



**TOP:** Attention was paid to every detail on the design and build of the Jim Wangers Signature GTO. Custom diecast badges bearing his signature are placed on the rear and in the front

**grille. BOTTOM:** With 680 hp on tap, the rear is the likely view for many of the Jim Wangers Signature Edition GTO. Wangers has always been a fan of the ducktail spoiler, which was never

put into production by Pontiac. At his insistence, the spoiler is one of the elements now incorporated into the design, along with the rear bumper cover and LED taillights.

glory, the Jim Wangers Signature Edition GTO rolled forth at *Tour de Wangers* (an annual open house at Wangers' car warehouse) on October 17, 2009. Covered in a bank of fog, Wangers himself hit the start button, revved the traditional Pontiac engine and drove forth into a crowd of applauding enthusiasts. The memorable sight was one to behold.

"Pontiac is gone, but the GTO will never go away," Wangers told the crowd. "This is one of the most exciting days of my life," he continued. "This car is more than I could have hoped for – an outstanding effort! Big 3 Performance is to be congratulated and thanked for building this new GTO. I am humbled."

Utilizing 1969 sheet metal, a completely new GTO is built on a RS Performance Concepts chassis that carries C6 Corvette front suspension, rack and pinion steering, a 3.73:1-g geared 9-inch rear-end and Wilwood disc brakes on all four corners. The power is a 505 cubic inch Butler Performance engine producing 680 streetable horsepower, thanks to a FAST xFI fuel injection system. Power is transferred to the rear through a Viper-spec TR6060 six-speed manual gearbox.

Unique body treatments on the Jim Wangers Signature Edition GTO include

a newly designed, functional Ram Air fiberglass hood, an aggressive chin spoiler, a rear bumper cover with LED taillights and Big 3's interpretation of the infamous duck tail spoiler.

Rolling stock is the most exquisite adaptation of the traditional Rally II wheel one has ever seen. Front wheels are 19 inches tall by 10 inches wide, with 20-inch tall by 12-inch wide wheels out back. Each wheel carries the etched autograph of Jim Wangers.

The custom interior is comprised of Recaro heated and cooled bucket seats, special door panels with color-matched piping and an ultra comfortable rear seat. The dash is a newly designed, molded replacement piece featuring Autometer gauges and styled A/C vents. A kickin' audio system features touch screen controls and a modern navigation system.

This is the Jim Wangers Signature Edition GTO so one would expect to see Wangers' name on the car. His autograph is on the Wilwood brake calipers, the special signature edition GTO badges, the valve covers and the custom floor mats, in addition to the aforementioned billet Rally II wheels.

But this GTO isn't just a showpiece, it's a menacing performer. The power rolls

in so smoothly that if not for its roar, you would not know you were rocketing down the highway. Boy does this car handle! The characteristics give new meaning to the old ad line, "Hold on to the grab bar, Charlie." This car will pull 1.1g's on the skid pad and with the Wilwood brakes, it stops in a hurry, too. No "bath tub on roller skates," this car handles alongside today's most admired supercars. It was meant to be

## AT-A-GLANCE

1969 Jim Wangers Signature Edition GTO Judge Big 3 Performance (920) 661-9061 [www.big3performance.com](http://www.big3performance.com)

**CHASSIS:** RS Performance Concepts Stage III

**ENGINE:** Butler Performance 505 cid Pontiac V-8 with Edelbrock aluminum heads

**INDUCTION:** Edelbrock Victor Intake with F.A.S.T. xFI EFI system

**DRIVETRAIN:** Tremec TR6060 6-speed, 9-inch rear axle with 3.73:1 limited-slip

**POWER:** 680 hp

**PRICE:** TBD