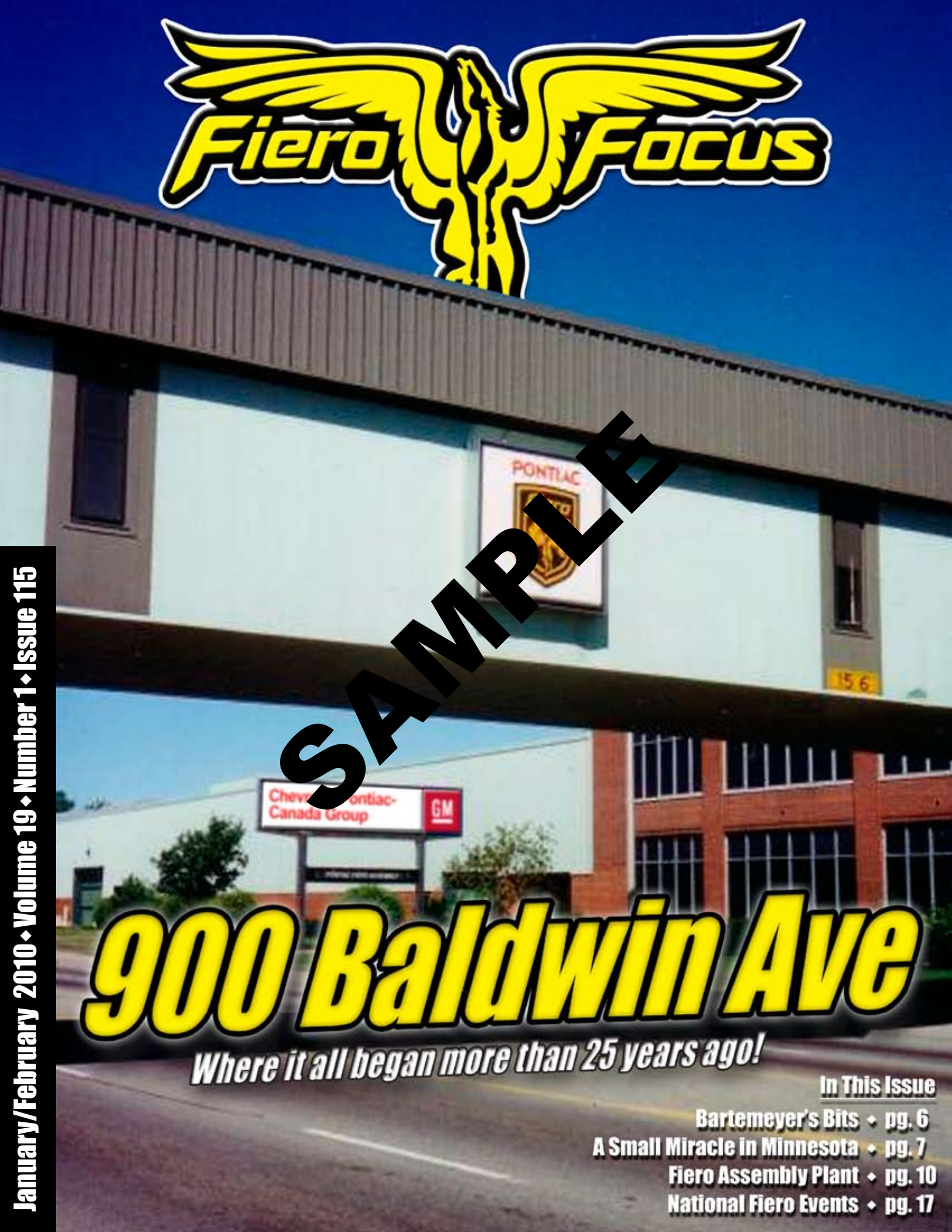
Fiero Focus



January/February 2010 ◆ Volume 19 ◆ Number 1 ◆ Issue 115

900 Baldwin Ave

Where it all began more than 25 years ago!

In This Issue

President's Message

by Jim Hallman

You may notice that this issue of Fiero Focus seems a bit heavier than usual. Well, starting in 2010, we have decided to expand Fiero Focus from 16 to 20 pages. Doing this will allow us to print more pictures, add more regular features, and provide you with more Fiero related information than any other publication.

Some of the new features you will begin to see include a Fiero parts segment entitled Paul's Product Review authored by our Membership Director, Paul Vargyas as well as the addition of segments dedicated to Fiero events from across the nation. As 50% to 60% of our membership base is from outside of the Illinois area, we decided to feed the need to provide you with more details about Fiero activities taking place outside of our club's immediate area. Or, perhaps you would consider taking a road trip to participate in these events?

To do this, we need your help. If you are a NIFE member of another Fiero club or any car club and know of an event you would like our membership to be aware of, please submit the event details to our Magazine Editors, Scott and Michelle Savage or myself. We will publish pictures and short write-ups about events that will be taking place or reviews of events that have already taken place.

If you have ideas of new features you would like to see in the pages of Fiero Focus, or ideas for articles you can submit, please let me know and the Fiero Focus Magazine Team will be happy to review your ideas. We hope you enjoy your newly expanded issues of Fiero Focus.

Pontiac Tribute Day will be held on Tuesday, June 1, 2010. Yes it is January, but we need your help in getting the word out far and wide about a day NIFE and the Midwest Fiero Clubs (MWFC) have set aside to celebrate the excitement that GM has provided to us since 1926 when the Pontiac name badge was formed. Through forums and websites on the Internet, through magazines you read and through Pontiacs you see around town – we need your help to get the word out about this tribute. From Star Chief to Fiero, from GTO to G8, we are inviting owners of any Pontiac model to drive their Pontiac and enjoy it on June 1st.

To show your support and help promote this day, you can purchase a Pontiac Tribute Day window decal at one of our NIFE events or via the Pontiactributeday.com website; we appreciate The Fiero Store's assistance in managing the decal sales for this event. Pontiac Tribute Day is our opportunity to let GM know that we appreciate all they have done to provide us with the Pontiac model(s) we celebrate. A tough financial decision was made back in 2009 under extreme economic times for GM; this is our chance to say 'thank you.'

Check out the website that our Graphics Designer, Mike Kroyer developed honoring this celebration located at Pontiactributeday.com. This site has over 1300 visits at the time of this writing; Pontiac owners from as far away as Australia have shown their support. Help us out by getting the word out about Pontiac Tribute Day. In this day and age, we have the ability to manifest this day across the world!

Mike Kroyer has also been diligently

continued on page 5

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Fiero Focus Magazine AWARDS

Old Cars Weekly Magazine's Golden Quill Award:
1995, 1999-2008
International Automotive Media Award:
Silver: 2003-2006
Gold: 2007, 2008

Membership Update

by Paul Vargyas

Mbr#	Name	City	ST	Car(s)
1392	Matthew Kiley	Baltimore	MD	N/A
1393	Jeff Everett	Carmel	IN	N/A
1394	T.J. Cassidy	Palos Heights	IL	87 GT Med Red
1395	John Famelette, Jr.	Poughkeepsie	NY	N/A
1396	Robert Hutchinson	Floyds Knob	IN	88 GT Red, 88 GT Red 4.9
1397	Mark Willingham	Sylvania	OH	88 Formula Red, 88 SC Red, 86 SE Black

As you are reading this, you may have forgotten to renew your membership for the year 2010! If you have not renewed, this will be the final issue of Fiero Focus you will receive! If you have not renewed, there will be a 2010 renewal form included with this newsletter showing that this is your final newsletter, unless you renew your membership. Renewal fees are $25.00 as of January 1, 2010.

The next issue of Fiero Focus will be mailed in early March. Don't miss out on some exciting upcoming articles. Also, the 2010 issue of the **Pontiac Fiero Price Guide** will be included with the March/April 2010 issue!! The current issue of the price guide can be accessed on the web through my webpage (see below).

On your renewal notice be sure to include your email address if you have one, since we now have 120 local members in our broadcast database so we can send you a message on any upcoming local events.

We are the largest known Fiero club in the US. (And unless someone can show otherwise, the largest in the world!) Our Fiero Focus magazine is nationally acclaimed to be the best Fiero publication! As you see on page 2, we have won numerous Golden Quill (from Old Cars Weekly Magazine) Awards and IAMA (International Automotive Media Awards) Silver and Gold awards!

Send membership questions and comments to:
Paul Vargyas
2600 Longview Dr., Lisle, IL 60532
630-983-6434
paulv@xnet.com
Webpage: http://www.xnet.com/~paulv

As of this writing, we have 358 members, slightly less than last year's 372. We usually sign up a few new members before the end of the year. So after this message was written in early December 2009, our totals for year-end 2009 will stay in the same 340-390 range that we have enjoyed since the year 2000.

Your NIFE membership is in effect so you can continue to take advantage of a 10% discount at the Fiero Store, AND take advantage of special offers that we are able to arrange as they become available.

Where to find parts?

This is a repeat of a previous list I published, but it is a subject that comes up often. I receive regular calls from members looking for parts. While I do have numerous parts available, you may want to keep a ready list of other contacts that are trying to maintain used parts inventories for all Fiero owners. I read stories every day of Fiero owners who are "parting out" a Fiero. If that continues at a rapid pace, as you might guess, parts are going to continue to become more difficult to find. Here is a "short" list of Fiero parts centers to contact to determine if a used part is available:

www.thefierofactory.com (Toney, AL)

www.fierowarehouse.com (Wheeling, WV)

www.kickhill.com/fiero.html (Lebanon, CT)

www.fierojon.com (Tuckerton, NJ)

Looking for new aftermarket or new replacement parts?

www.fierostore.com (Stafford Springs, CT) (Be sure to ask for your 10% NIFE discount!)

www.rodneydickman.com (Caledonia, WI)

Want to order new GM parts?

www.gmpartsdirect.com

www.monsterpartsonline.com

www.fierowarehouse.com (Wheeling, WV)

Looking forward to seeing you at our January 9, 2010 club meeting!

As in previous issues, I have a few more new member "snippets" for your reading pleasure. The background of Fiero owners is widely spread, not just in age, but also in reasons for buying and owning a Fiero (or Fieros!).

Brandon Kleczka is NIFE member #1370 from Krakow, WI and bought his Fiero in March of this year. He always wanted a car with a mid-engine ever since he scrapped his Fiat. The Fiero he bought is an '86 2M4 gold with a sunroof. He had it painted in flat black and is in the process of getting it on the road. So far, this is the only Fiero Brandon has owned; however he can see buying more. He would like to do an engine transplant someday, perhaps an LS7.

Kevin Andrews of Tupelo, MS joined NIFE back in the spring of this year. He and his wife bought a new '86 silver SE, with a V6 and an automatic in the fall of 1986. They both had wanted a Fiero for a long time, so a month after they were married, they bought the SE. As original owners, they have spent money on upkeep and some custom items like aftermarket wheels, Grand Am brakes, etc. Kevin's Fiero only has 91,000 miles on the odometer and it has been used as a daily driver numerous times in its 23 year life. Kevin calls his Fiero a "survivor". It needs cosmetics, but it is a mechanically sound car in need of routine maintenance. He has a 9 year old daughter that may be inheriting Kevin's Fiero in the future, so it's still a "keeper". Future plans call for a hood scoop, and maybe

an engine conversion. Some years back, Kevin had a "minor" fire in the Fiero that was put out by the "on board fire extinguisher system"! It seems some leaves on the exhaust manifold ignited some pine needles which built up and the flames burned a hole in a water hose nearby, extinguishing the flames! What are the odds?

