

Chief Loud Mouth Speaks

Getting Them Hooked

I was in the garage one recent afternoon when two of the neighborhood boys walked in. Jeff and Jacob are in their early teens and I've watched them go from gangling nine year olds throwing water balloons at girls to budding young men trying to get those same girls to look their way.

Today their interest was cars. They'd been up the street visiting with a neighbor who has an older import car. This fellow was, according to the boys, bragging about how he intends to fix it up and put a "\$25,000 racing motor" in it. They felt duty bound to tell me.

Who knows if that's really what this fellow said. You know teenage boys and how they can expand on the truth. Either way, I have better things to do than get into a war of words with a neighbor over who's car is better.

My response was "That's nice. Jeff, get in the driver's seat and hit the key when I tell you. Jacob, come up here with me."

I put the youngsters to work. Over the next 30 minutes I explained how we were setting the timing on my car and how that affected performance. We talked about engines, displacement and the differences between my car and the newer cars they're used to seeing.

When it was all done and the hood came down I asked them, "Would you boys like to go for a ride?" I've always heard the phrase "eyes as big as saucers" but that's the first time I'd ever seen it. I sent them home to get their parents permission.

They both came back with big smiles after getting the OK. Jeff's dad came with him to let me know he wanted a ride as well. Needless to say, Jeff's little sister wasn't being left behind so I loaded all the kids and told dad I'd catch him the next time.

With children in the car I knew better than to take any chances. I did get into the throttle on one back road so they could feel the power. Then we pulled into an empty parking lot in the industrial area and I nailed it. I stayed on it long enough to leave about 20 feet of tracks. The squeals from those kids were louder than the squeals from my tires.

When we got back home they all piled out and thanked me profusely for the ride. The icing on the cake came from Jacob. "Mr. Chris," he said, "he's got a neat car but I like your's better 'cause it really goes!"

I think I sold them on some old fashioned, American made, big cubic inch muscle.

Manpower Needed For Events

Attendance was off for the July meeting. The lack of members was noted by President Wayne Major. He reminds everyone that without participation from all members this club will not continue because the same group of members can not be responsible for all the work.

The treasurers report showed a balance of \$925.00 in the operating fund and \$1669.00 in the sponsor's fund.

President Wayne Major reported that there was another excellent turnout of cars and bikes for the Cruising In The Rock event for July. He stressed that members should attend and wear their club shirts when possible as it provides excellent advertising for our club.

Stacy Major delivered a detailed report regarding the Big CruiseFest slated for October 15 - 17. She MUST HAVE commitments from members to work the event.

Currently there are only nine members who have turned in T-shirt sizes. We need at least twice that many to make this event a success. Please contact her to confirm you will work the event and provide her with your T-shirt size. Not all members will be expected to work all three days. Saturday will be the day that all members who can work will be needed.

Members will also be needed on the night of October 13 to help stuff 500 goody bags. A meal will be provided. Plan to attend that evening as well.

Geoff Schwark suggested that some type of APA item be in each goody bag. Chris Ritter suggested that it could be a "look but don't touch" card for the cars. No one offered to create the card so the suggestion is still on the table. If someone wants to volunteer to look into this, please contact Ritter for the artwork.

Stacy went on to say that over 100 cars have pre-registered for the event. As many as 400 cars are anticipated. Club cars will be parked together at the event and overnight security will be on hand for those who wish to leave their cars.

Next on the agenda was APA car show scheduled for September 25 at Lake Willastein park in Maumelle.

Ritter brought examples of the trophies for members to view. Ritter and Wayne Major had sorted and removed the rings from the pistons/rods provided by Schwark and Mike Cherry.

Using Tony Riddick's design, they mocked up the examples shown at the meeting. Major will be taking the remaining pistons/rods to Blocker's Performance and



President Wayne Major (left) and Jerry Spradlin look over the sample trophy presented at the meeting. Members will be working in the coming weeks to build the trophies from recycled piston and rod assemblies.

Restoration where he will be sand-blasting them. Blocker's will be painting the pistons the appropriate colors for a nominal fee.

Ritter pointed out that there would be a work day scheduled and members would be asked to come and help assemble the finished trophies. That date will be set once the paint is on the pistons/rods.

Door prizes are still needed. Ritter suggested purchasing a few door prizes. Jerry and Velma Spradlin said their company would be sponsoring a few prizes as well.

