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# M1 CONCOURSE

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SAMPLE

M1 Concourse presents the



A vintage Indy race car rounds the M1 Concourse at the 2022 American Speed Festival.





# President's Message

by Jim Hallman



Welcome to a very special year, 2023! What makes this year more special than other years? In July, the Midwest Fiero Clubs will be hosting the 40<sup>th</sup> Anniversary Celebration of the Pontiac Fiero, presented by the M1 Concourse (M1concourse.com). Find the most up-to-date information available at time of publication in a new feature, "Fiero 40<sup>th</sup> Facts", beginning with this issue.

Also beginning with this issue of *Fiero Focus*, we'll have articles about the major events scheduled to take place at the 40<sup>th</sup> Anniversary Celebration. This issue focuses on the event's presenting sponsor, the M1 Concourse. If you're not familiar with what this 1.5-mile performance track is all about and how it came to be, check out this issue's feature article! We hope that providing you with background information pertaining to the major events planned will help you enjoy the Celebration even more.

Our 2023 series of webinars and meetings will continue our efforts of preparing your Fiero for the upcoming 40<sup>th</sup> Anniversary Celebration. Check out our "Focus On Events" section in this issue to learn more about the upcoming meetings!

Your ongoing support of NIFE merchandise allowed us to make a donation to this year's Fierorama Charity, the Gary Sinise Foundation, which offers assistance for essential equipment, PPE, and training to ensure our first responders (firefighters, police officers, EMTs) perform to the best of their abilities, through

the foundation's First Responders Outreach program. Thank you for your continued support of NIFE merchandise! All of our merchandise can be found on our website under the "Store" tab.

If you would like to help us fill our vacancy on the NIFE board as a Director, please reach out to me at the contact information on the Board Member's Box on the "Members Update" page. What are the possibilities of an Advisory Director position involving attending the monthly board meetings, helping out with Fierorama, and providing ideas for club programs, events, and submitting a monthly write-up for *Fiero Focus*? If you have questions regarding the position or would like to express your interest, please let me know. We would like to fill this position as soon as possible.

Are you looking for the latest announcements for Fieros for sale? Perhaps you need a mechanic in your area who enjoys working on Fieros? Click on the "Bits & Pieces" tab at the top of the page at fierofocus.com to access our brand-new resource for Fieros for sale, parts, and mechanic referrals. To set up your login, place an ad yourself, and for details on how to navigate this site, check out the instructions located in this issue or click on the "FAQ" link at the bottom of the Bits & Pieces page.

NIFE is associated with the Midwest Fiero Clubs (MWFC). Did you know that the MWFC is a Non-Geographical Region

of the Pontiac Fiero Automobile Club of America (AACFA), the largest organization dedicated to the history of the automobile in the world? We encourage our members to join the AACFA as an additional means of satisfying their interest for automotive-related information. The membership is \$45.00 per year, which includes six issues of their 100-page color magazine, *Antique Automobile*. Find out more about the MWFC via their website, midwestfieroclubs.aaca.com, or their Facebook page.

The NIFE board members have assembled a list of the many benefits of membership in NIFE. Check out this listing under the "About" tab at fierofocus.com so you are prepared to convey to new Fiero owners what membership in NIFE is all about. I think you'll be impressed with how many benefits we have identified!

Additionally, the board members of NIFE have updated our policies of membership, listed on our website under the "About" tab.

Please remember that our club's logo, the Fiero Focus logo, club name, club motto, and the Fiero Focus name are not trademarked; however, if you would like to use any of these items for your own personal needs, we ask that you send me a request in writing to grant a courtesy permission for their use.

Keep Fiero-ing,



*Jim Hallman*

All submissions for *Fiero Focus* should be sent to: Jim Hallman  
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# Membership Update

by Mark Soeldner



## Welcome New NIFE Members!

Mbr#	Name	City	ST	Car(s)
2066	Peter Zurich	Broadlands	IL	'88 Formula yellow
2067	Tyrone Clark	Slidell	LA	'87 SE medium red metallic
2068	Michael Hammel	Hagerstown	IN	Info N/A
2069	Dan Kinder	Wittensville	KY	Info N/A
2070	Louis Drapac	Star	ID	'86 GT red

### Welcome New NIFE Members!

Thank you to all who have renewed for another year and welcome to our newest members! As of early December, the club has 335 members, whereas last year at this time we had 358 members. Although the membership may seem to be waning, I am confident that things will pick up with the new year. When you come across Fiero owners that are not members, please encourage them to join our club by explaining the benefits of being part of the largest Fiero club in the world some of which include: recording the FieroCast podcast that currently offers over 30 episodes, maintaining our website and the extensive technical information we offer for easy reference, hosting a huge video library of pre-recorded meetings which cover a vast array of useful information for you. All of this, along with "How To" videos on pertinent information for Fiero repairs (now with over 20 different videos), a Tech Tips Page with over 55 articles to help keep your Fiero on the road, and so much more. Your dues help pay for all of these benefits, as well as other benefits about which I will present in future

articles.

There's one thing I'd like to ask all our members to help me with. As the renewal forms are coming in, I've been updating our membership database. The renewal form includes a question that we ask if the phone number you've provided to us is available to you. The reason we ask for that information is a primary reason: We'd like to keep you up to date on important information and last minute changes. We're planning even more club meetings this year because we know that the more people can check their email from their phone and a text message would help get this information to them efficiently. Plus, it would also help in an emergency should one arise. Updating your email address also helps to keep you up to date, so if yours has changed recently, please let me know.

We never share this information without your consent.

We are looking for *Meet A Member* submissions! Each and every issue of Fiero Focus (all 194 issues) has featured a *Meet A Member* article highlighting one of our club members. We need you! If it's been a while since you've written one, or if you've never told us your Fiero story, please consider answering some questions by visiting our website and clicking on the *Meet A Member Questionnaire* link. Your responses are used to draft your *Meet A Member*

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article, and after formulating the article, it will be sent to you for proofing prior to publication. What could be simpler? You and your Fiero are on their way to being featured in a future issue of Fiero Focus!

I hope to hear from you soon, and please do your part to help keep those renewals coming in. As always, let's keep "Preserving the Excitement"! 🍷

Mark Soeldner, NIFE Membership Director

Send membership questions and comments to:

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# Tech From Ray's Desk

by Ray Dyreson



## Take Your Seats

Our Fieros are great little cars, but like all vehicles, they have their common problems. One of those is deteriorated seats. This is not unexpected in any car that is approaching 40 years old, but the low height of the Fiero and the need for some "contortions" to enter and exit the cockpit make the condition more prevalent. The problem is not with the seat frames but with the seat skins and foam rubber padding under them. The fabric will split and tear and the foam will sag and split apart. If the car has been parked in the sun for a long time, the foam may sometimes dry out and turn to dust, especially if the foam is exposed to direct sunlight due to damaged or missing seat skin fabric.

With more common cars like Camaros, Mustangs, and Corvairs, owners can order new NOS or reproduction seat pads, seat skins, carpet, door trim, and more, but that's not the case with the Fiero. Several sources make replacement seat skins, most notably Mr. Mike's ([mrmikes.com](http://mrmikes.com)), which is the way to go if your budget permits or if you want a custom look with different colors and patterns. None of the new skin replacements I've seen available are an exact replica of the original design, which means you couldn't replace one with only a seat back or bottom. So if the replacement skins are not available side by side.

Lucky for us, it seems that many people like to ride in our Fieros because many passenger seats are still in good condition.

Hopefully all of you who are parting out cars have been saving these! One of my Formulas has the typical Fiero driver's seat wear



Image 2

with the back fabric worn through and the bottom foam sagged down (Image 1). Finding a good used driver's seat is nearly impossible, but a passenger seat can be more easily found and transformed into a driver's seat. A passenger side seat cannot be directly bolted into the driver's side because the seat back tilt mechanism will hit the center tunnel. It's also not possible to install only the seat back because of the same problem, or only a seat bottom without some conversion work.

A driver's seat can be assembled using pieces from one of the passenger seats. Needed: a good used seat back skin of the proper color, a seat bottom skin, and bottom frame and foam, if possible, a good driver's side seat back frame with recliner. Your needs may vary with the condition of your car.

Start with the passenger seat. Remove the seat tracks by removing the four 13mm bolts. Remove the seat back from the bottom frame by removing the two 13mm bolts attaching the recliner mechanism. From here, remove the T50 Torx bolt from the seat back pivot. The back will now separate from the bottom. Only the seat back skin will be used, so it must be removed from the frame. At the base of the seat back, there's a zipper to loosen the skin. You may have to dig around a little to find the zipper handle as it is tucked in under the

right-side zipper end (Image 2). For detailed instructions on removing and reinstalling the seat skins, Mr. Mike's has



Image 1

an excellent video and the Fiero Store ([fierostore.com](http://fierostore.com)) has step-by-step instructions with photos.

