

# FIERO PRIDE

July 2014



Joint publication of the New England Fiero Association and Mid Atlantic Fiero Owners Association



## COLLECTOR'S GUIDE\*

Submitted by: Bruce Homeyard

\*It is thought that this article was first printed in the NIFE magazine

*With its stylish body, fine handling and zesty power,  
the Fiero V6 is truly an enthusiast's car*

By Jeff Koch

Photos by Frenchie Butler

## The Fiero Years 1984-1988

By Jerry Antunes

In the early 1980's, when Hulki & staff were working on the Prototype Fiero, others were hard at work in their chosen fields. I've done a little research into other things that were going on in this country. Here are a few examples:

### Technology

Sony & Philips Consumer Electronics introduced the Compact Disc in 1980.

In 1982, the first ever album on a CD was released. It was Billy Joel's "52nd Street." In 1983 Motorola unveiled the DynaTAC8000X, the first truly portable cellular phone.

Then by the time the Fiero was ruling the car market, there was the Apple Macintosh, introduced in 1984. It was the first commercially successful personal computer. It featured graphic user interface & a mouse. Windows, also offered the function of a point-and-click mouse, entered the market in 1985.

Pontiac had been gunning for its own two-seat sporty car from the DeLorean days onward, but it wasn't pushed seriously until the late 1970s. Between government-sponsored fuel economy requirements & the gas shortage that brought those regs on in the first place, Firebird sales were slipping fast. The thought of a sporty-looking two-seater commuter car that could get excellent gas mileage led Pontiac to create what was known internally as the P-car.

Thanks to money crunches, the Fiero was a car of compromised desires. Enthusiasts were hoping for this to be a rip-roaring sports car, but due to tight purse strings in the early '80s, Pontiac would never fund such a project unless it was a commuter car. On the other hand, if off-the-shelf components (like Citation and Chevette suspensions) were used, the car's looks would promise things it couldn't possibly deliver. The only hope was to introduce it as a commuter vehicle & refine the basic package as time went on.

The fantastic plastic-skin-on-steel structure was a technological calling card & a had mark of the car's innovation that remained throughout its production.

Continued on Page 3

Continued on Page 3

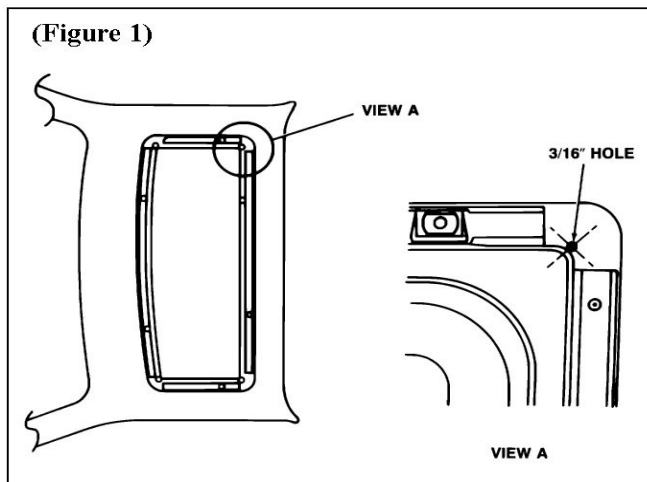
Tech articles are found on The Fiero Store website [www.fierostore.com](http://www.fierostore.com). The Fiero Store is not only a storehouse of information, but also a go-to-place for items we need to keep our Fieros on the road.