Christopher Hilkin is from Byron, IL. Here is Christopher's "story":
Let's see...it was 1984, and I was 9 years old. As I sat in the passenger seat with my father driving through the streets of Des Plaines, IL, I spied this car. It was certainly the coolest thing my nine-year old eyes had ever witnessed. It was a Fiero, and I was forever hooked! I remember that from then on, every time I was out with my dad in the car, I would scan the streets for Fieros. When the fastback was introduced in '86, I seem to recall not liking it. (That has since changed!)

I believe I was 19 when I got my first Fiero. It was an '86 SE, black, auto with the luggage rack. That was pure heaven. I remember driving it home, which was the first time I had ever driven a Fiero. I was like a kid on Christmas morning! "A go-kart with all the amenities of an automobile...what more could a big kid want?"

I am currently on my fourth Fiero, an '87 base coupe, Iron Duke, auto. I have owned two '86 SEs, an '84 and my current Fiero. They have all had their shar of problems, but with a little help fro the forum (and Ray Dyreson and his mechanics) I have gotten by.

Why the Fiero? There is just something about the car that just draws me in. They look cool, they are a blast to drive, and best of all they are unique. Lately, it seems that every time I go to the grocery store or the gas station I have someone asking about my car. I am always happy to indulge their interest. If only they knew what they were missing!

Luc Giguere is from Chicoutimi, Quebec Canada, and recently joined NIFE as member #1391. Here is Luc's "story":
It started early spring 2007 when I decided (read: my wife said) that it would be much better to have a car project for the long winter evenings and weekends than a motorcycle project. I have a very small garage so I looked for a small car but something different than a Ricer, a little bit exotic and of course not too expensive (it would have been a muscle car or a Corvette). I don't like doing bodywork, so the Fiero is the perfect fit. I bought the '88 black Formula locally, in May 2007. It was not in really bad shape, but needed a lot of attention. So that is the way the "project" began.

This "work in progress" is my first and only Fiero for the moment. I am pretty sure it is not going to be the last. I named it the Thestral (Sombral in French). The Thestral is an unusual type of winged horse out of the Harry Potter saga. In fact, I really discovered the Fiero with my Formula.

In the mid-80s, the kids were young and money was rare, so I was looking more to station wagons than two seat cars. I drove a GT once back in 1987; it was my only close encounter of the third kind with a Fiero before.

This car is now my main hobb I constantly work on it, adding this, ch ng that or improving somethi e. I a very long list of things ave me. Now I am working on a 4.9 swap.

I love to drive t the d-engine is so stable neutral. poly all around, it l a go-cart. I have also discovere vide iero community, wh bers a always there to help or to vis

Sh alser is member #1373 and is from k Springs, Wyoming. Here is Sh e has to say about his Fiero "ex rience". I have owned three Fieros d currently still have two. My first Fiero was an '85 2M4 silver color, 4-speed, just a plain Jane Fiero; I bought it in 1990 and kept it for about two years, then sold it.

My next Fiero was an '88 Formula, white, 5-speed, no power options. I bought it in April 1994, at the time it had 65,738 miles. I still own it and it has been my daily driver since. It now has 146,763 miles. It is basically stock except for a short shifter from the Fiero Store. My next Fiero was an '88 GT, yellow, automatic, power windows, mirrors and trunk release. I bought it in September 2008. At the time it had 72,001 miles. I don't drive it as much as the Formula so it currently has only 74,761 miles. I had been looking for this car for a long time and found it listed on eBay. I have liked the looks of the Fiero since I first saw one in 1984; my favorite body style is the GT, especially 1988. My yellow GT is definitely a head turner. I like the performance of the V6 in the two 88s I have. I wish that Pontiac had continued to build them. Who knows what they would have looked like by now? When my son-in-law saw my '88 GT, he fell in love with it and is currently looking for his own.

Rodney Robinson is from Redford Township, Michigan, and joined NIFE as member #1375. In January 1984, Rod read an article in Performance Industry magazine about the Indy pace car that was going to pace the "500". He really liked the body style and in April he bought an Indy "replica". It was under powered but with the availability of so many "super duty" parts, he knew down road, power could be changed! He s has the Indy, but it now has a upe uty 4, all new suspension, e with tubular control arms, co ers front and rear, 13" brakes all ound, plus even more "mods". Rod also has an '86 GT, black with a turbo, after market wheels with low profile tires, plus other changes. This Fiero only has 24,000 miles! Having owned Fieros since 1984, Rod has found that many people he has met have had Fiero experiences. Either they owned one, or a family member or friend owned one. Rod modifies his own Fieros, and has many people interested in the performance aspects of the Fiero. He has enjoyed his driving experiences, even with the 92 HP version! Rod tells us that it is nice to know we all belong to a community of people with an interest in a car that can be so diverse.

Robert Jensen is from Virginia Beach, VA, and joined NIFE as member #1390. He currently has 2 Fieros: an '88 red T-top coupe (original CJB code T-top), and an '84 SE black convertible. The '88 coupe currently has a 3.4 DOHC V6 instead of the original 4-cylinder. He also installed a rear GT fastback clip and a few more "mods". He has owned it since 1998. The convertible is in a "needs restoration" state, and he has owned it for only a short time. He is also a regular on Pennock's Fiero Forum as "qwikgta" and is the President of the Virginia Fiero Owners Association. Their club was known as Fiero Owners Club of South East Virginia before a recent reorganization.

President's Message

continued from page 2

working on revamping the look of our own website located at FieroFocus.com. To keep our website fresh and easy for you to use, Mike has been spending hours freshening up the look. If it is not complete as you are reading this issue, keep checking back as the change is forthcoming soon.

2010 is here and it is dues renewal time. For those members who renewed their dues prior to December 31, 2009, we are glad to have you back as a member; those members who have yet to pay their dues, your renewal rate is $25.00 for the year.

In February of 2010, the Fiero clubs from Michigan, Indiana, Kentucky, Illinois, Iowa, Nebraska, Wisconsin and Minnesota will be gathering to discuss the 2010 Midwest Fiero Clubs show circuit. Should you have any ideas or comments for this Midwest Fiero Clubs meeting, please let me know; you can reach me using the contact information in the board members box.

As your calendar is freshly flipped to 2010, mark Sunday, September 12, 2010 for Fierorama. As announced at last year's event, Fierorama will be at the Holiday Inn in St. Charles, IL parking lot for this year while Pottawatomie Park undergoes some parking lot renovations. The Holiday Inn is located just west of Downtown St. Charles, on the north side of North Avenue (Route 64). More details will be forthcoming for sure, but set this day aside for your Fiero enjoyment now!

Finally, as we all like to keep our cars in the best shape possible, I wanted to pass along to you a website that I thought you would like to visit. Since it is not often that you need (hopefully) to jumpstart your car, you may forget the proper order for connecting and disconnecting the jumper cables. Well, you can visit preventblindness.org and sign up to receive a free instructional decal that you can place next to your set of jumper cables as a reminder of the proper procedure; a lot of other good information regarding automobile batteries can be found here as well. First click on 'eye safety', then 'jumpstart your car safely'. Hope this helps you keep your Fiero (and your other cars) and yourself in top shape! Thanks to the Motormouth segment of the Chicago Tribune from Sunday, November 22, 2009 for this information.

Keep Fiero-ing,

Jim Hallman

Paul's Product Review

Starting with the next issue of Fiero Focus, we will attempt to have a new, regular feature entitled "Paul's Product Review". I hope to evaluate new Fiero parts and accessories either personally or through other Fiero enthusiasts who have installed and thoroughly tested newly developed parts for the Fiero. If you have used and/or installed a newly developed part by any member of the Fiero community, send me an email (paulv@xnet.com) or a note with your evaluation of the item. We will try to have 2-3 items per issue! Watch for it!

Paul Vargyas, Membership Director

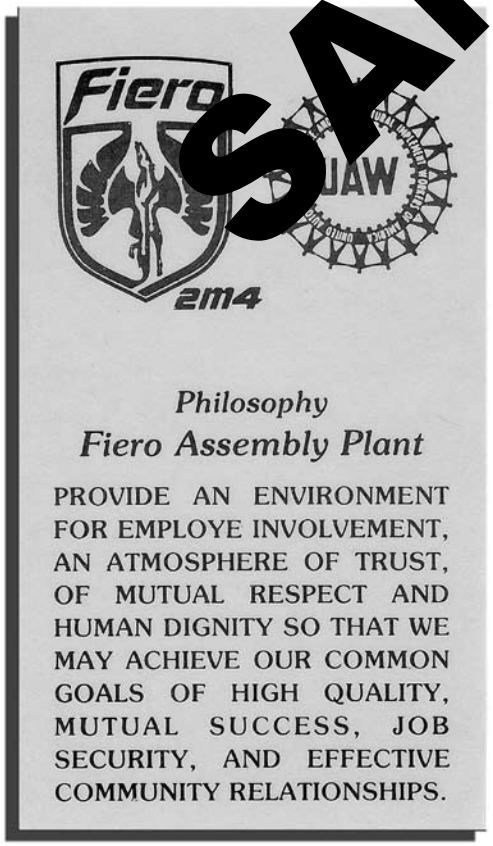
Bartemeyer's Bits

by Fred Bartemeyer

The All New Fiero Plant

This segment of Bartemeyer's Bits is written to accompany Christopher Sass's feature article on the history of the Fiero plant (beginning on page 10). I speculate that by the time I am done with this, the article may be broken into two or three issues of Fiero Focus. My article focuses on the human element that made the entire Fiero assembly concept unique to GM plant processes. My text is written from the source of interviews held with people who were there with very little taken from formal written documents. Dates and statistical information is about all that I retrieved from my stack of GM confidential documents including the Fiero Plant Employee Handbook.

The Fiero plant started out as a remnant of the old Fisher Body in that the shell of the building remained the same as it did when it was constructed in 1925. Inside the building, an entirely new concept was taking shape, not only with the physical building, but also the process of how business was going to be conducted. The new revolutionary concepts instilled into the all-new plant were a complete departure from what was normal with GM manufacturing processes. With the United States auto industry facing a new economic climate, GM started an experiment into an idea that the people who worked in the plant were the most important tool to efficiently provide a quality product. Utilizing the 14 steps for management [illegible]d by Dr. W. Edwards Demi[illegible]he l[illegible]force at the Fiero Plant so[illegible]me [illegible] number one priority [illegible]ttin[illegible]p a new state-of-the-art p[illegible]



Very early in the development stages of the P car (GM's code letter for the Fiero project) program, some new ideas in how a car was designed were used. Using newer design concepts introduced by Harley Earl's Advanced Design Studio, the exterior design group came up with the way the car looked and the engineers had to put all of the various mechanical systems inside. The P car was developed using a different method. The Design Studio and Engineering worked hand in hand to develop compromises at all stages of exterior design and engineering. Engineering went as far as designing the plant assembly process and tooling around the design of the car. Another important step in development was the direct involvement of the suppliers of component parts at the development stage. There was only one supplier of any given component to eliminate the manufacturing variances created by multiple suppliers. This small point eliminated one of the major quality control issues that had plagued many GM products. Secondly, new thinking about the short-term costs would be replaced with lifespan component consistency. The "just in time" idea of component supply was used to keep the plant size to a minimum. The component supply chain provided the P car with 98% domestic content with a majority of the foreign content consisting of electronic parts. In addition, 83% of component parts were provided from suppliers within the state of Michigan including 40% of these suppliers being with in a 25-mile radius of the P car plant. With these new concepts in place, the P car team set forth to produce one of the most innovative products that GM had produced in many years.