On the driver's side back frame you're using, inspect the foam rubber for tears, sagging, and weak spots. If it's bad, either find a better one or repair the weak areas by gluing in properly cut patches of foam. Mr. Mike's includes some of this with his replacement seat cover kits, or a local upholstery shop may have some. Replacing pieces of the foam is bound to get more common as the stock of good used driver's side seat backs dwindles. Put the former passenger side seat back skin onto the driver's side frame per Mr. Mike's or the Fiero Store's instructions, and the seat back is done.





Image 3

For the seat bottom, the process is a little easier. If necessary, you may have to use the skin from one seat and the frame from another. The passenger side frame will have to be modified into a driver's side frame. Fortunately, GM made this easy by using the same stamping for both sides which means the holes for attaching a driver's side seat back with the tilt mechanism are already on the passenger side frame. In most cases, good used passenger seat bottoms can still be found, though the '88 GT style are the hardest to find. The passenger seat bottom frame will need two modifications to become a driver's side. In an unusual case where the bottom skin is fine but the foam is squashed, you may have to remove the good bottom skin and transfer it to another frame that has good foam. Any bottom frame will do except an '88 with the optional lumbar support. If you have a driver's seat bottom with good foam, you can use it since it won't need to be modified. If the bottom skin and foam from a passenger side donor seat is fine, completely removing the skin from the frame will not be necessary.

Under the seat bottom, remove the hog rings holding the back edge and both side edges (Image 3). Gently peel the seat skin up and over the back edge of the seat bottom. On the top of the left rear corner is a nut clip for the seat back pivot bolt. This needs to

be on the right rear corner for a driver's seat (Image 4). Remove the clip by spreading it slightly and sliding it off. Using a razor blade or knife, cut a small slit in the foam on the other rear corner to expose the hole for the clip. Slide it on until it centers over the hole and stays in place; now the driver's seat back pivot bolt will have a place



to attach to another seat. When need to be re-used, accept the bolts of the tilt mechanism. Look at the exposed hole of the right side of the (originally passenger) seat bottom frame and note the position of the two threaded mounting holes for the tilt mechanism. Then, look on the

other side for two holes in about the same positions. Usually, they're covered by a thin layer of foam (Image 5). Feel through the foam or poke at the area with a small object like a nail to locate



Image 5

each hole. There will be no threads in the holes since the frame was meant to be only used on the passenger side, but luckily, the bolts are self-tapping and will cut their own threads. Or if you choose, you could cut the threads with the proper tap.

Roll the seat skin back around the rear corners and reattach it with new hog rings. Two holes will need to be made in the seat skin vinyl for the tilt mechanism bolts. Press in the area of the two holes until you feel their exact location, then make a small X cut with an X-Acto knife or equivalent to expose the holes in the metal frame. The original holes in the other side of the seat skin will still be there, but won't be visible when the seat is installed since that area is tight against the center tunnel (Image 6). At

the pivot bolt clip location, feel through the vinyl and locate the hole in the clip. Make an X slit here to allow the pivot bolt to pass through. Now the seat back can be attached to the base. Put the Torx bolt through the seat back frame pivot hole and the large washer, then thread it into the nut clip on the seat bottom. Attach the tilt mechanism with the two screws through the holes cut in the side vinyl and tighten them fully. Here is where pre-threading the two holes is better than only using the self-tapping screws. Attach the seat tracks, making sure to use the original driver's side tracks, not the ones that came on the passenger side donor seat!

Install your former passenger seat onto the driver's side and it will fit and match perfectly. Only you will know about those two extra holes hidden alongside the tunnel. 🐾



Image 6

Ray Dyreson, NIFE Member  
raydyr@aol.com

Image Source(s): Ray Dyreson



## Automodello's 1:24 Scale '88 Fiero GT - pt. 7

For this installment, I present you with highlights from a critique written by Eric W. Macleod. Eric is well known in the resin model arena and independently writes reviews for CCCA, AACA, and individual marque clubs. I prefer his reviews since he is both a collector of models and real cars, having owned or restored Franklins, Fords, and is presently working on a classic era Cadillac. Here are some of Eric's comments about Automodello's® recently introduced '88 Fiero GT model:

*At last, it has arrived! After a long pandemic and supply line related hiatus, Automodello has recently released a new*

*ness for the scale. In the center, the Fiero emblem is a visual delight.*

*Upon inspecting the exterior, this model is just as good. Trim and "Oh, WOW" details are strong suits for Automodello, and this model is no exception.*

*The windshield wipers blend in with the black trim around the windshield but are correctly painted replicas of the real thing. The radio antenna deserves special mention. It is tiny with just a thin filament representing the mast. It is a small but impressive work of art. The Fiero badge at the front of the car is worthy of mention as it is a tiny masterpiece. As a collector, I feel the prices are reasonable, particularly given the small production runs and amount of hand assembly that is required, which clearly is substantial and well beyond the skillset of this reviewer. These models are very collectible and offer great visual satisfaction to the owner. I recommend this model without reservation, especially to Fiero, Pontiac, and other GM enthusiasts like me.*



*1:24 scale replica of the Pontiac Fiero GT. It is a noteworthy model all by General Motors' oft-maligned sports car that was at once controversial and phenomenal. As interesting a vehicle as the Fiero was, a 1:24 scale model of the final '88 version has not been released until now.*

*This model faithfully replicates the Fiero GT as it would have appeared. The version rendered is a top-of-the-line car, with a set of twin exhaust tips representing the V6 version of the car, and backed by a manual transmission. The model sports removable T-tops cast in an opaque grey plastic which nicely replicates the top from the 1:1 car. Removing the T-tops allows a better inspection of the interior. An Automodello standard, the dashboard looks fully functional. Upon inspection with a magnifying glass, one's suspicions are confirmed; the gauges are legible in scale. There are tiny buttons to operate the power windows and the door latches. The steering wheel rim is just the right thick-*

*ness for the scale. In the center, the Fiero emblem is a visual delight. Upon inspecting the exterior, this model is just as good. Trim and "Oh, WOW" details are strong suits for Automodello, and this model is no exception. The windshield wipers blend in with the black trim around the windshield but are correctly painted replicas of the real thing. The radio antenna deserves special mention. It is tiny with just a thin filament representing the mast. It is a small but impressive work of art. The Fiero badge at the front of the car is worthy of mention as it is a tiny masterpiece. As a collector, I feel the prices are reasonable, particularly given the small production runs and amount of hand assembly that is required, which clearly is substantial and well beyond the skillset of this reviewer. These models are very collectible and offer great visual satisfaction to the owner. I recommend this model without reservation, especially to Fiero, Pontiac, and other GM enthusiasts like me.*

*hint of adherence to the real thing. As is the case for Automodello offerings, price for an example was mirrored. Automodello has become very good at replicating details in scale and this Fiero is no exception. The multimedia laced speaker models look very accurate and are represented in two visible locations.*

*As is the case for Automodello offerings, price for an example was mirrored. Automodello has become very good at replicating details in scale and this Fiero is no exception. The multimedia laced speaker models look very accurate and are represented in two visible locations.*

To read Eric's full review, go to our website at [Automodello.com](http://Automodello.com), where our 1:24 scale '88 Fiero GT models are also available for purchase. Production runs are limited to 188 in Bright Red at \$249.95 (24P010) and 49 each for the Encomium Edition in Black (24P015), White (24P011) and Yellow (24P014).





With the suggestion from the Mid-Atlantic Fiero Owners Association, we are offering a Tribute Edition in Silver Metallic at \$349.95 (24P018) limited to 40 each and includes a plaque commemorating the 40<sup>th</sup> Anniversary Celebration

of the Introduction of the Pontiac Fiero in 2023. All models include removable T-top panels and prices include shipping. Order yours by visiting Automodello.com or calling us at 888-212-5160. 📞

*Jim Cowen, Automodello®*

*Image Source(s): Automodello®*



### Introducing NIFE's New Fierofocus.com Bits & Pieces Page

*Fiero Focus* has included a "Bits & Pieces" page for as long as I can remember, which has been a great venue for club members to advertise cars, parts, and services to other members. The fierofocus.com website, modeled after the magazine to some extent, has also had a "Bits & Pieces" page in one form or another over the years.

Initially, we would publish similar content on the web to that which you see in the magazine. Later, we had a forum page on the website with a section dedicated to items for sale, allowing visitors to the site to advertise items they had for sale. Due to some technical issues, this dynamic forum was removed from the site several years ago.

We're now bringing an interactive "Bits & Pieces" page back in another

format on fierofocus.com. This new page will allow all members of the Fiero community to advertise cars and parts for sale, Fiero services, and mechanic referrals. It's our hope that this site becomes the first place you visit when looking to buy or sell Fiero items or find information on mechanics, insurance, and other Fiero services that may be of interest to you.

