



## 2004 Pontiac GTO

America's original midsize '60s musclecar is back from the dead, thanks largely to Bob Lutz, GM vice chairman of product development, and the good folks at Holden, General Motor's Australian nameplate. The curvy new Goat will arrive in limited numbers (about 18,000 a year) this fall, packing a 350-horsepower/365-lb-ft version of the LS1 Small Block V-8 used in the current Corvette. Based on the Holden Monaro, the roomy 2+2 coupe features a multi-link, independent rear suspension and a choice of six-speed manual or four-speed automatic.

Early Stateside drives of a right-hand-drive Monaro reveal a supple Euro-style ride with precise steering, thoughtful styling details



*Taut coupe proportions, rear drive, and a deep-breathing Small Block V-8 will help the GTO put Pontiac back in the performance game.*



throughout, executive-level fit and finish, and the sound and torque American buyers crave. The interior is being remodeled for U.S. consumption, as are things like tire choices and gear ratios. The Pontiac marketing and engineering teams have also finalized fuel-tank safety mods, exhaust specs, and decal packages. Expect base pricing around \$35,000 (absent dealer markups) when the first wave hits showrooms late this year.

Say you heard it here first: GM's Performance Division is toying with the notion of building an even more limited-edition super GTO, possibly to be named the Judge, in recognition of a similar package sold in the late '60s and early '70s. With it could come a Gen-III V-8 good for around 400 horsepower, possibly borrowed from the current Corvette Z06 or the Cadillac CTS-V. More aggressive suspension and rolling stock, sportier seats, and a functional cold-air intake system likely will be a part of that mix, and we expect it would be available only with a six-speed manual trans. The Judge, or whatever it'll ultimately be called, will be just the ticket to help Pontiac live up to its "We Build Excitement" slogan.