



# WESTERN WASHINGTON FIREBIRDS

## OFFICIAL NEWSLETTER

August 2025

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### **Hello Fellow Firebird Enthusiasts,**

Wow, August already! You know what that means..... Showtime Baby! Yes Sunday August 17<sup>th</sup> is our big day. Griot's Garage is the gathering place for The 22<sup>nd</sup> Annual All Pontiac Show & Shine! The biggest and Best Pontiac show on the west side of the hills. Super excited for this. But this summer has been a bummer for yours truly. With my broken foot, I have missed all the awesome car events, and my poor car hasn't seen the road since October 2024. But the foot is feeling wat better and I 100% plan on driving my Bird to the show. In fact, I want to try and do Binford's and Cruise Puyallup this weekend. But we will see. So, I hope you all have had great summer with great shows and cruises. But we still have great events planned for September and October. And we still are working on our Christmas party. We will not have a meeting in August, but plan on one every month September-November. Second Saturday of each month. So, Saturday September 13<sup>th</sup> Burien Round Table Pizza 5pm, I hope you can make it out. Mike & Diane Tappero are allowing us to use their home for a fantastic All Pontiac Cruise In & Picnic on Saturday September 6<sup>th</sup>. Mark your calendar for this one! More Details later in this newsletter. There is a lot of summer left, so Let's Keep Those Firebirds Flying!

### **Saturday August 16<sup>th</sup> 37<sup>th</sup> Annual Northwest Muscle Car Meet 8am-3pm At Pop Keeney Stadium in Bothell WA**

Another fantastic show hosted by Northwest Legends GTO Club. Always awesome muscle cars from every manufacturer. Great Venue and really great people. Restaurants close walking distance from the show. We will just meet up at Pop Keeney at 7:30am or so, so we can try and park together as much as possible. So We Will See You There!

### **August Club Event The 22<sup>nd</sup> All Pontiac Show & Shine Griot's Garage in Tacoma WA Sunday August 17<sup>th</sup>**

Show Time Folks! Let's meet up at Griot's Garage (3333 S 38<sup>th</sup> St Tacoma WA 98409) at 6:30am for set up. There is a lot of things we need to set up, canopies, and parking areas for the classes. We have purchased 4 new walkie talkies so we can have better communications. If you have items for the raffle, you can either bring them to the show or get a hold of me (Jeff D 206-349-1282) or Diane Tappero (253-350-5804) or Sarah Mills (206-228-8709) so we can maybe meet up with you if you cannot make it to the show. The show starts at 9am, so we will let folks enter when we are ready to park them, hopefully

7:30 or 8am. Griot's should have an employee there to open the gate, if not we still have the code for the box. We will make sure they don't lock us out early for bathroom use. We will have the same food truck as last year, Starvin Marvin's Gourmet Hot Dogs. Coffee truck, maybe. And club member Bill Rosen will be there with his newly published book, Bill's Guide: Buying and Selling Used Cars, with copies available for purchase. But this will be an awesome show! Let's hope the weather gods can hold out and give us a real nice day!

## **What we did in July**

Saturday July 19<sup>th</sup> we had our July Club Meeting at the Burien Round Table Pizza. Attendance was sparse, but in the middle of a beautiful summer with lots going on around the Sound, it was kind of expected. Attendees were Bill Rosen, Jack Tindall, Jeff Kamberg, John Barceanas, Bill Young, Mike Dorrain, and Karen and Jeff Driscoll. We went over the old business from June's meeting. We went over the Firebird & Camaro Show again. And discussed the upcoming All Pontiac Show. And we went over the fact that at the June meeting the club would be purchasing 4 awards for the Black Diamond Eagles Car Show over Labor Day. So we need to cut the Tappero's a check for \$100. We then let Bill Rosen discuss his new book, Bill's Guide: Buying and Selling Used Cars. Bill discussed his background and what inspired his book, which covers everything you need to know about selling used cars. Lots of great information in that book! Also, Bill has a YouTube channel with some great informative videos. After his great presentation, we discussed more about the All Pontiac Show. Reminding everyone the online registration is open, and please pre-register. We discussed the time to be there for set up. 6-6:30am. We picked 6:30am to be there. We discussed who to contact about the raffle prizes. We discussed that Diane Tappero was going to bring the trailer