While the development of the physical car was in the planning stages, top management realized that in order to put all of the forward and revolutionary concepts into motion, dedicated and reliable people would need to be placed at all levels of involvement. In the early eighties, union contracts had set precedence in employee compensation. But, the employee, union, and employer relationship were not so good. Bitter and often violent confrontations were a common event on assembly lines between workers and management. Things got even worse when the domestic auto industry was faced with an economic down turn and fuel price hikes. Domestic products at the time just did not fit the market. Plus, the domestic manufacturers had gotten lazy and did not produce a quality and appealing product. With these types of conditions facing the auto industry in the late seventies and early eighties, plant closures and downsizing turned out to be the normal way of doing business. The hourly workers were the hardest hit with downsizing and severe distrust between the workers and management provided a very poor environment to be producing a marketable product. The unions were also faced with a crisis due to previously committed contracts that could only be honored if there was product to be produced.

The P car program started at a time when employee relations were at rock bottom. Specifically, the Fisher Body Plant on Baldwin Avenue had just closed putting over 3500 workers on indefinite layoff without any future to look forward to. This was on top of the previous plant closings from Detroit up to Flint which put over 12,000 workers out of work in a short two year period. This economic climate produced a giant challenge for the P car team that was determined to bring to the market a whole new concept in producing an automotive product. It was at this point, in September 1982, Pontiac upper management decided that it was time to address the labor issue and develop a whole new relationship with the leaders of United Auto Workers Local # 653. Introduction of the UAW into the development process of manufacturing of the P car proved to be instrumental to the success of the all-new labor concepts. Traditional practices that were common to previous assembly line procedures were addressed immediately. Previously, management came out onto the assembly floor presented a task and basically put the burden on the shoulders of the workers and told them to deal with it.

Under the new P car structure, management, engineers and workers thought out ideas and problems together, hand in hand. Realizing that the new concept of employee relations could not be achieved using the current UAW contract language, Pontiac and UAW local officials decided that it was time to involve the International UAW representatives to draw up an all new contract that would be written specifically for the proposed unique worker climate that had been developed by both sides. This new union language would be written solely for the purpose of defining the new team concept for the life cycle of the P car plant. This language clearly defined the team concept objectives that would be in a clear and concise outline that would set a base starting point and could be modified with joint negotiations to improve on inconsistencies that might arise during the actual production environment.

In my next column, we will explore more about the environment surrounding the people whose hands assembled our Fieros.

Fred Bartemeyer, NIFE Member
fbartemeyerjr@q.com

A Small Miracle in Frazee, MN

In all of my years as a proud member of the Fiero Community, I have had the pleasure of meeting some of the most interesting people and have earned numerous great friends. On November 21, 2009, I had the opportunity to participate in an event that embraced the Fiero Community that I have grown to love and give a helping hand to a young man who is in sincere need. This outpouring of love and support left a high point impression of our Fiero friends and the human capability to have compassion and understanding for another person. This story started as most of us being complete strangers and now we feel that we are all brothers and sisters that have known each other for a lifetime.

The story starts on October 29, 2009 when Tyler Shipman, 18, of Frazee, MN logged on to Pennock's Fiero Forum [illegible] from a total Fiero [illegible] have been fixing [illegible] Fiero GT. I am in the [illegible] hospital with cancer, and I am told they can't treat it." Forum member and U.S. soldier Sgt. Andrew Weigle, who is with E Company's 1-150th Assault Helicopter Battalion, took the initiative from his computer in Iraq to lead an effort to help Tyler to restore his '86 Fiero GT. Rallying help from Pennock's Fiero Forum and the community of Frazee, MN, the quest to set Tyler's dream into motion started in full force. In a mere three weeks, an outpouring of support provided the resources to make Tyler's Dream Fiero a reality.

The build started on Friday, October 20, 2009 at a little after noon when Chris Kliewer, a member of Minnesota Fieros Forever, started a pre-build inspection of the car and a few start-up tasks were performed on the car preparing for the big build day. Friday night included a "Meet and Greet" at Billy's in Vergas, MN where most of the build team met Tyler and his family. After some of the build team got a

good night's rest, work started on the car at 8:00am at Frazee Auto Body and Glass and continued through the night for the great reveal Sunday morning at 9:30am. Before work commenced, the project was blessed with a moment of prayer from Tyler's pastor who stayed the entire day and provided us the support we needed to make the best of our effort. Most of the build team worked from start until every last detail was finished at about 7:00am Sunday morning. Due to my other car club commitments, I unfortunately could not make it all night leaving at 3:00am, as I had been awake for 43 hours. The commitment of every person involved in building the car was absolutely awe-inspiring. There was not one person at the build that did not jump in with both feet and assist in the ultimate goal of

providing Tyler with his dream. The town of Frazee provided us hospitality with a near red carpet reception including food, lodging, facilities, and support that were second to none.

The car started out as the typical Fiero project that needed a lot of attention. Most of the items that Fiero owners battle in restoring their car were in need for Tyler's car. By the time the build team finished, the entire body was disassembled, painted yellow as specified by Tyler, slightly modified and reassembled to provide a finished car that is show car quality. The interior was completely refurbished highlighting Mr. Mike's leather seats, a new stereo system including a custom built under-dash subwoofer, new headliner, remote starter with alarm, custom gauge faces, window tinting and several other small special tweaks. The engine had a miss and several of us tackled the engine bay. Sean Yorway of Minnesota Fieros Forever took the initiative to fix the dreaded cracked and leaking exhaust manifold issue. By the time we were done, the engine received a new distributor, plugs and wires, new fuel injectors, stainless steel vacuum lines, belt tensioner kit, new starter, custom map sensor cover, repainted valve covers and a custom machined "Fiero GT" intake manifold. A Grand Am brake upgrade and suspension work was performed during the week before the build. On build day, we received a surprise of new tires from a local tire dealer. There are several other items that had attention on build day, but are to numerous to individually list.

My submitted article is very small in comparison to the full magnitude of the entire project. The pictures that I have provided are of Tyler and his inspiring ear to ear smile, and the finished product. I invite each reader to spend some time and visit www.tyler-stoy.com for the entire story. There you will see a compilation of all of the parts suppliers, donations, build team, news stories and videos, and hundreds of pictures recording the effort to provide Tyler with his dream. I encourage readers to look through the 66 page Tyler's Fiero Forum thread listed in the links on the website and take in a day to day account of how all of this took shape. It is truly an outstanding effort.

Words cannot express the impression that was made upon myself over all of this. I too was reminded of the selfless sacrifices that mankind can provide when in need. November 21, 2009 is a day that will remain a high point in my relationship with the Fiero Community. I am very proud of the efforts that were put forth by the people who provided Tyler with his dreams. It is simply amazing to think that the love of a particular car could bring so many people together to provide another fellow human with his dreams in a time of need.

You can see the KARE 11 News segment at www.youtube.com/watch?v=Wg4s4CEUliA

Fred Bartemeyer, NIFE Member

Gick's Garage

by Ryan Gick

DIY Tuning, Part 2

In the last issue of Fiero Focus, I discussed what hardware and software you needed to do your own ECM tuning. If you missed that article, I recommend you obtain it because it contains valuable information needed to understand and use this and the following parts of the series of Do-IT-Yourself Tuning articles I am writing for our friends at Fiero Focus. These articles should be considered to be basic instructions on how to perform the task of tuning. There are more advanced ways to tune, but in the interest of our general reader, I will try to keep things as simple to understand and follow as possible.

Before you dive into tuning, a few preliminary checks need to be done…

Make sure all fluids are full and the cooling system is operational. If you miss something here, the engine could easily be damaged, as your attention will be elsewhere.

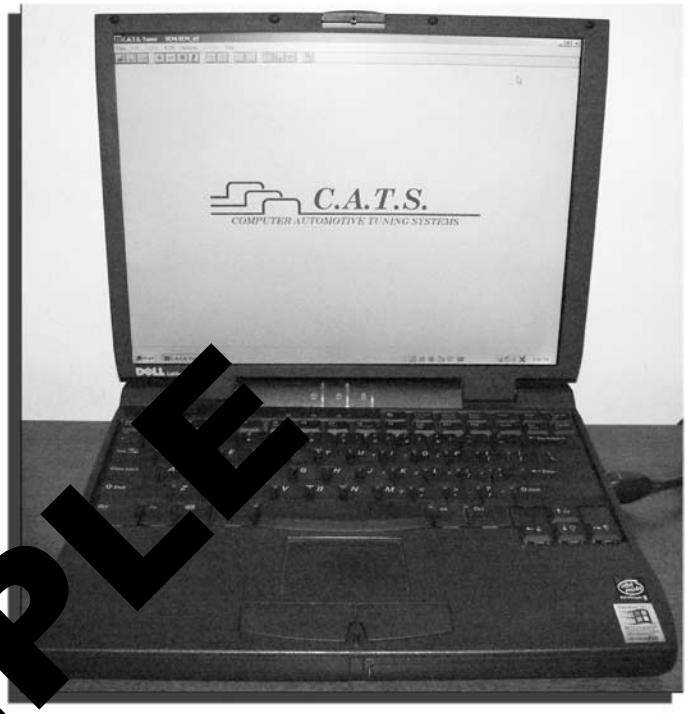
Make sure you have no electrical or mechanical problems that could cause the engine to run erratically. Any existing problem here can throw off the tune, which could result in you wasting your time.

Make sure there are no exhaust leaks between the O2 sensor and the cylinder head exhaust ports. Any existing exhaust leak can result in fresh air entering the exhaust system which can cause the computer to "see" a false rich condition which will throw off the tune and can make the engine run poorly.

Make sure you are using a good quality, fresh fuel. Old or bad gas can negatively impact engine operation affecting the tune. Make sure you are using the octane of fuel you plan on running in the car once it is in normal service.

Scanning

First thing you need to do is to get your live data scan running. The goal here is to see what the ECM sees is going on. Verify all sensor readings (such as temperatures, pressures, etc.) are within spec. Check readings before starting the engine to ensure correct functionality of all sensors connected to the ECM. If any problems are detected, correct/repair them before working on the tune.



Step 1: Before You Get Started

Before getting started with your tuning, select a base-tuning file that is close to what you are working with. I have a great deal of stock GM tuning files for various applications and I like to use the one that best matches what I am working with before attempting a custom tune. Many can be found on the Internet, or if you need one, feel free to email me and I will be happy to email one to you if I have what you need. If you have changed fuel injectors, the thermostat, etc. go into your starting tune file now and make the necessary adjustments to work with those new parts before you start the engine for the first time. Now also isn't a bad time to set your top speed/rev limiters and desired idle speeds where you want them before you get started.

