

PONTIAC PAVEMENT POUNDERS SHOOTOUT

LONE STAR 2001 EDITION



Part III: Final Round

BY QUINT STIRES

PHOTOGRAPHY BY THE AUTHOR,
THOMAS A. DeMAURO AND DON KEEFE

Presented for your reading pleasure or critical eye is the final edition of the Lone Star Pavement Pounders Shootout. Last but not least is a group of racers who are almost all family. Each year that we host the shootouts, we are finding more and more families racing together—father and son teams, brother teams and, last year, a mother and son team. It's amazing how much quality family time can be spent at the racetrack.

For the Texas armadillo, the high heat and

sun is wonderful weather but to a group of motivated racers the temperatures are anything but inviting. The wearing of flame retardant suits, helmets and other safety gear with the windows rolled up makes for a cockpit temperature well over the century mark. Not only that, but if you have to tune your Pontiac in the pits out in this sun, a hot motor and hot chrome-plated wrenches are not a pleasant combination. With all this to deal with, will this group of racers press on to see if they can lower the numbers at the line yet raise the mph at the big end of the track? Can they make it down the track without passing out?

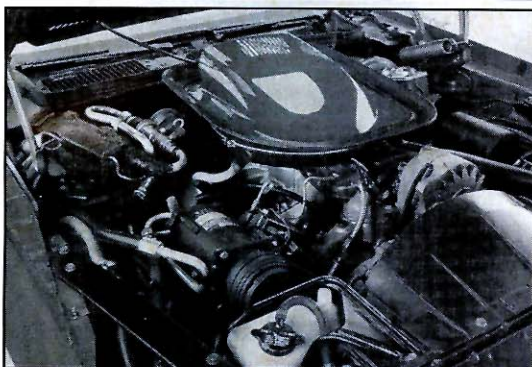
First to arrive at the line was Bryan Blocker with his red 1973 Trans Am. Lurking under the hood is a massive 464 cubes of raw power just dying to let loose. Next up in the staging lane was Joe Edd Boaz in a stunning Verdoro green 1968

Firebird with a stout 400 cubic-inch motor that wants to see the other end of the strip quickly. Then in a white 1964 Tempest Custom with a 463 cubic-inch rocker was Bob Davis. Will this airline pilot arrive early in the ET traps? Harley Davis showed 'em how the big cars can run with his incredible black 1960 Catalina sporting a highly motivated 462 cubes under the hood. Shay Qualls' 1969 Grand Prix is the sleeper of the group if you can see past the giant hood scoop. Don't let the low-buck look primer fool you because under the hood lies a 428/462 cubic-inch monster with a bottled surplus. Waving the Fourth-Gen. LFI flag was Joe Kreiner in his "force fed" 1995 white Trans Am with a 355 cubic-inch supercharged ground pounder.

Do we have a race? Read on. As you'll see, Lady Luck can be fickle but the numbers don't lie. 🍀



OWNER: BRYAN BLOCKER



STRIP SPECS

Owner:	Bryan Blocker
Year/model:	1973 Trans Am
Race weight:	4,065 lbs.
Curb weight:	3,880 lbs.
Engine:	1973, 455 / 464
Built by:	Blockers Performance and Restoration Inc. Naumelle, AR
Carburetor/jets:	1973 SD 800 Quadrijet .044 rods .072 jets, Secondary .042 rods
Intake manifold:	Edelbrock Performer RPM
Heads:	1977 6X ported to flow 250 cfm on the intake by Jim Butler Performance
Pistons:	.040 TRW forged, Total Seal gapless rings
Rods:	Cast, shot-peened, magnafluxed, resized with 7/16 ARP bolts
Compression ratio:	9.35:1
Crankshaft:	Stock, shotpeened, magnafluxed, cross-drilled, chamfered oil holes
Camshaft:	Ultradyne Hydraulic 231° / 239° duration at .050, 517 / 541 lift with Jim Butler Performance, Omega 1.6:1 roller rockers, 110° centerline, installed at 104°
Ignition:	Davis Unified Ignition, MSD 6AL Electronic
Total timing:	34° at 2400 rpm
Exhaust:	Hedman Hedders 1.75-inch primary diameter, 3-inch collectors, Flowmaster muffler with 2.5-inch pipes
Power adder:	None
Transmission:	1973, Turbo-400, custom valve body
Converter:	Art Carr 11-inch, 2800 stall
Shifter:	Stock
Rear type/ratio:	GM 8.5-inch, 10-bolt 3.08:1, posi
Brakes F/R:	Disc, Carbon Metallic pads on front, drum, Carbon Metallic shoes on rear
Rims F/R:	Factory Honeycombs 15x7 F/R, 15x7 Snowflake rear for racing
Tires F/R:	Goodyear Eagles P265/60R15 F/R, 28x9 M/1 ET rear for racing
Suspension, front:	1.25-inch stabilizer bar, KYB shocks, HO Racing 530 spp., springs cut 1/2 coil to lower front
Suspension, rear:	7/8-inch stabilizer bar, KYB shocks, spring leaves relocated 1-inch up in the front spring bracket eye for proper height, Polygraphite bushings for better launch
Chassis modifications:	WS6 steering box from 1979 T/A, all suspension bushings are Polygraphite, Competition Engineering sub-frame connectors
Interior modifications:	Stock custom interior, Kenwood indash CD player, equalizer in letter tray, two Pioneer 6 x 9 and one 10-inch solo-barc submounted in rear package shelf, Sony and linear amp custom mounted in trunk for 500-watt system
Exterior modifications:	This car runs an Edelbrock Performer RPM intake and Blocker's Performance Restoration Inc. Blocker High Velocity Induction system, for fully functional hood scoop
Safety modifications:	Driveshaft safety loop, stock seat belts
Paint:	Stock GM red
Launch technique:	Power brake to 1000-1500 RPM and leave on full throttle

STRIP TUNING LOG

Run	Tuning	Launch RPM	Shift Point	60-Ft	ET/MPH
1	Tire press. f/r 42/18 psi. 12° initial timing 34° total timing	1500	5400	1.91	13.25/103.06
2	Initial timing 17°	1200	5500	2.17	13.53/103.31
3	Same as #2	1000	5500	1.88	13.17/103.61
4	Same as #2	1100	5500	2.00	13.33/103.83
5	Initial timing 19°	1100	5500	1.92	13.16/104.21
6	Same	1100	5500	1.97	13.40/102.83
7	Same	1200	5500	1.91	13.15/104.04

OWNER BIO: Bryan Blocker

Bryan tells us that his Pontiac fever started back in 1973 when his step-dad owned a Pontiac dealership. Bryan couldn't keep his eyes off the Trans Ams, especially the Buccaneer Red ones. Some years later he was able to find his dream car and turned it into a weekend warrior that was able to turn low ETs at the track and keep Bryan cool on the way home with factory A/C. Finding a shop to build his dream car, however, was no easy task. Blocker, at 36, is an ASE Master Technician so he decided to open his own shop and build the T/A himself. Not only does Bryan restore cars, he fabricates air cleaner assemblies to fit high-rise intake manifolds under shaker hoods, while keeping the factory look. He just added a 1970 4-speed GTO to his Poncho stable and has plans to restore this new asphalt ripping ride.