This month we will showcase

## Sunroof Water Leak Bulletin

1984-86 FIERO (WITH AD3) Conditions, which contribute to water leaks on 1984 to 1986 Fiero sunroofs, can be repaired by adding drainage holes to the plastic roof outer panel & replacement of hardware nuts at the hinge & latch locations on the glass panel. This bulletin contains procedures for the addition of holes to the plastic roof outer panel, description & part numbers of new hardware nuts as well as proper sealing patterns for weatherstrips (if weatherstrip replacement is necessary). The addition of holes provides a water drain system & are to be drilled through the Plastic Roof Outer Panel Only. The holes are to be located in all four (4) corners of the weatherstrip mounting area. Figure 1 shows the location of the holes with the weatherstrip removed for illustrative purposes. The recommended procedure for adding holes to the roof outer panel is as follows:

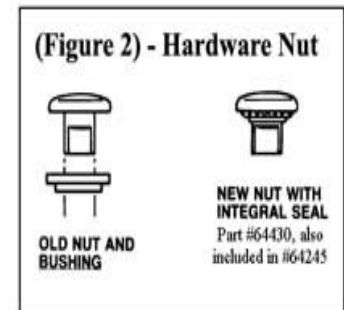
1. Remove the sunroof glass assembly from the vehicle & place on a clean work surface.
2. During the following drilling operations, it will be necessary to hold the weatherstrip out of the way to prevent damage. Using a drill and 3/16" drill bit, drill one hole (through the plastic roof outer panel only) in each corner of the weatherstrip cavity as shown above in Figure 1, **view A**.
3. Reinstall the sunroof glass assembly to the vehicle & water test to insure an acceptable repair.
4. After water testing, remove the sunroof glass & dry the roof inner panel by blowing compressed air through the holes in the roof outer panel. Apply a



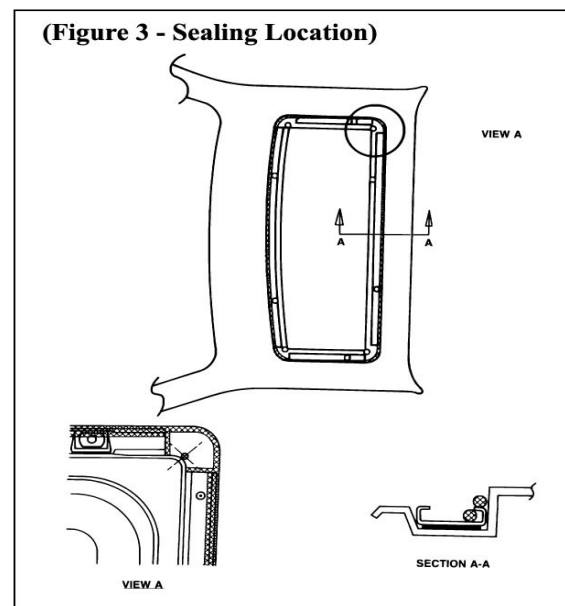
small amount of GM P/N 1052856 anti-corrosion compound (or equivalent) through the holes in the roof outer panel to protect the metal roof inner panel from corrosion caused by damage done during drilling operations.

If water leaks are noted at the hinge & latch locations, a new hardware nut is now available & provides improved appearance & sealing. The new hardware nut has an integral seal & no longer requires the use of bushings (**Figure 2**). The nuts come in hardware kit part #64245 or is available separately as part #64430.

Due to the lower profile & improved appearance, the new nut should be used in all locations (hinges & latches) when service operations on sunroofs are performed. If the sunroof opening weatherstrip is damaged & requires



replacement, it is important that the weatherstrip be properly installed & sealed to the tracks & body panels.



**Communications**

Then by the time the Fiero had become automotive history, The World Wide Web was developed, (1989) by computer scientist Timothy Berners-Lee.

**Just Some of the Inventions of 1984-88**

- 1984 DNA fingerprinting
- 1985 Windows operating system
- 1986 The disposable camera
- 1987 Disposable contact lenses
- 1988 High-definition television

**Some Popular Feature Films 1984 – 88**

- Ghostbusters (1984)
- Indiana Jones & the Temple of Doom (1984)
- The Terminator (1984)
- The Karate Kid (1984)
- Back to the Future (1985)
- Rambo: First Blood Part II (1985)
- The Color Purple (1985)
- A View to a Kill (1985)
- Ferris Bueller's Day Off (1986)
- Little Shop of Horrors (1986)
- The Color of Money (1986)
- Top Gun (1986)
- Dirty Dancing (1987)
- Fatal Attraction (1987)
- Lethal Weapon (1987)
- Good Morning, Vietnam (1987)
- Beetlejuice (1988)
- Crocodile Dundee II (1988)
- Die Hard (1988)
- Who Framed Roger Rabbit (1988)
- Mystic Pizza (1988)
- TheRain Man (1988)

However, some questioned it as being unnecessarily heavy & complex. Wouldn't all-metal weigh much as plastic with metal reinforcements and be cheaper to boot! Maybe, maybe not. But considering the fact that GM has gone on to use this system in its minivans the F-body cars & the Saturn--we can safely say that was a pioneering achievement.