Here are some basic instructions to get you up and running on this new page:

1. Access the "Bits & Pieces" link from the home page at fierofocus.com.
2. Register for an account by clicking the "Register" link near the top of the page. Important: When registering, you should provide a valid e-mail address with which to verify your account. If you do not have an e-mail, check

your spam folder to try and locate this message. You will not be able to publish an ad until your account is verified.

3. Publish an ad by clicking "Create Ad" near the bottom of the page.
4. You can publish as many ads as you wish under any of the six categories listed at the bottom of the page.
5. There is a link near the bottom of the page labeled "Bits & Pieces FAQ". This page has additional information and answers to questions using the forum.

It really is that easy! We are looking forward to seeing this resource grow into a much-utilized, go-to site for the entire Fiero community. 📞

*Bill Klicker, NIFE Technical Director*

# The Fiero Store

## Fiero Club Edition SPOTLIGHT!

<p><b>84-88 Decklid Vent Screws</b> This kit will make removing your decklid vents a breeze. It includes two screws, washers, and retainers. Each reproduction is for easy installation and removal of the vents. 60525 - \$16.95</p>	<p><b>86-88 GT Quarter Wheel Studs</b> This pair of aftermarket rack boots fits over the inner tie rods on both sides of the steering rack. The R/H boot has the cut-out for the steering damper mount. Clamps included. 58016 (pair) - \$22.95</p>	<p><b>84-88 Power Mirror Switch</b> Replace your worn or corroded original power mirror switch with our new reproduction, which meets or exceeds OE specs. 64190 - \$59.95</p>	<p><b>84-88 Front Park/Turn Signal Lamps</b> The Fiero Store is proud to offer reproduction factory style amber (orange) front park/turn signal lamps. Sold only in pairs. 51504 (pair) - \$29.95</p>
<p><b>Recline Handles &amp; Mechanism Covers</b> Is it time to replace your cracked, broken or missing seat recline handles and mechanism covers? 67344 Handles (pair) \$24.95 66789 Covers (pair) \$34.95</p>	<p><b>84-87 Front Engine Cradle Bushings</b> For those who do not wish to upgrade to polyurethane, we also offer rubber front cradle bushings for 84-87 models. The original bushings will need to be pressed out and the new ones pressed in. 57677 (pair) - \$29.95 57677 (single) - \$16.95</p>	<p><b>Aero Front License Plate Bracket</b> Finally, a factory style front plate bracket that can keep you legal (without drilling holes), while still allowing you to remove it for shows. Includes all mounting hardware. Fits 84 Indy, 85-88 GT, &amp; 86-87 SE. 67303 - \$49.95</p>	<p><b>84-88 Center Wheel Caps</b> Brushed aluminum reproduction wheel caps fit in the center of 14" or 15" wheels. Silver in color, approximately 2" in diameter. With or without the Pegasus logo. 68514 1 (no logo) - \$9.95 68514 4 (no logo) - \$24.95 67616 1 (with logo) - \$14.95 67616 4 (with logo) - \$39.95</p>
<p><b>Valve Cover Grommets</b> Replace your old rubber PCV and air breather grommets. These leaking or dry rotted grommets cause hazardous oil leaks, poor PCV sealing, and messy engine compartments. 64270 Air Breather - \$7.95 64270 PCV Valve - \$7.95 64270 Set - \$12.95</p>	<p><b>Rear Trunk Weatherstrips</b> The Fiero Store is proud to offer rear trunk seals for both notchback and fastback Fieros. Each weatherstrip fits around the rear compartment to keep water out of your trunk. 50398 Black - \$89.95 50398 GT - \$99.95 50398 SE - \$99.95</p>	<p><b>Shop Today at <a href="http://www.FieroStore.com">www.FieroStore.com</a></b></p>	

Parts and prices subject to change

Order Online 24/7: **FieroStore.com**

Toll Free Orders : 800-343-7648  
Customer Support: 860-645-1837

# 40<sup>th</sup> Anniversary Celebration Event

## Preview - M1 Concourse



About this issue's cover: A vintage Indy race car rounds the M1 Concourse at the 2022 American Speed Festival back in October.

Pontiac originally built the Fiero as a two-seater commuter car, but it quickly became a sports car in the eyes of everyone involved. From those that worked on the factory assembly line to the press that wrote thousands of articles about the car, it was apparent that the Fiero was something special. When entered in the racing arena, the Fiero enjoyed many award-winning seasons, and in July of this year, the Midwest Fiero Clubs and Pickardt Performance (visit them on Facebook) want to bring back that thrill of victory by offering track time at the M1 Concourse (M1concourse.com). At this exclusive and historic site, M1 offers a unique driving experience for our spirited cars, and with staggered, progressive driver groupings, individuals of all skill levels will be able to enjoy their Fiero on a world-class track with skilled instructors. From new racers to seasoned pros, all are invited to enjoy their cars at either track speeds or parade laps. Watch Fiero40th.com for more information on this exciting event as the details are finalized!

Eric Schneck and Paul NIFE members & M1 event coordinators

Fiero Focus contributor and editor Christopher Sass had the opportunity last November to interview Mr. Tim McGrane, CEO of the M1 Concourse. Mr. McGrane, a native of England, was previously the CEO of Laguna Seca Raceway in Monterey, CA, and the director of the Blackhawk Automotive Museum in Danville, CA. He has also been involved with Barrett-Jackson Auction Company, The Robb Report, Pebble Beach Concours d'Elegance, and has owned and operated his own events company.



Image 1: Tim McGrane, CEO of M1 Concourse (Photo courtesy of M1 Concourse Free Press)

M1 Concourse made the acquaintance of Mr. McGrane, the director of the Motor Sports Museum in Daytona, FL (formerly of the M1). Discussions led to McGrane and the M1 Concourse, which resulted in McGrane joining the M1 Concourse in March 2021. McGrane's role extends from the Detroit area to Detroit to Pontiac, Michigan designated as Michigan Road for M1. Woodward

Alabama has a long history in car culture that includes Charles Brady King driving the first automobile in Detroit on Woodward Avenue a few weeks before Henry Ford drove his first car; street racing beginning with horse drawn carriages and continuing into the 1970s; and "cruising", which eventually led to the Woodward Dream Cruise, an event that began as a fundraising effort and grew into the largest one-day car event in the world.

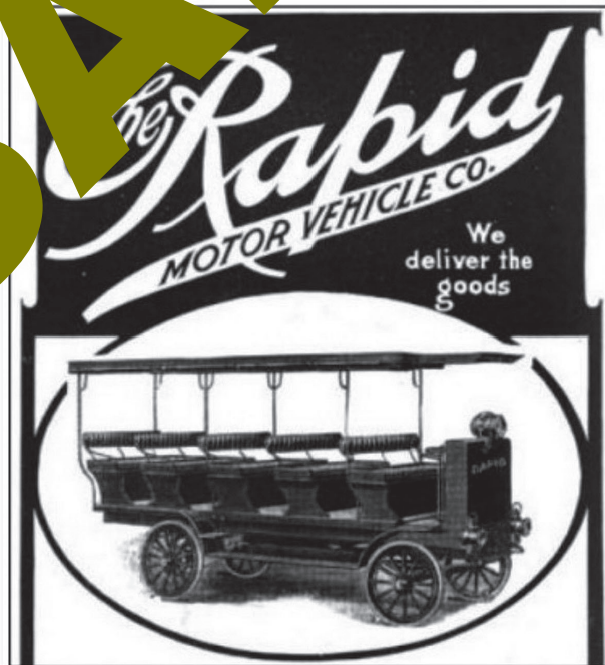


Image 2: (Image courtesy of M1 Momentum magazine)

East of the south end of Woodward Avenue, Henry Ford first produced the Model T in 1907-08 at his Piquette Avenue Plant. At the north end of Woodward Avenue, the city of Pontiac, MI has its own rich history with various automobile manufacturers. Only 1.5 miles from the north end of Woodward Avenue is the M1 Concourse, located between Rapid Street to the north and South Boulevard to the south.

The Rapid Motor Vehicle Company (Image 2) was founded in 1902 and built a new assembly plant in 1905 at 25 Rapid Street abutting the Grand Trunk Western Railroad tracks in Pontiac, MI. Rapid became a subsidiary of General Motors in 1909, at which



time Rapid produced one-ton trucks. GM chose the name GMC over the Rapid name in 1911. General Motors acquired the 87-acre parcel on which the Rapid plant resided to create the Pontiac West Assembly complex. This complex eventually fell out of use by GM and between 1981 and 2008, the GM buildings were demolished, resulting in an available vacant site. The M1 Concourse resides on this site today (i).

In 2011 the vacant property was transferred to RACER Trust as part of the GM bankruptcy settlement. The RACER Trust (Revitalizing Auto Communities Environmental Response Trust) was created in March 2011 by a consent decree in the United States Bankruptcy Court as a means to clean up and position for redevelopment properties owned by General Motors Corporation.

