

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

Sister Clubs

By Bob Schlag and Ray Paulk

HAPPY 2000 TO ALL of you and Welcome to members of the New England Fiero Association! Most of you have heard about the new Fiero club recently formed in New England. This is a sister club to MAFOA, in fact, a very close sister. We will be sharing some of our resources, such as this newsletter, now called 'Fiero Pride', and a website. Check out the new website at <http://www.fieropride.com>

As a further introduction to members of MAFOA, here are some of the specifics of this joint effort:

NEFA will be very closely associated with the Mid-Atlantic Fiero Owners Association (MAFOA), to the point that we will share ideas and plan events with each other. MAFOA and NEFA will share a newsletter, with members of both clubs contributing articles and content.

NEFA will elect its own officers and directors who will be responsible for the club's operation.

MAFOA already has officers and a Board of Directors and will continue with this current leadership until its next scheduled elections.

The president of each club will automatically become a director of the other club. This is to encourage consistency and harmony between the clubs.

Both MAFOA and NEFA will share responsibility to produce and distribute the joint newsletter.

A portion of each member's dues from either or both clubs shall be contributed to a common newsletter 'kitty' from which all production and mailing costs will be paid. Bill Behret will manage this account independent of either club's own treasury.

Any person joining either club will automatically become a member of the associated club but may be limited in certain aspects such as voting. The officers and directors of each club shall determine the relevant membership limitations. Issues affecting either clubs, or the overall organization, will be open voting by all members.

Membership dues for either club shall be \$12 annually. Any person wishing to be a full member of both clubs, may join the second club for an additional \$2 in annual membership dues. Since most Fiero clubs charge at least \$16 to over \$30 per year, the \$14 dues for TWO club memberships is a definite bargain for Fiero owners.

Can it all be done for this little? MAFOA has been thriving and growing for over 5 years with dues of \$10 to \$12 per member per year. And the club has a healthy positive cash flow with a very comfortable treasury balance!

Membership in either club includes an invitation to participate in the clubs own exclusive (and active) Internet discussion group. This discussion group is called the PRIDE eGroup continuing the 'Fiero Pride' theme. For more info on this, go to <http://>

Continued on page 4

Upcoming Events

June 4: "All Pontiac Spring Car Show", West Warwick, RI. Presented by the Little Rhody Chapter of POCI, sponsored by Fiore Pontiac. For more info, contact Steve Westberg (401) 822-2323

June 11: "8th Annual Pontiac & Buick Auto Show" at the Budweiser Brewery, Merrimack, NH. Presented by the Northeast Chapter of POCI, sponsored by Tulley Buick-Pontiac-GMC. For more info, contact Matt Turner, a NEFA member (603) 679-5738 or email: me.turner@rcn.com

June 15, 16, 17, 18 - FOCOSEA Regional Fiero Festival - Williamsburg, VA. Contact your events person for more info.

June 18: "4th Annual Dream Cars for Kid's Dreams", East Windsor, CT. Presented in part by the Nutmeg Chapter of POCI. For more info, contact Mike Daugherty (860) 688-9328 or email: MikeJune@peoplepc.com

July 4th weekend - NE Summer Nationals (Hot Rod) Worcester, MA

July 7, 8, 9 - Fiero Dutch Classic - Denver, PA. Flyer enclosed.

July 27, 28, 29 - FOCOA 16th Annual Fiero Festival - Louisville, Ky

July 30 - Sixth Annual Pontiacs at the Glen. More info in this issue.

August 19 - Harrisburg, PA - Drive Out MS sports car rally to benefit Multiple Sclerosis, hosted by PACE Miata Club. Contact MAFOA for more info.

August 26: "1st Annual NEFA Fiero Flea Market & Swap Meet", at Bob Parker's Kick Hill Farm, Lebanon, CT. For more info contact Eric Schneck (508) 295-8015 or email: eschneck@bigfoot.com

Sept 30 - GM Race Day - NE Dragway - Epping, NH

CONTENTS

Upcoming Events	1
It's been my experience	5
Who says Fieros aren't addicting?!	6
Door Locks the easy way	7
Upgrading your ignition system	8
Transaxle axle seal replacement.....	11
Merchandise	12
What's a fully loaded Fiero?	12
Classified Ads	14

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Ramblings

WELCOME TO SPRING 2000! First off, I need to apologize for the tardiness of this issue. We have been going through a lot of changes lately, and I think this will make for a better club for all of you.

First, and foremost, is the union with the New England Fiero Association (NEFA). You can read more about this on Page One. The major advantage here is that we can encourage the growth of our overall organization, while still retaining a local flavor in the New England Area.

Next on the list of changes is the newsletter itself. We have changed the name to Fiero Pride, due to the fact that it is now for more than just MAFOA Members. Then, there is the addition of Fred Clarke. Fred has done numerous publications such as this, and will be able to do things that I could not. By applying his expertise to create a more professional appearance, and his ability to include better pictures than I ever could, your newsletters will look better than ever. Please bear with us through the transition, and let us know what you think of the new look.

You may have noticed by now that some of the directors have taken on some of the many tasks that I have been managing to do for the past five years. It just got to be too much, and I was not able to continue with it all. Thanks to these folks who have come forward and offered their assistance. See the list of officers for those who are being such a big help.

And, yes, there was an election, where Joe Magee was elected to be the new president. In early December, Joe decided he couldn't take on the responsibility, so I have continued on in that role. We are looking for volunteers to run for that position for next year, so let us know if you think you are interested. I'd be glad to answer any questions you might have about what the job entails.

Now that we have all of these changes getting worked out, we need to get back on schedule with the newsletters. The next few issues will be fairly close together, so we need your help getting content. Please think about anything that you have to share with other Fiero enthusiasts. Share your experiences, funny ones and educational ones. Tell us about your Fiero(s). Tell us about how you first got interested in Fieros, and how you got yours. Tell us about a repair or modification you made, and how well it worked out. Tell us about a car show you attended. Tell us

... You get the idea.

We have also begun rebuilding the club website. Check out the new site, now located at www.fieropride.com and let us know what you think of it so far. We plan to add a lot more info about members and their cars, so if you weren't on the previous site, send us a few pictures of you and your Fieros, and a paragraph about them, and we'll get you posted.

We have been exchanging newsletters with a lot of other Fiero clubs around the country. These newsletters are available for all members to refer to, to see what other clubs are doing.

There will be a bit more of a delay with the membership cards. We will get them out to you eventually. We are restocking the club merchandise. If you'd like to order any club shirts or other items, please contact Jeff Ramberg. His contact info is on Page 2.

We would like to host a few "Tech Days" at our house in Dover, PA this summer. Several projects are adding up, and I thought that by inviting members, others can learn about these jobs along with me. One of the topics will be "Fiero Doors", which will include lock repair, hinge pin replacement, dew wipe replacement, power lock diagnosis, etc. Another possibility is putting a factory sunroof into a car that didn't have one. Any other suggestions? Anyone else want to host such an event? When dates are set, I will send a message to the e-mail list, with at least two weeks notice. If you're not subscribed, contact me at bobschlag@fieropride.com. If you don't have e-mail, call me to let me know you're interested, and I'll let you know when we do it.

This issue will be in your mailbox after Fieros At Carlisle 2000 is just a memory. We hope you were able to join us there. In the next issue, we'll tell you all about it. In the next issue, we will describe some of the changes in more detail, and begin introducing you to the club directors. They are a great group, and they have helped me keep the few shreds of sanity that I have left. Thanks to them all! Talk to ya next time!

by **Bob Schlag,**
President MAFOA

New England Pit Stop

DURING A NORMAL YEAR, when the winter comes, I tuck-in my GT and focus on email, eBay and honey-do projects. But last fall all the activity on the Internet and missing the live action

by Ray Paulk,
President NEFA

started me thinking about my Fiero activities. I live in New England but have, for the past several years, considered MAFOA to be my home club. The reason is what I call the essence of the club, the general enthusiasm and pride which makes being a member mean more than just owning a Fiero.

So why can't we have the same thing in New England? We have Fiero enthusiasts up here; all we need is a little organization and coordination. So I bounced some ideas off a few Fiero buds about starting a new Fiero club in New England. If it was going to happen, I wanted planned with a good foundation and structure but in such a way where no one person has to carry the load.

Well for something that should be so easy, it sure was a long road to get where we are now. But thanks to a whole lot of people, we have a great start for the New England Fiero Association. And the "sister" club association with MAFOA brings the whole northeast Fiero community a bit closer. We share whatever is practical and cross-support what we can't share. This goes a long way in helping to get a new club off the ground.

So before going farther, thanks to everybody who has helped to make this happen!

