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## Gto convertible 1965

The world's largest company selling classic and exotic cars, please call us at (866) 383-1416 Announcements for the 1965 Pontiac GTO. Set alerts to notify you of new lists. Page 1 of 4 is now displayed. 15 results per page. Sort default date listed year make/ model asking order sorting prices Lowest highest results on page 15 30 60 This 1965 Pontiac GTO is stunningly beautiful and has been in the hands of one family throughout... 1965 PONTIAC GTO, JUST OUT OF LONG-TERM STORAGE IN NORTH CAROLINA, THE SAME OWNERSHIP FROM 1981, 389... 1965 PONTIAC GTO CONVERTIBLE PHS DOCUMENTED GTO RAGTOP LAST OWNER SINCE 2003 - PREVIOUS... Beautiful burgundy metallic 1965 Pontiac GTO has a black interior with bucket seats and black con... In 1965, the Pontiac GTO retained its original 389 CID engine, the 4-speed M-20 Muncie transmission and the 3. ... 1965 Pontiac GTO Convertible for Sale - 389 Tri-Power, Montero Red, PHS Documented LMC Very Prou... 1965 Pontiac GTO Convertible In early 1963, a team of engineers and designers came together ... PhS documented the 1965 Pontiac GTO Convertible Factory 4 speed. 1 Family has been owned since 1966. Presented I ... 1965 Pontiac GTO Convertible Reto Mod BODY INFO: Original rust fre... 1965 Pontiac GTO two door hardtops with original 389 cubic meters in a V8 engine with a double exhaust of 4 BBI carbohydrates; Au... In Miami Springs, Florida This 2007 Ford Mustang Shelby GT-Hconvertible is finished in black with gold racing stripes over a black leather interior and powered by a 4.6-liter V8 engine paired with a 5-speed automatic transmission. This level of processing was a special offer made available for partnership between Ford, Shelby American and Hertz, with only 500 produced for the 2007 model year. The equipment includes a powerful retracting soft top, rear spoiler, performance upgrades and poor Shelby-specific weapons. This 3-owner was brought new in Virginia to the local Hertz agency for use as a rental and was moved to Florida when it was purchased by the 2nd owner. Currently based in Miami Springs, Florida, this GT-H is now offered with a clean CARFAX report and a pure Florida title named after the seller. ... Featured Photos (99) Walk Around Video by Pontiac GTOPontiac GTO (1966 and 1969)OverviewManufacturerPontiac (GM)

1964–1974Holden (GM) 2004–2006Production 1964–19742004–2006For and chassisClassMuscle car (S) 1964–1973Compy with the car 1974, 2004–2006The icing engine, Rear-wheel driveChronologyPredecessorPontiac Tempest (1963)Pontiac Firebird (2004)SuccessorPontjak GB (2004–2006) Pontiac GTO — car, which was manufactured by U.S. automaker Pontiac from the 1964 to 1974 model years, and a subsidiary of GM Holden in Australia from the 2004 to 2006 model years. The first generation GTO became the first muscle car produced in the 1960s and X. [1][2] The Pontiac GTO is thought to have some started trending with all four domestic automakers offering different competing models. [3] [4] During the 1964 and 1965 MODEL YEARS GTO GTO additional package on intermediate Pontiac LeMans. The 1964 GTO car identification number (VIN) began with 82, while the 1965 GTO VIN began with 237. GTO became a separate model from 1966 to 1971 (VIN 242...). It again became an additional package for the intermediate LeMans of 1972 and 1973. In 1974, an additional GTO package was offered on a compact ventura. Gto was selected as motor Trend car of the year in 1968. The GTO model was revived from the 2004 to 2006 model years as a captive import for Pontiac, a left-handed version of the Holden Monaro, itself a variant of the Holden Commodore coupe. Origins In early 1963, General Motors management banned units from participating in motor racing. This was followed in 1957 by a voluntary ban on car racing, which was vetted by the Association of Automobile Manufacturers. [5] In the early 1960s, Pontiac's advertising and marketing approach was largely based on performance. With GM banning factory racing, Pontiac managers have begun to emphasize street performance. In his autobiography *Glory Days*, Pontiac chief marketing officer Jim Vangers, who worked for the unit's advertising and public affairs agency, claims that John DeLores, Bill Collins and Russ Gee were responsible for creating gto. It included converting the future second generation Pontiac Tempest (which returned to a conventional front engine with a front transmission configuration) into a sports car, with a larger 389 cu in (6.4 l) Pontiac V8 engine from the full-size Pontiac Catalina and Bonneville instead of the standard 326 cu in (5.3 l) V8. Promoting the big engine option as a special high-growth model, they could turn to the high-speed youth market (which was also recognized by Ford Motor Company's Lee Iacocca, who at the time was preparing a sporty second-generation Ford Mustang Falcon compact). The GTO defied GM's policy of limiting the intermediate A-body line to a maximum engine displacement of 330 cubic meters (5.4 liters). The development team has identified a loophole in policy that does not limit the large engines to be offered as an option. Pontiac general manager Elliot Pete Estes approved the new model, although sales manager Frank Bridge, who did not believe he would find the market, insisted on limiting initial production to 5,000 vehicles. The name Name, which was DeLorean's idea, was inspired by the Ferrari 250 GTO, a successful race car. It is an Italian acronym for Gran Turismo Omologato (grand tourer homologated), which means officially certified for grand tourer racing. [6] In fact, the Pontiac GTO has never been certified as a Grand Tourer race car. Inside, it was originally called the Grand Tempest Option[required quote], one of the many cars in Pontiac facing the Grand it. Despite this, the GTO is one of the fastest cars ever manufactured by Pontiac. First Generation First Generation States: Fremont, CaliforniaBaltimore, MarylandPontiac, MichiganCansas City, MissouriFramingham, MassachusettsBody and chassisBody style2-door