

PONTIAC

FACE CAR
PRECISION DRIVING TEAM

The Blue Streak

1 of 3 GTP Precision Driving Team Fieros Known To Exist

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March/April 2014 ♦ Volume 23 ♦ Number 2 ♦ Issue 140

NIFE NOTES

While Jim is on sabbatical for the remainder of 2014, NIFE Notes will replace the President's Message column. You will find varied topics from the Fiero community in this section.

Beginning on a very happy note, NIFE congratulations are extended to our Art/Web Director, Mike Kroyer and his wife, Amy, on the birth of their first child, Addison. She was born on October 17, 2013 and weighed in at 8 pounds, 3 ounces, and 21.5" long. Everyone is doing very well, albeit a bit sleepy!



Addison Grace Kroyer

We were recently notified of an error listed on page 10 of the September/October 2013 issue of Fiero Focus. The 30th anniversary best in show winner was incorrectly referenced. The correct winner was Tracy Powell who owns an '84 orange Fiero with a fuel injected 460 c.i.d. Oldsmobile engine and 371 blower. Tracy is from Lutz, Florida. Tracy's Fiero is actually parked

11 in the lower right of the September/October 2013 issue. We apologize for this error.

The Dells Run is returning to the Chula Vista Resort for 2014! The dates are May 29 - June 1, 2014. You can make your reservations by calling 888-601-7053. Please see the full write up for this event in the Beyond The Headlights segment in this issue.

We wanted to draw your attention to several of our club websites which include:

- Archived Fiero Focus articles available by NIFE club member Tom Smith. Simply click on the homepage link to view an index of all Fiero Focus articles from June 1995 through November/December 2013. Our thanks go out to Tom for wanting to update this index for club members.

Be sure to view several newly listed "Fiero" videos under the Video Library tab on the home page. We are thankful to NIFE Member Ken Smith for allowing us to link many of his videos to our site.

- Click on the "About" tab and notice at the bottom of the page that there is a link to NIFE in Memoriam. Click on this link to view deceased NIFE club members and read about their accomplishments within the Fiero community. Several are previous board members like Ken Campbell and Larry Hall while others are club members who have made an impact in our community.

Thanks go out to Mike Kroyer, our Art/Web director for keeping our website up to date.

Be sure to mark your calendar for

continued on page 18

Fiero Focus Magazine Awards

Old Cars Weekly Magazine's Golden Quill Award:

1995, 1999-2012

International Automotive Media Award:

Bronze: 2009

Silver: 2003-2006, 2011, 2012

Gold: 2007, 2008



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

*Fiero Focus is a publication of the Northern Illinois Fiero Enthusiasts, Inc. (N.I.F.E.). No copies of any part of this publication may be made, distributed, or sold without prior consent of N.I.F.E. "Pontiac," "Fiero," the Pontiac symbol, and the Fiero badge are all trademarked by General Motors Corporation. N.I.F.E. is not responsible for any information provided herein. Any and all adjustments made or information acted on are done at the sole risk of the individual. All submissions for Fiero Focus should be sent to:
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Membership Update

by Mark Soeldner

Welcome New NIFE Members!

Mbr#	Name	City	ST	Car(s)
1618	Travis Ragen	Lena	WI	86 GT Black
1619	James Mowery III	Lake Villa	IL	84 Pace Car, 87 GT V8 Blk
1620	Timothy Martin	Haskins	OH	86 SC Black
1621	Paul Ackerman	Evans	GA	87 GT
1622	Charles Bybee	Burnham	IL	85 SE White
1623	Tony Jorgensen	Mukwonago	WI	86 GT Black
1624	Ben Bennett	Tyler	TX	N/A

Thank you to all the members who renewed their membership for another year and a warm welcome to our new members. I'd like to introduce myself to those who I may have not personally yet met. My name is Mark Soeldner, member # 1420. I joined NIFE in April of 2010 after inheriting a '85 Sport Coupe from my mother, which she purchased new. I was asked to join the NIFE board as an assistant in January of 2013. As 2014 begins, I am transitioning into the position of Membership Director. I feel it an honor to take over this position from Paul Vargyas, who had been our Membership Director since 1995. I hope to continue to bring you the same quality and useful information that Paul had for so many years. Please do not hesitate to contact me with any questions, comments or issues that you may encounter. If I do not have an answer right away, I will get one for you, most likely from Paul!

I have attended numerous car shows

Send membership questions and comments to:

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March/April 2014

over the last couple of years, promoting the Fiero and our club as much as I can. I usually post a show I am going to attend on the NIFE Facebook page. I encourage you to bring your vehicle to the shows and support our club and maybe even win a award. I have had fairly good luck. I am always searching for shows to understand and appreciate your enthusiasm for our beloved Fiero. If you are a member who will assign a member to the shows with a sign-up sheet for a club if there is any. Please let me know if you are going to a particular show and I will talk to the show promoters and

NIFE Participation	2013	2012	2011	2010	2009	2008	2007	2006
Number Of Events	15	14	13	16	14	18	17	15
Number Of Members Registered	500	417	401	412	418	528	453	462
Avg. Event Participation	33.3	30	31	26	30	29	27	31
Number Of Members Who Participated	143	112	127	121	125	141	144	172
Number Of NIFE Members	387	388	386	371	360	372	375	400
Avg. Event Participation	37%	29%	33%	33%	35%	38%	38%	44%

obtain an area for our club. As always, check the events page in the magazine and on the web page (fierofocus.com/events) for NIFE sponsored events.

2013 ended with a membership total at 387 versus 388 in 2012, and 386 in 2011. As of late January, our membership stands at 320. I'm sure this number will rise as members renew in this early part of the year and we acquire new members. If you need NIFE club business cards or membership

applications, please contact me. You can use the cards for recruiting new members to our club. I always have a few with me at any given time. Place your (or my) name and phone number on the back of the card. When you see a Fiero, place the card on the vehicle or if the owner is present, give it to him/her. When the owner calls you back, tell them about the benefits of NIFE membership. When you see their name and address on the membership list, you can find the membership

information. We all need to do our part to promote our club and keep it active and growing.

Event Participation By NIFE Members

Each year, our president Jim Hallman, ardently compiles event participation counts by reviewing the event sign-up sheets. Here are these statistics for 2013, which are maintained by NIFE and presented in Fiero Focus for publication.

As can be seen in the graph below, the 2013 statistics show an average of 33 members attending our 15 events; an increase over previous years attributable

to two events: the 30th anniversary show in Indianapolis, which drew 109 NIFE members, and the Indian Uprising All Pontiac Show featuring Fieros, which drew 44. Note that the 500 members who

participated consist of many of the same members at different events. The average event participation may seem low, but keep in mind that many members do not live within a reasonable driving distance from our events. I do hope however that NIFE event participation will grow in 2014.

Mark Soeldner, NIFE Membership Director



Bartemeyer's Bits

by Fred Bartemeyer

Fiero Plant #17 Fiero Team General Store

For this segment of Bartemeyer's Bits, I present a piece of Fiero history that did not get a lot of publicity outside of the actual Fiero Plant #17. Within the plant, a cash sales merchandising store, called the "Fiero Team General Store" was available to the public to purchase items that were merchandised for the Fiero. Any merchandising item that was registered with GM to use the Fiero name trademark was available through this General Store. The store was located adjacent to the main security office at the Kennett Street entrance to the plant as shown (Image 3). A person could enter the lobby, secure a visitor's badge to enter the store and pick up the Fiero items they desired. The store made available items such as the GM Accessory Catalog, clothing, model cars, die-cast cars, a variety of trinkets, and aftermarket accessories like car covers and protective bras for the front fascia. Some of the most unusual and rare items in my personal collection of Fiero memorabilia were purchased at this General Store. I recall being split up in groups to visit the store during the 1986 Fiero Owners Club Of America (FOCOA) Nationals due to the small size of the store and a large group of people wanting to enter.

The store was also an important part of the "team" philosophy utilized at the Fiero plant. Daily work practices were based on team decisions and work

ethic, which were part of the effort to provide a positive work environment at the plant. The plant supervision allowed for the plant employees to take charge of "social" activities not related to actual product production. The General Store, Plant Visitor's Center, plant tours, holiday activities, summer picnics, raffles and other activities like blood drives were all supervised by volunteer committees selected from plant employees. The store was even used as a contact point for a committee that invited Fiero customers to visit the plant. The product they received was up to the expectations. I wonder how many Fieros were sold in the early days of 1984. Some of the activities yielded monetary proceeds that were used to support projects and amenities to benefit the population of the plant. Costs associated with parties at Thanksgiving, Christmas, summer picnics and

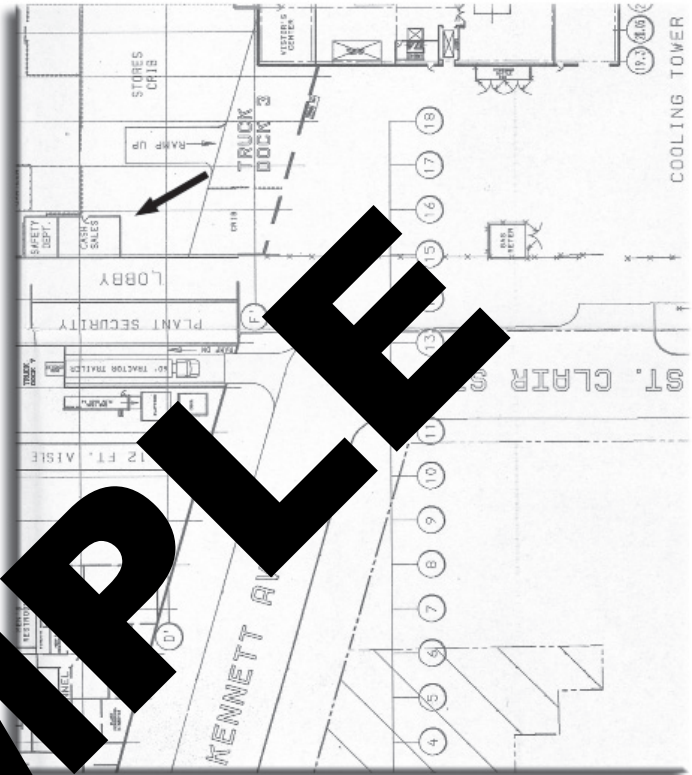


Image 3 - Fiero Store Location

other special plant events such as quality index awards were paid from the funds these volunteers generated.