We had our founding meeting at Bob Parker's Kick Hill Farm. Naturally it rained but even so, we came away with 30 founding members, a full set of officers and Directors and even our first lifetime member being Bob Parker. I think I was most impressed by Jason Haughey driving all the way up from Reading, PA to support and join the new club. And the enthusiasm. Wow! The only time a hush fell over the crowd was when it came time to volunteer for an office (Gee, I wonder why?) Of course after the meeting, we all raided Bob's barn full of Fiero parts.

On May 7th we rallied together as a club for our first event, the Nutmeg chapter of P.O.C.I. (Pontiac-Oakland Club International) had an all Pontiac show at Stephen's Pontiac in Bristol, CT. My son, Dave and I each drove our Fieros down that morning. As we entered the registration area, screams went out. "More Fieros!" We drove to the back line up where I saw the unmistakable row of Fiero hoods and trunk lids open. Would you believe a total of 19 Fieros for the day. That is about 50% of the entire membership! We blew everybody away! And we took the best club participation award which added \$25 to the club treasury. Cool!

The next push is obviously Fieros at Carlisle. This to me is the show of shows and one I always look forward to. But now I have to contradict that as our family can't go. Sarah, our youngest daughter, is graduating from college on Sunday (that's good) plus Janet and I must take care of my invalid mother-in-law (that's bad). Maybe next year.

The next event for a NEFA rally is the P.O.C.I. Pontiac Buick Show held at the Budweiser Brewery in Merrimack, NH. Not only is this is a gorgeous place for a show with the cars parking on the manicured lawns but it is being run by Matt Turner who is a Fiero owner and member of NEFA. Lets see if we can get even more Fieros there than we had at the last one.

Finally, remember this is your club. The philosophy is to share the load so that we all can enjoy our Fieros and the camaraderie. Have you done something interesting to your car or know some interesting tidbit about the Fiero? Share it with the rest of us. If you find it interesting, odds are pretty good that others will too. The clubs and newsletter can only be as good as you make them.

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A Fiero Club Is Born

By Andrew M. Virzi

On a cold, rainy March 11th afternoon a group of 30 people from New Hampshire, Massachusetts, Rhode Island, Maine, Connecticut and Pennsylvania, appeared on Bob and Holly Parker's doorstep in Lebanon, Connecticut with a vision to create a new Fiero owners club based in New England. The Parker's farm, already known to Fiero lovers nationwide as Kick Hill Farm, where tired Fieros come to rest and donate their parts to service the remaining population of Fieros still on the road, made a perfect place to meet. The farmhouse, warm and dry was filled with excitement and interest as the group tossed about ideas for the new organization.

Soon after the meeting started with Ray Paulk directing, Ray was elected our first president. As any good president would do, he explained in detail what the club should and could be and asked for volunteers to help make this dream a reality. He also explained the lack of connection with FOCONE and the close association MAFOA. It was then ratified that the new club be formed. As with most newborns, the name became difficult and was tabled for subsequent suggestions and voting via email.

Ray stated that the club would only work if we all pulled part of the load. It would be a lot of work but if we divide we can conquer. Each person at the meeting had a sheet, which detailed the proposed club officers, Board of Directors, and responsibilities. It was voted that there would only be a President and Treasurer for officers and that each director would have a related responsibility. With the ground rules in place, it was time for nominations or volunteers and voting.

Michele Ruscoe was elected Treasurer, yours truly Andrew Virzi as Recording Director as well as club photographer (hap-

pens to be my profession). John Demastrie jumped in for the Newsletter Director chores; Jody Lemos is our Membership Director, Eric Schneck and Greg Bedard as Events Directors and Jim Lund as Web Director. It was also noted that the club would have a 7th Director being responsible for cross club coordination with MAFOA. This seat would always be automatically filled by the President of MAFOA, currently Bob Schlag. Those that stepped up to the plate, including Bob, who was unable to attend, were honored to receive the first 9 membership numbers starting at 1001.

In honor of Bob Parker's commitment to the Fiero community and helping to preserve the Fiero, Bob was voted our first Lifetime Member with member number 1000. Needless to say, Bob was very pleased and honored.

To give those in attendance time to get to know each other, talk about and see the 17 Fieros in attendance waiting patiently in the rain for their drivers, a break was ordered. Bob and Holly graciously provided lunch, which included a vegetable dip plate and pizza along with cold drinks or hot coffee to give us the energy to continue with the meeting.

The meeting closed out after discussions about Fieros at Carlisle show and a Fiero swap meet at Kick Hill Farm on August 26. No one could wait to visit the barn loaded with used Fiero parts, make their selection give Bob their money and smile all the way home.

UPDATE! As of March 26, 2000 the new Fiero club name was officially voted as: New England Fiero Association. Steven Kelley was also appointed Newsletter Director, replacing John Demastrie, who's time is presently to constrained for the project.

Sister Clubs

Continued from page 1

www.egroups.com/group/mafoa, or contact Bob Schlag.

This is a very positive step toward a prosperous future. Expanding the base of our combined membership enables us to draw on a larger number of helpers, more newsletter contributors, and more events to attend. If anyone has questions about this whole concept, please feel free to contact Ray or Bob. Contact info can be found on pages two and three.

We encourage members to be full members of both clubs. We have enclosed a sign-up form for NEFA with this issue. For the full experience, fill it out, and send it along with \$2 to the address on it.

Proposal - New Fiero Club for New England

1. **CLUB:** A new Pontiac Fiero club will be formed in the New England. The name is to be decided, but for purposes of this discussion, we'll call it NEFC (for New England Fiero Club). This club will be very closely associated with the Mid-Atlantic Fiero Owners Association, MAFOA, to the point that we will share ideas, and plan events with each other. MAFOA and NEFC will share a newsletter, with members of both clubs contributing articles and content.

2. **ORGANIZATION:** NEFC will elect its officers and directors who will be responsible for the clubs operation. The president of each club will automatically become a director of the other club. This is to encourage consistency and harmony between the clubs. Of course, the number of directors and other officers is up to the discretion of the club members. *Note:* MAFOA already has officers and a Board of Directors and will continue with this current leadership until its next scheduled elections.

3. **NEWSLETTER:** Both MAFOA and the new NEFC will share responsibility to produce and distribute the joint newsletter. Based upon MAFOA's experience, newsletter production/ mailing costs have been about \$10 per year per member. Therefore, \$10 "off the top" of each member's dues from either or both clubs shall be contributed to a common newsletter "kitty" from which all production and mailing costs will be paid. This account will be managed independent of either club's own treasury. The responsible party to manage this account has yet to be determined.

4. **MEMBERSHIP:** Any person joining either club will automatically become a member of the associated club but may be limited in certain aspects such as voting. The officers and directors of each club shall determine the relevant membership limitations. Issues affecting either clubs, or the overall organization, will be open voting by all members.

(Continued next page)

It's been my experience

by Denny Lambert

IF YOU HAVE A STRONG ODOR of gasoline coming from the engine bay of your V6 Fiero, especially noticeable for a while after shutting off the engine, check the cold-start assembly connection at the fuel rail. There is a small o-ring inside the connector assembly that tends to leak as the car gets older. Breakdown with age is the governing factor here, not mileage, so this failure will increase in frequency as these cars age. Once a leak starts, this becomes a very dangerous situation and must be fixed immediately.

Location of cold-start assembly at fuel rail.

The only replacement o-ring I have been able to find is in the cold-start o-ring kit available from GM dealers. This kit consists of three o-rings, and I've found it easier to replace all three while you're at it.

My recommendation is do not tell the parts person it's for a Fiero and you'll get better service. In fact, there is no need to mention any particular vehicle. Just tell them it's an o-ring kit and give them the part number: 17111954.

First step is to remove the distributor cap to give yourself more working room. Ideally, removing the entire distributor would be better, but not absolutely necessary. You'll still be able to reach everything.

Membership dues for either club shall be \$12 annually as currently asked by MAFOA. Any person wishing to be a full member of both clubs, may join the second club for an additional \$2 in annual membership dues. Although a minimal amount, it does show a conscience desire to participate as a full member in both clubs. **NOTE:** Since most Fiero clubs charge at least \$16 to over \$30 per year, the \$14 dues for TWO club memberships is a definite bargain for the Fiero owners. Can it all be done for this little? MAFOA has been thriving and growing for over 5 years with dues of \$10 to \$12 per member per year. And the club has a healthy positive cash flow with a very comfortable treasury balance!

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it just takes a little patience to work the cold-start assembly out of the confined space in there.

You'll need the following tools: 18 and 16-mm open-end wrenches, 10mm socket, ratchet handle and an extension of at least 10 inches.

