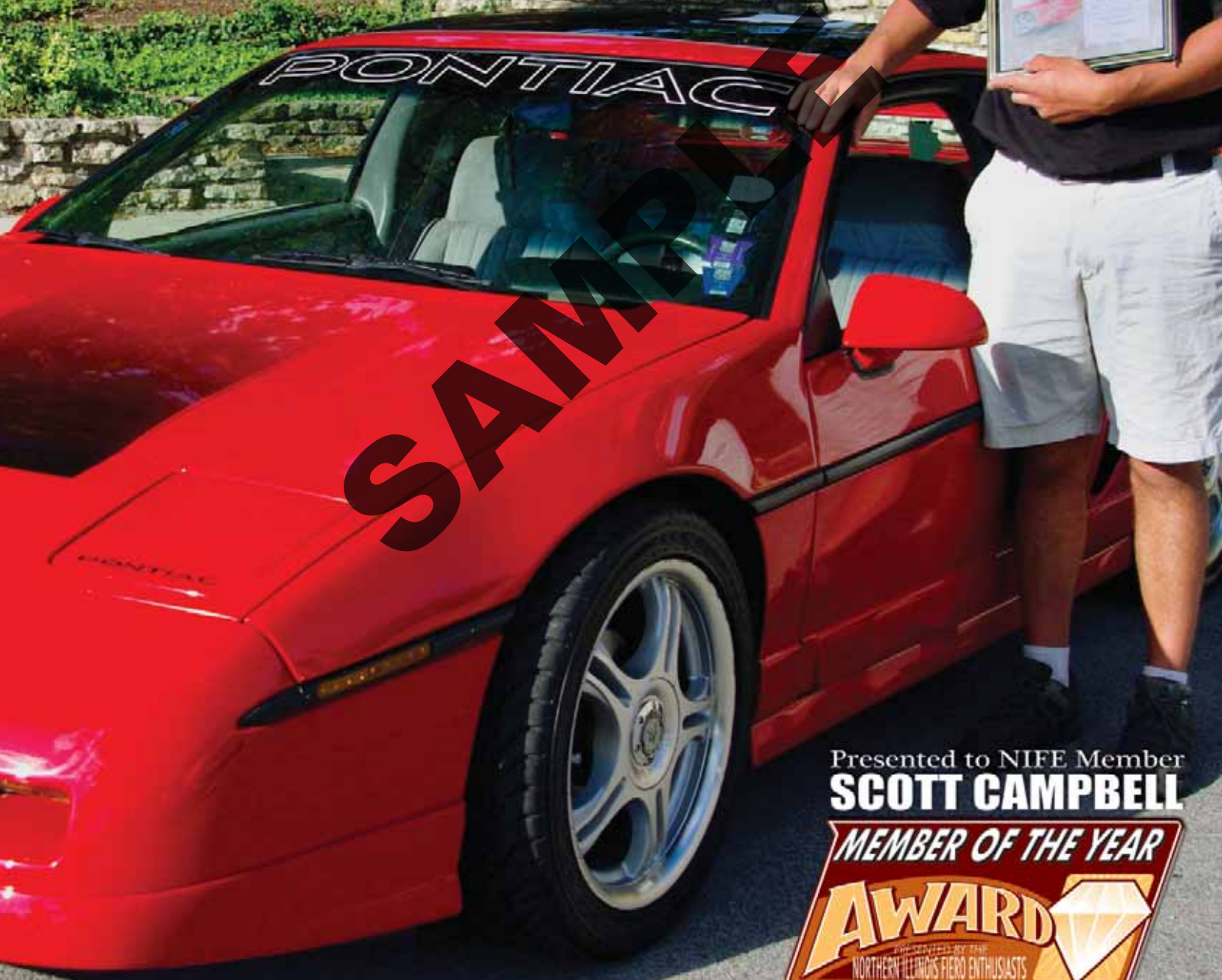


Fiero Focus



Presented to NIFE Member
SCOTT CAMPBELL



NIFE Notes

Fiero Focus Magazine Awards

Old Cars Weekly Magazine's

Golden Quill Award:

1995, 1999-2013

International Automotive
Media Award:

Bronze: 2009

Silver: 2003-2006, 2011, 2012

Gold: 2007, 2008



Jim Hallman will be returning from his sabbatical later in January. We will resume the President's Message column in the March/April issue. Until then, you will find varied topics from the Fiero community in this NIFE Notes section.

On this issue's cover, we feature our NIFE Member Of The Year, Scott Campbell. Scott has been very active in assisting with the planning of several club events during the past year. These events include our 2013 Fall Color Tour, our participation in the 2014 Hot Rod Magazine Power Tour, and our 2014 Fall Color Tour. The NIFE board congratulated Scott at our 2014 Fierorama by awarding him the designation of NIFE Member Of The Year. You can learn more about Scott in this issue's Meet A Member.

Hopefully many of you renewed your dues for 2015 and saved the \$5.00 by signing up prior to 12-31-14. If not, your dues are due and the rate for 2015 continues to be \$25.00 per year. Your dues include six issues of Fiero Focus Magazine, discounts at the Fiero Store (Fierostore.com), free entry into Fierorama 2015 (our 20th edition!) as well as interaction with over 350 club members across the United States. Send in your dues to our Membership Director, Mark Soeldner, today. You will find his address on the Membership Update page.

The latest edition of Fiero playing cards are in stock and ready for purchase. You can order your deck(s) of cards now by going to our website's NIFE Store and order your set for \$5.95/each plus shipping and handling. Or you can pick them up, as we will be selling these playing cards at all NIFE functions. They really turned out nice! See the flier located in this issue of Fiero Focus to place your order.

Starting with this issue of Fiero Focus, we will be placing our regular feature

authors (Dr. Detail, Wayne Dzien; Bartemeyer's Bits, Fred Bartemeyer, and Tech From Ray's Desk, Ray Dyreson) on a rotational cycle. In this issue, Wayne will be giving his pen a rest, in the next issue, Ray will take the issue off, etc. It is our hope that with the empty space, we can begin to use some articles that have been piling up in our Fiero Focus article inventory. Not to worry as each of these authors will continue to write for Fiero Focus, but now they will appear in four issues per year instead of six issues per year.

*The latest edition of Fiero
playing cards are in stock
and ready for purchase.*


As announced previously, we have an opening on the NIFE board for an Activity Director. This position involves attending the monthly board meetings, helping out with Fierorama, brainstorming ideas for club events, organizing club events, as well as submitting event write-ups for Fiero Focus. If you have questions regarding this Activity Director position or would like to express your interest in being considered for this position, please contact Jim Hallman using the contact information in the board member's box.

In February, the Fiero clubs from Michigan, Indiana, Kentucky, Illinois, Iowa, Nebraska, Wisconsin and Minnesota will be gathering together as the Midwest Fiero Clubs organization to discuss our 2015 show circuit schedule. Should you have any ideas or comments for this Midwest Fiero Clubs meeting, let Jim Hallman know. You can reach Jim using the contact information in the board member's box.

We are looking for Meet A Member submissions! Each and every issue of Fiero Focus (all 145 issues) has featured a Meet A Member highlighting one of

our club members. We need you! If it has been a while since you have written one, or if you have never told us your story, please consider answering the questions, which are used to draft your Meet A Member article. Simply go to our website and click on the Meet A Member Questionnaire link and you can answer the questions online. Mike Kroyer, our Art/Web Director, will massage your responses to the questions into an article, which will be sent to you for proofing prior to publication. What could be simpler? You and your Fiero are on their way to be featured, in color, on the back cover of a future issue of Fiero Focus!

If you have a burning NIFE related question you have always wanted answered like, "How did Jim Hallman start NIFE back in 1991", or "How many of the original members are still active?" Just Email your question(s) to jhallman@fierofocus.com and indicate if your question is a general membership question or for a specific NIFE member. Simply put "Ask A Member" in the subject line. Either way, our editorial staff will do their best to answer your question in a timely fashion. We will give this a try over the next several Fiero Focus issues to see what kind of response is received. Who knows, maybe your "Ask A Member" question will be printed in an upcoming issue of Fiero Focus.

We wanted to pass along a reminder that our club's logo, our Fiero Focus logo, our club name, our club motto and the Fiero Focus name are not trademarked; however, if you would like to use any of these items for your own personal needs, we would ask that you send Jim Hallman (see board member's box for contact info) a request in writing to grant a courtesy permission for their use. 

*All submissions for Fiero Focus should be sent to: Jim Hallman
2039 Yellow Daisy Ct., Naperville, IL 60563
630-305-9806 or e-mail:jjh93@comcast.net*

Membership Update

by Mark Soeldner



Welcome New NIFE Members!

Mbr#	Name	City	ST	Car(s)
1656	Al Silverman	Arlington Heights	IL	N/A
1657	John Craven	Diboll	TX	N/A
1658	Bob Tetu	Eureka Springs	AR	N/A
1659	Charles Furgason	Jackson	MI	N/A

Thank you to all of the club members who renewed their membership for the 2015 calendar year and also a warm welcome to our newest members. We ended 2014 with 351 members. This number is slightly less than reported in the last issue due to several 2014 mid-year memberships not yet renewing. As of mid-December, 110 members had taken advantage of the \$5.00 discount on renewing their membership for 2015.

If you have not already done so, please take the time to renew your membership and remind fellow members to renew theirs as well. Your dues include six issues of Fiero Focus Magazine. This is the only Fiero magazine available in the country. As you know, it is full of Fiero information, pictures, and tech advice, as well as a free advertisement section full of Fiero parts, cars, and services. In addition to all of that, your dues include free entry into Fierorama, a premium weekend

event in the Fiero community. This year we are celebrating Fierorama 20! It promises to be an exciting Fiero event not to be missed.

In late November 2014, we began shipping out our latest edition of Fiero playing cards. Sales have been rather brisk! As of late December we have sold over 200 decks! If you have not yet ordered yours, hurry and do so. You can go to our webpage and click on the "Store" tab and place your order. They make great gifts for the Fiero enthusiast.

I would like to state, as I have in other issues, that we are the largest Fiero club in the world; let's continue to grow and show our pride in our cars. If you see another Fiero, stop and ask them if they are members. If they are not, this is your chance to explain all the benefits of becoming an NIFE member.