Step 2: Cold Start & Idle Tuning

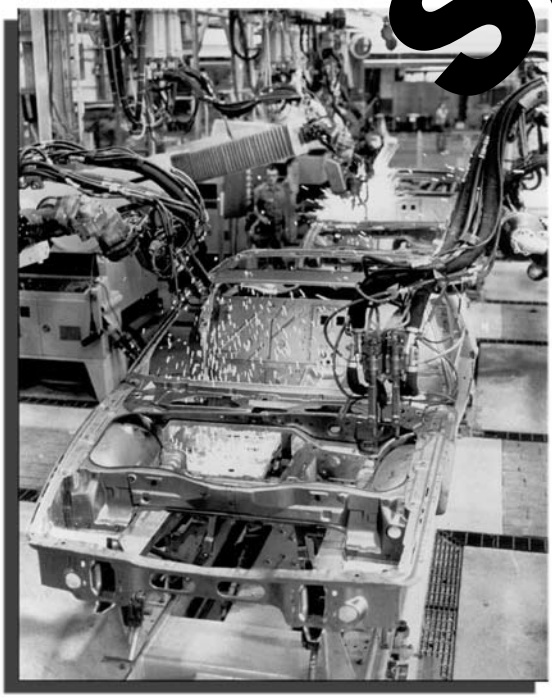
The best place to start is at the beginning. It won't do you much good to tune for part and full throttle if your engine is stalling at idle or if it doesn't run right when cold. Tuning for cold start is tricky because the O2 sensor isn't ready to start producing a signal while the engine is cold (unless you have a heated O2 sensor or WideBand setup). If you have a heated O2 sensor, you can key on the ignition and allow the O2 sensor to preheat before starting the engine. You will have a limited time to tune cold start and cold engine operation before the engine warms up to a point these tables are no longer being used by the ECM. So, you may need to come back to this a few times before you get it nailed down. Most of your cold start changes are going to be trial and error to see what works best. It is pretty easy to determine if the engine is running too rich, as would be indicated by a strong exhaust odor. If the engine seems to be struggling (loss of power or seems to want to stall), the cold operation fueling might be too lean. In most ECMs, there are separate tables for cold start, cold running (open loop) fuel delivery values. If these tables are based on VE (volumetric efficiency) values, increasing the number adds fuel, decreasing it leans it out. If these tables are based on AFR (air/fuel ratio) values, decreasing the value adds fuel and increasing it leans it out. Depending on the system, there could also be separate

continued on page 15

Fisher Body Pontiac Assembly

Fisher Body was an automobile coachbuilder from an era when the transition from horse drawn wagons to automobiles was taking place. Initially, the skills used to build wooden and metal bodies for vehicles was so specialized, that most automobile manufacturers procured contracts with existing coachbuilders to produce bodies for the running chassis of their autos. As the automobile industry began to grow, many manufacturers began producing vehicle bodies in-house and coach-built bodies became a practice relegated to expensive vehicles. The advent of the unibody construction made custom coach-building impossible for automobiles. The Fiero has two connections with coach-building.

Fisher Body was founded by the Fisher brothers in 1908 in Detroit, Michigan, the same year that General Motors was founded. The company's beginnings can be traced back to a horse-drawn carriage shop in Norwalk, Ohio. In 1904 and 1905, Fred and Charles, the two eldest brothers of eleven Fisher children, came to Detroit where their uncle Albert Fisher had established

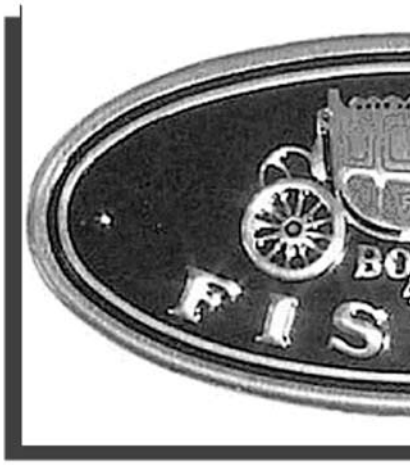


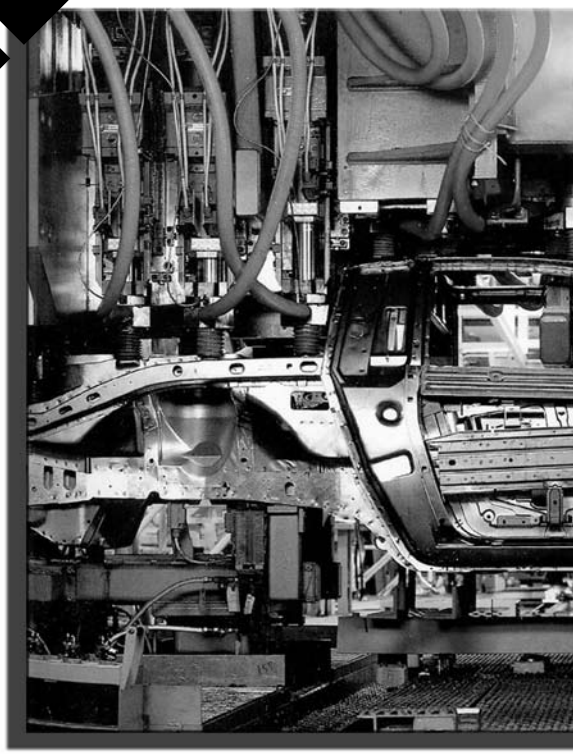
Standard Wagon Works during the latter part of the 1880s. Fred and Charles found work at the C. R. Wilson Company, a manufacturer of horse-drawn carriage bodies that had begun to fabricate bodies for automobile manufacturers.

Prior to forming Fisher Body, Fred Fisher had built the body for the Cadillac Osceola at the C. R. Wilson Company. The Osceola, designed by Henry Martyn Leland, founder of Cadillac, is credited as being the industry's first concept car and, the first fully enclosed car. Starting in 1910, Fisher became the supplier of all closed bodies for Cadillac and Buick. He also supplied bodies for Ford and Studebaker automobiles.

Fisher Body operations in Pontiac Michigan began in 1922 [illegible] purchase of the O.J. Bea[illegible]body Company, which was located [illegible] Wessen and Walnut streets. [illegible] Fisher Body produced wood and metal body parts for Chevrolet and the Oakland Motor Car Company. The year 1925 saw the addition of a plant at Baldwin and Pike streets to supply bodies for Oakland. A year later, General Motors constructed a plant adjacent to the Fisher Body plant to produce the Pontiac car as part of the Oakland line. A one-quarter mile long conveyor was constructed between the two plants to transport bodies. In a 1919 deal structured by General Motors president William C. Durant, General Motors bought 60 percent of Fisher Body before integrating it entirely as an in-house coach building division in 1926.

Fisher Body brought many innovations to the industry including canted windshields, "no-draft" ventilation, one-piece steel roofs, dual windshield wipers, side impact beams, the ignition interlock, airbags (1974)[1], and the all-metric automobile (Chevrolet Chevette). Fisher Body was dissolved by being merged with other GM operations in 1984, yet subsequent to this time, GM still referred to its plants that were originally Fisher Body



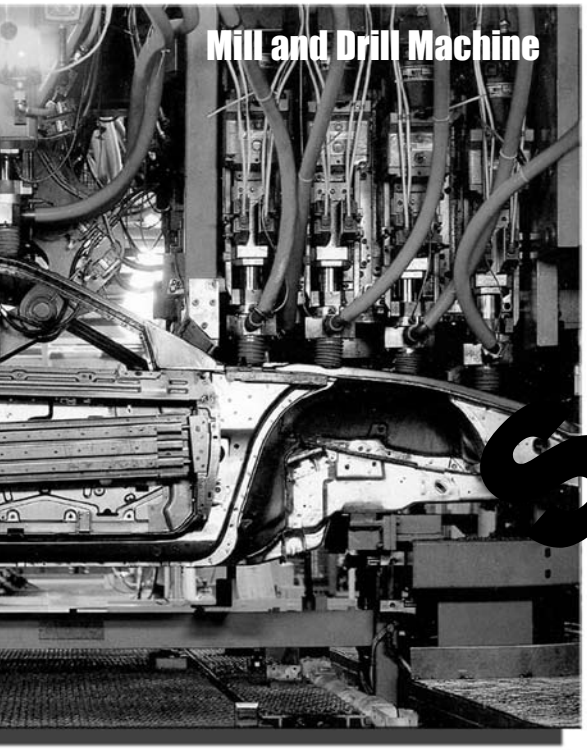


plants by their Fisher Body designation. The plant at which the Fiero was brought to life, located at 900 Baldwin Avenue in Pontiac, Michigan, is the Fisher Body Pontiac Assembly Plant.

General Motors' early history included Buick, Cadillac, LaSalle, Oldsmobile, Oakland, Pontiac, Chevrolet, Elwing, Marquette, Scripps-Booth, Sheridan, Elmore, and Rapid and Reliance trucks. In the aftermath of the Great Depression, only seven makes existed within GM;

Plant: Birthplace Of The Fiero

Buick, Cadillac, Pontiac, Chevrolet, Oldsmobile, Oakland and LaSalle. By 1931, production of Oakland had decreased significantly, leading to the demise of the Oakland name. The Oakland V8 series would become the last Oakland in 1932, leaving its companion make, Pontiac, which began life six years earlier, to carry on. Soon after the introduction of Pontiac in 1926, it became evident that the original factory site near the center of the city of Pontiac was too small, so 246 acres were acquired on the northern edge of the city for a new plant.



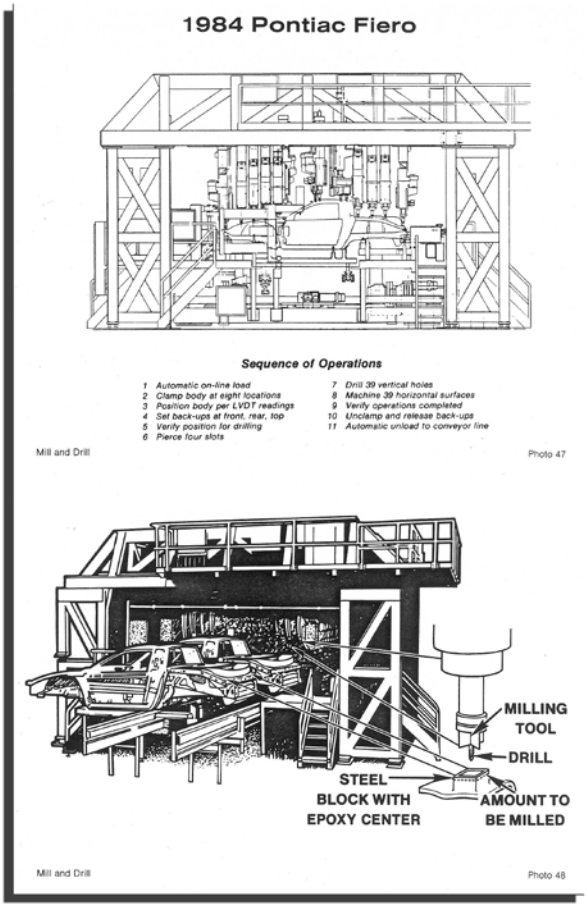
Mill and Drill Machine

The new 15 million dollar plant was completed in 1935. The new facility was known as the "Daylight Plant" because of the extensive use of large window areas and glass skylights that provided natural illumination. This building's design was likely influenced by the concept of "new objectivity" within the modern movement that was taking place in most the manufacturing Europe and promoted by the Bauhaus. The concept was to break down the barriers between art and crafts by the elite through simplified forms, rationality, and construction and the idea of mass production was reconcilable with the individual artistic spirit". GM was intimately involved with mass production, they also were able to bring to market cars with modern proportions that combined art and science. They basically showed the luxury car market, which were still coach built, and which GM executives resented, that car design was moving forward and GM was leading that movement. This attitude carried over into GM's buildings. In architecture, the concept was translated into the use of glass surfaces and geometric compositions.

Image #1 - Photo from Fisher Body Online/Memoribilia

Since this plant would be the newest automobile manufacturing facility in existence, other modern elements were implemented. This facility, along with Fisher Body #1, located in Flint, Michigan, were the only Fisher plants to have three major components of body construction, metal fabrication, soft trim fabrication and body assembly, located under one roof. One such feature was an overpass constructed to transport automobile bodies from the Fisher Body plant to the Pontiac Assembly Plant on a conveyor that was protected from the weather. This was a luxury most other car manufactures did not have, as they had to transport their vehicle bodies by truck. It was considered a miracle in the construction industry that within 90 days of the groundbreaking, cars were being produced in the new plant. Prior to World War II, Pontiac built the bodies for the Deluxe Sixes and Eights, Master Sixes and Streamliner Torpedo Sixes and Eights at the Baldwin Fisher Body plant.