I recommend removing the 10mm bolt at the injector first. The injector is located in front of the distributor (firewall-side of engine), and low on the intake manifold. The electrical connector on the injector releases by depressing the wire toward the injector. Push in and hold, then pull on the connector. Loosen and remove the 10-mm bolt.

Now you can loosen the fitting at the fuel rail using the 18-mm open-end wrench. This is a two piece pressure fitting, but will unscrew as one piece and come out with the assembly.

Cold-start assembly

As I indicated, patience is now required to maneuver the assembly out of there.

To replace the small o-ring (the leaker), you must disassemble the two-piece fuel rail connector. Since the fitting is very tight, I recommend locking it in a vice (be very careful and do not over-tighten the vice or

you'll crush the fitting!) and using the 16 mm wrench to loosen the inner part of the fitting. You may need to tap on the wrench with a hammer to break the fitting loose.

Once the fitting is separated pull the piece with threads on both ends off the cold-start tube.

Inner fitting removed from tube.

The medium-sized o-ring in the kit replaces the combination washer and seal. Remove the small o-ring using a small screwdriver or small needle-nose pliers.

After replacing the two o-rings, push the fitting back on the cold-start tube and tighten the fitting.

The large o-ring in the kit replaces the large one on the cold-start injector.

Cold-start injector

Reinstall on the engine by first inserting the fitting at the fuel rail, but do not thread into place yet. Push the cold-start injector into its opening, then replace the 10-mm bolt, but do not tighten. Now go back and thread the fuel-rail fitting into place, and tighten. Now you can tighten the 10-mm bolt at the injector.

Finally, replace the distributor cap, or distributor if you removed it. Fire up the engine. No more leak!

Pontiac Fiero T-Top Registry Pontiac Fiero Indy Pace Car Registry

There were only 1252 official, factory arranged, Fiero T-Tops made, making them the rarest of all factory Fieros. There were a reported 2,000 Fiero Indy Pace Car replicas offered for sale to the public. Both are significant hi-lights of the Fiero's history and deserve to be documented. If you find any, please collect the following info: VIN, a list of *RPO codes, owner info and the condition, mileage, etc. (* The 3 digit RPO codes identify the standard and special options which went into building a specific car. These codes are printed on the Service Parts Identification label, the large white label fixed to the front left inner fender well, inside the front trunk. There should be about 40-60 codes listed starting with "AAA".

Send info to:

Ray Paulk, 19 Ben's Way,
Hopedale, MA 01747,
(508) 634-3511, or email:
raypaulk@fierotop.com.





by Jennifer Gilbert

Who says Fiero's aren't addicting?

IT ALL STARTED OUT IN 1984. I was only four years old at this time so I don't really remember what exactly happened but I believe it goes something like this:

MAC cards were a fairly recent phenomenon. In order to promote this new technology MAC decided to start a contest. They decided to couple their new technology with that of Pontiac's and every time you used your MAC card you were entered to win a brand new 1985 Pontiac Fiero. Now of course, you know no one ever wins these contests. And to make matters worse, both of my parents share a bank account, and therefore the same MAC card. Well one day my mother gets this phone call "Congratulations, by using your MAC card you have one a brand new Pontiac Fiero!!!" Of course, since as stated earlier, no one ever wins these contests, my mother said yeah right and basically did not believe this guy on the other end. However, when the insurance company called later that day and told my parents they had recieved a call that my parents had won a car. So now they had no choice but to believe it!

Next came the discussion about who actually used the card to get the entry that won the car. Since my mom used her MAC card practically every day and my dad used his about once during the sweepsakes period, logic would tell you.....(sorry dad)

This is an arguement that still went on till we aquired car #4.

Since the car my parents won was only a base model 4 cyl, and my dad had heard about the introduction of the GT, he did a little wrangling and finally brought home a fully loaded (minus rear defrost) Black 1985 GT in June of 1985. Thus begins the illness....

Now as a child growing up I liked daddy's Knight Rider Car (come on, to a 4 year old it looked like it!!!) My younger sister and I had divided up the family cars we would inherit. She would get the 1962 Corvette as long as I could have the Fiero. Sounds like a good deal to me!!!

Fast forward to 1997. I'm now 17, have a driver's license and the ultimate driving privelege was to drive the fiero, which only had 45,000 on it and was still cherry. I just purchased my first car and wished I could have gotten a fiero, however the 'rents claim this is not a good car to have as a first one so I get a Dodge Omni. Meanwhile during this year dad aquires an 87 Coupe, originally just for parts but then finds it runs and our Fiero family grows to 2.

Now it is 1999. I am fed up with the Omni since all my friends drive fast sports cars. I want an Eagle Talon. Then I get the usual speech on how expensive parts and insurance will be and the suggestion of "Honey, you like my Fiero, why don't you get one?" (Little did Dad know what he

was getting into!!) So determined to get a 1988 GT I set out on my search.

We found a 1988 GT quite fast. While this car had it's issues and the guy was asking what at the time we thought was a lot, we finally got the car. My parents suprised me with it one day after work (they had told me the car got sold) and I now had my 1988 Silver GT with 60,000 on it.

About this time we got involved with MAFOA, and begin really getting involved with Fieros. We drove out to Ohio for the big show out in Columbus as our family vacation and planned this year's family vacation around the Lexington show. My mom decided she really liked my car and wanted her own fiero so by October she had found and purchased a 1987 Metallic Red GT on ebay. It was quite decked out with some engine modifications to it. Soon Mom had the most souped up fiero in the family! (and Dad could now claim that the 85 was really his!!)

Finally about two weeks ago we aquired an 88 coupe as a parts car and I believe an 86 SE is on the way. We just got done rebuilding my GT's engine and putting in a new clutch as well as rebuilding the 87 4 cyl. Our neighbors have begun to wonder why we have so many pieces of "plastic junk" parked in our driveway and friends wonder if our family should be committed.

Who says that Fiero's aren't addicting?

by Keith Gerhard
Great Pumpkin

DOOR LOCKS

...the easy way!

I WAS CONVERTING A CUSTOMER'S Fiero from an 84 base coupe plain roof to an 86 SE style body with a sunroof. When I came around to the mods for the door ground effects it was easier to install the whole door from our donor 86 SE since the old doors were wasted. One problem we had was the keys and the locks on both sets of doors where shot. I went to Labar's Lock Shop (205 South Pemberton Rd, Pemberton, NJ 08068, (609) 894-2429) and ordered two door lock cylinders with keys plus a trunk lock matched to the same key since we had no keys for the donor deck lid. The cost was \$55 for all three locks and keys. The locksmith asked me if I had ever done Fiero locks. I said yes, and we both agreed that they are a pain. He then told me the easy way to swap locks, so I decided to give it a shot figuring he might know what he was talking about since it is his job.

Start out by taking the black molding off of the door. This just pops off except for a small plastic rivet under the door handle. Make sure to have some replacement clips since they usually break when the molding comes off. There are two kinds of clips: 12337975 and 20356051.

Next take off the inner door panel.

Remove the pull handle by removing the three screws. (One of them is under a plastic cap.)

If you have a manual mirror, loosen the Allen screw at the mirror remote.

Remove two screws at the door handle - one is under the Pegasus cap. Remove the spring clip from the window crank with a bent paper clip.

Pull the door panel off of the door. It is held on by small plastic fasteners called trees. You can get a special tool to remove these since most of the time when

you pull the door panel off the trees rip out of the panel instead of pulling out of the door.

To pull the door panel off all the way you'll have to slide the handle through the hole in the panel. (It's a little hard to explain. Just go slow and after the first time you do it you'll understand.)

Peel back the moisture barrier which is either paper or plastic.