Mark Soeldner, NIFE Membership Director

Send membership questions and comments to:

Mark Soeldner

220 Parkway Drive, Wheaton, IL 60187
630-462-9441 or e-mail mwsld@att.net

3.0 VERSION

Order Today! \$15.00 (plus shipping)

1. Includes over 20 new bullet point topics throughout the book
2. Two new sections added covering the actual Indianapolis 500 Pace Cars and the last two 1988 Fieros produced – over 20 new bullet point topics!
3. Several new images added

630-305-9806

www.fierofocus.com

Enthusiasts Guide to the Pontiac Fiero



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Our Goal: To provide an exchange forum dedicated to the care, preservation, and positive publication of the Pontiac Fiero.



Bartemeyer's Bits

by Fred Bartemeyer

'90 Fiero Coupe

For this segment of Bartemeyer's Bits, I would like to continue the discussion and provide answers to some of the questions that arose at the November 08, 2014 NIFE club meeting in regards to the '90 Fiero coupes. For those that could not attend the meeting, you can view my presentation at fierofocus.com under the "Video Library" tab and then click on "Club Meeting Videos". As the impromptu discussion progressed, I presented the concept that the MY (model year) '90 Fiero designs that were abandoned at the cancellation of the Fiero program were recycled back into other products within GM. The fact that the '90 Fiero GT design themes were transferred directly over to the '93 Firebird are a well-explored subject within our Fiero community. The initial intention was that the F-body product line was going to be remarketed as a sporty family form of transportation featuring front wheel drive known within GM as the GM-80 project. The GM-80 platform made it all the way through the running prototypes to preproduction tooling before it was cancelled due to marketing surveys that completely rejected the concept of having a front wheel drive, less performance oriented Firebird. Not much discussion has been presented about the influences of the '90 Fiero coupes.

Many of the higher-ranking engineers within Pontiac and



Image 1 - 1991 Saturn SC coupe

Fiero were offered positions at the newly formed Saturn Division of GM during the summer of 1988. Many packed up their desks, moved across the hall to another design studio and went to work right away on the new products. With

The '91 Saturn SC coupe as shown in Image 1 compared to the side profile of the '90 Fiero coupe from April of 1986 in Image 2 shows how the basic shape of the Fiero morphed into the Saturn.

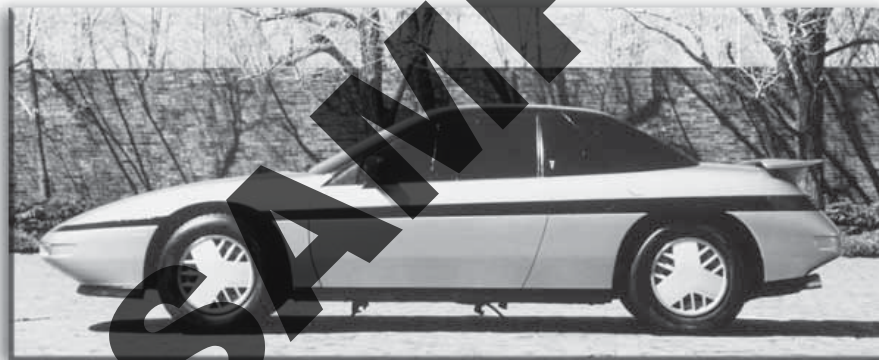


Image 2 - 1990 Fiero Coupe

the Fiero still fresh in their minds, some of the design ideas and methods were moved directly over to the new cars.

Even though many of the design concepts were developed for the Fiero, not many of the actual component parts short of miscellaneous hardware were transferred over to the all-new Saturn brand. The concept of having a space frame with removable body panels allowing a flexible exterior styling change without retooling the entire car remained in place for the all-new Saturns.

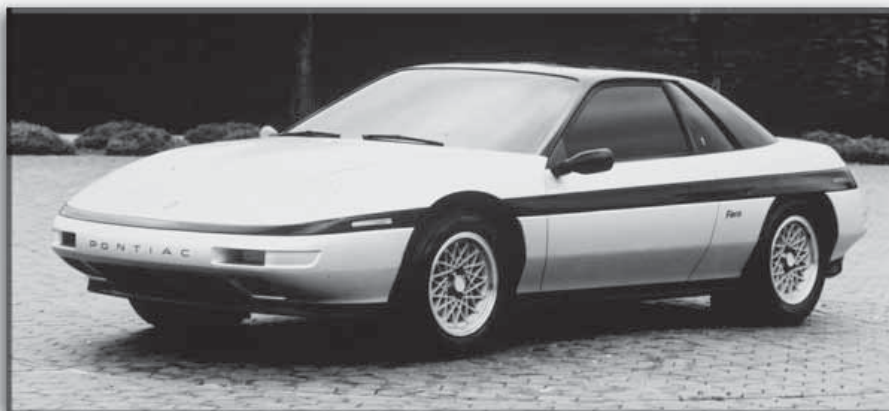


Image 3 - 1990 Fiero Coupe

Throughout the interviews with my friends that worked in both the Fiero and Saturn programs, it has been revealed that even though GM had made some very costly decisions by canceling product lines before they were introduced, many of the

development methods of manufacturing were transferred and did save significant development costs going into the next new product line. Image 3 is a final clay design of the '90 Fiero coupe approved to start pre-production tooling. Image 4 is the presentation mock up utilizing pre-production body panels shown to Pontiac executives for approval to progress to the next step of building running prototypes. Three MY '90 Fiero coupe pre-production prototypes were

built and were intended to be presented to the press and shown at select auto show venues. These three running '90 Fiero coupe prototypes are the gray

cars photographed in the GM holding yard in Sterling Heights, MI that you can find on the Internet. Unfortunately, these complete running prototypes were crushed in 1998 during one of the Heritage Center collection downsizings.

Fred Bartemeyer, Jr.,
NIFE Member
fbartemeyerjr@q.com

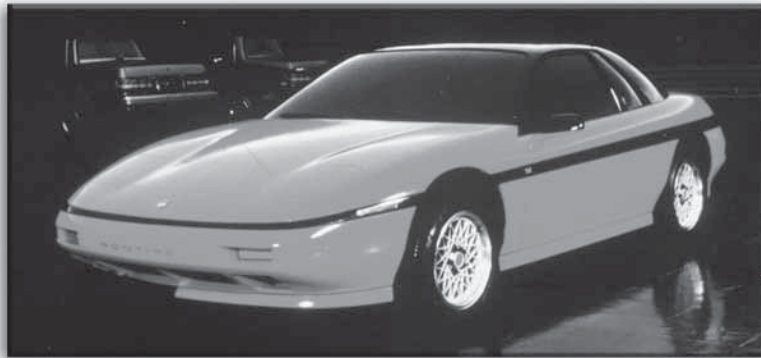


Image 4 - 1990 Fiero Coupe

NEW Fiero Playing Cards

NIFE has produced a new set of playing cards featuring a full color, landscape photo of 52 different Fiero's on the front.

ORDER YOURS TODAY!!!
www.fierofocus.com



\$5.95

The Fiero Store
SPOTLIGHT
Fiero Club Edition

Aero Style Front Air Dam

The Fiero Store has now reproduced the air dam that fits under your factory aero/GT style front fascia. This piece is often damaged by curbs due to it's low ground clearance. Mounting holes will need to be carefully measured and drilled before installation. Fits: 84 Indy, 85-86 GT & 86-87 SE.

60670 Aero Front Air Dam \$149.00

86-88 GT Decklid Lock Assembly

This kit is perfect for those who are missing their decklid lock or have multiple broken pieces. It includes a lock & key, lock rod cover, lock retainer bracket, lock rod, lock rod spring, lock retaining clip and 4 black painted stainless screws.

59810 86-88 GT Decklid Lock Assembly \$69.95

84-88 Battery Tray Package

Is your battery box rusting out? This package includes the battery support, tray, side plastic shield, battery hold down, hold down bolt and shield mounting screw. Save over 20% off the regular price of each part.

50254 84-88 Battery Tray Package \$89.95

84-88 Interior Rearview Mirror

The Fiero Store now offers new and used interior rearview mirrors. For those considering a new mirror, your original mounting post can probably be re-used. If your Fiero is one of the few that uses a different size, the included post will need to be glued to the windshield before the mirror can be installed.

57664 84-88 New Rearview Mirror \$39.00
57664U.875 84-88 Used Rearview Mirror (w/ 7/8" post) \$20.00
57664U1.00 84-88 Used Rearview Mirror (w/ 1" post) \$20.00

V6 Filter Package

While tuning up your Fiero, don't forget about the filters. By purchasing this package you will save more than 15% off the regular price of each part. Kit includes stock replacement air filter, oil filter, fuel filter, PCV valve and PCV valve grommets.

52118 V6 Filter Package \$36.95

84-86 Front License Plate Bracket

This new and improved kit includes all of the hardware to add a front license plate to your 84-86 non-Aero Fiero. Kit includes 1 license plate backing bracket, 2 stainless mounting brackets (required to keep the plate at the proper angle), stainless nuts & washers and nylon plate nuts. Fits all 84-86 models that do not have an aero GT style nose.

64283 84-86 Front License Plate Bracket \$35.00

Stainless Fuel Lines

Replace your worn mild steel/rubber fuel lines with The Fiero Store's stainless braided steel reproductions. Each line is CNC bent from stainless steel pipe to exact OEM specifications. Stainless braided steel replaces the OEM style rubber for better strength and safety.

68750 87-88 4cyl Stainless Feed Line Kit \$99.95
68751 87-88 4cyl Stainless Return Line Kit \$89.95
68756 85-88 V6 Stainless Fuel Rail Line Set \$44.95
68758 85-88 V6 Stainless Feed Line Kit \$99.95
68759 85-88 V6 Stainless Return Line \$89.95

Fiero Storage Bag

Display your Fiero passion at home, work or play with this red and black storage bag embroidered with the Fiero logo. Made from 600 denier polyester, with web handles and an adjustable shoulder strap. 12" h x 15.5" w x 3.75" d; approx. 697 cubic inches.

50955 Fiero Storage Bag \$29.95

Black Polyurethane Bushings

We are now pleased to offer polyurethane suspension bushings in black. Red bushings are also still available for those who prefer a little more color. Visit FieroStore.com to see all of our available kits.

57211Black Black Polyurethane Total Suspension Kit \$118.95
57211Red Red Polyurethane Total Suspension Kit \$118.95

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Tech From Ray's Desk

by Ray Dyreson



Don't Move

This article will involve the manual transmission equipped Fieros so you automatic owners can sit this one out, or read along to see what you don't have to worry about. Manual transmissions in modern cars are a small minority; however due to the Fiero's sporting, yet economical image, many new Fiero buyers opted for the manual. In the thirty some years since then, the inevitable problems have shown up.

