



discernible difference, except for that 200 percent boost in power as you accelerate out of the turn. Snort all you want, non-believers: 300 hp in a 2,700-pound buggy sounds pretty compelling to us.

Then there's the suicide doors. Archie explains, "I'd planned this car for several months, and because the plan called for suicide doors I began by building the hinges and latches first. I wanted to make sure I could make them work before committing a lot of time and money into this project." Additional reinforcements using 1x2-inch box tubing and sheet steel, to prevent the reversed doors from sagging on their new mounts, were devised. There's also a 6 1/2-inch wide hinge and a Grade 8 bolt as a hinge pin. "Other suicide-door cars rattle over bumps," reports Archie. "Not this one. I stood on one of the [open] doors to make sure it was sturdy."

Once the hinging mechanism was sorted and installed, the space frame went in for a bit of a chop, 3 inches to be exact, with the windshield laid back an additional 9 degrees from stock. The welds at the B-pillars were parted, telescoped down, and re-welded 3 inches lower; the A-pillars were pie-cut and laid back, with the roof structure trimmed to slide into the lowered B-pillar section. The space-frame was wire-brushed clean and free of any surface rot, and the whole frame was painted Imron black. Window glass, including the back and side windows, were trimmed to fit.

The suspension, attached to that chopped frame has been modified as well. Most of it is



stock, save the vintage Belltech 2-inch lowering spindles, a set of Monroe shocks and struts, and the thorough powdercoating of suspension components in the same Ferrari Fly Yellow that the body has been treated to. Seventeen-inch Konig Tantrum rims (7 inches in front, 8 out back) (215mm wide in front, 235 out back). Its stabilizer bar is stock, save a round of powdercoating. The brakes are a tasty home-brewed hodgepodge

of existing ingredients: 11 1/4-inch vented rear rotors from a Chrysler LeBaron SE now live on all corners ("They're the same bolt pattern and offset as the Fiero—and stock Fieros had small brakes") with Third-Gen Firebird calipers in front and late '80s Cadillac Seville calipers, with the integral parking brake feature, for the back.

The body is mostly stock—all of the lower panels are stock shape—except for the shaved door handles, a slightly more aggressive-look-