



# FIERO PRIDE

Vol VI No. 2

Official Joint Publication of the Mid Atlantic Fiero Owners Association and New England Fiero Association

## 1984 Fiero 2M6?

by Keith Gerhard

*This is another reprint of an old Pegasus article. Every once a while I get requests for info on subjects written a couple of years ago, so I'll rewrite the articles with any new information encountered.*

**THIS CONVERSION** article should probably contain one of those "don't try this at home" Clauses. It's not that it's impossible or even that difficult, it's just that V-6 cars are still cheap and available. Fran Passuite was probably one of the first to try the 4-cyl to V-6 swap and also one of the first to convert from the notchback to fastback. He started with a pristine '84 pace car and used everything from a very low mileage 88 Formula (brand new at the time) for the engine and 5 speed trans. The body panels he purchased new from the dealer. The result is a Fastback V-6, 5-speed 84 Pace car that looks factory-made. Fran McNish has also done the 84 V-6 swap and it came out great, but even he admits it would have been cheaper and



easier to just find a V-6 car.

A friend of mine, Tony Doering, decided to change his 84 automatic to a V-6, 4-speed. Since he had more time than money (or sense) he decided to do the swap instead of getting a V-6. Remember, this was back in 1990 when the V-6 Fieros were still kind of expensive, especially for a just-enlisted military guy.

He picked up a rolled 86 GT 4-speed very cheap from John Depew. This is the best way to do this conversion, because everything you need is right there in front of you. No, you don't have to change every part, but you do have to change every wiring harness, with the exception of the headlight harness. You could just splice in the V-6 harness, but remember that every extra splice and modification you do is a

future problem area. This is why the factory has nice weather pack connectors. Even they fail sometimes. Not to mention that splicing high-pressure fuel lines is dangerous. If you use all of the factory stuff it also makes the job look factory. The only real splicing is to lengthen the cruise control harness - it wouldn't reach to the battery because in the 84 it comes out in the center of the firewall and in the 85 to 88 cars it comes out near the battery.

Here is the list of parts we swapped over from the 86GT. Keep in mind that this is a more complicated swap because Tony also changed from automatic to manual trans and added all of the GT gauges.

1. Whole engine cradle with engine, trans mission, and rear suspension.

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# Ramblings

What a summer! It's been hot, and busy.

I started out by breaking ground on my new garage. We now have a nice four-car garage in addition to the old two-car garage. The new garage also has a nice attic. The only problem is that it's almost full already! If anyone is interested, you can see pictures of it being built at [www.onparadiseroad.com](http://www.onparadiseroad.com). Click on the "Garage" link.



I also had a few car problems this year, mostly with Gargoyle, my red 86 GT. It overheated once due to a bad fan switch followed by sitting in traffic after Fieros At Carlisle. Then, over the three days of the Carlisle All-GM Nationals, the A/C stopped working, a brake caliper was stuck and had to be replaced, then it overheated again, this time because the A/C belt broke, knocking the alternator belt off in the process. A special thanks to Denny and Lynn for helping me out with that one!

Speaking of Carlisle, Fieros at Carlisle was great again. Once again, there were over 100 Fieros present. What a sight! We sure get a lot of attention when we have those kinds of numbers. The Carlisle All-GM show, about 5 weeks later, was a little disappointing. Only 25 Fieros. Hopefully, we can build on that and get a better turnout in the future.

We are now accepting nominations for directors for the next year. This is your chance to help make MAFOA better. Please contact me if you think you may be interested. I can explain to you what's involved, and what would be expected of you. If you'd like to get a little more involved, but to a lesser degree, we can always use help for tasks. And, remember that nominations are always open for the position of President as well as the directors. Just contact myself, or any of the directors listed to the left.

This issue includes a little bit of history. There is an article about "Jacking Your Fiero", which is a reprint of an article I put together for the very first issue of Mid Atlantic Pride, from February of 1995. Also in this issue is an article about swapping a V6 into a 1984 Fiero, which was originally run in Pegasus, the newsletter of the Penn-Jersey Fiero Club. Thanks go to Keith Gerhard for that one. In addition to the history, we also introduce something new, the Fiero Fun section. This time, check out the Fiero Crossword Puzzle.

The season is starting to wind down now. As I write this, we are preparing for Fiero Dutch Classic II, and we have a POCl show in Reading, PA. This is one that we always have a good turnout for. We hope to see you there! Of course, there are also a few other shows and get-togethers.

The best way to keep in touch with what is happening in your clubs is to be a member of the PRIDE email list. Many of you have already subscribed to this list, and have found it a good source of information and help. If you haven't already signed up, go to [www.fieropride.com](http://www.fieropride.com) and click on the Links button. One of the first links listed there is to the sign-up page for the FieroPride List. If you have any problems with it, let me know, and I'll help you out.

Speaking of Internet stuff, have you seen all the Fiero info out there? There is tons of stuff! A good starting point is the Links page of [www.fieropride.com](http://www.fieropride.com). When you're done reading everything (not possible), got to [www.ebay.com](http://www.ebay.com) and search for "Fiero". There is usually over 300 items listed there for sale.

Keep those Fiero wheels spinning!

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FIERO PRIDE is published quarterly by the Mid Atlantic Fiero Owners Association and the New England Fiero Association. Subscription is included in the annual dues. All memberships expire January 31. Dues paid during any part of the year entitles a member to all four issues. Most contents may be reproduced with permission. Copyright 2001. [www.fieropride.com](http://www.fieropride.com)

# ***New England Pit Stop***

It's been a heartwarming year, seeing the club grow and flourish. It's wonderful going to car shows, like the POCl show at Fiore (not Fiero) Pontiac in RI, and walking away with the "Best Club Participation" award. We are stunning people with our enthusiasm and amazing them with the fact that not all Fieros burned up, as the rumors have it. I hear lots of comments about how nice and sophisticated our cars are... things that we tend to take for granted. Plus at the shows, we Fiero owners are recognized as the rowdy ones (in a good way) but that comparing us to the owners of collector cars whose thrill is in detailing rather than driving. To me the fun of the event is in the thrill of driving to and from, the joy of showing off our cars and the camaraderie of the people.

My GT still, unfortunately, sits in my garage. I prepped it for the first show and 4 miles from my home, it started spewing blue smoke out the tail pipe. I knew something wasn't right last year 'cause it kept periodically over-heating. It's probably a blown head gasket or maybe even a cracked block but, regardless, I have a 3.4 block "in process" to become a Fiero engine, sitting in my garage. Only trouble is in making time to work on it. So for shows or other Fiero events, I either take our black Formula, which is a contender for the "Ratty Fiero" award, or go with my son, Dave, in his multi-colored Fiero that is nearing the paint stage of its Formula-to-GT evolution. Neither option gives me the pride of driving my GT but both are better than my truck or my wife's Toyota.

The NEFA Kick Hill Fiero Swap Meet was a high spot of the summer again. Although the attendance was down a bit, all who came had a great time. Many of us bought, sold or traded parts and memorabilia. One thing, which amazed me, was the number of "newbies" who showed up. We have 5-6 new members who joined at the swap meet. The highlight was, of course, Bob's huge barn full of Fiero parts. I recall going around with Tom Derr on his indoctrination tour. Tom saw a few center consoles... "Heck, I have more of those than Bob does." Then we found a few more, and a few more and a few more... "Well, maybe not." If you've never seen the Fiero stash at Kick Hill Farm, make plans for next year's swap meet. Its like a candy store for a Fiero enthusiast. Of course there were all the rest of us selling and swapping parts. Seems like everyone had something to sell or trade.

The first weekend in August brought the FOCOA National Fiero Festival in Williamsburg, VA. Although my GT is "resting", Janet and I still made the trip in my "rebody" (which looks a lot like a GMC Sonoma pickup). Not as fine or comfortable of a ride as my (or any) Fiero, but we made it to the show. It also allowed me to take a ton of Fiero toys with me, which brought joy to several Fiero owners at the show. The weekend was great! Janet got her shopping and sightseeing in on Friday and Saturday was mine for the Fieros. There were about 150 awesome Fieros there. And, as normal, everybody was talking Fieros. The parking lot became the focused meeting ground as new and old Fiero friends gathered around the cars long into the night. Bob Schlag once said, "The hardest thing for Fiero owners to do is break up."

The awards banquet was on Saturday evening (and it seemed on into Sunday morning). Fiero Phil has an anecdote for everything. They are nice but become time-consuming. During the awards, participating club names were announced. There were a ton of clubs represented from all over the country including the West Coast. Unfortunately, Phil missed our club, as well as several others, but this was rectified later that evening. We'll be receiving our club participation certificate in the mail. After being overlooked, I started counting our members. I counted 19 members but I know I missed some. Not too shabby for a relatively new club that's about 600 miles away. Lastly, but very important, I was impressed at how disbursed the gender and ages of the Fiero owners and winners were. It speaks well for our Fiero community. Unfortunate for me but Janet still says she'll stick with her Toyota. No convert yet. But the show and weekend made the 24 hour round trip worth it. Makes me look forward to the Ozarks for next years Nationals... maybe this time with a Fiero.

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# My Daily Driver



*by Joshua Bumpus*

I've been looking for a car to complete my 100-mile round trip daily commute to work. I wanted something that was reliable and looked nice. It had to have a standard transmission. I kept thinking of a Jetta or a Mitsubishi 3000GT. I was willing to spend up to \$3500 for it. After looking around and thinking about it for a couple of months I thought, why not a Fiero? They are reliable, easy to work on, fun to drive, & have good looks.

I made a post on most of the Fiero lists and the Pennock's forum online asking if anyone had a nice V6 Fiero for sale. I received about 25 e-mails. I had my heart set on getting a fastback but would have settled for a nice SE-85GT. I almost bought a sweet 86 GT that was in PA from Bill Ebert. There were a lot of choices for me to make and a lot of sweet Fieros to buy.

One stood out far above the rest. It was an e-mail from Andy Virzi; he was telling me how he knows a guy in NH that was looking to sell a factory Yellow 88GT with a 5 speed. He gave me the e-mail address of the guy and I e-mailed him right away. He told me he was selling it because he was getting married and needed the money for his wedding. He couldn't go any lower than \$3500 for it and I jumped at the chance. We set up a time for me to go and meet him in NH that Sunday. I couldn't wait for that day to come. I just kept daydreaming

about having an 88 GT. I drove up with my 88 Coupe V6. Jaime would have to drive it back and I would get to drive my new baby home. Jaime was a little apprehensive about driving back as she had just learned how to drive a 5-speed and doesn't do much freeway driving. She made me promise to drive around Boston and not through, adding an hour to our trip. I made good time getting up there until the last step on the map. It was telling me to take a right onto 114. There were 3 114's: West, East, & 114a.