convertible2-door hardtop2-door coupéPlatformA-body/ConnectedPontiac TempestPontiac LeMansOldsmobile CutlassChevrolet CavalierBuick SpecialPowertrainEngine389 cu in (6.4 l) Pontiac V8400 cu in (6.6 L) Pontiac V8Transmission3-speed manual automatic 3-speed manual automatic 3-speed Eastern AutomaticDyemationWheelbase115.0 inches (2,921 mm)[7]Length206.4 inches (5,243 mm)Width71.0 inches (1,803 mm)The first Pontiac GTO was available as an optional package for Pontiac LeMans, available in coupe, hardtop and convertible body styles. The \$295 package included 389 cubic meters in the (6.4 L) V8 valued at 325 hp (242 kW) at 4,800 rpm with one Carter AFB four-barreled carburetor and double exhaust pipes, chrome valve covers and air purifier, seven-blade clutch fan, three-speed manual gearbox with Hurst switch, hard springs, large diameter front snub, wider wheels with 7.50 × 14 red tyres, hood scoops and GTO badges. Additional equipment included a four-speed manual gearbox, a two-speed super turbine 300 automatic transmission, A more powerful engine with a Tri-Power carburetor (three Rochester 2G double-barreled carburehrs), rated at 348 hp (260 kW), metal drum brake pads,[7] limited differential, super-heavy cooling, riding and controlled package, and a conventional array of power and convenient accessories. With each option available, the GTO cost about US\$4,500 and weighed about 3,500 pounds (1,600 kg). Tachometer was optional, and was placed in the far right dial on the dash. [8] 1964 Pontiac GTO Hardtop Most modern road press tests, such as Car Life, criticized slow steering, especially without steering amplifier, and inadequate drum brakes that were identical to conventional Tempest. The car and driver stirred controversy when he mentioned that the GTO, which was allegedly tuned to a Bobcat kit offered by Royal Pontiff Ace Wilson of Royal Oak, Michigan, was clocked out at a quarter-mile time of 12.8 seconds and a trap speed of 112 mph (180 km/h) on racing spots. Later reports strongly suggest that GTO cars and the driver were fitted with a larger 421 cu-in (6.9 L) engine, which was optional in full-section Pontiacs. Because the two engines were difficult to discern externally, the subtext was not immediately apparent. In Jim Vangers' *Glory Day*, he admitted after three decades of denial that the gto red drag stripe had swapped the engine with a 421 bobcat unit. Because the car was damaged during testing and Vangers didn't want anyone looking under the bonnet, he used a blue GTO road course to flat-tow the red GTO 1,500 miles back to Detroit. Frank Bridge's initial sales forecast proved inaccurate: TOTAL SALES of the GTO package were 32,450 units. Bobcat Related: Ace Wilson's Royal Pontiac, Pontiac car dealer in Royal Oak, Michigan, suggested custom configuration package for Pontiac 389 engines. Components and instructions could be purchased by mail, as well as installed from the dealer. Most of the GTO available for media testing were equipped with a Bobcat kit. Milt Shorten has joined Royal Pontiac and helped imrove the performance-enhancing package. [10] The components of the kit are varied, but typically included parts to change the spark in advance of the distributor, limiting the spark in advance to 34–36° at a temperature of no more than 3,000 rpm (advancing time at high volume/min to increase power), thinner copper head gasket, to lift the compression until about 11.23:1, special gaskets for collector consumption to block the heat rise to the carburetor (keeping it cooler) , larger carburetor jets and locking rocker nuts to hold hydraulic valve lifts at maximum control volume, allowing the engine to rotate higher without floating valves. A properly installed kit can add 30 to 50 horsepower (20–40 kW), although it required high-octane super-premium gasoline over 100 octanes to avoid a sparking knock with a higher compression and extended term. Royal Bobcats adhesive stickers were also included. The 1965 1965 Pontiac GTO Convertible Tempest model, including the GTO, was restored in the 1965 model year, adding 3.1 inches (79 mm) to its total length, while maintaining the same wheelbase and cabin size. It had a distinctive vertically folded four Pontiac headlights. The total weight was increased by about 100 pounds (45 kg). The area of the brake substraty increased by almost 15%. Heavy aftershocks were standard, as were the stronger front anti-ewsay bar. The dashboard design has been modified and an additional rally-caliber cluster (US\$86.08) has added a more detailed tachometer and oil gauge. An additional option was the unmistakable ignition of the transistor. The 389 cubic inches engines received revised cylinder heads with redesigned reception passes and high-growth collectors, improving the flow of air to the engine. Nominal power increased to 335 hp (250 kW) at 5000 rpm for the base four-barrel engine. The Tri-Power engine has now been valued at 360 hp (270 kW) at 5,200 rpm. Tri-Power's engine with 'S'cammed had a slightly lower peak to-moment rating than the base engine of 424 lb-ft (575 Nm) at 3,600rpm compared to 431 lb-ft (584 Nm) at 3,200rpm. The choice of transmission and axis ratio remained unchanged. Three-speed manual was standard, while two four-fold manual gearboxes (broad or near ratio) and a double-fold automatic transmission were optional. [11] The rested car has a new simulated bonnet. The rarely seen dealer's established version consisted of a metal under the hood of the pan and pads to open the scoop, making it cold air intake. The scoop was low enough that its effectiveness was questionable (it is unlikely that except the maximum layer of air), but it allowed to amplify the sound of the engine. Another external change was the black grille egg-box. Car Life tested the 1965 GTO with Tri-Power and they considered the most cobested options (four-fold manual gearbox, steering amplifier, metal brakes, rally wheels, 4.11 limited differential and Raleigh-caliber cluster), with a total sticker price of \$3,643.79. With two testers and equipment on board, they recorded an