A '88 GT with a 5-speed was trailered in recently. The owner said that the car had been stored for quite a few years and now it wouldn't move. He suspected the clutch. I turned the key to start the engine but got silence. Was

that what was meant by "not moving"? After replacing a bad battery, the engine started so I depressed the clutch pedal, put the car into first gear and let out

the clutch. Everything felt normal but the car did not move. I glanced at the speedometer to be sure it was staying on

zero, which it was. If the speedometer needle moved away from zero, but the car was not moving, it would indicate a final drive failure in the transmission, such as a sheared axle shaft, differential output shaft, or other internal failure. I have also witnessed one of the drive axles displaced out of

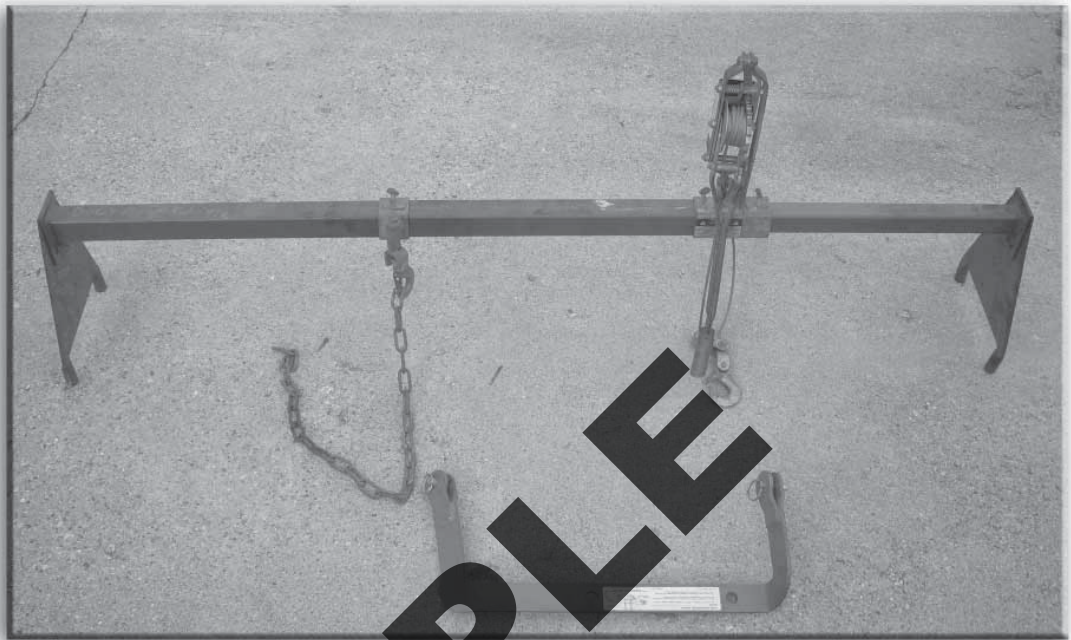


Image 1



Image 2

the differential sufficiently far that the splines would disengage. This could happen if you have bad engine mounts allowing the engine and transmission to move too much; however this condition is usually accompanied by bad noises. I heard none, so I wasn't expecting that to be the problem.

Time to push the car inside to inspect it on a hoist. Even with two volunteers pushing and me steering, the car still would not move. Jacking up the front end and spinning the wheels showed no drag. Jacking up the rear, however, was a different story. Neither rear wheel would turn at all. Thinking that the parking brake might be stuck on, I moved the caliper levers with vise grips and pulled the cables until there was play at the

levers. Still the calipers did not release. The rear wheels came off and we tried gently hammering back and forth on the calipers to try to get them to release even a little bit. Still no luck. The wheels went back on and the rear was set on Go-Jack caster wheel rollers to push the car in.

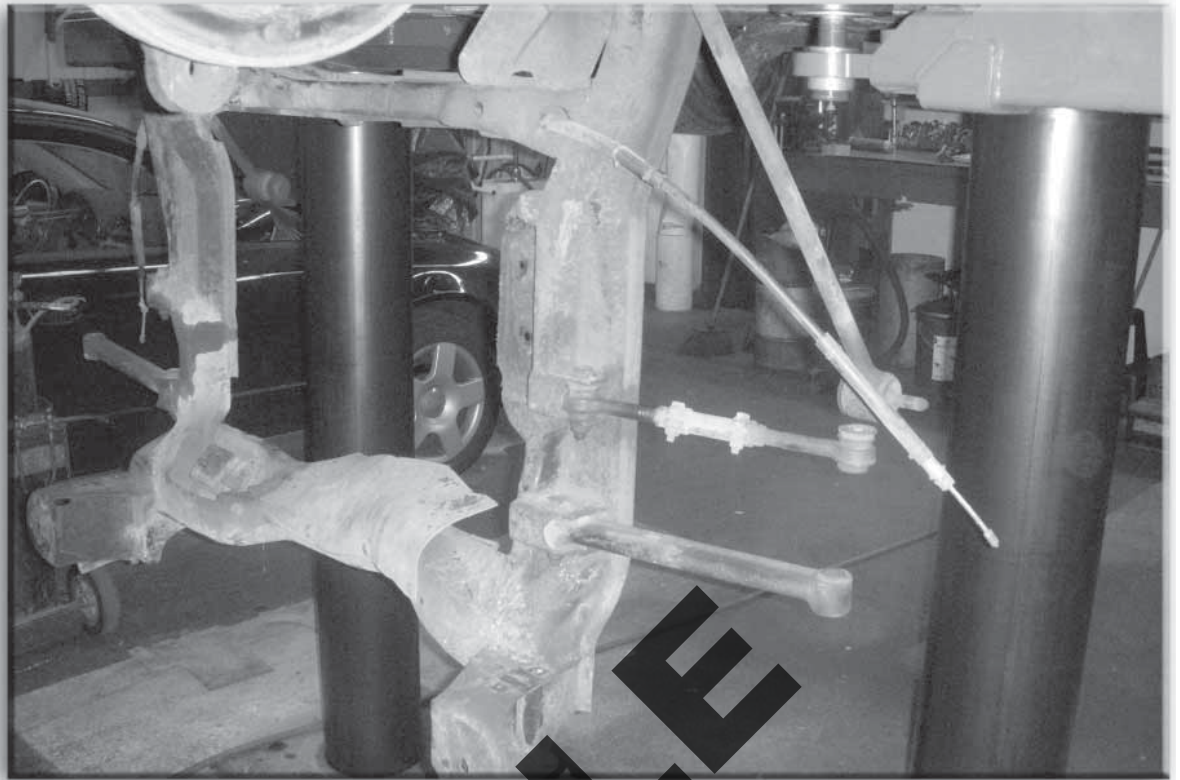


Image 3

With the car on the hoist, we began to check the clutch system. The most common complaint on a Fiero is that the clutch will not release fully. On this car, the clutch would not engage. The clutch pedal effort felt normal with some

pressure needed to depress the pedal. Maybe the clutch release cross shaft was binding and not moving back fully after the pedal was up? Sometimes the cross shaft bushings in the bell housing get dry and bind. Visually checking the lever positions with the pedal depressed, and released, indicated



Image 4

no problem with the cross shaft moving back to the fully engaged position. The gearshift felt normal when moving from gear to gear. We watched the shift and select levers moving on the transmission and all looked to be okay. Everything external had now been eliminated, so it's time to remove the transaxle and look at the clutch itself.

There are two options in removing the transmission; with or without the engine. If your car only needs clutch work, it is easier to leave the engine in the car. However if your V6 Fiero needs additional work such as exhaust manifolds, valve cover gaskets, A/C compressor etc. you would be better off to drop the complete engine and transmission on the cradle. With the entire assembly out, the transmission is easily removed from the engine. The 4-cylinder has a few conditions that are much easier to work on with the complete assembly removed, with the possible exception of engine replacement. Since this car was a V6 with no other known problems, we removed the transmission and left the engine in the car, which involved supporting the engine from above while the cradle was lowered. This is done differently on '84-'87 cars versus '88's because the '88 cradle is bolted solidly to the space frame, whereas the earlier cars have rubber cradle mounts. The best way to support the engine is to use special tools, Kent Moore #J-28467 and J-35563. Lacking these you can use a universal cross beam support tool with two chains or cables or even a proper length 4x4 (Image 1). Be sure whatever you use is safe as you will be standing or lying under the hanging engine. Remove the exhaust system, engine mounts, shift cables etc. It is not necessary to disconnect any wiring, with the exception of the right side ground strap located near the battery. The coolant hoses don't need to be removed, and the coolant does not need to be drained. Drain the transaxle lubricant. The engine will only need to be lowered slightly on the driver's side. If the cross support system has a way to move the engine up and down with chains or cables; that would be best. If it is not adjustable, leave just a little slack in the

chains/cables to let the engine descend approximately one inch when the cradle is lowered.

This car was an '88, so the cradle came down differently than non '88's.

We disconnected the trailing and lateral control arms from the knuckle, and removed both axles. Since this car is an '88 GT, it (and Formulas) has a rear stabilizer bar requiring removal of the mounting clamps from the cradle.


The bar can be left hanging by the end links (Image 2). Support the cradle temporarily and remove the two rear mounting bolts.

These are often rusted so use penetrant and go slow to avoid breaking them. The two front cradle mount bolts need only to be loosened, then the cradle with control arms can be swung completely down and out of the way (Image 3). If you don't have a hoist, just swing the rear of the cradle down until it hits the floor. If this were a non-'88, you would disconnect the ball joints and tie rod ends, then remove both axles. Remove both cradle bolts and the left front cradle bolt. Leave the right front bolt as is. These front bolts are notoriously hard to remove due to rust, so use your favorite chemical, magic spell or cuss words here. Now just lower the cradle a little, letting it twist the right front rubber mount slightly.

Unbolt the transmission from the engine and slowly pull it away. The engine should be lowered far enough to allow the transmission to clear the left

space frame, then lower it to the floor. The transmission is not very heavy, but use a jack or have a volunteer help with this to be safe. Now the clutch is visible on the engine. Remove the bolts attaching the pressure plate to the flywheel and remove the pressure plate and the clutch disc behind it.