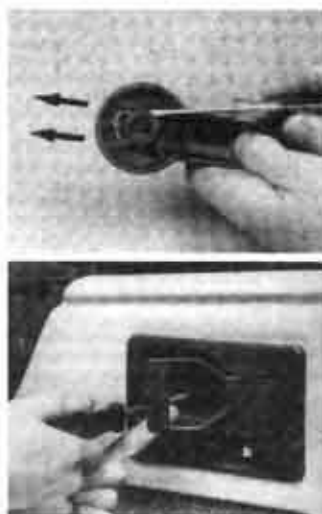
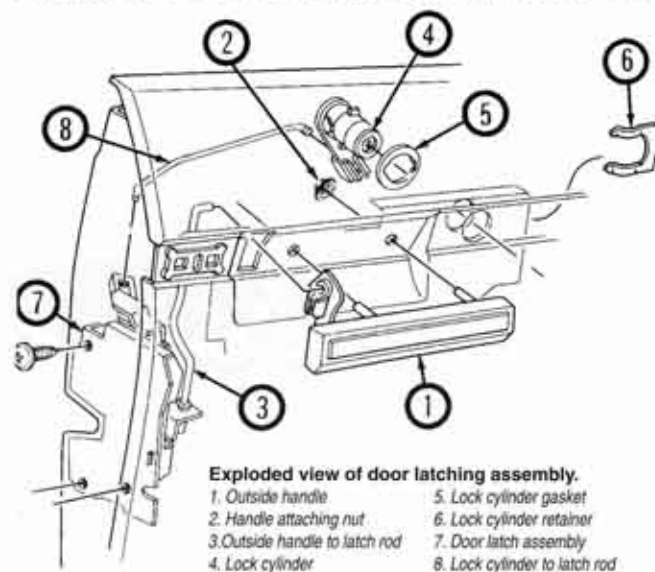
Locate the backside of the lock cylinder and remove the arm from it by removing the clip that holds it on. To remove this clip you'll have to lift up the small locking tab and slide the clip over and remove. This is a little bit of a pain, but not as bad as trying to remove the whole cylinder. I know, I've done it both ways. Be careful not to drop it since it's almost impossible to recover it from the lower door if you do.

Next, pull off the silver cap on the lock cylinder from the outside of the door and then pull out the guts of the lock cylinder.

Remove the guts from the new lock cylinder and slide them into the old cylinder. This will only work if the old casing is in good shape (they almost always are).

Slide the new silver cap with the new dust cover over the old cylinder. The hardest part is holding the dust cover in place since it is spring loaded. The best way I found is getting a helper to hold the dust cover in place (a helpful wife works quite well) while you press the new cover on. If you're switching doors it's really easy with the door laying on the ground - then you won't need a helper.

Put everything back together and "WA LA", you're done. This method works so well that I can now change a lock in under 30 minutes, where as before it took hours. I've used this method about four times now and it works great.



Slipping a bent paper clip behind the spring clip and pulling it out might be easier than with a screwdriver.

Pry off the round screw cover behind the door handle to get access to the screw.

by Ray Paulk

As a Fiero owner, I want the best for my car. I also want the most performance out of my car without going exotic or into a drastic change. The first things I look for are improvements where I can get the most "bang for my buck."

As we know, there are several areas in stock cars where the manufacturers compromise between cost and performance. The ignition system is one of the more obvious. Plus, the neat thing about an ignition system upgrade is that you can improve both performance and mpg!

Upgrading Your Ignition System

The first thing I did was to learn as much as I could about the theory and technology of ignition. It didn't take too long to find the very best resource on ignition which is "The Doctor's Step-By-Step Guide To Optimizing Your Ignition" by Dr. Christopher Jacobs (ISBN 0-9650856-0-0). As detailed in this book, stock systems are designed to perform best between 25 to 40 mph. Also, another surprising detail is that modern, well tuned engines misfire 6-12% on the average. This average allows for variations from a cold rich running engine where the misfires generally exceed 12% dropping to around 3% when all its warmed up and running smooth. And this is for a well tuned engine! Just think, if you can eliminate the misfires, you will inherently get more power and waste less gas!

Armed with knowledge about the ignition philosophy, I set out to see what was on the market. The first was the name I hear about all the time... Accel. Looks pretty and shows well in the bright yellow. But the more I checked into user reaction and performance evaluations, it seems that this brand falls short of its promotion. Several owners experienced premature failures and those who changed from Accel to another performance system consider the Accel enhancement to be like a half-step to performance... better than stock but not quite up with "the big boys"! The only ones happy with Accel were the ones who hadn't had any problems yet or hadn't tried anything else.

The next group of performance systems provided several options. The long time leader of the pack, MTD seemed to have a good offering but also seemed to be relying on old tech-

nology. I kinda look at MTD as being very good but there is better. (MTD has since introduced some new products which appear to take some advantage of current technology).

The only company (at the time) that seemed to thoroughly understand ignition and one taking advantage of modern technology was Jacobs Electronics. The only negatives I heard about Jacobs was that their quality control could use some improvement, not in the actual components themselves, more in the grouping of parts. Like missing hardware or as I discovered, wiring that's not quite the right length. Nothing detrimental to the system, just what I call the PITA (Pain In The Butt) stuff.

Having more or less decided on a Jacobs system for my car, the next question was which system. I found the catalog confusing as it didn't specifically say, system "A" will do this for you and system "B" will do that. Since I am not what you'd call a shy guy, I wrote a note directly to Dr. Jacobs, first asking for a recommendation for my Fiero and then discussing his book with a few editorial comments.

Installation April 1997:

The Mileage Master computer takes the standard low coil volts as an input. This computer directly controls the output voltage to the low voltage side to the coil. It is within this secondary computer (to the Fieros ECM) that the "magic" occurs.

I have had the opportunity to get a whole lot deeper into this system and "magic" than most people as I had several discussions with Dr. Chris Jacobs himself. (We even negotiated for me to join his team ... but going from New

England to Midland, TX was too much to ask.) For those doubting out there I present the following.

Jacobs has done a ton of research into what actually happens within the combustion chamber. They recognize that because their system is an aftermarket add on, it must be adaptive, have a learning capability. (Of course this only pertains to the add-on computer.) The first thing it does is look for a firing pattern. From this it determines the number of cylinders it is controlling. As a function of the rate of drain of the low volts to the coil the quality of combustion can be inferred to a high degree of accuracy. Understanding this, its really quite easy to tell if ignition has occurred. The part I like is the

Here is what I used for my installation. I understand that there is a new, more economical computer/coil combo now available now:

1. Jacobs Mileage Master Team w/ Ultra Coil (p/n: 372417 & 140) - \$479.00. Includes: Mileage Master computer, Ultra Coil, 8 mm custom fit wires, complete wiring harness and wire separators (see notes)
2. Jacobs 14 mm Tapered Seat Index Washers (p/n: 380850) - \$13.75
3. Autolite Spark Plugs - set of 6 (p/n: 23) - \$6.59
4. Mr. Gasket Wire Separator Kit (p/n: 3677) - \$5.99
5. Blue Streak Distributor Cap (p/n: DR460X) - \$10.38
6. Blue Streak Rotor (p/n: DR-323X) - \$3.46
7. Permatex Dielectric Tune-Up Grease (p/n: 67VR (81150)) - \$2.99

Notes: Extra Dedicated Ignition Computer (Ref #1):

incremental timing adjustment for each individual cylinder to strive toward optimum ignition. The computer is continuously tweaking the timing for premium performance.

For those who are into or can appreciate programming computers, the above is realistic. Once you understand the parameters, the rest is implementation. The amazing part, and the one which Chris Jacobs kept dwelling on is the speed that they have to do this. (Unfortunately I don't do programming).

Most people recognize that heat is the biggest enemy of a coil. Other than the environment, each time you quickly charge or discharge a coil, you generate heat. This is one reason to fire a second spark only when needed and not every time. (An MSD system double fires all the time) Next, the coil heats when it is sitting there with voltage applied. The project which Jacobs was working on at the time of my discussions was to delay the coil charge until just before it was needed. Rather a challenging project for adaptive logic.

Now all this adaptive logic is great but what does it mean to me as a Fiero owner/driver. Other than guarantying 100% ignition, probably nothing other than bragging rights. It does remove the burden of supplying the coil low voltage from the ECM. I did notice slightly better performance directly after installation but I don't know if the computer made the difference or just the coil.

*** Ultra Coil (Ref #1):**

This Ultra Coil is huge and potted into a housing which acts as an integral heat sink. The biggest problem is where to mount it. I have seen several mounted in the center on the front side of the trunk wall, or even inside the trunk. If you consider the kind of spark this coil is capable of generating, I prefer to mount it in a place where accidental contact is less likely.

Jacobs has an exceptional demo comparing their coil to a stock coil. The Jacobs coil keeps putting out a glorious spark up to 10,000 RPM and beyond. A stock coil starts to peter off at about 4,000 RPM and by 6,000 RPM, its firing only about 50% of the time. After seeing this demo, I can actually feel a stock coil breaking down at higher RPMs. Poor high RPM performance is understandable now.

I don't know if the coil's high RPM performance is just the coil or because of the computer too.

*** Jacobs Spark Plug Wires (Ref #1):**

Here is an area where the adage "Quality and not Quantity" applies. Yes, there are insulation improvements with size but, there are many other factors which determine the maximum conveyance of the high voltage juice to

the spark plug. This is actually what it is all about. But in my opinion, the difference in conductivity among the top wire producers is probably negligible for our purposes. You might as well decide for color.

The one irritation with my Jacobs wires is that they were supposed to be custom made to fit my Fiero... ya, right. I wound up reworking most of them. I determined how long each should be, compared to what I had, picked out close matches, and reworked the rest. Fortunately the wrong ones were way too long! Jacobs was nice in providing the parts I needed.