overlocking time of 0-60 miles per hour (0-97 km/h) of 5.8 seconds, standing quarter of a mile in 14.5 seconds at a trap speed of 100 miles per hour (160 kph), and an observed top speed of 114 miles per hour (182.4 km/h) on the red 6.000 rpm engine line. Motor Trend's four-barrel test car, a heavier convertible that was handicapped by a two-spong automatic transmission and lack of a limited-slip differential, ran 0-60 mph in 7 seconds and a quarter of a mile in 16.1 seconds at a speed of 89 mph (142.4 km/h). [Citation required] The GTO's main critics continued to center their slow steering (17.5:1 ratio, four lock-lock turns) and subpar brakes. Car Life was pleased with the metal brakes on its GTO, but Motor Trend and Road Test found that four-wheeled drum brakes with organic purchases would be alarmingly inadequate with high-speed traffic. Sales of GTO, an ALPHABET marketing and advertising campaign that included songs and various items, more than doubled to 75,342. It has generated many imitators, both in GM's other divisions and its competitors. The 1966 1966 Pontiac GTO Hardtop Coupe GTO became a separate Pontiac model (model number 242) in 1966, instead of being a option package on Tempest LeMans. Gm A's entire intermediate body line was reread that year, gaining more lush styling with the legs of the rear wing lines for the Cox Bottle look, and a bit of tinned backlight. The tail lamp had a lubrr lid only spotted on the GTO. The total length grew only fractionally, to 206.4 inches (5,243 mm), still at a wheelbase of 115 inches (2,921 mm), and the width expanded to 74.4 inches (1,890 mm). The rear track increased by one inch (2.5 cm). The total weight remained about the same. GTO was available as a pillared coupe, hardtop (no B-poles) and convertible. In addition, the automotive industry first, plastic front grilles replaced the pot metal and aluminum versions seen in earlier years. The new Strato seats were introduced with higher and thinner seat backs and contour cushions for added comfort and adjustable undergills were introduced as a new option. The dashboard has been redesigned and more integrated than in previous years, when the ignition switch moved from the far left side of the dash to the right of the steering wheel. Four tool pods continued and the GTO dash was highlighted by walnut veneer treatment. The choice of engine and carburetor remained the same as the previous year, except that the Tri-Power option was discontinued in the middle of the model year. A new engine has been offered that has seen several takers: the XS option from the Ram Air plant, created with a new high rise camera 744. Approximately 35 Ram Air factory packages were built, although 300 Ram Air dealership packages are estimated to have been ordered. Sales rose to 96,946, the highest production figure of all GTO years. Although Pontiac strongly promoted GTO in advertising as GTO Tiger, it became known in the youth market as a scapegoat. [13] The 1967 GTO hardtop GTO underwent several stacking changes in 1967. The blind-covered taillights were replaced by the 8 taillights, four on each side. Rally II wheels with colored meadow nuts were also available in 1967. The GTO emblems located at the back of the fenders have been moved to chrome rocker panels. The grill was changed from a purely separated grill to one that shared some chrome. The 1967 GTO was available in three body styles: The Hardtop - a 65,176 manufactured Convertible - a 9,517 sport coupe production - the 7029 produced GTO also saw several mechanical changes in 1967. The Tri-Power carburetor system has been replaced with one 4-barrel Rochester Quadrajet carburetor. The 389 cubic meters (6.4 L) engine received a larger cylinder diameter of 4.12 inches (104.6 mm) for a total displacement of 400 cubic meters in the (6.6 L) V8, which was available in three models: economy, standard and high performance. The economy engine used a dual-barreled carburetor rather than a Rochester Quadrajet and was valued at 265 hp (198 kW) at 4,400rpm and 397 lb-ft (538 Nm) at 3,400rpm. The standard engine was estimated at 335 hp (250 kW) at 5,000 rpm; and the highest point of three engines at 598 Nm at 3400 rpm. The high output engine produced the most power for this year at 360 hp (365 hp) at 5,100 rpm and a maximum torque of 594 Nm at 3,600rpm. [14] Emissions Control was installed in GTOs sold in California. The 1967 model year required new safety equipment. The new energy-absorbing steering column was accompanied by an energy-absorbing steering wheel, a soft dashboard, non-active control handles and four-sided emergency exhibitions. A variant of the shoulder strap was also shown, and the brake main cylinder was now a double unit of the reservoir with a backup hydraulic circuit. The two-speed automatic transmission was also replaced by the three-speed turbohydratmatic TH-400, which was equipped with a dual Hurst Performance switch called itsits switch, allowing either automatic shifting into the drive or manual selection through the gears. The front disc brakes were also an option in 1967. [16] GTO sales for 1967 were up 87,722 units. Second-generationSurface industry 1968–1972 Ass embledAmerica: Atlanta, GeorgiaFremont, California Baltimore, MarylandPontiac, MichiganCanas City, MissouriFramingham, MassachusettsArlington, TexasOshava, Ontario, CanadaBody style2-door convertible2-door hardtop2-door coupéPlatformA-body/ConnectedPontiac TempestPontiac LeMansOldsmobile CutlassChevrolet ChevelleBuick SpecialPowertrainEngine400 cu in (6.6 l) Pontiac V8455 cu inches (7.5 l) manual 4-speed manual 3-speed automaticadimensiaWheelbase112.0 inches (2,845 mm)Length1968-1970: 200.5 inches (5,093 mm)1971–1971–1971 74: 203.3 inches (5,164 mm) 1968 GTO hood hinged Tachometer 1968 Pontiac GTO General Motors redesigned its body line for 1968, with more lush, semi-squall laying. The wheelbase was reduced to 2845 mm on all dual-acting models. The total length was reduced by 5.9 inches (150 mm), and the height fell by half an inch (12 mm), but the total weight reached about 34 kg. The pontiff