



## Original Pontiac Firebird and Trans Am 1967-2002: The Restorer's Guide (Original Series)

By Jim Schild

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Following Ford and Chevrolet, Pontiac entered the pony car market in 1967 and came up with one of the best and most successful muscle cars ever produced. Though based on the Camaro chassis, the Firebird offered unique features and high performance, and over its nearly 40 years of production it continued to wow drivers--as it does today.

This book details the Firebird's long and illustrious career. With high-quality, detailed color photographs of some of the finer models--both originals and faithful restorations--the book is at once a unique history and a restoration guide to all four generations of the Firebird. Pictures and text profile the correct parts, finishes, options, and trim pieces for various models. The book also covers the vehicle's wide variety of engine options, along with all special editions and model variations from the Firebird's introduction in 1967 to the final model in 2002.

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### **Editorial Review**

Review

**New Zealand  
V8, October 2007**

“A fantastic resource for anyone interested in these vehicles ... The book is a wealth of knowledge and a must-have for all Firebird and TransAm lovers, restorers, and builders.”

From the Inside Flap

General Motors arrived late to the pony car party started by Ford's Mustang. GM's first entry was the 1967 Chevrolet Camaro, introduced in the fall of 1966. Although the Camaro was the first commercial offering in the General Motors pony car line, the Pontiac division was not idle. John Z. DeLorean of Pontiac wasted no time in creating the two-seater XP-833 concept cars that convinced GM management that Pontiac was adept at design.

As development of the new F-body Camaro advanced, General Motors management decided that Pontiac would offer a comparable model, although the body shell and basic platform would be shared with the Camaro. Pontiac styling created a split-nose front-end design that was clearly derived from the popular GTO but had an identity of its own. This identity included a sporty, performance-oriented image that was a step above the Camaro in trim level.

Performance was always a key component of the Firebird image. The new model was available with engine and transmission options ranging from the economy and performance versions of the six-cylinder with three-speed or four-speed manual transmissions to the high-performance 400 with four-speed manual or three-speed automatic transmissions. This new player in Pontiac performance was introduced February 23, 1967, as a midyear model. The Pontiac Firebird, in all its variations, has been a favorite among performance-minded enthusiasts ever since.

From the Back Cover

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