I drove down each looking for the street. I must have done this 3 times. I couldn't believe it. I tried one more street that was not even 114. I saw a guy running toward my car and waving. He said, "Are you the guy looking for my 88 GT?" I said, "Yes." He saw me drive by but couldn't catch me fast enough. It was a little side street that I must have passed right by a number of times. I drove onto it and there she was. A sweet looking yellow GT. The paint was in good shape and it had factory leather seats.



# Welcome new members

## NEFA

Antonio & Ana Lopes.....	Naugatuck, CT
John Cristando.....	Syosset, NY
Charles & Beverly Sloatman.....	Owls Head, ME
Craig Hutchinson.....	Milford, NH
Dick & Dorothy Gillespie.....	Nashua, NH
Jonathon Hanlon.....	Millis, MA
Sue Miller & Gary DeCarlo.....	Naugatuck, CT
John Hall.....	Charlton, MA
Jeong Kim.....	Bellingham, MA
Bob Burkard.....	Shirley, NY
Kyle McCombs.....	Harrisville, RI
R. Sam Clark.....	Toms River, NJ
Bill Wolfgang.....	Blackstone, MA
Stan Bist.....	Dearborn Heights, MI

## MAFOA

Cynthia Gilbert.....	Oley, PA
Jamie Gilbert.....	Oley, PA
Helen Williams.....	Archbald, PA
Mike Bink.....	Lancaster, PA
Frank Tartaglia.....	Hasbrouck Heights, NJ
Debbie Welsh.....	Leesburg, VA
William Wong.....	Warrington, PA
Jerry Smith.....	Wrightsville, PA
James Cavage.....	Sharon Hill, PA
Bill Ebert.....	Bath, PA
Barbara Brojack.....	Tuckerton, NJ
Rebecca Moyer.....	Reading, PA
Andrew Poland.....	Millersville, MD
Gene Weaver.....	Pottstown, PA

We had to jump it to get it started, as he had not been driving it for a month. After a few minutes hooked to my coupe, it started right up and had a nice mellow tone. We went for a test drive and I took over half way. I fell in love the second I started driving. I couldn't hand the check over fast enough. We then went to his dads to get the title and he had me look in the garage. There was a gorgeous Corvair convertible that looked like it was just out of the showroom.

I said my goodbyes, jumped into my new yellow GT, Jaime took over driving the coupe and we started for home. We got to exit 4 on 93 in NH when traffic just stopped - stopped as far as I could see. My heart dropped. I knew Jaime was not an expert at the 5-speed yet & my battery cable

sometimes came loose and would have to be wiggled to restart the car if she stalled. It was all uphill too. I kept looking at her parking lights as I have daytime running lights hooked up and I could see if they go out so I can wiggle for her to restart. She didn't stall at all. I was so glad. We made it through the traffic and took 495 around Boston and got home safe and sound.

I am now in the process of cleaning and detailing my new find. I cannot stop looking outside at it. It is still hard to believe I own a yellow 88 GT (only 241 yellow GT's ever produced). I can't wait to bring it to shows and events. I may need another daily driver if I decide it is affecting the cars longevity.

# Upcoming Fiero Events

October 7, 2001  
Stratham Car Show  
Stratham, NH

Hosted by the Boy Scouts - Fiero Class

October 13, 2001  
NEFA Leaf Peepers Tour

October 20, 2001  
We are going to start having a monthly dinner just to get together and talk and have a good time. We will have it in a different location each month to give everyone a chance to have it near home.

We are going to have the 1st one at the HillTop steakhouse in Saugus MA.

Please mark your calendars for Oct. 20th at 4:30PM.

We are hoping to get a nice large gathering and show our club pride. Hope to see lots of friends there.

Here is a link to driving directions and it also has a copy of the menu online at

<http://www.hilltopsteakhouse.com/direction.html>

November 4, 2001  
MAFOA Fall Meeting  
Fair Play Farm



# 1984 Fiero 2M6?

Continued from page 1

- Air cleaner and ducting
- Charcoal canister and vacuum lines
- Gas tank with fuel lines.
- Shifter with cables.
- Radiator.
- Brake and Clutch pedal with clutch master cylinder.
- Clutch lines.
- Engine harness with ECM
- Rear taillight harness (Had to get from Joe Wyman because 86 GT fastback taillights are different from coupe)
- Interior harness
- All gauges including center V-6 gauges, or at least the tach from the V-6
- Wiper motor (84 delay is in harness, 85 and up is in motor)

## Swapping the motors

The first step is to gather all of the V-6 parts. This is a lot easier if you get a crashed V-6 car. The non-fastback cars are actually better since you can use that taillight harness. You might also be able to get the back half of a wrecked Fiero from a salvage yard. Small note: try to work a deal with the yard saying that you can come back later for miscellaneous parts you may have forgotten without having to pay for each extra part. Most yards won't have a problem with this since you will be dropping a good chunk of change anyway.

Remove your entire engine cradle with engine, trans, and suspension (see Pegasus

#18). Using the whole cradle and suspension from the V-6 makes it so that you don't have to swap motor mounts. Swapping the whole cradle also means you don't have to connect and disconnect the engine, and you get the V-6 suspension. Swapping whole assemblies can sometimes be an easier and quicker way of doing the swap and can also keep you from possibly forgetting something small. Bolt in the V-6 engine and cradle...it does just bolt in. Hook up the suspension. The coolant tubes have to be cut unless you transfer both coolant pipes from the V-6 car.

Swap the entire air cleaner ducting and air cleaner box along with all of the vacuum lines. The charcoal canister along with all of its associated vacuum lines should also be swapped. Swapping the entire gas tank with the fuel pump for the V-6, along with

the correct fuel lines and fuel filter all of the way to the throttle body, is the safest way. You can use the 4-cylinder gas tank, just swap out the fuel pump and sending unit. (At this point you might as well put in a new pump as further insurance.) Don't forget all of the correct emission lines. If you swap in an 87 gas

tank you'll give yourself the larger tank. You should also swap the radiators since the V-6 has a slightly bigger radiator and if your converting from stick to auto you will need the auto radiator because of the factory trans cooler.

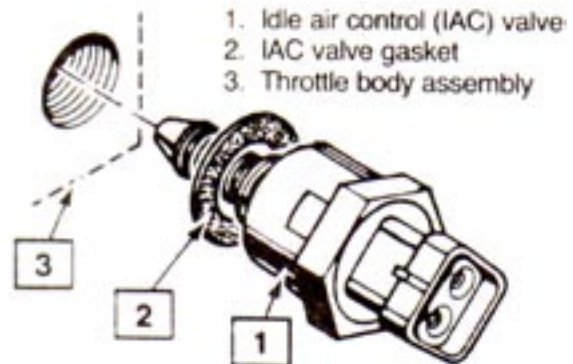
Since Tony was swapping the trans to a 4-speed from the automatic, he had to swap in all of the shifter cables and the shifter itself. The auto shifter just unbolts with four bolts and the stick bolts right in place. You can dispose of the shift lock cable. Run the shifter cables back to the trans through the factory holes which are already there, just plugged up in auto trans vehicles. (I love GM cars.) Then all you have to do is bolt in a stick shift center console with the ashtrays. Pop out the body plug for the clutch master cylinder and run the line to the slave cylinder. Bleed the line and install



## IAC Training 101

by Eric Schneck

The purpose of the Idle Air Control (IAC) valve is to control the engine idle speed, while preventing stalls due to changes in engine load. The IAC valve is mounted in the throttle body and controls bypass air around the throttle valve. By moving a conical valve, known as a pintle, IN (to decrease air flow) or OUT (to increase air flow), a controlled amount of air moves around the throttle plate. If the RPM is too low, more air is bypassed around the throttle valve to increase RPM. If RPM is too high, less air is bypassed around the throttle valve to decrease RPM. Before installing a new IAC, measure the distance between the tip of the pintle and the flange-mounting surface. From tip to mounting base, it should be no more than 28mm (1-1/8 in). To adjust the pintle valve, exert firm pressure with a slight side-to-side movement to retract it. After installation, no



physical adjustment of the IAC valve assembly is required. The IAC is reset by the ECM. When the vehicle is operated at normal engine temperature at approximately 40 MPH, the ECM causes the valve pintle to seat in the throttle body. The ECM has a reset procedure to set the correct pintle position. Proper idle regulation should result.

# Exorcising the Tick-Tick Demon

Keith and Terri

One day you hear that slight “tick-tick” sound. No, it’s not the injectors - it’s the dreaded exhaust leak. You V-6 owners know what I mean. About 50% of the V-6 Fieros with over 100k miles have some kind of exhaust leak, and most of the time it’s that bloody front (under the rear window) manifold. Makes you just want to scream. Now maybe it doesn’t bother **you** too much, but it’s one of the things that I’m very neurotic about. Just ask Terri. A real small leak I can take, but they always start small and grow, just like a fungus. Mine started after I had raced at Gateway and decided to try to take off the remains of my brake pads from my rims and entire side of the car at a coin-op car wash. The cold water hit the front manifold and

the pedal assembly.

Hook up the ECM to the engine harness. Since you’re swapping all of the wiring harnesses this is not a difficult task. When Tony first started up the car I was shocked when it purred like a kitten. Unfortunately when he turned the turn signal on the fan went on and off and the car did all kinds of crazy things when he put the brakes on. Swapping the taillight harness and interior dash harness fixed this problem. The main reason you have to swap the harness is that the trunk-mounted fan for cooling the alternator and coil messes everything up. He had previously switched over to V-6 backlit gauges and center gauges. He also found out that the wiper delay is in the wiring harness on the 84s where as in the other years it’s in the wiper motor. Tony was going to swap out the wiper motor to see if he could get the wiper delay working, but never got around to it since he got rid of the car for a GT.

Since the factory started putting V-6’s in 85 cars this whole swap is whole lot easier if you use an 85-87 Fiero because the wiring is more compatible. You basically pull out the engine with the engine harness still attached and install the new engine with its harness. Just swap out the ECM (you might be able to keep the ECM, just change out the two Chips (Prom and Calpack). The fuel system needs to be upgraded and the cooling system and suspension should be

“POP,” snapped the one bolt head right off. Man, did the car sound like crap. I dealt with it all of the way home and no matter how loud I turned up the radio it was annoying. I got home I couldn’t take it any more and decided to take a look at it. The bolt under the snapped one was loose and when I tightened it up it got a lot better. I’m thinking “cool!” About a year later it came back but would go away when the car warmed up. All right I can deal with this, kind of. This winter it started getting worse and was driving me crazy. Driving with the sunroof open and window up was the worst. Man, was it embarrassing going through a drive thru. I couldn’t take it any more; I had to fix it.