abandoned the familiar vertically folded headlights in favor of the horizontal layout, but made the hidden headlights available for an additional fee. Hidden headlights were a popular option. The signature bonnet was replaced by double scoops on either side of the noticeable bulge of the bonnet extending from the protruding nose. A unique feature was the Endura body-colored front bumper. It was designed to absorb the impact without permanent deformation at low speeds. The pontiff touted the feature, showing bumper punches with no discernible effect. [17] GTO can be ordered using Endura delete, in which case the Endura bumper will be replaced by a chrome front bumper and a grille from Pontiac LeMans. Powertrain variants remained substantially the same as in 1967, but the standard GTO engine power rating rose to 350 hp (260 kW) at 5,000 rpm. In the middle of the year, a new Ram Air package, known as ram air ii, became available. It included looser cylinder breathing heads, a circular exhaust port, and 041 cams. The official rating of power did not change. Another carry since 1967 was the option of braking discs with four piston dryers. However, most of the 1968 models had drum brakes-also. In 1968, the model year was also last year, GTO offered separate vents with craven doors. Hidden windshield wipers that introduced a cleaner look hidden under the back edge of the hood were standard on the GTO and other 1968 GM products after originally being introduced at the full-size 1967 Pontiacs. A popular option actually introduced during the 1967 model year was a tachometer mounted on the bonnet, located in front of the windshield and illuminated for visibility at night. A tachometer in the dash was also available. Redline bias-ply tyres continued as standard equipment on the 1968 GTO, although they could be replaced by whitewall tyres at no extra cost. The new option was radial tyres to improve ride and handling. However, very little was delivered with radial tires due to production problems faced by supplier B.F. Goodrich. The radial tyre variant was discontinued after 1968. Pontiac did not offer radial tyres as a factory variant on the GTO again until the 1974 model. Hot Rod tested a four-strong GTO equipped with a standard engine and got a quarter of a mile 14.7 seconds at 97 mph (156 kph) in net stock form. Motor Trend at 14.45 seconds at 98.2 mph (158.0 km/h) standard GTO with turbohydratmatic and 3.23 rear axle ratio at 15.93 seconds at 88.3 mph (142.1 kph). Testers have been divided about handling, with Hot Rod calling it the most balanced car [Pontiac] has ever built, but Car Life has shaken its excessive nose heaviness, ampliation and inadequate dampening. [citation required] Royal Pontiac, based in Royal Oak, Michigan, offered a 428/Royal Bobcat conversion of the 1968 GTO. For \$650.00. Instead of a 400-strong 428-cubic-inch, a 390-strong 428-inch engine was installed. The 428 CI engine was dismantled and formulated to produce more than the advertised 390 horsepower plant and rotates easily to 5700 RPM. The car and driver road tests the 428 CI powered car with turbo-Hydratmatic transmission and 3.55 gear. It can make 0-60 MILES in 5.2 seconds, 0-100 in 12.9 seconds, and 1 1/4 miles in 13.8 seconds at a speed of 104 mph. That compared to the Life 400 CI car's road test with the Ram Air engine, a four-speed transmission and 3.90 gears that made 0-60 in 6.6 seconds, 0-100 in 14.6 seconds, and 1 1/4 miles at 14.53 at 99.7 mph. The car and driver wrote that the 428 CI car was a lovely, exciting car for touring or suffusing in traffic. Not too fussy. It's not hard to drive to a point. Too much throttle at the wrong time will rotate the car, or send its rockets out of the way and into the farmer's field. You can light up the tires of the car as it was an AA-fueler anytime the notion captures your imagination. On the other hand, according to Car Life, the Ram Air car likes to run from 3,000 to 6,000 RPM. Below 3,000, the GTO ran flat and a little rough. Part of the throttle that drove for 2,000rpm around the city was heavy and unpleasant. Freeway cruising at 4000 RPM is anything but enjoyable and promises a short lifespan for hardworking engine components. In addition, driving a GTO on wet roads with this deep gearbox bridge was exciting. The rear tyre breakout can be provoked by a light jab at the accelerator, sending the car into a minor skid that typically used more than one lane of space. Like all 1968 passenger vehicles sold in the United States, GTOs now have front shoulder straps (cars built after January 1, 1968) and side marker lights. To meet the new 1968 federal vehicle emissions standards, the GTO has now been equipped with emissions controls. Now facing competition from both GM and Ford, Dodge and Plymouth, especially the low-cost Plymouth Road Runner - gto won the Motor Trend Car of the Year award. Sales reached 87,684 units, eventually turning out to be the second-best year of sales for the GTO. 1969 1969 Pontiac GTO Model 1969 eliminated the front door vents, had a light revision of the revision of the grille and taillights, moved the key from the dashboard to the steering column (which locked the steering wheel when the key was removed, the federal requirement is set for a year ahead of schedule), and the face of the caliber has been changed from blue steel to black. In addition, the rear rear The installed side marker lamps have changed from a red lens in the shape of a Pontiac arrowhead logo into one shape, like a wide GTO icon. The front onboard sub-frames were manufactured by standard equipment on all cars built in 1969. The previous economy engine and standard 350 hp 400 hp (6.6 L) V8 engine, while the 360 hp (270 kW) 400 kW was upgraded to ram Air III, estimated at 366 hp (273 kw) at 5,100 rpm. The most popular option was the Ram Air IV with a capacity of 370 hp (375 hp) at 5,500 rpm and 603 Nm at 3,900rpm of the moment, which had special high-flow exhaust collectors, high-precision cylinder heads, a specific high-altitude aluminum collector, a larger 4-barrel Rochester