After having removed the transmission, I now saw the problem. All the friction material was gone from the clutch disc and the shreds were lodged in the pressure plate spring diaphragm and not allowing it to move to the engaged position. Had the binding brakes caused the clutch to fail when trying to get the car to move? In addition, the bare metal of the disc had rubbed into the flywheel which was also showing a rusty surface indicating the clutch had not been in the engaged position for a while (Image 4). The clutch cross shaft was binding a little, so after all the clutch dust was cleaned, we lubricated the two shaft bushings allowing the shaft to turn smoothly. A new '88 flywheel was installed. Note that the '88 V6 flywheel is different than '85-'87. Then we bolted on a new clutch plate and disc kit and a new release bearing. When ordering a new clutch kit, get one that comes with the splined pilot tool to center the disc (Image 5). We reinstalled the transaxle, raised the cradle into position, reinstalled the axles, control arms, mounts and exhaust. Be sure to fill the transaxle with the proper lubricant. The hydraulic clutch system should not require anything other than bolting the slave cylinder back on, as the system was never opened up.

Rebuilt rear calipers along with new pads and rotors were also installed. The car was lowered and the lug nuts torqued. Now for the big test. With the engine started, the shifter was moved into reverse and the clutch pedal came up...and the car now moves! 

Ray Dyreson, NIFE Member
raydyr@aol.com

Image 5

Blake's Funny (dog) Bone

"RANT: What's the deal with silver cars?"

Webster defines **RANT** as: To speak wildly, loudly, and at length. I find that *highly* funny and an appropriate description for what you are about to read. You guys with silver cars, please take this as a teasing jab, the spirit with which it was typed, I would never criticize a person for their choice of car color... but I will **RANT** about it!

<rant mode on>

Silver. I hate silver. "Oh... but this is 'Sterling' silver..."

Look at here, I can put an exotic word in front of *anything*, and make it sound better.

How about...

'Reflective Doggie Doo' -- or --

'Illuminating Mold'...

It sounds *wonderful*, so it must be...

So what is the fascination with this

color that so many people have made it vogue? Do you not realize that it is one of the most difficult colors to work with? It fades quickly. It oxidizes rapidly. It is hard to match. It does not play well with others.

I attended a car show. Oh... there is a Solstice Coupe, replete on a silver rotating dais. It's silver. And look! the Shelby KR500 'Stang. Silver. Nissan GTR supercar... my, doesn't that silver blend into the gray wall nicely? Audi R8. Silver. Wait; maybe the Camaro will be... silver. Check out that awesome \$100K Cadillac XLR... silver. G35-convertible... sexy silver? Gag. I glanced around at the

towering SUV's from the Hummer H2 to the Range Rover... silver... and promptly threw up. I felt better.

When new car shopping, I checked a website I trust for gas mileage estimates, www.fueleconomy.gov. Maybe I shouldn't trust them; the first three cars on the banner page are silver, silver, and pearl silver. The fourth is a VW bug...but that is a different rant entirely.

As I was comparing random vehicles, I noticed every photo depicted a silver car! Blech! Put in your car. I will lay Vegas odds you will get a silver file photo. I checked Yahoo's 360 degree auto tours...

can you guess the color of the cars?!

All of them! I go to the manufacturer home pages.

Dominate color = silver.

And then to top that... many offered several shades of

the same dadgum color. "You can have silver. Silvery Silver. Grey Metallic Silver. Pale Silver. Pewter. Platinum. Liquid Silver. Or my favorite... silver with silver shades of Silver Silver." Silver gives me hives.

I am beginning to believe it is a major conspiracy theory. It is so big even Snopes.com has been suppressed. I theorize that the aliens are not changing our atmosphere to be more hospitable; they are changing our color palates to match theirs. As proof, I offer the evidence of: What is the color of their spaceships? A-ha! You begin to see now!

Well I for one have my "They Live"

sunglasses on and see the ugly charade for what it is...an ocean of silver painted plastic and sheet metal forcing us all into a lack of identity. What is the deal? I don't understand.

When was the last funeral you attended that did not have a silver coffin?

Amazing stat: 93% of all coffins in America are painted silver.

Another amazing stat: 97.4% of all statistics are made up on the spot.

(Blake slumps over desk after being stabbed by a silver dagger). (Please do not drive your silver cars to my funeral).

I am vindicated by Wikipedia... under "Color Symbolism", Wiki (and NO ONE can dispute the accuracy of Wikipedia!)... says this about 'Gray'... ergo, Silver, (for the sake of argument).

"Listed below are some common cultural (symbolic) connotations attached to colors in Western cultures, particularly in the United States:"

"Anachronism, boredom, decay, decrepitude, dullness, dust, pollution, urban sprawl!"

I couldn't agree more. (I of course edited out the positive things to make my position stronger).


<rant mode off>

And sadly, as I typed this, I discovered a quandary...

What will become of my self-inflicted affliction, when my wife's hair starts to turn... you guessed it... silver?

I trust this was sufficiently loud, wild, and long enough to qualify as a RANT.

I hope it even made you smile a bit.

Tune in for my next rant: <rant mode on> What is the deal with all the battleships being gray? 

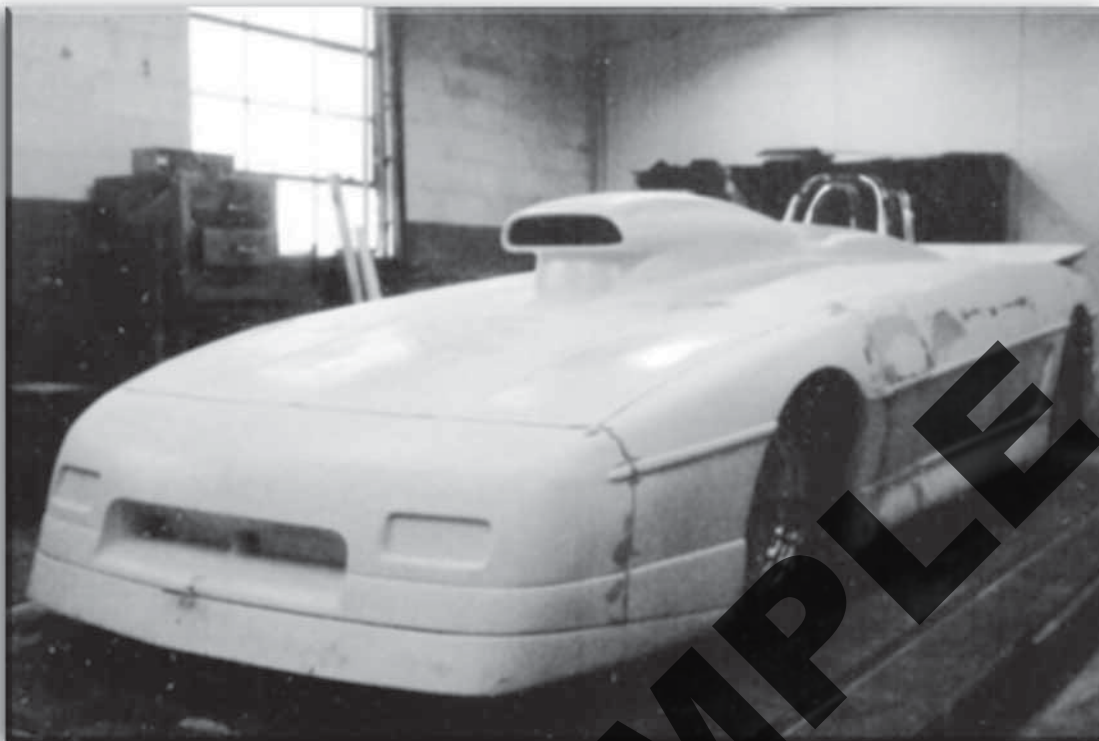
W. Blake Moore, NIFE Member

*You guys with silver cars,
please take this as a teasing
jab, the spirit with which it
was typed*





I Could Have Been Ed Koerner's



I have been very interested in cars and drag racing since my teen years. Money has stopped me from becoming overly involved with either in many of the more traditional ways. I have never owned a race car, classic, or muscle car. I have always looked for the unusual and unique bits of information about cars. Concept cars and one-offs are my favorites. It wasn't until I was forced into retirement that I started to really begin actively pursuing my interests. I bought my first Fiero soon after and was hired by the REO Transportation Museum in Lansing, MI as the archivist. While there, I began writing articles about different cars. I have done several that have been published in various car club, and the museum, newsletters. As a member of the Michigan Fiero Club I have written multiple articles for them as well. Since leaving the employment of the museum, I have been attempting to finish a sort of "REO Spotters Guide".

As for this article, it started

with a photograph of the car someone posted on a Facebook page. There was no real information except for Ed Koerner's name. I did some checking on Pennock's Fiero Forum (www.fiero.nl) and found nothing. I Googled Ed's name and found that, at one time, he had been involved with a small auto shop located not far from where I live. On a

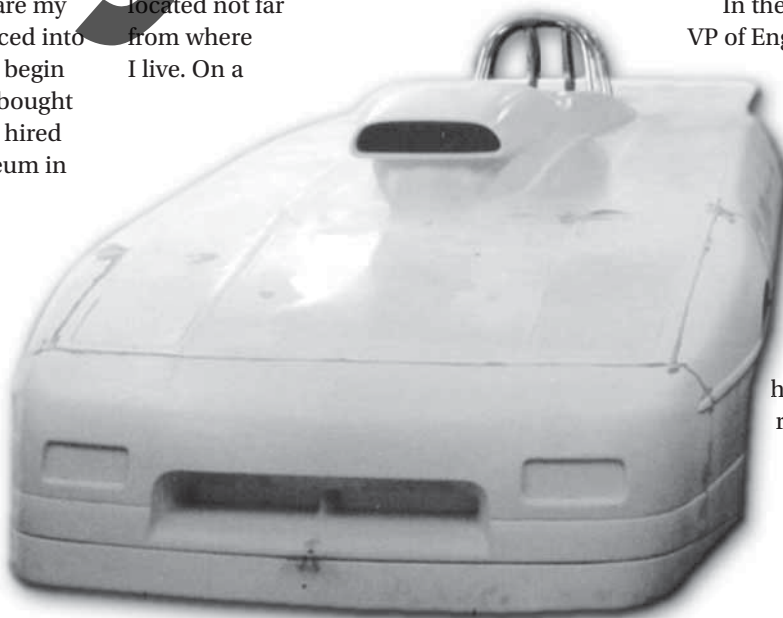
gamble I went to that shop with photograph in hand and asked if anyone remembered the car or Ed. They did remember, and they told me that Ed was next-door and offered to take me over to introduce me to him. I spent the next couple of hours listening to Ed tell me his story about his drag racing. Mixed in with his stories were his remembrances of the Fiero. I took what he told me and began writing.