to the show. I reminded everyone that there was no meeting in August. We discussed the 37<sup>th</sup> Northwest Muscle Car Meet on August 16<sup>th</sup> at Pop Keeney Stadium in Bothell. I also discussed the great idea that Mike & Dinae Tappero and Bill Nelson discussed at a Binford's Cruise In about an All Pontiac Cruise In And Picnic. Basically to invite all the local Pontiac clubs to come to a great venue, Tappero's Home and fill up the yard and pastures with Beautiful Pontiacs. The GTOs and Firebirds would pay for the food and soft drinks. Everyone loved the idea. So we are going for it. Saturday September 6<sup>th</sup> was the date picked. Jack Tindall and I discussed a really cool event, near enough to us that we can participate in in 2026. If we can get enough interest. The Trans Am Takeover in Sturgis South Dakota. This year was the first year for this event. A weekend full of shows and cruising. Ending up at Richard Rollins Bar. The Smokey and The Bandit reenactors were there. Danette Sawin was there and she used her Trans Am as the chase car when they did a Bandit being chased by Sheriff Buford T. Justice and his son Junior. Danette had a fantastic time, and they are scheduling to do it all again for 2026! This would be a great road trip and yes, it is open to all Firebirds and all years, not just Trans Ams! Jack is working with some California cars that would love to cruise with us. Then John asked everyone there to fill in the spots they wanted for volunteer car show duties. Then we discussed the Treasurers report from Neil. The Club has \$7349.44 in checking and \$1,001.35 in savings, for a grand total of \$8,446.92. We had \$142.74 in pre-registration so far. And one new member, Becky Britten from Lake Tapps. So total club revenue was \$172.74 to that point in July. Club expenses were Website Training \$105.50, printing ink cartridge \$48.11 Other \$36.19 so total Club Expenses were \$189.84 so club is short \$16.90 between revenue and expenses. We also discussed that we need to purchase new walkie talkies for the club to use on long cruises and for show communication. So a motion was made to spend \$150 on 4 Cobras

RX385 2 way radios from Walmart. And the motion was seconded. The vote was unanimous. The floor was opened for discussion. And meeting was adjourned at 8:30pm.

## **Your Upcoming Summer 2025 Club Events, Please Mark Your Calendars And Let's have Fun!**

***Saturday August 16<sup>th</sup> Northwest Muscle Car Meet 8am to 3pm Pop Keeney Stadium Bothell***  
***Sunday August 17<sup>th</sup> Our 22<sup>nd</sup> All Pontiac Show & Shine 9am-3pm Griot's Garage Tacoma***  
***No Club Meeting Scheduled for August***  
***Saturday September 6<sup>th</sup> All Pontiac Cruise In and Picnic 2pm-6pm @ Tappero's Home in Auburn WA***  
***Saturday September 13<sup>th</sup> September Club Meeting Burien Round Table Pizza 5pm***  
***Saturday October 18<sup>th</sup> October Club Meeting 5pm TBD***  
***Saturday October 25<sup>th</sup> Trunk or Treat Binford Field of Dreams Kent WA 3:30pm-8pm***

*Western Washington Firebird club sponsored events. Things may change, but as of now this is your official list And, these will also posted in more detail on club website and Facebook group.)*

## **Other Events of interest Non Club Sponsored:**

***August 2<sup>nd</sup> & 3<sup>rd</sup> Seafair, Dick's Drive In Classic Car Show On Hydro Weekend 1985 and older. Pre-register Only Go To Seafair Car Show 2025 to register. Spots will fill up quick!***  
***August 8<sup>th</sup> Hot August Night Cruise In 5634 Park Ave S Tacoma WA 4pm-9pm***  
***August 9<sup>th</sup> Cruise In For The Youth Puyallup WA 8am-3pm***  
***August 23<sup>rd</sup> 5<sup>th</sup> Annual Hot Rodders Car Show Shelton WA 9am-3pm***  
***August 24<sup>th</sup> Cruisin The Ave IX Tower Lanes Tacoma WA 9am-3pm***

*(This section I will post non club hosted events, but these events you may be interested in going to.)*

For a complete list of all car related events in the northwest, please visit: [www.cruzinmag.com/calendar.html](http://www.cruzinmag.com/calendar.html) or [www.good-guys.com](http://www.good-guys.com) or [www.nwcareventscalendar.com](http://www.nwcareventscalendar.com)

## **Local Cruise-In Spots**

Here is the cruise-in list. If you know of any, please let me know so we can get it on this list, thanks!

*We will also be supporting Wileson and Carbonato, who just had the rug pulled out from them when the state shut down a 100 year old bridge that brought folks into their towns. They are hosting a cruise In/Show on the last Sunday of the month. Dates are as follows: May 25<sup>th</sup>, June 22<sup>nd</sup>, July 27<sup>th</sup> August 24<sup>th</sup>, September 28<sup>th</sup>. 1pm to 5pm*

