

The Return Of The

GeeTO TIGER!



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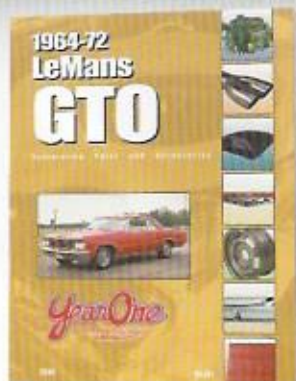
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Name: Jim Wangers

Profession: Automotive marketing and consulting

Accomplishments: Helped to launch the "muscle car era" by orchestrating the exciting and edgy brand marketing efforts for the GTO and Pontiac.

Quote: "There are only 24 hours in a day, and I try to spend as few of them as possible asleep!"

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PHOTO BY DAVE ANDERSON

Return of the GeeTO Tiger

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WHY?

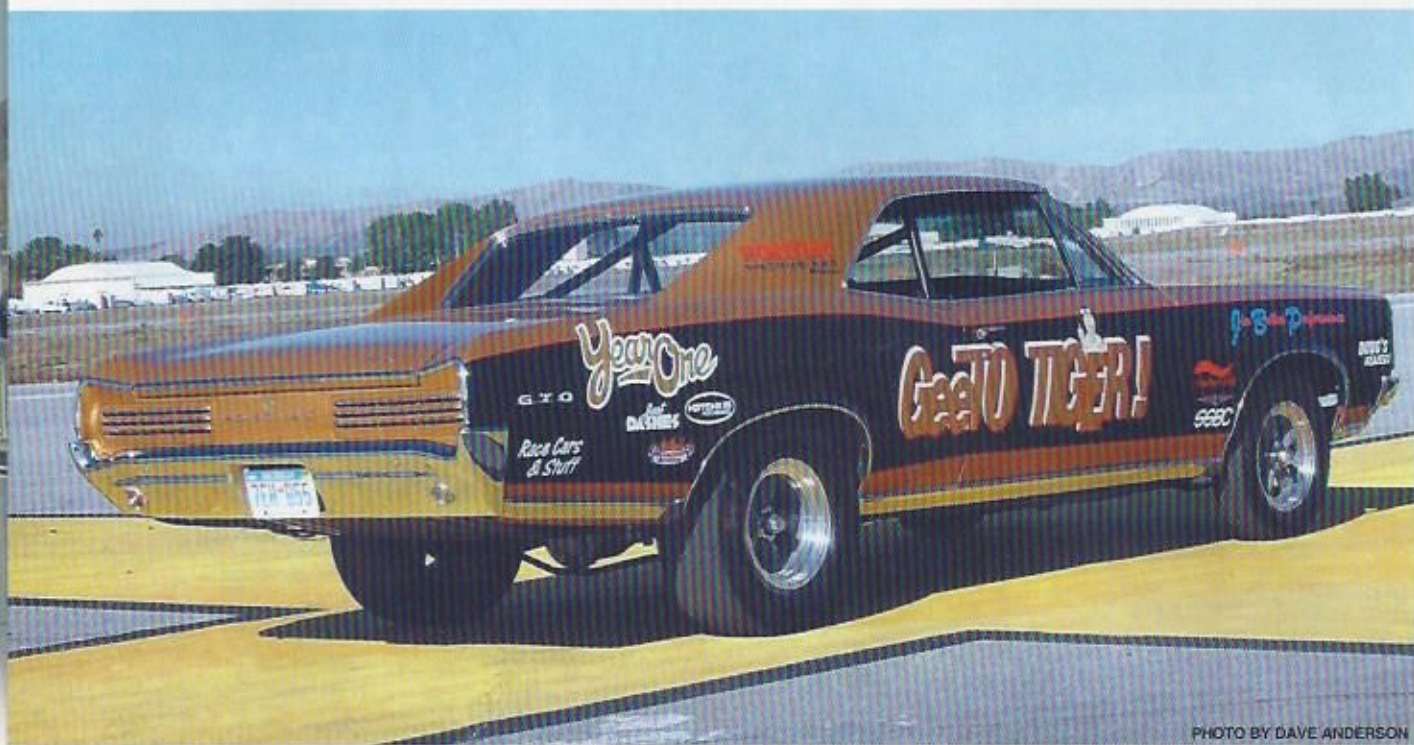


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So what's the big deal?

If you're like me, you've heard every story there is to tell about the GeeTO Tigers. In fact, you've probably heard more than you ever wanted. How many times can you kick around the Mystery Tiger or the bogus 12-second, 421-cid Royal Bobcat GTO or even the controversial "backward E" in the word Tiger?

Well, there is another story that many of you haven't heard. It's not just another "Let's relive the fabulous 1960s" fable. It's honest-to-goodness, brand-new news! This is a GeeTO Tiger story about now. That's right, the GeeTO Tiger has been reinvented.

So, you say, what's the big deal? Somebody has recreated the Tiger just as it was, and is planning to travel it around to all the Pontiac shows and races. Well, you're only half right. True, the Tiger has been recreated, but it's not exactly as it was in 1966, the year they stole the spotlight wherever they performed.

It looks the same until you get up close and notice that all the sponsor lettering has been changed. In fact, the only familiar markings on the all-new car are the gold/black and gold/white color and the brand-name GeeTO Tiger emblazoned

The new GeeTO Tiger is an '02 model, with all the up-to-date, high-tech racing, handling, stopping, styling, safety and convenience features that the performance world of today knows about.

down each side. It started out life as an authentic '66 Goat (checked out by Jim Mattison's Pontiac Historical Services). However, that's where the similarity stops. You have noticed that I've been referring to the Tiger rather than the Tigers. Yes, there is only one car, even though it's painted black on one side and white on the other in recognition of the original show cars.

The new GeeTO Tiger is an '02 model, with all the up-to-date, high-tech racing, handling, stopping, styling, safety and convenience features that the performance world of today knows about. The project is the brainchild of those brilliant guys down at Jim Butler Performance (JBP) in Tennessee, and the hobby-friendly management team at *Pontiac Enthusiast*. If I had to go further, I'd say (and I'm qualified to say) that the two guys most responsible for this magnificent program are Jim Butler and PE Associate Publisher Dave Anderson.

Let's look a little closer at the new Tiger. Probably its most significant feature is its new engine. Today every Pontiac lover knows that if you want to build a fast – or even a competitive – Pontiac, you've got to start out with either a 428- or 455-cid block. Well, as we all know, unless you were real smart or real lucky and saved a couple of these wonders, you are out of luck,



PHOTO BY DAVE ANDERSON

because there just aren't any of these animals around anymore! All of us are tired of being laughed at by the normally cooperative (for money, of course) junkyard operators when we naively ask for our favorite Pontiac blocks. However, the one thing most of these same junkyard guys do have, in plentiful numbers, is the venerable Pontiac 400-cid engines. And that's where Jim Butler steps in.

Knowing about the absolute nonexistence of either the 428-cid or the 455-cid blocks, JBP decided something had to be done to take advantage of the plentiful supply of the 400-cid block. Working with the folks at Eagle Specialty Products, they developed an exclusive new crankshaft and connecting rod assembly which, when added to a special Ross Racing Pistons' lightweight piston, turns the basic Pontiac 400 cubic-incher into 461 or up to 467 cubes, depending on what bore you decide to use. But that's just where it starts. For more complete information on this package, which is now part of the JBP crate engine program, I invite you to contact JBP in Leoma, Tennessee, or refer to the March/April or September/October 2001 issues of *Pontiac Enthusiast*.

The new GeeTO Tiger program attempts to combine the very best of

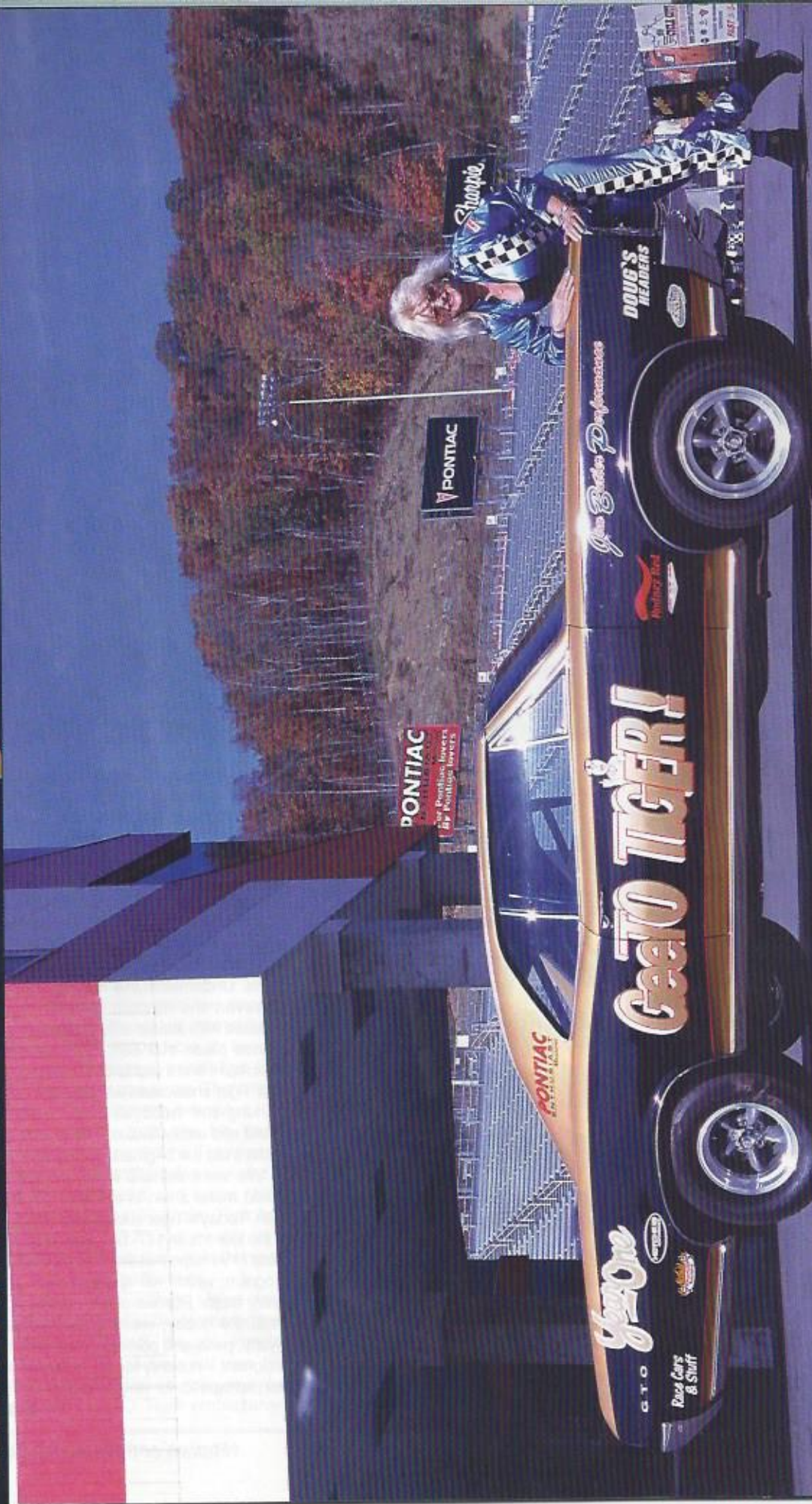
The... program attempts to combine the very best of Pontiac's glorious past (with) today's modern Pontiac performance arena made possible by the dedicated aftermarket parts and equipment world.