Quadrajet carburetor, a high-lift/long shaft, and various internal components capable of withstanding higher engine speeds and power. Unlike the tallest RPM Chevy engines of the large unit and the Hemi, the Ram Air IV used hydraulic lifts. So far, the gross power ratings of both Ram Air engines have been highly suspicious, carrying less relation to developed power and more to GM's domestic policy, which limits all cars except the Corvette to no more than one advertised horsepower per 10 pound (4.5 kg) of curb weight. The more revived Peak Power Ram Air IV was actually listed at 5,000 rpm - 100 rpm lower than the less powerful Ram Air III. A new model called Judge has been introduced. The title comes from the comedy routine Here Come de Judge, which was repeatedly used on Rowan & Martin's laugh-in TV show. The judge's routine, popular with comedian Flip Wilson, was borrowed from the act of giving burlesque artist Dewey Pigmeat Markham. The advertisement used slogans like Everything will go up for the judge and The judge can be bought. As originally intended, the referee had to be a low-cost GTO, stripped of features to make him competitive with Plymouth Road Runner. The package was \$332[19] more expensive than the standard GTO, and included a Ram Air III engine, Rally II wheels with no trimming rings, a Hurst shifter (with a unique T-shaped handle), wider tyres, various distinctive materials and a rear spoiler. Pontiac argued that the spoiler had some functional effect at higher speeds, producing a small but noticeable force, but it mattered at legal speeds. Initially, the judge proposed only in Carousel Ed, but halfway through the model year various other colors became available. The GTO was outperred by sales of both the Chevrolet Chevelle SS396 and Plymouth Road Runner, but 72,287 were sold during the 1969 model year, with 6,833 of which received the Judge package. 1970 1970 Pontiac GTO Judge Tempest model lineup received another facelift for the 1970 model year. The hidden headlights were removed in favor of four open round headlights from the narrower holes of the radiator grille. The nose retained a ripe vertical prow theme, though it was less visible. While Tempest and LeMans had chrome grilles, GTO retained headlights and grille. The suspension was upgraded with the addition of a rear anti-roll bar, essentially the same bar as the Oldsmobile 442 and Buick Gran Sport. The front anti-roll bar was a little tighter. The result was a useful reduction in the tilt of the body one by one and a modest decrease in the underdry. Another improvement related to handling was an additional steering amplifier of variable ratio. Instead of a fixed 17.5:1 ratio requiring four lock-to-lock turns, the new system varied its ratio from 14.6:1 to 18.9:1, requiring 3.5 lock-to-lock turns. The turn diameter was reduced from 12.5m to 11.4m. The 1970 Pontiac GTO engine base engine was unchanged in 1970, but the low-compression economy engine was removed and the Ram Air III and Ram Air IV remained available, although the latter was now a special order option. The new option was the Pontiac 455 HO engine (different from the round-port offerings of 1971-72 cars) available now that GM has again banned its previous ban on intermediate engines with engines, larger than the 400 HO. 455, the multi-line engine also available in the full-size Pontiac lineup, as well as the Grand Prix, was dubiously rated by pontiac as only moderately stronger than the base 350 hp 400 CID and less powerful than the 366 hp (273 kW) Ram Air III. Pontiac brochure indicated that the same 455 installed in the Grand Prix model were estimated at 370 horsepower (280 kW). The ramparts used in the Ram Air III and GTO 455 HO were the same. For example, the 455 HO manual transmission used the same 288/302 camera as the Ram Air III. The 455 was estimated at 360 hp (270 kW) at 4,300 rpm. His advantage was the moment. 678 Nm at 2700rpm. Ram Air's functional scoop was available. The car and driver tested a powerful 455 variant, with a four-speed transmission and 3.31 bridges and recorded a quarter-mile time of 15.0 seconds at a trap speed of 96.5 mph (155.3 kph). The Car Life test car had a Turbo-Hydratmatic 455 with a rear differential of 3.55, with a clock of 14.76 seconds per quarter mile with a time of 95.94 mph (154.40 kph), with an identical acceleration time of 6.6 seconds 0-60 mph. Both were about 3 mph (4.8 kph) slower than the Ram Air III 400 four-speed, though considerably less temperamental: the Ram Air engine was idle rough and it was difficult to drive at low speeds. A smaller displacement engine recorded less than 9 mpg-US (26 l/100 km; 11 mpg-imp) of gasoline, compared to 10 mpg-US (24 l/100 km; 12 mpg-imp) 11 mpg-US (21 l/100 km; 13 mpg-imp) per 455. [citation required] A new and short-term option for 1970 was vacuum exhaust (VOE), which was vacuum, triggered by an underdash lever marked exhaust. VOE was designed to reduce exhaust reparation and increase power and performance, but it also substantially increased exhaust noise. The VOE option was offered from November 1969 to January 1970. Pontiac was ordered to cancel GM's senior management VOE option after A television commercial for GTO that aired during Super Bowl IV on CBS on January 11, 1970. In this commercial called Humber, which aired only once, a young man pulled up in a new GTO to a restaurant drive with dramatic music and exhaust noise in the background, pulling the exhaust handle to activate VOE and then stepped out about after being unable to find a street racing opponent. This particular commercial was also canceled by GM's management order. [20] Approximately 233 1970 GTOs were built with this option, including 212 hardtop coupes and 21 convertibles, all of which were YS 400ci 350 hp with four-speed manual or Turbo Hydra-Matic gearboxes. That's what GTO in the commercial was a silver Palladium with the interior of a black bucket. This was unusual in several respects as it also had a Ram Air handle to the right of the VOE handle and it involved bands '69 Judge as several