*Cruiz'n Cole Enumclaw WA first Friday of each month. 2025 Dates are: May 2<sup>nd</sup>, June 6<sup>th</sup>, July 5<sup>th</sup>, August 1<sup>st</sup>, September 5<sup>th</sup>*  
*Cruise Puyallup Dates Are: April 26<sup>th</sup>, May 10<sup>th</sup>, June 7<sup>th</sup> Cruise Into Meeker Days, July 12<sup>th</sup>, August 9<sup>th</sup>, October 11<sup>th</sup>, December 13<sup>th</sup> Christmas Cruise*  
*Binford's Field Of Dreams Every Friday Evening 4pm-10pm. Live music, food trucks and An Awesome Way To End A Crazy Week! Kent WA*  
*First Saturday of every month is Caffeine & Gasoline @ Griot's Garage 8am to 10am.*  
*Starting May 3<sup>rd</sup> Every Friday Night 4pm-8pm Covington Wal Mart.*  
*Thrashers Corner on Friday Nights*  
*Saturday evenings Marysville DQ*  
*Clearview McDonalds Saturday nights 4pm-8pm Starting in mid to late May.*  
*Sunday mornings at the Lake Stevens Les Schwabis Cars and Coffee*  
*Friday Night Cruise In Every Friday 2pm-9pm Cruise to The Village 3509 72<sup>nd</sup> St E Tacoma*  
*First Saturday of every month is Caffeine & Gasoline @ Griot's Garage 8am to 10am.*  
*Starting May 10<sup>th</sup> Friday Nights 4pm-8pm Covington Wal Mart.*  
*Clearview McDonalds Saturday nights 4pm-8pm Starting in mid to late May.*  
*Friday's At Dairy Queen At Thrashers Corner 3-6pm*  
*Friday Nights Binford Metals in Kent Starts at 5pm Starting Late April- October*

*Saturday's Farmboy Drive-In Olympia 3pm-8pm  
Starting May 25<sup>th</sup> through September  
Saturday's Sunrise-Village Puyallup 5pm till Dusk  
June 7<sup>th</sup> – August 30  
Wednesday's Newport Hills Bellevue 3pm-6pm  
May-September  
Cruise-In At The Drags Pacific Raceways Kent WA  
\$20 entry fee. Events are May 10<sup>th</sup>, May 31<sup>st</sup>, June  
14<sup>th</sup>, June 21<sup>st</sup>, June 22<sup>nd</sup>, August 23rd*

*More will be added as soon as I know more details on other  
cruise-in locations. If you know of any, please text me at 206-349-  
1282. Just need the place, day of cruise-in, and time. Thanks!*

## Membership Information

### **MEMBERSHIP DUES:**

Membership Dues are \$30 U.S. per year and are renewed each year in January. Just go to the club's website, [www.wwfirebirds.com](http://www.wwfirebirds.com) and follow the links to renew and we use Paypal so it's quick, super easy and safe. Note: Each person on the membership list (spouses included) may receive the newsletter by email. Let us know if you would like this option. And make sure you give us their e-mail address.

We want to welcome our newest member Stu Farmer from Issaquah WA. Stu owns a 1984 Trans Am.

## CAR SHOWS

**22<sup>nd</sup> Annual All Pontiac Show & Shine**  
**Sunday August 17<sup>th</sup> 9am-3pm** And it's at Griot's Garage again for 2025.. It's Almost Show Time Folks! Need help for day of show, set up, teardown and working registration and ballot counting.. Again, a big thank you to Brett Liukkonen for flyer artwork and Sean Thacher for printing. We can't thank them enough! They are saving us huge amounts of money, which makes it possible put on these shows every year. And huge shout out to Diane Tappero and Sarah Mill for procuring and making baskets for the raffle.

Also Please, PLEASE go to our club web site and pre-register. It is up and running at [www.wwfirebirds.com](http://www.wwfirebirds.com). It's Super easy and helps out a lot. And we booked The Starvin' Marvin Food Truck Again This year!

## WEBSITE

Be sure to check out the club website. It has been completely revamped, thanks to Neil Warren. It is way easier to navigate and works awesome on phones or laptops. For tech articles, links to other clubs and nearly all things Pontiac related in addition to all of the great pictures and articles of Member's Rides. Contact Neil Warren and he will give you all the info you need to give him so he can upload your pics and a short write up about you and your car.

The Members Rides web pages continue to grow, but we have plenty of room for more. This is your chance to show the world your own Firebird! Send or e-mail pictures of your car, with a little of what you would like everyone to know about it, and we will add them to the rest. If you have your own web page featuring your car, send us your URL. We will link to it from the Members' Rides page. For pictures and descriptions of many of our member's cars, check out the club website at: [www.wwfirebirds.com](http://www.wwfirebirds.com)

## TECH

### **50+ Years Of The Firebird Formula 400**

The story behind the development of GM's F-body pony cars has been well documented. When Ford's groundbreaking Mustang debuted in 1964, it tapped an emerging youth market that was hungry for a new type of car geared specifically

to them. GM misjudged the public's response to the Mustang and then scrambled to develop a similar style car after witnessing Ford's unprecedented first model year sales success. Chevrolet was the lead division in engineering the F-body, and Pontiac grudgingly accepted the platform for their use in March 1966, only after GM management turned down PMD General Manager John DeLorean's proposal for his own Mustang fighter.

Pontiac didn't have much time to transform the Firebird from its Camaro configuration before releasing it in February 1967. Their design and engineering lead time was significantly reduced and consequently, the Firebird was forced to use quite a bit of Camaro sheet metal and other components. Competition between Pontiac and Chevrolet was intense, and having to use the other division's engineering and design was a bitter pill for DeLorean's maverick staff to swallow.