The idea for the M1 Concourse was inspired by other similar facilities, including Monticello Motor Club in upstate NY, The Thermal Club in Palm Springs, CA, Apex Motor Club near Phoenix, AZ, and the Concours Club in Miami, FL, all of which were developed in the 2000s. In 2011, Mr. Brad Oleshansky conceived of the M1 Concourse and began searching for suitable property after he and the development team visited other existing facilities to discern desirable attributes that could work at M1.



*The second annual American Speed Festival which took place at the M1 Concourse back in October 2022 honored the designs of Peter Brock, such as the Shelby Cobra Daytona Coupe.*

When Pontiac city planners were initially approached about the creation of the M1 Concourse, they were unsure of what it would be and how it would fit into the community. The area was occupied by automotive production plants for 106 years, resulting in the remediation of environmental issues subsequent to the demolition of the buildings. The City of Pontiac was then challenged to find a partner who would make an investment to redevelop the property for the benefit of the local economy. In 2011, the project developer would benefit from Tax Increment Financing (TIF) program where all taxes generated by improvements to the property are used to improve the surrounding area of the new development. Mr. Oleshansky purchased the former Rapid/

the largest garage community in the world.

For Phase 1 of the project, 80 condominium garages needed to be sold before the project could be broken. The majority of the garages were sold, and two parties stepped forward to purchase the remaining yet-unbuilt garages, so that the project could proceed. During the next 28 months, the Phase 1 garages and the track were constructed. M1 officially opened in August 2016 on the Friday of the Woodward Dream Cruise weekend.

Phase 2 included the construction of approximately 49 garages, and Phase 3 saw the construction of approximately 80 garages and the M1 Events Center, completed in time to host the 2021 Detroit Motor Bella (North American International Auto Show) (ii). The Events Center allows for year-round events. Phase 4 groundbreaking was on November 29, 2022, and construction is scheduled to begin in 2023. This will include a 3,000 square foot service center operated by automotive performance company Prefix Corporation, offering fuel service, electrification for EV vehicles, the Experience Center, and a kart track. Plans also include the creation of a public access restaurant.

The facility is available to garage owners through a private, controlled access entrance, to those attending public events such as Cars and Coffee (which takes place on the first Saturday of the

GMC property in 2014, and with other investors proceeded in creating the premier destination for automotive inspired events and



*Exotics and vintage race cars were parked in the M1 Concourse Events Center courtyard during the American Speed Festival.*



*During the festival cars round the track, which winds around the private garages.*

month from March to October), and to invitees who enter at the Events Center.

Mr. McGrane stated that, “The M1 exemplifies the original concept. The vision has only changed from the time of inception in that the originally planned retail facility has been deemed impractical. The garages, which are available in different sizes, are as originally planned. Phase 1 garages are all the same size. Phase 2 has two sizes of garages to attract a variety of members. Once the garage sales took off, the [track] owners realized that they could have sold many more large garages, as some owners have purchased multiple garages in Phases 2 and 3 to combine the units so that they have a larger garage that provides visual access to multiple portions of the track.” Garage sizes range from 550 to 1,200 square feet and garage owners can build out their garage interiors to suit their needs and tastes.

In terms of garage sales, the facility is fully occupied. There is a waiting list for second sales of garages typically without the garages going on the market. Mr. McGrane explained that, “The automotive community is relatively tight knit, and sales occur through established relationships between people within the automotive community.”

The M1 is not considered a racetrack—rather, it’s a high-performance track. Tim McGrane stated that, “Having such a facility in an urban area is something that isn’t common today because one of the biggest challenges a racetrack or a facility like M1 faces, whether the facility has been

present for decades or is relatively new, is the issue of sound.” Keep in mind that there are residences across the street from M1. “In developing such a facility today, despite the economic and other benefits it may bring, there is always someone in the area who doesn’t want in ‘their backyard.’ However, because the M1 site formerly being a manufacturing site, those sound attributes and existing at the site for over 100 years. Additionally, the railroad is located adjacent to the track providing the sound of locomotives and train horns that mask the sound of the track and crossing signals. Although the facility does not impose these sound ordinances on M1, the proximity of the railroad and manufacturing area creates a decibel level of

*On display at the festival, along with many other vintage cars, was this 1960 Chevrolet CERVI (Chevrolet Engineering Research Vehicle).*

98 for most events and allows decibel levels up to 110 for special events. Most tracks in other locations do have sound ordinances.

Some of the special events at M1 have

included the annual Woodward Dream Cruise and the American Speed Festival. M1 has also collaborated with Dodge to host the Motor Trend Roadkill Nights, which attracts upward of 40,000 attendees and features a 1/8 mile drag strip on a portion of Woodward Avenue. The facility has also hosted non-automotive and charity events. The American Speed Festival is a themed event and features invited cars that you might not see anywhere else.

In order to be a member of the Motor Sports Club Membership, you must be a garage owner. However, M1 has recently created the M1 Community Club for car owners that want to be a member without owning a garage at M1. Car Club members will receive credentials, preferred seating at Cars and Coffee events, access to *Automotive* Magazine, the opportunity to ride “shotgun” during events, viewing of special events fireworks, annual track day access, participation in special events and previews, and discounts on M1 merchandise.

The M1 track was designed by Martyn Thake of Motorsports Consulting Services. The result is a 1.5-mile track that can be used in either direction and

incorporates current safety standards, a dedicated pit lane, and a 2.5-acre festival/event arena and skid pad. The track was designed to be pleasurable for the inexperienced driver yet technical enough to be enjoyed by the experienced driver, and adaptable for OEM and media testing, ride and drives, and other functions. The track is on a relatively compact site. For reference, Laguna Seca Raceway comprises 550 acres. Unfortunately, the M1 facility is landlocked and currently has no opportunity to grow outside of its existing boundaries of 87

acres.

The reasons that the track is not a racetrack is due to the width of the track and that it lacks sufficient areas of run-off to host racing events, which limits M1 to remaining a high-performance track. However, Mr. McGrane stated that he, “likes the smaller more







On display during the festival was this very rare Lingenfelter Superformance 1963 Corvette Grand Sport.

fortunate coincidence that the M1 Concourse is located on Woodward Avenue because Woodward is iconic in the automotive world.

Anniversary Celebration, Mr. McGrane stated that, "It's important for us, it's important for M1, and it's important for the Pontiac community to be part of this activity, and we'll do whatever we need to make sure we make it happen. Obviously, we need to operate like a business, but where we can, we need to expand out to different automotive constituents, like owners' clubs. I am glad we were able to make that happen with the Fiero community. It will be interesting to see all the different Fiero and the day that the Fiero owners come here, we will make sure we give the experience we can."

intimate size of the events hosted at M1, while still being able to host tens of thousands of attendees, such as the crowds that show up for Roadkill Nights. The track is designed to run both clockwise and counterclockwise, which is unusual. It allows garage owners to experience the track in two directions." The track does not have an instituted speed limit; however, the design of the track limits speeds based on its size and the types of cars allowed to be driven on the track, which range from Corvettes, Porsches, performance street cars such as Hellcats, Mustangs, Camaros, and Miatas, to purpose-built racecars.

Mr. McGrane stated that, "M1 Concourse has become a gateway project for the City of Pontiac, MI. It was a

Obviously, from a business standpoint, [Woodward Avenue] makes it very easy to get here. We find that a high percentage of our car owners are located within 45 minutes of the facility, no matter where they [live] in Oakland County or southeast Michigan. Most of the local community that surround the facility would like to be able to use the facility. Other facilities may be located in the area, but the M1 Concourse has been so successful because of its location. You don't have to make a day commitment to be here; you can just stop by because the facility is so close to the facility. It's a great location to a close social community.

Woodward to the Fiero 40<sup>th</sup>

Ch... Fiero Focus Editorial Staff

Source(s): The Detroit Free Press, M1 Momentum magazine, Christopher Sass

**Sources:**

- (i) The M1 Concourse is located 3.3 miles southeast of where GM's Fiero assembly plant was located.
- (ii) Due to COVID 19 restrictions that caused the cancellation of the North American International Auto Show at COBO Center in Detroit, the Motor Bella took place at the M1 Concourse.

**40<sup>th</sup> ANNIVERSARY CELEBRATION**  
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## Announcing the M1 Track Day Event!

Join the Midwest Fiero Clubs at the M1 Concourse on Friday, July 14, 2023 as part of the 40th Anniversary Celebration of the Pontiac Fiero Presented by M1 Concourse. Friday's track day event will feature something for everyone - from spectator to sports car driver. Individuals will have the opportunity to participate in a parade lap experience on the 1.5-mile course or to engage in lead/follow performance driving in small groups based on driver ability.

The all-day event will begin with performance laps in the morning. Each performance lap group will consist of three to four cars and drivers will go through a driver seminar before being turned loose on the track with a lead car. New to the road course experience? You'll be placed in a group that will allow you to feel comfortable while learning how your car handles. Experienced with road racing? You'll find yourself in a higher speed grouping that will allow you to push your car on one of the finest road courses in the nation.

