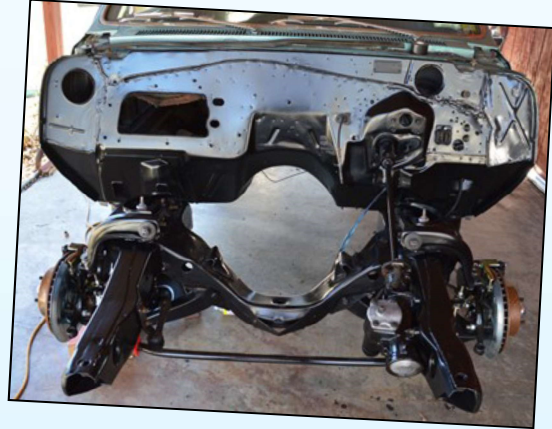


Bill & Sue Ricker's Pontiac LeMans Rebuild

Always looking for a new project, Bill and Sue Ricker found their 1965 Pontiac LeMans locally in 2016. The LeMans has a 326 with a 4 speed T10 trans. The car was in very nice shape, but Bill decided to go through it to make sure it would be a reliable driver. Once Bill ripped into his new wheels, he found issues that he felt needed more attention than originally planned. So, the small project turned into a broader project.



Bill started replacing the worn out suspension with an all new front end along with coil springs and shocks, all new brakes including a front disc conversion and added sway bars to give the LeMans a better ride. Bill also gave the rear end differential some attention and the steering box, which was replaced with new bearings and seals. Bill took a peek at the 326ci engine and found considerable sludge build up. He pulled the engine and sent it off for a rebuild.

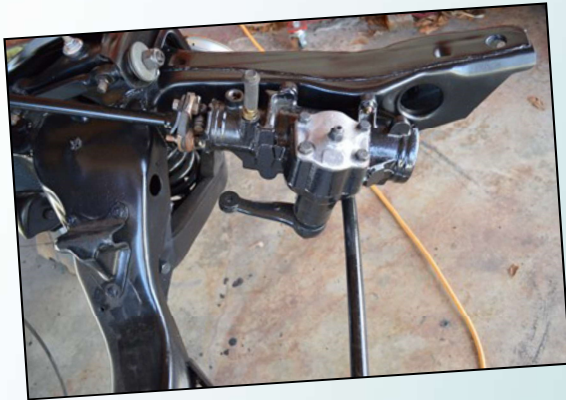


Bill & Sue Ricker's Pontiac LeMans Rebuild



The interior was not ignored either. Bill stripped out the interior and found some holes in the floor board. He cut out the bad section, welded in a new piece and applied POR-15. Bill also installed new Pontiac seat covers, new door panels and carpet.

The original steering wheel was cracked and broken, which Bill replaced with new and he also restored the steering column. Bill also bought new front and rear bumpers.



Once Bill took a look underneath the car, he decided to clean up the under carriage . All the old undercoating was removed and was recoated with POR-15. The entire front end had a nice coat of POR-15 applied too. Bill also bought new tires and a set of new 15" Cragar's.



Once the car is back together and he gets it on the road, his immediate future plans include going over the body and cleaning up the paint and making sure everything looks straight. As Bill's original plans were to simply make the LeMans reliable, it will be come a head turner. We're looking forward to seeing the LeMans rolling down the highway. Waiting in the wings is Bill and Sue's 1966 Nova Project, which is going to be one mean hotrod!! Stayed tuned for a feature article in the future.

Technical Corner—By Dave Smith



Vintage Auto Restoration Tips

So now that you have your newly owned classic car back at home, what next? Well, first thing's first: before you strip down the body to powder coat the frame you've gotta' ask yourself some very important questions, questions that will dictate how this build will ultimately turn out. Consider the following restoration tips:

1.) Will this project become by daily driver?

If the answer is yes you want to concentrate on the drive train and deal with the cosmetics later, think reliability: think brakes and wiring, differential, transmission and engine. Get it up and running in such that you feel confident to drive it anywhere. Then, and only then, should you determine whether or not you want to sink more money into it for the interior and exterior cosmetics.

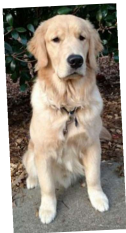


After taking inventory of what's required to get your baby back on the road, you need to consider all the aspects of the build, from glass, interior, exterior, chrome, drive-train, restoration modifications i.e. disc brake kits, 5-Speed, converting from Straight-six to a V8 whatever you want to do get the big picture.

Hop online and order the catalogs for your particular make and model. You'll want to buy in bulk to save on shipping, find if there are any local salvage yards for your particular needs. You want to have a pretty clear picture of what you're getting into.



2.) How much time do I have to devote to this project?



You will need to devote time to make any headway with your project, it will take a considerable amount of time, weekends, holidays need to find out what obligations you have that will take you away from your goals.