Later I contacted Pennock's member Rick Borecky. Since he owns a Diversified Glass Products (DGP) produced Fiero, he was able to put me in contact

with the right people there. That's where I got the bulk of the photographs I now have. Internet searches put me in contact with others who had worked on the car who either validated what I already knew, or were able to provide bits of new data.

In the late 1980's, the future VP of Engineering for GM, Ed Koerner, was involved with the National Hot Rod Association's (NHRA) Competition Eliminator style drag racing. With aid and support of people within Pontiac itself and other racing affiliated companies,

he built a Pontiac Fiero roadster to run in the G/Altered Class. Its single purpose was to dominate the competition! Qualifying for Competition Eliminator is based on



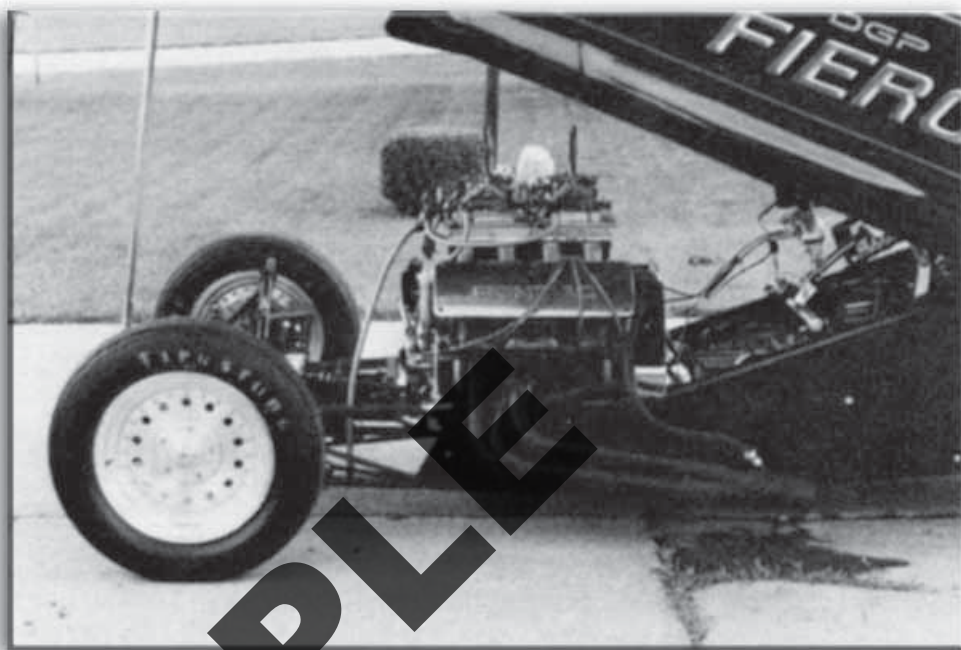
en A Contender! DGP Fiero



how quickly you can run under your class index, and testing proved the car was capable of running as quick as 63 hundredths of a second quicker than the class index. Ed was certain he had a combination he could take to Indianapolis and win the US Nationals, but that dream was never to come true. As reported in several racing magazines, including *Hot Rod* and *Popular Hot Rodding*, NHRA banned the car from racing before it could ever make an official qualifying attempt.

The super slick body was by DGP. Built in their Pontiac, Michigan studio from individual fiberglass panels; it included an integrated scoop and tonneau cover. It is Ed's recollection that had the car been successful, DGP had plans of using the body to make a mold for a full production version. It was car builder, and Ridler Award (World Of Wheels/Autorama) winner, Dan Webb, who used his magic in putting down the beautiful candy red and black cherry paint.

S&W Race Cars, of Spring City, PA



Super Duty 4-cylinder engine displaces 145 cubic inches and runs twin Holley four-barrel carbs

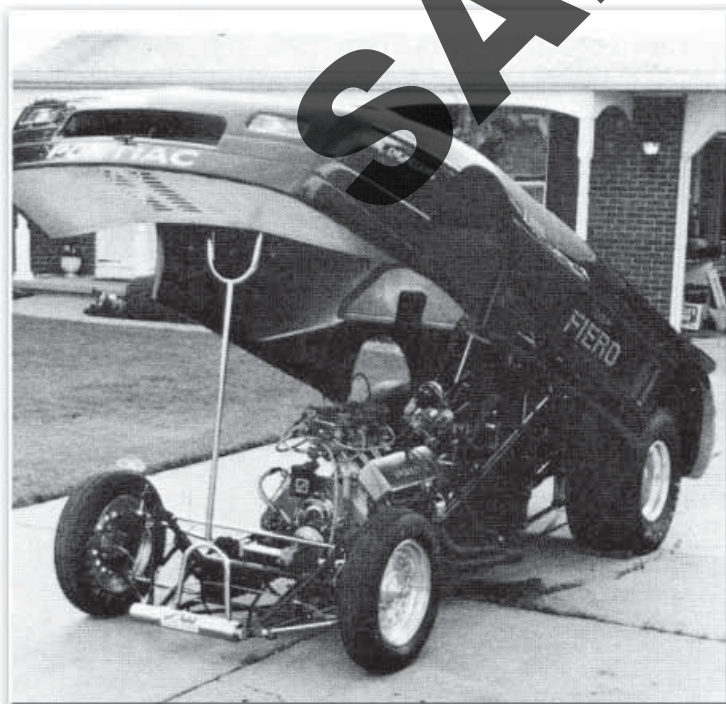
built the chassis. A custom-built rack and pinion steering was required along with struts especially made for the front corners. In the rear, a 4-link system

was mated to the axle. When testing revealed that the production axle was actually twisting under load it was replaced with a custom made heavy-duty version.

The 4-cylinder, 144 cubic inch Iron Duke engine was fitted with SD4 parts supplied by John Callies of Pontiac Motorsports. The twin carbs helped

produce dyno-verified 300 HP that was delivered to the rear via a Liberty 5-speed transmission. In an effort to deal with the inherent shake of the 4-cylinder, the engine was mounted off-center and was canted to the left at a 45-degree angle. Nevertheless Ed recalled in an interview from that time, "We kinda felt like there's still a lot of shakin' goin' on when this baby puts the ponies to the pavement."

What was it about this car that put NHRA's tech team on the defense? Over the three day period of qualifying for the US Nationals, they provided several reasons as to why the car would not be allowed to compete. First, it was the lack of a drive shaft tube. When that situation was remedied the issue became whether or not the Fiero was available as a convertible. When it was pointed out that the rulebook did not require the ragtop be a factory option and that it was, in fact, a dealer option, head tech inspector Dave Danish led his team off to find other rule infractions. NHRA's Director of Operations Graham Light and its President Wally Parks both joined in and violations as minor as a nonworking taillight were added to the



Diversified Glass Products' one-pieces flip-top body incorporates Funny Car-style mounts



list. By the time the call went out for the final round of qualifying, Koerner and his team had tended to all of the issues. They had prepped the car, warmed it

outlawed because of so many protests from competitors so NHRA come up with a reason that it was too aerodynamically innovative for the class."




and were waiting for what they hoped would be a quick tech inspection prior to being allowed a last ditch attempt to make the field. When NHRA's white, red and blue tech van arrived it was greeted by a large group of spectators waiting on the final decision. And the decision came fast and it was final. NHRA had ruled the car overly modified and it was banned from competition. Bob Birchmier of DGP said, "I was there at Indy when he was going to run it for the first time, but it was

Following NHRA's ban, the car was shown at the annual SEMA Show and the Toronto Auto Show paid \$2,000 to

have the car presented as a featured car. Later the Fiero body was changed to a more conventional roadster and it raced in that configuration for a short time. Eventually the chassis was sold to someone from the Flint, MI area. The engine went to a man from New York who showed up with a paper sack filled with \$20 bills. Ed quipped, "We never asked questions" but he was forever known as "the man with all the moolah."

As for the body, its fate is uncertain. With Ed's "I just wanted to get rid of it" mentality, it was shipped "out West." The destination "very well could have been Fiberglass Trends". Fiberglass Trends was known, at the time, for manufacturing similarly styled roadsters made from other body types. If the body did end up with them it appears never to have been used.

Did Ed Koerner have the winning combination in his Fiero bodied racer? What might have happened if NHRA had allowed the car to compete? It's doubtful that success in drag racing would have effected Pontiac's decision to stop production; however a major win like the NHRA US Nationals would have been hard to overlook. 

Rick Kaiser, NIFE Member

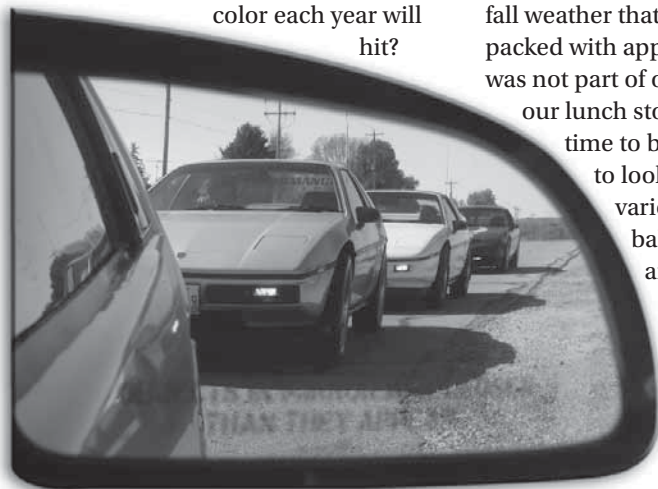


Focus On Events

The Rear View Mirror:

NIFE Fall Color Tour: October 11

How do you guess when the peak fall color each year will hit?



Truth is, you can't; however for the 2014 NIFE Fall Color Tour, we came pretty close. Our trip this year was again mapped out by NIFE Member Scott Campbell (our NIFE Member Of The Year for 2014!). Scott again did an excellent job for us. On October 11, 2014, we headed out to East Troy, WI to the Electric Railroad Museum. Our Fiero's got a full, late year workout on the northern Illinois and southern Wisconsin roads selected by Scott.

We arrived in time to take a thirty-minute ride on an antique electric train

as we traveled from the museum in East Troy, WI, north to Mukwonago, WI. Our destination for the trip was the Elegant Farmer apple orchard. With the perfect fall weather that day, the orchard was packed with apple pickers. Since picking was not part of our plans, we made this our lunch stop along with some time to browse through the store to look over their popcorn, various mustards, fresh baked "pies in a paper bag", and other bakery treats.