Pontiac's glorious past with the very best of today's modern Pontiac performance arena made possible by the dedicated aftermarket parts and equipment world. I'm going to quote from *Pontiac Enthusiast's* Pete McCarthy who wrote in our September/October issue, "Sure, it'll still be a 1966 GTO with the classic 'Tiger Gold' paint scheme and the famous opposite-side, alternate white-and-black GeeTO Tiger logos. Undereath the nostalgic exterior, however, the modern GeeTO Tiger is updated with almost every popular performance piece that can still maintain the basic spirit and integrity of the original. The new Tiger showcases what every loyal and working-stiff hobbyist can reasonably afford and easily find, but still performs far better than the originals ever did."

We were ecstatic when the originals would make a run in the mid-12s at 110 mph. Today's Tiger should consistently run in the low 11s at 117-120 mph. Need I say more? We hope that the new GeeTO Tiger program, which will appear at just about every major Pontiac event next year, will incite the hobby, creating a new level of loyalty, pride and participation, which is so important – not only for the hobby's future, but perhaps for its very existence.

GeeTO

Return of the GeeTO Tiger



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HISTORY

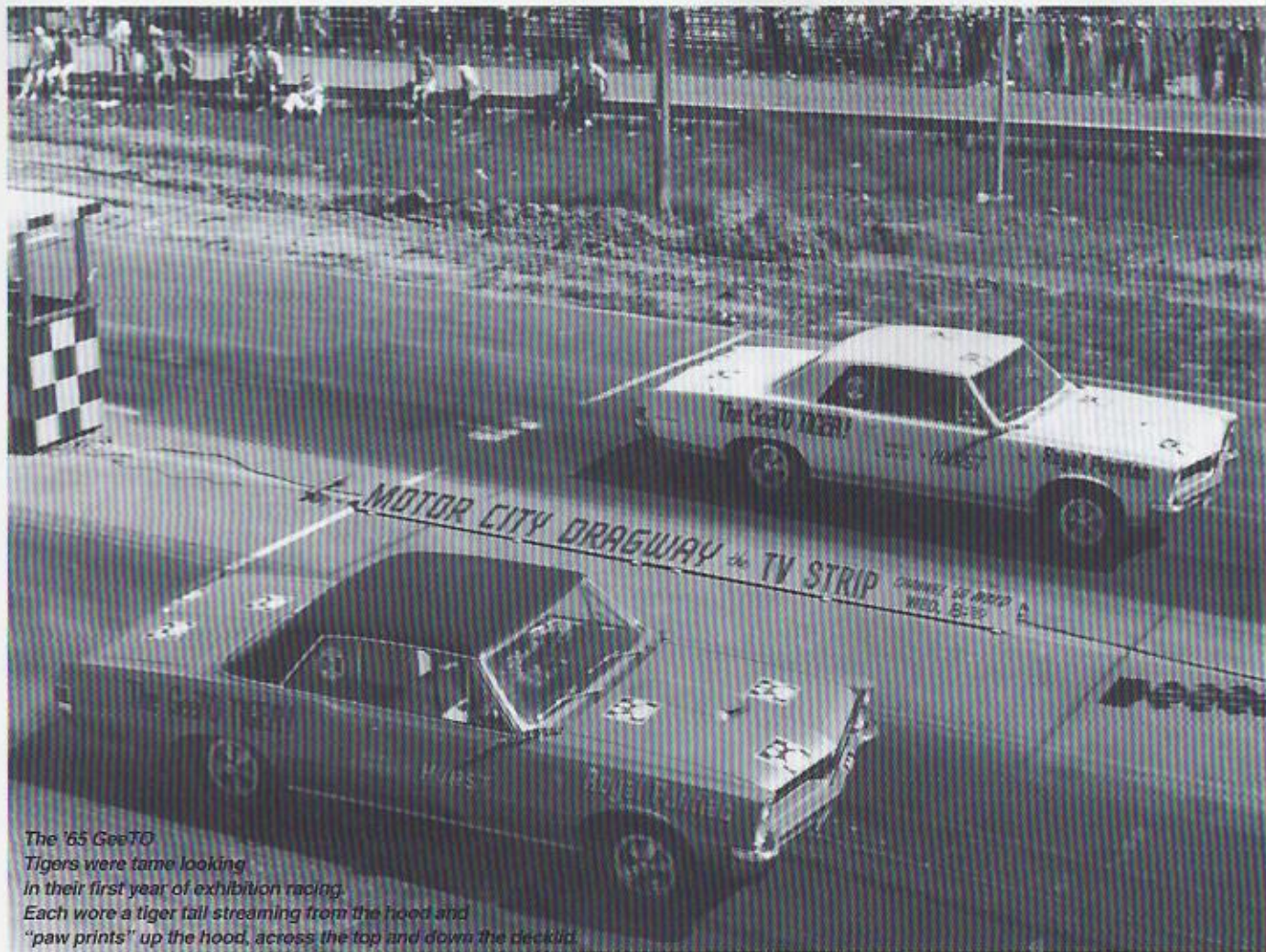


The year is 1962. Pontiac has been successfully racing for the past five years, winning stock car racing and dominating the stock drag racing classes. No one at the division was prepared for the '63 GM edict that came crashing down,

ending Pontiac's active involvement in motorsports. All the work over the past five years to elevate Pontiac's image as a performance-car builder was suddenly in jeopardy of becoming negated.

Fortunately for Pontiac, its savior

appeared in the form of a new 115-inch wheelbase, mid-sized body for the '64 LeMans. Stuffing the big car 389 cubic inch engine into the LeMans converted the mild-mannered mid-sizer into an asphalt-melting musclecar named the GTO, and Pontiac's



The '65 GeeTO Tigers were tame looking in their first year of exhibition racing. Each wore a tiger tail streaming from the hood and "paw prints" up the hood, across the top and down the decklid.

For 1966, the GeeTO Tiger program was expanded. By now, Royal Pontiac was nationally known, thanks to magazine coverage. More than 50,000 Pontiac-loving enthusiasts had sent in their 50 cents to become a member of the "Royal Racing Team."



image and reputation was saved. But how could Pontiac tie the GTO's street image to drag racing?

Enter Jim Wangers and Royal Pontiac. Royal had won the 1960 Top Stock Eliminator honors at the NHRA Nationals with Wangers at the wheel, and was competitive in 1961-1963. Wangers saw the opportunity to take the GTO's street image and translate it to the track, but not racing in competitive classes. Instead, he saw the advantage of racing one '65 GTO against another in exhibitions during national events.