The greatest need appears to be goody bag items. There are bags from last year but items to stuff them are desperately needed. Members with anything to contribute for the bags should contact Major.

APA will be providing the wipe out board, silent auction and 50/50 pot again this year to raise additional money. Members will be assigned jobs at the traditional cookout the Friday night before the show at Lake Willastein.

The children's coloring contest will be dropped this year. It was decided that it was too difficult to break them into age groups to keep the competition fair. Wayne Major is looking into possible games for the children as a substitute.

Ritter was up next with a report on the Poncho Power Tour. All plans are set for the event that will take place the weekend of November 6 - 7.

The group will leave Little Rock on Saturday morning and drive to Mena via secondary roads. The schedule calls for a tour of Street and Performance at 2 pm and will be followed by a tour of the Brodix auto museum.

Members will overnight at the Queen Wilhelmina Lodge.

Ritter needs an idea on how many will be there that night before he can contact the lodge about a dining room for the entire group and the menu and costs.

Sunday morning the group will drive down the Talimena Scenic Drive in to Oklahoma before doubling back into Arkansas and returning home.

Ritter told members that they should reserve rooms at the lodge now before he notifies the Indian Nations POCI club and Dallas Area Pontiac Association regarding the agenda. Reservation can be made by calling 800-264-2477. Be sure to mention the APA in order to get one of the rooms blocked off for the group.

Ritter also reported that the web site was seeing more traffic than ever. As always, the photos from events and the calendar of events were getting the most attention.

Ritter requested that he be allowed to buy some calendar software for the web site. He stated he needed the software to make scheduling re-occurring events easier. The motion passed with unanimous approval.

Geoff Schwark gave a quick report on the Searcyfest car show where he was awarded a second place trophy. An estimated 200 cars attended the 100 point judged show.

The next meeting will be on August 15. All members are asked to be there so plans for the upcoming events can be finalized.





Several Arkansas Pontiac Association members attended the Searcyfest car show. Five cars from the club were entered and Geoffrey Schwark was awarded a second place trophy for his 1966 GTO. Available for the group photo (above, left) were (back row, left to right) Tammy Ritter, Geoffrey Schwark, Stacy Major, Mike Cherry, Corey Adcock, (kneeling, left to right) Chris Ritter and Jerry Adcock. The line up of GTOs (above, right) turned heads all day long.

Mark Your Calendar

August 12 - 15

Cruising Branson Lights

This is the huge cruise on the strip in Branson, MO. Jerry and Velma have attended in the past and say it's something to see. <http://www.bransoncarshow.com/registration.htm>
1-800-366-2912

August 15

APA Meeting/Sonic Cruise In

Our regular meeting is at 2 pm at the Aerospace Education Center (where the Imax theater is). We need all members to attend the meeting. It's time to start assigning some responsibilities for the car show and Big Cruisefest. Be there. Our monthly club sponsored cruise in at the Sonic on Stagecoach Road will follow. It runs from 4 - 6 pm.

August 19

Cruising In The Rock

It's every third Thursday night from 5 - 9 pm at the River

Market pavilions in downtown Little Rock. There's no charge for this event. There are door prizes and awards for the best motorcycle, truck and car. The APA is the host club for this event and all members are encouraged to attend.

August 27-29

Trans Am Nationals

<http://www.angelfire.com/hi2/TransAmNationals/edit.html>
This annual gathering in Dayton, Ohio is the single largest gathering of Firebirds and Trans Ams in the world. Last year's count was over 500 cars. Ron Nichols will be attending and representing the Arkansas Pontiac Association.

