



Upper left: Interior Concepts studio's first attempt to work out a general positioning of the Fiero controls. Instrumentation begins to take shape (upper right) in this early foam-core mock-up. First clay-model interior (left) from Pontiac Interior studio shows more refined surfacing, unique Fiero instrumentation. Bill Scott's group refined seats, doors (above), and added A-car armrest.

the Cal Tech wind tunnel for testing. The bulk of the design work was done over the course of nine months in dozens of small sketches, in eight or ten full-size tape drawings, and on one constantly changing full-size clay model. On September 21, 1979, Advanced Three sent its proposal to Hulki Aldikacti, project manager, chief engineer, and godfather of the Fiero.

Aldikacti, bound and determined to see the Fiero in the hands of the public, decided that the only way to sell the corporation on his mid-engined two-seater was to build a running prototype that the top brass could see, touch, and drive. He broke form, blew the budget,

and ordered a roller model from Entech, an outside fabrication shop. Six months later, a drivable Fiero was presented for corporate review. Aldikacti's bold strategy worked, and on April 24, 1980, Schinella's studio received the go-ahead—and a six-week deadline—to get the Fiero ready for 1982-model production.

In the meantime, John Shettler's Interior Concepts studio and Pat Furey's Pontiac Interior studio were already eight months into the program. A look at some of their earliest aircraft-style hardware and floating-pod-instrumentation proposals indicates each man's

involvement in the 1984 Corvette and 1982 Camaro/Firebird interiors.

Until another Corvette principal, Bill Scott, took over the Pontiac Interior studio in 1981, the color scheme for the Fiero cockpit was basic black, with a limited amount of color in the seats and the doors, the objective being to avoid a proliferation of parts. Scott's main contribution was to lighten up the cabin with a choice of two-tone brown or two-tone charcoal materials, in deference to Pontiac's expected Sunbelt market. Scott also brought the Fiero's instrumentation and controls in line with the rest of the Pontiac range, refined the Fiero's contoured seats, and scrapped