During World War II, the plant, like most of the auto industry's plants, was utilized for war production. Alfred P Slone, Jr. wrote in *My Years With General Motors*, "Between February 1942 and September 1945 we did not make a single passenger car in the United States. Our assignment… was to transform the world's largest automobile company into the world's largest manufacturer of materials for war" (although some Torpedoes and Streamliners Chieftains were built in early 1942). In 1942, the plant was stripped of all commercial production equipment and converted to defense production manufacturing. The Fisher Body plant produced parts for the M-10, M-4, M-36, M-24, M-18, and M-8 tanks; aircraft parts and assemblies; 90mm anti-aircraft gun mounts; 5-inch Naval guns; parts for 120mm and 155mm guns; rocket bomb parts; Torquematic trans-



mission parts; combat vehicle parts; and diesel engine and machine tool parts. This plant began to build gun mounts in February 1942 and was prepared to produce the guns at an unprecedented rate of 500 per month, but the Army reduced the production schedule. The guns went into production five months ahead of schedule. The first finished products were shipped in June 1942, only four months after work began and approximately three months before the Army expected delivery. Fisher Body produced 2,359 guns before the contract was terminated and they began working on the next gun production contract. In 1945, the plant was awarded the Army-Navy E for its contribution to the defense effort.

After WWII, a vast expansion program was launched to increase automobile production and capacity by 50 percent to satisfy the growing demand for cars. Pontiac's own foundry was greatly enlarged. The layout of the engine plant was altered to provide for more machines and increased production. A new building was erected for increased production of rear axles and for heat-treating of steel forgings to make them tougher and more durable. Pontiac's electroplating system, one of the largest automatic processes in the new warehouse, was put into service. Torpedoes and Streamliners were again built immediately after the war. The Chieftain was added in 1949.

During the 1950s, as part of Pontiac's extensive enlargement and modernization program, a new car-finish building was completed and the engine plant was completely modernized to produce 1955 V8 engines in record volumes. A "two-line" assembly system incorporating the new Pontiac Tempest with the regular Pontiac styles was created. The expansion increased capacity from 55 to 75 jobs per hour. By 1965, capacity increased to 80 jobs per hour. Pontiac continued its dominance of third place during the [illegible] as sales records [illegible] tered. The div[illegible] mov[illegible] ahead in pla[illegible] uction and in [illegible] thre[illegible] projects were announced. [illegible] co[illegible]eted the followin[illegible] a[illegible] some 1.5 million squ[illegible] ontiac's home production fac[illegible]s. These included a 1[illegible] quare [illegible] addition to the foun[illegible] lo[illegible] ore-making machines, water[illegible] cupolas, and a new finishing roo[illegible] make Pontiac's foundry the modern in the industry. Also added wa[illegible] service parts warehouse containing 1,070,000 square feet under one roof to consolidate storage of service parts. A one-story storage and shipping building, 800 feet long and 330 feet wide, to expedite shipments to other Pontiac assembly plants was completed in 1964. From 1961 through 1983, the A, B and G bodies (LeMans, Bonneville and Grand Prix) bodies and trim were built in the Fisher Body plant.

By 1974, the major construction was completed on a multi-million dollar program to clean up smoke emissions from the Pontiac Casting Plant. Five modern arc-melt furnaces and four electric induction-molding furnaces with the latest dust collecting units were installed. The two remaining coke-fired cupolas had modern emission control equipment installed making them as clean as the electric furnaces.

The 1970s economy took a downward slant resulting in an escalating inflation rate that was made more complex by the 1973 and 1979 oil shortages. GM, like every other auto manufacturer, had spent the decade learning a difficult lesson and was trying to catch up to the trend for fuel-efficient vehicles. A group of engineers, led by Hulki Aldikacti, father of the Fiero and chief engineer of the program, proposed a small, two-place, mid-engine commuter car. It was initially [illegible]ggested on the basis that it would be [illegible]ble [illegible]achieve 50 miles per gallon. That [illegible] the [illegible]e of vehicle that GM needed; [illegible] [illegible]e of 1979, when GM president P[illegible]estes gave Bob Stempel permis[illegible]on to proceed with the Fiero project, Aldikacti immediately went to Pontiac's home assembly plant next to the Pontiac Headquarters. Prior to getting the "OK" to proceed, discussions of where to build the car included Bowling Green, Kentucky, alongside the Corvette; Fisher Body Plant 21 in Detroit; and even at an outside company in Illinois. The Baldwin Avenue plant, which had been used to build the Grand Prix and Bonneville bodies, was slated to be shut down because the recently completed Lake Orion, Michigan facility was coming on line. Aldikacti realized that the Fisher Body Assembly Plant would provide a facility with the necessary manufacturing and assembly people already in place. This plant consisted of Pontiac's home plant and the Fisher Body plant on the same site.

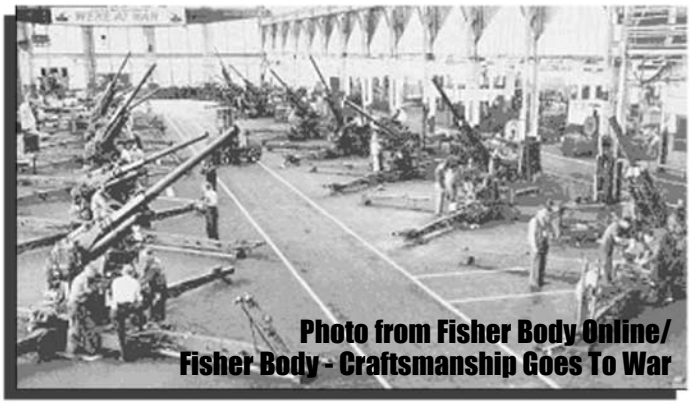
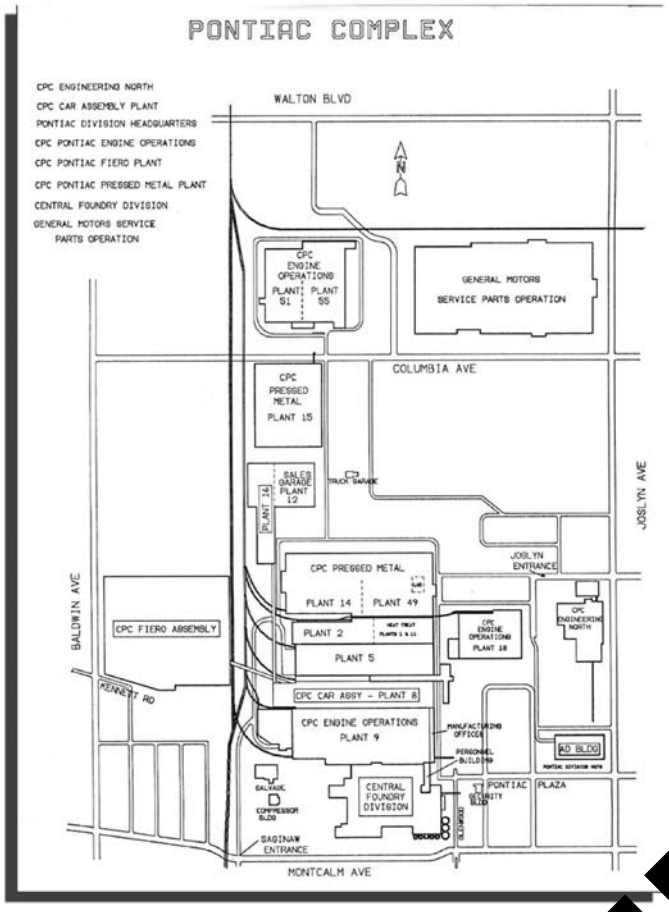


Photo from Fisher Body Online/
Fisher Body - Craftsmanship Goes To War

The Fisher Body plant (in foreground



– see Image#1 on page 11) produced bodies for Pontiac Motor Division and was later used for Fiero assembly. Note the conveyor that carried bodies to the final assembly in the background (prior to the Fiero program occupying the facility).

Aldikacti realized that he could not follow the then GM norm of designing a car and then simply passing it to manufacturing to decide how to build it. He needed to work *with* manufacturing engineering to design the assembly process while simultaneously designing the car, because this car was going to be built in a manner unlike anything that had come before it. Before the car's design began, Aldikacti put together a team that included representatives from Car Assembly, Pontiac's Pressed Metal, Reliability Engineering, and Service. Each representative was to be responsible for both the car's design and the car's manufacture. Each member realized that they could not work in a bubble and then hand their interest in the car to another group. This forced the manufacturing personnel to be design oriented and the car design personnel to be manufacturing oriented.

The team realized that the Pontiac Assembly Plant was too big for their needs, but they also soon realized that the Fisher Body portion of the facility would be the right size. This benefited the Fiero program in a number of ways, including its proximity to Pontiac's Administration and Engineering, moving the Fiero schedule forward, and saving costs by building the Fiero in the existing facility.

Due to this co[illegible]pt of using the Fish[illegible] Body plant, making the [illegible]ire team respons[illegible]or both de[illegible]and [illegible]-ing[illegible]nd bu[illegible]ing [illegible]at an unprec-[illegible]ed low line rate, corporate w[illegible]tica[illegible]e main reason b[illegible]tha[illegible]e[illegible]m was proposing doing [illegible]themselves and having a progra[illegible]at [illegible]ade money despite [illegible]g out[illegible]icles in relatively small [illegible]uan[illegible]

[illegible]the 1980s began, the entire auto i[illegible]stry was suffering, and suddenly, th[illegible] Fiero program was in jeopardy of being canceled, but the team continued development. By 1982, the economy improved, as did sales of the Pontiac Gran Prix and Bonneville, at the time still being built in the Pontiac Assembly Plant. GM extended assembly of these two models, delaying the Fiero program by six months. In August of 1982, General Motors closed its 47-year old Pontiac plant, which during its lifetime produced almost ten million Pontiac cars. The plant, which had 1,350 hourly workers, was shut down to make way for a newer, more efficient facility. The Fisher Body plant was also closed, idling some 2,200 workers. The workers were to be provided jobs the following year. All this was occurring while the Fiero team was planning on utilizing the Fisher Body plant and some of its work force.

One early design decision involved the car having a strong space frame, allowing manufacturing to develop the concept of installing the suspension, cradle and wheels on the frame and rolling the cars around the plant, as opposed to having them on conveyors. Tire and wheel assembly was done outside the plant and was supplied, like all other parts, components and assemblies, using the "just-in-time" process to eliminate having an inventory of parts in the plant. The Fisher Body plant was gutted and completely renovated in a six month time frame to the specifications necessary for the Fiero assembly process, which included 26 robots that produced 40 percent of the space frame welds, and one mill and drill machine. The [illegible]ill and drill machine could process 30 sp[illegible]e frames per hour, which included [illegible] automatic changing of drill bits and taps without disrupting the rate. One other unique aspect of the Fiero assembly is that the body panels rode along on a parallel line so that they stayed with the space frame onto which they would eventually be installed. The one-car assembly line included the Chassis Department, Body Shop, Paint Shop and Trim Department. Pontiac used alternating batch painting by color, so that at one time only red cars were produced, then

Current view of the plant 2009

black, then white and so on. The Fiero pilot program began in January of 1983 in a plant that encompassed 57 acres, or 1.8 million square feet of space. The Fisher Body plant was refurbished to include four departments: Body Shop, Chassis Department, Paint Shop, and Trim Department. The paint shop utilized a wire guided vehicle system consisting of a "wire" embedded in the floor, which vehicles (not the cars) transported the plastic body panels from receiving to a second-floor storage area. The vehicles did not require an operator and could respond to various commands transmitted through the 3,700 lineal feet of wire, including automatically detecting an obstruction in its path, automatic horn sounding, turn signals, route selection and programmed stops. Each vehicle pulled three trailers.