The success of the 1965 program inspired a more aggressive campaign in

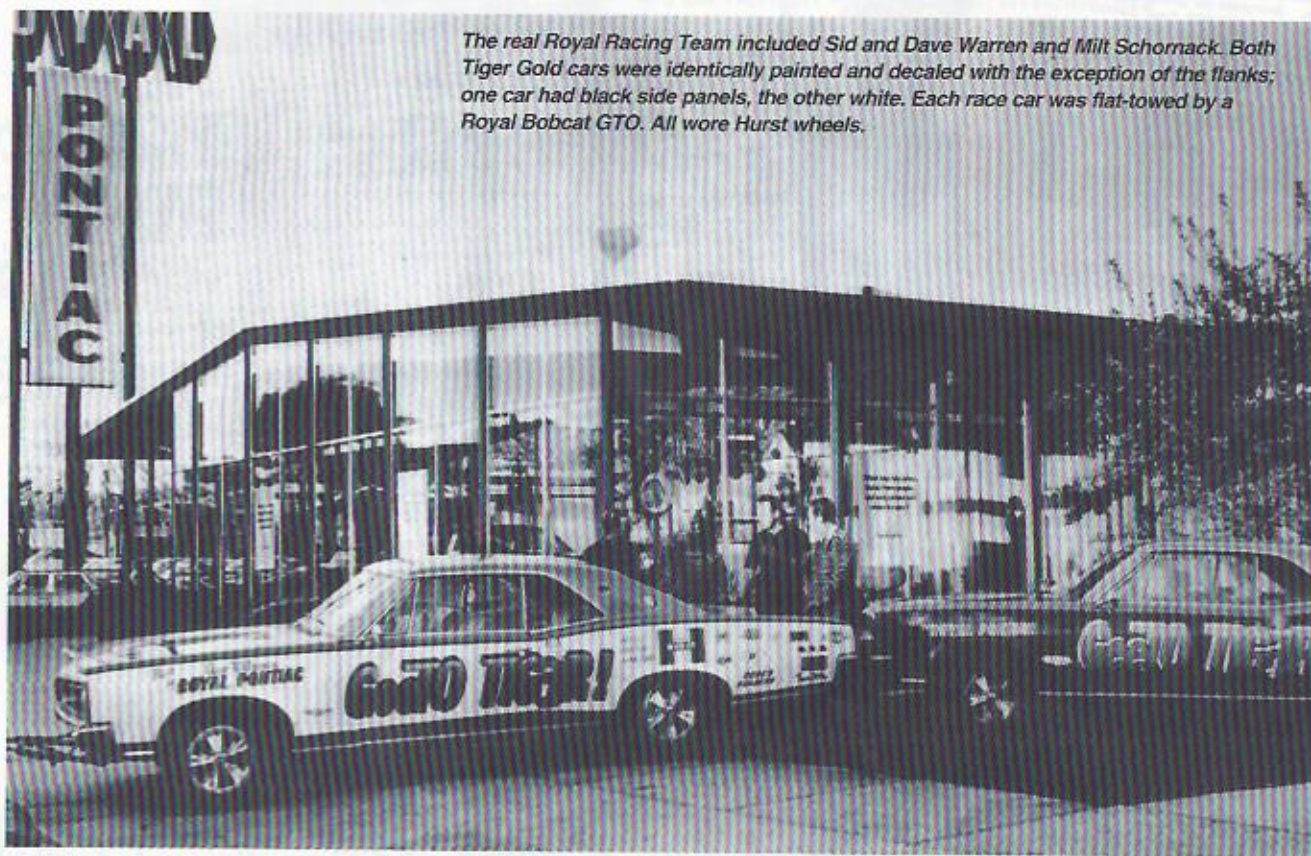
1966, with more appearances throughout the country. The cars were painted with bold graphics, however they were essentially streetable cars that promoted the GTO's performance image for both the street and the strip.

The program was ended in the fall of 1966 and was not continued. During the two-year GeeTO Tiger Show, the two cars raced in 32 cities in front of 150,000 race fans. Over the years, the cars have taken on legendary status with Pontiac lovers. While



the original two cars have long since vanished, the memories of their colorful paint jobs and howling 421 Tri-power engines will remain a part of Pontiac history.

The real Royal Racing Team included Sid and Dave Warren and Milt Schornack. Both Tiger Gold cars were identically painted and decaled with the exception of the flanks; one car had black side panels, the other white. Each race car was flat-towed by a Royal Bobcat GTO. All wore Hurst wheels.





Part of the expanded program was the Mystery Tiger. The Mystery Tiger was one of the Royal drivers dressed in a tiger suit. A lucky spectator was selected from the stands to race the tiger in the other GeeTO Tiger and would have to put up with the tiger's slapstick antics at the starting line. Sometimes the spectator won; sometimes the Tiger did. Either way, it was a huge crowd pleaser and the results were reported weekly in the pages of Drag News.

Tigers Run Loose At Dragstrips

If you have ever had a desire to capture Big Game, here is your chance. Everyone is going tiger hunting. Not for the four footed kind, but for the four wheeled kind that sharpen their claws on the starting line of the quarter mile strip. This is a special breed of tiger, created by Royal Pontiac and called the Gee-To.

First, all competitors will be given a free tiger tail to hang from their rear view mirror. Then some of the swinging popular "Gee-To Tiger" records will be given away, every spectator or contestant will be given a lucky ticket as they enter the drag strip. Ten lucky numbers will be drawn out of a barrel and these lucky ticket holders will be given the chance to race one of the two identical new Bobcat "GTO's" specially prepared by Royal Pontiac, against the mystery tiger driving the other GTO. The contestant gets first choice of cars. Should he or she clip the tigers tail and beat him, they are awarded a valuable prize: Loss to the tiger and they still get a prize. It's a "once in a life time" chance for your spectators to see what it's really like down on the asphalt. For further details on this exciting and different drag strip show contact Dennis Prasho or Milt Sobornack at Royal Pontiac, 400 N. Main, Royal Oak, Mich., 313-547-6100 or 313-468-5375.



GeeTO TIGERS, INC.
400 NORTH MAIN ST
ROYAL OAK, MICH. 48067

THE 1966 DRAG NEWS—SUPER STOCK GEETO TIGER SHOW

TYPE OF SHOW: two race cars in performance, one driven by the "Mystery Tiger" the other car driven by a spectator or racer at your strip the night of the show (spectator or racer is selected by "Lucky number drawing")

NUMBER OF RUNS: six... eight... ten... whatever you feel your crowd will take... a new driver is selected to drive against the "Mystery Tiger" for each run. The contestant chooses which one of the cars he'd like to choose.

SELECTION OF WINNERS, ETC: If the contestant beats the tiger he (or she) wins a transistor radio, stuffed tiger, tiger tail and other prizes. If the tiger wins, a consolation prize of a tiger tail and a stuffed toy tiger will be awarded... (even though the tiger is a good driver... somehow he always manages to lose about half of the races").

PUBLICITY ADVANTAGES: Co-ordinately with the running of the show at strips throughout the U.S.A., there will be a national contest to: "Unmask the Mystery Tiger." Each week Drag News will run a half page telling where the show ran last week and how the tiger did, and where the show will run this week. In this same half page will also be a clue about the Mystery Tiger's life, appearance, driving habits or any other information that might help identify him (or her).

Super Stock Magazine will do the same thing on a monthly basis projecting a monthly appearance calendar of where the show will be, etc...

The "Mystery Tiger" will be someone connected with racing (not necessarily drag racing), that is well known to everybody (like a "Mickey Thompson"). The grand prize in the national contest is an all-expense paid trip to one of the leading Drag Racing events of the year.

UNDERWRITING SPONSORS: The following manufacturers are participating in the cost of creating and maintaining the show so it can be booked at a logical, reasonable cost:

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- B) M. & H. Tires
- C) Teleflex Tachometers
- D) Champion Sparkplugs
- E) Airlift Mfg.
- F) Doug's Headers
- G) Bendix (Fuel Pump Division)
- H) Thom McAn Shoes
- I) Valvoline Oil
- J) Royal Pontiac

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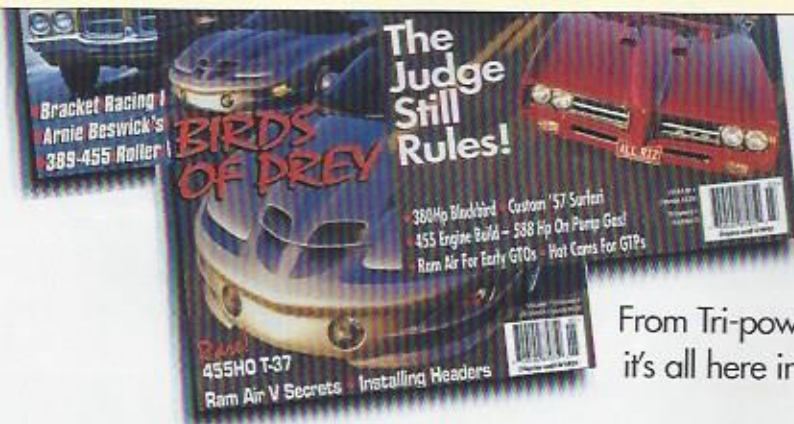
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0206-GT-P



Both of the Tigers were equipped with blueprinted 421 HO Tri-power engines, M21 four-speed manual transmissions, 3.90:1 Safe-T-Trak rears and M&H slicks.



While the GeeTO Tigers raced for exhibition only, they ran 12.70/112 mph, which was well below the NHRA B/Stock record at the time. Their final appearance was the 1966 NHRA Nationals in Indy on Labor Day. They were scheduled to make four or five runs to fill in between rounds and entertain the crowds. By the time the weekend of racing was over, the GeeTO Tigers had made 17 passes without a single mechanical failure.