Those who wish to partake in the performance experience will need to wear a Snell SA2015 or newer helmet. Helmets are available at M1 but they will have to be shared among the group. Performance Fieros must pass a tech inspection that requires tires that are date stamped for 3 years old or less and in good condition with no dry rot and above minimum tread depth. No fluid leaks are permitted.

ted. Wheel bearings cannot have any play and brakes must be in good condition. Fieros cannot exhibit any structural rust near suspension components and must have functioning brake and hazard lights. As we get closer to the event, a full tech sheet will be shared with registered and potential participants. Only 30 slots will be open to performance driving. The cost will be \$100 each.

Mid-day, a parade lap experience will be open for a limited time. This separate group will drive on the road course on the Indy Park track. The true Fiero Indy Park is for a speed touring experience (not to exceed 45 mph). Passengers will not be permitted for this event. Up to 60 Fieros will be allowed to participate in the parade lap experience at a cost of \$25 each. As with the

performance cars, parade cars will also need to pass a technical inspection; however, requirements are a bit more relaxed requiring tires be in good condition with no dry rot and above minimum tread depth. No fluid leaks are permitted.



Parade Fieros must also have functioning brake and hazard lights.

More information regarding technical inspections and driver training will be released as it becomes available from M1 Concourse. Keep your eyes posted to Fiero40th.com for the latest details. In the meantime, get your Fieros ready! We look forward to seeing you in July!

*Jen Goss with Eric Schneck and Paul Hosler (M1 track day event coordinators), NIFE members*

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# Fiero 40th Facts

## The latest update on the 40th Anniversary Celebration!

This feature provides you with the latest information at the time of publication about the Fiero 40th Anniversary Celebration, which is presented by the M1 Concourse (M1concourse.com). For the most up-to-date information, visit the NIFE Facebook page (@NIFEClub) or the Midwest Fiero Clubs Facebook page (@midwestfieroclubs).

- Event dates are July 12-16, 2023 in Pontiac, MI
- The host hotel is the Centerpoint Marriott in Pontiac, MI (also known as the Auburn Hills Marriott)
- Hotel reservations are now available! Contact 248-253-9800 and be sure to mention that you're with the "Fiero 40th Anniversary Celebration" to get the discounted room rate of \$134 per night NOTE: Some nights are no longer available in the block and may require the full rate for those nights.
- Indoor parking inside the hotel will be available Thursday through Sunday

for an added fee, Spaces are limited and cars will have to undergo an approval process

- Website and event registration is expected to go live in January
- Each month leading up to the event, the Midwest Fiero Clubs is hosting a fundraising auction. Go to bit.ly/mwfc40 each month to view the details on the latest auction
- If you would like to volunteer your time to help with the success of this event, contact Jim Hallman at jhallman@fierofocus.com
- Looking for options to get to Pontiac, MI from the Chicago area without driving your Fiero?
  1. Car Ferry from Milwaukee, WI to Muskegon, MI for \$218 per car and trip and \$181 per person round trip
  2. Open or closed trailer from Chicago suburbs to Pontiac, MI. Based on preliminary quotes, the minimum cost is expected to be \$900 per car and trip. Seats are \$100 per car. Spots are limited to fill

one trailer. If you're interested in this option, please contact Jim Hallman at jhallman@fierofocus.com

- Event schedule is as follows:
  - Wednesday – Private Car Collection Tour
  - Thursday – Pontiac Transportation Museum (pontiactransportationmuseum.org) & Distinguished Speaker Event
  - Friday (day) – M1 Concourse (M1concourse.com) tracking driving event
  - Friday (evening) – BBQ dinner at the Pontiac Transportation Museum
  - Friday (evening) – Judging School; mandatory for all show judges for Saturday's all Fiero show
  - Saturday (morning and afternoon) – All Fiero show at the Centerpoint Marriott host hotel
  - Kid's Zone Activities (children must be accompanied by a parent at all times in the Kid's Zone)
  - Sunday (morning) – awarding of door prizes and awards ceremony 🏆



www.fierofocus.com/Fierocast\_Page

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*40th Anniversary Celebration Preview Presented by M1 Concourse, Kristina Kahn, Fierorama, The Hot Ones, Dr. Detail, Meet Presidents: Jim Hallman, Rob Bartlett, & Jennifer Goss, The EG, Fiero Price Guide, The 1997 Low Rider Magazine Fiero, Who are the Midwest Fiero Clubs, Talking with Fred Bartemeyer about his Fiero history and what he has under his garage roof!*

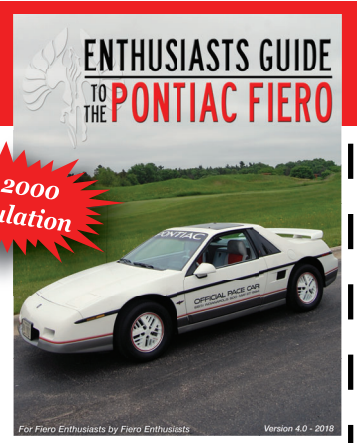
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# Paul's Product Reviews

## 11.9 Gallon OEM Style Replacement Gas Tank for the '84-'88 Pontiac Fiero

After 34 to 39 years of use, your Fiero gas tank suffers the same fate that any older collector car gas tank suffers: they rust on the outside, but more prominently, they rust internally. If you don't drive your Fiero much or if it has sat for many years, the gas can also turn into sludge. Until now, replacement gas tanks had to come from parts cars, hoping that the used replacement was in better shape than the tank in your car! Now, you can have a brand-new gas tank from Rodney Dickman. This tank is an exact replica of the larger gas tank that holds 11.9 gallons, the same as the OEM tank on '87-'88 Fieros. If you have an '84-'86 Fiero, your tank only holds 10.2 gallons. The replacement tank fits perfectly in '87-'88 cars, while the installation in '84-'86 cars requires some adjustments, additional upgraded parts, and minor fabrication,

all of which are well within the ability of a DIY owner.

### Installing this tank in an '87-'88 Fiero:

If you install this 11.9 gallon gas tank into an '87-'88 Fiero, your OEM cross brace, straps, and T-bolts work just fine. Anti-squeak insulator pads are included, which get glued to the new tank at the time of installation. Price is \$339.99 plus shipping.

Rodney offers new 304 stainless steel straps and T-bolts if those on your car are corroded and are in need of replacement, plus a new '87-'88 HD steel cross brace is also available. Strap sets, T-bolts, and cross braces are an additional cost.

### Installing this tank in an '84-'86 Fiero:

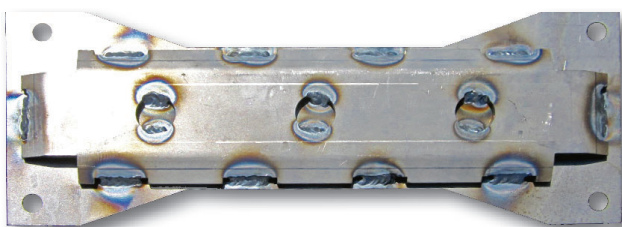
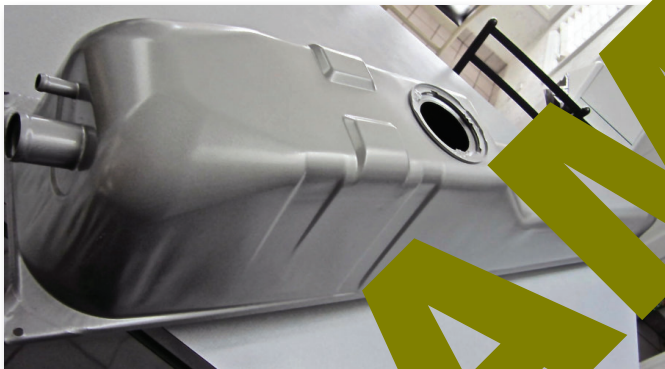
The larger gas tank fits the '84-'86 cars using a few new parts to shore up the chassis. Longer straps are needed because the brackets that attach to the chassis

and cross brace are mounted at a higher location on the '84-'86 cars. Longer T-bolts are needed for the same reason, and an '87-'88 cross brace is needed because it's thinner than the '84-'86 cross brace. Included in the '84-'86 kit is Rodney's reproduction '87-'88 cross brace. Due to these extra parts, the '84-'86 tank cost is \$494.88 plus shipping.

On his website (rodneydickman.com), Rodney asks that you call him before placing an order if you want to buy the '84-'86 tank kit. The webpage for the kit includes a video link and discussion of the installation of this tank into an '84-'86 Fiero.

*Paul Vargyas, Fiero Member At Large*

*Gas Tank Kit Price(s): Rodney Dickman*







# Focus On Events

## The Rear View Mirror Scrapbook

Fall Color Tour: October 29

Image Source(s): Tim Panfil



After a picturesque drive heading North along Sheridan Road through Winnetka, Glencoe, and Highland Park, we arrived at the Great Lakes Naval Base, our first stop on this year's tour.