The circumstances surrounding the Second Generation Firebird were another story. Pontiac actually began working on their second generation just as the first Firebirds were hitting dealer showrooms. From design to engineering, Pontiac dominated the divisional rivalry, and this time around the Firebird would be all Pontiac from roof to road. There was little carried over to the second generation with the exception of the Trans Am nameplate and basic engine configurations. The suspension was tuned for more responsive handling with little compromise to ride comfort. Computer aided engineering chose the proper front and rear spring deflection rates predicated on model and usage. Stabilizer bars were used front and rear and the steering box was mounted ahead of the front axle for better response.

The sexy new body was rooted in GM styling chief Bill Mitchell's infatuation with Italian sports car design. GM chose heavily from the rounded shapes of Ferrari and Maserati, and it showed in the smooth flow of fender lines, the curved window glass and raked windshield. One remarkable difference from previous GM designs

was the lack of a quarter window. Instead, the doors were lengthened to take up a larger portion of the quarter. The massive doors were heavy. However, the side appearance was cleaner and far sportier. A lift bar door handle added to the smooth side look. Chrome was distinctively absent. The Native American-inspired Firebird emblem was on the decklid and the nose of all but base model cars.

Up front, the twin nostril grille and single headlamps provided a clean appearance, thanks to the use of Endura to create a bumper-less front end with a valance that cleanly rolled beneath the grille with large cross hair parking lamps mounted in the lower corners of the valance. At the rear, the smooth tumble home enhanced the Firebirds fuselage shape. The tail was flat and filled with twin tail lamps that met the quarter panel's round rear profile. A recessed tag housing, thin blade chrome rear bumper, and rounded lower valance completed the rear end's clean look.

Inside, the Firebird's wide, expansive dash housed the instrument panel consisting of three center nacelles for gauges, with smaller gauges at the right and room for the heater controls and additional switches and knobs. Directly below the center of the dash was another stack that contained the radio and ashtray. Even the base interior was sumptuous, with Pontiac's indestructible Morrokide vinyl upholstery covering the bucket seats and door panels. The quarter trim panels, and headliner were composed of molded polymeric material that provided a smooth surface and absorbed sound.

The 1970 Pontiac line up was composed of the Base Firebird with 250 cid six or optional 350cid V8. The mid range, 350 cid Espirt, the 400 cid Formula 400, and the 400 cid Ram Air Trans Am. Of the four, perhaps the most intriguing was the Formula 400. While the Trans Am was loaded with visuals like a shaker hood, fender mounted air extractors, wild front air spoiler, rear wheel opening air spoilers, and wide center stripe, the Formula had none of these. For those who preferred to have a muscular pony car minus the

exterior adornments, the Formula 400 was just the ticket. Outside, the only difference between the mild mannered Esprit and the Formula was a special fiberglass hood that sported a pair of front reaching hood scoops (first considered for the Trans Am), sport style dual outside mirrors, and a pair of Formula 400 scripts below the Firebird nameplate on the fenders.

Under the sheet metal, however, is where the \$3,440 Formula's credentials lay. Standard engine was the 400 cid V8 which generated 330 horsepower @ 4800rpm and 430 lbs.-ft. torque @ 3000rpm. Car & Driver tested a Formula 400 with this engine and automatic transmission and recorded a 0-60 acceleration time of 6.4 seconds and quarter mile performance of 14.7 seconds at 98.9mph.

The optional engine was the Ram Air III V8, which produced 345 horsepower @ 5000rpm and 430 lbs.-ft. torque @ 3400rpm, thanks in part to a higher compression and a more aggressive camshaft profile. While Pontiac offered a 370 horsepower Ram Air IV, it never found its way into a Formula 400. On the Ram Air III equipped Formulas, the hood scoops were opened and a pair of rubber "boots" were fitted to the hood's underside. They snuggled up to holes in the air cleaner snorkels and fed cold outside air to the Rochester Quadra Jet carburetor. Subtle "RAM AIR" decals were affixed to the outboard sides of the hood scoops. The Formula's 400 engine was dressed up with chromed air cleaner lid and valve covers. Dual exhausts with chrome tips were also standard.

Standard transmission was the M13, a heavy duty Dearborn three-speed manual box. A pair of Muncie four speeds was offered optionally, the wide ratio M20 and close ratio M21. Also optional was the M40 three-speed Turbo Hydra Matic transmission. A 3.55:1 rear axle ratio was standard, while air conditioned models received 3.31:1 ratios. Optional ratios were 3.07:1 and 3.73:1.

Exterior styling of the Formula 400 reflects the European inspired lines that GM styling chief Bill Mitchell favored. The design was ground

breaking for the American automotive industry and the basic shell would remain in production until 1981.