*** Installation Harness (Ref #1):**

This was a joke. My system came with a prefab harness from Jacobs. But, for a harness to fit, you must know where the connected com-

"The problem with bucket seats is that not everyone has the same size bucket."

ponents are to be mounted. There were no suggested component mounting locations (and no obvious ones either). By the supplied harness, one set of connectors plugged into the existing coil connectors. That fixed that point. But I couldn't string the rest of the cable anywhere so that the coil or computer mounting made any sense.

I wound up stripping the supplied harness and making my own.

*** Component locations (Ref #1):**

I located the computer in the trunk, high up under the right hand lip. On non '88s I understand that this is where the cooling fan is located. It's out of the way but can be seen for diagnostics. I mounted the computer on studs tapped into the trunk wall. This was necessary due to the uneven surface of the trunk wall.

I mounted the coil in the engine compartment, on studs off the left inner fender well. There is a nice space just under the charcoal vapor canister. The studs were required due to the uneven surface of the fender well. I used 1/4-20 bolts fastened to the fender well with the head in the wheel well and a nut in the engine compartment. I then bent the stud to form the proper bolt pattern for the coil. I used double nuts to fix the coil. I also cut the insulation from behind the coil and drilled cooling holes into the fender well. There has been no moisture or dirt contamination caused by this as the holes are behind the wheel well liner.

I did mess up a bit on the coil mounting as I have the terminals on the top side. Looks great

except that water can collect there and short the coil. This happened once. Now I know better... live and learn.

*** Index Washers (Ref #2):**

Typical spark plugs have an electrode which extends from the threaded housing and then hooks over to the center. The optimum orientation of the plug when tight is with the gap having the fullest exposure to the cylinder. This is with this electrode towards the outside of the cylinder. The indexing washers are used to position the plug properly when tight. On the plug you mark the position of the electrode, tighten the plug into the cylinder and see where the electrode is with the plug fully seated. If the electrode is on the outside, you are through. If not, you add the proper spacer to reposition the electrode.

Are these worth it? For drag racing, maybe but in a normal driving Fiero, no, not in my opinion. Too much work for minimal, if any gain.

*** Spark Plugs (Ref #3):**

The high output coil means you can use steel tipped plugs which inherently give a more intense spark. Not only are

they better, but they are cheaper too. But steel tip plugs need mojo juice to work good. The stock Fiero is right on the edge. Sometimes the steel work pretty good, some times platinum are better. Forget about the Split-Fires and Accel U-tip plugs, all hype again. RapidFires on the other hand have the right idea but I doubt if any performance gain is worth the extra cost.

*** Distributor Cap and Rotor (Ref #5,6):**

I started with a performance matched set, cap and rotor, by Accel. Unfortunately this burned up in about 1,000 miles. I took it back and got a replacement. This too burned up in about 1,000 miles. I then got a Blue Streak set and have had no further problems. I sent the last Accel set to Jacobs for evaluation. They could find nothing wrong. Go figure... but I won't do that again.

*** Tune-Up Grease (Ref #7):**

At Jacob's recommendation, I put some tune-up grease on the contacts of the second Accel cap and rotor as well as the Blue Streak. It can't hurt and might help.

*** Performance and Evaluation:**

When I installed the harness, I set it up with a plug so I could easily change between the old stock ignition system or the new Jacobs system. I wanted to check some 0-60 et numbers to see the improvement.

Well I did check them and got about 7.96 sec either way... The Jacobs was a smidgen faster but I'd have needed a more refined instrument to measure it. (I used a window mounted G-Tech meter which I found very re-

Transaxle Axle Seal Replacement

by Denny Lambert

The following question-and-answer originally appeared on the MAFOA email list:

Hey, guys...After letting the car sit without being run, it seems I have TWO leaks. One, which leaks when the car is sitting, appears to be coming from the transaxle. (I assume this because it is about 1 foot inboard from the rear driver's side tire and the oil is "clear", not black. The second (only a few drips) is the blackened engine oil that is around the oil pan. I figure this is a gasket problem, which leaks more when the engine is started, then drips off of the lip while at rest.

Anyone know where to start on the transmission oil leak? I'll tackle the oil pan gasket in the spring.

Help me stop the bleeding!!

Thanks in advance,

Wes

Wes,

The transaxle leak is probably from the axle seal. I just replaced them on my 86 GT, and it has only 38k miles on it. Not hard to do, but you do need a pedal-pusher (someone to apply the brakes), a large set of curved-jaw vice-grips, a 1/2" drive breaker handle, a 32 mm axle socket, and a heavy hammer and a piece of heavy brass. You'll also need all the various wrenches required to dismantle most of the rear suspension on that side.

Place the car on jack-stands, remove the wheel, then have your assistant apply the brakes so you can loosen the axle nut using that 32 mm socket, breaker handle, and lots of grunt. Then you can dismiss your assistant till you're ready to re-assemble.

Crawl under and drain about two quarts of oil from the transaxle.

The heavy hammer and the piece of brass are used to separate the tie-rod end link without damaging it - remove the castle nut, turn it around and thread it on till the thread-ends are flush, then whack away till

it pops loose. This is where the heavy hammer helps (I use a 4 lb. thumper), and the brass is a must if you want to save the end-link.

Ball Joint on control arm.

From here it gets a little more complicated. Your best bet here is to follow a manual, except don't disassemble the knuckle where the strut is mounted 'cause it's not necessary. Once you have the control arm ball joint, e-brake cable, and end-link disconnected, and the axle nut off, simply pull out on the disc assembly until it clears the axle, rotating the whole assembly towards the front of the car. It will pivot around the strut.

CV joint end of axle removed, disc assembly, rotated toward front of car.

Pry the axle loose.

Now you can crawl under with a big (BIG) screwdriver and pop the axle. A small pry bar works, too.

Axle seal.

Now go back out to the wheel-well and reach in with the vice-grips, squeeze-handle towards you, and grip inside and outside edges of the old seal, and place the top rounded edge of the vice-grips against the opposite side of the seal, and push. The leverage will pop the old seal out.

Getting the new seal in was the hardest part of this entire procedure. I finally used a 3-foot long piece of 2" (I.D.) galvanized steel pipe to seat the seal fully. I first got under and lightly tapped the seal into place with a small ball peen hammer. There ain't enough room under there to really swing a plastic hammer, therefore the pipe idea. The 2" I.D. fits the seal nicely. I just beat the end of the pipe with my 4 pound hammer until the seal was seated. Check it frequently 'cause you can crack the tranny housing if you continue to slug away after the seal is seated.

I know this sounds like a lot of work, but its WAY cheaper than paying a garage to do it.

Upgrading Your Ignition System

Continued from page 9

peatable. In comparison tests, repeatability is the key parameter.) These results were very depressing considering the time and expense I had just gone through.

I then took my son for a "blind" ride. First I did an acceleration run with the Jacobs, then stock. Then a blind run where Dave did not know which system I was running on. In several of these blind runs he could tell exactly which system was connected. I couldn't feel it driving but he could tell riding. So I guess there was an improvement. The Jacobs set him back in the seat more.

Over the next several gas fill-ups I checked for mpg improvements... there weren't any noticeable improvements. Damn!!

A few months after the installation and a few thousand miles under its belt, I did some more 0-60 ets. This time I got 7.60 with the Jacobs and about 7.90 with the stock. Considering the degree that racers go to squeeze out a hundredth of a second, this was awesome. Why the improvement??

I called Dr. Jacobs. His explanation was

twofold. First, the Jacobs computer had learned my engine and had adapted for more optimum timing and pulse width. Second, the hotter spark had cleaned out (de-carbed) the combustion chamber and the engine was now running as it was designed. I pulled the EGR valve to check how it looked. I have never seen one which was used and was so clean. It was amazing.

Since this installation, I had my car inspected for emissions. The shop I go, does lots and lots of cars. I saw him checking and checking the probes and going back to re-test. He blew me away when he came back and remarked that this was the cleanest car he had ever tested. Of course he followed with... "...and its a Fiero... they always fail!" Kind of took the edge off the complement.

*** Would I do it again or recommend it?**

Definitely on the coil, cap, rotor, plugs and wires. This is cheap money for the gain. As for the computer, there is a lot of installation time and effort plus the cost of the computer itself. There are gains to be made but are they worth the expense and effort. Probably not. I personally would probably bite the bullet again and go the whole 9 yards but that's me. Why? Because my Fiero gets only the best!