While this segment may be shorter than my normal column, the information contained is written based on an interview with a plant employee who worked as a volunteer in the General Store and served on several

Image 1 - Entrance (L), Image 2 - Merchandise (R)





Item #	Description	Color	Size	Qty	Price
7000	Men's Heavyweight V-Neck Sweater Saddle Shoulder, 100% Cotton Acrylic Long Sleeves EMBROIDERED LOGO	Natural, Red, Black	S-XL	1	\$27.00
85005	Sweatpants Spring Card Waist, Elastic Ankles, 50/50	Gray, Lavender, Red, Island Blue, White, Black	S-XL	1	\$12.95
6005H	Adult Hooded Pullover Raglan Sleeve, Muff Pocket, 50% Cotton, 50% Polyester	Pink, Island Blue, Raspberry, White, Island Green	S-XL	1	\$18.95
3000T	Tote Bag, 12 1/2" x 14", 8 Oz. Canvas Material	Natural		1, 3	\$6.00
1000C	Baseball Cap, Foam Front, Mesh Back	Poyal, Red, Black, Black/Silver		1, 3	\$4.95
	Embroidered Patch	Assorted		1	\$3.00
	Coffee Mug	Assorted		1	\$7.00 3 for \$14.00
	Key Ring	Assorted		1	\$1.50
	Car Insulator	Black, Red		1	\$1.75

Mail Order Prices

Image 3 - Fiero Store Catalog Pages

of the committees to organize events designated specifically for the good of the entire plant population. Many of these interviews that I strive to conduct yield information that is not recorded and will be lost if the effort was not made for the sake of preserving Fiero history. On a side note, the interview for this article divulged a very small detail about the article that I wrote for January/February 2014 Fiero Focus Issue 139. In that issue, Image 4, showing artwork drawn on

an unidentified wall within the plant has been identified as the inside of the cafeteria commons area. Hope for soon, another trip to Pontiac, MI will be made to retrieve bricks from the Fiero plant.

of bricks was originally scheduled around Thanksgiving, but the cold and excessively snowy weather in Pontiac, MI has delayed demolition efforts. My trips to Michigan always end up with a schedule full of new Fiero items and stories to further my research.

Fred Bartemeyer, NIFE Member
fbartemeyerjr@gmail.com

The Fiero Store
SPOTLIGHT
Fiero Club Edition

Aero Style Front Air Dam

The Fiero Store has now reproduced the... under your factory aero/GT style front fender... often damaged by curbs due to its low ground clearance. Mounting holes will need to be carefully measured and drilled before installation. Fits: 84 Indy, 85-88 SE.

60670 Aero Front Air Dam \$39.95

84-88 GT Decklid Lock Assembly

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

59910 86-88 GT Decklid Lock Assembly \$69.95

84-88 Battery Tray Package

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

50254 84-88 Battery Tray Package \$89.95

84-88 Interior Rearview Mirror

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

57664 84-88 New Rearview Mirror \$39.00
57664U.875 84-88 Used Rearview Mirror (w/ 7/8" post) \$20.00
57664U.100 84-88 Used Rearview Mirror (w/ 1" post) \$20.00

V6 Filter Package

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

52118 V6 Filter Package \$36.95

84-86 Front License Plate Bracket

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

64283 84-86 Front License Plate Bracket \$35.00

Fiero Storage Bag

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

50955 Fiero Storage Bag \$29.95

Black Polyurethane Bushings

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

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

Stainless Fuel Lines

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

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

www.fierostore.com Toll Free Order Desk: 800-343-7648 Customer Support: 860-645-1837



Tech From Ray's Desk

by Ray Dyreson

Just For Starters

The topic for this issue is the Fiero starter. No matter how big an engine, or how shiny the paint; if the engine doesn't start, the car isn't much fun. The starter has a tough life, hidden from view next to the hot exhaust, soaked with oil drips and sometimes splashed with cold water. It soldiers on for years and then you turn the key to start and it just clicks, whirrs, or worse yet, makes no noise at all.

The starting system consists of the battery, connecting positive and ground wiring, ignition switch and wiring, neutral/park safety switch for automatic transmissions and clutch switch for manual transmissions, and the starter. The battery supplies the electrical power to make it all work and must be able to supply a lot of power for a sufficient period of time to start the engine. This power has to travel through the supply wires and connections to the starter, then through the engine block, car frame, ground cable and back to the battery.

When the key is turned to the "Start" position, the ignition key switch initiates the process by sending low amp power to the starter solenoid by a switch when an automatic transmission car is in "park" or "neutral", or when the manual transmission car's clutch pedal is depressed. When the power reaches the primary (small) terminal on the starter solenoid the solenoid activates. The solenoid plunger moves and mechanically engages the starter drive gear to the flywheel. When the gear is fully engaged, contacts inside the solenoid close the circuit between the two primary (large) terminals on the starter solenoid. This allows high amp current to flow to the starter and it begins to turn, and turns the flywheel, which is on the end

of the engine crankshaft, resulting in the engine turning over to start. Releasing the ignition key back to the "Run" position cuts power to the solenoid primary terminal and a spring inside the solenoid pushes the plunger back.

This cuts the power to the starter while at the same time pulling the starter gear back away from the flywheel. If the engine starts but you don't release the ignition key soon enough, you'll move the clutch in the starter drive. At least when the engine is at a decent cranking speed.

That's how the system is supposed to work. But what if it doesn't? This

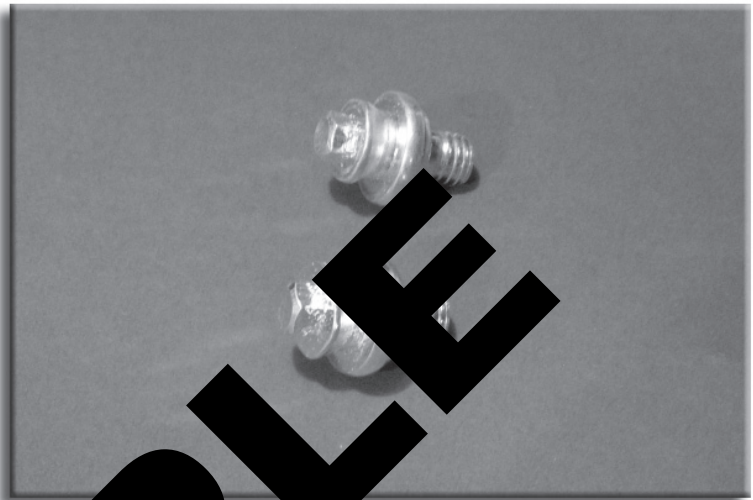


Image 1

to diagnose. It is either a starter drive sticking on the shaft or a bad clutch in the starter drive. In the old days, when labor rates were \$8.00/hour, we used to remove a starter, disassemble it and replace the bad parts; in this case clean and lubricate the shaft and install a new drive; however labor rates now range from \$90.00-\$120.00/hour. Rebuilt starters were not commonly stocked.

Also now there are many different kinds of starters making stocking parts for them more difficult and expensive. As a result, if there is a problem with a starter, the faulty unit will be replaced with a new or rebuilt exchange unit.

If you turn the key and the starter just clicks, more diagnosis is required. First we can eliminate the ignition switch and the neutral/park or clutch switches as power is getting to the primary (small) terminal of the starter

solenoid causing the click. If you have an inductive current tester around the battery cable, it should measure 2-3 amps when the ignition switch is in the "Start" position. As an alternative, test for

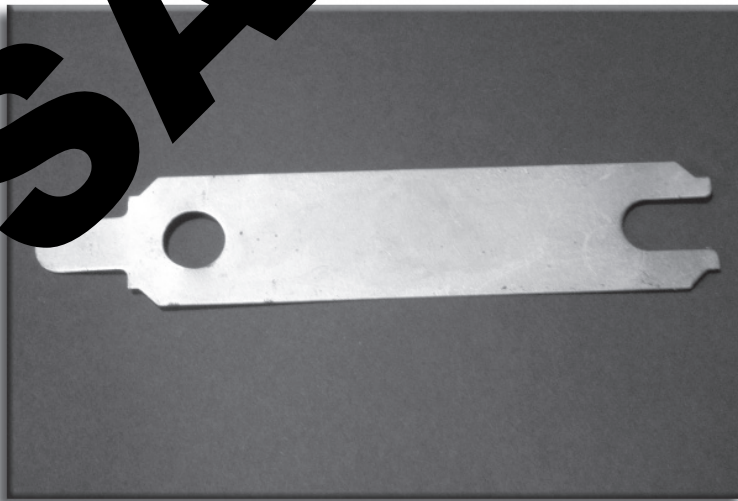


Image 2

depends on what it does do. One failure mode is that you hear a whirring, roaring sound when you turn the key. When you release the key, the whirring noise slows down. This is the easiest fault

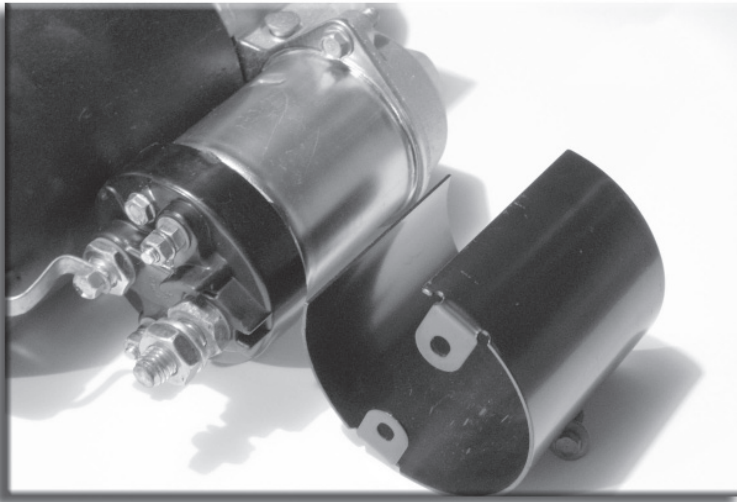


Image 3

12 volts at the solenoid primary (small) terminal instead. Bad solenoid contacts, worn starter brushes, or an open circuit in the armature could be the problem. In this case, replacing the starter is the proper remedy. This condition may also be caused by a weak battery or poor connection. Test the battery with a tester able to load the battery. Some folks say, "I know it's not the battery because the lights come on"; however, the battery may have enough charge to power the lights (approximately 5-10 amps), but not enough to engage the solenoid and turn the starter (approximately 150 amps). It is also possible the battery is fine, but the power is not reaching the starter. The battery can be tested by jump starting the car or replacing the battery. If the car starts, the battery is faulty or the charging system isn't working.