The Formula received a firmer suspension with 300-pounds/inch deflection in the front springs and 103 pounds/inch in the rear. The front stabilizer measured 1.125 inches in the front and the rear bar was .620 inches with firm control shocks mounted at all four corners. Front disc brakes were standard with rear drums. Standard tires were F70 x 14 on six-inch steel rims. The Trans Am's tighter suspension was offered optionally. It consisted of 300 pounds/inch front and 126 pounds/inch springs in the rear, 1.250 inch stabilizer bar at the front, and fat .875-inch bar aft. Wider F60x 15 Polyglas tires mounted on 15 x 7 Rally II wheels without trim rings rounded out the package. Add the variable ratio power steering and power brakes and the Formula responded right now! to steering input and could dive deeper into corners and come out faster. Its only competition was big brother Trans Am and the Corvette.

Inside, the Formula's instrument panel was faced in a wood grained appliqué. Optional was a Rally Gauge that placed an 8000-rpm tach in the left housing along with a small analog clock. In the smaller center housing was the engine temperature and oil pressure gauges. The right housing contained the 160mph speedometer with the smaller fuel gauge and voltmeter to the far right. Two consoles were offered, one between the front buckets that contained the transmission shifter, the other between the optional rear buckets. Of the 7,708 Formula 400s produced in 1970, 2,777 were equipped with manual transmissions. Exactly 4,931 were fitted with the M40 automatic transmission.

## MEMBER'S UPDATES

Welcome our newest member, Becky Britten from Lake Tapps WA. She owns a 1994 25<sup>th</sup> Anniversary Trans Am and a GTO. The Trans Am is an LT1



350 and a 6spd manual transmission. 1 of only 172 produced with the 6 speed manual trans, with t-tops and it is number 103 produced of the 25<sup>th</sup> Anniversary Trans Am run. Sounds like and Awesome Car, Welcome to Western Washington Firebirds!

And Welcome back Danette Sawin. Danette was a longtime active member. When she retired from Boeing she moved to Montana, but she visits back here often. She owns a 1980 Y84 Special Edition Trans Am. She has had the Trans Am for 30 + years and painted it herself many years ago, but it still looks beautiful! Welcome back Banette!

Bill Rosen has written a book and he would like you all to check it out. It's a very cool book. lot's of great information in there!

You may already know this, but in case you don't I wanted to tell you that I wrote a book that was released this past Sunday. It's definitely a car book, just not Pontiac or Firebird specific. It's called *Bill's Guide: Buying and Selling Used Cars*. It's doing well on Amazon with 5-star reviews. Currently #1 in Automotive Buyers Guides. See the screen shot from today.

Would you mind following the link for Amazon below and take a look at the summary and reviews of the book? I'm wondering if it's something that might interest the club. Maybe I could share about the book for a few minutes at some future meeting, why I wrote it and its purpose. It is super practical for anyone who ever buys or sells a used car, Firebird or otherwise. Let me know what you think.

Amazon link: <https://a.co/d/oB27WFO>

Bill Rosen  
1969 Firebird 400 4 speed convertible (restoration under way)

*Please contact me, Jeff Driscoll, on any new updates to you or your Firebird or any new purchases or anything exciting you would like to share with the club in the newsletter.*

## WANT ADS

### CLUB MEMBER ADS

Want ads are free to members and will run for four months unless updated or canceled. Please update

your ad on a monthly basis. All ads with \*4 will not run the next month, unless resubmitted. (The number after the \* shows how many months the ad has run without a change.) Please send all Parts for Sale, Cars for Sale, and Wanted ads

### **For Sale:**

**Please Contact Me, Jeff Driscoll if you have any parts for sale or if you need parts. E mail [a70formula400@aol.com](mailto:a70formula400@aol.com) or text me at 206-349-1282**

### **Parts Wanted:**

Please Contact me if you are looking for any parts for your Firebird so I can list it here or on the website

### **NON-MEMBER ADS**

*I will add any non member items that are for sale here*

### **Member Owned/ Recommended Businesses**

*If you own a business and want to add your contact information, I will put it here. Also if you have a business related to our awesome Firebirds, please let me know and I will add it here.*

### **Racing Automatic Transmissions**

13435 1/2 Greenwood Avenue North, Seattle, WA  
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[ed@racingautotrans.com](mailto:ed@racingautotrans.com)