Survey Results - Introduction

by Bill Behret

OF THE 76 ENVELOPES I received in the mail, including survey forms, checks for dues, etc., 41 survey forms were returned. Of those, 10 were not filled in (i.e. blank), and an additional four had only general comments such as the following:

- *In my opinion the club's a smooth operation. I live too far away. Very pleased so far.*
- *As I live in Texas, I can't comment.*
- *I feel that I don't have enough of an experience base.*

When you subtract the above, then 27 survey forms, either partially or fully filled out were received. It is based on these 27 forms that the following survey results are offered.

Question 1: What do you like about MAFOA.

This was the question that generated the most response. 26 out of the 27 responses offered an opinion. And, in some cases more than one comment was made. In order of frequency, the responses are

- *high quality newsletter including tech tips, general information, advice: 16*
- *friendly, "good people" high quality of members, helpful: 11*

An interesting comment was made about what our members don't do. "We don't participate in the craziness that's going on in other Fiero clubs-Bad mouth each other."

Other comments;

- *"Well organized", and good "Efforts to keep the car alive".*
- *Club Events (all types) & Meetings: 8*
- *Comment: "Quality cars. Classes for many type of cars" & "Well organized"*
- *WEB site: 1*
- *No response: 1*

Question 2: What do you dislike about MAFOA:

Of the 27 survey forms, there were only eight specific comments besides "Nothing". And of them, they are all unique, with no two people making the same comment. However, as nine responses were "Nothing", this suggests that MAFOA is serving the needs of its members. Also, ten respondents did not answer this question, again suggesting that MAFOA is functioning well.

- *No response: 10*
- *Nothing: 9*

- *New member, no opinion: 1*
- *We are too liberal allowing modifications into stock classifications at shows: 1*
- *Slow pace of raffles and ceremonies: 1*
- *Having most meetings in Maryland: 1*
- *Not enough performance/racing events: 1*
- *I live too far away: 1*

Note: Perhaps this response should have been included with the ones I mentioned in the beginning with our out of state members. But as it was included in question 2, I listed the response for accuracy.

- *We should have a tech support line via e-mail where members could submit a description of their problem and get recommendations on how to address the problem. :1*
- *Club logo windshield sticker should be free for paid members: 1*

Question 3. What suggestions do you have to make this a better club?

For this category, most filled in "None", or just left the question blank. In the summary it seemed reasonable to combine the two as one response. It appears that most members are happy with MAFOA, and the recommendations for improvement are for more events.

- *No response, or "None": 15*
- *Maintain the status quo (Don't make any changes): 3*

Note: I might have included these three with "None", but since they took the trouble to write out the response in more detail, I listed it separately.

- *Events: 6*
- *Continue to strive for better events*
- *Improve judging classes at Carlisle (change the various categories that the cars traditionally have been assigned)*
- *More events in Northern Pennsylvania*
- *More events in Pennsylvania*
- *More cruises combined with shows*
- *Autocross and group trips to SCCA events*
- *Maintain closer relations with other Fiero clubs: 1*
- *Supply information of Fiero related magazines/periodicals: 1*
- *Give the vinyl window stickers to every member so they can proudly advertise membership: 1*

Question 4. Would you like to volunteer in any way?

The fact that 8 out of the 27 respon-

dents already volunteer, or are willing to volunteer is positive for MAFOA. Since in most clubs 10% of the members do 90% of the work, MAFOA is better than most clubs in the active support our members give.

- *No response: 14*
- *Yes: 5*
- *Not at this time: 4*
- *Already do: 3*
- *Live too far away: 1*

Question 5. If you participated in any of the club events in the past year, what did you like or dislike about that event?

This answer generated multiple responses, however, almost half of the responses did not respond. Note that some of the responses were included elsewhere in this survey, i.e. "Liked the members".

- *No response: 12*
- *Attended many (all) events, they were great: 6*
- *Unable to attend any events: 3*
- *Carlisle: 2*
- *Great event, nice show, one of the best*
- *Liked the members : 2*
- *Disliked slow pace of raffles and award ceremonies: 1*
- *Need a PA system at Carlisle: 1*
- *events lasted too long: 1*
- *Show Fiero parking always seems to develop late: 1*
- *Would like to see more hands-on mechanical seminars: 1*

Question 6. If you haven't attended any events, what would it take to encourage you to attend in the future?

Of the responses received, it seems that distance and time are the majority reasons why our members aren't more active. I particularly liked the last answer as I am also guilty of the same thing. Due to a hectic schedule I sometimes need a reminder.

- *No response: 14*
- *Need more free time: 4*
- *Will try to make time to attend: 3*
- *Job/distance doesn't allow the time: 2*
- *Closer to Virginia: 1*
- *Closer to Northern Pennsylvania: 1*
- *Having my car finished: 1*
- *A reminder, such as a phone call, of local events: 1*

Question 7. What type of events, location, etc. would you like to see?

Boy, if any question showed our individuality, this question would be it. We all have our favorite events/activities, and this

Continued on page 12

Survey Continued

question brought them out.

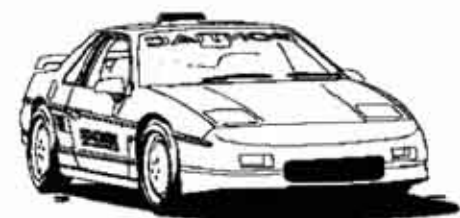
- *No response: 11*
- *Events in Northern Pennsylvania, The Distelfink Drive In (Again), Blue Ridge Parkway, Southeastern Pennsylvania (Delaware Valley), A beach (always nice), New York area (Baseball Home of Fame?), Southern Maryland Auto Show at the Hollywood Firehouse, More Carlisle (Spring, Summer, Fall), "Near by": 9*
- *Miss not having Gettysburg: 1*
- *Joint club events: 1*
- *More road rallies: 1*
- *Doesn't matter-Just love cars: 1*
- *Autocross, Group trips to SCCA events: 1*
- *Concourse and Dinner: 1*
- *Will any town's Memorial Day or 4th of July parade take us: 1*

Conclusion:

Considering I was trying to draw conclusions from only 27 responses from a membership base of approximately 200, I believe that the survey was still valid. I believe that MAFOA as a club is healthy, active, and serving the needs of its members. Otherwise, as a forum was offered for the membership to offer an opinion for improvement, there would have been significant negative responses. And this just didn't happen. Any club could stand improvement, but MAFOA seems to be fortunate in the quality of our newsletter and our membership, judging from question #1. And the construction criticisms and suggestions that were received are equally important. For it shows us that MAFOA is not perfect, and has room for improvement.

Best survey comment made

"You are doing an excellent job and I appreciate all your hard work. Your dedication to planning events and newsletters/Website/technical information is an awesome job. Thanks."



Bob Schlag Responds to the Survey Results

Thanks to all who responded to the survey. We have read all of your responses and I will respond to them here. I don't know who said what, thanks to Bill Behret's efforts. I want to give an extra thanks to Bill for handling all of the replies and for writing the compilation you see on these pages.

Before I get into the individual questions, I'd like to explain that there is not enough time in the day to continue at the pace I've been going. Several members have stepped up to help lessen the workload (see 'Rambblings' elsewhere in this issue) and that is really appreciated. With a few more people pitching in, this will become a great club!

Now, about those questions and your comments:

Question 1: What do you like about MAFOA? We appreciate the comments and will use them to make sure we continue doing the things you like.

Question 2: What do you dislike about MAFOA? Again, we're flattered that there were only eight comments here. One was a "no opinion." I'll address each of the concerns.

Too liberal at shows. I wasn't aware of this one. We will try to keep a better eye on that. Does anyone have a specific example of this?

Slow pace of raffles. We are looking at a few ideas to help this. We are always open for suggestions.

Most meetings in Maryland. This is true. Roger has offered his place for the fall meeting and this works very well, since it is a place we can get out of the unpredictable weather. Unfortunately, we have not had many meetings lately, so this has been our primary meeting place. Bill Behret offered his place in the Poconos last June, at the same time another site was offered in Frederick, MD. I asked for votes in the newsletter and only three people replied. So, we didn't have a June meeting. Would anyone like to offer a meeting location?

Not enough performance/racing. We've tried to offer several events in the past, and had weak response. If someone would like to coordinate an event, let us know and we'll help promote it.

I live too far away. Sorry, I can't help

with that one.

A tech support line via e-mail. Well, we have that. Apparently we have not a good enough job of letting members know about it. To subscribe, go to:

<http://www.egroups.com/group/mafoa>, and follow the directions to sign up. This is available only to current members, so we can keep unwanted posts out of the group.

Free windshield sticker. In order to do this, we would have to either find a much less expensive source for these, or raise the dues. We currently pay about \$6 for the stickers and our newsletter costs have been about \$10 per member. If anyone knows of a much less expensive source for stickers, let us know.