A variation on the slow crank problem occurs when you turn the key and you hear many rapid chattering clicks. Using a good engine will crank slowly a few times and then the clicking begins. This is caused by a battery having enough power to activate the solenoid but as soon as the solenoid contacts close and the starter draws 150 amps, the solenoid current drops and the contacts open again. Now the primary solenoid current rises and the plunger moves and closes the secondary contacts again and the cycle repeats over and over causing the clicking. A discharged or weak battery almost always causes this issue.

If the starter cranks slowly but steadily and the battery tests good, you may have a bad starter or the starter is not getting enough electrical power. To test

Most Fiero size batteries only produce 300-400 cold cranking amps. You will need a voltmeter to determine if full power is not getting to the starter. Attach the voltmeter in parallel to the positive battery terminal and the solenoid B+ terminal (where the battery cable connects to it). Crank the engine and the voltage should drop 0.5 volts or less. Test the ground connection by attaching the voltmeter to clean metal on the engine block and the positive battery terminal. Again crank the engine and look for over 0.5 volts. If you find a other voltage drop when cranking, look for loose or corroded wires or connections. One place you might fool is a corroded battery terminal or solenoid terminal. The side post batteries don't accumulate corrosion that occurs on top post batteries. The corrosion may be hidden under the bolt or inside the plastic cable end insulation. Check and clean as needed. Unless they are in excellent condition, I replace both the bolts when changing a battery. The AC Delco and GM part number is 12354949 (Image 1). They just pry out of the cable ends.

If you have decided you need to replace the starter, you have a choice

of new or rebuilt starter. We are lucky in that the Fiero uses the same starter found in many other GM cars of the era. The V6 engine starter is the same as the starter used for the 4-cylinder engine. Avoid the lowest cost rebuilt starters as you will get the lowest quality starter. The AC Delco part number for a new starter is 337-1020, and for a rebuilt starter is 336-1121A. To remove the starter, first disconnect the battery. Remove the heat shield. Disconnect the small and large wires from the solenoid. You may find the small nut either seized or the stud spins. If this happens, leave it connected until the starter can be lowered slightly to give more working room. Remove the

face of the back of the starter on the engine. Remove the shorter mounting bolt. Loosen the larger heavy nut while supporting the starter with your other hand or by using a pry bar. Then lower the starter and wiggle it out around the other engine components. If there is a thin shim between the starter and the block, save it, it can be reused (Image 2). Inspect the gear teeth on the starter drive. If they are worn, inspect the matching gear teeth on the flywheel by peering through the starter hole. Clean the mating surface on the engine block as this is part of the starter ground circuit. The solenoid lives closest to the exhaust, and if it gets too hot, may cause a no crank condition. You may want to install a heat shield before installing the new starter. GM issued a bulletin in 1984 for a metal and fiberglass heat shield (#10035978) held on by a clip (#10036058). These shields, and particularly the clips, are hard to find and didn't work well. A better bolt on

Image 4





Image 5

metal shield is available from Dorman Help # 45629 or NAPA #656-1571 (Image 3). Work the replacement starter into position. I prefer to loosely attach the wires onto the solenoid while the starter

is in a more accessible lowered position. Note that there are two small terminals on the solenoid, one marked S (for switch) and the other R (for resistor). The small wire goes on the S terminal. The R was used when cars

had points and was to bypass a resistor to get full 12 volts to the ignition when cranking. They just keep making the same solenoid years later (Image 4). I like to use new starter mounting bolts

because they tend to break. Also, next to the threads of these special bolts is a knurled section that helps center the starter on the bolt and provides a better electrical connection. On used bolts this is worn down slightly. Dorman makes a set of two bolts in their "Help" line as part # 45636 (Image 5). Reinstall the shim if one was removed, install the long and short bolts and tighten to 32 ft lbs. Route the big and small wires so that they do not rub anywhere and tighten the nuts on the solenoid. Be sure to reinstall the end brace on 4-cylinder engines as this is often left off and causes those broken main mounting bolts. Reinstall the heat shield if you can and reconnect the battery cables. Ladies and gentlemen, start your engines!

Ray Dyr... NIFE Member
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Paul's Product Review

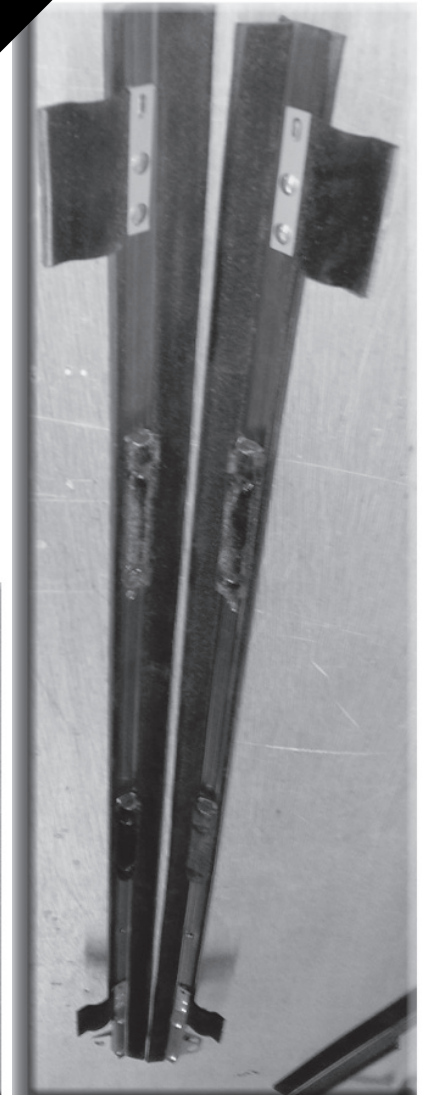
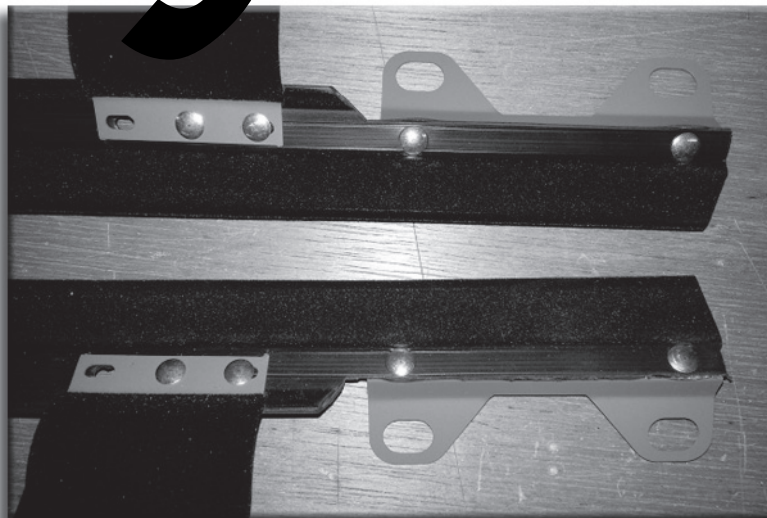
Fiero Door Dew Wipes

Fiero doors outer "Dew Wipes" are now available from another source. These outer dew wipes are made using top quality "Made In U.S.A." rigid weatherstrip material. The metal guide tabs are covered with a good quality flock window guide felt. The center guide blocks are OEM style with a rigid polypropylene pile lining. Included are new metal mirror and guide. All parts are attached using the proper nuts so the dew wipe assembly will seal against the door.

We reviewed these at our February 2014 NIFE club meeting and the consensus of the group is that they are a quality product. Chris Jarzynski of Circle Pines, MN, makes them. The price is \$95.00 per set of two; shipping is included. They come packaged

in a sturdy carrying mailer with no chance for damage. To order, send Chris an email to 88red@comcast.net or call Chris at 612-241-1941. Chris also sells the inner dew wipes. They are \$40.00 per set of two; you can order both outer and inner dew wipes for \$125.00 (two

Paul Vargyas, NIFE Member At Large
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Dr. Detail

by Wayne Dzien

Personalizing With Pinstripes

It's about 25 degrees below zero on January 27, 2014. This winter has been horrible, punctuated by snow, ice, and extreme cold. Will winter ever come to an end, so that thoughts of spring and cruising can become a reality? With thoughts of spring in mind, Jim forwarded me some comments/requests from NIFE members. Fiero Focus is your magazine, so keep your suggestions coming. Today, let's think spring and PINSTRIPING! This cost effective enhancement can help your Fiero stand out from other cars as well as other Fieros. I don't think that there is any personalization modification with a better cost-to-effect ratio than adding pinstripes.

There are two schools of thought when it comes to striping a car; the "old school" of painting on pinstripes, and the "new school" that uses tape. The "old school" use of paint will provide a permanent appearance. The down-side to painted pinstripes is that there are a very few of us that can effectively use the expensive Saber Brush and will, in all probability, not be able to achieve the results that you are looking for if you are not an experienced painter. Painting usually requires a professional painter, which can be costly. I will share a little story with you about painted pinstripes. Way back in the day, I had a 1965 Mustang 2+2 Fastback. My dad had a friend that was a painter. [By the way, forgive me for having a Ford (Fix Or Repair Daily) since it predated the Fiero by decades.] For months after I got my first new car I bugged my dad to contact his buddy and have him apply a nice, thin, white pinstripe along the "C" area on the side of the car. Well, after months of waiting, we traveled to the guy's home to have him apply the pinstripe. He also indicated that he could, in addition to the requested "C" stripe, put some great "old school" design on my car's hood and rear deck lid. Well, I was a stupid

kid, somewhat afraid of objecting to my dad's friend's recommendation, and went along with it. I watched this supposed "professional" painter start his handiwork. Using paint thinner applied to a dirty, white rag; he wiped down the side of the car. The rag was red with my non-clear coat paint. I asked if that was okay. The guy replied that it was and kept on trucking, removing paint from the other side, hood and rear deck lid. In addition, I watched as this "professional" chatted with my dad at the expense of his work product. The "C" stripe on the side of my ride was supposed to look factory; however, it looked like the factory had a road block. The resulting stripe appeared as a copy of the Mississippi river winding down the side of the car with brush marks and uneven paint. I failed to use a Saber brush; instead used some cheap brush he had on his truck. My dad asked me if I didn't like it. I said it was everything I didn't want and promised not to ever bother him again for help from his friends. Comment and moral: you get what you pay for, and the six pack of warm Blatz beer was overpayment in exchange for the quality of the work performed.