### **Perpetual Balance, Your Engine Balancing Specialists!**

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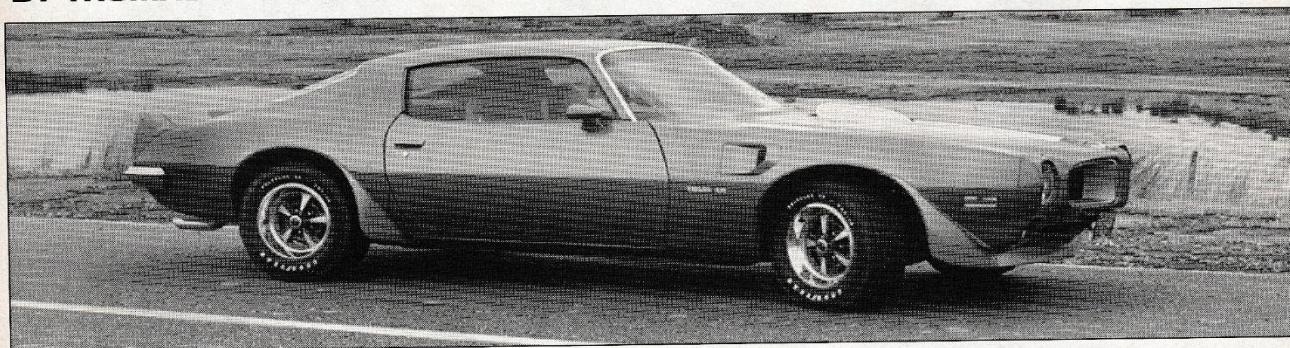
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# NUMBER CRUNCHING

## *The codes that count on the 1972 Firebird.*

BY THOMAS A. DeMAURO



**O**n April 7, 1972, the Pontiac Firebird was dealt another production-killing blow. For the second time in as many years, the UAW went out on strike, closing down the Norwood, Ohio, assembly facility, the only plant producing F-bodies. The strike dragged into August and, as a result, some 2100 Firebirds and Camaros were stranded on the line in various stages of assembly. Unable to meet 1973 bumper standards in cost-effective fashion, the 2100 F-bodies were stripped of usable parts and crushed.

Talk of scrapping the entire F-body program once again echoed through the hallowed halls of General Motors. It seemed that the same philosophy that boosted Pontiac to the No. 3 sales position was now killing it. There were just too many options available on the Firebird line that needed to be certified each year for emissions. It was time to streamline the choices.

### TOTAL PRODUCTION

Model	Manual Trans	Auto Trans	Total
Firebird base L6	—	—	1,096
Firebird base 350	—	—	<u>10,905</u>
Transmissions	1,263	10,738	<b>12,001</b>
Esprit 350	—	—	10,624
Esprit 400	—	—	<u>791</u>
Transmissions	504	10,911	<b>11,415</b>
Formula 350	—	—	2,544
Formula 400	—	—	2,429
Formula 455 HO	—	—	<u>276</u>
Transmissions	1,082	4,167	<b>5,249</b>
Trans Am 455 HO	458	828	<u>1,286</u>
<b>Total</b>	<b>3,307</b>	<b>26,644</b>	<b>29,951</b>

### SERIAL NUMBERS

In 1972, the coding system for VINs was altered. Thirteen symbols were retained, but the characters were different. The first character was a number denoting the division. The second was a letter that indicated the series. Symbols three and four denoted

hardtop coupe, which was the only Firebird configuration. In the fifth place was an alphabetical code indicating the engine. The sixth place held a digit for the year and the seventh was an "N" for the Norwood, Ohio, assembly plant. The final six digits were the serial number that ran 500001 up.

The VIN was stamped on a plate that was attached to the driver's side of the dashboard and was visible through the windshield. A sample serial number for a Formula model appears as follows:

2U87X2N500001

2—Pontiac

U—Formula (S-base Firebird, T-Esprit, V-Trans Am)

87—Hardtop coupe

X—455 HO engine (D-250, M-350 single exhaust, N-350 dual exhaust, R-400 2-bbl. single exhaust, P-400 2-bbl. dual exhaust, T-400 4-bbl. dual exhaust)

2—Last digit of model year

N—Assembly plant: N—Norwood

500001—Consecutive Sequence Number

### COWL DATA PLATES

A data plate was attached to the top of the cowl, just ahead of the windshield, on the driver's side. An example of a 1972 plate for a Formula reads as follows:

**Line 1:** Body By Fisher

**Line 2:** ST 72 22387NOR 170011 BDY

**Line 3:** TR212 65 65 PNT

**Line 4:** 12C A51 W66

**Line 5:** General Motors Corporation

**Line 1** is self-explanatory.

**Line 2** denotes the last two digits of the model year (72) followed by the body style number (22387 base model). Norwood denoted the Formula with an option code (W66), Trans Am (V) on line 4 of the data plate. The Fisher Body assembly plant code of NOR denotes the Norwood assembly plant. Some tags have



shown just an "N" to denote Norwood. The '72 Service Manual lists Van Nuys as a Firebird-producing plant. All other sources indicate Norwood as the sole producer of Firebirds for '72.

The remaining numbers (170011) comprise the consecutive body number, which has no direct correlation to the VIN.

**Line 3** indicates the interior trim (TR) code (212) in this car: Ivory standard bucket seats and exterior color code (65) Sundance Orange. Note the use of a double coding for the paint. If the car was ordered with a Cordova top, the second "65" would be replaced with the corresponding letter code of the top color.

**Line 4** lists the date code for when the body was assembled. On the data plate, "12" represents the 12th month of the year (December '71); "C" represents the week, the third week of December; Code A51 is the modular seat code. The "W66" code denotes a Formula.