First try: I took a section of the exhaust manifold gasket and put some RTV on it. Since my leak was coming from the passenger port I pried up the manifold to get the gasket to slide under the manifold. I did try to get the other bolts loose and change the whole gasket, but since all of the top bolts felt like they were going to snap I didn’t risk it. The gasket helped a bit but not much.

Second try: I decided to try to “easy out” the bolt. I didn’t want to pay \$169 for a right angle drill (I’m neurotic and cheap) so I got a right angle adapter for my Dremel and hoped that a small hole would work if the bolt wasn’t too tight. I drilled the hole but no dice - it was stuck pretty tight.

Third try: Tried taking a small tap to rethread a small hole and put a small bolt in (thinking it wouldn’t need much pressure) but I snapped the tap in the hole. What a day. Great, hardened steel stuck in the hole. AHHHHHH!

Fourth try: Bought a right angle adapter for my drill and tried to drill out the whole bolt and tap in new threads. The drill barely fit and I did manage to drill it out but I couldn’t get the Tap to start.

Fifth try: I bought a Heli-Coil and tried that. I had to drill out the hole a bit bigger and then tap it out. I couldn’t get that tap to start either and finally figured out why (and why I had trouble on the fourth try). Since the tap starts narrow you have to drill out the hole fairly deep or the tap bottoms out before the threads

start. I was scared of drilling into something important and was having a heck of a time getting any of my bits to drill into the head. I have tried all kinds of bits and found that the only one that really works worth a darn is a Bit called “POPS Bits”. Terri bought them for me through QVC (item# V-11213) and they are great. They kind of look like masonry bits but cut better than anything else I’ve seen. When they do finally get beat-up they still cut better than the Titanium bits. With a standard or Titanium bit I was cutting for about five minutes then the bit would dull. I got out my POPS bits and they would cut the hole I needed but they don’t come in the “off the wall” sizes you need to tap boltholes. I found the best way was to start with a POPS just a tad smaller, then finish off with the correct size in a standard bit. I got the new hole tapped and put the Heli-Coil in, then for extra insurance used a stud instead of a bolt. I tightened everything down and held my breath as I started up the car. All I heard was the nice deep sound of my exhaust, no ticking. The heavens opened up and champagne fell from the sky! I drove the car around and still heard a very slight ticking when accelerating (okay, so it was just grape juice) and when I got my high tech listening tool out (three feet of plastic hose) I still heard a very small ticking but nothing I couldn’t live with. No doubt the manifold got a little warped from driving with only one bolt for over two years.

Things I learned from doing this: 1) If you have the money, pay someone to do it. That is, if you can find a shop that will do this kind of job.... Lots of them won’t want to mess with it. 2) Use a good bit; you’re just wasting your time and curse words on anything but the better bits (I’m thinking about throwing all of my old bits always and just keeping the POPS).

Now I’m going to keep an eye out for a used right angle drill. I’ve been wanting to get a set of headers for years but the cost and the thought of snapping bolts made me put it on the back burner until the motor blows. Now I might try it as soon as I get over the money part. Maybe I’ll try one bolt at a time... That will be a whole other article, or should I say nightmare.

Is the rubber on the dew wipes (GM calls them “outer seal strips”) on your Fiero dried and cracked? Do they look like the local groundhog has been snacking on them? Are you seeing vertical scratches on the door glass? Time to replace them! GM Part numbers are: 20606220, (right side) and 20606221 (left side). Here are photos and instructions to help you do the replacement. First, here are the tools you’ll need to make the job as easy as possible:

# Doing the Dew (wipes)

**FROM THE LEFT**, clockwise, wide masking tape, Allen wrenches (you’ll only need the 5/16” one for the mirror joystick, omit if you have power mirrors), #42 curved-jaw forceps (for holding on to screws to remove them), Rodney Dickman dew-wipe screwdriver, brush (handle-end is used to apply pressure to the back of the dew-wipe screwdriver), door panel removal tool, ratcheting screwdriver with Philips tip (any good #2 Philips will do), 10 mm wrench (for mirror removal), and a small screwdriver to aid in removing screw covers.

Remove the inside door panel, then lower the window and remove the front and rear rubber moldings (Figure 2). The front one is held in with three screws, the rear, with two.

Lower the window to the full-down position and remove the two 10 mm nuts from the mirror-mounting studs. The mirror must be removed, as the studs go through a bracket on the dew-wipe, providing extra support for the mirror. Try not to drop these nuts, or any screws, inside the door, as finding and retrieving anything from inside the door is extremely difficult, nearly impossible. I got lucky and found the one screw I dropped, and you can find replace-



**Fig 1: Tools for replacing dew-wipes (outer seal strip).**

ments, but that will delay completion of the job, so be as careful as possible. Take note of where the joystick cable on the driver-side mirror, or where the power mirror wiring, as the case may be, is routed, since these can interfere with window operation, and can also be damaged if not reinstalled properly.

Remove the inner seal-retaining strip, held in place by four screws, then remove the inner seal by pulling straight up on it (see Figure 3).

Next, loosen the two bolts (see Figure 4) retaining the inner window node. This

will allow the window to move far enough to provide access to the two innermost screws. Some folks advocate removing these bolts and allowing the pads to drop, then retrieving them with a wire or bent awl for reassembly, but I find that unnecessary. Loosening provides ample window movement.

Next up is removal of the three easily accessible dew-wipe screws. This is where the curved-jaw forceps come in handy. You can use curved-jaw needle-nose pliers, but you can clamp onto the screw (see Figure 5)

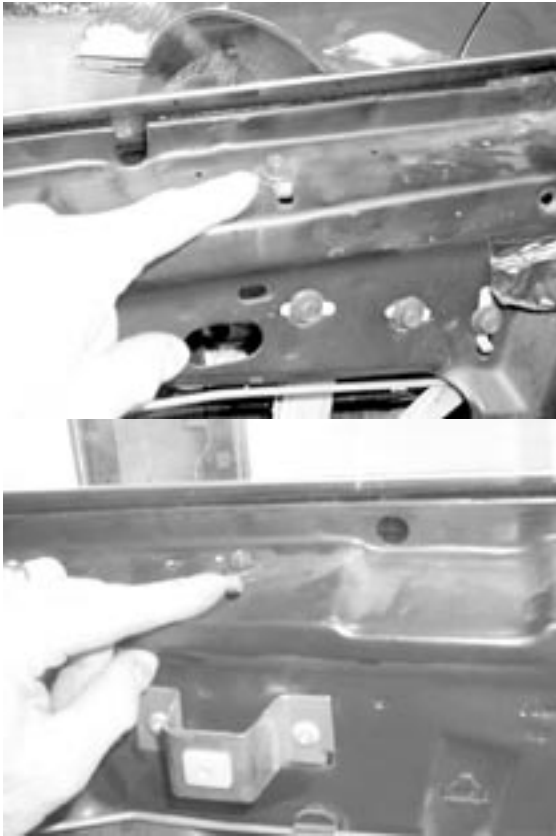


**Fig 2: Front and rear rubber moldings.**



**Fig 3: Inner seal strip retainer, and inner seal strip.**





**Figure 4: Inner pad retaining bolts.**

with the forceps so you won't drop it.

A word of caution here: These screws are likely to be pretty tight, so be patient and don't strip the head, or you'll never get the screw out. Some pressure and steady torque will loosen them.

We're finally to the fun part, removal of the two screws hidden under glass. Run the window all the way up, then work from the outside of the door, with the door open (of course) pushing on the window with

your chest while observing your work over the top of the glass (helps to be tall for this one!). Work the dew-wipe screwdriver down to the screw head, and then using the brush handle, or some similar (no metal!) object (a toothbrush handle might work, too) apply slight pressure to the back of the screwdriver and rotate it counterclockwise till it seats in the screw head. Now apply enough pressure so you can turn the screw clockwise without the tip riding up out of the head. Be careful that you don't apply enough pressure to break the window! It's actually not as bad as it sounds, just a matter of "feel."

Work with one screw at a time, and continue loosening until you're sure the thread is all the way out. The screw won't fall; the dew-wipe will keep it there. Use the curved-jaw forceps or pliers to reach in and grip the screw by the threads and wiggle it till it comes free.

Remove both screws, and then lift the dew-wipe out.

Match sides with one of the new dew-wipes, reinstalling by lowering the window and putting the easier-to-reach screws in first, but do not tighten fully.

Replace the mirror, leaving the nuts loose.

Now you can run the window back up and reinstall the two inner screws. Tape

them to the tool as shown in Figure 6, pressing a 1Ω" piece of tape over the screw and sticking it securely to the tool. Again working from the outside of the door and looking over the top of the glass, work the screw and tool into position over one of the holes, then work the screw into the hole. Start as far clockwise as the tool will go and press the screw into the hole, and then turn counterclockwise until you think the screw is started. Start wiggling the tool around to free it from the tape, and if the screw is indeed started properly into the hole it will stay there. Remove any tape left behind using the forceps or pliers, then use the brush handle and dew-wipe tool to tighten the screw.

Now you can tighten the remaining screws and mirror nuts.

Replace the joystick cable or mirror wiring, and then reassemble the inner seal, retaining strip, and rubber end moldings.

Run the window to half-mast and push the inner pads in till they just touch the glass, and then tighten. Check for proper operation; they should just eliminate glass inboard-outboard movement. Readjust if necessary.

Replace the inner door panel and all associated hardware.

Clean the glass.

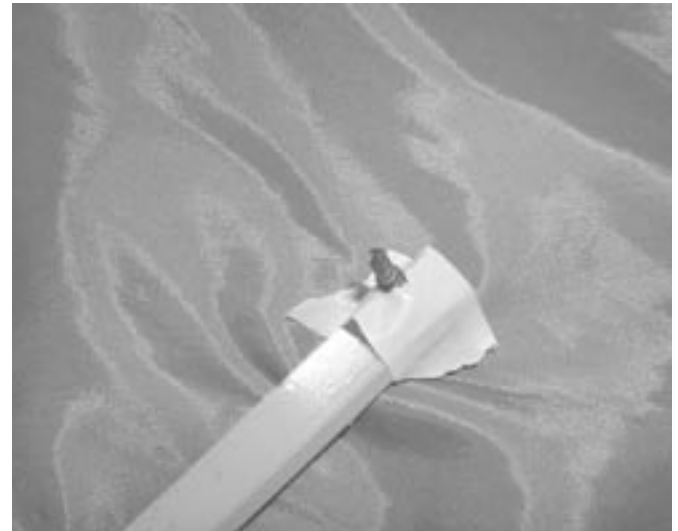
That's it, you're finished!

I find that with experience it takes about one-half hour per door, but take your time and "dew" it right!

