



ing front luggage compartment cover, and the roof panel needed an inch and a half taken out of it for everything to line up. All of the body bits were given four coats of PPG primer, four coats of Ferrari yellow (wet-sanded with 1,000-grit paper between coats) and four coats of PPG clear (wet-sanded with 1,500-grit paper between coats). The LT1 badge on the engine cover lid nearly gets lost if you're not looking for it.

Its interior is very black: all of the shapes inside are stock, but most of what was once covered in vinyl, cloth and plastic (seats, door panels, dash, console) are now covered in black leather, thanks to a Mr. Mike's kit. An AGC rug remains one of the few surfaces not given the dominatrix effect inside.

Perhaps the most shocking thing about the whole combination, beyond the fact that it even exists, is the timetable involved: it took 8 weeks from the word "go" to the running, driving, vitamin-fortified monster you see before you—and all of it done within the confines of Archie's shop. (Well, hey, they built it in the middle of winter in Chicago—it's not really car show season.) Our little screaming yellow zonker was finished in the waning days of January 2002; its second-ever show was at the annual indoors Chevy Vette Fest, held at McCormack Place in Chicago. Archie placed 96 points out of 100, earning a healthy round of boos from the thoroughly annoyed Corvette owners huddled round the stage during the trophy ceremony (heh heh).

What's next? Archie's talking about a hotter cam for the LT1 and, quite possibly, a centrifugal supercharger. Beyond that, he's not talking... but surely it's enough to soak up the accolades in this particular beast for a while before having to think about what's next? 🐉



Here is the Fiero during buildup stages.