**Line 5** is self-explanatory.

### ENGINE BLOCK CODES

Pontiac stamped the two-letter engine block code (listed here) and a portion of the car's VIN (the year, assembly plant and serial number) on the front passenger's side of its V8 block below the cylinder deck. On V8 Firebirds, all codes beginning with W are manual trans cars, and all codes beginning with Y are auto trans cars. SAE net horsepower ratings were instituted in 1972 and are listed below. The 250 cubic-inch 6-cylinder was once again produced by Chevrolet. It will not be included in this article.

Cu. In.	Code	Carb	Net HP	Trans
350	WR	2-bbl. WGD	175	Man.
350	YR	2-bbl.	175	Auto
400	YX	2-bbl.	200	Auto
400*	ZX	2-bbl.	200	Auto
400	WK	4-bbl.	250	Man.
400	YS	4-bbl.	250	Auto
455 HO	WD	4-bbl.	300	Man.
455 HO	WM	4-bbl.	300	Man
455 HO	YE	4-bbl.	300	Auto
455 HO	YB	4-bbl.	300	Auto

\*Calif. only

### CYLINDER HEAD CASTING NUMBERS

Cylinder heads on V8s can be identified by a three-digit casting number/letter found above the center exhaust ports. For 1972 Firebirds, they are as follows:

Cu. In.	Net HP	Casting No.
350	175	7H1
400	200	7J2
400	250	7K3
455	300	7F6

### CARBURETORS

The WGD is a 2-barrel Carter carb used on 350 stickshift-equipped Firebirds. All other carbs are Rochesters.

Cu. In.	HP	Trans	Size	Part No.
350	175	Man.	2-bbl.	WGD 488062
350	175	Auto	2-bbl.	7042062
400	200	Auto	2-bbl.	7042060, 61 (Calif.)
400	250	Man.	4-bbl.	7042263
400	250	Auto	4-bbl.	7042264
455 HO	300	Man.	4-bbl.	7042273
455 HO	300	Auto	4-bbl.	7042270

### INTAKE MANIFOLDS

Intakes were iron on 350s and 400s. The 455 HO received an aluminum unit.

Cu. In.	2-Bbl.	4-Bbl.
350	485911	—
400	485911	485912
455	—	488945

### EXHAUST MANIFOLDS

Cu. In.	Right Side	Left Side
455 HO	9799721	478141

### DISTRIBUTORS

The unitized ignition system appeared for the first time in 1972. It was standard on 455 HO's and optional on other V8s. This precursor to the HEI eliminated the breaker points and had its coil mounted in the cap.

Cu. In.	HP	Trans	Part No.
350	175	Man.	1112140
350	175	Auto	1112118
400	200	Auto	1112119
400	250	Man./Auto	1112121
455 HO	300	Man./Auto	1112133

### ALTERNATOR

Part No.	Amps	Application
1100927	37	Std.
1100928	55	A/C or R window defog
1101015	80	A/C, and R Window defog or HD

### STARTER AND COIL

Cu. In.	Starter	Coil
350	1108445	1115208
400	1108446	1115424
455 HO	1108436	1115424

### TRANSMISSION CODES

In 1972, all manual transmissions used a 10.4-inch-diameter clutch except the 455 HO, which used a heavier-duty 11-inch unit.

**3-Speed Manual Transmissions:** Saginaws have a two-letter code stenciled in yellow on the upper passenger's side of the case. The VIN is stamped on a pad also located on the upper passenger's side that consists of a "2" followed by the last eight digits of the VIN.

**4-Speed Manual Transmissions:** A two-letter code was stenciled in yellow on Muncie 4-speed transmissions on top of the case (the Saginaw's code was on the right side of the trans). A "2" followed by the last eight digits of the VIN was stamped on a machined pad on the passenger's side of the case adjacent to the tailshaft housing mounting surface on Muncies.

**3-Speed Automatic Transmissions:** M40s had a two-letter code stamped on a plate on the passenger side of the case just ahead of the governor.

The M38's code location is on the 1-2 accumulator cover found on the lower passenger's side of the case. Also on the cover are the build date code, production year and shift. The VIN was stamped on the lower driver's side of the case.

Cu. In.	Man. Trans		Auto Trans		Comments
	3-Sp.	4-Sp.	2-Sp.	3-Sp.	
350	R4	—	—	—	Saginaw
350	—	WC	—	—	Saginaw
350	—	—	TS	—	M35, Powerglide



# NUMBER CRUNCHING

Continued from page 17

Cu. In.	Man. Trans		Auto Trans		Comments
	3-Sp.	4-Sp.	2-Sp.	3-Sp.	
350	—	—	—	MA	M38, Turbo-350
400	—	WD	—	—	M20, W/Ratio
400	—	WJ	—	—	M22, C/Ratio
400	—	—	—	PT	M40, 2-bbl. engine
400	—	—	—	PG	M40, 4-bbl.
455	—	WJ	—	—	M22, C/Ratio HO
455	—	—	—	PQ	M40, HO

## REAR AXLE CODES

A three-letter code was stamped on the front of the right-hand side axle tube to the left of the carrier case, to indicate axle ratio and type.