**-Denny**



**Fig 5: Forceps provide secure grip on screws.**



**Fig 6: Tape the screw to the tool.**

# A/C Retrofit CFC-12 to HFC-134a

by Joshua Bumpus

I am writing this to hopefully clear up a few myths, and to help you get your A/C working again cheap as possible.

Since the Clean Air Act (CAA), R-12 can no longer be produced and is only available to Licensed A/C techs. It is also very expensive (about \$60 a pound) and is getting higher in price as quantities diminish. The only refrigerant that is approved for automotive use is HFC-135a. A Retrofit Kit can be purchased cheap at most auto parts stores and local Wal-Marts. You can also get the kit from JC Whitney. The only kit I recommend from personal experience is INTER-DYNAMICS® R-134A AIR CONDITIONING CONVERSION KIT. It can be purchased from most Wal-Marts and is around \$35.00. It is also JC Whitney Item# 47ZX4284A.

Specific procedures to retrofit any particular make of vehicle are provided by the vehicle manufacturer. GM recommendations are as follows "General Motors Does not recommend that the system be flushed. Refill the system with a full charge of a R-134a compatible lubricant. The accumulator need not be replaced nor do the hoses, unless leaking. Simply recover the CFC-12 and charge with the HFC-134a." That's nice to hear, since Chrysler & Ford say you must replace components.

If the system still has a R-12 charge in it, it must be evacuated. The only legal way to do this is to go to a professional to have the old refrigerant removed. That is the only procedure I recommend, as it is legal and will not deplete the Ozone layer. The way you should not do it, as it is against the law, is to hold the little pin in on the access port and let all the ozone depleting CFC's leak out into the atmosphere. Once the system is empty you can fix anything that may have been leaking. JC Whitney also sells a kit to replace the O-Rings if you think yours may have gone bad. Leaks will sometimes show up as an oily residue around the connections.

I like to use a pressure Gauge, JC Whitney Part# 81ZX7455A when I charge. It is not necessary though.

**STEP 1.** Put on the service port adapters. The low side is located on the accumulator (silver cylinder) in the front spare tire compartment on the firewall. Only one of the adapters will screw on.



Make sure you tighten it up. The high side was in two different places depending on year. Early Fieros had the port in the engine compartment on the firewall inline on the high side line. Later years had the port up front inline directly under the heater fan motor on the firewall. Note: if you have a high side gauge you can place it on the high side port now.

**STEP 2.** Start the Fiero and put the A/C on max. Screw the charging hose onto one of the cans of R-134a with the center screw turned all the way up so it will not puncture the can as you tighten it. Clip the hose onto the low side port. Keep the can in an upside down position. Turn the center screw all the way in until it stops and back it back out all the way. The refrigerant will now begin to fill the system. You should tap on the can to help the refrigerant enter the system. The can will give a metallic ring when it is empty. Pop the hose off of the port. It will hiss a little to release the 30 or so pounds of pressure in it. Don't be alarmed. The compressor should begin to cycle on and off. If it has not cycled at all yet you may have something wrong with the system. You can test the electrical part of the system by jumping the low side switch. There is a plug on the accumulator next to the low side port with two wires coming out of it. You can pull it off. Take a paper clip and jump the two wires on the

connector to see if the compressor starts. If it does, then the low side switch may be bad or out of adjustment. It should be replaced. If the compressor still will not start you have an electrical problem somewhere.

**STEP 3.** Get the can of oil charge. Shake it well and screw it on to the charging hose. Add it the same way you added the 1<sup>st</sup> can of refrigerant. If you are using the gauge you will notice that it reads over 150 lbs. when the compressor is running.

**STEP 4.** Add next can of R-134a the same way you added the other 2 cans. The kit comes with instructions on how much to add. It is about half a can. The Fiero system uses 2.5 lbs of R-12 and it only takes 80-85% of the R-134a to fill the system. The oil can contains 3 oz. of R-134a so it should take about 34 oz. to fill the system. If you are using a gauge it should read about 220-300 lbs. when the compressor is running. The low side will read about 25-40 when the compressor is running. Before removing the gauge from the high side shut the system off for a few minutes to let the pressure drop so you don't lose too much refrigerant.

Good luck. I know my 88 GT will freeze me out of there and Jaime's 84 SE is cold too. For less than \$50 I think it is worth the try. Especially for those hot days.

# Crazy Carlisle

by Jennifer Gilbert

Carlisle 2001 will definitely be remembered by me as the craziest car show I ever went to! Not crazy in the sense of poor organization (cause it was great!) or bad weather (it was beautiful and HOT) but crazy in the sense that pre-show arrangements were on overload!

Of all weeks to take a vacation, my Fiero oriented father and garage master dad decided to go to Virginia fishing with a friend. He left me, my friend Matt (maroon 87 GT) and my younger sister, Jamie (who just got her own Fiero) in charge. We were aided in our adventures by Jason Haughey and numerous other bodies who floated through our garage that week.

Now prepping a car for a show, especially one that is only an hour and a half

away shouldn't be too bad right? Well prepping four cars for our family, plus helping Matt & Jason turned into a total zoo! A very fun week but a crazy one at that! Every night something different was apart in our garage, from my 86 Coupe that was getting it's trim painted to Jason's White 85 SE, which got its suspension, and brake rotors painted as well! Every color of spray paint imaginable was flying around that garage along with tools, a million cans of Pepsi and lots of funny and sometimes frustrated words.

Dad came home Friday night but along with Dad came Chris Moore with his Northstar Fiero from Indiana, Lisa Levine and her custom 86 GT, Chris Bretz and his 86 GT from Reading, Jason's parents

and their Fiero, Bob Ricci from NJ with his "evil" Yellow Formula (that won't stay away from our garage) and numerous other Fieros! Lisa's headlight motor had gone out so we soon set about fixing that along with the millions of other last minute projects we had to do, such as washing and waxing all the cars! We didn't get to bed until 2:30 AM and had to wake up at 5:30. Despite the craziness and lack of sleep, we had a fun filled day and can't wait until next year!

## MAFOA MERCHANDISE

Show off your club colors and support your club for the future! We have several items of apparel and accessories for your car which have the club logo emblazoned on them. Also available are a few toy Fieros. Any profits made from these items go into the club treasury, to make a better club for everyone. Contact Jeff Ramberg (see Page 2 for contact info) for availability as some items may not be available anymore or may need to be ordered. Anyone have ideas for additional items?

**T-SHIRTS:** Available in several colors, grey and stonewash blue are most popular. Printed with red and gold MAFOA logo on front. \$12.00 each.

New T-shirt Design Now Available! New t-shirts have a large Fiero Emblem, with Mid Atlantic Fiero Owners Association printed on the front and www.fieropride.com on the back. \$12.00 each.

**SWEATSHIRTS:** Grey sweatshirts are most popular, other colors are available by special order. Printed with red and gold MAFOA logo on front and www.fieropride.com on the back. \$18 each.

**VINYL WINDOW STICKERS:** Vinyl stickers depicting the MAFOA logo for rear window, to show your club loyalty as you drive around, and at shows. These are very similar to the stickers you've seen on other member's cars in the past, but with club website included. New Low Price \$5.00 each.

**WINDOW-MOUNTED FLAGS:** This is a nice flag about 12"x14" made from gold or red nylon fabric, double thickness, with large Pegasus shield and MAFOA logo printed in black. It's mounted on a pole (about 20" long) that is made to clip over the top edge of a window. It can also clip on sunroof glass, or the flag can be removed from the pole and slipped onto the antenna. \$12.00 each.

## CROSSWORD PUZZLE

### DOWN

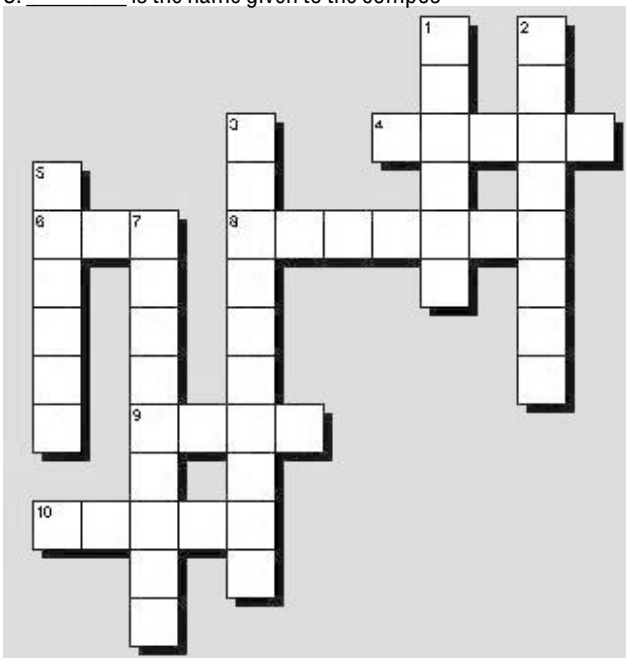
- The engine/transmission in the Fiero is easy to remove as a unit because of Pontiac's use of a removable \_\_\_\_\_ that can be dropped out with all accessories still attached.
- \_\_\_\_\_ is the Nickname given to the Pontiac 2.5l engine that is used in the Fiero.
- \_\_\_\_\_ is the name given to the compos-

ite body panels used on the Fiero.

- The \_\_\_\_\_ 5-speed transmission came out mid-production year in 1986.
- The Fiero was the first \_\_\_\_\_ sportscar built in America.

### ACROSS

- The acronym given to the greatest Fiero organization to serve the Fiero community in the Mid Atlantic region is \_\_\_\_\_
- All aspects of the Fiero's engine control are handled by the \_\_\_\_\_
- The trunk cover on the Fiero is referred to as the \_\_\_\_\_.
- \_\_\_\_\_ is a one year old organization, centered in the New England area that is dedicated to the fun of owning a Fiero
- A feeling of \_\_\_\_\_ is felt by all Fiero enthusiasts, it is also a form of the English translation of the word Fiero in Italian.



# General Motors On Display

by Bill Behret

April 29 was a beautiful spring day, and I was really looking forward to seeing my Fiero buddies at the General Motors On Display Show, in Macungie. After all, I was there last year on a similar warm, sunny day, and had a lot of fun. So it was with anticipation that I took back roads down from the Poconos to Macungie Memorial Park. Great, I said to myself, as I pulled into the park and the registration line, for there was a Fiero directly in front of me. This is starting off well. Then as I pulled out of the registration line to follow the Fiero, I got yelled at by one of the officials for driving too fast in the park! As I got to the space reserved for us, I was the third Fiero in the park. Since it was early, I told myself, this is starting well. But then, it turns out that for most of the day three was all there was. Where was everyone?