The car was small enough & stylish enough to make people expect far more than it could initially accomplish. With a short 93.4-inch wheelbase, a 68.9-inch width & a low 46.9-inch roofline, it certainly seemed to warrant great performance promise. Similarly styled cars--the Fiat X119 & the Toyota MR2, to name two--certainly lived up to the performance expectation of their leadfoot GM was selling all it could make.

Fiero 2M4 exploded onto the scene in the fall of '83 & found 136,940 buyers in its debut season. Considering that the Pontiac marketing types were aiming for 50,000 to 60,000 buyers, you can imagine their elation. A highly modified Fiero was chosen to pace the 1984 Indianapolis 500. That car featured a 2.7-liter Super Duty engine, custom bodywork, an over-the-top "Fi-Air-O" air scoop, custom rims & more. The image of performance was there, even if it couldn't be had on the streets (yet).

If so many people bought the car with just the ancient 2.5-liter Cylinder Iron Duke (later called Tech IV) Four, how many performance it fans would turn to the car when it had a hotter engine!

**THE V6 ARRIVES**

Performance fans found their joy a season later, when the GT was introduced. A 2.81liter V6 engine rated at 135 horsepower (though output was always at least 140) was the CT's only engine, although last year's choice of 4-speed stick or 3-speed slushbox remained as the tranny options. (The 5-speed available in the four-cylinder '85s couldn't handle the torque that the V6 pumped out).

At least Pontiac's tuning of the corporate V6 eked out more power than any of the other divisions could at the time, thanks to the shiny red intake runners & other tweaks. Dual exhaust was part of the package, as was revised body styling that aped the Indy Pace Car's. A slightly humped rear decklid was included for intake clearance.

The Pace Car's rear spoiler was--and forever would be--optional on the GT. Color choices--red, white, black & Light Gray Metallic--were carried over from the previous season.

The WS6 handling package tried to cover the suspension's lowly roots with revised control arms for more travel, as well as stiffer springs, revalved shocks & more. Fourteen-inch Hi-Tech wheels on 215/60 Goodyear Eagle tires helped out as well. The interior stayed largely the same, as it did throughout the Fiero's life, with just fabric & detail changes to separate the years.

All Fieros were eligible for the optional V6, not just the GT. Base cars received a "2M6" designation, while SEs were not specifically adorned.

Car And Driver got their 85 GT to hit 0-60 mph in 8.2 seconds, while tripping the quarter-mile lights in 16 seconds flat. Top speed was a respectable 119 mph.

In 1986, Pontiac took away the GT's standard V6, but left everything else & called it SE. A new GT was introduced midyear. It received new rear styling--the squarish roofline was replaced with hatchback-esque sail panels with full rear quarter windows. But this was an illusion; the engine cover remained as is. Taillights grew to taller, wraparound lenses with a reflective "Pontiac" callout in the center. The bodywork & new 15-inch "diamond spoke" rims were GT exclusives. Color choices grew to five: Silver Metallic replaced Light Gray Metallic; red became Bright Red; & Gold Metallic was an all-new hue. By midyear, the long-awaited Cetrag/Muncie 5-speed arrived.

For 1987, changes were minimal. Base cars received new front & rear fascias, & all cars got larger 12-gallon gas tanks (up from 10.2). Medium Red Metallic replaced Bright Red, & a new Bright Blue Metallic was added.