GeeTO

Return of the GeeTO Tiger

Winston Drag Race

Year On



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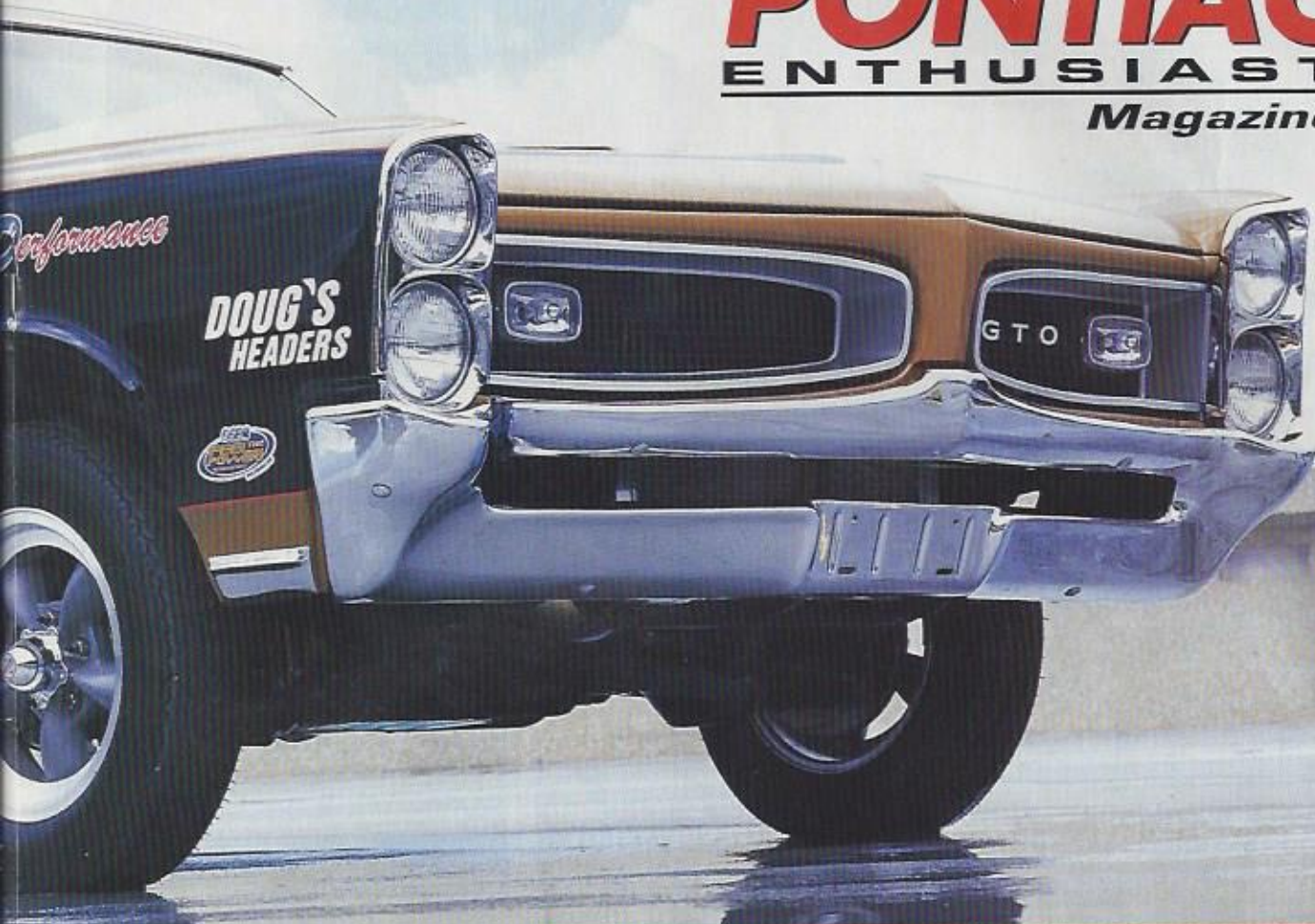
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Its success as an event showcar has already been established. Appearances at the GTOAA Nationals and the POCI Convention, as well as additional exposures at Maple Grove, the Ames Pontiac Nationals at Norwalk and the famous Woodward Avenue Dream Cruise have all been extremely well received. The new GeeTO Tiger is now poised to flex its muscles and demonstrate what its credentials are really all about. Even in its dormant state, prior to unleashing its performance potential, admirers and sharp observers have already seen enough to contact numerous companies involved in the project. Our GeeTO Tiger partners understand what this project represents and are already beginning to benefit – and these benefits are only the tip of the iceberg.

At the heart of our GeeTO Tiger is a contemporary drivetrain from Jim Butler Performance, TCI and Moser Engineering. Making certain that our tiger is the king of the lair, Year One provided all of the restoration parts. And, ensuring that our tiger is as agile as its name implies, Stainless Steel Brakes, Hotchkis Performance, and Eaton Detroit Springs provided the braking and suspension needed.

Although there are currently multiple aftermarket products showcased within the new Tiger, special attention is directed to Jim Butler Performance (JBP) and Year One. JBP has developed perhaps the most significant product in the traditional Pontiac performance market with its big-inch crate motor. Faced with a dwindling supply of larger-displacement 428 and 455 Pontiac blocks, engine builders were increasingly forced to revert to risky and/or expensive

practices in order to convert 400 blocks into bigger-inch dimensions. With the development of a new, high-quality, cast-iron 3-inch main stroker crank, JBP is now providing reliable 467-cid engines in a variety

The Tiger theme is still the most recognizable icon in Pontiac's heritage. ...the man most responsible for the Tiger theme was ad genius Jim Wangers. He knew what he was doing then, and he knows what he is doing now.

of power levels using the still-ample supply of 400 blocks. JBP must be largely credited for the explosive rebirth of the traditional Pontiac engine as a serious modern power alternative. Perhaps the biggest advantage for the JBP crate motor customer is the fact that all the frustration connected with trying to find reliable shops to perform the numerous machining and assembly functions is now completely eliminated. The JBP engines are machined, assembled, properly engineered and ready-to-fire as received. Needless to say, the GeeTO Tiger sports a new JBP Tiger crate engine.

Year One recognized the significance of the GeeTO Tiger to the Pontiac hobby at once. The company's involvement and support has been critical in our ability to rapidly transform a weather-beaten hulk into the spectacular-appearing re-creation here. PE appreciates Year One's involvement, as well as the quality of its components and promptness of delivery.

Back in 1966, GM General Manager Jim Roche attempted to eliminate the entire Pontiac Tiger theme as "undignified." In retrospect, dignity had nothing to do with it. The Tiger theme is still the most recognizable icon in Pontiac's heritage. Let no reader doubt that the man most responsible for the Tiger theme was ad genius Jim Wangers. He knew what he was doing then, and he knows what he is doing now. The new GeeTO Tiger will highlight traditional Pontiac restoration and performance products like no other project car in recent memory. When it comes to marketing, the more things change, the more they remain the same. GRRRR.

GeeTO

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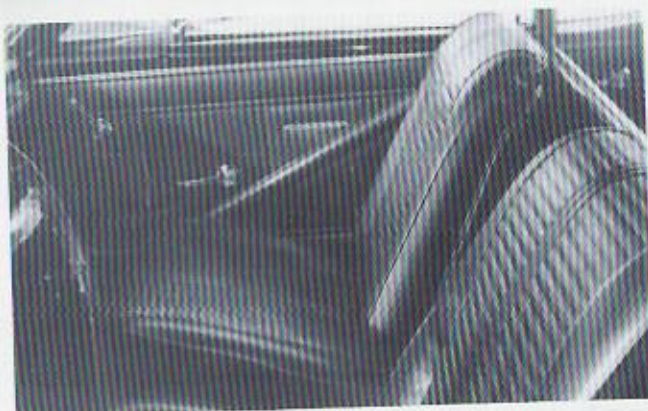
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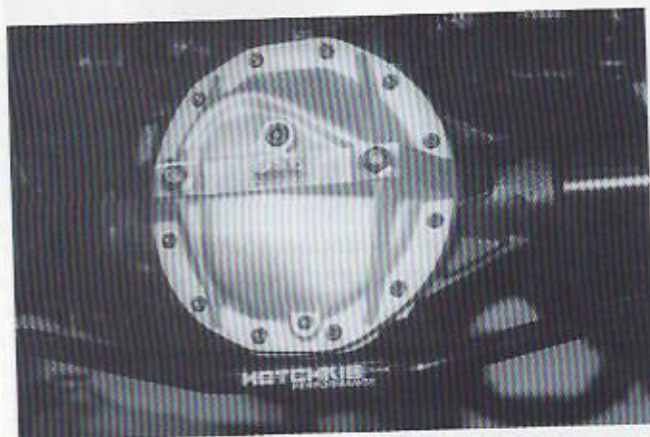
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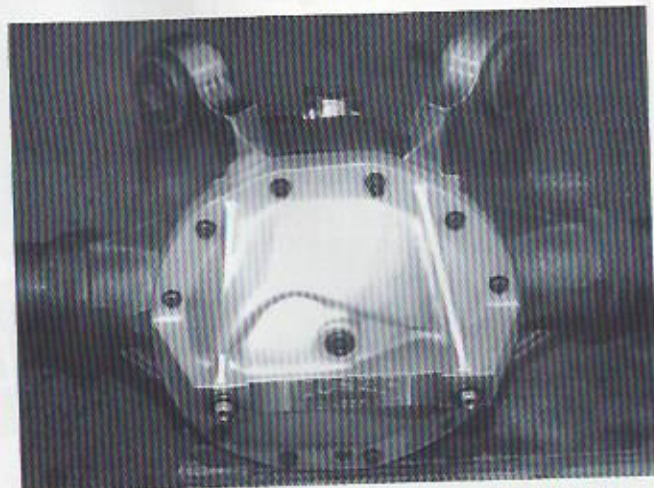
This is a view of the partially completed interior. Side panels and badging, factory seats and door/window hardware have carefully been installed around the custom rollcage.



Here is the installed Moser shortened 12-bolt rearend with 4.10 gears, along with Hotchkis torque arms and sway bar. Shocks are heavy-duty Gabriels. Rear springs are '66 station wagon units from Detroit Eaton. Axles are bulletproof, 33-spline billet steel with long 1/2-inch studs.



Moser's custom aluminum rearend cover is not only impressive looking, but contains special bolts that reinforce both differential caps. Also included is Moser's billet spool and grade-8 cover bolts. Note the convenient locations of the lubricant fill and drainage plugs.