Before we knew it, our train was leaving for the ride back to East Troy, where we spent some additional time looking

over the railroad museum artifacts as well as an old-fashioned soda shop in town. Later, all thirty people hopped in their fourteen Fieros as we headed down the fall-color-lined roads back to the flat lands of Illinois.

into planning and executing this dinner party. As the flames of the backyard fire began to dim, the Fiero fans headed in their appropriate directions back home after a full day of Fiero fun.

Jim Hallman, NIFE President

NIFE November Club Meeting: November 8

The first of Northern Illinois Fiero Enthusiasts' winter club meetings encountered a speed bump when the presenter of the planned program on Fiero suspension options had to cancel at the last moment. We did, however, maintain control and presented a well-rounded selection of topics for those in



Left to Right: Deb Soeldner, Cathy Hall, Art Hall, Carol Devito

Our final destination on our trip was the house of Scott and Therese Campbell located in Round Lake, IL who graciously hosted a tasty BBQ dinner for all of this year's attendees. Our many thanks to both Scott and Therese for their time put

attendance.

The meeting started with a couple of short photo reviews of the year's activities. Ken Nagel showed pictures of NIFE's spring cruise to Fiero Day in Pontiac, IL hosted by the Pontiac Oakland Automobile Museum. Following that, NIFE Activity Director, Jeff Jones, did a presentation on our NIFE participation in Hot Rod Magazine's 2014 Power Tour back in June.

The highlight of the day was Fred Bartemeyer, Jr. who came from Iowa with a group of Heartland Fiero Club members and stepped in to fill the void



NIFE members boarding the electrical rail train to Mukwonago, WI



Top: Rounding the curve on the Fall Color Tour
Bottom: Fieros gather at the Electric Railroad Museum



option was headed and what the technology shortcomings of the day were that was keeping it from becoming a Fiero option.

The meeting wrapped up with a video that was not for the faint of heart. We watched as the UK Top Gear's Jeremy Clarkson and Richard Hammond showed off two Fieros rebodied as Ferraris. One was a V6 GT and the other one had an Iron Duke 4-cylinder. With their usual irreverence, they raced them on dirt roads, rally style until nothing was left but scrap metal and shredded fiberglass!

The canceled suspension presentation will be rescheduled for a future meeting; we will keep you posted.

Ken Nagel, NIFE Club Secretary

left by the cancellation.

Fred recently acquired his fifth prototype Fiero to add to his collection. In fact it should be pointed out that he saved this piece of Fiero history from a frustrated owner who was about to part it out because, not having a VIN number, it couldn't be licensed to drive on the street!

Fred was easily able to keep everyone in attendance captivated as he explained what it was that GM was testing when they built this car. It at first glance might appear to be just another red '88 GT, but closer examination would reveal its next generation rounded instrument cluster, power steering and more.

Along with pictures of the car, he had other historic pictures from GM, which allowed him to paint a detailed picture as to what was being developed, as well as what would have become of the Fiero had it not been orphaned. Additionally he explained where the power steering

Avenue and Front Street (southeast corner) in Lisle, IL. You can call 630-971-1675 for directions. Our meeting will start at 1:00pm.

Rather than our "usual" two to three subject topics per meeting, this meeting will cover what I am calling "Common Fiero Idiosyncrasies", What to do and How to do it! We will have a "panel" of Fiero experts (NIFE members!), who will discuss common issues, what causes them and what you should do to either fix, repair, or prevent them in the future. I know you could come up with a great list and we encourage you to recall your own Fiero's idiosyncrasies and introduce them to our "experts" at this meeting! We had a similar meeting back in January 2014 and despite poor weather, we had a great turnout to discuss these common problems with our Fiero! While the items listed below are not comprehensive by any means, we will discuss these and many more.

Our topics will include items like: cooling fan not coming on; engine stalls at a stop light (automatic transmission car); how to know when the clutch is failing; symptoms of a bad fuel pump; solving an erratic oil pressure gauge; headlight motors don't turn off after engine stops; symptoms of a bad ignition module; and what to do when the gas gauge improperly indicates the fuel level. I am sure you may have more of these! If you would like something specifically addressed at this meeting that is not in our list above, please send it to me (see the board member's box for contact information) no later than Saturday, January 10, 2015 so we can have our "experts" be prepared to respond at this meeting. There is also an opportunity to recommend topics on the NIFE Facebook page.

We will be doing a live webcast of this meeting. Check out the Events section on Fierofocus.com for details on the live streaming. So, if you can't make the meeting, or if you are too far away to attend, please feel free to experience this meeting in the comfort of your own home.

Paul Vargyas, NIFE Member At Large

Beyond The Headlights:

NIFE Events Calendar At A Glance

- January 17 - NIFE Club Meeting - Lisle, IL
- February 14 - NIFE Club Meeting - Lisle, IL
- March 21 - NIFE Club Meeting - Streamwood, IL

NIFE Club Meeting – Lisle Library: January 17

On Saturday, January 17, 2015, NIFE will have our second winter season club meeting. Our meeting will be held at the Lisle Library located at 777 Front Street, which is at the intersection of Kingston

NIFE Club Meeting – Lisle Library: February 14

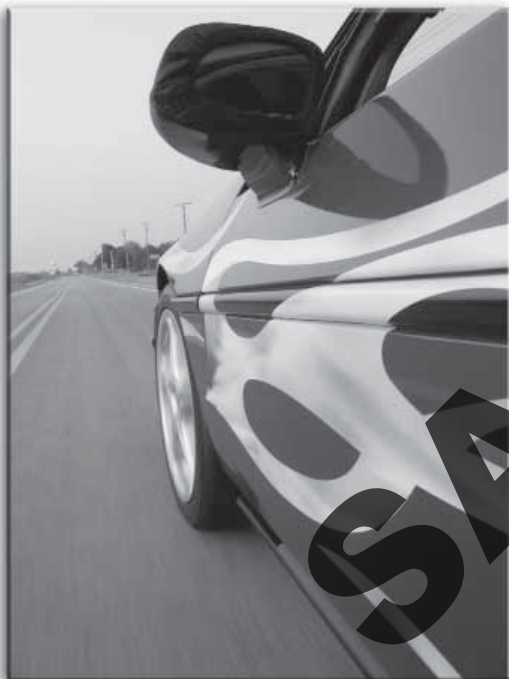
On Saturday, February 14, 2015,



Top: Partial wrap with digital print graphics

Middle: Partial wrap with digital print graphics close up view

Bottom: Full wrap (complete color change) with digital print graphics



NIFE will have our third winter season club meeting. Our meeting will be held at the Lisle Library located at 777 Front Street, which is at the intersection of Kingston Avenue and Front Street (southeast corner) in Lisle, IL. You can call 630-971-1675 for directions. Our meeting will start at 1:00pm.

Have you ever thought of repainting your Fiero or changing the color, but decided that the cost was beyond your budget? Have you ever thought of adding a design or perhaps even ghost flames on your car, but when you saw the cost the only words that came to your mind were, "Holy cow!"? Well, then this is a meeting you should attend, because we will be discussing how to wrap a Fiero with high performance colored or a digital printed design using vinyl. You can have the worst faded or oxidized paint, but when you apply colored vinyl or digital print graphics to your car it will look like new. One benefit of a digital print is that you can incorporate your own personal touch for less money than a custom paint job. If you would like to see some of the possibilities for using vinyl first hand, please attend the meeting.

We will be doing a live webcast of this meeting. Check out the Events section on Fierofocus.com for details on the live streaming. So, if you can't make the meeting, or if you are too far away

to attend, please feel free to experience this meeting in the comfort of your own home.

Mike Kroyer, NIFE Art/Web Director

NIFE Club Meeting – Streamwood Library: March 21

Ever think about doing a full, frame-off restoration on your Fiero to make it "factory new" (or close to it)? On Saturday March 21, 2015 we will meet at the Poplar Creek Library in Streamwood, IL located at 1405 S. Park Avenue. The Library is located between Irving Park Rd (Rt. 19) and Lake Street (Rt. 20) and between Bartlett Road and Barrington Road. The Library parking lot is located to the West of the library entrance, across the street, on the West side of S. Park Avenue. Our meeting will start at 1:00pm.

You will have an opportunity to hear how NIFE member Nick DiMonte has completed this very project. Nick was an original Fiero owner back in 1985 when he bought an '86 SE. He kept it until 1991 and then was "Fieroless" until 2007 when he acquired an '88 GT with 137,000 miles. He decided that he wanted a real challenging project, so the idea of a complete frame-off restoration was born. His project has now come to completion and he plans to have it on the road as soon as the weather permits later next spring! While it has only been a part time "as time was available" project (he took off about two years for personal reasons), he has devoted five years to this restoration. The car appears factory new, including a 1988 GM, Fiero original power steering unit, plus an upgrade to a completely rebuilt 3.4L engine! The car was originally black, is now painted '88 Fiero red.

Come and listen to the history of this restoration – the easy accomplishments, the more complicated endeavors, and the frustrations along the way!

We will be doing a live webcast of this meeting. Check out the Events section on Fierofocus.com for details on the live streaming. So, if you can't make the meeting, or if you are too far away to attend, please feel free to experience this meeting in the comfort of your own home.

Paul Vargyas, NIFE Member At Large

Temperature Gauge Repair

Temperature Gauge - Stop It From Pegging On Start

The Fiero temperature gauge is infamous for “pegging” (violently moving to its maximum range) when the engine is started. This sudden acceleration of the gauge needle can be more than just annoying; over time it can loosen the needle such that it becomes inaccurate or falls off. Mine fell off.

Why does the gauge “peg”? The factory wiring applies a full 12 volts across the temperature gauge when the ignition key is turned to “Start”. This momentary connection is called the “Bulb Test” position and shows at a glance that critical warning lights are functional.