Question 3: What suggestions do you have to make this a better club?

Events comments. There are good suggestions here. Most of them would require more people getting involved to help. Here are a few specific comments. Most of our events (other than meetings) have been held in PA, so I'm not sure what this one means. Other suggested events sound real good, but, again, we need help putting these things together.

Maintain closer relations. We have a pretty good relationship with most of the area clubs. If someone has specific concerns, please contact me.

Fiero-related magazines. I assume this respondent is looking for a list of magazines that occasionally run Fiero articles. This would be an excellent newsletter article. We'll work on that one for this year. Or, are they asking to hear about specific articles? I personally subscribe to many of these magazines and I could send a message to the eGroup mentioned above when I see one, in case anyone wants to run to their local newsstand to buy the issue.

Question 4: Would you like to volunteer in any way?

We do have a good group of people within the club who volunteer a lot (certainly more than the three shown in the responses) and we really appreciate their efforts. But, to make the club even better, we need more volunteers. Five people said yes. Please contact me and we'll see where you

Continued on next page

Bob Schlag's Response to Survey

Continued from preceding page

can fit in. One member said they live too far away. There are still ways to help, like newsletter articles.

Question 5: If you participated in any of the club events in the last year, what did you like or dislike about that event?

Most of these responses were positive, but there are a few that need responses.

Slow pace of raffles. This is something we have struggled with. We are almost out of ideas and would welcome suggestions.

PA System. Good suggestion. We're working on borrowing one for this year.

Events lasted too long. I'm not sure exactly what you mean. I'd like to discuss this with anyone, to see where you'd like to see changes. Please contact me.

Show Parking. I agree we do have a problem and we're working on a better method. Anyone want to help, or offer suggestions?

PONCHOS by Earl Sessions

Mechanical Seminars. This would be a fun, helpful thing. We have a good one planned for Carlisle. We could have more during the year. Maybe as a member does a project, he could invite other members to observe and maybe even help. If you'd like to do this and don't have a good place to do it, contact us and we'll see if we can arrange a location.

Question 6: If you haven't attended any events, what would it take to encourage you to attend in the future?

Well, most of these are out of our control. We can't make more free time for you (if I could, I would make more for myself, too!). If your job is a problem, we'll write a note for your boss. I'm sure that will make things OK, right?

Location. This is one thing that we may be able to work with, though. We are planning to keep moving the second show around. But, if you want it near you, we will need your help. Last year, this show was in Frederick, because Joe Magee offered a location and handled a lot of the local contacts and setup. This year it is near Read-

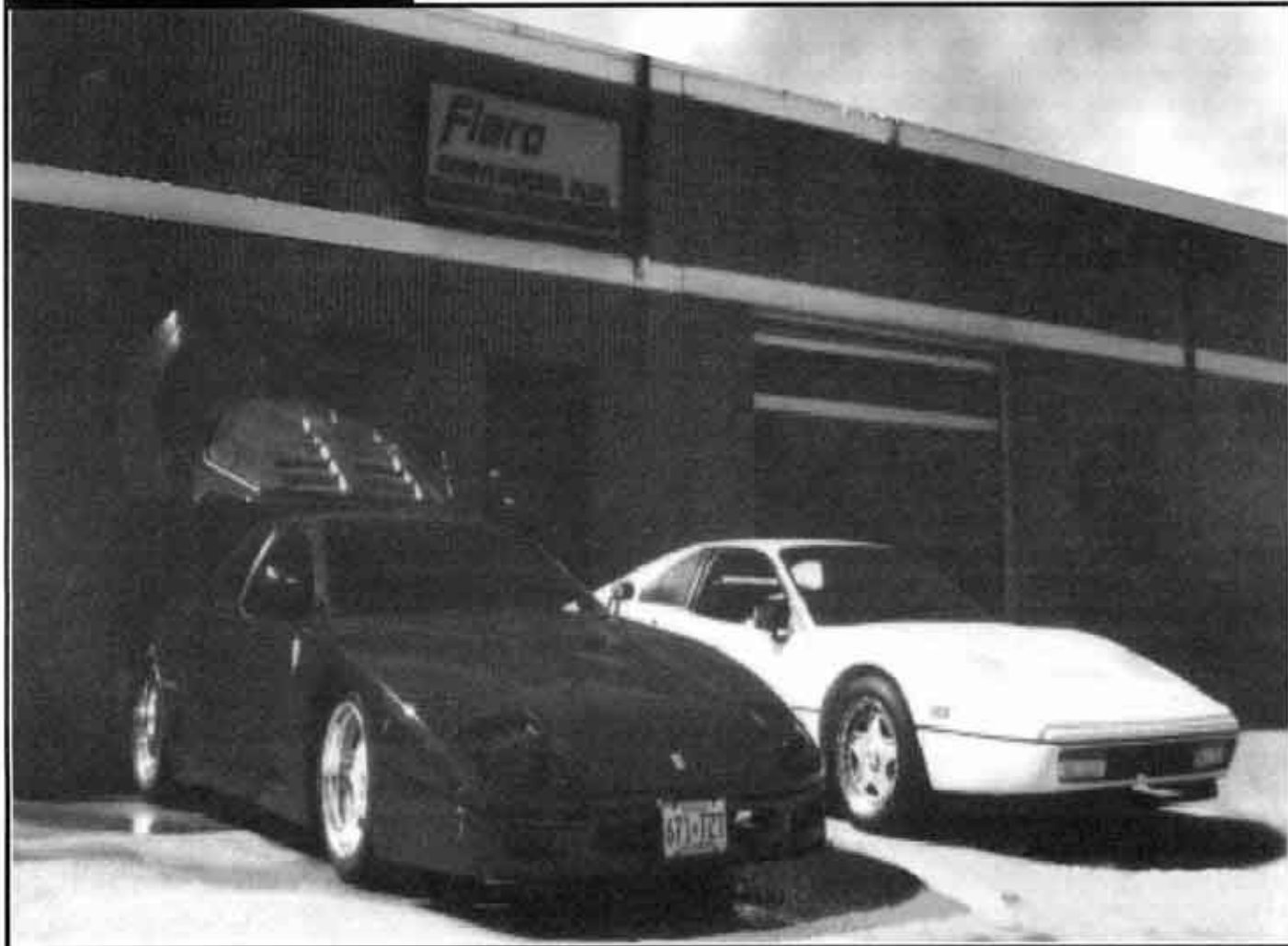
ing, because Joe Burke offered to make the local contacts and setup. We are looking for volunteers for next year.

Having my car finished. If it just needs cosmetic work finished, bring it anyway. The show is more than just the judging. We also have fun. You might see ideas and others may offer you suggestions. If it doesn't run, well, come out anyway, in a different car, just for the fun.

Reminder. We can do this through the eGroup mailing list. We have done this for the major shows, but we can do it for other shows, too. If you don't have e-mail, we could set up a phone ring. This is where Jim calls John, John calls Mary, etc. if you'd like to get involved in this, contact me and we'll get it set up.

Question 7. What type of events, location, etc. would you like to see?

Most of these comments were covered in previous responses above. Additional suggestions were "Concourse and Dinner" and parades. These are, once again, great ideas. But, we need people willing to make contacts and help make these things happen.



CLASSIFIED ADVERTISING

Ads are free for current members and will run for two issue, unless otherwise requested. All ads will start fresh in the next issue. Contact Bob Schlag (MAFOA) or Steve Kelley (NEFA) – See pages 2 & 3 for addresses – if you have a new ad or would like an existing ad to continue.

1985 Fiero GT, 30,500 original miles. Full Koni Suspension Goodyear GT+4 (new) 16" Centerline Wheels Indy Pace Car air snorkel scoop (functional) Alpine CD EQ Amps, subwoofer (cost \$4500) Car is immaculate, only in the rain a few times. Call John (717) 295-9405, Lancaster, PA (99-2)

1986 Fiero SE - 6 cyl., 4 -speed, 71,000 miles, silver and black, good condition, new clutch, new brakes. I'm looking to make a quick sale. \$2400.00 or best offer. You can reach me at (610) 507-5485. Robert_W_Steward@armstrong.com (99-1)

1988 Fiero Formula, black with gray interior, automatic, 89k miles AC, sunroof, power windows, power locks, tilt steering, cruise, wing, black lace wheels, defrost, cassette; \$3900. Call Tom Derr. (717) 772-2611 wk, (717) 763-5748 hm. Harrisburg, PA (99-3)

Mirror Control Repair Plate - Reinforcement backing plate repairs broken-out remote control bezel on driver's door mirror. Kit includes instructions, plate, and extra bezel nut, and two extra door panel clips. \$8.55; Tom Derr, (717) 772-2611 wk.. Harrisburg, PA (99-3)

Embroidered Fiero Emblems. Gerald Dietrick has made a very nice Fiero GT embroidered emblem. It can be done as a patch, or you can send him your jacket and have it stitched right on it. For more information, contact Gerald at (330)628-0088, or 2060 Steffy Road Mogadore, OH 44260.