The Moser Engineering rearend includes a special reinforced-aluminum rear cover, welded axle-tubes, extended upper torque-arm mounts and anodized-steel pinion flange.

Pontiac historians are well aware that the original GeeTO Tigers were part and parcel of Jim Wangers' grand marketing scheme in the 1960s. It was a campaign that emblazoned upon the consciousness of the car-buying public that the GTO was the nation's premier street-driven performance car. It also solidified the overall image of Pontiac as the "coolest" marque in Detroit. Now, 35 years later, Jim Wangers is resurrecting the "GeeTO Tiger."

As has always been the case with Jim, there's a method to his madness. The re-creation of the GeeTO Tiger represents a whole lot more than merely an exercise in nostalgia. Time marches on, and many things change. Jim's vision for the rebirth of this legendary GTO is to meld the best of Pontiac's past with the best of the present.

This exciting project will concentrate on what a modern performance hobbyist can do utilizing today's available and affordable performance equipment. Sure, it'll still be a 1966 GTO with the classic "Tiger Gold" paint scheme. It will still sport the famous opposite-side, alternate white-and-black GeeTO Tiger logos. The backward-facing "E" on one side is a tongue-in-cheek tribute to the mythical but nerdy Royal Pontiac cartoon character known as "Philo the Foul-up."

Underneath the nostalgic exterior, however, the modern GeeTO Tiger is updated with almost every popular performance piece that can still maintain the basic spirit and integrity of the original. Is it an eight-second, nitrous-fed, dragster-chassis, plastic-bodied monster with a six-figure price tag? No way! The new GeeTO Tiger showcases what

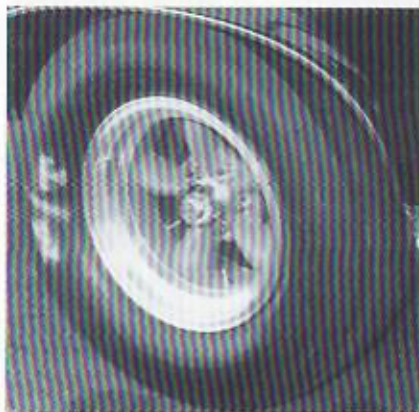
every loyal and working-stiff hobbyist can reasonably afford and easily find, but still performs far better than the originals ever did.

Once the plan for the re-creation of the GeeTO Tiger was finalized, the first obvious step was to find a '66 GTO. After a brief but intensive search, a suitable candidate was found tucked away in the high-desert area of Southern California. As is most often the case involving GTOs sold on the West Coast, this particular car originally rolled off the Fremont, California, assembly line. Thirty-five years of wear and tear had certainly taken its toll, but it was largely complete and most definitely a genuine GTO.

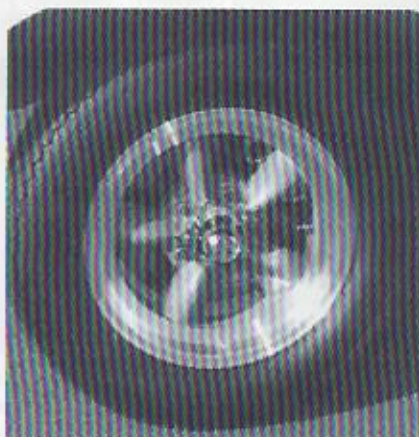
Sal Raymundo at TLC Autobody in San Marcos, California, was assigned the task of stripping the venerable old Goat to the bare chassis, and indeed somewhat



Hotchkis Engineering supplied the '64-'67 GM A-body rear-suspension components, including lower bar (top), adjustable upper bars (left), upper and lower cross-braces (right) and bushings (lower right). Not shown is the rear sway bar.



Classic American Racing Torq-Thrust D 15x8.5-inch aluminum rear wheels support Mickey Thompson 28x10.5x15 ET Drag Slicks. With a 3-3/4-inch offset and 5/16-inch spacers, the wheels and tires fit perfectly into the wells without encroaching on the bodywork itself.



American's 15x4.5-inch front wheels are shod with M/T Sportsman Pro 26x7.5x15 street tires. Stainless Steel custom disc brake kits adorn all four corners for superior stopping power.



Stainless Steel Brakes supplied their four-wheel disc brake conversion package.



This is a view of the installed rearend. With the aid of a shop hoist, installation was not particularly difficult. Note the unaltered rear wheelwell. Wheel and tire dimensions were carefully selected to maintain the integrity of the stock rear quarters.

beyond. The restoration specialists at Year One in Tucker, Georgia, dug deep into their extensive catalog and were able to quickly supply the highest-quality GTO restoration items on the market, including body panels, trim, badging, wiring harnesses, carpeting and other interior items. Once Sal got a look at the primo pieces sent by Year One, much of the dented body panels and faded trim was unceremoniously dumped into the nearest recycling bin. The interior in particular needed a lot of help. In addition to the numerous items supplied by Year One, Just Dashes provided one of its beautiful dashpads, while Grant Products stepped up with a removable custom steering wheel and security hub (carry bag included).

Prior to reassembly, however, the bare-bones body shell and chassis went to Race

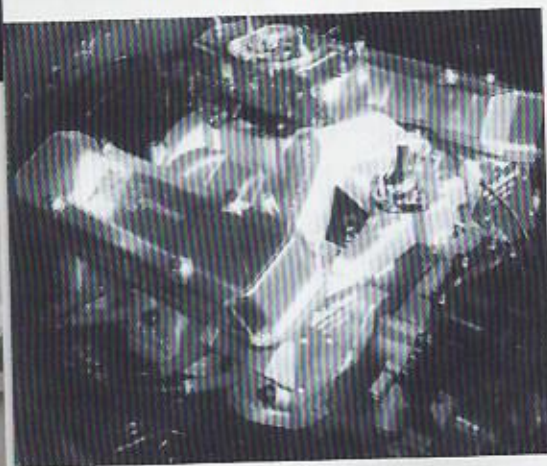
Cars & Stuff, also in San Marcos, where Marty Haracz skillfully installed a competition rollcage. As any racer will tell you, it's a whole lot simpler to restore a body around an already-completed rollcage than it is to later disfigure a finished car.

Upon the completion of the body, the artistic application of Tiger Gold custom paint was the first time the builders actually began to experience a sense of tangible progress. Imagination was beginning to give way to reality. At this stage, however, nothing was done as yet with the stock rearend, wheels or the original suspension components. The builders had more ambitious plans in that department.

Already delivered and lurking in the assembly area was an entire flange-to-flange shortened rearend (61-inch to 56-inch) from

Moser Engineering in Portland, Indiana. Fitted with a high-strength, 4.10-geared, 12-bolt third member and bulletproof, 33-spline steel axles, this reasonably priced gem also featured extended upper torque-arm mounting tabs, repositioned lower-arm tabs and reinforced spring mounts. Adding a touch of sparkle as well as increased strength was Moser's thick, aluminum-reinforced rear-cover plate with a conveniently placed fluid-drainage plug.

Also ordered and delivered was Hotchkis Performance's complete '64-'67 GM A-body high-performance street/strip suspension package. Among the items included were thick-gauge lower torque arms matched with a much-needed rear sway bar and a full set of polyurethane bushings. Fully adjustable and super-beefy upper torque arms and



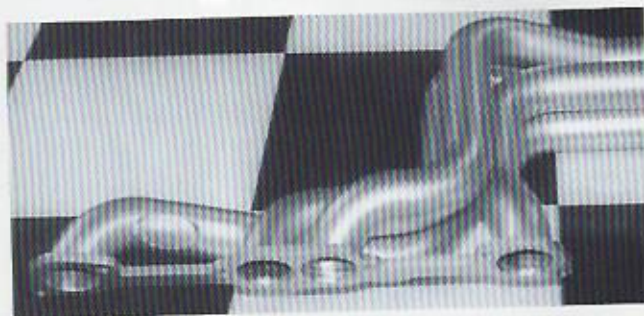
The 467-cid Jim Butler Performance "Tiger" engine fits snugly between the GTO framerails. Armed with a roller cam, a 1,000-cfm Demon carb, a new stroker crank and long forged rods, this torque-monster is capable of an easy 600 hp.



Shown is the custom-fabricated Rodney Red aluminum radiator. Specifically designed for the '66-'67 GTO chassis, this efficient heat exchanger saves quite a few pounds over a standard four-core factory version.



TCI Automotive supplied the beefy M40 "Turbo 400" automatic trans and 9-inch medium-stall (3500-4000 rpm) converter.



The well-designed, high-temp-coated, round-port headers were designed and fabricated by famous header builder, Doug Thorley. Primary tube sizes are 1-7/8 inches with 3-1/2-inch collectors. Copies of these headers will be available to the public very shortly.

tubular struts intended to reinforce both sets of bars and the upper crossmember, as well as anodized grade-8 bolts for all components, were also included. New front and rear springs were obtained from Detroit Eaton. Front springs were stock GTO while the rears were '66 station wagon springs. Not everybody can afford to rent a vehicle hoist, but with one already installed in the shop, plus a couple of husky helpers to lift the rearend onto a rolling tool cabinet, the whole rear suspension installation procedure was almost a slam dunk. Much of the time spent on the rearend installation was actually consumed determining the correct wheel offset.

