

Now, if your headliner material was also in bad condition, then for the \$60 you can purchase new headliner material with the foam backing already installed. Now, you have one less step to do when installing it on your existing board because the foam and the material are already together. Now, if all three pieces to your puzzle were bad, then purchasing the entire headliner kit would the route you need to go which comes with the headliner material, the foam and the ABS backing already assembled. For a hard top car, the kits come ready to install with only a few slits needed for the re-installation of the sunvisors and dome light. PUI has also come out with the fisher T-top version of the kit which is also ready to install. Now if you happen to have a Hurst T-top car, you will have to cut it to fit yourself. I have full directions on how to do this on my website under the "Restoration" Section.

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- 78ta.com Forum:**  
<http://forum.78ta.com>
- 78ta.com Gallery:**  
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### Spotlight of the Month - 1978 Trans Am of Rick Bodnar

Well, over the past year or so we have had just a few Trans Am Spotlighthted from out of the country. This month I wanted to take a little trip up North to Canada for a spectacular example of a Martinique Blue 1978 Trans Am owned by Rick Bodnar also know as RainMan.

Now, this isn't the first Trans Am that RainMan has owned. Like many of us here, RainMan had the bite of these Trans Ams early on... "I will never forget my first drive in one. I bought a black and gold 77 T/A back in 81 ,and it was such a Sweet feeling when I first started it up and had my first drive." He has previously had a 1977 Black and Gold W72 Trans Am Hardtop and also a 1980 White T-top Turbo Trans Am as well. Rick's latest score is a beautiful example of a low mileage 1978 T-top Martinique Blue Trans Am. He just recently purchased this Trans Am with help from members here on the Forum. He did spend some time searching through websites and Ebay until he happened upon 78ta.com. After a little shipping delay and a 2100 mile trip, the car finally made it to it's new home in the Great White North. Rick said "Then I seen an add here at this forum for a Martinique T/A . Well although I was hoping for black SE ,I couldn't pass this one up. I have to say the color really grow's on you ,it's a wicked shade of blue imo. I bought

it from really nice family that was known by people here at the site ,so I had no concern's about the claim's of low mileage or anything else. It actually exceeded my expectation's."

Rick wasn't always a favorite of the Blue, but I think many of us here and now that he has the car, he thinks the color is really starting to grow on him. He really wanted a Black Trans Am and was considering painting this one black, but after many threats of a good flogging by members here on the Forum, I think Blue it will always be.... Right Rick? The car is a 21,000 original mile Trans Am with the Pontiac 400 and automatic transmission. It is fairly well optioned with the Fisher T-top roof, the Pontiac 400, WS6 Handling package and power windows just to state a few. Not to mention that it is still riding on the original Goodyear Polysteel Radials.

RainMan has also been a great addition to the Forum. His kind nature and great sense of humor fits in well here on 78ta.com. It is great to have him here and hope to maybe meet him in person at some shows next year. So congratulations to Rick and his stunning 1978 Trans Am.

Check it out for yourself on my Forum.



## Classifieds

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1978 - 1981 15x8 Snowflake rims One set of 15x8 inch snowflake rims. Refinished to that showroom shine in gold for that Special Edition Trans Am, \$999. Email hitman@78ta.com



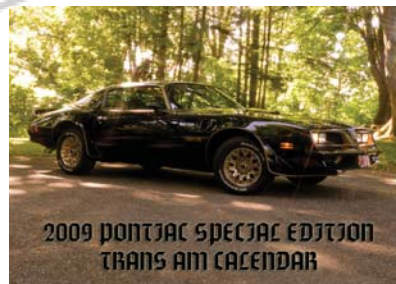
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2009 Trans Am Calendar Pre-Order now ! It will be an 11x17 full color 12-Month Calendar for the 2009 Year. Orders are being taken now and calendars will be out in time for Christmas. Visit store.78ta.com for more details.



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2009 Trans Am Special Edition Calendar Pre-Order now ! It will be an 11x17 full color 12-Month Calendar for the 2009 Year. Orders are being taken now and calendars will be out in time for Christmas. Visit store.78ta.com for more details.



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