As we were on the grounds of an active naval base, we were forbidden from taking photos from certain angles else we run the risk of getting our cameras confiscated! Luckily the Photographer Tim Panfil was facing the proper direction for this shot!



Inside the museum, attendees were treated to a private tour to discuss history of naval activities in the U.S. The Great Lakes Naval Base is the only Naval base not located along the coastline of the U.S.

Our next stop on our Fall color journey was the Pyramid House in Wadsworth, IL which offers a collection of Egyptian furnishings and artifacts. Unfortunately, the house was closed but we were able to peer through the gates to get a glimpse of the pyramid shaped houses.

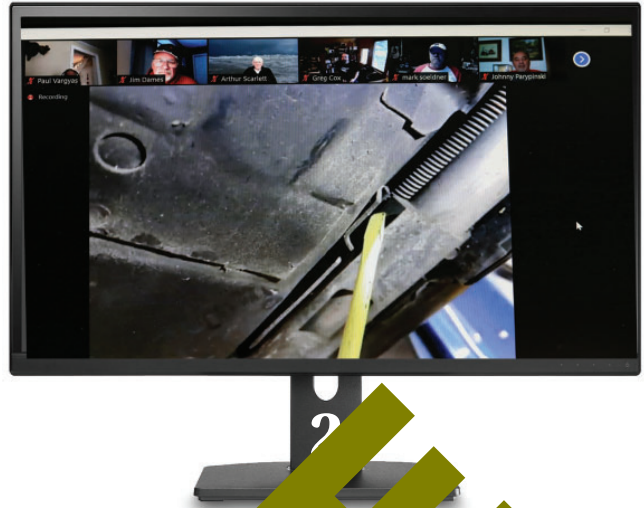


The lunch crowd gathered for a photo at Dockers, a lakeside restaurant in Fox Lake, IL. Our private room overlooked Fox Lake. This was our final stop on this year's tour.



1

The subject of our November 2022 NIFE club meeting was preparing your Fiero for the road trip to the 40th Anniversary Celebration coming up in July 2023. Our host, Fiero Jon of Jon Miller Car Care Center used a long screwdriver as a presentation prop to point out the various objects of his discussions.



2

The cooling lines and brake lines are insulated in rubber. It's wise to remove the rubber every five years and clean out the salt or debris from these areas.



3

When inspecting parking brake cables, always make sure you have a clear path to spot a sticky cable. If the lever does not completely come to a stop!



4

Thermostats have a metal cage on them. Always use a quality brand thermostat. Avoid big box auto parts store's private label brands. The cage on a cheap part can collapse and the thermostat will not work properly.



5

Look at that handsome devil! At the end of our meeting, Jon Miller answered questions and offered additional advice to the viewing crowd. A full recording of this meeting for future reference can be found under the Library tab at Fierofocus.com



## Beyond The Headlights:

### *NIFE Events Calendar At A Glance*

- January 21 - NIFE Club Meeting - Zoom Online Meeting
- February 18 - NIFE Club Meeting - Zoom Online Meeting
- March 18 - NIFE Club Meeting - Zoom Online Meeting

### **NIFE Club Meeting: January 21**

We all have our own reasons as to why we enjoy our Fiero(s) and show them off at car shows, whether they're 4-cylinder, 3800SC, V8-powered, collectible and rare, stock, or transformed into a wild custom. As many of us consider attending the 40<sup>th</sup> Anniversary Celebration from July 12-16, 2023 in Pontiac, MI, we may be spending the winter months doing extensive detailing of our Fieros in preparation for the big show. Who better to present this subject than our own Jim Hallman, NIFE President? Many of us know Jim's Fiero is typically the High Points Judged Stock winner at the annual Heartland Fiero Show, scoring in the 97-to-99-point range (on a scale of 100). What are Jim's secrets? His tricks? Let's all learn from the best and hear what Jim can teach us to help our Fiero look new again!

Join us for this online Zoom NIFE Club Meeting on Saturday, January 21, 2023 at 9:00am (CST). This event is scheduled to last 90 minutes so there's time for our guest speaker to take questions from the audience. We'll post a link to this online meeting under the "Events" tab on fierofocus.com and via an Eblast sent out a few days prior to the meeting. You must register in advance using the link in the Eblast or on the "Events" tab in order to receive the Zoom meeting link.

*Scott Campbell, NIFE Activity Director*

### **NIFE Club Meeting: February 18**

Your Fiero looks pretty good! You've fixed a few problems, washed and waxed it, and even put shiny tire dressing on

the tires and kept most of it off your hands and clothing. But at the end of the car show, you're sitting on the sidelines when the awards are passed out, and end up going home empty handed.

What does it take to get your car ready for award status? Attention to detail and long hours of preparation are needed to make every part of your car look new, and knowing where to detail your Fiero can help in reducing the number of point deductions on the judge's score sheet. These insights are especially useful if you are planning to attend the 40<sup>th</sup> Anniversary Celebration this July.

NIFE member Fred Bartemeyer, Jr is very active in the Fiero community and owns several low mileage, factory original Fieros, including numerous Fiero prototypes. He is a lifelong member of the Antique Automobile Club of America (AACA) as a Senior Master Judge, Certified Team Captain, Accredited Judge, and Assistant Chairman of the Historic Preservation Original Features Class. Fred started his judging career as a young kid at the Hot Rod show and participated in the judging system for numerous car shows including the CCS, Blountington Club, CCC, and several Concours Events, and has a strong interest in Judging and the 40<sup>th</sup> Anniversary Celebration since the 25<sup>th</sup>.

During this meeting, Fred will discuss the different types of judging and evaluations offered at various car shows. Judge's responsibilities, considerations, and disciplines will also be discussed as to how it relates to the different types of judging criteria. Both stock and modified Fieros will be addressed to help clarify the basis of how each category is evaluated.

Join us for this online Zoom NIFE Club Meeting on Saturday, February 18, 2023 at 9:00am (CST). This event is scheduled to last 90 minutes so there's time for our guest speaker to take questions from the audience. We'll post a link to this online meeting under the "Events" tab on fierofocus.com and via an Eblast

Eblast or on the "Events" tab in order to receive the Zoom meeting link.

*Art Hall, NIFE member*

### **NIFE Club Meeting: March 18**

How are you getting your Fiero to the 40<sup>th</sup> Anniversary Celebration this July? Are you going to drive it or trailer it? We will have several members presenting your options. First, NIFE member Wayne Geib and NIFE Activity Director Scott Campbell will be discussing the best ways to prepare your Fiero and yourself for a longer than normal road trip in your Fiero. Wayne and Scott have taken a road trip throughout the U.S. in their Fiero and will touch on topics like vehicle preparations, MPG, mileage versus length of days, creature comforts, and how and what to pack for the trip.

During this meeting, we will also have NIFE member Lee Meyer, a long time Fiero owner who trailers his car to many shows throughout the Midwest, talk about the many different aspects of trailering vehicles. This session will have tips and tricks to make hauling as safe as possible; it will cover material pertinent to those who are new to the process and for those more experienced.

Lee will discuss winching, strapping, weight distribution, hitch and vehicle categories, and safe driving practices. Additionally, he'll cover the option of putting your Fiero on a car dolly instead of a flatbed trailer. This will include pros and cons about dollies as they pertain to the Fiero and special precautions you may have to take when using them.

Join us for this online Zoom NIFE Club Meeting on Saturday, March 18, 2023 at 9:00am (CST). This event is scheduled to last 90 minutes so there's time for our guest speakers to take questions from the audience. We'll post a link to this online meeting under the "Events" tab on fierofocus.com and via an Eblast sent out a few days prior to the meeting. You must register in advance using the link in the Eblast or on the "Events" tab in order to receive the Zoom meeting link.

*Scott Campbell, NIFE Activity Director*

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sent out a few days prior to the meeting. You must register in advance using the link in the

## Meet-A-Member

continued from page 20

rust free, with 94,000 miles, and was completely stock except for the radio. It needed some things fixed like the dash lights and cruise control, plus the clutch needed some work. I paid \$3,100 for it.

Once word got out about the newest addition to our family, we realized one of our friends, NIFE member Robert Baron, used to have a Fiero! He told me about the Northern Illinois Fiero Enthusiasts and that's how I found the club.

My very first car show was the *Indian Uprising All Pontiac Car Show*, but I was still recovering from my left knee surgery, so my oldest son drove me to the show in the Fiero. We drove the Fiero about 5,000 miles the first two years, mostly to local shows and Fiero meets. During the week, my wife and I take the car out for morning coffee runs or date nights.

