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Newsbrief

HARBOR APPRENTICE PROGRAM

July 7, the Port of Los Angeles announced that it is embarking on a unique and first-of-its-kind collaboration with the Los Angeles and Orange County Building Trade Councils to create a Craft Apprentice Program, which will result in the placement of craftspeople in permanent jobs at the Port. The City's Personnel Department, as well as the individual craft unions, are also involved in the Apprentice Program and will be integral to its success. The Port expects to hire 10 electrical craftspeople through this Apprentice Program in the first year and more apprentices in different fields as the program develops.

"Over the years, the Port has had a challenge training and retaining a qualified trade-oriented workforce to keep up with our demands," said Port of Los Angeles Executive Director Geraldine Knatz, Ph.D. "Our old ways of recruiting and hiring were not working, so we needed to break the mold and come up with a better solution. With our focus on plugging ships into electrical power and electrifying other Port operations, more electricians are a necessity."

The Port, a department of the City of Los Angeles, has traditionally filled trade vacancies through the civil service process. The new Apprentice Program was created to augment that system to target and train the types of craftspeople specifically needed by the Port. These include electricians, plumbers, painters and carpenters. The five-year Apprentice Program will consist of nighttime classroom-related study plus a minimum of 8,000 hours of job training. All apprentices will meet the City's civil service rules as well as the individual craft union minimum requirements.

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**OCTOBER 5
 See Page 27 for Details**

THE CAR CLUB

PROUD OF YOUR WHEELS? SEND IN A PHOTO!



BY EVERETT BENNETT
 Assistant Inspector,
 Public Works/Contract Administration

1972 PONTIAC TRANS AM

Who's Driving: A Club Member or Burt Reynolds?

LES IDEN, RETIRED ASST. GENERAL MANAGER, GENERAL SERVICES, SAYS:

I have always desired to own an early second-generation Pontiac Trans Am, but have been unable to locate a suitable and affordable example, as restored correct cars bring more than \$100,000 at auction. I purchased this base level Firebird (350 motor/350 trans.) in driving condition at a cruise in La Habra in 2004. Over the next two years, I collected the parts necessary to clone it into a correct Trans Am. A body shop in La Habra was selected for the necessary rust repair and paintwork, and assembly was completed in 2006, resulting in an affordable Trans Am for local road track use at Willow Springs Raceway.

Road trips are comfortable, thanks to the Subaru leather bucket seats, cold factory a/c, Kenwood stereo deck with a trunk-mounted CD changer,



power windows, Morris Industries three-point seat belts, and tinted glass. We drove the TA to Phoenix in April, drag-raced it, and drove it home at 75 mph and 15 mpg. In September, we are driving the TA to Yosemite for a large Pontiac convention at Bass Lake.



FACTS

- 1972 PONTIAC TRANS AM**
- 400 H.P. 455 PONTIAC MOTOR
- T-400 TRANSMISSION
- 12-BOLT POSI REAR
- FOUR-WHEEL DISC BRAKES
- SUB-FRAME CONNECTORS
- HOTCHKIS SPORT SUSPENSION
- 16-INCH AMERICANS
- BFG 6-FORGE TIRES



EVERETT BENNETT REPLIES:

I must say this is one fantastic-looking car, Les! Most people know of the styling and performance of the '77 Trans Am due to Burt Reynolds and his crew in Smokey and the Bandit, but I must say the early 1970s Trans Ams are the place to be. They helped define street-legal race car, and they were manufactured before regulations and emissions laws killed true automobiles. I am sure the 455 Pontiac block screams around that track and

continues to ask you for more gas when your mind is telling you no. With only 1,286 Trans Ams produced in '72, I can see why they are fetching \$100,000 at auctions.

I really like your choice for wheels rather than the "Honeycomb" wheels that it came equipped with from the factory. I like to see and hear of fellow car enthusiasts who build a car to actually drive and even race and not just sit at shows or a museum. So keep burning up the track and eating that gas, Les, and if you ever need a co-pilot, you can give me a call!

Send in a photo of you and your car, and we might publish it. Send us your information, too – name, title and City department, a phone number (we won't print it) and a paragraph or two about why you love your car, what kind of car and year it is, and maybe some fun details of how you got it, how you restored it, etc. Send it all to: talkback@cityemployeesclub.com

SHOW US YOUR RIDE!