August 27-29

Hangin' Dice Reunion

Members - \$20

Non-member - \$30

<http://www.kustomkempsofamerica.com>

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info@fsbmail.com

Welcome new member Dewey Davis

Arkansas Pontiac Association Membership

Jerry Adcock	900 Breckenridge	Benton	AR 72015	501-316-0688
Christopher Alter	744 Firolane Dr.	LRAFB	AR 72099	940-642-7323
Butch Alumbough	156 Honey Hill Lane	Searcy	AR 72143	501-268-2905
Bryan Blocker	15 South Church Street	Vilonia	AR 72173	501-529-8020
John Brooks	171 Tower Loop	Lonoke	AR 72086	501-676-2725
Matt Burgess	1020 Crosspoint Rd.	Conway	AR 72034	501-730-0757
Paul Crutchfield	343 Highway 291 North	Prattsville	AR 72129	870-699-4425
Michael Cherry	271 Stringham Rd.	Searcy	AR 72143	501-742-5756
Lance Davis	9144 Puddin Ridge Rd.	Ozark	AR 72949	501-667-3535
Dewey Davis	1711 Thompson Lane	Little Rock	AR 72223	501-821-6991
Marvin Dunnahoo	2044 Horseshoe Loop Rd.	Little Rock	AR 72206	501-888-8084
Marty Ester	293 Stoney Point Church	Beebe	AR 72012	501-882-6496
Lynda Flieg	49 Rosewood Dr.	Beebe	AR 72012	501-882-6070
Dewayne Ford	2199 Highway 133 N.	Crossett	AR 71635	870-364-3224
Johnny Gilliam	24337 S. 450 Road	Tahlequah	OK 74464	918-431-0492
Gordon Gondek	19101 Hidden Hills Lane	Little Rock	AR 72223	501-821-1500
Dane Hart	2280 Hickory Creek Cr.	Alexander	AR 72002	501-225-8878
Cara Haynie	4614 Kerr Station Rd.	Cabot	AR 72023	501-231-6907
Ed Helmstetter	715 Trevino Drive	Maumelle	AR 72113	501-851-8370
Tim Huddleston	701 Ruth Drive	Bryant	AR 72022	501-847-2883
James Ireland	7810 Preston Dr.	Little Rock	AR 72209	501-565-1602
Dan Joslin	7 St. Thomas Drive	Maumelle	AR 72113	501-851-1544
James LaVigne	6409 Pawnee Drive	North Little Rock	AR 72176	501-835-3301
Gary Lockard	107 Miramar Dr.	Maumelle	AR 72113	501-851-1079
Wayne Major	3900 North Cedar	North Little Rock	AR 72116	501-758-5840
James Matchett	25 Blackstone Circle	North Little Rock	AR 72118	501-753-6108
Ron Nichols	23 Shady Valley Dr.	Conway	AR 72034	501-513-1177
David Payne	33 Ferncrest Dr.	Little Rock	AR 72223	501-821-3979
Brian Ray	405 Kings Ridge Blvd.	O'Fallon	IL 62269	618-628-2646
Bruce Rhoads	13125 Meadowview Dr.	Alexander	AR 72002	501-455-5545
Tony Riddick	15015 Claude Dr.	Little Rock	AR 72206	501-888-3096
Frankie Rider II	399 Radio Tower Road	Locust Grove	AR 72550	870-668-3724
Chris Ritter	18 Turquoise Dr.	Maumelle	AR 72113	501-803-9219
Marty Ritter	5310 Prospect Rd.	Jonesboro	AR 72401	501-933-7428
Geoffrey Schwark	450 Deer Creek	Cabot	AR 72023	501-941-2834
Dennis Shearon	5917 Cypress Creek Dr.	North Little Rock	AR 72116	501-753-4844
Jerry Spradlin	2802 College Ave.	Conway	AR 72032	501-329-5519
Wayne Stiles	PO Box 160	Centerville	AR 72829	479-576-4001
Daniel Sullivan	522 Ray Young Rd.	Carlisle	AR 72024	501-920-8950
Jonathan Westergn	744 Firolane Dr.	LRAFB	AR 72099	940-642-7323
Archie Williams	9725 Cochrane St.	Mabelvale	AR 72103	501-455-172
Emanuel Williams	10412 Sardis Rd	Mabelvale	AR 72103	501-455-1721
Joshua Williams	34 Sharon Circle	Greenbrier	AR 72058	501-679-5619



APA's July Sonic Cruise In

The July cruise in was blessed with un-seasonably cool day and the turnout reflected the excellent weather. Around 45 cars came and went during the day. Cars ranged from modern muscle like Tammy

Ritter's 1998 TA (top, left) to Wayne Major's classic GTO (above) and custom trucks (left). There are only two APA/Sonic cruise ins left this year so make plans to attend this month's event after our regular meeting on August 15th.



Pumping Up Those Low Vacuum Woes

(Ed - The following was written by Chris Ritter for High Performance Pontiac magazine. We would like to thank them for allowing us to re-print this information in our club newsletter. The conclusion to this article will be in the August newsletter.)

Sir Isaac Newton said that for every action there is an equal and opposite reaction. You see, Isaac knew that a large duration cam shaft could make his buggy run faster but reaction was a loss of vacuum for his power assisted brakes. Lots of go but not much whoa.