1988 Fiero Formula, Black, V6, AT, A/C, Cruise, Tilt, PW, PDL, Wing, Sunroof, leather, Momo Wheels. \$5500. Contact Bill Klink, Accokeek, MD. (301) 292-6554, billk@charles.cc.md.us

Blue 1987 Fiero GT, 5-spd, 38k miles, sunroof, PW, PDL, PM. Paint Fair, Runs good. Asking \$8500 OBO Call Greg Orndorff at (717) 334-4457. Near Gettysburg, PA (99-2)

Shirts with Embroidered Fiero GT Logo. Custom Design, nice quality. Colors: White, Black, Red. T-shirts \$18, Golf Shirts \$23. Add \$3 each for shipping and handling. Send order with Quantity, Size, Color, Name, Address, and Phone Number. Send to: Chuck Brown 2118 Whited Street Pittsburgh, PA 15210.

1987 Fiero Coupe. 4-cyl, 5-spd. Black, good condition. New clutch, sunroof, AM/FM Cassette, rear window defrost. 48K miles. Call Scott Stein. (215) 891-9018. Asking \$2500.

1987 Pontiac Fiero. 4 cylinder, 5 speed with T-Tops. Black Exterior. Cassette Radio. Only 47,000 miles Excellent Condition. Contact IRose38965@aol.com I am located right outside of Philadelphia, PA. (99-1)

Fiero Parts and Accessories. \$5.00 catalog free to club members. 10% discount to members. International Research Motorsports (301)948-3301.

Tan Interior. The interior pieces I recently removed from my 86 GT are available. Most are in excellent shape. Contact me with your want list, and we'll talk availability and price. Bob Schlag (717) 292-7647, bobschlag@cyberia.com. Dover, PA (99-2)

86 Fiero GT with 133,000 hiway miles. Red and silver with a silver interior. Good shape, driven every day. V/6, 4-spd, air, p/w, p/dl, p/mirror, p/w, sunroof and cassette stereo. All receipts. Asking \$3,000 Located outside of Atlantic City, NJ (609) 407-0046. Ask for Bill or leave message. (99-1)

International Research Motorsports, Inc. (IRM) has developed a new EGR Tube. The replacement EGR Tube uses aerospace technology to solve the breakage problem experienced by V-6 Fiero owners. It is a flexible stainless steel tube with a braided stainless steel cover, which makes it resistant to vibration that kills the stock tube. The EGR tube comes complete with gaskets, and will fit all 85-88 V-6 Fieros. The price is \$90, with a discounted price to club members of \$81. The part number is 300-0064. IRM, 18100 Cashell Road, Rockville, MD 20853. (301)948-3301.

1985 Fiero GT, Red, grey interior. 117k miles, fully equipped, PW, PL, PM, sunroof, no damage, paint slightly faded. 4-spd, good a/c. Asking \$2000 OBO. Call Melissa, (703) 299-9822, leave message. Alexandria, VA (99-1)

1986 Pontiac Fiero SE, Black, grey interior, very clean, power doors and locks, air-conditioning, cruise control, 74,000 miles. The car is located in Cleveland, Ohio. Owner very sad to sell. Asking price is \$2000.00 - negotiable. Annmarie (216) 221-5966, GILDAYA@cesmtp.ccf.org (99-1)

1988 Pontiac Coupe, White, grey interior, 4-cyl., 5-speed. 34MPG on recent trip to Swap Meet in Alabama. Very clean. 86,000 orig. miles. Located in Rhode Island. Will deliver within reason. A wonderful daily driver. Asking \$1800.00 - negotiable. Fred (401) 885-3891, bozone@home.com (00-1)

86 Fiero GT. Red w/ grey interior. Painted with PPG clearcoat in 1997. Garaged and covered since painted. Motor completely overhauled in 1997. Approx. 1800 miles on engine, 5 SPD Trans Kevlar racing clutch installed at overhaul. Flywheel trued, New urethane bushings through out vehicle. Engine bored and balanced. Heads shaved. Match set of forged pistons. Rebuilt alternator. New starter. New front shocks. New struts. New lower and upper adjustable ball joints. All 4 rotors cut and trued. 4 Wheel alignment. All 4 wheels redone at Wheel Collision Center. 2 new P20560R15H asymmetrical tires mounted on front. 2 new P21560R15H asymmetrical tires mounted on rear. All new cooling hoses. Flip Up Sunroof. Subwoofer sound system. A/C P/W. I am sure that I forgot some items. I have not set a firm price I would like to sell this vehicle to someone who knows and understands Fieros. This person should understand Fieros and be willing to pay a fair price for a quality vehicle This vehicle is A1 and needs a few minor cosmetic items to make it a first class vehicle. I can be reached by e-mail or telephone: rangles@erols.com. Phone 610-432-0166, Whitehall, PA (99-3)

1984 Fiero coupe, white exterior, charcoal/gray interior. 4 -speed manual transmission. Original owner, excellent condition, diligently maintained, all service records available, extremely clean, carefully driven, never abused, never in an accident, never smoked in. 88,000 miles. New 2.5 litre "iron duke" 4 cylinder engine installed under warranty by Pontiac at 50,000 miles. Clutch, flywheel, and exhaust replaced by Pontiac at the same time. Factory options include a/c, sunroof, WS6 performance suspension, 14" cast aluminum wheels, wheel locks, h-d cooling system, rear deck lid luggage carrier, am-fm stereo with clock, intermittent wipers, leather wrapped steering wheel with tilt, lamp group, tinted glass, carpeted floor mats. Performance gas struts and shocks installed. Looking to sell to someone who

appreciates Fieros. Only \$1,395.00. Contact: Walter Minerbi, Bethesda, Maryland work: (301) 961-1878 or Home: (301) 229-6128. E-mail: minerbiw@erols.com or wminerbi@firstwash.com.

White 1984 Fiero SE, manual tranny, tan interior.

Red 1984 Fiero 2M4, automatic. Both could be jumped into and driven across the US tomorrow. Asking \$2,100 for both cars and all the istuffi which includes lots of mechanical parts etc. To find out more, please call RJ Cabelus direct at: (860) 349-3271 Middlefield, CT (99-1)

1988 Fiero GT - Red with tan interior, automatic, 65k miles, AC, power locks, power mirrors, power windows, cruise, wing, gold lace wheels, plain roof, tilt steering, remote trunk release, excellent condition. \$7,900. Call Tom Derr (717) 772-2611 wk, (717) 763-5748 hm. Harrisburg, PA (99-1)

1988 Mera - one of the last Meras built on one of the last 1988 Formula platforms. Bought new in 1989 and have \$33.5K in it, which includes numerous cosmetic modifications. Less than 12,000 miles, in perfect condition. See color photos on rear cover of the 2Q97 issue of Pontiac Fiero Connection. I turned down \$21K last year, but will consider offers. Bob Nielsen. (409) 448-4193. Montgomery, TX

Fiero Toy Box — Extend your excitement with Fiero toys. You won't believe how many there are from Micro Machine GT fastbacks through large remote controlled GTU's. Send wants or for my list: Ray Paulk, 19 Ben's Way, Hopedale, MA 01747, (508) 634-3511, email: raypaulk@fierotop.com. Check them out at the "1st Annual NEFA Fiero Flea Market & Swap Meet" on Aug 26th.

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MAFOA MERCHANDISE

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

T-SHIRTS: Available in several colors, grey and stonewash blue are most popular. Printed with red and gold MAFOA logo on front. \$12.00 each. New T-shirt Design Now Available! New t-shirts have a large Fiero Emblem, with Mid Atlantic Fiero Owners Association printed across it. \$12.00 each.

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

VINYL WINDOW STICKERS: Vinyl stickers depicting the MAFOA logo for rear window, to show your club loyalty as you drive around, and at shows. These are very similar to the stickers you've seen on other member's cars in the past. \$7.00 each.

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

FIERO HAT PINS: We have a few different designs. Will have pictures in future issues.

The MAFOA toolbox

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

We also now have a Cruise Control Tester, donated by Bob Nielsen. Call for more info if interested.

The most recent addition is a dolly, with wheels, to support a Fiero frame while the cradle is removed. This was donated by Paul Stevens.

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

Contact MAFOA for details and availability of tools, as well as suggestions for additional tools. —*Bob Schlag*

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