As the three of us started talking, I realized the similarities. All our names started with a B. There was Butko, Beck, and Behret. And we each had a red GT with a 5-speed. John F. Butko of East Greenville, Pa. has a 1987 and is the third owner of this beauty. Jerry Beck, of Bechtelsville, Pa. also has a 1987. He is the second owner of this low mileage Fiero that has 13,500 miles on it. My 1986 has 124,000 miles on it, and I am the original owner.

As I was discussing writing this article with my friend and passenger, Marie Mader, I was telling her how hard it is to write an article when there were only three Fieros at the show. She suggested that since there was almost a hundred Corvettes at the show, maybe I should interview some of the

Vette owners. Um, I don't think so.

Then I found out that Wayne Renninger, of Wayne's World Of Fieros, was also in the park, with his usual supply of common and hard to find parts for sale. I didn't see Wayne at first, as he was put in the vendor section, but then I walked down to talk to him. Wayne was selling a 1984 Indy Pace car, one of only 1,200 made. I looked over the parts that were available, and he seemed to have everything, from lenses to radios to sensors. Anyone needing anything related to Fieros should give Wayne a call at 610-707-0521, or write him at war51@rcn.com.

Music was provided by a DJ, Sounds of Yesteryear. The music was great. Loud enough to hear and enjoy, but low enough so that we could talk. I heard music that I haven't heard in many years.

At 1:30 pm a latecomer arrived. It was John Tapler, from Allentown. John came with a 1988 red GT, 5-speed, that was one of the last 10 Fieros that came off the assembly line. It has 6,000 miles on it and was equipped with every option, including T-Tops. John is the second owner of this car.

At 2 pm Marie and I called it a day. Marie and I drove up to the Poconos using the same back roads, and we stopped at Libby's in Hometown for ice cream, and at an Italian bakery in Tamaqua for bread.

While there wasn't a lot of Fieros at this show, this wasn't important. Those of us that did attend had a great time, and more importantly, a percentage of the receipts was donated to charity, Animals

## Florida Fiero Weekend

by Jason Haughey

For those who did not make the trip to Daytona this year, it was another great show. I had major problems getting ready to leave Monday and Tuesday. My white 85 SE was just not wanting to run. So late Tuesday, I pulled all of the plugs and found oil on #6. Did a compression check, and nothing! So I guess I knew what I was doing when I got home. Once again, it pays to own two Fieros.

So I loaded up my daily driver and headed out at 4 am Wednesday. For those of you who don't remember, my daily driver is an 85 SE w/ 3800 Series II Supercharged motor, Z24 digital dash and custom wheels and interior (what a daily driver!).

We stayed in Charleston for the night. It rained all day Wednesday. The next morning we washed our cars. It was cool, about 50° at 8 am. We left about 11 am to meet up with Chris Moore and Lisa who were traveling from the Midwest. We meet up at noon and headed for Daytona. Four hours later it is in the mid 70's, the sun is shining, and there are cars everywhere in Daytona.

We checked in, changed, and headed out on the town. Some of Friday was spent cleaning. Since I had my daily driver, I was not too concerned about how clean it was. A quick wash, some wax, vacuum, and clean the wheels. After the cleaning was done, we checked out the other great cars there and socialized.

For dinner we took four cars in search of Steak and Ale (based on a request). Chris Moore's convertible, Matt's GT, a bright yellow GT with awesome chrome wheels, I can't remember his name right now, and my car. After about an hour of looking for it and cruising, we gave up and ate at Chili's.

### The MAFOA toolbox

by Bob Schlag

The MAFOA toolbox now consists of a Brake Repair Kit, an Engine Hanger, a Rivet Tool, a Steering Wheel Puller, a lock plate remover, a Suspension Bushing Removal and Installation Tool, and a Scan Tool. All tools include operating manuals.

We also now have a Cruise Control Tester, donated by Bob Nielsen.

The most recent addition is a dolly, with wheels,

to support a Fiero frame while the cradle is removed. This was donated by Paul Stevens.

Loan policy states that the member sends us a deposit for the value of the tool. We will hold the check until the tool is returned. The member is responsible for paying any postage for shipping.

Contact MAFOA for details and availability of tools, as well as suggestions for additional tools.

The jack supplied with the vehicle should only be used for raising the vehicle when changing a tire or placing jackstands under the frame. Caution: Never work under the vehicle or start the engine while this jack is being used as the only means of support.

# Jacking Your Fiero

During dinner we watched as passers-by admired our cars. We even had girls posing with our cars and taking pictures.

After dinner we took our cars back to the hotel, cruising the strip all the way back, and went clubbing.

Saturday morning we're up at 7:00 am to leave for the show. I get to my car and notice I don't have my keys! What do I do? So I call AAA and continue looking for the keys. After looking for 1 1/2 hours, I finally find them.

As all who live near the coast know, all of the cars are covered with salt spray. Its now 9:30 and I have to get to the show by 10. So I stop at the self-serve car wash on the way to the show, rinsed off the car (did not have time to dry), and headed to the speedway. I was not too concerned about not drying it since it was my daily driver. Get to the speedway, get your picture taken on the way in, park the car, and catch some rays while looking at great cars. What more could you ask for?

At the awards, we were all tired from being in the sun all day. Chris Moore won 1st in the modified GT class with his convertible and also the Best Re-engineered award. Phil took Best Modified (that's GT and Coupe classes!) with his Yellow Formula w/ a SC 3800, and to my surprise I took 2nd in the Modified Coupe class even with a hole in the fender. MAFOA also took the Out-of-State Club Participation Award with nine cars present. Not bad since we were all at least 1000 miles away from home!

The drive was long, but worth it and I will be there next year. Every one was told at the banquet that they were expected to be seen at Carlisle May 19 and were given flyers during the show.

The vehicle should be on level ground with the wheels blocked and the transaxle in Park (automatic) or Reverse (manual). If the wheel is being replaced, loosen the wheel nuts one-half turn but leave them in place until the wheel is raised off the ground.

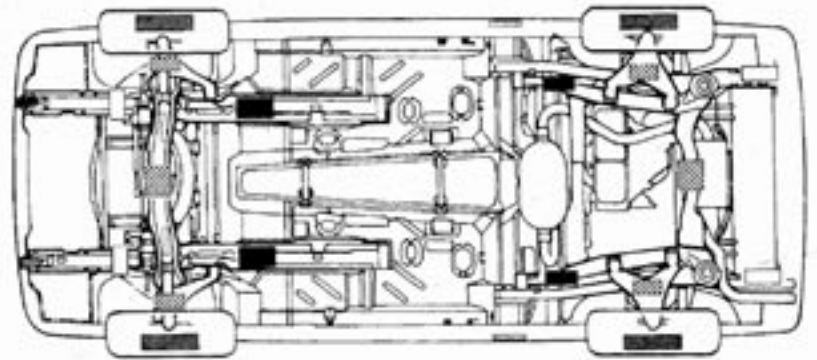
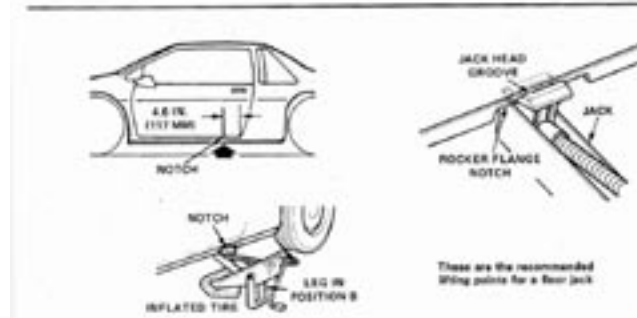
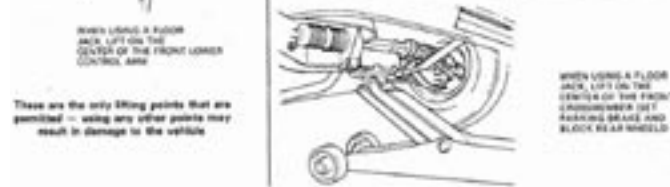
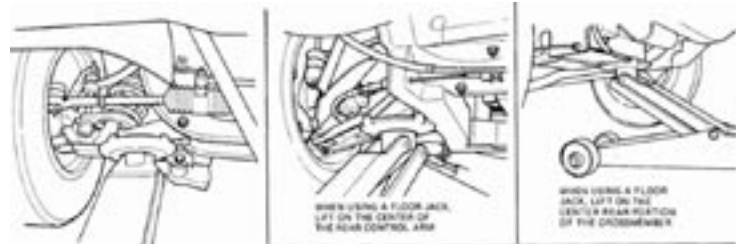
Block the front and rear of the wheel opposite the one being removed before operating the jack. Place the jack under the side of the vehicle in the indicated position and raise it until the jack head groove fits into

the rocker flange notch. Refer to your owner's manual or service manual for the wheel/tire changing procedure.

Lower the vehicle, remove the jack and tighten the wheel lug nuts (if loosened or removed) in a crisscross sequence by turning the wrench clockwise.

When jacking the vehicle with the standard emergency jack, be sure that the groove in the jack head is matched with the rocker flange notch in the base of the rocker panel.

## Fiero Jacking Points



- FRAME/BODY CONTACT HOIST
- SERVICE STATION JACK
- WHEEL LIFT HOIST
- VEHICLE JACK
- SAFETY STANDS

**From Jamie**  
**Jaygee79@aol.com**

One winter I was driving to school and the roads were very icy. I was driving by a park when someone turned off of the park access road and cut me off. Now there was only maybe 1 1/2 car lengths between me and the car in front of me when this car decided to do this. So I really had no choice but to hit the brakes. I missed the car but hit the curb instead. I still have a big dent in my wheel from it.

Another time (I think it was the same winter) I was driving down my road on my way home. I live on a country road, so it is narrow. A school bus was coming the opposite way. Normally they pull over as far as they can and both the bus and the car can make it no problem. Well this bus driver decided not to do that. He kept driving right down the middle of the road, taking pretty much all of the space on the road. I ended up having to swerve off the road to avoid him. I almost landed in my neighbor's duck pond. And of course the ground was covered with about 2 feet of snow and I had to get the car back onto the street. That took almost an hour. My grandfather had to hook the car up to his truck and pull it out.

**From Eric**  
**ESchneck@bigfoot.com**

My "best" horror story came to me about 12 years ago. I was working for a local Oldsmobile dealership in their Parts Dept., but got the reputation around town that I "knew my way" around Fieros and could/would fix them. A young man came into the dealership to talk to me about getting his '84 running. He had dropped in a 2.8 but was having problems wiring it up. Knowing that the '84 model has a different rear harness that all other years, I told him to leave the front alone and concentrate on the rear for now. (The main difference in the front harness is that there are two injector fuses with the V-6 instead on the one fuse with the 4-cylinder model.) He worked on the car for about 2 weeks, coming into the dealership on a regular basis for information. I could see his frustration level rising, and several times he told me that he simply wanted to "bail out" of the project.