That same principle has held true for hot rodders down through the ages. Most resigned themselves to installing manual brakes or using a vacuum canister to assist the system.

There have been alternate solutions for creating a good brake pedal in low vacuum situations. The two most notable fixes are the use of a

hydro-boost system or an auxiliary electric vacuum pump. The former involves some complicated plumbing to connect it to the power steering pump and the removal of the vacuum booster. The latter is as simple as mounting a pump, some wiring for the switches and connecting the vacuum hoses. The electric pump is the focus of our project.

In the 1980's GM engineers were plagued with low vacuum on some of their intermediate and compact cars. Their solution was a 12 volt powered vacuum pump with a pressure switch. The pressure switch would detect a low vacuum condition and the supplemental pump would kick on long enough to provide the vacuum needed for the brake booster.

These pumps are still available through you GM dealer. The part number is 22034995 but be prepared to spend about \$300.00 for it. Parts discounters list it under part number

64-1500 as a remanufactured part but we discovered that most did not have it in stock. The remanufactured part shows a price tag of about \$125.00. The suppliers we contacted show the part in a backorder status with no promise on delivery time.

Another solution is to head for your local bone yard and find one of our listed X or J body cars from 1982 - 1992 for a donor. Expect the counter man at the yard to ask what the heck this motor is. He won't know and that works to your benefit. Our cost was \$20.00 for the pump and \$5.00 for the hoses,

Be sure to test the pump before leaving the yard. Many of these pumps can have frozen motors or split diaphragms. This test is easily done with the battery in your car. There are three wires from the wiring harness on the pump. Strip the red (constant power) and black/white (switched power) wires and twist

them together. Strip the black wire (ground) and hold it to the negative battery post and the red, black/white wires to the positive post. The motor should run and you should feel suction at the end of one hose while the other hose pulses air.

Remember to carry metric wrenches and sockets when you head for the salvage yard. The pump is held in place with 10mm nuts and the mount requires a 13mm socket to unbolt it from the car. A T5 Torx socket will work for the bolt head of the bracket which has the 13mm nuts. You should also carry a sharp utility knife, wire cutters, pliers and something to lie on since you'll be removing the pump from beneath the car.

The entire job can be completed in a day, provided you locate a good donor car in the morning. Follow along as we pull a junkyard pump and install it.



1 - The pump is located in front of the driver's side inner fender, below the battery tray. There is a plastic access panel that protects the pump from road debris. Try to find a donor car with this panel in place. The odds of a usable pump are much better on cars with this panel. The panel can be pried off with a screwdriver or cut away with a utility knife. This is what it looks like after the panel is removed, looking up from underneath the car. The arrows indicate two of the three 10mm nuts that must be removed to drop the pump (third nut is not visible). The black arrow points to the pump assembly.



3 - Once the hoses and wiring are loose we can begin to unbolt the motor from the mount. It is held in place by 3, 10mm nuts. Once they're off you should be able to drop the pump down, pulling the loose hoses and wiring harness through the core support as you go.



4 - The next step is to unbolt the mount from the bottom of the battery tray. This might be located in slightly different locations depending on the car. This will require the 13mm socket, Torx socket and some penetrating oil if it's rusted. It helps to have a friend to hold the Torx side from above while you use the 13mm socket on a long extension from underneath the car. The pzparrows point to the three mounting bolts.



2 - Before disconnecting the pump from the mount we need to pull all the hoses and wiring loose. Trace the hoses from the pump to where they come through the radiator core support. This will usually be where the battery tray mounts. They will run to a manifold vacuum source and to the brake booster. The wiring harness comes through the same hole as the hoses. Cut the wiring harness loose as far upstream from the pump fitting as possible. This will give you plenty of wire to work with when you are ready to install it.



Donor cars: Look for GM cars built between 1982 - 1992. Many of these, especially those with the 2.8 liter engines, carried this pump. The following list can help you narrow your choices.

Buick:

82 - 85 Skylark
82 - Skyhawk

Cadillac:

82 Cimarron

Chevrolet:

82 Caprice
82 - 85 Citation
82 - Cavalier
84 - 86
Celebrity

Oldsmobile:

86 Cierra
82-84

Omega

82 Firenza

Pontiac:

85-86 6000
82 - J2000
82-84
Phoenix



5 - Here's a look at our junkyard treasure. We decided to take the plastic, formed vacuum lines as well as the pump because they appear to be a good fit for our proposed mounting location on the Trans Am.