A \$30 million, fully independent Lotus-designed suspension graced the 1988 Fiero's chassis, which finally let the car live up to its performance promise. Shorter spindles, smaller scrub radius, reduction of: kingpin angle, longer A-arms & a 28mm anti-roll bar replaced the Chevette pieces at the nose. A new subframe with different attaching points, a three-link design, lower spring rates & a 22mm anti-roll bar did away with haggard old X-car pieces out back. A new model, the Formula, was introduced; it used the low-line body panels (including the roofline), but had

full GT running gear & included the snazzy rear spoiler standard (it was optional on all other cars). T-tops were introduced as an option. Bright Red returned & Bright Yellow debuted, though Bright Blue was dropped, leaving it a one-year-only color.

Sadly, Fiero was axed at the start of 1988, making this orphan a beloved memory. Sagging sales couldn't justify continuing the car any further. Fiero never matched its first year sales peak, & a 1987 recall affecting 1984 cars that were prone to engine fires may have sealed its fate. Ideas for turbo engines & using aluminum instead of steel for the understructure never came to fruition, & a 1990 redesign was stillborn.

## PRODUCTION

A total of 370,167 Fieros were built during the car's problematic five-year life, with an estimated 300,000 still on the road. The V6 lives in 110,820 of them--roughly every third car had it. When you consider that 130-odd-thousand were built in '84 when a V6 wasn't even available, that shoots the V6 totals to about half of Fiero production for the years it was available.

Total GT production topped out at 63,010. All 5,643 Formulas received the V6. A total of 42,167 V6-powered base cars & SEs were built, though separate production breakouts weren't available concerning how many of each.

Many Fieros have been imported to Europe--officially & otherwise--though generally these are four-cylinder cars, since the price of gas is so dear over there. The Dutch, in particular, seem to be fascinated by them.

## DECODING THE VIN

The typical Fiero VIN looks like this:  
1G2PG119\*JP200001.

This example VIN represents a 1988 Fiero GT. All V6 Fiero VINs start out with 1G2P. 1G2 is the Pontiac code, & the P (fourth digit) is for the P-car (Fiero) designation. The fifth digit is a model code (E: coupes & Formulas; M: Sport; F: SE; & C: GT). Digits six & seven are body style codes. For '87 & '88 Fieros, 11 stands for a two-door coupe; earlier cars have a 37 code. The engine code is the eighth digit: if the

Continued from Page 4.....Collector's Guide

car has a V6, the eighth digit will be a 9. The ninth digit, represented here by the asterisk, is a check digit & may vary. The 10th digit is the year: E=1984, F=1985 & so forth. The letter I was skipped over for 1988; those cars have a date code. The 11th digit, P, is the plant code--Fieros were all built at the Pontiac plant in Pontiac, Mich. The last six digits are the sequential serial number starting with 200,001.

There is no great danger of buying a "nonoriginal" Fiero, such as a V6 car that started life as a Four. The conversion simply isn't worth it--too many wiring & computer changes--although those who are into Fieros can tell you of Quad 4 swaps, V8 swaps, 3.4 DOHC swaps & more.

#### PROBLEMS

Magazines moaned about the Fiero's spotty paint quality throughout the car's life, but at least the skin wasn't susceptible to rust. The pre-'88 cars had the Chevette front end, and larger tires to mask the suspension's shortcomings, which often makes them handle oddly. (Luckily, there's a small but healthy aftermarket to improve early cars). Also, improperly rebuilt 2.8s have been known to stress-crack, so check for oil in the antifreeze & vice versa. The American Engine Rebuilder's Association has issued advisory bulletins on the matter. The sturdy metal under-structure should be checked only if the car lived its life in a high-salt area.

#### THE SKIN GAME

Because of the removable body panels, the Fiero became popular kit-car fodder toward the end of the '80s. The Ferrari 308GTB style MERA is just one example of this. Convertible conversions were not uncommon, either. Florida & Arizona have large concentrations of these custom-bodied cars. Of course, customizing & personalizing is a hallmark of the old-car hobby, but factory-original cars are inevitably "worth" more on the open market.

#### PRICES

Fiero-mania seems to be gaining, so now would be the time to get in on them before prices get really out of hand. Four-cylinder Fieros are still available on the used car lots of small-town America for relatively low prices. They're old enough to have depreciated fully.