Gear Ratio	Standard	Safe-T-Track
2.73	GZG	CAG
3.08	GXG	GYG
3.42	CKG	CJG
3.73	—	CGG

## EXTERIOR COLOR CODES

The data plate on the cowl denoted body color with a number code. Pontiac factory paperwork denoted body color with a letter code. For those of you who are comparing your Firebird's paperwork with its plate, here is a list that shows how the numbers and letters correspond to the exterior colors.

Color	Fisher	Pontiac	Color	Fisher	Pontiac
Cameo White	11	C	Springfield Green	43	L
Adriatic Blue	24	D	Wilderness Green	48	M
Quezal Gold	53	E	Revere Silver	14	N
Lucerne Blue	26	F	Cardinal Red	75	R
Brittany Beige	50	G	Anaconda Gold	63	S
Shadow Gold	55	H	Monarch Yellow	56	Y
Brasilia Gold	57	J	Sundance Orange	65	Z
Julep Green	36	K			

## INTERIOR COLOR CODES

The standard bucket seat interior is Madrid Morrokide. The custom bucket seat interior is offered in Perforated Roulet Morrokide or Potomac Pattern Cloth and Madrid Morrokide. The codes that follow are from Pontiac's 1972 Firebird order form and internal paperwork. According to Jim Mattison, to decode the trim on the cowl tag you must add a "2" to the front, and drop the last character of the codes below. For example the Pontiac code listed for standard Ivory interior is 121; the Fisher Body code would be 212.

Color	Std. Bucket	Custom Bucket	Cloth
Blue	—	211	—
Ivory	121	221	—
Saddle	131	231	—
Green	141	241	—
Covert beige	—	251	351
Black	161	261	361

## CORDOVA (VINYL) TOP COLORS

Once again, Fisher Body used a different coding sequence than Pontiac. In this instance, cowl plates used a letter and the factory used a number.

Color	Pontiac Code	Fisher Body Code
White	1	A
Black	2	B
Pewter	4	D
Covert Beige	6	F
Tan	7	G
Green	8	H

## 1972 FACTS

- The base 1972 Firebird was priced at \$2,837, the Esprit \$3,193, the Formula \$3,221 and the Trans Am \$4,256.
- A stretched honeycomb pattern replaced the egg crate grille design of 1971. The new grilles tied in well with the optional Honeycomb wheels. The fender vents of the previous year were dropped. Body-colored door handle inserts identified a custom interior option.
- The Esprit was identified by its concealed wipers, wider rocker trim, drip rails, dual sport mirrors and Esprit emblem mounted on the sail panels.
- The Formula was offered in three flavors for 1972, standard 350 2-barrel dual exhaust or optional 400 and optional 455 HO.
- Under the hood, concessions made to the latest emissions requirements came in the form of evaporative canister purge valves and further reduced choke on periods. Two-barrel engines got larger exhaust valves and reworked carb circuits. Tapered-seat spark plugs were used for the first time in 1972.
- The Powerglide was dropped late in the sales season, with only 1,096 units installed in Firebirds.
- Of special mention is the fact that the Formula's Y99 suspension option, which was basically the Trans Am suspension, was installed on only 851 Formulas. The optional rear spoiler only made it onto 1,067 Formulas in '72.
- The rare rear seat console was installed in 966 '72 Birds.

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## NUMBER CRUNCHING UPDATE: 1967-69

We have reserved this section to provide readers with new information that had been unavailable at press time, and to correct typos and errors found by myself and other readers in previous Number Crunching articles. We apologize for any confusion brought about by previous mistakes.

	Paint Codes	Vinyl/Conv.	Top Codes
• Verdoro Green was code "Q" for '67.	A 10	1	A
• For '67 and '68, VINs and cowl tags read:	B 61	2	B
22337=6-cyl. Std. int.	C 50	3	C
22437=8-cyl. Std. int.	D 53	5	E
22537=6-cyl. Del. int.	E 51	8	H
22637=8-cyl. Del. int.	F 87	9	I
• The R/A II engines of '68 and R/A IV engines of '69 were assembled with a cast crank and rods, not forged.	G 65		
• In 1969, the date code was moved from line two to line four of the Fisher Body trim tag. According to Jim Mattison, the '69 body style was sold through the beginning of the '70 model season, but ceased production in late '69. There should not be '69-bodied Birds with a 70 on the cowl tag or a "0" in the VIN. This year was a change-over period for GM paperwork, so coding techniques differed between GM invoices and Fisher Body tags. The lettered paint codes listed in the article are correct for	H 59		
	K 55		
	M 57		
	N 67		
	P 69		
	Q 73		
	R 52		
	S 63		
	T 72		
	W 76		
	Y 40		

—T.A.D.