To make the concept of building a new type of car with cooperation of all personnel involved in the process more palatable, it was decreed that managers not wear neckties, as ties were perceived to be a symbol of authority and a line of demarcation between supervisors and workers. Meetings involving engineers and line workers took part in an effort to improve both the vehicle and the assembly process. Once production began, all personnel were empowered to halt production at a moment's notice if a deficient condition was identified. All of this was enacted to produce the best product possible, and to keep the ever tenuous corporate backing of the Fiero program viable. From June of 1978, when Pete Estes (then President of GM) gave the project the green light, until the successful first year's sales figures were accounted, the Fiero program was always in danger of being canceled.

Fiero production continued for four model years. In March of 1988, GM announced that it would cease production of the Fiero and the plant would be idled. Since Pontiac knew the final date of Fiero assembly, and was using the just-in-time supply process, it is highly doubtful that any partially completed cars existed, or parts were left in the plant on the final day. GM converted the plant into a warehouse and storage area in the late 1980s. The whereabouts of the mill-and-drill machine are unknown. Prototypes and other materials then stored in the old Fisher Body plant shifted to Warren, MI as part of GM's consolidation of the engineering related functions at the refurbished Tech Center. There has been no automobile production at the plant since August of 1988 when the last Fiero rolled out through the door. In 1997, the plant would become a Michigan EPA Superfund Cleanup Site.

The Fisher Body plant still presents a tidy facade to the public traveling down Baldwin Avenue. Except for the diminished activity around the plant, it would seem that it is a viable manufacturing plant. Other GM buildings have been located on the site between the Fisher Body plant and the Pontiac Motor Car headquarters building. The sign outside the Fisher Body plant now announces its official designation as Pontiac Manufacturing Center, Pontiac Warehouse Operations. Internally it is referred to as Plant 17.

The Fiero has two connections with coach built automobiles. The first is that it was built in a Fisher Body plant that fabricated bodies for GM cars at a time when GM wasn't building its own bodies. The second is that the Fiero, unlike most passenger vehicles built since the 1930s, has a body that is supported off the frame as opposed to being a part of the car's structure. The realization of this concept became apparent when companies, independent of General Motors began manufacturing bodies for the Fiero. In the true coach built fashion, you could start with a running chassis (space frame) and design and install infinite variations of bodies for the car.

Christopher Sass, NIFE Member

Footnotes:

1. There are probably many people who believe credit for the supplemental restraint system, or air bag, goes to Lee Iacocca, when he was at the helm of Chrysler. Mr. Iacocca and Chrysler did not develop the air bag, but they did make it popular. Prior to the 1980s, no auto manufacturer, with the possible exception of Volvo, was interested in reminding customers that they could potentially be injured or killed in their automotive products. That is not to say that automobile manufacturers were not interested in safety. Many safety features have been developed voluntarily by General Motors and other manufacturers; however, some safety improvements have been forced on manufacturers by the government. Remember that mandatory seat belt usage did not occur until the 1980s. Despite the inclusion of seat belts in vehicles beginning in the 1960s, usage lingered around 11 percent for the U.S. until mandatory seat belt laws became effective. GM voluntarily developed the air bag, side impact beams and daytime running lights among other safety features.

I remember visiting a Chevrolet dealership in 1974 and seeing a car in the showroom with the airbag deployed. I told my father that he should order a car with an airbag (mostly because I was 13 years old and thought that it was a cool option). My dad said that he wasn't going to pay for something that he'd never use. That was the mindset at the time, and the reason that GM didn't sell many airbag equipped cars. They eventually dropped the option until Mr. Iacocca and Chrysler made airbags a popular safety feature.

The following sources were utilized in the research for this article: *75 Years of Pontiac The Official History* by John Gunnell, *Fiero Pontiac's Potent Mid-Engine Sports Car* by Gary Witzenburg, Fisher Body Online, www.cartype.com, The Oakland Press. Special thanks to Pontiac Historian Mr. John Sawruck, Mr. Jim Blaine of the UAW General Motors Department, and Mr. Roy Nagel.

Gick's Garage

continued from page 9

cold engine ignition timing tables. Once you get the fuel dialed in, you can try different settings to see what works best for your engine. More ignition timing advance can allow the engine to digest and deal with more fuel but can also make operation "edgy", possibly creating a stall. Less advance can help stabilize idle but may cause the engine to become lazy. The best thing to do is to try different settings to see what works.

Once the O2 sensor warms, it will start producing a signal. All stock GM systems operate on a narrow band O2 sensor that produces a voltage of higher than 0.500 volts when it detects a rich fuel mixture and less than 0.400 volts when it detects a lean fuel mixture. If your ECM is still operating in open loop when the O2 sensor voltage starts to move, you can tweak your fuel settings based on what you see the voltage doing. The best advice I can give is to try to keep the O2 voltage between 0.500 and 0.800 volts during open loop operation. This will ensure the engine is getting enough fuel and it will help signal the ECM that the O2 sensor is ready for closed loop operation. Once the ECM drops into closed loop, the O2 sensor output voltage signal should start to vary rapidly from high to low as the computer makes changes to the fuel delivery.

Closed Loop: Integrator & Block Learn

When the ECM goes into closed loop mode, it will start making adjustments to the fuel delivery using the integrator and block learn functions. The integrator is the computer's short term (or instant) fuel adjustment, and the block learn is the computer's long term (or stored in memory) fuel adjustment. In most OBD-1 systems, these numbers start at 128; which is 0% adjust. Any number higher than 128 = the ECM adding fuel. Any number lower is the computer subtracting fuel. You can do some simple math to change the 128-based number over to a percentage. If you see 120, then divide 120 by 128 = 0.9375 which means the computer is subtracting about 6% from the stored fuel tables (in the tuning) to satisfy the engine's fuel needs. You must take both integrator and block learn trim numbers into account when calculating the total adjustment the ECM is making to the fuel delivery. So if your integrator is at 120 and your block learn is at 118, you really have a total trim number of 110 which equals 14% the computer is removing.

As you progress thru the tuning process, you may notice the integrator number moves around more quickly and more often than the block learn number. This is normal. The block learn number is going to "chase" the integrator number as the computer decides to "learn" what that value is. The ECM will adjust the block learn number in an attempt to get the integrator number back to 128. During this process, the block learn number is "learned" and the value is stored in a pre-determined cell stored in the computer's keep-alive memory. The memory does not clear when you turn off the key but will be cleared if battery power is removed from the computer. These stored values can also be replaced if the computer finds a new value to replace it with. The BLM cell that is determined by engine speed and load; some applications have more than 10 cells. Some can have as little as 3.

In any case where you see a high or low fuel trim number you can correct for it by changing the value in the appropriate fuel table in the programming. In cases that do not use a Mass Air Flow (MAF) sensor, these values are stored in tables that are based on RPM and MAP (manifold absolute pressure). So let's say you are watching your scan tool and in one frame with the RPM at 1000 and the MAP at 42kpa you see the integrator at 138 and the block learn at 132. Doing the math we determine the computer is adding about 11% to the current tune to satisfy the engine's needs. So we simply open up the appropriate VE table in the tuning software and find the value closest to 1000rpm and 42kpa MAP (closest may be 1200rpm and 40kpa MAP depending on how the tables are laid out). Next we add about 11% to that value and retest. After doing this you should see the INT/BLM counts come back closer if not right onto 128 at that same RPM and MAP. Repeat this process at different MAP and RPM values and make changes to the VE table values as necessary.

If your computer uses a MAF sensor, then there will be tables in the ECM programming where the computer will assign an airflow value to a specific frequency it sees coming from the MAF sensor. The scan data should show either this frequency or a MAF sensor flow rate (in grams per second or gm/sec). Increasing this number richens fuel, decreasing it leans fuel.

As a general rule of thumb, I allow for an operational window of about +/- 6% in the fuel trims before I attempt to make any changes in the tune. Within this window, the computer is plenty capable of self-correcting for what it sees and I instead focus my attention to other aspects of the tune. You can be more exact if you wish, but you will find that changing weather conditions will influence the tune so you may never be able to maintain a "perfect" fuel trim number. Keep in mind you can always come back and make these "fine" adjustments when you are done doing the rest of the tune. Also keep in mind that changes you make later to the ignition timing tables could impact the fuel trims as well so I don't recommend spending a lot of time on trying to make these perfect right now. Your goal should be to just get it close so the engine is getting the fuel it needs.

If by chance during your scanning you notice the fuel trims are always trending lean or rich no matter the RPM or load, you can make a "gross" change to the programming that can save you from needing to go into the VE tables to make lots of individual changes. If your ECM uses the Base Pulse Constant (BPC) to calculate injector size, you can simply lower this number to lean out the overall fuel delivery or you can increase it to richen. If your ECM uses the Injector Flow Rate constant to tell it what size the injectors are, you can increase this number to lean out overall fuel delivery or decrease it to richen. BE AWARE that any changes you make to this constant will affect overall fuel delivery, cold or hot engine, regardless of RPM or load. So everything will be affected.

In the next issue of Fiero Focus, we will continue our discussion on tuning.

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Focus on Events

The Rear View Mirror:

Fiero's in Freeport, IL

Fall Color Tour: October 10

With the colors being more prominent than previous years, twenty-five Fiero enthusiasts hopped in their heated Fieros and headed out into the snow flurries, yes, that is right (!), snow flurries on Saturday, October 10, 2009! Ray and Mary Dyreson did another fantastic job with this year's Fall Color Tour. Our first stop was to the Union Dairy in Freeport, IL for lunch followed by a trip to Monroe, WI for a private tour of the Minhas Brewery.

Our trip included a ride through farm country checking out some of the Green County, Wisconsin "barn quilts"; painted quilt patterns on the side of many of the barns is a tourist attraction in the area. Upon our arrival at the Minhas Brewe we briefly met up with the Wisconsin Fiero Fanatics who stopped by Monroe as well. Shopping and dinner rounded out a great fall day!

Jim Hallman, NIFE President


Kerry Kline toasts the Minhas Brewery

Beyond the Hea[illegible]

NIFE Events Co[illegible] At [illegible]lance

- *January [illegible] Club Mee[illegible] at the Lisle Library*
- *February 20[illegible] NIFE [illegible]l Amercian [illegible] Rockfo[illegible]*
- *M[illegible] Meeting at the Lisle Li[illegible]*

[illegible]ry Club Meeting: January 9

[illegible]r January club meeting will be held January 9, 2010 starting at 1:00pm at the Lisle Library. Our agenda for this meeting will cover many topics that will help keep your Fiero in tip-top shape for the New Year unfolding! The topics will include:

- The Fiero's emergency brake system – how it works and how to replace the cables by Dave Kopielski
- The oil pressure sending unit – its function and how to replace it by Dave Kopielski
- The Exhaust Gas Recirculation (EGR) solenoid – issues involved with it and replacing it by Nick Dimonte
- Door and trunk lock cylinder replacement by Paul Vargyas
- Enthusiasts Guide To The Pontiac Fiero – 1984 segment highlights by Mike Kroyer

Jim Hallman, NIFE President

'All American' Club Event: February 20

Enjoy an all American sport or two, bowling and eating! The NIFE Rockford group will host an afternoon of bowling with your Fiero friends on Saturday, February 20, 2010. This fun club gathering of the New Year will begin at "Don Carter" lanes located at 4007 East State Street, (Bus. Route 20) about 15 minutes west of the I-90 tollway; it's a straight shot from the toll road. This bowling alley just underwent a one million dollar renovation and is all ready for us compete on. Wow!