But the GTs are a different matter. The 1988 cars are

the most desirable of the lot. They've got the suspension upgrades that remove the weakest link of an otherwise fine car.

Other than that, look for T-tops (just 1,251 made), WS6 cars, 5-speeds, leather seats, the driver's lumbar seat (1988 only) or rare paint colors like Bright Yellow or Bright Blue. Better still, find a combination of the above. Most people who bought cars like this know what they have; many are low-mileage & well cared for. It's tough to touch an '88 GT for less than \$8,000. Those that are cheaper usually have high mileage or are beat up. Or, if you're lucky, it's owned by someone who doesn't know what they have.

Low-mileage, high-option '88 GTs can bring close to \$20 grand. (Not bad for a car that sold for \$14,000 less than 10 years ago!) Formulas are usually a few thousand less than GTs, but more than SEs. Nice '86 cars will run you in the five grand area; used-car lot finds should again bring a grand or two less than that. Indy Pace Cars are also a good investment--especially one of the 200 4-speeds-- but remember, they're four-cylinders. For driveability, only the V6 will do.

*An accurate, current & complete price guide is kept by Paul Vargyas of NIFE.*



*"On Sunday, June 22, the Fiero community suffered a great loss when Mike Mayer, MAFOA VP from 2007 - 2013, passed away. Our thoughts are with his widow, Nancy, and family. Stay tuned for our August issue for an extended tribute to Mike."*



## ***What's Happening – 2014***

**July 12** – NEFA Annual Picnic. This year at the Randolph house in Coventry, RI.

**July 12 or July 19, 2014** - MAFOA Sponsored Car Cruise. Postponed - Date TBA.

**July 27, 2014 – Autos of the World Car Show** – Goddard State Park, Warwick, RI. One of the largest shows in the New England area. <http://autosoftheworld.us/>

**August 9, 2014 – Annual NEFA Swap Meet – @ the Fiero Store**, 60 A Progress Drive, Manchester, CT. 11:00 am – 3:00 pm. Check out the flier on the last page of this newsletter.

**August 10, 2014 - 9<sup>th</sup> Annual Street Car Cruise** – Putnam, CT. Great cars lining the streets of Putnam, CT. Restaurants and shops are open. Burnout pit. Just a fun day enjoying the car hobby.

**August 30, 2014 - 49<sup>th</sup> Annual Duryea Day** - Boyertown Museum of Historic Vehicles, Boyertown, PA - (This is a MAFOA-Supported Event) <http://boyertownmuseum.org/category/duryeaday> \$10.00 registration includes shuttle to the car museum.

**September 20, 2014 - Fall Fiero Show at Neffsville, PA.** Check out <http://www.mafoa.com> for more information.

**September 19-21, 2014 – A Pontiac Celebration**, Warwick, RI. Great show! Great weekend! Great location! Great turnout at the 2012 show. Pass the word. Let's have even more Fieros on the show field for the 2014 show. Raising money for two great charities is the icing on the cake. Mark your calendars. Download the flier front and back pages: <http://fieropride.com/images/activities/PontiacCelebrationFlyer2014Front.pdf> <http://fieropride.com/images/activities/PontiacCelebrationFlyer2014Back.pdf>. **Update:** Fiero Jon is graciously donating some Fiero parts for the raffle tent. Be sure to check the raffle tent out and bid.

**October 5, 2014 – Fort-Adams-in-the-Fall-Car-Show**, Fort Adams park, Newport, RI. Check out [www.fortadams.org](http://www.fortadams.org) to see this historic location overlooking Narragansett Bay and Newport Harbor.