very early 70 GTOs could be ordered. It also had a Turbo Hydra-Matic transmission, remote mirror, Rally II, A/C wheels, a tachometer hood and a new 1970 Formula One steering wheel. The judge remained available as an option on gto. The judge came standard with Ram Air III, while ram air IV was optional. Even though the 455 CID was available as an option on the standard GTO throughout the model year, the 455 wasn't offered to a judge until the end of the year. Orbit Orange (actually bright canary yellow) became a new feature color for the 1970 judge, but any GTO color was available. The band was moved to the upper wheel eyebrow. The new styling has done little to help reduce sales, which are now hit by sagging buyer interest in all muscle cars, fueled by penalty surcharges levied by car insurance companies, which has sometimes led to insurance payments higher than car payments for some drivers. Sales were up 40,149, of which 3,797 were judged. Of those 3797 cars, built at the judge's processing level, only 168 were ordered in convertible form: RA III, RA IV and 455HO. The general consensus is that six of the 168 built were ordered with the D-Port 455HO 360 hp (270 kW) engine, which explains controversial production figures over the years as to how much was built: 162 vs. 168. The RA IV 69/70 engine, a derivative of the RA IV 68/12 engine, was the most exotic high-temperature engine ever offered by PMD and factory-mounted in gto or Firebird. The 1969 version had a slight advantage because the compression rate was still at 10.75:1 as opposed to 10.5:1 in 1970. It is speculated that PMD was losing \$1,000 on each RA IV GTO and Firebird built, and the RA IV engine was underwhelmed by 370 hp (280 kW). A total of 37 RA IV GTO convertibles were built in 1970: 24 four-ups and 13 submachine guns. Of the 13 1970 GTO RA IV/auto convertibles built only six received the judge's option. GTO remained best-selling a muscular car resold only by the Chevrolet Chevelle SS 396/454 and Plymouth Road Runner. The 1971 1971 Pontiac GTOThe endura front bumper appeared for the 1971 model year further than the 1971 GTO had another modest facelift, this time with a wire-mesh grille, horizontal bumper bars on either side of the radiator lattice hole, more closely placed headlights, and a new hood with double scoops moved to the front edge, not far above the grille. The total length rose slightly to 203.3 inches (5164 mm). Sports mirrors increased the standard width by two inches, from 74.5 to 76.5 inches. A new corporate etik aimed at preparing GM for leadless gasoline has forced opposite the board to lower compression rates. Ram Air engines did not return in 1971. The standard GTO engine was still a 400 CID V8, but now with a compression factor of 8.2:1. Power was estimated at 300 hp (220 kW) SAE gross at 4800rpm and the moment at 400 lb-ft (542 Nm) at 3600rpm. It had a net 255 hp (190 kW) SAE at 4400 rpm in gto and 250 hp (190 kW) SAE net at 4400 rpm in firebird. The engine option was a 455 CID V8 with a four-barrel carburetor, a compression factor of 8.4:1 and a capacity of 325 hp (242 kW) at 4,400 rpm, which was only available with the Turbo Hydra-matic TH-400 transmission. It had a net 260 hp (190 kW) SAE at 4,000 rpm on the GTO network and a 255 hp (190 kW) SAE in the Firebirds. This engine was not available with Ram Air induction. The top GTO engine in 1971 was the new 455 HO with an 8.4 compression, which is estimated at 335 hp (250 kW) at 4,800rpm and 480 lb-ft (651 Nm) at 3,600rpm. It had a 310 hp (230 kW) SAE grid at 4,400 rpm in GTO and a 305 hp (227 kW) SAE network in Firebird Am Trans or Formula 455 with air induction frames (Formula; shaker hood entry to Trans Am). A 1971 Pontiac brochure claimed that this engine produced more NET horsepower than any other engine in its history. This implies the 400 CID V8 Ram Air engines had less than 310 hp of the network. In 1971, the standard rear end was an open 10 bolts. The rear ends of the Positraction 10 bolt were available as an option on the 400 CI engine equipped with the GTO, while all 455 CI GTOs were available with an open 12 bolt or an optional 12-bolt Positraction rear end. Motor Trend tested the 1971 GTO with a 455, four-lapse transmission and 3.90 bridge, and received an overlocking time of 0-60 mph 6.1 seconds and a quarter-mile overlocking time of 13.4 seconds at 102 mph (164 kph). 1971 Pontiac GTO, judge returned last year, with standard equipment being a Mountain Performance package was 455 HO. Only 357 were sold, including 17 convertibles, before the judge was suspended in February 1971. In 1971, only 10,532 GTS were sold, of which 661 were convertibles not equipped by a judge. 1972 In 1972, gto returned from a separate model to a \$353.88 option pack for the LeMans and LeMans Sport coupes. On the LeMans baseline, the GTO package can either with low prices or with hardtop coupes. Both models were standard standard fabric and vinyl or all-vinyl bench seats and rubber floor mats on a pillared coupe and carpeted on a hard top, creating a lower GTO price. LeMans Sport, offered only as a hardtop coupe, came with Strato bucket seats upholstered in vinyl, along with carpeted floors and bottom door panels, vinyl door belts, custom pedal trim and soft steering wheel, like the GTOs of previous years. Other additional equipment was similar to 1971 and earlier models. Scheduled for 1972 as an GTO option was a spoiler duckling from behind the Pontiac Firebird, but after several cars were built with this option, the mold used to produce the spoiler broke down and it was canceled. The Rally II and honeycomb wheels were optional on all GTOs, with the wheels of honeycombs now with red Pontiac arrowhead emblems on the central caps, while the Rally II wheels continued with the same caps as before, with the letters PMD (for pontiac Motor Division). The power currently estimated in net hp was down further, to 250 hp (190 kW) at 4,400rpm and 325 lb-ft (441 Nm) at 3,200rpm of the moment for a base engine of 400. The optional 455 had the same power (albeit at a peak of 