Then, after we have all worked up an appetite, we will head back east to 5611 East State Street to "Linos" famous Italian cuisine; excellent food in a family casual atmosphere. What a fun time; don't forget to mark your calendars, just

the ticket for the after Christmas lull. Bowling will start at 3:30pm with dinner to follow at 6:00pm. Feel free to join us for bowling, or dinner, or both! I can guarantee you will have the most fun if you choose the 'both' option! Note: this is a date change from the last issue of Fiero Focus.

Bill Charles, NIFE Activity Director (Rockford)

March Club Meeting: March 13

Continuing our series of winter club meetings, we will focus in your Fiero's cooling system during our March club meeting which will take place on March 13, 2010 at the Lisle Library beginning at 1:00pm. At this meeting, our agenda will include:

- Radiator basics and leaking issues by Paul Vargyas
- Coolant tube corrosion issues and repair options by Paul Vargyas
- Changing your thermostat and low temperature thermostat and fan switch conversions by Paul Vargyas
- Proper coolant refilling procedure by Dave Kopielski
- Proper water pump replacements (plastic impellors) and issues by Dave Kopielski
- Heater core replacement by Bill Klicker
- Drivebelt replacement (alternator, water pump and AC compressor) by Jim Hallman
- Enthusiasts Guide To The Pontiac Fiero – 1985 segment highlights by Mike Kroyer

Jim Hallman, NIFE President

Fiero Events Across The Nation:

If you plan to submit a write up to be published in the next Fiero Focus, please have it submitted to Michelle and Scott Savage (608-575-0827 or email at fierofans13@sbcglobal.net) by February 5, 2010 to be included in the March/April issue. Any submissions after this date will be included in later issues.

Fieros At Daytona: March 26-28

The Daytona Beach, FL Spring Fiero Show is set for March 26 to 28, 2010 at the Daytona International Speedway. This is a perfect time for a road trip in your Fiero to get rid of the winter blahs. Check out www.spacecoastfieros.com for the scheduled events and hotel accommodation details. The show will take place [illegible] track infield in turn number 4.

Space Coast Fieros

Hot Rod Magazine Power Tour: June 5-June12

I really enjoyed the Sept/Oct Fiero Focus article on the Hot Rod Power Tour. The Hot Rod Power Tour is an outstanding event due to the people you meet and its enormous size traveling across the country. This is an open cruise for you to "drive what you got". There is no judging and everyone is friendly and helpful. I have "Long Hauled" in both 2008 and 2009, which means you drive the entire tour from start to finish. My son and I are already registered for 2010. The 2010 tour starts June 5, 2010 in Newton, Iowa and will travel through Illinois, Kentucky, Tennessee and finish up on June 12, 2010 in Mobile, Alabama. You can see www.hotrod.com for more details. You can come to just one venue, tour for one or two days, or do the entire tour like I do. Feel free to contact me with any questions.

Ken Campbell, NIFE Member At La[illegible]
kacampbell72@comcast.net

Fieros at 23rd Annual [illegible] Show: August 20-22 in Gu[illegible]

Friday Evening [illegible] from 5:00pm to 9:00pm o[illegible] in Gunnison. Gals grab yo[illegible] and guys slick h[illegible] a fun 50's style party [illegible] music, cool cars, shopping, an[illegible] food on the downtown [illegible] of Gu[illegible]ison. It will be a blast!
Sa[illegible] - Open Car Show from [illegible] to 3:00pm in Jorgensen Park. S[illegible] includes youth division, activities, fun, food, and be-boppin' music in the cool mountain air. There is a Poker Run on Saturday after the show.

Sunday Morning Breakfast Cruise staring at 8:00am on Elk Avenue in Crested Butte. Cruise up to scenic and historic Crested Butte, then stay to check out the cars, surrounding mountains, eat breakfast, and go shopping.

Robert Probst, Mile High Fiero Club President
[illegible]ilehighfieros.com

Pontiacs With A Purpose: September 17-19 in Warwick Rhode Island

Pontiac Enthusiasts Magazine and Pontiac Registry.com are proud sponsors of this fundraising event to help fight childhood cancer. This event is a celebration of 84 years of Pontiac in historic Warwick, Rhode Island. The goal is to raise as much money as possible so all profits can be donated to Alex's Lemonade Stand and The Tomorrow Fund.

Larry Kummer, founder
Pontiacregistry.com

Gray Valve Stem Caps

Reprinted with permission of Barry Kluczyk, then-Editor of Pontiac Enthusiast Magazine. This article originally appeared in the November/ December 2006 issue of the feature, Historically Speaking by John M. Sawruk on page 16.

It's The Little Things That Count

I have been approached by several Pontiac club members who have their cars point-judged. They have asked me why some Pontiac cars have light gray tire valve stem caps (such as the '84 models and others), whether they are original and correct and where they can get them today. Indeed, little details like this do count!

The light gray caps are part of an optical system used during tire and wheel build to minimize the out-of-round specification of the final complete assembly. Less out-of-round results in a better ride. The wheel valve stem hole is at the point where the run out is the lowest. The tire has on it either a paint mark or a colored, usually round, decal to mark the point where the run out is the highest. Matching the valve stem spot to the tire spot thus minimized the total run out (you can, and should take advantage of this fact when you replace tires). The optics looked for the light gray cap and the tire spot and the machine put the tire and wheel together with spots aligned.

Now, you probably already knew that you generally can't buy replacement light gray valve stem caps. Now what? Ask the technicians if you could look for light gray caps in their "junk" boxes. There usually are many. Plants had different vendors, so there are several shapes.

These caps were often used on the temporary. A visit to the junkyard could be many. These are often in pristine condition. Also, if you look at your original spare, it may reveal if your car had gray caps from the factory.

The facts above apply to wheels on cars used with the optical assembly techniques. Some other wheels used different methods, such as an arrow or paint dot somewhere on the wheel, to mark the appropriate out-of-round point. This part covers one of many generally unknown assembly processes (product information is usually better documented than assembly techniques).

Editor's comments: What does this have to do with our beloved Fiero? Original owners of '84-'87 Fieros can tell you that their Fieros came from the factory with gray valve stem caps. The optical system referenced above, as far as we can tell, was not used in the '88 model year. Thus, all '88 Fieros came from the factory with black valve stem caps. This topic manifested itself as the NIFE Board Members were conducting ongoing research to document the minute details of the Pontiac Fiero for the *Enthusiasts Guide To The Pontiac Fiero*.

It's Only an Original (Owner) Fiero Once

Calling all original owners of Fieros. NIFE wants to hear from you. We've all heard the saying that a car is only original once, and that as soon as it is restored or modified, it is no longer original. Well a car is only an original owner car once. As soon as the original owner sells that car, it is no longer an original owner car.

NIFE is interested in finding out what motivates some Fiero owners to retain possession of the Fiero that they purchased new twenty-two to twenty-six years ago. The November/December 2009 issue of *Fiero Focus* featured a Meet-A-Member article about Mr. Bob Akamatsu who is the original owner of 1984 and 1988 Fieros. NIFE knows of other original owners of Fieros amongst our ranks and we want those original owners to contact NIFE, as we would like to compile an article on original owners for a future issue of Fiero Focus. Please contact me at csass@wje.com or 248-889-8737.

Christopher Sass, NIFE Member

Bits & Pieces

Fieros For Sale

'84 – Silver/gray; new paint, rims, 355 V8 roller motor with heads, MSD ignition, Edlebrock manifold; 400hp. Interior in great shape. 4-speed transmission. $13,500 OBO; trades will be considered. Contact Mike at 847-456-4476 (cell).

'85 GT - Black/gray - 38,000 miles, original owner, sunroof, PW, PDL, PM, 4-speed. This car is all original. $3,500. Contact Gina at 847-608-6707.

'88 GT – Bright red/beechwood factory leather, 2,100 actual miles, car in storage since new. 5-speed manual, PW, PDL, PM, AC, wing, cruise, sunroof. Non smoker. This car is perfect. $18,000 firm. Serious buyers only. Please contact Hutch at 502-954-0616 or 812-923-9738.

'88 GT – 4.9L 8 cylinder crate motor, 4-speed automatic transmission. This is a "show stopper"; totally redone inside and out. Leather seats, PW, power seats, PDL, sunroof, AC, cruise control, non smoker. Always garaged and service records available. This is a show car and has taken 1st place quite a few times. Many, many modifications; too many to list. Call for information & pictures. Serious buyers only. $16,000 firm. Please contact Hutch at 502-594-0616 or 812-923-9738.

Parts & Service

Rear '86-'88GT bumper covers $90.00; rebuilt V6 EGR Solenoids $75.00 shipped; '84-'86 coupe front and rear bumper covers $75.00; sunroof conversion $150.00; outer door skins $25.00; fenders $25.00; GT gray dash $90.00; '88 rear struts, new $89.00/pr, used Monroe set $49.00; wings (spoiler) with gaskets $125.00; manual gray shift knobs $7.00; Gray carpeting $70.00 (both sides); Contact Paul Vargyas at 630-983-6434 or email paulv@xnet.com

New vinyl OEM-style replacement parts for your Fiero are now available from Fieronews.net. The replacement units come in a variety of colors from stock to our new carbon fiber vinyl fabric to customize your Fiero's look. All Items have been created from an OEM template. We offer E-Brake Boots at $35.00/ea, Stick shift boots for $25.00/ea, Auto shift boots for $25.00/ea. We have Sunshade bags and Sunshades for $105.00/ea. Make the bag Faux leather for $40.00 more. Our most popular item is our sun visors for $55.00/set shipped to you. These prices are shipped to the US as well and combo deals are available. Please contact Tom Griffiths at www.fieronews.net where you will find our catalog or email tom@fieronews.net and I can send it to you. You can also call 1-224-[illegible]33 to place an order. Paypal and Money orders a[illegible]ccept

Sinister Performance, LLC. (Ryan Gick - [illegible] Rd. Fort Wayne, IN 46819). My company o[illegible]e following services: Engine/Transmission Swaps and C[illegible] Chips / Computer Reprogramming; OBD-1 and O[illegible] 1984 to present GM vehicles. I am pleased to announce that I am now offering a 10% discount to all current NIFE members for custom chips and PCM reprogramming services; please notify me of your membership when placing your order. I also do engine swaps for the Fiero using the Ecotec 4cyl, 3100, 3400, 3.4 DOHC, 3800, 3800SC, LS4 V8, and numerous others. I will also do conversions as simple as Auto-OD transmission upgrades or the 7730 ECM upgrade. In addition, I can install performance modifications, turbo and superchargers, custom build engines, port cylinder heads, and perform chassis dyno tuning services (in conjunction with a local dyno shop). My experience, education, and certification credentials can be found on my website along with my contact info. My website also contains lots of Fiero-related information. Check it out at: www.gmtuners.com.

If you plan to submit a FREE advertisement for the "Bits & Pieces" Section – whether to sell your Fiero, your parts, or your services, or if you wish to send in a Letter To The Editor to be published in the next Fiero Focus, please have them submitted to Michelle and Scott Savage (608-575-0827 or email at fierofans13@sbcglobal.net) *by February 5th to be included in the March/April issue. Any submissions later than this date will be included in later issues.*

The Fiero Warehouse offers an expanded list of used parts, plus new Fiero parts, fiberglass accessories, reproduction GT quarter windows, and on occasion a restored Fiero. The Fiero Warehouse is located in Wheeling, West Virginia. Contact Doug Kinney at 304-845-4769. Check them out at www.fierowarehouse.com.