Although it is certainly possible to pound and cut away enough metal to wedge oversize tires as large as 29.5 inches in height and 12 inches in width into an early GTO wheelwell, our builders had no intention of cobbling up the beautifully restored rear quarters. It was thus determined that, with the proper wheel offset (in this case 3-3/4-inch back-spacing with a 5/16-inch wheel spacer),

a 28-inch by 10-inch tread tire would fit nicely without interference. As soon as these measurements were taken and verified, a set of classic-looking American Racing Torq-Thrust D 15x8.5-inch rear wheels were ordered along with a set of Mickey Thompson 28x10.5x15-inch ET Drag Slicks. Up front, Torq-Thrust 15x4.5-inch wheels would be shod with M/T 26x7.5x15-inch Sportmans. Lee Manufacturing was contacted to provide a 20:1-ratio manual-steering box, Pitman arm and rag joint.

Stainless Steel Brakes Corporation supplied its impressive front and rear disc brake conversion kits, augmented with a seven-inch booster with master cylinder, and an adjustable proportioning valve with pressure gauge. Classic Tube provided the important stainless steel brake lines.

The GeeTO Tiger project now qualified as a "roller." The next step was obviously installation of the engine, transmission and driveshaft. The first of these items to arrive was a beefy M40 three-speed automatic

trans and a medium-stall (3500-4000 rpm) 9-inch converter, both prepared by TCI Automotive in Ashland, Mississippi. As any GTO buff well knows, the M40 trans (also known as a Turbo 400) was not yet available in the A-bodies in 1966. The original GeeTO Tigers were equipped with Muncie four-speeds. However, taking into account the reliability and low maintenance of the M40, not to mention its ability to handle the greatly increased torque of a modern big-inch Pontiac racing engine, the selection of a racing automatic for competition purposes made a great deal of sense.

It was now time for some modern muscle. One of Jim Butler Performance's new big-inch crate motors was carefully eased into the waiting engine bay. With a bore of 4.181 and a stroke of 4.25, the JBP "Tiger" engine displaces 467 cubic inches. Armed with the new 3-inch main stroker 455 cast-iron crankshaft, Eagle 6.80-inch-length forged rods, special Ross lightweight (450-gram) flat-top forged pistons,

billet four-bolt caps and a MegaBrace lifter valley reinforcement kit, the short-block is prepared to deal with some serious power. Accessorizing the short-block are a Canton 8-quart oil pan, a high-volume Melling M54F pump with hardened pumpshaft, .990x2.5-inch Ferrea piston-pins and ARP main-cap studs. Total Seal rings and Federal Mogul/Clevite race bearings round out the package. Anchoring the rear is one of TCI's SFI-approved flexplates.

Cylinder heads are ported 300-cfm Edelbrock 87cc-chamber aluminum units. Ferrea stainless steel 5.10-inch length, 2.11-inch intake and 1.77-inch exhaust valves are secured by titanium 10° retainers and steel locks. JBP aluminum 1.5 ratio roller rockers and hardened 5/16-inch pushrods actuate the Comp Cams roller-cam valvesprings. Special 5/16-inch guideplates and 7/16-inch rocker studs complete the head package.

Round-port exhaust headers were designed and built by Doug Thorley. The good news is that these 1-7/8-inch beauties are prototypes for identical sets that will be soon available for those builders wishing to obtain a set for the difficult-to-find '64-'67 A-body style equipped with either Edelbrock or factory round-port heads. Doug's Headers, in Anaheim, California, reports that other popular Pontiac header combinations are coming as well.

The roller camshaft is a special JBP-designed profile. Approximate duration is 260°/268° at .050 with .600 net lift on a lobe separation of 108°. The timing chain is a 12-position RollMaster, while the harmonic balancer is one of the new aluminum SFI-approved PowerBond designs which feature the convenient stock-location four-bolt pulley positions.

Feeding the fuel mixture to this intimidating monster is an Edelbrock "Performer RPM" four-barrel aluminum 180° intake manifold, topped by a 1,000-cfm Demon carburetor. Providing the ignition spark is a billet MSD distributor, augmented by an MSD 6AL electronic box. With an estimated 600 lbs.-ft. of torque on tap, it will be interesting to see if the 10-inch tires can stay glued to the pavement.

Although a number of accessories remained to be installed at this writing, like the Rodney Red aluminum radiator and the Nordskog Performance dash instruments, for all intents and purposes the new GeeTO Tiger is only a battery and a few gallons of gas away from roaring to life. By the time you read this, there will once again be "a Tiger loose on the streets." Only this time, it will be considerably more dangerous!

GeeTO



'64-'67 GTO/LeMans

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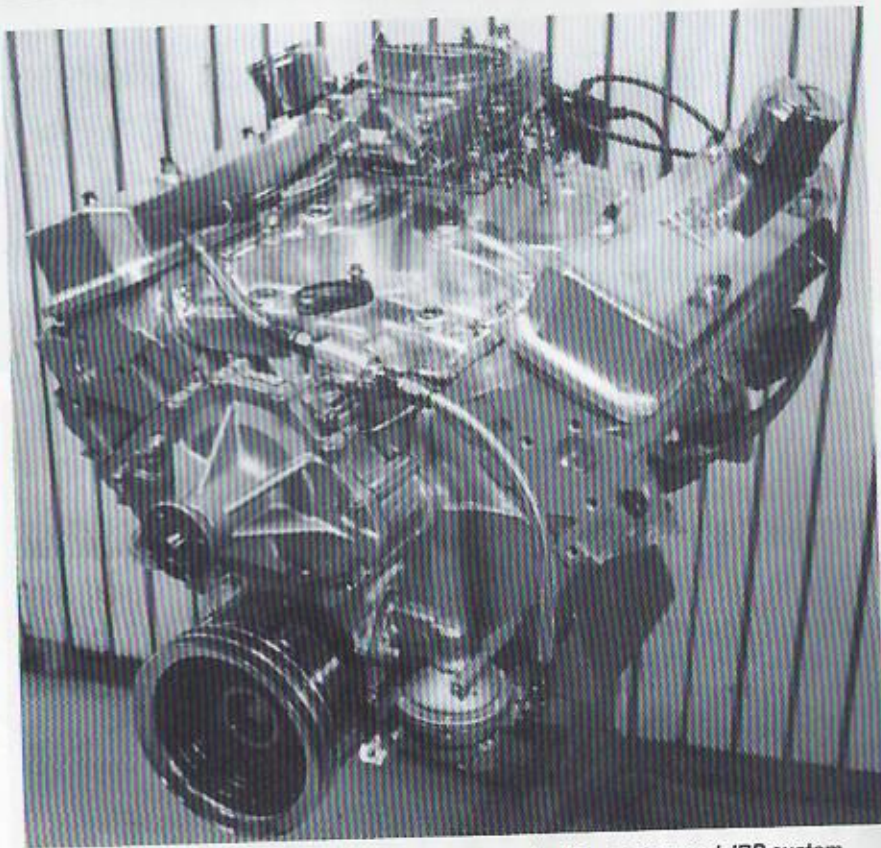
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ENGINE



JBP's new Tiger crate engine fitted with carburetor, ignition system and JBP custom valve covers comes ready to install.

Here's the deal: Out in the garage you have a cool, performance-era Pontiac that's really racked up the miles and is now a "tired tiger." The original get-up-and-go is gone and you are ready to rebuild the aging engine. The question is, do you rebuild it back to what it used to be, or, given the opportunity, add more performance and turn that old Pontiac into a roaring tiger?

In the past, the availability of quality aftermarket Pontiac performance parts was severely limited. Fortunately, this has improved dramatically in the past few years. Nonetheless, determining the right combination of parts to produce the kind of street and strip performance you're looking for can still be confusing. On top of that, while you've turned a wrench with confidence in the past, you might not feel truly qualified to complete this task without the chance of hearing expensive, destructive sounds the first time you turn the key.

After Pontiac Motor Division installed their last 400-cid V8 engine in 1979, the only sources for major replacement parts

were older vehicles or salvage yards. Many engine rebuilders speculated that crankshafts would be the first major engine component to become unavailable. The rotating assembly is the heart of an engine, and indeed, many "crank kits" today include a repaired, welded unit that is unacceptable for performance use.

The next disappearing Pontiac component was the 455 block, and that left racers in a lurch for those coveted big cubic inches. There is, however, still a good supply of 389- and 400-cid blocks. With the right rotating assembly, they could not only spell salvation, but also make for an even better combination. By examining the bore and stroke of Pontiac engines, we can determine displacement. To do so, we use the formula bore x bore x stroke x 6.2832. Obviously, more cubic inches can be achieved by increasing bore size, lengthening the crankshaft stroke or a combination of the two. Using a longer connecting rod allows the piston pin to be located higher in the piston itself and reduces the compression height (the distance from the

pin center to the piston top), which also reduces piston skirt "side loading" in the bore. In addition, there is a more favorable rod-to-stroke ratio and rod angle. You don't have to be the sharpest tool in the shed to see that there's lots of potential in the plentiful Pontiac 400-cube block.

So what does a Pontiac enthusiast who wants to drop a hot engine into his Poncho do? He can turn to Jim Butler Performance. Not only do they have the individual parts, but they can provide a crated, drop-in engine assembly built to various levels of "new tiger" growl. There are three levels of JBP Tiger engines. The base package provides superb street performance, runs on pump gas and is priced at \$7,995. It can also be ordered with optional Edelbrock aluminum heads (these specially ported 87cc heads flow 300 cfm). At the epicenter of all three Tiger engines is the exclusive JBP virgin crankshaft and the new JBP lightweight pistons by Ross. You can start with the JPB Tiger engine that packs more than 450 hp – perfect for street performance and dragstrip action. Want more power? You can order the JBP Tiger II or Tiger III powerplants with JBP and other premium engine components to further enhance performance up to 850 hp. The old days of scraping for blocks and cranks are over, thanks to Jim Butler Performance.