I helped him as much as I could, then finally I said, "Well, if you're serious about getting out of the car, give me a price." He came back with a figure of \$300, which

was reasonable to me. I bought the car sight unseen and left that weekend to pick it up. When I got there, I found the most disgusting color on a Fiero (literally fluorescent yellow) I have ever seen, as well as he had pulled the shift plate off and had the main body harness pulled up through

# FIERO HORROR STORIES

Compiled by Denise Szekely

the opening behind the shifter. He had cut \*every\* single wire and then reconnected them with blue butt connectors! This made the harness SO big that it was impossible to push it back into the console. I ended up rewiring the entire car, getting the engine running as best I could (never did idle when it was hot ..), and selling it to a guy a few towns away for use as a kit car donor. He went on to have the car featured in Kit Car magazine. If he had only known the story behind the car! I cut the harness so that I was left with the butchered part and I have it hanging in my garage to this very day. It is a reminder to myself to slow down when working on my car(s).

**From Denise**  
**MSHVAC@aol.com**

In 1986 I fell in love. With a car... The car we all know, love, hate, and wish GM hadn't stopped making.

Hopefully this column will give us all a chance to share with others the horrible things that have happened to our cars, and us. Please send your stories into the newsletter or me if you like. It WILL make some interesting reading!

## 1986

There she is! Rolling out of the prep area! My new Red, 1986 Fiero 2m4! "Wonder if I should have gotten the one with the six in it?"

Off I go! Happy! 2 weeks later...back

to the Dealer. First and second really difficult to use. "Nothing wrong clutch is self adjusting," says the dealer. (A sinking feeling starts in my stomach)

## MID 1986

Happily driving south on I-95 through Delaware, I see a big piece of tire tread lying in the fast lane! Too late to avoid! BRUMP! THRUMP!! "What happened?" Pulling to the shoulder, I look: no leak. The front spoiler was dragging almost to the roadbed. Some how I managed to get the lip back up where it was not too much of a problem. I made it to TN to visit family with no other problems.

## LATE 1986

"Hey, did you know you have a wheel cover missing?" said a stranger. I get out and look, and sure enough. No wheel cover! Of course it's nowhere in sight. I buy a new one. Not cheap! By now the wheel covers just pop off constantly. Finally, I leave them off. Paint the wheels black. "I should have gotten the aluminum wheels," I think to myself. (I feel that sinking feeling again)

## 1987

One morning I'm on my way across town (Philly PA). I'm at Eighth and Market. On Eighth waiting for the green light, the light turns green. Moving ahead at a normal speed... I look and there's a Ford Escort barreling down on me, horn sounding! "This car ain't stopping!" I think to myself.

In a matter of seconds, seeing the front of the Escort directly to my left, I pray, see my life pass by and manage to stop in time to avoid being hit on the driver's door. The Escort swerved left but still caught the left front and climbed over! Next thing I knew, my car was facing about 180 degrees from where I was! I got out of my car. And walked over, my Fiero had what looked to be only the front bumper cover in need of realignment and paint. The Horror! Yet my little car saved me at the same time. I sued and won the case.

## LATE 1987

Being of sound mind, I thought to myself, "I need a wheel alignment." Now the shop I was using was highly recommended so, being a trusting soul, I let him send my car to a "Bear" alignment shop. "The Best in the City" He told me. 2 weeks

later, my brand new Eagle GT's on the back were showing steel! (Hello again, sinking feeling)

"You need a new Battery," the mechanic tells me. "OK" I say. About 3 weeks later, the new battery was against the water pump pulley, all the acid leaked out. (I'm going to get an ulcer because of this car!)

"The AC needs work," he tells me. "OK, I'm in the AC biz but too busy to mess with it." I tell him. Next morning I'm driving around City Hall. SPSSSSSSH! High-pressure hose blew and the a/c compressor

locked up. (Roloids, I NEED Roloids!!) A week later, new compressor, new coupled hose assembly installed, nice and cool again! 2 weeks after, I'm carrying around gauges and Freon to recharge it every few weeks. (This was before EPA controls)

That summer on my way to the Poconos, the Alternator locks up and the belt breaks. Road service takes me to a garage near the Speedway. He fixes the belt says the alternator may need replacement soon. A few weeks later my friend is driving my car and I'm driving her 4-wheel drive. The

alternator goes and the exhaust manifold goes too! (Hello sick feeling stomach again) Mortified beyond believe I pay my friend for taking care of the alternator replacement by a local garage. Cheap \$250.00!! How much was that Porsche 944? "I'm going to trade in and get an 89 GT when they come out" NOT!

More "Horror" coming soon!

## CLASSIFIED ADVERTISING

**1988 Fiero GT** - Red, tan interior, gold lace wheels, automatic, 66k miles, plain roof, wing, new AC, power locks-mirrors-windows, cruise, tilt steering, remote trunk release, etc. Show car in excellent condition. \$7,998.67 - call Tom (717) 763-5748 hm., or (717) 772-2611 wk. Harrisburg, PA.

**1988 Fiero GT, T-Top.** One of the only 614 factory GT T-Tops made, bright red with beechwood leather interior and gold wheels, 5-speed manual trans, full option package. No accidents, no rust, regular oil changes and service, one cracked rocker panel (right side, near rear wheel). 96k miles. A great value at \$5,000. Located in San Jose, CA. Contact owner Loren Winckler, (408) 997-6278, winckler@pacbell.net for details. (Submitted by Ray Paulk from the Pontiac Fiero T-Top Registry)

**1988 Fiero GT 5 speed with 39K orig. miles.** I live just south of Allentown, PA and I'd like to find someone interested in purchasing a fine example of a low mileage - garage kept vehicle. The reason I'm selling the car - is that I'm driving it less than 500 miles per year and I would like to gain the garage space for a new vehicle. My GT is medium red metallic, with gray interior, black wheels, sunroof, electric rear window defogger, factory spoiler, and option package # 1. Recent maintenance performed (at 37,000 miles) was: 4 new tires, new carbon metallic brakes front & rear, new lower front ball joints, 4-wheel alignment, new front sway bar bushings, new OEM front shocks, original alternator was rebuilt, both headlamp motors were

**rebuilt, all coolant hoses & antifreeze were replaced, and a complete tune-up was performed (including platinum AC plugs, ignition wires, air filter, fuel filter, distributor cap, rotor, ignition coil & harness).**

**Additional Items I have are:** a car cover, a copy of the original car order form + the original window sticker (both from Pontiac Historic Services), a sales brochure, original GM service manuals (for '84, '86, '87 & '88), an original GM parts book, the original owners manual & information packet, Fiero Press Guide, etc. - plus more. I'm asking \$9,500 for everything. Bob Happel, Center Valley, PA, 610-709-3964 (work), 610-282-4113 (home) e-mail addresses: bobkarenhap@aol.com, or robert.happel@macktrucks.com

**1988 Fiero GT,** I am selling my 1988 Fiero GT. The paint color is Bright Red with beige interior. The mileage is 35,400 mi. The car is in showroom condition and comes with a Techalon II car cover. It has always been garaged. The car includes A/C, power windows, door locks, mirrors, AM/FM cassette, and power lumbar seat. Pictures can be seen on the Fiero store's web site. The asking price is \$7995.00. Please contact: Bill Nivison, 5 Magnolia Terrace, Westfield, MA 01085, Tel # 413-562-7922, email biltr6@aol.com

**1988 Pontiac Fiero Formula!!!! This is a fairly rare V6 5spd Fiero! Originally from Texas and has never been driven in the winter since it was brought to NY over 3 years ago! This car was actually in storage for the past 2 years until this past spring. No rust or corrosion! Very clean with 64K original miles. It's red**

**with grey interior. Has ice-cold original A/C, tilt wheel and stereo cassette player. I just replaced the front ball joints (common to go bad on the 88 Fiero), shocks, control arm bushings, cap, rotor, wires, spark plugs, pick-up coil, battery, temp sensor, mat sensor, all filters and changed the transaxle fluid.**

**This car runs and drives beautifully. Paint is very nice except for the typical fading on the wing. The interior is in excellent condition except for a small black spot about 1/4" in diameter on the drivers seat. Everything works on this car. This is the perfect car for the collector or as a low mileage daily driver!! Email for more info. Serious inquires only. No trades. ALJF@mhonline.net.**

**1986 Fiero.** One owner, non-smoker. 175,000 miles. Gold exterior and interior. Car has been retired for the last 2 years. Some rear panel damage. Asking \$2,000 Call Phil or Joanne. 610.495.7923 Car is in Royersford PA, Near Pottstown or Philadelphia.

**Red 1986 V6 with Sun Roof.** Asking price is \$3000. I hate to part with it but I do not have any more room in the garage. The SE has 80,000 miles on it. I am the third owner. The tan interior is in excellent condition and I have installed sheepskin seat covers. I have maintenance records from the previous owner and of course mine. The body is in excellent shape. It was painted by the second owner. The second owner also installed E and G Classics Ground Effects. (E and G is a Columbia Md. firm specializing in custom auto work.) It has the factory wing, auto transmission, power windows,

# CLASSIFIED ADVERTISING

doorlocks, engine compartment lock and mirrors, and cruise control. In the last 6 months I have replaced all of the brake lines and the transmission cooler lines with OEM lines from Inline Tube. Factory air-conditioning is installed but is inoperative.

You must see this car. I am located in a western suburb of Baltimore. My email address is Mrbakerm@cs.com. I am a member of the Mid Atlantic Fiero Association. If you are interested or have questions send me an email. Ron Baker

**Two 87 Fieros!** 87 Fiero GT Auto Silver all options 140,000 miles. Good body condition, interior rough. 87 Fiero coupe 4cyl, 5spd, air cond, 77,000 miles, bright blue. Car damaged left rear. Spoiler good. Front body very good. Interior good, Eng and trans good. New clutch. It was a nice car before accident. My plans were to use the nearly new parts and interior from the coupe to fix up the GT. The 87 coupe was damaged as a result of the parking brake not set properly and the car rolled down the driveway in to a tree. The frame strut area was pushed one inch plus other damage. So I had been looking for a Fiero in need of attention that could use the stuff from the wrecked car. Hence we came to own a GT. The coupes new parts are: steering rack, all rotors, calipers, struts, shocks. Phelps A. Forrest, 98 Teen Challenge Rd, Womelsdorf, Pa 19567, 717-933-8339, phelps@nbn.net located 10 minutes from Myerstown or ten minutes from I-78, Bethel exit.