Lighted rear taillight "PONTIAC" kit for your Fiero coupe (all years), SE (all years) & 85GT. Everything you need to install in your car. $79.99 includes shipping. Completed, ready to install units also available. Contact Paul Vargyas at 630-983-6434 or email paulv@xnext.com. Pictures & more info at: www.xnet.com/~paulv/.

ACE Muffler & Brake – located at 7157 W. Irving Park Road in Chicago. Dave Armstrong (formerly of Jacobs Twin Buick/Pontiac), a GM-trained Fiero mechanic with over 30 years of experience as a GM Mechanic is part owner of this service facility; call (773-282-1444) for any of your Fiero mechanical needs!

G Force Automotive. Fiero mechanic, all Fiero w[illegible] performed, engine replacements, upgrades, etc. Co[illegible] Ed Grzeszkiewicz,, 22829 Mustang Rd., Frankf[illegible]L 60423, 708-299-4998. (Frankfort is Southwest o[illegible]-80 & I-57 intersections)

Fiero Conversions (Jimmy's Automotive & Custom[illegible] – we have the 355 Ferrari bodies available for purcha[illegible] We also have a sea container full of [illegible]d Fiero parts ar[illegible] many aftermarket parts; call with [illegible] inquiries. NIFE members get a 5% discount on all [illegible]n stock[illegible] website is www.jimmysauto[illegible]andr[illegible]. We are located about 10 minute[illegible]etroit[illegible]. Our full address is 2957 Wall[illegible]d, [illegible]sor, O[illegible]W3S4. Phone 519-259-3886 ([illegible]r Su[illegible]Or contact our shop Mon. thru Sat. at 519-9[illegible]

Delco CD radios [illegible] Fier[illegible]ng for a 'stock' looking CD radio for y[illegible]2 Visi[illegible]replacementradios.com. Contact Ke[illegible]at radi[illegible]@replacementradios.com for f[illegible]details

Fiero [illegible] Page catalog. 24 West Street, Stafford[illegible]gs[illegible]6076. Contact 800-343-7648 (order), 80[illegible]67[illegible]ech info), 860-684-6785 (fax). Website: ww[illegible]store.com.

[illegible] V8 conversion kits and installations, Fino & [illegible]hale[illegible]n stock, ready to ship, and 'Big Brake' [illegible]tions. Complete pricing, pictures & Fiero [illegible]s at http://www.V8archie.com. Located at: 11411 [illegible]erwood, Machesney Park, IL 61115. 800-891-3608 o[illegible]il Archie@V8Archie.com.

Performance Powder Coating – powder coating and thermal exhaust coating. Phone: 630-553-0220 or visit the website at www.powder-coat.com. Contact Terry Peterson 1204 Deer Street, Unit D Yorkville, IL 60560 – THIS IS A NEW LOCATION. A Fierorama Key Sponsor!

Fiero parts and accessories by Rodney Dickman. Headlight rebuilding parts for all years, spare tire covers, Getrag 5 speed parts and misc., replacement subwoofer speakers, shifters, leather shift boots, engine parts, apparel, stickers, tools etc. Reproduction and hard to find replacement parts for the Pontiac Fiero. Contact Rodney Dickman – 7604 Treeview Drive, Caledonia, WI 53108, 262-835-9575. Visit the Website at www.rodneydickman.com.

Leather seats for the Fiero. Samples available. Contact Mr. Mikes 941-922-5070 (FL). Website: http://www.mrmikes.com/

Fiero parts discount location. Now get our club discount at Jennings Chevrolet 241 Waukegan Road Glenview, IL 60025. Our contact is Jim Norman. Phone: 847-729-0820, fax: 847-729-9181. Phone orders are ok. Pick up only, no shipping. This is our official NIFE parts source. Get new GM Parts for your Fiero at the best price available anywhere. Hours are: M-F 8-5, Sat 8-3.

Source for wheel refinishing. Wheels Of America 3017 Malmo Drive Arlington Heights, IL. 60005. Phone number is 888-943-3518. Our contact person is Ray (Manager). For the price of $99.00 per wheel for any style Fiero wheel, your aluminum wheels will be refinished and minor damage repaired. You can choose any custom color if desired. For $10.00 extra, you can leave your tires on your wheels and the tires will be remounted and balanced after refinishing. Be sure to tell them you are an NIFE member to get this discounted rate.

Fiero Parts at up to 45% below List Price! Order your Fiero parts over the Internet with no sales tax. Enter your part number and see your actual purchase cost with shipping and handling charges. Parts ship from Flow Chevrolet/Oldsmobile/Cadillac in Winston-Salem, North Carolina. Website: http://www.gmpartsdirect.com.

Polished stainless steel "mirrors" for the underside of your rear decklid. Show off your car's engine compartment every time you open the decklid. Now available for both GT decklids or coupe decklids. $80.00 plus shipping in USA. Contact Chris Berry 630-539-4012 (Illinois) or Email cbtaz1@aol.com.

Manual Mirror Control Repair Plate Kit. This kit includes instructions, a replacement hex nut for the mirror control bezel, two white trim panel fasteners and the bezel reinforcement plate. Kit repairs the mirror control housing that pops out of the door panel. Kit costs $9.00/each. Contact Tom Derr at (717) 763-5748 or tom6derr@yahoo.com.

Sail panels, decals, and shift boots for the Fiero. Decals are for all Fieros and sail panels are for the notchback body style only. View at www.fierosails.com or contact [illegible]aul McKibben at pmckibben@yahoo.com or 770-409-071[illegible]

[illegible] Hill Farms. Used Fiero parts, all years, over 150 cars, [illegible]any 1988s and GTs. Contact Bob Parker 860-642-4362, [illegible]464 Kick Hill Rd, Lebanon, CT 06249. Fax: 860-642-7107. See the website at www.kickhill.com.

The Fiero Factory contact Ed Parks 256-420-5391, 8710B Highway 53, Toney, AL 35773. Over 120 Fiero parts cars at any given time! Call for the parts you need. Website: www.thefierofactory.com or email: Fierofactory@juno.com

Hot Rod Auto/Truck Collision & Restoration, Inc. Specializing in original & custom painting, original & performance upgrades to brakes, engine, suspension and transmissions. Appraisals. Contact Mark or Ron 847-678-2490. Located at 4655 N. 25th Avenue, Schiller Park, IL 60176.

Books & Literature

Enthusiasts Guide To The Pontiac Fiero – the most in-depth, comprehensive, documented information on the stock 1984 to 1988 Fiero in a 58 page, 8.5"x11"spiral bound book. Up to date Fiero facts, statistics, numbers built, colors, VIN decoder, and specifications with over 14 pages of full color graphics. Cost is $15.00 each plus $2.41 for S&H. Order via credit card or Paypal at www.fierofocus.com or make checks payable to Northern Illinois Fiero Enthusiasts and mail to NIFE c/o Paul Vargyas 2600 Longview Drive, Lisle, IL 60532

Pontiac Service Manual—1984-1988. A comprehensive 300-400 page manual describing parts removal/replacement procedures, diagnostic check procedures, and electrical schematics. Prices from $60.00-$90.00 (plus $6.00 handling fee) depending on year. Contact Helms, Inc. 800-782-4356, P.O. Box 07130, Detroit, MI 48207 (MasterCard, Visa, Discover accepted).

Miscellaneous

Reproduction Window Stickers now available from Pontiac Historic Services! 1984-1988 Pontiacs $28.00/ea. For more information, contact Pontiac Historic Services – Automotive Services Division, PO Box 183251, Shelby Twp, MI 48218. (586-781-5164 or 586-781-5167 (fax)) Or, visit the website at http://www.phs-online.com.

Appraisals & Insurance

Auto Appraisal Group, Inc. – Jim Evans. PO Box 3430 Glen Ellyn, IL 60138-3430. Email: jevans@imaxx.net. Phone: 630-858-5728. Website: www.autoappraisal.com.

M&M Automobile Appraisers, Inc. – Mike Grippo. Special interest/collectible/antique appraisals. 584 Broomspun Street Henderson, NV 89015. Phone: 702-568-5120. Fax: 702-568-5158.

Rally Insurance Group, Inc. Tim or Ellen Anderson. Classic/special interest auto insurance specialists. 5105 Tollview Dr. Suite 211, Rolling Meadows, IL 60008. Phone: 847-787-9960.

Meet -a- Member

by Mike Kroyer

Christy Klikno

City	Rockford
State	IL
Year	1986
Model	Coupe
Engine	2.5L 4-Cyl
Transmission	Automatic
Mileage	21,670
Exterior Color	Gold
Interior Color	Tan
Air Conditioning	Yes

I became interested in buying a Fiero in 1984 when I saw one for the first time. I always wanted a Mazda RX7, but couldn't afford one. When I saw the Fiero, it was more affordable and American made. From that time on, it was all I wanted.

When did I see my first Fiero? I saw one going down the road and asked, "What was that?" It was really cool. I bought my first and only (so far) Fiero in September of 1986. I bought it new for around $12,000.00. I really wanted a Fiero from the first time I saw one in 1984. I finally had a job at Camcar (a fastener company) and could afford to buy one in 1986. Unfortunately, two months later I was laid off my job. It was very difficult, but somehow I managed to hold on to that car. I never missed a payment. I'm very proud to say that I am an original owner of a gold 4-cylinder coupe with hardly any extras. Yes, it's still gold, has low miles on it, and I even have the original tires for it. Once I had it paid for after working so hard to hold on to it, I was determined to keep it pristine to be passed on to the next generation. My nephew (who was born in 1986) will become the recipient of it when he is ready to assume the responsibility of ownership.

The car has about 21,670 miles, which are all original. The only unusual issue I have had was when I bought my car at the dealership; they were going to fill the gas tank for me b[illegible]'t get any gas into it. The gas [illegible]zle piece (where you put th[illegible]zle [illegible]e car) was assembled backw[illegible]lco, t[illegible]assembly inside the g[illegible]nk [illegible]) rotted in 2008 and h[illegible]ced. Other than that everythin[illegible]s be[illegible] perfect.

T[illegible]t mem[illegible]able time driving the [illegible]o w[illegible]n I met my husband. Some[illegible] think that cool little car helped [illegible]roduce me to him. I haven't [illegible]much to the car, but my husband ha[illegible]ut new tires on it in July 2009. It has [illegible] gone through several batteries.

I also own a red '99 Pontiac Grand Prix. It has approximately 57,700 miles on it. It is my daily driver but I hope to preserve it as best I can. I also just bought a new orange '08 turbo charged Pontiac Solstice GXP. The newest car of my dreams comes true. I definitely will buy at least one more Fiero when this one goes to my nephew. It will definitely be a '88 Fiero GT.

I am a machine operator at Cadbury Adams. (I make Stride gum.) My husband and I also own awesomemonograms.com, a website for ordering promotional products.

It will be a very difficult decision as to which Pontiac I will drive on June 1, 2010, Pontiac Tribute Day. If I should happen to forget it is Pontiac Day, I won't mess up because I only have Pontiacs to choose from. What a sad thing to hear that the line is being discontinued. I, for one, shall continue to "Preserve the Excitement" in gold, red, and orange for now!

Send Meet A Members and Comments to:
Mike Kroyer
221 Macintosh Ave.
Woodstock, IL 60098
815-308-5710
Email: mkfiero87@yahoo.com