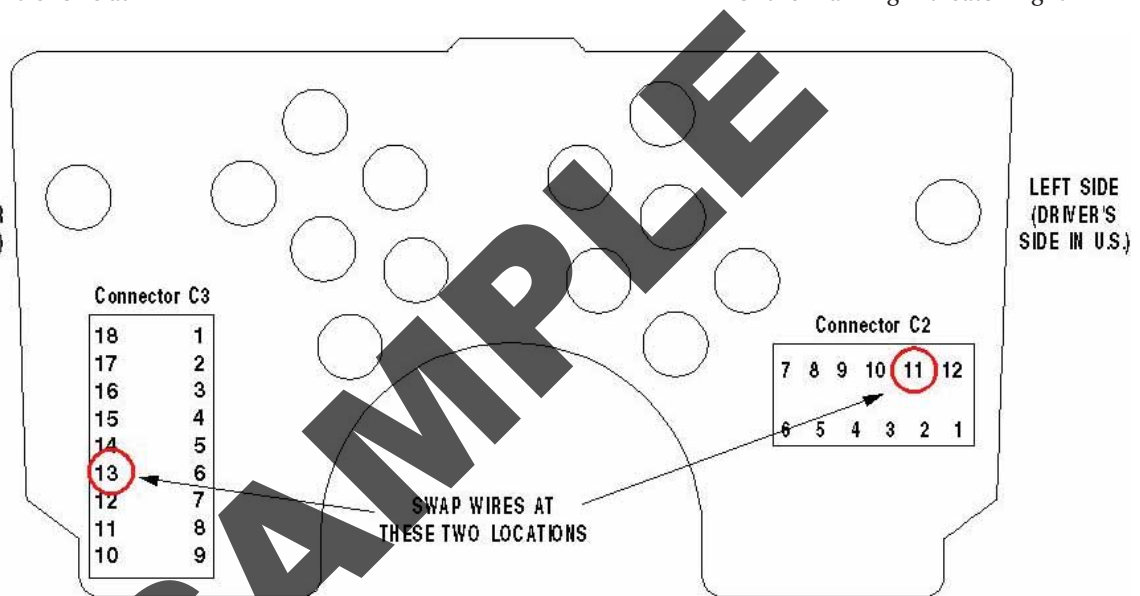
Unfortunately it appears GM made a mistake and connected the Bulb Test feature to the Temperature Gauge instead of the Temperature Warning light.

The fix is simple and requires no wire cutting, splicing, or soldering. Just swap two wires on the sensor and two wires at the instrument cluster. That’s it! The result is the Bulb Test is applied to the Temperature Warning light and the Temperature Gauge works normally.

The temperature sensor has a two-wire electrical connector. One of the wires feeds the temperature gauge and the other feeds the high-temperature warning light. They are very easy to swap. The sensor for the V-6 is on the cylinder head near cylinder #5 just below the ignition coil. The sensor on the 4-cylinder engine sticks straight up on the head next to the coolant filler neck.

Wiring at the instrument cluster requires swapping wires at locations #11 on the left side of the instrument cluster and #13 on the right side of the instrument cluster. The instrument

cover must be removed to do this and if you can’t get enough slack in the wires it may be necessary to remove (or lift) the dash. (You could also splice additional length to the wires.) Removal of the instrument cover requires pulling five screws on the top and two underneath the cover. The wire in location #11 is on the left side of the instrument cluster behind the speedometer in ‘88 Fieros. (The wire on mine was light green.) It may be elsewhere in other years but is still #11. Look for a large bundle of wires and then look for the identification number on the connector. Here’s a sketch of the wiring locations on the back of the instrument cluster:



At least in ‘88 Fieros the wire in location #13 is on the right side of the instrument cluster behind the tachometer in the large bundle of wires. (The wire on mine was dark green.) It may be located elsewhere in other years but it is still #13. Look for the identification number on the connector. Unplug #11 and #13 (depress the tang on the end of the wire connector while pulling gently) and get enough slack in each wire so they can be swapped. The wrapping tape on each wire bundle may have to be removed. I replaced my tape with nylon wire-ties. When enough slack is available, plug the wire from #11 into #13 and vice-versa. You may wish to re-route the wires for neatness. Test the revision by starting the engine. If all is well, re-assemble. If not, re-read these instructions carefully and check your

work.

I believe wire colors vary from year to year and between engines; I have not researched the differences. **The swap is simple and wire colors are not needed to complete it.**

“Ralpy” from Pennock’s Fiero Forum has provided the following information for the ‘84 Fiero: (also see the end of this article for more info on the ‘84).

“I looked up info on ‘84s in the factory service manual. Here’s what it shows:”

“From gauge thru ignition switch to sending unit the wire is dark green. The wire occupies position 11 in connector 205 which is located behind left hand side of instrument cluster.”

“For the Warning Indicator Light

Gauge Cluster - Rear View (for ‘88 - probably ok for ‘85-‘87 also)

(both temp and oil pressure) the wire is tan all the way from light to temperature/oil pressure switches. The wire occupies position 6 in connector 206 which plugs into the cluster on the right hand side.”

Thanks Ralpy!

The plastic connector housing at the temperature sensor or the plastic head on the sensor itself may be broken due to long-term heat exposure. If you want to replace them, the connector housing is AC Delco #PT110 available from NAPA for about \$18. They are available in the chain auto parts stores too as CAR-PAK #92-7098. The sensor is part number 25036809 for about \$21 (plus shipping) from gmpartsdirect.com. Non-GM (AC Delco) sensors are about \$10 in parts

stores. You can also find both these parts in salvage yards. They are most plentiful on Tech 4 engines although not all Tech 4s had this particular sensor/connector. If you replace the sensor, note that it relies on electrical contact with the engine. Therefore do not use any insulating material on the threads such as Teflon tape or pipe dope. There are compounds which will seal and conduct electricity, but you probably can get by without it. The sensor threads are tapered and the body is soft brass so clean threads and a good snug fit should be all you need. The sensor requires a 21 mm deep socket to remove although an adjustable wrench may work on the 4-cylinder engine if you have enough room to swing it. There is definitely not enough room on the V6.

Zeroing The Gauge

If your temperature gauge is pointing in some odd direction or seems erratic, you can test it easily if you have the appropriate resistors. Resistors come in standard values and are not available at the specified gauge limits of 55 Ohms and 1365 Ohms. Buy resistors of 47 Ohms and 1400 Ohms to get you in the general vicinity of the gauge limits.

The position of the needle on the temperature gauge shows the resistance of the element in the temperature sensor. In other words, the gauge is an Ohmmeter. The gauge is supposed to read 100 degrees F when the sensor resistance is 1365 Ohms and 260 degrees F when the sensor resistance is 55 Ohms. To test the gauge for accuracy, pull the plug at the sensor, stick one end of a resistor in the plug and ground the other end of the resistor to the car. Turn the ignition to "On". If you don't get any readings, try the other location on the connector. Assuming the test resistor is near one of the values mentioned above, your gauge should be in the general vicinity of either 100 or 260 degrees F. If not, the needle has probably shifted. Test with both resistors to determine the gauge reads about right at both ends of the scale.

To zero the needle on my gauge I simply flicked it with a finger until it was accurate. But if the gauge wiring has not been modified it will continue to "peg" on start and will quickly become inaccurate again.

If zeroing the needle will not result in accurate readings with good test resistors then it's probably time to replace the gauge.

Testing The Sensor

There are two functions in the sensor, the gauge resistor and the high temperature switch. The gauge function can be checked by putting an ohmmeter across the appropriate pin and the body of the sensor, then changing the temperature of the end of the sensor. A candle or lighter should be enough to determine if the sensor is functioning. When it is heated enough, the high temp switch will close. If you want to verify the accuracy of the gauge sensor it may not be simple. The car battery voltage is applied across the sensor in series with the temperature gauge. As the temperature of the sensor changes, the current flowing through it and the gauge will change. Putting an ohmmeter across the terminals of the sensor will not duplicate this setup and therefore resistance readings indicated by the ohmmeter will probably not be accurate. We believe the external voltage source is required to get accurate readings. It is possible to duplicate the setup on a workbench but it is not worth the trouble.

It is easier to check the accuracy of the temperature switch. The temperature switch should close at 257 degrees F and open as the temperature falls back to 230 degrees. You can test this in a hot oil bath with an ohmmeter across the proper terminal and the body of the sensor. Of course you will need an accurate thermometer for this. If you try this, the oil will be hot to do the test and with wires hanging on the sensor it will be easy to have an accident. Be very careful!

Steve Hunter passed on the following procedure that he used on his '84 SE:

Steve said he tried the swap described above but his coolant gauge still pegged when the ignition key was turned on. The problem is that for '84 Fieros the oil pressure switch is connected to the same wire that runs to the coolant temp sender/switch. So after swapping the wires according to our instructions, the coolant temp gauge pegs and remains pegged until the oil pressure comes up above 4 PSI and opens the oil pressure

switch. This problem is apparently only on the '84 Fiero.


Here is the clever fix suggested by Steve:

Leave the factory wiring as-is (do not swap wires as in our procedure above).

Follow the green wire from the temp gauge to the ignition switch. This green wire plugs into the multi-pin plug on the ignition switch in either the G1 position or the G2 position. (Steve said this wire in his '84 was in the G2 position but Josh French found it at G1. The important point is to remove the double wire whether it's at G1 or G2.)

Pull the wire out of the plug, wrap some electrical tape around it so it will not ground to anything, and you are done. The "bulb-test" feature is now bypassed!

The ignition switch plug is a little out of the way - under the dash, on top of the steering column.

NOTE: This fix will eliminate the "pegging needle" problem but will not enable the "Bulb Test" feature for the Temp Warning light. 

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Editor's Note: N.I.F.E. member Frank Krawczyk added what he calls "Frank's Cheap Fix":

Instead of cutting wires and going through all that it entails I did a simpler fix for my sticking temperature gauge needle. I simply removed the gauge fascia and plastic cover from the gauge pod. I then pulled the needle off the temperature gauge and filed it down till it wouldn't stick. It is an easy fix while doing other work like I did in replacing the gauges for a 2.5L motor for those from a GT; you know the 120 speedometer and other back lite gauges. Now don't worry about the accuracy of the replacement of the needle. The temp gauge is very inaccurate and the ECM does not see what you see. The input to the ECM for engine temperature comes from a sensor on the coolant fill neck.

Meet-A-Member

continued from page 20

seven cities throughout the country. The GT was always ready as a backup car if needed. However, 2010 turned out to be my dad's last Power Tour; he passed one week after the tour from cancer he had been fighting during the prior six months.

I bought the GT from my mom that summer. It needed work because dad was putting more love into the 442 at the time. After driving it back from Colorado, it became my project to make it a remembrance of my dad. I had it repainted the same color as the 442, put a stripe on the hood that emulated the 442 stripe and got it back in good working order with help from friends I met on the Power Tour.

In 2011, I set off and did the Hot Rod Power Tour in the GT. I have attended every tour since in the GT and hope to make many more in years to come. I just enjoy driving the car where ever I can. I have driven the car for over thirteen hours in a single day. My wife and I try to attend as many different cruise nights in the Chicago area throughout the summer, driving up to 1.5 hours from home just for a cruise night. We have used the car for our summer vacations and for travel to see family and friends on the holidays.