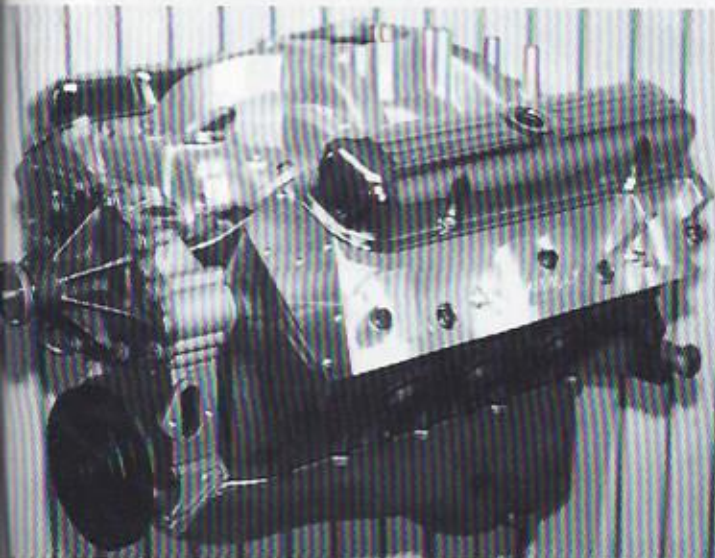
What's In The Crate?

The basic JBP Tiger engine begins life with a Pontiac 400-cid cast-iron block that ultimately punches out 461 or 467 cid of displacement. With the base Tiger engine producing more than 450 on pump gas, it's perfect for street performance and occasional drag racing.

While the components have been matched to provide the ultimate in street/strip performance, you can still specify the combustion-chamber volume to get the compression ratio that works best for your application.

The JBP Tiger engine includes:

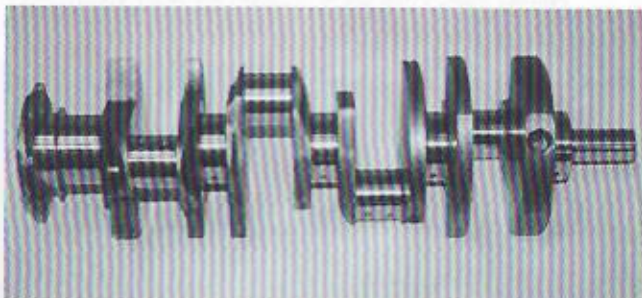
- JBP crankshaft with 4.250 stroke and 2.200 rod journals.
- Eagle connecting rods (6.800) with ARP bolts.
- JBP new-design Ross lightweight pistons (4.155 or 4.181 bore).
- Ferrea new lightweight 128-gram piston pins (.990 X 2.5-in.).



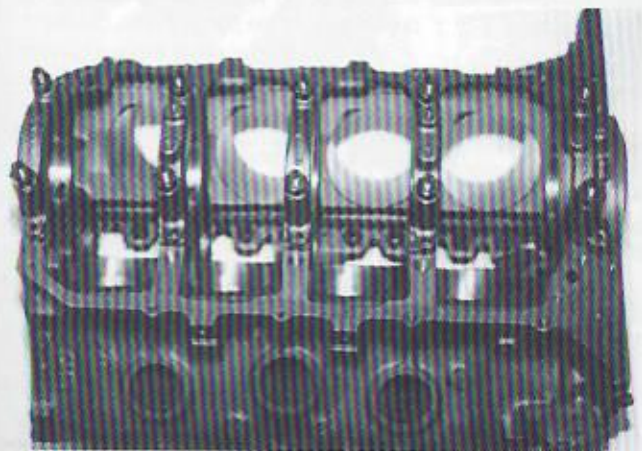
The next step up on the food chain is the Tiger II engine with Edelbrock cylinder heads and Torker II intake manifold. A Holley HP or Barry Grant Demon carburetor completes the package.



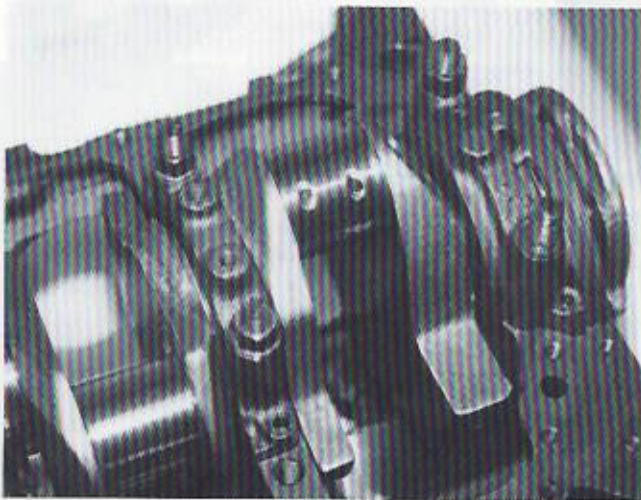
Here's the JBP Tiger engine's rotating assembly with new JBP crankshaft, Eagle rods, JBP/Ross pistons and premium bearing kit. There's 15 percent more steel in the crank's composition, exceeding factory specs.



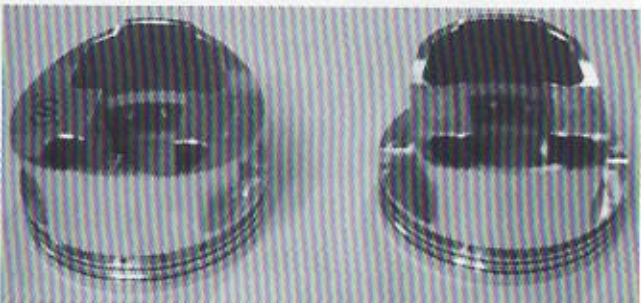
The exclusive JBP Tiger crankshaft has 3-inch mains and a 4.250-inch stroke, with 2.20-inch rod journals with a generous radius for additional strength.



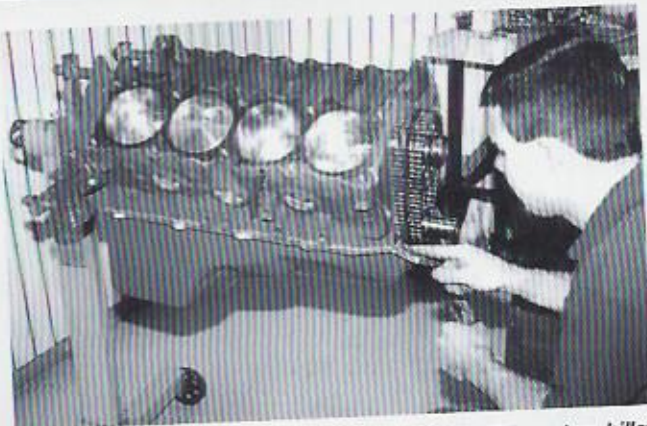
This is the bottom side of the JBP Tiger engine with the main studs installed. The main journals are align-honed after the stud installation.



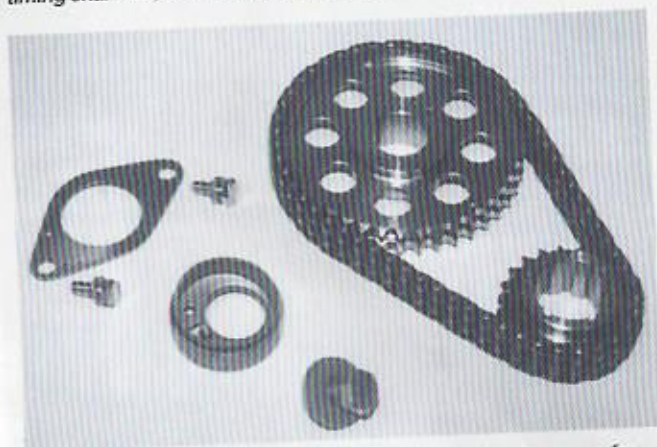
A closeup of the installed crank shows the chamfering of the oil holes for better oiling.



The JBP lightweight pistons are from Ross and weigh less than 450 grams for most bore sizes.



After degreasing the camshaft and installing the JBP custom billet timing chain set, David Butler prepares to add the timing chain cover.



The custom billet JBP timing gear comes with nine keyways for easy camshaft timing.

- Total Seal Classic race piston rings.
- Federal Mogul race or Clevite rod and main bearings.
- JBP billet timing gears and chain.
- Comp Cams hydraulic camshaft.
- Comp Cams roller tip rocker arms.
- Studded main caps.
- Canton oil pan.
- Melling super-duty oil pump.
- HD oil-pump drive shaft.
- SFI harmonic balancer.
- New timing cover.
- Ported cylinder heads, Ferrea valves, bronze guides.
- JBP valve job, valvesprings, 10-degree retainers/locks and 7/16-inch studs.
- Edelbrock Performer RPM or Torker II intake manifold.
- New water pump.
- JBP pushrods.
- JBP aluminum valley pan.
- Engine block bored and honed with torque plate.
- Engine block decked and squared to mains.
- Align-honed mains.

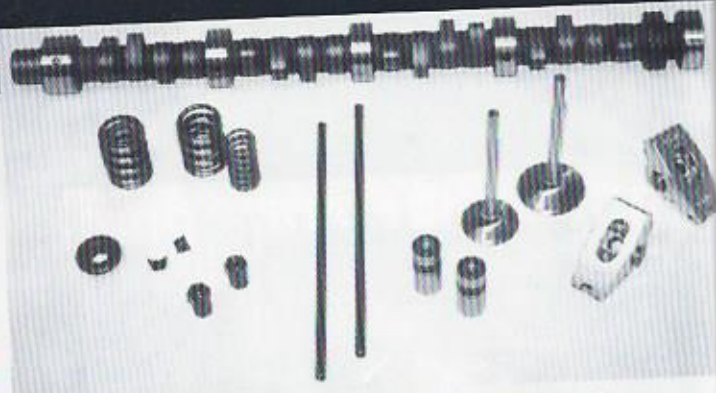
- Entire rotating assembly internally balanced.
- Assembled engine with Blueprint Sheet.