Since we try to enjoy the car through the summer months, the winter months are dedicated to repairs and upgrades. My wife and children have helped with various aspects of the car. It's been a family project and I don't think there's one part of the car we haven't touched. We named the car Marilyn Monroe for her sexiness and for wearing white, but with a black interior for her naughty, flirtatious side.

Our projects have included: stripping, cleaning, repainting, and soundproofing the interior; changing the interior color from gray to black; installing RSC seat covers, an Alpine/Rockford Fosgate sound system, and new wheels and tires; upgrading the engine with white overlay gauges, red gauge, and dual gauge ports; installing Rodney Dickman's (rodneydickman.com) short throw shifter with rebuilt shift cables; adding a navigation rearview mirror and Clifford keyless entry and alarm; building the rear coilovers (which I don't recommend) and installing Fieroguru adjustable sleeves, top hats and bump stops.

What else, you ask? I also built the front lowering springs (Eibach 300 lbs rear, 250 lbs front) and added struts, KYB shocks, a front oversized sway bar, and poly bushings. I put on XXR 17" rims with Firestone Firehawk Indy 500 tires, and then performed an alignment. The



car has Danyl Potvin 600mm HELLA headlight conversions and BTR clear front driving lights with switchback LEDs. Other upgrades include installation of the Rodney Dickman Getrag input shaft sleeve and Rodney's master cylinder and slave cylinder, a full transmission and engine rebuild, and an EP381 fuel pump. The engine compartment was stripped, cleaned, repainted, and reinsulated; and new rear trunk weatherstripping, insulation, and carpet was installed.

I also added new inner and outer rods, steering stabilizer, inner tie bar core radiator, and heater core. I had a V8 Archie battery relocation, MIG welding cables, and ground cables with copper sealers, and connectors, and a Fiero wire tire pressure monitoring system. Body work included a new front fender, inside fender, and a new windshield, tinted sail panel, window sunroof tint, windshield wipers, and custom emblems. I also had custom wheel center caps. I have most recently have installed a Rodney Dickman 2.0 hood vent on an extra hood, which will get a new hood decal and painted. The underside of the car, including the gas tank, has all been cleaned and repainted.

As time went on, I met a lot of fellow enthusiasts on social media platforms, and I learned more about the Fiero and potential engine swap options. I became obsessed with doing an engine swap on my car. I loved driving it, but I felt it needed more power—like, a lot more power. My wife is a small block Chevy girl so we almost did the LS swap, but the plan was to do this on a budget. I decided on the supercharged 3800, or what's known as the L67. I had a lot of help from both the Fiero and 3800 community and spent the winter building an engine in my house. I missed a few shows before I had my car ready, but in

the late spring of 2021, with a huge sense of accomplishment, it was done.

Remember when I said we were doing this on a budget? Well, my engine succumbed to the inevitable after pushing it to 100,000 (sadly) and it threw a rod through the side of the block; back to the drawing boards.

With the second 3800, I tore the entire thing down to the bare block and furbished it all, including re-ceramic coating the pistons, new rings, bearings, and new bolts throughout. It was a complete rebuild and nothing was left out. Prior to putting the motor back in, my son and I drove to Rodney Dickman's place, picked up some new parts for the transmission, then drove the transmission up to Midwest Transmission Center in Minnesota for a complete overhaul and rebuild.

After all that work and reinstallation of the engine and transmission, I've driven the car approximately 6,000 miles. Some of my favorite drives have been a trip to Detroit with my middle son for the W-body/3800/Holden show, and the spring and fall drives with the various Fiero clubs.

We have a bit of a variety with cars in our household. My wife drives an Infinity and my daily driver for work is a turbo Hyundai SUV. I'm a Project Manager for a national home builder, so it's hard to take the Fiero to work without it getting trashed. If I ever won the lottery and decided to get a second Fiero, it would be a widebody notchback with a turbo LS4 engine. Outside of the Fiero club, this year I started doing road rallies as the navigator with the Porsche Club, so if I could add another, different car to the stable, that's what I would go for.

Hope to see you all next season with more progress to share on Ms. Monroe! 🙌

*Image Source(s): Michael Schmidt*



# Bits & Pieces

Sales - Parts - Services - Literature

Visit us online at [Fierofocus.com](http://Fierofocus.com) under the Bits & Pieces tab for the most up to date advertisements

## 2022 Fierorama Key Sponsors

The Fiero Store – 60A Progress Drive, Manchester, CT 06042; 800-343-7648; [fierostore.com](http://fierostore.com)

V8 Archie – V8 conversion kits for the small block Chevy V8 kits including the newer LS based Chevy V8 engines & their truck versions. These kits are kept in stock! We're also still supplying kits & parts for installing the Pontiac F40 6-speed transmissions into your Fiero along with "Big Brake" kits. We are still making, selling & shipping many fiberglass parts, like the Warber Hood, the Battery Box and the MadArch WideBody Kits. Call anytime; there is nothing we like more than talking to old friends (or new!) about cars. Currently located in Las Vegas, NV. Complete pricing, pictures and Fiero tech tips are on our website. Contact Archie; 847-212-3909; [Archie@V8Archie.com](mailto:Archie@V8Archie.com); V8archie.com

Woody Buick/GMC in Naperville, IL – Phil Parker, Business Development Manager; 1585 West Ogden Avenue, Naperville, IL 60540; 630-357-2200; [woodycars.com](http://woodycars.com)

Mr. Mike's Car Upholstery Kits – Mike, Owner; [mrmikes.com](http://mrmikes.com)

BonTer Solutions – Specializing in personalization on a wide variety of items including: shirts, sweatshirts, coffee mugs, tumblers, water bottles, coasters & much more. We can put your car's image, your name or anything you would like on them. Most of our items have a one piece minimum. 847-453-3290; [bonnie@bontersolutions.com](mailto:bonnie@bontersolutions.com); [etsy.com/bontergifts](http://etsy.com/bontergifts); view the full product line at [bontergifts.com](http://bontergifts.com)

Fastsigns Elk Grove Village, IL - David Becker, Owner; Mike Kroyer, Sales/Design; 847-981-1965; [fastsigns.com/341](http://fastsigns.com/341)

TANJ Technologies – Todd Thorson, President and CTO (and NIFE member); full listing of available technical services at [tanjtech.com](http://tanjtech.com)

## Fieros For Sale

'86 GT – Gold/Tan, auto, converted to 3.4L V6, recent replacement of all lower engine gaskets & oil pan, recent restoration including new paint, new CV joints, woodgrain dash kit, 1,500 miles on new tires, refinished with good quarter glass windows, subwoofer, PDI, etc. Good entry. Many extra parts including extra floor mats, show-winning Fiero. Signed by Hulki on the back of decklid. Appraised at \$16,500; selling for these reasons for \$8,800 or make a reasonable offer. Contact Scott; 920-323-5666

## Mechanics

Ewert's Automotive – Service, expert auto repair company since 2000. Referral from the late NIFE member Orville Elza. 5000 N Rail Road, Elza, IL 60120; 815-467-1117

G Force Automotive – Mechanic, auto work performed: engine repairs, upgrades, etc. We do stock Fiero clutch replacements. Contact Frank Leszkiewicz; 22829 Mustang Road, Frankfort, IL 60141; 708-299-4998

J & C Central in Wheaton, IL – Offering expert auto repairs since 1978 and 24-hour towing. Referral from NIFE Membership Director, Mark Soeldner. 420 South Main Street, Wheaton, IL 60187; 630-665-1055

Marvin's Motor City – Offers maintenance & restoration on all year Fieros and other GM cars. Painting, body repairs,

detailing, A/C service and conversions, brakes, mechanical repairs, etc. Marvin Minarich, Jr. Owner (a Fiero enthusiast with multiple Fieros!); 9550 #C, Sandridge Industrial Court, Morris, IL 60450; 815-521-9566; [gtomarvin@hotmail.com](mailto:gtomarvin@hotmail.com)

Morris Tire & Alignment / J&A Transmission – Offering all services for your Fiero. Referral from NIFE President, Jim Hallman & club member Marvin Minarich, Jr. Contact Chris; 3385 North IL Route 47, Morris, IL; 815-942-5979; [morristires.com](http://morristires.com) or [jandatransmission.com](http://jandatransmission.com)

PMD Performance Restorations – GM factory trained Fiero mechanic with over 35 years of experience. Contact Dave Armstrong; 847-965-0659

## Parts & Services

Looking for used Fiero parts? Check out the Midwest Fiero Clubs' website located at [midwestfieroclubs.aaca.com](http://midwestfieroclubs.aaca.com) under the About Us tab on the FAQ page where you can find a list of people in the Fiero community who are selling used Fiero parts across the U.S.

