



scheduled for—but not built—in the late Eighties.

Fiero's whole reason for being was innovation. This covered everything from organized teamwork groups to specially laid out factory equipment and assembly procedures. And the car itself, of course, was the most innovative element of all.

Fiero's unique plastic body panels laid over a space frame allowed unprecedented flexibility in low-cost but very extensive styling changes. Up until March 2, 1988, work had been well underway for Fieros of 1989 and '90, and even beyond. It's too bad the plug was pulled, because there were some very promising developments in the pipeline that would have made the Fiero a better car and increased enthusiasm for it as well.

On the engineering side, for example, the Saginaw hydro-electric power steering unit that was scheduled for 1988, but not released, would most certainly have been available by 1989. And Pontiac