I digress. To avoid a mistake of your own, go down to your favorite auto store, Farm and Fleet, K-Mart, or Wal-Mart and for \$5.00 or less get yourself some pinstripe tape in your favorite contrasting or coordinating color, available in a myriad of colors and widths, to apply to your car. The nice thing about tape is that it is very forgiving and if it gets messed up you can remove it with the application of heat from a hair dryer with no adverse consequences. The Fiero is a natural and excellent

canvas for pinstripe art/graphics (see Mike Kroyers's excellent Fiero when it comes to graphics; his car is the bomb!). Keep in mind that you want to stripe along body lines and not along body panel edges. The idea is to enhance the lines of the car, not call attention to the lines where the body panels meet. You can, I did with my '85 silver Sport Coupe, use a Pace Setter one-year wonder to get a belt line strip that runs the length of the car. In addition, I put a simple black pinstripe over the ground clearance, wheel wells and nose as well as my signature striping on my mirrors of my yellow '88 GT.

Installation is simple. Clean the area you plan to stripe with water and a micro fiber towel to remove any dirt and dust. Be sure that the ambient air temperature is at least 70 degrees F since at lower temperatures the tape won't adhere well to the body. At the starting point, attach it to the body leaving two or three inches of tape beyond the end of the stripe, which will be trimmed off after the job is complete, and carefully unwind the tape from its roll as the backing is peeled off. On long, straight runs of two or three feet, slightly stretch the tape to create a straight line before laying it on the car's surface and applying pressure to firmly adhere the tape to the body. Keep moving down the chosen line, being careful not to overstretch the tape. Don't work with more un-backed tape than you can comfortably handle. For small runs and curves, use shorter lengths of tape. The tape has just enough play to handle curves, but it may take a bit of practice to keep the tape smooth on the inside of the curve. You may want to mark the location of the stripes with painters' tape. If the ends of the tape are not tucked under a body panel and will be visible, according to preference you can cut them straight or diagonally (although the diagonal cut will have

continued on page 17

NIFE Member Ed York Of



differential for rebuilding my transmission. I contacted them and made arrangements to ship my transmission to them for rebuilding and making the LSD. The differential was built using the 1991 - 1994 HD Getrag 282 5-speed differential; the original differential being too weak for my purpose. I had the ring gear and output shaft sent to 300

I started 2007 looking forward to competing in my Solo autocross events and a couple of shows. My season came to an end after only three Solo events because

of a broken transmission, but I was able to make the 2007 Dells Run before breaking the transmission. It destroyed my new

Gleason Torsen differential, ring gear and output shaft with first and second gear. I now had to find good parts for a 19-year-old car, a new limited slip differential (LSD) and someone to rebuild my transmission. After a lot of searching I

found a company, Drive Line Service in Las Vegas (drivetrain.com), which was able to locate parts for me. They were dealers for a LSD made for the Getrag 282 5-speed transmission. They also recommended the company, Engineered Performance in Marietta, Georgia (engineered.net), who made the

Below in Decatur, IL (300below.com) for Cryogenic Tempering before being sent to Engineered Performance. The

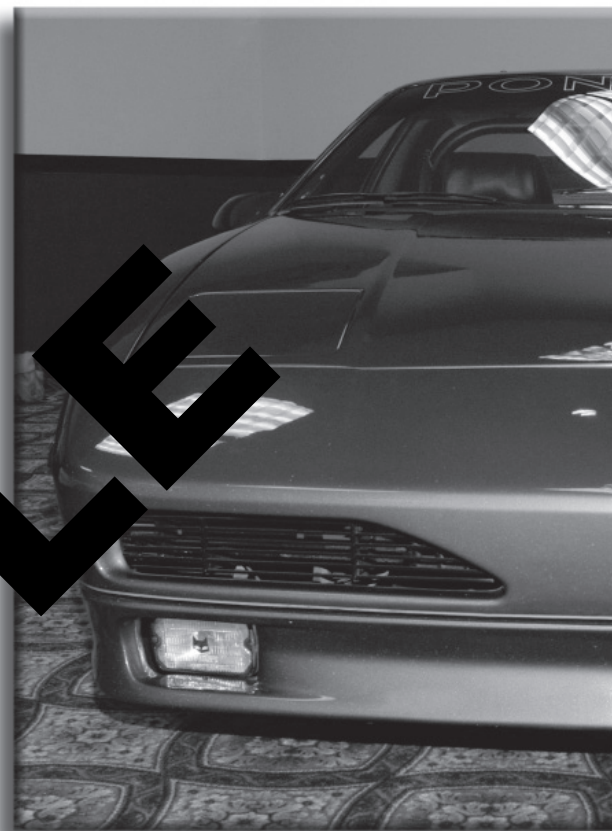


Source: Adam Morgan (Top CV Joint) (com)



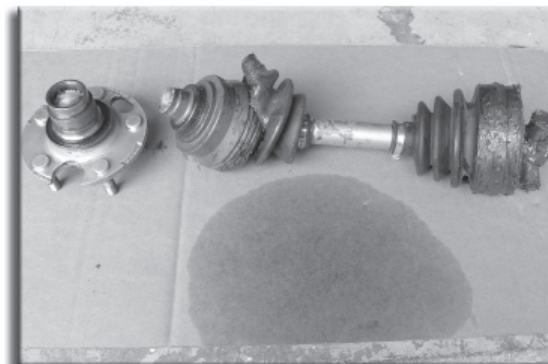
transmission completely destroyed. I was able to make it later after a few days of hard use. I still had the original gear. Also, at this time, I decided that it would be a good idea to replace the original axles. I located a company in Salisbury, NC that fabricates custom high performance axles, The Drive Shaft Shop (driveshaftshop.com), and bought axles rated at 400HP.

I got everything put back together over the winter and was looking forward to the July 2008 Fiero's 25th anniversary event held in Pontiac, Michigan. In May I decided to go to the drag strip, curious as to how the car would run in a quarter mile. On



the second pass I snapped my new left side axle where it fits into the wheel bearing and tore the CV joint apart when I let out the clutch. After pulling everything apart and looking at all of the parts, I found that the reason for the break was that the flange that the wheel bolts to on the wheel bearing had stress cracks in it. After examining the other wheel bearing, it also had some stress cracks. These were the original wheel bearings that I had been

Snapped Left Side Axel



Davenport, Iowa - Part 2

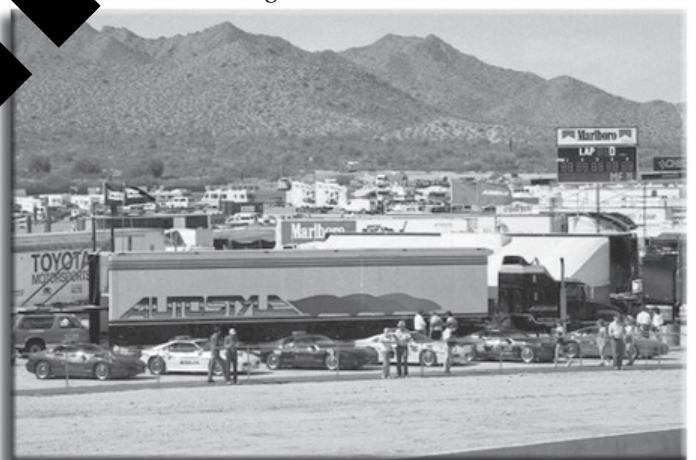


did not have quite enough gap and got hot enough to have expanded to close all the way up and break off the top of the piston. My race and show season was over for the year and I had to have an engine, driven less than 1,500 miles, rebuilt. I was not going to put a GM piston back in so I decided on Diamond Racing forged pistons, .025 inch rods which gave the build a little extra room to be able to follow the manufacturer's specs on fit. I had the valve train almost everything except the push rods. I had the rods. I had the valves balanced.



I really finally started to go through 2009 racing on for 17 years. I sent the axle back to the company to be rebuilt. I was able to find two new wheel bearings that were still in the original packaging. I had tried an aftermarket wheel bearing and it didn't make it through one event. They were disassembled and I had to upgrade most of the components required to handle the extra power and force

on the car while competing in SCCA Solo events. On September 30, 2012 I broke the right side steering knuckle. That would be one of the last things I would think might break. It looked like another faulty part. On one edge I discovered a crack that had existed



My 2009 autocross season ended in July. This was rapidly becoming a bad habit, when I blew a 2-inch piece off of the top a piston. It happened at the end of a run at about 6000rpm in second gear going through the timing light. I still have the piston as a keepsake. It was a clean break, absolutely no burn on the piston and the failure was probably due to a ring that



for a long time. I was finally able to find a steering knuckle from the same place I bought my engine.

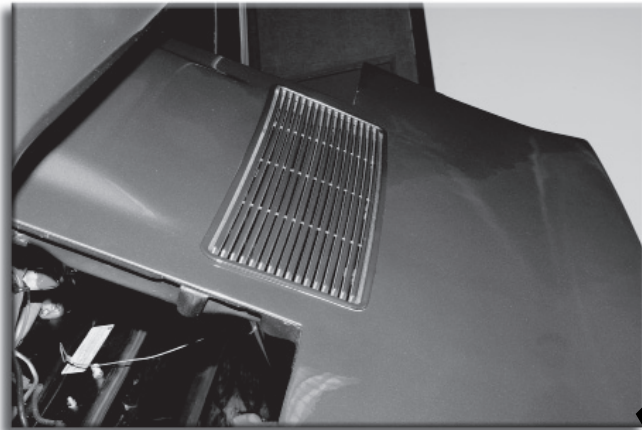
In 2013, I was able to attend the Fiero's 30th anniversary show with both of the cars and compete in five Solo events after the first of July without incident.