**1988 Pontiac Fiero GT Coupe 2D.** Engine: V6 2.8 Liter, Trans: 5 Speed Manual, Air Conditioning, Cassette Player, Steering Wheel, Tilt, Wheels, Premium. Mileage: 108,100 Color: white, Interior: Gray, cloth. Service records for new clutch, water pump, rotors, oil pan. \$3,500 OBO. point@cybertours.com. Tom 207-439-6721

**1987 Fiero GT.** Clutch is frozen/old and has leak in hydraulic hose. I don't have the time or the facilities to make it run again. Would make great parts car or if you want to fix the clutch it should run well. It was running well when I put it

in storage. Exterior is factory blue with some oxidation, all GT body panels/lights are in good shape including the rear wing (GT sail panels are clear but have spider cracks). Interior is grey cloth, seats are in good shape with only minor cracking on side bolster piping, no rips. Other specs- V6, 5-speed, AM/FM/Cass/EQ, Subwoofer, Power Windows and Locks, Cruise, 151000 miles. I am in southern VT. Best offer with a tow or trailer takes it. Price: \$Offer. Email: cdfox@together.net Phone# is (802) 348-7407. I am located about 80 miles from Albany, NY and Springfield, MA or Rutland, VT and about 60 miles from Keene, NH. Cary Fox East Dover, VT

**1984 Fiero 2M4 SE, 2.5 Liter (4-cyl), 6,125 original miles, Automatic Transmission, AM/FM cassette stereo, Air conditioning, Cruise control, Tilt steering wheel, Power windows-mirrors, Original tires, Original windshield washer fluid. Always Garaged. E-mail or call any questions. Ray Uhron, Hastings, PA, (814) 247-8260, ruhron@never-enuff.net**

**1985 Red 4cyl Fiero.** Needs clutch and water pump. I have owned this car since it was new. Interior is in good shape. Clear Coat on exterior is starting to go bad. This deal also includes a 1984 Red 4cyl Fiero parts car. The 84 was in a slight accident in which the left front wheel and frame area got damaged. I am asking \$500.00 for the package. My main concern is they go to a good home. E Mail address is joseph.fell@Unisys.com and my work phone number is 610-648-4425. I live about 30 miles east of Lancaster Pa.

**1986 Fiero Sport Coupe. Black 1986 Pontiac Fiero Sport Coupe, 5 speed. This car is quick and a lotta fun to drive. She's very responsive and handles like a dream. I originally bought the car from someone who was going to use it for a kit car project but I used it as a daily driver. The car was recently inspected and has a PA state inspection that expires in March 2002. When the car was inspected we fixed the only mechanical problem which was the emergency brake. The body is in great shape, there are a couple chips in the**

**paint on the front bumper but other than that she's good to go. As far as the interior goes, again she's in pretty good shape. The radio has been removed but one can easily be installed, there is no antenna. The air conditioner is inoperable. There are a few minor trouble spots inside. Such as what looks to be a small burn in the drivers side seat from a cigarette. There is a little damage below the outboard vent on the driver and passenger sides of the dash. The door locks work fine but the key cannot be inserted into the driver's side door. A plus for this car and something that makes it unique is that around the instrument panel and on the center console, instead of the normal plastic "look" they have been replaced with beautiful wooden panels. The car really is a great running car. I haven't met a person yet who doesn't LOVE driving this car. Asking \$700.**

Anyone who is interested please call 717-846-1266 after 5pm. Or email to Emory464@aol.com Please feel free to contact with any questions. Pictures Available.

**355 Replica w/ Northstar Engine** - Under Construction. As a result of arthritis (wrists and elbows), I find it too difficult to do serious wrench turning to finish my Northstar-powered 355 project and I'm willing to sell it for my parts cost (much of which was obtained by FOA at good discounts). Basically, it is comprised of a 1988 Formula platform professionally stretched 3" (it's so good that you cannot tell where the stretch is!), 1996 300HP Northstar engine mated to 1988 Getrag 5 speed (with custom engineered flywheel), Warlock 355 Ferrari body (installed), all new suspension (coil-over in rear, drop spindles in front), all new brakes (my big brake kit), all emblems, new BBS Pinninfaria 17" wheels, much, much more, including many Formula parts removed from donor car. Let me know if you're interested and I will calculate my cost. Located in Montgomery, TX. Bob Nielsen. NielsenR@msn.com.

**1986 Fiero SE 2M6.** I have a 1986 Fiero SE 2M6 I am selling. It is in pretty good condition. I have some after market parts



like, the short shifter, cross-drilled rotor, and the Holley scoop. The seats were re-upholstered and are in excellent condition. The paint is average, excellent for as old as it is. The water pump, clutch, tires (BF Goodrich Radial T/A's), catalytic converter, Master Brake Cylinder, and calipers have all been replaced. It does need a muffler definitely, I am not sure if anything else is needed, it seems to drive fine. We have owned it since it had 27,000 miles on it. It now has 150,000. It is Gold and has, sunroof, ac, 4-speed, and the extra gauges. I live in Lancaster, Pennsylvania. PATRM@aol.com, Patrick Moulds, 717-361-7820

**1985 Fiero. This is an 85 white auto coupe (only 62k original miles!) that we turned into an 85 GT. Has factory sunroof too! Has tan interior w/passenger seat swapped to a tan GT seat. Haven't found a good tan GT drivers seat or seat cover yet. Needs very little to finish and it runs and drives great (w/4-cyl currently in it). Plop in a V6 and you have one helluva an 85GT Fiero. Has dual GT exhaust, GT sails, GT leather steering wheel and leather auto shift knob, all correct GT emblems, horn button, gauges, etc., etc. We just had transmission coolant lines replaced on both sides also.**

By looking at it, you can't tell that this is not an 85 GT. The only give away is in the engine compartment, which can easily be remedied :o) If you want to keep the 4-cyl in it, we have put in new upper gaskets (valve cover, head, exhaust manifold, etc.), new lifters and more too numerous to list. Have moved on to other Fiero projects that need to be done by summer for shows, so our loss is your gain.

I can e-mail pictures to anyone interested and will try to get some up on this site soon. We also have an awesome 86 up there for sale right now for only \$1400.00!! First \$750 cash on this 85

drives this baby away! You can reach me at 603-643-3431 ext 247/day or 603-675-9193/evening or steve\_kelley@hhs.dresden.k12.nh.us. It is in Plainfield NH near Dartmouth college. Just swing by and check this baby out and you can drive it home for less than a fraction of what the parts on it would cost you to buy separately.

**1988 Fiero GT** red 5 speed for sale. Many new parts and car is in very good condition. The car is in Northeast Pa. I am asking 5,900 for it. Check it out on my web site at <http://members.tripod.com/onefineld9/id1.htm>

**1988 Fiero GT**, Black, 5spd, beechwood interior, leather, 45K original miles, all options except sunroof-sub-wing. Has minor right rear damage with rebuildable title. Have all parts necessary to rebuild except sail panels. \$2500 or best offer. I am located in St. Louis. E-mail

[samorris@mailcity.com](mailto:samorris@mailcity.com)

**1986 Fiero SE V6.** Automatic, red. Excellent parts car. Driven daily with love for 10 yrs. Gave constant attention till son wrecked it summer 2000. Rebuilt engine only 9K miles, tires only 8K. Many, many new parts in last yr. Make offer. East TN, 865-429-1471. Tom Salvetti, [tsalvetti@cs.com](mailto:tsalvetti@cs.com) (2/9/01)

**1985 Pro Street Strip Fiero.** 2 x 3 chassis, narrowed 8 3/4 rear, Moser axles, 15 x 14 slicks, 6 point roll bar, 2 speed power glide, 5000 ati stall, 383 Chevy, dart heads, custom 1 7/8" coated headers, 3" exhaust, msd ignition, 4 3/4" cowl hood. New black paint. Most factory options have been maintained. Runs and looks excellent. \$13,500.00/obo. Call (301) 972-0369 or (301) 349-4400. [Rmillx@aol.com](mailto:Rmillx@aol.com) (updated 3/21/01)

**1987 Fiero**, Maroon, Base model, 4 cylinder, 5 speed, 133k miles. Clutch overhauled

## FREYSINGER PONTIAC

6251 Carlisle Pike  
Mechanicsburg, PA 17056  
(717) 766-8422  
(800) 560-8422

Your Central Pennsylvania  
Fiero Headquarters

**CLUB MEMBERS**

Bring this ad in and receive 10% off  
parts and labor on all Fiero Service.  
(Present at time of write-up)

Ads are free for current members and will run for two issues, unless otherwise requested. Contact Bob Schlag (MAFOA) or Joshua Bumpus (NEFA) – See pages 2 & 3 for addresses – if you have a new ad or would like an existing ad to continue.

1998/11 @ 126k Tires replaced 1999/04 @ 128k Needs new seats, brakes, headliner. As you can see, I haven't driven this much in the past year. It needs work, but it runs! I don't want to sell this to any old someone looking through the newspaper ads; I'm looking for some Fiero enthusiast who wants it for fun or for parts. Located in Rockville, MD. \$1000 / o.b.o. Dave Freitag, dfreitag@denro.com, (301)-840-1597 x197 (work)

**87 Fiero GT**, Silver 5 speed stick, sunroof, a/c, cruise, tilt wheel, power windows, locks, mirrors. Meacham side air scoops, raised wing, custom wheels. 51,000 miles very nice condition. People choice trophy winner (Wisconsin Dells, that was the only time I entered the car). MUST SELL \$5,000 OBO magicdj@yahoo.com

**308 Kit**. I have a Custom CoachCraft 308 kit for sale, everything except the Ferrari wheels and interior leather is included. The base car is a 1987 Fiero SE (V-6, 5-speed, PW, PL, TW, RWD, CC) new: power sun roof, shocks/struts, steering stabilizer, brakes, dog bone, engine stabilizer, lowering springs, poly, tune-up, battery, fuel filter, dew wipes (4), K&N, Accel wires and coil, alarm, power antenna). The fiberglass is laying on the car but not mounted. Exterior upgrades Included (all new) Ferrari emblems, new rocker panels, Ferrari lights & Rodney Dickman front bumper. The interior kit is from Auto Design including complete VDO gauges and wiring harness. A new leather steering wheel with Ferrari horn button and other new parts are included. Everything you need to build a first class 308. This was a father/son project that son has lost interest in. Over \$12,500 invested, asking \$7,000. Pick-up in Plainsboro, NJ (near Princeton) I'll send pictures in separate e-mails. Checkout the WEB site below. I have everything (except the floor mats) they sell for the 308... exterior badges, steering wheel, shifter and the complete interior (uncovered) including the VDO gauges and wiring harness. <http://www.kitcar.com/CR/CRFerrari.html>. E-mail any questions or send your phone number and best time to call. Bill Clark - wclark@nj.com