***More dates & activities to be added***



### **Just a teaser :)**

**MAFOA thanks our generous Fiero vendors and Fiero friends for helping to make the Fieros At Carlisle 2014 show a success. Stay tuned for full cover of the show in the September FieroPride.**

**[FieroJon's Parts and Service](#)**

**[The FieroStore](#)**

**Bruce Homeyard**

**[Freysinger GMC](#)**

**Tom Sennick**

**[Rodney Dickman](#)**

**Tom Harding**

**[Mr. Mike's](#)**

**[FieroSails by Paul McKibben](#)**

## ***Classifieds***

### **Fieros:**

**1984 Fiero coupe** - 4 cyl., automatic, 37,507 miles. New fuel pump. Runs & drives, but needs some work. In PA, between Johnstown & Indiana. Asking \$1000 OBO. Contact Nancy @ [crudballcat@gmail.com](mailto:crudballcat@gmail.com). Check the classified section of the Fiero Pride website for pictures – <http://fieropride.com/>.

**86 SE** - 80K miles. Great shape, garage kept for many years, but now outside. Metallic Gold color, Sun Roof, V6 2.8L Engine, AC, rounded nose, spoiler, manual shift, fun car. Moving from NJ & would like it to go to someone who will appreciate it. Call Sue Flynn's cell phone: [610-529-5849](tel:610-529-5849). Please call me asap. You can email her at: [sflynnnj@gmail.com](mailto:sflynnnj@gmail.com).

**88 Pontiac Fiero GT** – <http://newlondon.en.craigslist.org/cto/4419144921.html>.

**1984 Fiero SE** - Runs great & looks great. All original except has a new gas tank & other new parts. Car is in CT about 1 mile from Mohegan Sun. If you interested, call Bob @ **860-848-9024**.

**Fiero T-Top** – Ray Paulk obtained this information. Anyone looking to pick up a T-Top...cheap...at least for the T-Tops. The guy has an offer of around \$700. Used T-Top kits go for around \$1,200. The car has been sitting for about 10 years. **Contact: [cfd24f24@verizon.net](mailto:cfd24f24@verizon.net)**. Ray has the T-Top Registration Record & a deciphered list of the RPO codes if you are interested. You can contact Ray @ [88GT@fieropride.com](mailto:88GT@fieropride.com). Ray has no other information about this Fiero. Check the classified section of the Fiero Pride website for pictures - <http://fieropride.com/>

**1987 Blue Fiero GT** - All original & garage kept. Little over 100k miles, 6 cyl, tape deck, power window, locks, sunroof, adjustable steering wheel. Contact Herb Carlson at: **1-757-898-6811**. Asking \$4950.00. Check the classified section of the Fiero Pride website for pictures – <http://fieropride.com/>.

### **Parts:**

**Mirror Control Repair Plate** - Reinforcement backing plate repairs broken-out remote control bezel on driver's door mirror. Kit includes easy to follow instructions, plate, extra bezel nuts, and two extra door panel clips... just in case you break one. \$9.00 covers the kit & shipping. Contact Tom Derr at **(717) 763-5748** or [tom6derr@yahoo.com](mailto:tom6derr@yahoo.com).

### **Fiero Toys, Literature & Collectibles:**

Are you interested in Fiero collectibles? Ray Paulk, **Fiero Toy Box**, has over 500 unique Fiero toys in his personal collection and tons of toys in inventory, but don't expect cut rate prices as most Fiero toys are rare and hard to find. If you are interested you can contact Ray at [Ray@RaytheRealtor.com](mailto:Ray@RaytheRealtor.com).

Over 2,000 items cataloged. Dealer Brochures, Owner's Manuals, Workshop Manuals, Magazines, Pamphlets, etc. Models, Die Cast, Pull-back Fieros, Slot Cars, Matchbox, Hot Wheels, etc.. Body parts, wheels, sunroofs, ash tray covers, many steering wheels, consoles, etc.. Contact Tom Derr at **(717) 763-5748** or [tom6derr@yahoo.com](mailto:tom6derr@yahoo.com).

Cleaning out extra Fiero items. Matt Turner has a mint copy of "The Fiero Press Guide" by Thomas Bonsall? The only time the book was even opened was so that the author could autograph it. They sell at Barnes & Nobles for \$125 without signature. I'd like \$100. Matt also have a Pontiac Fiero windbreaker, size XL in new condition. It was either a dealer item or Matt got it at GM school – Matt worked for a Pontiac dealer - when the 1986 GT's first came out. It's unworn, olive green. He can send pictures. He'd like \$75 for it. You can email Matt Turner @ [Matthew.Turner@peak-ryzex.com](mailto:Matthew.Turner@peak-ryzex.com) if interested.