My Blue '85 PPG Pace Car

My second car is the blue PPG Pace Car. It is one of six cars that made up the CART

Precision Driving Team. Research tells us that most likely there are only three left. The survivors include my car and the two that Fred Bartemeyer owns; the yellow car and the turbocharged car that was originally red. The team was made up of all female drivers that put on driving exhibitions before the CART Indy Car races in 1986 and 1987. After the driving team was discontinued, the blue car became part of the GM Heritage Center collection until it was put up for auction in 2009, at which time I bought it. I first saw the blue PPG Pace Car at the Fiero's 20th anniversary event. I liked

The exception being that they took off the strobe lights, took out the fire extinguisher bottles, and removed the second battery. All I have done is clean it up, replace worn suspension bushings, rebuild the front brake calipers, and replaced the brake lines. They spray painted the whole

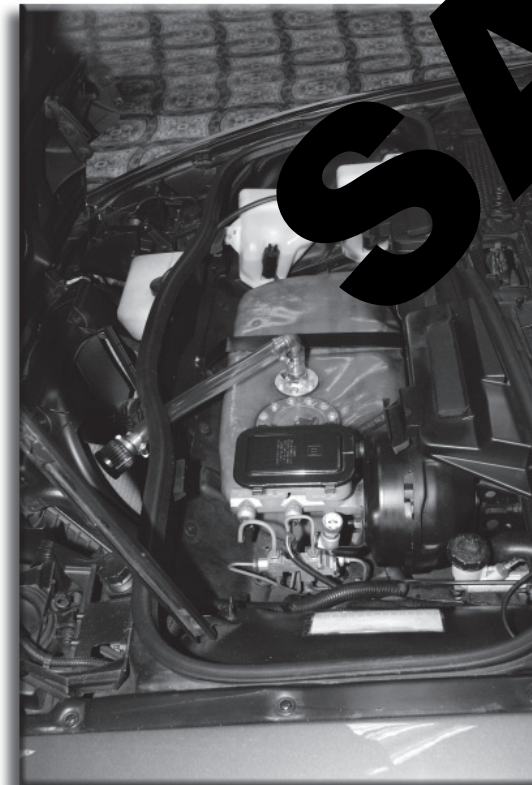


the car and took several pictures, never even thinking that six years later I would actually own the car! The car's condition is the same as it was when it was retired.

underside of the car a flat black. I have been taking the suspension out one corner at a time and cleaning it up. My goal is to replace the light bar, fire extinguishers, a second battery. The car cannot be licensed since it is not a street-legal vehicle. I will display the car in black. The car was purchased for \$1,000. The car is now in my garage.

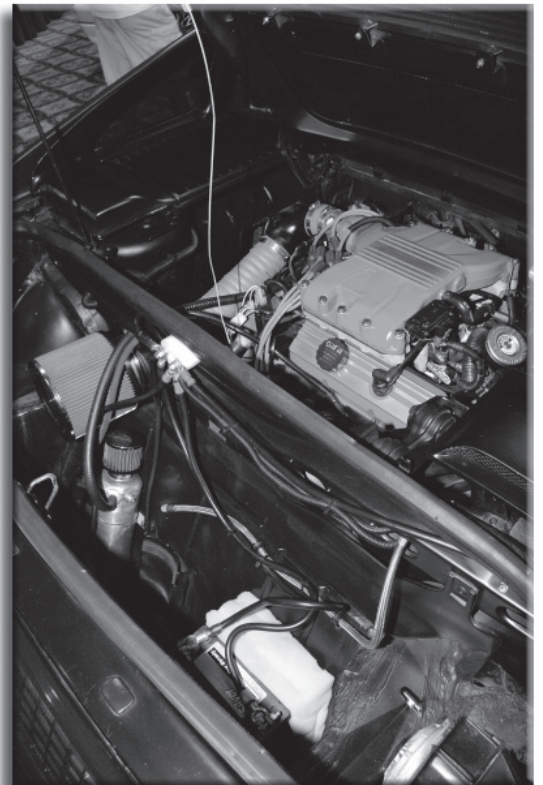
to acknowledge are Adam Moore, who photographed the car for the cover of the magazine in the January/February 2014 issue. I would like to thank my wife, Susan, for all of her patience, understanding, and help in dealing with my Fiero addiction. If I need help with my Fiero brakes, an extra set of hands, or someone to hold a light for me, she is always ready to help. She also talked me out of selling the '88 GT about 15 years ago. The hobby would not be the same without her involvement.

*Ed York, NIFE Member
Ey90417@aol.com*



Five of the cars were shown at two laps around the track at the Fiero's 20th Anniversary event back in June 2013. I have shown the car four times at an Antique Automobile Club of America show in Carle Place, Illinois in 2010; at the Pontiac/Oakland Club International (POCI) Convention at Pheasant Run in St Charles, Illinois in July 2012; at Fierorama 17 in St. Charles, Illinois in September 2012; and at the Fiero's 30th anniversary show in Indianapolis, Indiana in June 2013. I have also displayed the car at several of the Heartland Fiero's shows, and Fred Bartemeyer's BBQ picnic after the show. Also, High Performance Pontiac Magazine featured the car in the March 2013 issue. I feel fortunate to have been able to purchase such a rare and important piece of Fiero and automotive history.

Two people I would like



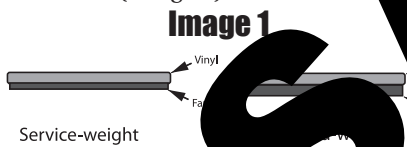
CUSTOM FINISHING

Part Two

In my last article, I discussed the construction of two storage compartments and a rear panel suitable for sculpted foam upholstery in the rear trunk area. This article discusses the materials, both vinyl and cloth, that can be applied to the plywood panels. It is entirely possible to finish the panels without the use of a sewing machine but the look that I desired required a French seam created with a sewing machine stitch. Although I have a German-made Pfaff industrial sewing machine, a simple commercial (home) sewing machine will work fine if "service-weight" vinyl is used.

Materials Needed

There are three types of vinyl material available. They are "service-weight" which is backed by a thin layer of fabric; "standard-weight" vinyl, which uses a thicker fabric layer; and "expanded-weight", vinyl which should not be considered because it has a layer of foam between the vinyl and fabric backing which is too thick (Image 1).



- Vinyl - the most economical supplier for vinyl covering is your fabric supplier, such as JoAnn Fabrics or Wal-Mart. Look for a cut-off or end-of-roll selection table. You will need two yards of service-weight vinyl in a color and pattern of your choice.

- Sewing Thread - I suggest using the Coats & Clark, Dual-Duty XP Thread. Match the color of the thread to the vinyl material you selected. I have used the Auto Trim Store to obtain the following items. You can contact this supplier on the Internet at yourautotrim.com.

- Automotive Trunk Liner - available either in black (GM990) or light gray (GM1040) at 54" wide; two yards will be

required at a cost of approximately \$4.95 per yard.

- 1/4" Volara Sculpting Foam - I have used the 1/4-inch thick material at 60-inches wide. One yard will be required at a cost of approximately \$9.95 per yard.

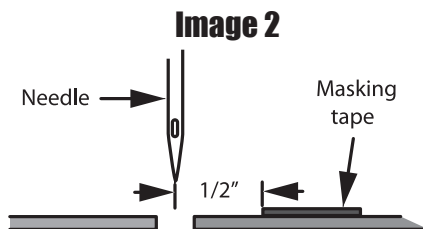
- High-Temp Foam And Fabric Spray Adhesive - be sure to use this material in a well-ventilated area! I prefer the performance high-temperature trim adhesive available in 15 oz. spray cans from the Auto Trim Store on the web as opposed to the 3M brand sold at your local automotive suppliers. I suggest one can of glue per yard of sculpting foam, vinyl or liner covering. Three cans will be required at a cost of approximately \$9.95 per can.

Sewing Skills

If you have never sewn before, assistance from someone with sewing experience may be required to:

- Feed the thread through the machine
- Create a bobbin load
- Adjust bobbin tension
- Adjust tension of the needle thread

To create the perfect straight-line seam, use a small ruler and mark the right edge of the material a distance of 1/2-inch from the tip of the machine needle to the right a distance of 1/2-inch and draw a short line on the material. Place a piece of masking tape along that line to serve as a guide for the seam allowance. As you sew, lay the right edge of the material so that it touches the masking tape (Image 2).



Before you begin your sewing project, practice straight-line stitching using surplus materials.

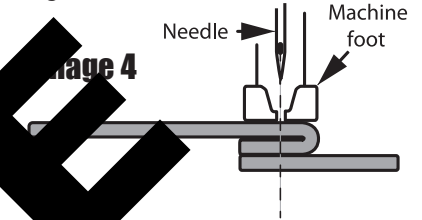
Vinyl Preparation

Cut your vinyl into 12-inch strips for the right and left sides of the French seam panel. Cut a 2-inch strip for the

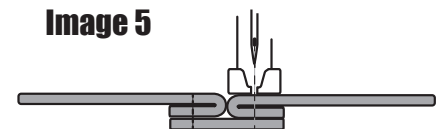
joining piece to connect the two side panels. Fold the edge of the 12-inch piece of vinyl under 1-inch to create the left seam. Place this on the 2-inch vinyl strip (Image 3).



Place the sewing machine presser foot parallel on the upper layer of material. Using the edge of the material, sew a stitch down the length of the material (Image 4).



Now it is a good idea to backstitch at the end of the stitch run, which will prevent unraveling during handling. Once glued into place there will be no stress on the joint (Image 5).



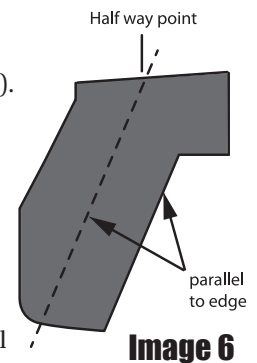
Place the second 12-inch piece of vinyl as shown and complete the sewing of the French seam.

Vinyl Application On Side Pockets

On the top edge of the right and left side pocket panels, mark the halfway point. Draw a parallel line to the downward side, as shown in the example (Image 6).

In a well-ventilated area, hold the spray can of high-temperature adhesive 8 to 12-inches from the plywood panel and apply an even coat of adhesive. Apply adhesive to both the plywood panel and the back surface of the French seamed vinyl. This is a contact type adhesive and requires time for the material to become tacky; follow the directions on the can label.

Apply the vinyl to the plywood panel to create right and left sides. Use the line



on the panel to align the vinyl. There are several ways to bond the wrap-around tabs to the rear of the plywood panel.

- Spray adhesive
- Industrial grade hot glue gun (minimum 220 watts)
- Shoe sole contact cement with short staples (Image 7).

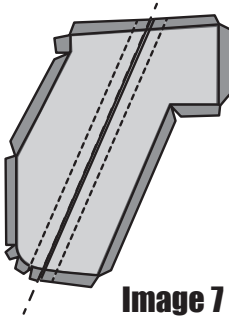


Image 7

Next, mount the side pocket wall panels in the lower trunk and the pocket brace using construction grade adhesive (Image 8).

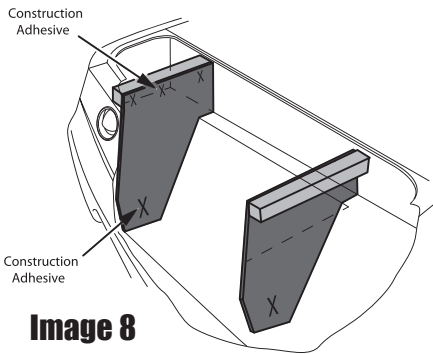


Image 8

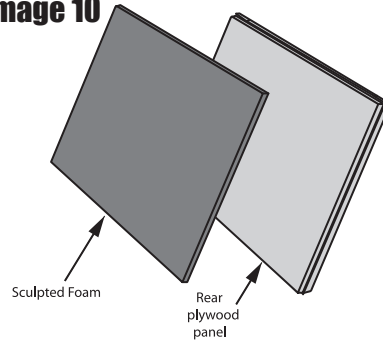
Place the side pocket plywood lid panel on the newly created pocket. Draw a line on the lid that matches the French seam joint. This will represent the matching seam joint in the vinyl that you will attach to the pocket lid (Image 9).