**1987 Pontiac Fiero GT**. Maroon, 5sp, power everything, 126k miles in perfect running condition. Have trunk scoop, FOCOA

side scoops, and factory sunroof and comes with the factory Service & Owners manual, 22p parts/IL. Many other parts including another 2.8 engine. Many new parts to list. Call for more info. Anyone who has seen this car knows that this Fiero is one awesome GT. \$3500. OBO. Mark Tessier 508-662-5074

**1988 Pontiac Fiero GT**, Low miles, red with Gold rims, leather interior, and much more. \$3990.00. For more info call 508-996-8503 or carole@capecod.net

**1984 Pontiac Fiero** with 1986 GT body with 1988 wheels—225/60/15 in front with 245/60/15 rear. The car has too many mods to mention but I will attempt to list some of them. The running gear, bearings, brakes, engine etc. has less than 18,000 miles. The engine is a 1991 Pontiac Grand AM Quad 4 with a 5 speed. A new ECM, ICM, coil pack, ACM. New fuel pump with a new spare. Oversize brake cal. & disks, steel braided lines, IRM suspension package oversized sway bars front and rear with greaseable hiem joints, new upholstery consisting of everything including headliner. \$150 put into the remanufacture of the factory radio, which includes the EQ. Electric rear view mirrors cruise control, R134 changeover for the air conditioner with \$400 worth of airquipe lines replacing the thin aluminum stock lines. Stainless steel exhaust with Super trap adjustable mufflers. Tinted glass, tires are BF Goodrich T/A and the rears have less than 1000 miles. Shocks are Bilstiens all around. The car has less than 1000 miles since a four-wheel alignment. It is to noted that this car was the IRM in house project car in which I had a part of. The price is \$6500, Rick Mandelson. E-mail: rollingthunder78@juno.com

**1987 Fiero GT**, One owner - I ordered this car from the factory in 1987. Always garaged or covered. 2.8 liter V6 - mid-engine design. Multi-port fuel injection, 5-speed Getrag transmission (Pontiac added in 1987). 4-wheel disk brakes, AM/FM cassette stereo with subwoofer system (factory), Air conditioning, Cruise control, Tilt steering wheel, Sunroof (removable and stores under hood), Power windows, door locks and mirrors, Delay wipers, New (less than 5,000 miles) Goodrich Comp T/A tires. Only 48,000 original actual miles. This car is

all original, runs great and is in excellent condition mechanically. The interior is nearly like new with no wear or tears in the seats. You won't find many Fieros in better condition. Valued at over \$6000, asking: \$4,200. Call Jay Bailey @ (508) 286-2280 (OK to leave message) or email at jaybailey@mediaone.net

**Blue 1987 Fiero Sport Coupe**. Excellent Condition. Original Owner, Garage kept, 94,000 miles, Runs Great, 5 speed Manual transmission, 2.5 liter 4 cylinder, AM/FM Cassette stereo, Removable sunroof, Pictures: <http://members.aol.com/Blue87Fiero>, \$3000 or best offer, Call Randy 410-908-8338

**Mera #8147** (#147 of 152 listed in the Mera registry), 308 style body conversion by Corporate Concepts on one of the last 1988 Formulas (built): Acquired new in March 1989 from Courtesy Pontiac (Longwood, FL) for \$26,500. Over \$6,000 in improvements were added by 1995. Mileage: 13,026. Always garaged, consistent show winner. Car is located in Texas. Looking for reasonable offer. Send mailing address or call for color brochure and list of features. Bob Nielsen. (936) 582-1046. NielsenR@msn.com

**1984 Pontiac Fiero SE**, The car has 150,000 miles, power windows, automatic transmission, 2.5L 4-cylinder, and a sunroof. I put new tires on, new brakes, new struts, new alternator, and a few other odds and ends. I am asking \$1,350 for it. Adam Kerchner, Glen Rock, PA, (717) 235-5375, supd00d@hotmail.com

**White rear fastback clip** and deck lid. \$200 firm! Or trade for installing a V6 into an 88 at Kick Hill. The rear deck lid has tape over the wing holes to protect them. Steve Kelley. Steve\_Kelley@hhs.dresden.k12.nh.us

Parting out complete '84 Fiero SE, red, all body and mechanical parts good. Make an offer on anything you need. E-Mail toddashjr@cs.com

Parting out **1985 Fiero Sport Coupe**, White with Tan interior. 4-cyl, auto. E-mail me with parts needs. badgoat@gwi.net, Charlie & Rose Huntington.

I still have a few sets of new **ANSA Turbocompressor Resonator** Dual Exhaust Tips that were made for ANSA's intended Fiero dual free flow exhaust system (project cancelled in 1988 when the Fiero was

discontinued). Same quality as those ANSA makes for Ferrari, Lamborghini, etc. Super good looks. Made to bolt in on any dual exhaust Fiero. Also absolutely necessary to keep proper exhaust back-pressure for oxygen sensor if the muffler is removed. Set of two (left and right) for \$139.50 + \$10.00 shipping within US. Bob Nielsen NielsenR@msn.com

**Factory Sub-Woofers**, driver and enclosure only. Will sell cheap. Best offer magicdj@yahoo.com

Brand New **Fiero Floor Mats**. Grey, w/ Fiero logo stitched. Paid \$75.00 will sell for \$50 magicdj@yahoo.com

Leather wrapped **Steering Wheel** out of 86' GT dark grey/ black. Upper portion needs to be re-wrapped. Will sell cheap. magicdj@yahoo.com

I have a **92 Quad 4** motor and automatic trans on a 1985 Fiero cradle for sale. This uses the IRM kit and is ready to install in your Fiero. Comes with exhaust and axles and complete harness ready to plug in. Also have the original instruction manual. This is the motor that was in my car at The past Carlisle show. It's painted red and black and has a Jet Hot exhaust manifold. Motor is High mileage but still runs strong. Asking price is 1000 dollars. Earl Sessions (LILDV1L@aol.com) Waldorf, MD

Two complete **headlamp door assemblies** with motors. Factory painted white out of a 86 Fiero in good condition. \$150.00 for both. Markp@belvac.com

**Parts for sale** Denny Lambert (dlambert@epix.net) Pair of 84/85 speaker seats with speakers, gray, driver's seat desperately needs recovered, spring cover and recliner handle missing, passenger seat in excellent condition. \$75 obo. 84/85 (will fit any year) standard steering wheel, excellent condition, charcoal. \$15 obo. Standard AM/FM Stereo radio (no tape). \$20 obo. Standard 235-degree fan switch, used, good condition, V6. \$10 obo. NEW LOWER PRICE!! Brand New SE Sail Panel WITH FRAME, passenger side ONLY. \$100 firm. Used excellent condition SE SAIL PANEL, driver side, NO FRAME, will need double-sided foam tape to install. \$30 firm.

One pair 1987 **2.8 cylinder heads**. These are in excellent condition. Came from a

SE with a blown bottom end. I believe these could be bolted on and used as is. One automatic transmission from a 1986 GT V6. This is from a car that hit a tree at 57,000 miles. (I bought the whole cradle to get the engine) I also have the flywheel if needed. Contact: George Mudd to discuss price and delivery if interested. Located in Baltimore. For additional info: 410-335-6622 or email to yellowformula@hotmail.com (5/2/00).

Wanted **1988 Mera**, automatic, any color, prefer the car to be in great condition, if you have one of these e-mail me thanks, Paintstallions@hotmail.com

I am looking for a white, fully loaded **1988 Fiero GT** in great condition with low miles. The options that I would like include a manual transmission, spoiler and sunroof or t-tops. Unifalcon@aol.com (3/18/01)

Wanted...**88 Fiero GT** w/ 5spd and spoiler in good condition. I am open to additional options but the more the better. Color preferences are (exterior) black, med. red metallic, silver or others. Gray interior and black wheels. Cars priced at under \$5,000 will be considered. Low mile high priced 'collector' cars will not be considered. Please e-mail me with any info or inquiries ASAP. FIERO88FEVER@webtv.net Rick Hutchins (S.E. Pa.)

Here are some **parts I need** for my new '88 GT T-Tops. All must be in mint or near mint shape. Front license plate bracket (for aero nose of course). Sunvisors for '88 tan interior. 4x10 speaker covers. Passenger side map pocket. GT leather steering wheel. GT leather shift knob. Thanks a lot, Jeff S. Baltimore, MD - MAFOA, <http://www.geocities.com/motorcity/track/3487>

**Mirror Control Repair Plate** - Reinforcement backing plate repairs broken-out remote control bezel on driver's door mirror. Kit includes instructions, plate, extra bezel nut, & two extra door panel clips. Send \$8.55 to Tom Derr, 248 Indian Creek Drive, Mechanicsburg, PA 17055, or phone (717) 763-5748.

**Fiero Literature, Toys & Parts** - Over a 1,000 items cataloged. Brochures, Owner's Manuals, Workshop Manuals, Magazines, Ads, Pamphlets, etc.; Models, Die Cast, Pull-back Fieros, Slot Cars, Matchbox, Hot Wheels, etc.; Body parts, wheels, sunroofs with new

fittings/clips, ash tray covers, specialize in interior parts/steering wheels/glove box consuls. Tom Derr (717) 763-5748. Harrisburg, PA.

# POCI Show in Reading



**by Bob Schlag**

We had a GREAT turnout at the POCI show on September 23. There were thirteen (YES, 13!) Fieros in the stock Fiero Class, and NINE Fieros in the Modified class. There were also six “other” cars in the mod class. So, including the “just visiting” Fieros, there were 26 Fieros in a show with a total of 73 cars. That’s over a third of the entire show! (BTW, these numbers are my observation, not official numbers.)

The POCI folks were so impressed that they agreed to make two stock Fiero classes next year, as well as a separate Modified Fiero Class. This is cool, as no other model has it’s own Mod class this year.

We also found out that the Keystone State Chapter of POCI has it’s 2002 shows pretty much planned. The Spring show will be in Pottsville, PA, and the Fall show will be back at AW Golden in Reading. No dates that I heard yet.

OK, what you’ve all been waiting for, the winners. Congrats to all:

**Class H, Fiero**

1. Veronica Houck
2. Frank Sombers
3. Mark Hoagland
3. Jim Gilbert

**Class J, Modified**

1. Denny Lambert
2. Jason Haughey
3. Dave Horst

**Longest Distance Traveled**

Joe Rebilas, from State College, PA

Special thanks go to Jen Gilbert, Joe Rebilas, Denny Lambert, and Bruce Walters for volunteering to help vote. That also helps our image with the POCI folks.