**NEFA Merchandise & Apparel:** Polo shirts with the NEFA logo embroidered on the left front. Nice quality shirts at a reasonable price. You may have seen a few members wearing these shirts. Check out the TC Promos website and use the drop down button for colors and size options  
<http://tcpromos.com/shop/private-store>

Check out the NEFA website <http://fieropride.com/> and click on the NEFA Merchandise button to view the NEFA T-shirts for size & colors available or the NEFA window sticker for your Fiero at \$1.00 each. And don't forget the NEFA pint glasses. Just the right size for your favorite cold beverage.



## Repair/Painting:

**Andy's Fiero Works**  
*Body repair, painting & reconditioning*



*Making your plastic.....Fantastic*

Milford, NH 603-672-8036 [Fieroworks@comcast.net](mailto:Fieroworks@comcast.net)

Company owned & operated by Andrew Virzi, NEFA's Treasurer

Do you have something Fiero related to sell or have a Fiero related service you want to advertise? This is the place. Send your contact information to:

Gwen (NEFA) @ [pran@cox.net](mailto:pran@cox.net)

or

Jen (MAFOA) @ [Jennifer.G@fieropride.com](mailto:Jennifer.G@fieropride.com).

The FieroPride goes out to a wide audience.

## 21<sup>st</sup> Anniversary Tulley Pontiac, Buick, GMC Show

Submitted by: Roger Coulson

It was a hot, sunny day in the Tulley Group parking lot in Nashua, NH, for the 21<sup>st</sup> Anniversary Tulley Pontiac, Buick, GMC Show. I arrived at about 9:30 am & shortly a few more Fieros joined me. Eventually we had five Fieros in a row in the very large Class F - "1977-present Buick/Pontiac/GMC."

Of the five Fieros, four were members of NEFA. The Fieros present were as follows: Roger Coulson - Black Formula, Tristan Grieve - 87 Blue/Black GT, Ron Yeager - 85 Red GT & Alan Ferris - 85 Red GT. Alan Ferris won 1st place & Roger Coulson won 3rd place. People like our Fieros!



# Swap Meet

**New England Fiero  
Association**

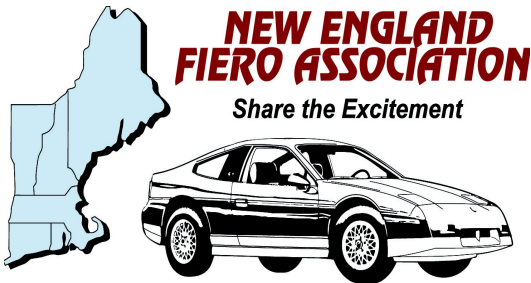
*Raffles*

**&**

*Tech  
Sessions*

**The Fiero Store**

**August 9, 2014**



**Starting at 11:00 a.m.**

Mark your calendars and join NEFA at The Fiero Store's new, spacious location. A great time was had last year. Join us and "Share the Excitement."

Browse the swap meet area. Do you have parts to swap or sell or are you looking for that special part?

## Save shipping charges!

The Fiero Store is offering a 10% discount for all orders paid for or picked up at this event. Call in your order early to make sure that your parts are ready for pickup on August 9

**The Fiero Store**  
60A Progress Drive  
Manchester, CT 06042  
<http://www.fierostore.com>  
**(1-800-343-7648)**

**The Fiero Store**

*The World's Largest  
Source of Fiero Parts*

**Bring a picnic lunch and a chair.  
Water and soda will be supplied.**

*Any questions, contact:*

**Jerry Antunes @ [tunesgma@yahoo.com](mailto:tunesgma@yahoo.com)**

**Bob Aceto @ [rpaceto50@aol.com](mailto:rpaceto50@aol.com) or**

**Gwen Randolph @ [pran@cox.net](mailto:pran@cox.net)**