Hold the high-temperature adhesive can 8 to 12-inches from the pocket lid and apply an even coat of adhesive. Apply to both the plywood lid and the backside of the vinyl French seam piece. Allow the adhesive to become tacky before applying the vinyl to the plywood. Apply vinyl to plywood lid to create right and left sides. Use the line on the panel to align the vinyl.

Sculpted Foam Application

(Image 10) Cut a piece of sculpted foam (closed cell foam) slightly larger than the rear plywood panel. Spray the plywood surface and one side of

Image 10



the foam with high-temperature spray adhesive. When tacky (approximately 20 minutes), stick the two materials together. Place foam side down and apply weight to guarantee bonding.

Create your desired logo or pattern on a piece of paper. Use scissors to cut out the pattern, and then trace the pattern outline onto the foam.

Here are several examples of patterns that can be used for sculpted foam panels (Image 11).



Image 11

Use an Xacto knife to cut a "V" through at a 30-degree angle on each line. When cutting is complete, spray

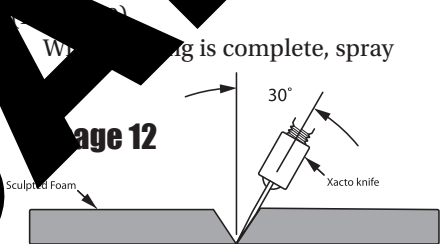


Image 12

high-temperature spray adhesive on the carved foam. Be sure to spray into all the grooves as well as the flat surfaces. Apply high-temperature spray adhesive on one side of the rug liner. The rug liner is to be cut large enough to allow for a wrap-around finish.

When the spray adhesive is tacky, lay the overlapping rug

liner onto the carved foam. Do not press down on liner (Image 13).

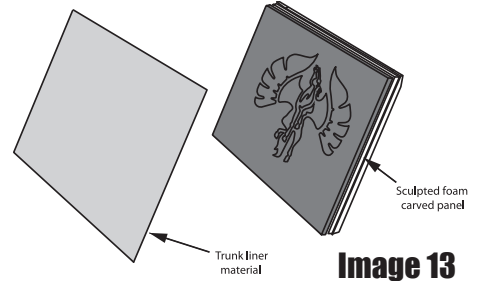
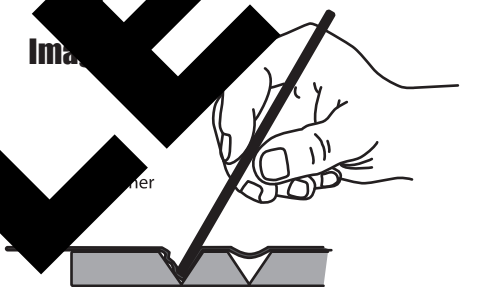


Image 13

Using a rounded spatula, knife handle, tongue depressor, or Popsicle stick; apply pressure to depress the rug liner down into the carved pattern of the foam. Work slowly and keep the material



taut to prevent wrinkles (Image 14).

Note: On extremely detailed sculpted patterns, I often use a steam-generating appliance (pant presser) to relax the rug liner material to prevent wrinkles.

Finally, trim and fold the overhanging rug liner, and glue down the flap. The final results are shown in image 15.

Our next article will cover the construction of the rear shock absorber tower covers.

Gary Watson, NIFE Member
garywatsongraphics@sbcglobal.net

Image 15





Focus on Events

Ladies of NIFE

In December 2013 we lost a valuable member of our NIFE ladies group unexpectedly. To honor Barb Vargyas, wife of Paul Vargyas, our group would like to carry on her charitable work by collecting for her two favorite charities – Toys For Tots, and The Humane Society.

Our January meeting was held on a very snowy Saturday. We made the donation box during our get together. The box will travel from home to home of our ladies group gatherings and be used to organize our donations. We think Barb would be pleased to know



(From L To R) Debbie Soeldner, Carol Devito, Jenni Hallman

that the Fiero ladies are “presenting their good work”.

If you are interested in joining

our group, contact one of us and we will put you on the email contact list! The more ladies we have, the merrier! Our meetings take place on the same Saturday as the NIFE club meetings. As our significant others meet in the designated library, we meet at each member’s home, determined at each meeting; the time we meet is 10:00pm-11:00pm.

Jenni Hallman: jjh93@comcast.net

Debbie Soeldner: debbasue@att.net

Sue Schwartz:

retiredteach1@gmail.com

Cathy Hall: crudel@ameritech.net

Carol DeVito: cjdavon@sbcglobal.net

The Rear View Mirror:



Visit us online at www.fierofocus.com for more images from this article in our online image gallery



(From L To R) Fred Bartemeyer, Jeff Jones, Bob Baron

NIFE Holiday Party: December 28, 2013

The holiday spirit did not come to an end on December 25th this past year! Twenty-three NIFE club members gathered at Jenni & Jim Hallman’s home on Saturday, December 28th, 2013 to renew their friendships and catch up after the holidays, as it was time for the annual NIFE holiday party.

Guests were asked to bring

either an appetizer or dessert to the party depending on whether your last name starts with A. A wonderful selection of goodies was prepared and launched

on our time together with the family homemade appetizers were again the highlight of the party. I have been making them for over 30 years! Friendly conversations were overheard everywhere. Two highlights occurred. The first was Fred Bartemeyer and his Mom, Mary, drove all the way in from Iowa to join us for the day! A second highlight

occurred around 6:00pm when Mike (From L To R) Art Hall, Cathy Hall, Sue Schwartz, Debbie Soeldner



and Amy Kroyer arrived and introduced their new daughter, Addison, to our Fiero community. Addison was born back on October 17th, 2013. This was Addison’s first Fiero event she got to participate in; we will all be seeing much more of Addison in the years ahead!

Just after 8:00pm, everyone began to gather their things and get back to the cold reality of winter! We enjoyed hosting this holiday gathering and look forward to hosting it again this year. It was a wonderful atmosphere for celebrating the holidays.

Jim Hallman, NIFE President

Beyond The Headlights:

NIFE Events Calendar At A Glance

- March 15 - NIFE Club Meeting/ Streamwood Library
- April 26 - NIFE Club Meeting/ Streamwood Library
- May 29-June 1 - Dells Run 2014
- June 11-13 - NIFE in the Hot Rod Power Tour

NIFE Club Meeting – Streamwood Library: March 15

NOTE: this is our newer location for this club meeting! The Poplar Creek Library in Streamwood, IL is located at

1405 S. Park Avenue in Streamwood, IL. You can call 630-837-6800 if you need directions. The library is located between Irving Park Road (Rt. 19) and Lake Street (Rt. 20) and between Bartlett Road and Barrington Road. The library parking lot is located to the West of the library entrance across the street on the West side of S. Park Avenue. Our meeting will start at 1:00pm on Saturday March 15, 2014.

The first topic will be presented by Mark Sobolewski, a local Fiero enthusiast who will be discussing tips on how to touch up paint and do minor repairs to the exterior panels on your Fiero. It will cover some easy repairs of minor scuffs, nicks and chips as well as tips for keeping your car's appearance looking good. He will also discuss methods of preventing the paint/clearcoat from peeling. Mark has done a lot of paint and bodywork for many of V8 Archie's customers, as well as many other NIFE club members.

Our second discussion will be with NIFE Member Tom Rominski who has been in the GM parts business for 38 years. He is currently working at Rock Chevrolet in Grayslake, IL where he manages an online website selling everything from nuts, bolts and clips, to 750 HP GM performance engines. Having access to GM's catalogs and GM's locator service he can search for discontinued GM parts at any GM dealer or warehouse across the US. Between searching GM, AC/Delco and his locator sources, he is able to find a lot of parts for which your average dealer won't spend the time helping you.

Tom has hosted shows at the World Of Wheels, Corvette And Muscle Car Nationals, and the Autorama (known as the 1950's). As a result, Tom has been able to meet and work with a lot of GM's engineers and GM support people over the years. Since his primary job is selling GM engines, it was only natural for him to include parts for older vehicles with that which he now sells. His first project was V8-ing a Chevy Astro van. His latest conversion was swapping a LS3 V-8 into his '85 Fiero SE. He will discuss in detail, examples of where you can find the parts on your own, what to look for, how to shop for the best deal and not get caught up in the lowest price scams.

Dave Kopsielski, NIFE Activity Director & Tom Rominski, NIFE member

NIFE Club Meeting – Streamwood Library: April 26

Join us at the Poplar Creek Library in Streamwood, IL, which is located at 1405 S. Park Avenue in Streamwood, IL. You can call 630-837-6800 if you need directions. The library is located between Irving Park Road (Rt. 19) and Lake Street (Rt. 20) and between Bartlett Road and Barrington Road. The library parking lot is located to the West of the library entrance across the street on the West side of S. Park Avenue. Our meeting will start at 1:00pm on Saturday April 26, 2014.

In the January/February 2014 Fiero Focus, we began a segment on Custom Finishing your Fiero written by NIFE Member Gary Watson. Join us as Gary brings these articles to life at this meeting. Gary will bring proper materials with which you can experiment to create your own custom Fiero wheels. Hope you can join us.

Gary Watson, NIFE Club Member



Fieros At The Pontiac-Oakland Museum

NIFE Road Trip – Pontiac, IL: May 17

Remove the car cover, wipe the dust off, chase the mice away! It's time for the NIFE spring cruise. This year we are celebrating the Fiero! We will be driving the famous Route 66 to Pontiac, Illinois. Our ultimate destination is the Pontiac-Oakland Auto Museum. The museum director, Tim Dye, has declared it to be "Fiero Day". On the way we will see some of the old sites and towns that made Route 66 "The Mother Road".

Our tour will originate in the parking lot of the Cheddar's Restaurant in

Bolingbrook at the Northwest corner of the intersection of I-55 and Route 53. We will be leaving from Cheddar's parking lot at 10:00am sharp, so please begin arriving at 9:30am. We will then travel South on I-55. After we pass Joliet, we will cut over to Route 66 and travel past the Route 66 Speedway. From there we will travel South down "The Mother Road" through old farm towns, ghost towns and if you look closely, you will be able to see the original Route 66 pavement from the 1930's that is being preserved.