3,600rpm), but considerably more of a moment. Most of the fall was due to the new rating system (which now displayed the engine in a set state with silencers, accessories and standard consumption). Engines have been relatively little changed since 1971. Optional was the 455 HO engine, essentially similar to the one used in the Trans Am. It was valued at 300 hp (220 kW) at 4,000rpm and 563 Nm at 3,200rpm, as well as in new net SAE figures. Despite a modest compression of 8.4:1, it was as strong as many previous engines with higher gross power ratings; but like all other 1972 model engines, it can perform on low-octane regular lead, low-trailer or unquiet types of gasoline. A total of 646 cars with this engine were sold. Sales fell 45%, to 5,811. (Some sources downgrade one convertible and three anomalous carriages, listing the total as 5,807.) Even though Pontiac did not offer a production GTO convertible in 1972, the buyer could order a LeMans Sport convertible with either of the three GTO engines and other sports/performance options to create a GTO in all but the name. Even the Endura GTO bumper has been offered as an option on LeMans/Sport models, with PONTIAC spelled out on the driver's side grille rather than gto. Third generationSurface 1973 Assmblant America: Atlanta, GeorgiaFremont, California Baltimore, MarylandPontiac, MichiganCanas City, MissouriFramingham, MassachusettsArlington, TexasAshava, Ontario, CanadaBody style2-door hardtop coupePlatformA-body/ConnectedPontiac LeMansPonthi 6.6-speed pontiac V8455 cu machine (7.5 L) Pontiac V8Transmission3 was an option package for LeMans and and rejuvenated the A-body with the rigid styling of the Colonnade, which eliminated the real hardtop design through the addition of a roof pole, but retained frameless door windows. The rear side windows were now a fixed structure that could not be opened and in triangular shape. New 1973 federal laws required front bumpers capable of withstanding 5 mph (8 kph) strikes without body damage (rear bumpers 5 mph became standard in 1974). The result was the use of catchy and heavy chrome bumpers front and back. The general conclusion of the 1973 pontiac A body intermediaries (LeMans, Luxury LeMans, GTO and Grand Am) in general was not well received by the general public. The 1973 Pontiac GTO Unlike the Pontiac Grand Prix and the Chevrolet Monte Carlo, which were also derived from the intermediate A-body, were much better received through their square styling and formal rooflines with vertical windows. Pontiac's nursing division, Oldsmobile, received better reviews from the car press and the car-buying public with similar cutlans. Again, the 1973 GTO option was offered on two models, including the base coupe LeMans or LeMans Sport Coupe. LeMans' basic coupe featured fabric-vinyl-vinyl or all-vinyl bench seats, while the more generous LeMans Sport Coupe had all-vinyl interiors with Strato bucket seats or a bench seat with a folding armrest. LeMans Sport Coupe also had retracting rear side windows from Grand Am instead of the standard triangular windows of the basic LeMans. The standard 400 CID V8 in the 1973 GTO was further reduced in compression to 8.0:1, dropping it to 230 hp (170 kW). The 400 engine was available with any of the three transmissions, including a standard three-signal mechanical, or optional four-alarm or Turbo Hydra-Matic. The 455 CID V8 remained optional, but was dropped to 250 hp (186 kW) and only available with the Turbo Hydra-Matic transmission. The 455 HO engine did not appear, but GM initially announced the presence of a Super Duty 455 engine (shared with the modern Pontiac Trans Am SD455), and several such cars were available for testing, impressing reviewers with their power and flexibility. However, Super Duty has never actually been offered for public sale in GTO. Eight prototypes were built for testing, but we were subsequently destroyed. The new change in 1973 was a hood accented by NASA channels. These channels were designed to force air entry into the air induction system of RAM. Although such a system has never been offered in the production of GTO. Sales fell to 4,806, partly due to competition from the new Grand Am and a lack of promotion for gto. By the end of the model year, the evolving oil crisis had shaken consumers' interest in muscle cars. [23] Fourth generationOverviewProduction1974 United States: Los Angeles, California, Willow Run, MichiganBody and ChassisBody style2-door coupé2-door hatchback VenturaBuick ApolloOldsmobile OmegaChevrolet NovaPowertrainEngine350 cu in (5.7 L) Pontiac V8Transmission3-speed manual4-speed manual3-speed automaticDimensionsWheelbase111.0 inches (2,819 mm) [24] Length199 (5,065 mm) [24]Width72.5 inches (1,842 mm)[24] Wanting to avoid internal competition with the Euro-style Pontiac Grand Am, and looking to enter the compact muscle market, inhabited by Plymouth Duster 360, Ford Maverick Grabber, and AUA Hornet X, Pontiac moved the 1974 GTO option to the compact Pontiac Ventura, which shared its main body shell and sheet metal with the Chevrolet Nova. [25] The 1974 Pontiac Ventura Custom GTO rear-view GTO package US\$461 (Code WW3) included a three-speed manual gearbox with a Hurst floor jumper, super-weight suspension with front and rear anti-roller bars, a shaker, a special grille, wing and wheel mirrors, and various GTO emblems. The only engine was a 350 cubic meters (5.7 L) V8 with a compression factor of 7.6:1 and a Rochester 4MC Quadrajet carburetor. The engine was estimated at 200 hp (150 kW) at 4400 rpm and 400 Nm from the moment of 2800 rpm. Additional transmissions included a wide-spread four-speed with a Hurst shifter for US\$207 (code M20) or a three-speed Turbo Hydra-Matic. The power steering wheel was option US\$104 (code N41) as well as Power front drives for US\$71 (code JL2). [26] The GTO option was available in both ventura baselines and Ventura Custom as a two-bather or hatchback coupe. Ventura's base interior consisted of lava seats and rubber floor mats, a Bucket seat could be added for US\$132 (code A51), while the Ventura