Future plans for the car include Mr. Mike's seats and new engine/trans mounts this winter. In the long term the goal is to put a large V8 in it so that I can keep up with my muscle car friends on the Power Tour, as that was a dream of my dads. I am currently in the process of installing a Snapperhead Performance hidden trailer hitch (snapperheadperformance.com) this winter to be able to pack more comfortably for my long trips on the Power Tour and where ever else the car takes us.


I have enjoyed planning routes on my adventures that avoid the interstate and include enjoyable roads to drive. I try to get out and show the car as much



as I can. Many people now just entering the car communities don't know about the Fiero, so the more you take the car

places, the better it is for the whole Fiero community.

I am honored to be NIFE's Member

Of The Year, but I am just continuing the legacy of my dad, and what he would have done for the club. I have enjoyed helping out and planning the events that get the cars noticed more; and if that requires more time behind the wheel, then I'm all for it! You will always find me in early June attending the Power Tour; and you are more than welcome to join me at any time. 



Scott and his father Ken Campbell during the Hot Rod Power Tour

Bits & Pieces

Sales - Parts - Services - Literature

Parts & Service

Fieronews.net is your one-stop-shop for restoration parts for your Fiero interior. We produce remanufactured sun visors, shifter boots, e-brake boots, T-top bags and spare tire covers. We are now reproducing all of the Fiero decals for your car in a vinyl material that has a long outdoor life span to keep your car looking new. From windshield banners to the "Formula" lettering on your door, we can do it all along with custom jobs as well. We also now have clothing for you to wear including sweatshirts and hoodies. New for 2014 is a lighted Fiero logo sign that you can hang in your shop with LED backlighting. You can contact me on PFF as Fiero Thomas or call 224-715-7933. We have been in business for seven years. We are available seven days a week.

Is your shift knob worn? Or perhaps you are looking for something different to make your interior stand out among the rest of the showfield. I recover shift knobs in your choice of new leather and your choice of colored stitching. Cost is \$35 with core replacement. Contact Matt at deepbluez98@yahoo.com or 805-540-1582.

Tired of approaching your Fiero only to find out that you have to dig your keys out of the bottom of your pocket to open the doors? I have keyless entry kits with stock GM fobs with the Pontiac logo; this system also operates the trunk release. This system easily installs into your Fiero using the instructions included with the kit. \$65 gets you the control module and two remotes. Contact Matt at deepbluez98@yahoo.com or 805-540-1582.

'84-'88 headlight motor and headlight system operation help. NIFE member Bill Kennedy will answer any questions on the operation of your headlight motors or headlight wiring system. Bill is located in Roselle, IL, and can be reached by phone at: 630-894-8573, or email Bill at Billkusa@att.net.

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/each. Also, Fiero literature, collectibles and parts: approximately 3,000 items including dealer brochures, Owner's Manuals, Shop Manuals, magazines, pamphlets, Service Bulletins, Pace Car literature, models, die cast cars, slot cars, Matchbox, Hot Wheels, etc. Also many body and interior parts: wheels, steering wheels, sunroofs, ashtray covers, etc. Contact Tom Derr at 717-763-5748 or email at tom@derr@yahoo.com.

Golden Eye Graphic specializing in car show sign boards. I am a car enthusiast like so many others. I spend a lot of time at car shows and cruises with my car. What is the best way to get your car noticed? With a Car Show Sign Board! These boards help bring your car's little details to a larger picture; other car enthusiasts are able to see and learn about your car. Golden Eye Graphic custom makes all sizes of boards with as much detail or as little detail as the owner desires. For more information please contact Mike Kroyer at 847-791-5630 or e-mail at goldeneyegraphic@yahoo.com.

Nationwide Auto Transport – welcome to a new Fierofocus.com sponsor! Contact Philip Robb at 800-689-6498 or visit weshippyourcar.com for your vehicle transportation needs.

RW Upholstery offers custom upholstery and upholstery restoration services. Products include: rear trunk covers, front compartment covers, mirror covers, headliners, sunvisors (with and without pockets), sunshades and more. Visit rwupholstery.com or email Russ Wormuth at info@rwupholstery.com or call 765-469-2330. Russ is an

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 Scott Savage (630-664-9619 or email at fierofans13@comcast.net) by February 5th to be included in the March/April issue. Any submissions later than this date will be included in later issues.

NIFE Member and his shop is located in Denver, Indiana.

Marvin's Motor City in Morris, IL offers maintenance and restoration on all year Fiero's and other GM cars. Painting & body repairs, detailing, AC service and conversions, brakes, mechanical repairs, etc. Marvin is a Fiero enthusiast, he owns multiple Fiero's! Owned by Marvin Minarich, Jr. Located at 9550 #C, Sandridge Industrial Ct, Morris, IL 60450. Contact him at 815-521-9566 or gtomarvin@hotmail.com.

Sinister Performance, LLC. (Ryan Gick - 9011 Muldoon Rd. Fort Wayne, IN 46819). My company offers the following services: Engine/Transmission Swaps and Custom Chips / Computer Reprogramming; OBD-1 and OBD-2 for 1984 to present GM vehicles. I am offering a 10% discount to all current NIFE members for custom chips and PCM reprogramming services and many different types of engine swaps; please notify me of your membership when placing your order. My website also contains lots of Fiero-related information. Check it out at: www.gmtuners.com.

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 work performed, engine replacements, upgrades, etc. We do stock Fiero clutch replacements. Contact Ed Grzeszkiewicz. Shop is located at 22829 Mustang Rd., Frankfort, IL 60423. 708-289-4998. (Frankfort is Southwest of the I-80 & I-57 Intersections).

Fiero Conversions (Jimmy's Automotive & Custom, Inc) – we have the 356 Ferrari bodies, Mera parts, 308 and 328 kits and a lot of used Fiero parts available for purchase. NIFE members get a 5% discount on all parts in stock. Our website is: www.jimmysautomotiveandcustom.com.

Delco CD radios for the Fiero. Looking for a 'stock' looking CD radio for your Fiero? Visit www.replacementradios.com. Contact Kevin Kruger at radios@replacementradios.com for full details.

Fiero Store – free 40 Page catalog. Located at 60A Progress Drive, Manchester, CT 06042. Contact 800-343-7648 (order), 860-684-6762 (tech info), 860-684-6785 (fax). Website: www.fierostore.com.

V8 Archie – V8 conversion kits and installations, Fino & Finale kit cars, in stock, ready to ship, and 'Big Brake' kits & installations. Complete pricing, pictures & Fiero tech tips at <http://www.V8archie.com>. Contact Archie at 800-891-3608 or email Archie@V8Archie.com.

Fiero parts and accessories by Rodney Dickman. Headlight rebuilding parts for all years, 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/>

Source for wheel refinishing. Wheels Of America 1535 Brummel Ave Elk Grove Village, IL 60007. Phone number is 888-943-3518. Our contact person is Matt Foote (Manager). For the price of \$99 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 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/Buick/GMC/Cadillac in Winston-Salem, North Carolina. Website: <http://www.gmpartsdirect.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

Paul McKibben at pmckibben@yahoo.com or 770-409-0719.

TFF Auto Center (formerly known as The Fiero Factory) contact Jeremy Biggs at 256-420-5391, 8710B Highway 53, Toney, AL 35773. Over 200 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.

Appraisals & Insurance

Ride On Appraisals, Inc – auto appraiser service. Certified appraisals for antique, classic, muscle cars, street rods and light duty trucks. Experience with both domestic and foreign vehicles. Accurate appraisals in a timely manner. We do total loss claims on collector cars and everyday family cars. Please visit our website for more information, www.rideonappraisals.com. Dennis Parus ASCAA, IACP/BOCAA Certified Auto Appraiser Ride On Appraisals, Inc. P.O. Box 6004 St. Charles, IL 60174 630 721-1009.

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

Rally Insurance Group, Inc. Ellen or Lars Anderson. Classic/special interest auto insurance specialists. 5105 Tollview Dr. Suite 211, Rolling Meadows, IL 60008. Phone: 800-801-1823. Visit www.rallyinsurance.com for details. NIFE club members receive a 7-10% discount. When signing up, be sure to mention your NIFE membership.

Books & Literature

Enthusiasts Guide To The Pontiac Fiero - new, updated version 3.0 with over 40 new items added and several new images! The most in-depth, comprehensive, documented information on the stock 1984 to 1988 Fiero in a 50 page, 8.5"x11" spiral bound book. Up to date Fiero facts, statistics, numbers built, colors, VIN decoder, and specifications with over 116 full color images. Cost is \$15 each plus \$2.75for 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-\$90 (plus \$6 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/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>.



2039 Yellow Daisy Ct.
Naperville, IL 60563

You can connect with us through



Meet -A- Member

by Mike Kroyer

Meet A Member Stats:

City	Round Lake
State	IL
Member #	177
Year	1988
Model	GT
Engine	2.8L 6cyl.
Transmission	5-speed
Milage	83,250
Exterior Color	Torch Red (Corvette Red)
Interior Color	Gray
Power Windows	Yes
Power Locks	Yes
Power Mirrors	Yes
A/C	Yes

Scott Campbell

I was raised on Fieros by my dad, Ken Campbell, who owned three of them while I was growing up at home. I remember going with him to buy his first Fiero from a friend of ours we knew from little league baseball. It was an '85 SE 4-speed. In subsequent years, he also bought an '88 Formula and an '88 GT. During senior year, I started driving the



'85 daily and started to learn much more about the cars. I remember helping him with upgrades and upkeep, along with four clutch changes we performed in our home garage. We sold the '85 Fiero when I went to college. In 2006, my dad and mom moved to Colorado. After getting out there, he bought a 1970 Oldsmobile 442 and sold the Formula to my cousin, who still has it and just did a 3800 swap in it.

I was disconnected from Fieros for about five years while my parents were in Colorado. When we went to visit I would find any reason to drive one of the cars. We even did a club event out

there with the Mile High Fiero Club with both Fieros, driving through the national park, before he sold the Formula. Driving through the mountains is where I realized how great the Fiero handles.

In both 2009 and 2010 I attended the Hot Rod Power Tour with my dad in the 442, which is seven cars shows in

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Send Meet A Members and
Comments to:
Mike Kroyer

221 Macintosh Ave.
Woodstock, IL 60098

847-791-5630

Email: mkfiero87@yahoo.com