After a chance to settle in we'll gather at Delong Casual Dining restaurant next door to the museum for lunch. Delong's menu will be left to the individual. In addition to the Pontiac-Oakland Auto Museum you may want to take time to see the Route 66 Association of Illinois Hall of Fame and Museum, The Livingston County War Museum, The International Walldog Mural & Sign Art

and more! If you're feeling really adventurous you may want to stay for Pontiac's first cruise night of the year, which runs from 5:00pm to 8:00pm. The cruise night will feature an event T-shirt, DJ music, best of cruise night awards and more!

Ken Nagel, NIFE Activity Director

Dells Run 2014: May 29 - June 1

After a one-year hiatus, the Dells Run event returns for 2014! It is time again for our annual pilgrimage for the Fiero community to meet in the Wisconsin

Dells. The Fiero Fanatics of Wisconsin will be rolling out the red carpet for Fiero owners from across the country from May 29, 2014 through June 1, 2014 for the 22nd annual Dells Run event. Four days of Fiero fun with countless opportunities to meet new Fiero friends and experience everything Fiero – from mild to wild!

Some of the events planned are: parking lot poker, a variety of breakfast and dinner options sponsored by the participating Fiero clubs, onsite indoor/outdoor water parks, Dells antique

shopping, lots of local entertainment, and one of the BEST cars shows of the season. Of course this event would not be complete without the traditional 'Dells Run' through the downtown area right after the big show!

The host hotel and show will again be at the Chula Vista Resort. Call 1-888-601-7053 to make your reservations. Please call early to guarantee a room; ask for the "Fiero Fanatics Club" discount. It is a beautiful location and the staff has been very accommodating to all the Fiero people in the past. Please consider pre-registering for this event. It is so much easier for the Wisconsin club to plan the event if they have a good idea of how many cars will be there; there is a registration form available to download on our website at Fierofocus.com or visit fierofanatics.com for more information.

On Sunday, June 1, 2014, we will caravan back to Illinois after the awards ceremony and traditional NIFE club photo. We plan to be back on the road home by 11:30am-12:00pm. Join us for great times and good fun in the scenic Wisconsin Dells.

Jim Hallman, NIFE President

NIFE In The Hot Rod Power Tour: June 11-June 13

The 2014 Hot Rod Power Tour is coming close to the Chicago Area this year! This is a great chance to get close and personal to see what this great event is all about! The Power Tour consists of seven cruises in seven cities across the USA starting the year on Saturday June 7, 2014 in Concord, NC. It then leaves the following morning for the next location where there is a cruise night between 12:00am-1:00pm; and then repeats again the next day.

Doctor Detail

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more of a tendency to peel up). I always apply a drop of clear nail polish to the ends of the stripes to help prevent curling of the tape ends, and poses no problem when removing the stripes. When cleaning or waxing your car, move sponge, cleaning glove, applicator and removal cloth parallel to the tapeline and not perpendicular to the tape. When I got my '94 25th Anniversary Trans Am,

Participants can stay at the cruise nights as long as they like and get there when they want. Some cruise nights have had up to 4,000 participants. There are vendor giveaways and games played throughout the day and sometimes special events are available to participants (open drags, hot laps around race tracks, autocross, etc.).

The driving route in past years has taken the tour through small towns, on paved country roads, trying to avoid the interstate. It is an unforgettable site driving with cool cars as far as the eye can see in front of you as well as behind you with people on the street watching as the cars go by. Throughout the whole tour anyone can join or leave at anytime or do the entire trip and be a "Long Hauler". Registration fees depend on how much of the tour they do. As an insider tip: if you plan on attending more than two cruise nights, it is cheaper to pay the Long Hauler fee for each stop separate.

There have been many comments on Power Tours. Participants expect the car and see it as an exciting Pontiac Excitement. Power doesn't only consist of '50's muscle cars, custom rides or sports cars. There are many different kinds of cars that participants' cars don't have to be in the show condition to be part of the Power Tour; there is no need to be driving at any of the venues. It's more about the enjoyment of driving and community friendships.

The 2014 dates and venues are as follows:

- Saturday - June 7, 2014 - Concord, NC - ZMAXX Dragway
- Sunday - June 8, 2014 - Knoxville, TN - Chilhowee Park
- Monday - June 9, 2014 - Charleston,

I couldn't wait to apply striping and I striped it in an ambient temperature of 50 degrees. This posed challenges, which included the tape not sticking properly as well as it shrinking. I had to use a hair dryer to make the tape workable as the tape tends to become stiff in cold conditions. It worked; however, working in warmer conditions will provide better results.

I'm a "new school" pinstriper and would never consider using paint because I know my limitations. Painted

WV - Downtown Charleston - (Kanawha Blvd)


- Tuesday - June 10, 2014 - Norwalk, OH, Summit Motorsports Park
- Wednesday - June 11, 2014 - Crown Point, IN, Lake County Fair Grounds
- Thursday - June 12, 2014 - Bettendorf, IA - The Isle Casino
- Friday - June 13, 2014 - Wisconsin Dells, WI - Chula Vista Resort (same location as the Dells Run)
- Saturday - June 13, 2014 - Wisconsin Dells, WI - TBA - (Only for people that have done the whole tour since Concord, NC)

There are plans in the works for NIFE to increase participation in this event, which will introduce many of you to the Hot Rod Power Tour. Some of these plans include meeting and attending the show in Crown Point, IN, joining the tour as it drives through Illinois for the drive between Crown Point, IN and Bettendorf, IA, and attending the show in Bettendorf, IA. There are a few club members that have already stated they are joining the tour from Crown Point, IN all the way to Wisconsin Dells, WI. One member is planning on doing all seven stops from Concord, NC to the Wisconsin Dells.

I will personally be leaving Chicago very early in the morning on June 9, or June 10, 2014 to catch the tour in Charleston or Norwalk respectively and be going all the way to the Dells. If you would like more information please ask me at STCampbell328@hotmail.com (please use subject: FIERO HOT ROD POWER TOUR) or call/text 630-816-5291. More info can be found at www.hotrod.com under the events page or www.familyevents.com/event/229.

Scott Campbell, NIFE Member

pinstripes are much too difficult to apply if you are inexperienced. Lastly, don't go nuts and apply too many stripes on your Fiero. Sometimes, less is more.

I need a tasty, adult beverage since writing about my first pinstriping experience brought back some less than happy memories. It was pure terror watching someone compromise your first car. 

*Wayne 'Redline' Dzien, NIFE Member
Fierofans2@comcast.net*


NIFE's "Ask A Member"

I had an idea that I wanted to bounce off of the NIFE membership. Have you ever wanted to know whom did the flaming hot paint job on Mike Kroyer's '87 Sport Coupe? Or if Dr. Detail's redline tires were created in a factory or by the good doctor himself? How about asking Fred Bartemeyer if he knows of any sales brochures created to promote the '84 SE Indy Pace Car replicas? Or maybe you're just curious to learn how many Fiero's Paul Vargyas has owned (and sold) over his lifetime, and which one was his favorite? Well NIFE members, I propose that we start a forum to ask

fellow members questions via a new "Ask A Member" column in Fiero Focus.

You've gotten to know NIFE members through the "Meet A Member" column in each edition of Fiero Focus. Now your Fiero-related questions can be addressed to either a specific NIFE member or answered by one of the 300 plus NIFE members across the U.S. We'll try our best to respond to your questions in a timely manner and the top questions will be printed in Fiero Focus for all members to enjoy.

So now is your chance to ask that burning NIFE question you have always wanted answered like, "How did Jim Hallman start NIFE back in 1991, and

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

Tim Panfil, NIFE Member

NIFE Notes

continued from page 2

Sunday, September 7, 2014 for our 19th annual Fierorama when we will be returning to the beautiful landscapes of Pottawatomie Park along the Fox River in St. Charles, IL. More details will be forthcoming for sure, but set this day aside for your Fiero enjoyment now!

Speaking of Fiero events taking place this year, head to fieroevents.com for all of the details about the Central Florida Fiero's 2014 Daytona Car Show, which includes the 18th Fiero "Show Within A Show"! The event begins on Thursday, March 27, 2014. Check out the event details on this website.

Meet-A-Member

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living, this was the perfect choice for a unique engine swap project. The engine I had in mind was a V8. Knowing Fieros can be "V8-ed", it was the perfect choice for me. Not only did I think of this as a "project car", but also as an engine display for the car shows at which I work. I call it "my engine stand."


Before and after the swap, I really have only driven my Fiero approximately 3,000 miles due to weather and my schedule. The only unusual issues that have occurred were self-inflicted, such as my breaking components as I restore the car.

The most memorable times, that make me smile, have been is driving past the younger adults who have no idea what a Fiero is. Maybe it's the color, but most kids think it's a DeLorean. I am

Fellow club member, Tim Panfil come up with a new idea for Fiero Focus that he would like your thoughts on. The idea would be called "Ask A Member." Check out his proposal located in this issue of Fiero Focus! We look forward to your responses.

We are looking for Meet A Member submissions! Each and every issue of Fiero Focus (all 140 issues) will feature a Meet A Member highlight. One of our club members needs your help. It has been a while since we have written one, or if you have never written your story, please consider answering the question. We would like to draft your Meet A Member article. Simply go to our website and click on the Meet A Member


Or contact me online. Like Kroyer, our Art/Writing Director, message your response to your questions into an article, which will be sent to you for proofing prior to publication. What could be better than you and your Fiero are on their way to be featured, in color, on the back cover of a future issue of Fiero Focus!

Privacy Notice: The Northern Illinois Fiero Enthusiasts will not sell or share your personal address or contact information with any outside vendors or other third parties. Your personal information is used only for conducting club related business by the board members of this club. 

amazing number of compliments I receive for the car. Modifications include: upgrading the LS3 engine, putting in a 5 speed transmission, adding new seat covers, installing a new set of wheels, and recovering the headliner. Now I am starting to sound like the rest of you. I think I fit in nicely!

One of the other cars I have owned was a Chevy Astro van into which I had installed a V8. I currently have a Chevy Cobalt. I would definitely purchase another Fiero if I had the room for it. If I were going to buy a new car I would be looking at the new Chevy Impala or Traverse.