Custom upgraded the seat on the bench or additional Strato bucket seats along with carpeted, steering soft and custom pedal trim. Bias-belted tyres were standard equipment, but the radial customized suspension option added radial tyres along with an upgraded suspension setting to improve ride and handling. The updated model quickly became a snare for loyalists, a situation not helped when Motor Trend tested Hot Sports Compacts in its february 1974 release - staff could only have a 0-60 mph acceleration time of 9.5 seconds and a quarter-mile trap time of 16.5 seconds (at a leisurely 84.03 mph). Cars Magazine tested the 1974 GTO with an additional four-lapse manual transmission and received a acceleration time of 0-60 mph of 7.7 seconds and a quarter of a mile 15.72 seconds at 88 mph (142 kph). Jerry Hesley of High Performance Magazine Pontiac called the car a joke of compact Ventura... ugly and stupid look, in its August 1983 special edition of GTO. [27] Sales were an improvement on 1973, at 7,058, but not enough to justify continued production of the model. Some of the other factors leading to gto shutdowns have been reduced interest in vehicle performance and new emissions laws requiring the use of a catalytic converter in cars. [25] The 1999 Concept Car Detroit car show time in 1999, the GTO concept car with the The shape of coke, grille and hooded scoop were introduced to the world. It was intended only to develop research and had no engine. It had stylizing signals honoring the entire generation of Pontiac GTO, such as rear quarter windows reminiscent of the 1967 Pontiac GTO, tachometer pods, split grilles, tapered taillights, double Scoops hoods, and unique 21-inch wheels. [28] The fifth generationOverviewAlso is called The Holden MonaroVauxhall Monaro VXR (United Kingdom)Chevrolet Lumina Coupé (Middle East and South Africa)Production2004–June 14, 2006 by Assebkil Elizabeth, South Australia, AustraliaDesignTons Stolfo on Holden[29]Body and chassisBody style2-door coupePlatformV-body/ConnectedCadillac CateraHolden CapriceHolden CommodoreHolden/Vauxhall MonaroOpel OmegaPowertrainEngine5.7 L LS1 V8 (2004/6.0 L LS2 LS2 V (2005 and 2006)Power outputLS1:350 hp (260 kW) at 5200 rpm495 Nm at 4,000rpm 542 Nm (400 lb-ft)Gearbox4-speed automatic 6-speed manual transmissionDimensionsWheelbase109.8 inch (2789 mm)Length189.8 inch (1,821 mm) Width72.5 inch 394 mm)Curb weight3,725 pounds (1,821 mm) [30] ChronologyPredecessorPontiac Coupe Grand Prix See also: Holden Monaro (third generation) In 2004, the Pontiac GTO was restored to the U.S. market in the form of a restored , Third generation Holden Monaro. The VZ Monaro-based GTO was pontiac's first captive import from 1988 to 1993 by Pontiac LeMans. The V2/VZ Monaro was a two-door coupe variant of the Australian-designed VT/VX Holden Commodore. Commodore, in turn, was developed by expanding the European-developed 1994 Opel Omega B, which was introduced in its original form in the U.S. from 1997 to 2001 as the Cadillac Catera. Monaro was also exported to the United Kingdom as vauxhall Monaro and to the Middle East as the Chevrolet Lumina SS. The revival prompted former NORTH American GM chairman Bob Lutz, who had the idea of importing a Holden Commodore-based vehicle after reading a review of the car and driver of the Holden Commodore SS published around 2000. The car and driver praised the performance of the V8 powered, rear-wheel drive Holden Commodore SS, but noted that while it was one of the best vehicles GM offered at the time, it could not be purchased in the United States. The idea of importing holden's rear-wheel drive as GM's North American performance gradually transforms into Pontiac regional autonomy. Lutz, like other GM executives, later drove Holden Monaro on a business trip to Australia, which convinced them that importing a car could be a profitable enterprise. [32] Lutz had to persuade GM's executive hierarchy to import the vehicle and overcome the corporate culture that promoted regional autonomy between GM North America and its overseas divisions. This led to an excessively long period of pregnancy, as Lutz said, and at a much higher cost than predicted. Monaro's design was presented in but appeared dated in 2004 when it was released in the United States. It was originally scheduled to sell for about \$25,000, but by the time it was launched in the US, the rise in the Australian dollar against the US dollar had inflated the car price to more than \$34,000. Both of these elements played a part in the warm adoption of the car from the public. [33] GTO was assembled by GM Holden's subsidiary Elizabeth, South Australia. Вив об'ящений двигуном LS1 V8 об'ємом 5,7 л від 2004 модельного року, тим же двигуном, знайденим в одночасній моделі року Chevrolet Corvette, з вибором 6-ступінчатої механічної коробки передач або 4-ступінчатою автоматом. Changes from the Australian monaro included a bracing addition to the body to meet us crash standards, a corporate Pontiac front phasia, new badging, GTO stitching in the front seats, and a revised exhaust system. GM Engineers compared the 1964 GTO sound held in pontiac's historic collection, as well as other vehicles on the LS1 while working with an exhaust supplier to customize the system. Efforts have been made to make the new GTO evoke the same sound as the original, while at the same time setting out the noise threshold required by some states. [34] The 2004 GTO exhaust was a real dual system that followed monaro's original exhaust routing, thus both tail pipes came to the driver's side of the vehicle. General Motors claimed a performance of 0-60 mph in 5.3 seconds and 13.8 seconds of a quarter-mile time,[35] which has been scrutinised by several automotive magazine tests. Initially in 2004, the car was offered in seven colors: Barbaodos Blue Metallic, Cosmos Purple Metallic, Quicksilver Metallic, Phantom Black Metallic, Impulse Blue Metallic, Torrid Red and Yellow Jacket. In 2004, GM's Pontiac GTO had high hopes of selling 18,000 units, but a warm car reception in the U.S. curtailed the target