Moving Sale! Six parts cars including an '88 Fiero, complete project cars, hundreds of new & used parts, hundreds of Fiero toys & memorabilia, Fiero merchandise & collectibles. Located in Winnetka, IL. Contact Dyreson; 815-494-0205; [ravens.com](http://ravens.com)

GM certified reproduction tint lens sets for the Fiero GT. Lens sets come in a sturdy box with detailed instructions for installation. More robust than OEM, lenses will not yellow. Cost is \$450 USD + S&H. For orders or questions, quantity, name, shipping address, cell phone, [goodyear@bellyacrestudio.com](mailto:goodyear@bellyacrestudio.com)

Nylon side covers for your Fiero – Cover up those chipped and scratched mirrors covers the entire door mirror housing & the "Fiero" name and logo in bright & bold colors. Easy to install; won't peel. 977-888-8888. More details at [etsy.com](http://etsy.com)

Finishing (formerly Jet Finishers) – Source for auto body coatings. Referral from NIFE member Tim Panter. Referral from Randy supports the Fiero; be sure to tell him you're a club member); 136 West Commercial Avenue, Elmhurst, IL 60121; 630-559-0808; [finishingcompany.com](http://finishingcompany.com)

Mirror Control Repair Plate Kit – This kit includes a replacement hex nut for the mirror control plate, two white trim panel fasteners & the bezel reinforcement plate. Kit repairs the mirror control housing that pops out of the door panel. Cost is \$9.00/kit. Also, Fiero literature, collectibles & parts, approximately 3,000 items including dealer brochures, owner's manuals, shop manuals, magazines, pamphlets, Service Bulletins, Indy Pace Car literature, models, die cast cars, slot cars, Matchbox, Hot Wheels, etc. plus many body & interior parts, wheels, steering wheels, sunroofs, ashtray covers, & more. Contact Tom Derr; 717-763-5748; [tom6derr@yahoo.com](mailto:tom6derr@yahoo.com)

Golden Eye Graphic – Specializing in car show sign boards. I am a car enthusiast like so many others & spend a lot of time at car shows & 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 so other car enthusiasts are able to see & 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. Contact Mike Kroyer; 847-791-5630; [goldeneyegraphic@yahoo.com](mailto:goldeneyegraphic@yahoo.com)

RW Upholstery – Offers custom upholstery & upholstery restoration services. Products include rear trunk covers, front compartment covers, mirror covers, headliners, sun visors (with & without pockets), sunshades & more. Russ Wormuth, shop owner; Denver, IN; 765-469-2330; [info@rwupholstery.com](mailto:info@rwupholstery.com); [rwupholstery.com](http://rwupholstery.com)

Sinister Performance, LLC – We offer the following services: Engine/transmission swaps & custom chips/computer reprogramming; OBD-1 and OBD-2 for 1984 to present GM vehicles. We offer a 10% discount to all current NIFE members for custom chips & PCM reprogramming services & many different types of engine swaps, so please notify us of your membership when placing your order. Lots of Fiero-related information can be found on

our website. Ryan Gick, Owner; 1880 County Road 18, Waterloo, IN 46793; [sp1@gmtuners.com](mailto:sp1@gmtuners.com); [gmtuners.com](http://gmtuners.com)

Delco CD radios for the Fiero – Looking for a "stock" looking CD radio for your Fiero? For full details, contact Kevin Kruger; [radios@replacementradios.com](mailto:radios@replacementradios.com); [replacementradios.com](http://replacementradios.com)

The Fiero Store – The World's Largest Source of Fiero Parts. NIFE members receive a 5% discount on most non-GM items in our product line. Call for specific details. Free price catalog at [FieroStore.com](http://FieroStore.com); 60A Progress Dr, Manchester, CT 06042; 800-343-7648 (orders); 860-645-1837 (info); [fierostore.com](http://fierostore.com)

Accessories by Rodney Dickman – Headlight repair kits for all GM Metrag 5-speed parts & miscellaneous front suspension, speakers, shifters, leather shift boots, seat covers, apparel, stickers, tools etc. Reproduction and replacement parts for the Fiero. Contact Rodney Dickman; 7604 Treeview Drive, Caledonia, WI 53609; 262-835-9575; [rodneydickman.com](http://rodneydickman.com)

Leather kits for the Fiero – Samples available! Located in FL. Contact Mr. Mikes; 941-922-5070; [mrmikes.com](http://mrmikes.com)

Fiero parts at discounted rates! Order your Fiero parts online. Enter your part number & see your purchase cost with S&H charges. Parts ship from Winston-Salem, NC. Contact [gmpartsdirect.com](http://gmpartsdirect.com)

TFF Auto Center (formerly known as The Fiero Factory) – Over 200 Fiero parts cars at any given time! Call for the parts you need. Contact Jeremy Biggs; 8710B Highway 53, Toney, AL 35773; 256-420-5391; [fierofactory@juno.com](mailto:fierofactory@juno.com); [thefierofactory.com](http://thefierofactory.com)

Hot Rod Auto/Truck Collision & Restoration, Inc – Specializing in original & custom painting, original & performance upgrades to brakes, engine, suspension & transmissions. Appraisals. Contact Mark or Ron; 4655 N. 25th Avenue, Schiller Park, IL 60176; 847-678-2490; [hotroauto.com](http://hotroauto.com)

## Insurance

Rally Insurance Group, Inc – Classic/special interest auto insurance specialists. NIFE club members receive a 7-10% discount. When signing up, be sure to mention your NIFE membership. Contact Ellen or Lars Anderson; 31632 Ellis Drive Suite 112 Volo, IL 60073; 630-617-9960; [rallyinsurance.com](http://rallyinsurance.com)

## Books & Literature

Enthusiasts Guide To The Pontiac Fiero – The most in-depth & comprehensive documented information on the stock 1984 to 1988 Fiero in a 60-page, 8.5"x11" spiral bound book. Up-to-date Fiero facts, statistics, numbers built, colors, VIN decoder & specifications with over 120 full color images. Cost is \$15.00 each plus \$2.75 for S&H. Order via credit card or PayPal at [fierofocus.com](http://fierofocus.com) or make checks payable to Northern Illinois Fiero Enthusiasts and mail to NIFE c/o Scott Campbell 150 W. Hampton Dr. Round Lake, IL 60073

## Miscellaneous

Reproduction Window Stickers now available from Pontiac Historic Services – '84-'88 Pontiacs, \$65.00/ea. For more information, contact Pontiac Historic Services, Automotive Services Division; P.O. Box 183251, Shelby Township, MI 48218; 586-781-5164 (phone); 586-781-5167 (fax); [phs-online.com](http://phs-online.com)

*If you plan to submit a FREE advertisement for the "Bits & Pieces" Section—whether to sell your Fiero, parts or services—or if you wish to send in a Letter To The Editor for publication in the next Fiero Focus, please email your submissions to [Sadie Kaminski at sadiegood@gmail.com](mailto:sadiegood@gmail.com) by February 5th, 2022 for inclusion in the March/April issue. Any submissions after this date will be included in later issues.*



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### Fiero Focus Magazine Awards

Old Cars Weekly Magazine's  
Golden Quill Award:  
1995, 1999-2017, 2019-2021  
International Automotive  
Media Award:  
Bronze: 2009  
Silver: 2003-2006, 2011  
Gold: 2007, 2008



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# Meet -A- Member

by Mark Soeldner

### Meet A Member Stats:

City	Woodstock
State	IL
Member #	1902
Year	1987
Model	GT
Engine	3.8L V6
Transmission	5-speed
Milage	106,000
Exterior Color	White
Interior Color	Black
A/C	Yes
Sunroof	Yes
Power Windows	Yes
Power Locks	Yes
Power Mirrors	Yes

won many well-deserved awards for his beautifully engineered Fiero. You know his story.

I used to own a lot of cars. I bought a few cars, but a few years ago I suffered a pretty good knee injury. Not being able to cycle or run anymore due to my knee, and having owned quite a few sports cars through the years (though it's been about 20 years since owning the most recent car), I decided to get a project car to keep me busy.

After perusing the internet for some time, I came across a picture of a yellow widebody Fiero GT. One picture led to another, and I realized the potential of the Pontiac Fiero. I was taken back to my senior year in high school when I was fortunate enough to drive a medium red metallic '87 GT that belonged to my friend's sister. I remember the excitement as if it was yesterday. Around 1990, I had my second encounter with a manual



transmission silver GT. There was just something about them—sporty, nimble, compact, and fun!

With that, the search was on. I specifically wanted an '87 because that's both the year I graduated high school and the year I drove my first Fiero. I chose white because it reminded me of a white '84 Recaro Trans Am I used to have.

I found a Fiero about an hour from my house, which right away made it seem like this was the car for me. It was mostly

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Send Meet A Members:  
Mark Soeldner  
220 Parkway Drive,  
Wheaton, IL 60187  
630-462-9441  
Email: mwsld@att.net

## Michael Schmidt / Enthusiast of the Year

Every year, the NIFE board honors a club member that they feel represents having the most enthusiasm for our beloved cars. Our choice for 2022 promotes the Fiero whenever possible by participating in some non-Fiero shows, including the 3800 Car Show. He has