I am a seller of GM Performance Parts And Accessories. Feel free to check out my website at www.crateenginedepot.com and www.OEMpartsdepot.com. If you would like to hear a more in-depth description of the parts and accessories that I sell, you can join me at the

Streamwood Library on March 15, 2014 for our NIFE club meeting. Having access to GM's catalogs and locator service, we can search for discontinued GM parts at any GM dealer or warehouse across the U.S. Between searching GM, AC/Delco and my locator sources, I am able to find a lot of parts for which your average dealer won't spend the time to help you. I have hosted shows like the World Of wheels, Corvette And Muscle Car Nationals, and the Autorama (back to the 1950's). As a result, I have been able to meet and work with a lot of GM's engineers and GM support people. Since my primary job is selling GM engines, it was only natural for me to include parts for older vehicles with that which I now sell. I will discuss in detail examples of how you can find the parts on your own, what to look for, and how to shop for the best deal and not get caught up in the lowest price scams. 



Bits & Pieces

Fieros For Sale

86 SE black/gray with Chevy ZZ4 350 V8, manual transaxle, custom tuned all new suspension, bigger brakes, custom leather interior, custom body panels, and a custom 500W stereo system. Has alarm system with keyless entry. Less than 3000 miles since all the work was done. Have documentation of everything done to the car. \$12500 OBO. Contact Dave Koplinski at 847-301-2684 or Email at davezz4@yahoo.com.

86 SE - Red, 2M6, 66K miles, spoiler, second owner. Well taken care of, not driven in salt. New tires, brakes, shocks and struts. CD player, high flow air filter (have original parts). AC, 4-speed, V6. Great condition. \$3200. Contact Steve at 847-526-5297 or email at stevel605@hotmail.com.

88 GT - Red/Beechwood leather, 68,072 miles, V6, 5-speed, PW, PDL, PM, tilt, cruise, spoiler, sunroof, late model Pontiac moonson am/fm CD with upgraded speakers, A/C converted to R134a, new clutch, refinished wheels and new Goodyear tires all at 64,000 miles. Car is clean. \$8000. Many photos available upon request. Contact Bob at 708-307-5759.

Parts & Service

'87/'88 GT gas tank with sender and pump, \$195; '85 Helms Service Manual, \$29; chromed V6 dog bone with new poly bushings, \$50; rebuilt '84-'86 headlight motors, \$75; windshield, \$49; used '86-'88 front fascia, white, needs refinishing, \$100; rebuilt and tested V6 EGR solenoid valves, \$75; outer door skins, \$20; fenders, \$30; GT rear deck lids, \$75; aftermarket wing (spoiler), \$29; new '88 rear struts, \$75/pr; nice tan interior dash, \$90. Contact Paul Vargyas at 630-983-6434 or email Paulvargyas@comcast.net.

Fieronews.net is your one-stop-shop for restoration parts for your Fiero interior. We produce remanufactured sun visors, shifter boots, e-brake boots, T-top bags and spare tire covers. We are now reproducing all of the Fiero decals for your car in a vinyl material that has a long outdoor life span to keep your car looking new. From windshield banners to the "Formula" lettering on your door, we can do it all along with custom jobs as well. We also now have clothing for you to wear including sweatshirts and hoodies. New for 2014 is a lighted Fiero logo sign that you can hang in your shop with LED backlighting. You can get me on PFF as Fiero Thomas or call 224-715-1151. We have been in business for seven years. We are available seven days a week.

Is your shift knob worn? Or perhaps you are looking for something different to make your interior stand out among the rest of the show? We have a variety of shift knobs, your choice of new leather or your choice of color stitching. Cost is \$35 with shipping and handling. Contact Matt at deepbluez98@yahoo.com or 805-540-1582.

Tired of approaching your Fiero to find out what you have to dig your keys out of the bottom of the door pocket to open the doors? I have keyless door release for stock GM fobs with the Pontiac logo; this system is designed to operate the trunk release. This system is easy to install into your Fiero using the instructions included with the kit. \$65 gets you the control module and two remotes. Contact Matt at deepbluez98@yahoo.com or 805-540-1582.

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

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

Manual Mirror Control Repair Plate Kit. This kit includes instructions, a replacement hex nut for the mirror control bezel, two white trim panel fasteners and the bezel reinforcement plate. Kit repairs the mirror control housing that pops out of the door panel. Kit costs \$9/each. Also, Fiero literature, collectibles and parts: approximately 3,000 items including dealer brochures, Owner's Manuals, Shop Manuals, magazines, pamphlets, Service Bulletins, Pace Car literature, models, die cast cars, slot cars, Matchbox, Hot Wheels, etc. Also many body and interior parts, wheels, steering wheels, sunroofs, ashtray covers, etc. Contact Tom Derr at 717-763-5748 or email at tom6derr@yahoo.com.

Golden Eye Graphic specializing in car show sign boards. I am a car enthusiast like so many others. I spend a lot of time at car shows and cruises with my car. What is the best way to get your car noticed? With a Car Show Sign Board! These boards help bring your car's little details to a larger picture; other car enthusiasts are able to see and learn about your car. Golden Eye Graphic custom makes all sizes of boards with as much detail or as little detail as the owner desires. For more information please contact Mike Kroyer at 847-791-5677 or e-mail at goldeneyegraphic@yahoo.com.

Nationwide Auto Transport - welcome to a new focus. com sponsor! Contact Philip Robb at 800-848-8888 or visit weshipyourcar.com for your vehicle transport needs.

RW Upholstery offers custom upholstery and upholstery restoration services. Products include trunk covers, front compartment covers, interior trim, headliners, sunvisors (with and without sunshades) and more. Visit rwupholstery.com or call Russ Wormuth at info@rwupholstery.com or call 2330. Russ is a NIFE Member. Shop is located in Denver, Indiana.

Marvin's Motor Works, IL offers maintenance and restoration on GM cars and other GM cars. Painting & body repairs, welding, service and conversions, and custom parts repairs. Marvin is a Fiero Member. Multiple Fieros! Owned by Marvin M. M. 9550 #C, Sandridge Industrial Ct., IL 60131. Contact him at 815-521-9566 or gtona@att.net.

Sinister Performance, LLC. (Ryan Gick - 9011 Muldoon Road, Fort Worth, TX 76119) My company offers the following services: Engine/Transmission Swaps and Computer Reprogramming; OBD-1 and OBD-2 to present GM vehicles. I am offering a 5% discount to all current NIFE members for custom swaps and PCM reprogramming services and many different types of engine swaps; please notify me of your membership when placing your order. My website also contains lots of Fiero-related information. Check it out at: www.gmtuners.com.

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

G Force Automotive. Fiero mechanic, all Fiero work performed, engine replacements, upgrades, etc. We do stock Fiero clutch replacements. Contact Ed Grzeszkiewicz. Shop is located at 22829 Mustang Rd., Frankfort, IL 60423, 708-299-4998. (Frankfort is Southwest of the I-80 & I-57 intersections).

Fiero Conversions (Jimmy's Automotive & Custom, Inc) - we have the 355 Ferrari bodies, Mera parts, 308 and 328 kits and a lot of used Fiero parts available for purchase. NIFE members get a 5% discount on all parts in stock. Our website is www.jimmysautomotiveandcustom.com.

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

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

V8 Archie - V8 conversion kits and installations. Fino & Finale kit cars, in stock, ready to ship, and 'Big Brake' kits & installations. Complete pricing, pictures & Fiero tech tips

at <http://www.V8archie.com>. The shop's NEW ADDRESS is: 5328 Forest Hills Ct. Loves Park, IL 61111. 800-891-3608 or email Archie@V8Archie.com.

C & J Motorsports - powder coating services. NIFE Members Chuck & Jeff Wessel. Please contact us for quotes. Chuck (630-926-2948) or Jeff (630-532-4295) or via email at chuck.wessel@sbcglobal.net.

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

Headlight rebuild kits for the Fiero. Samples available. Contact Steve at 941-941-7070 (FL). Website: <http://www.fierohelms.com/>

St. Louis refinishing. Wheels Of America 1535 Bruner, Grove Village, IL 60007. Phone number is 888-888-1818. Our contact person is Matt Foote (Manager) for the price of \$99 per wheel for any style Fiero wheel, your aluminum wheels will be refinished and any damage repaired. You can choose any custom color wheel. For \$10 extra, you can leave your tires on your wheels and the tires will be remounted and balanced after refinishing. Be sure to tell them you are an NIFE member to get this discounted rate.

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

Sail panels, decals, and shift boots for the Fiero. Decals are for all Fieros and sail panels are for the notchback body style only. View at www.fierosails.com or contact Paul McKibben at pmckibben@yahoo.com or 770-409-0719.

TFF Auto Center (formerly known as The Fiero Factory) contact Jeremy Biggs at 256-420-5391, 8710B Highway 53, Toney, AL 35773. Over 200 Fiero parts cars at any given time! Call for the parts you need. Website: www.thefierofactory.com or email: Fierofactory@juno.com

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

Appraisals & Insurance

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

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

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

Books & Literature

Pontiac Service Manual-1984-1988. A comprehensive 300-400 page manual describing parts removal/replacement procedures, diagnostic check procedures, and electrical schematics. Prices from \$60-\$90 (plus \$6 handling fee) depending on year. Contact Helms, Inc. 800-782-4356, P.O. Box 07130, Detroit, MI 48207 (MasterCard, Visa, Discover accepted).



**Northern
Illinois
Fiero
Enthusiasts**

You can connect with us through



Meet -a- Member

by Mike Kroyer

Meet A Member Stats:

City	Lake Zurich
State	Illinois
Member #	1570
Year	1985
Model	SE
Engine	LS3/430HP
Transmission	6-speed Manual
Milage	19,000
Exterior Color	Silver
Interior Color	Grey
Sunroof	Yes
Power Mirrors	Yes
Power Windows	Yes
A/C	Yes

Tom Rominski

I have been a GM sports compact enthusiasts since the late 1960's. I think I got hooked after seeing a '67 Camaro and a Opel GT owned by two of my teachers, which was years before I was old enough to drive. What attracted me to the Fiero was that it was compact and a mid-engine design that was different from every other car available at the time. I have worked in the GM parts

March/April 2014



department since the mid 1970's so I was always interested and on top of the new products GM was releasing, and I remember the Fiero launch. At the time, being the typical guy with a family, I didn't have the funds or garage space for a toy or a project car. Once the kids were grown and had moved out, it was a good time to start a project. Still following the sport compact market I saw Kathryn Dimaria's story on the Internet (who was also our guest speaker at the November 2013 NIFE club meeting) and it brought back memories of the Fieros that I have

seen over the years and I thought that the Fiero could be a great project car. I started my search for a project Fiero and found and purchased my '85 SE in February of 2013.

Selling GM performance engines for a
continued on page 18

*Send Meet A Members and
Comments to:
Mike Kroyer
221 Macintosh Ave.
Woodstock, IL 60098
847-791-5630*

Email: mkfiero87@yahoo.com