The JBP Tiger engine can be further upgraded with:

- Edelbrock 87cc aluminum cylinder heads.
- Four-bolt main bearing caps.
- Roller camshaft.
- Victor intake manifold.
- Roller rocker arms.
- Race-type oil pan and pickup.
- ATI super harmonic balancer.
- Roller lifters.
- H-11 roller cam springs.
- JBP custom aluminum valve covers.

More Tiger Muscle

We mentioned that the JBP Tiger motors come in three different stages. Those looking for more performance may want to consider the JBP Tiger II engine. The JBP Tiger II includes all of the components used in the Tiger I package plus specially ported Edelbrock 87cc aluminum



Here's the JBP Tiger engine valve train hardware. The aircraft-quality Ferrea valves are made from stainless steel. The 1.5 ratio or 1.6 ratio roller rockers are custom designed by JBP.



The JBP Edelbrock aluminum cylinder head is optional on the base Tiger engine and part of the Tiger II and Tiger III packages. JBP custom-ports the heads and offers a variety of flow configurations to meet the customer's specific application.

DISPLACEMENT

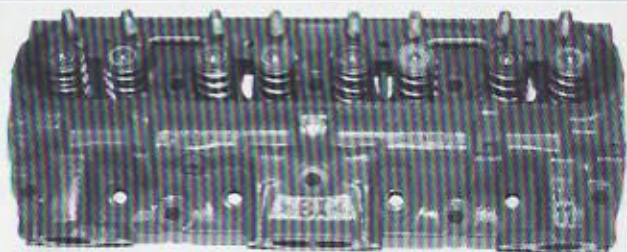
Cubic Inches	400	428	455	461	467
Bore	4.120	4.120	4.151	4.155	4.181
Stroke	3.750	4.000	4.210	4.250	4.250

cylinder heads which flow about 320 cfm and come with a choice of three available camshafts: a hydraulic camshaft that produces more than 500 hp, a hydraulic roller camshaft that makes 550-plus horsepower or a solid-lifter camshaft that will approach 600 hp, all on pump gas. Price will vary depending on the components chosen.

Want your tiger even more ferocious? The JBP Tiger III engine utilizes the specially ported 87cc Edelbrock aluminum heads, four-bolt main caps and a solid roller lifter camshaft that produces 600-plus horsepower on pump gas. For serious non-pump gas racing, the 72cc Edelbrock aluminum heads (which flow 330 cfm and boast additional porting and polishing) can be specified.

The serious Pontiac drag racer will want the ultimate JBP racing upgrade, which features the Indian Adventures "Chief Many Horses" cast-iron engine block, JBP Edelbrock CNC wide-port aluminum cylinder heads (which flow about 370 cfm) and other components that can produce 800-plus horsepower.

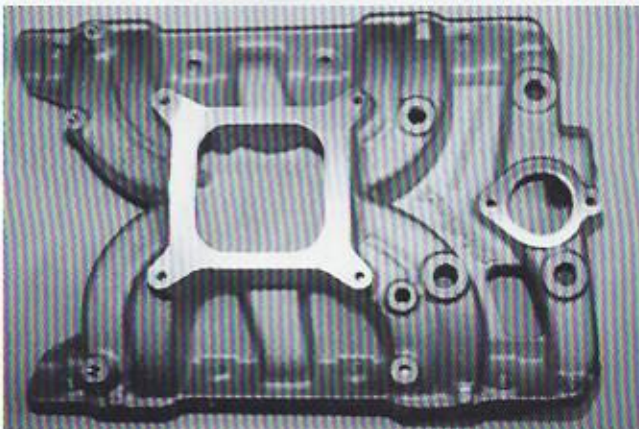
GeeTO



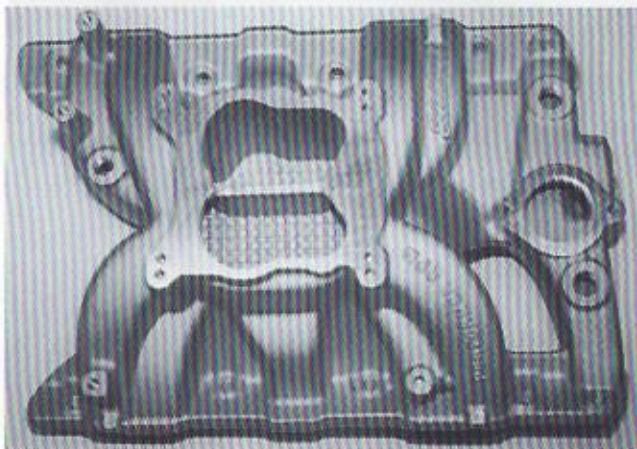
The Pontiac 6X cylinder head is standard on the Tiger package. It's fitted with Ferrea 2.11/1.77 valves and JBP springs. JBP custom-ports the 6X and gets 250-260 cfm flow.



The underside of the 6X heads shows the massaging and polishing work done to the combustion chamber and the ports. JBP will cc the heads to the compression ratio desired by the customer.



The Edelbrock Torquer intake is port matched to the heads. JBP recommends either the Holly HP or the Barry Grant Demon carburetor.



The JBP Edelbrock RPM aluminum intake manifold is excellent for the larger-cid Tiger engine applications.



PHOTO BY PAUL ZAZARINE

BRAKES



Stainless Steel Brakes' Super Duty Front Disc Conversion Kit No. A 123-6 features twin-piston aluminum calipers, 12-inch vented and slotted rotors, mounting brackets, pads and hardware. The kit also includes an adjustable proportioning valve, adapter lines, stainless steel flex hoses, master cylinder, 9-inch booster, seals, bearings and easy-to-read instructions.



The original front drums and backing plates were discarded. The original drum hubs are reused. After fitting new bearings and seals, the drum hub is reinstalled. It is also recommended that new extra-length wheel studs be installed as shown.

Decades before Jim Carrey's now-famous "Somebody stop me" line was uttered in the comic movie *The Mask*, many drivers were probably thinking the same thing when braking their early Pontiac musclecars. In fact, not until 1967 did Pontiac offer a front disc-brake option. Rear discs were not an option until 1979, and then only with the Trans Am WS6 package. In 1964, metallic drum brakes were available on the GTO, but suffered from a malady then known as "morning sickness." In other words, until you warmed up the brakes, the car was downright dangerous to drive in a must-stop scenario.

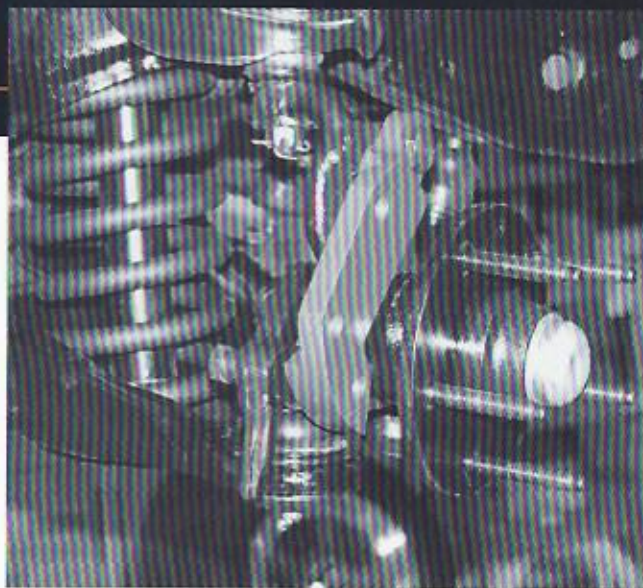
Factory disc brakes were quite an improvement. However, many racers still turned to the aftermarket for lighter brakes in order to improve their front-to-rear weight distribution. Unfortunately, most of these lightweight kits were not suited to street driving. In addition, some of these early conversions required a great deal of home engineering to install in certain vehicles. All that has mercifully changed.

The Stainless Steel Brakes Corporation in Clarence, New York, provides perhaps the widest variety of disc-brake

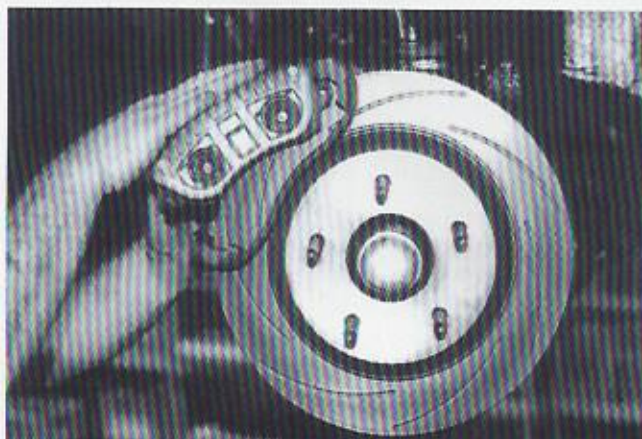
Compared to the jerry rigging some of us suffered with in years past, these (SSB) kits are engineered to fit perfectly... moderately priced and the overall quality is excellent.

conversion kits on the market. When it came time to arm the new GeeTO Tiger with sufficient stopping power to match its superior power, we ordered SSB's Super Duty A 123-6 Front Disc Brake Kit. For the rear, we thought we might have a problem. The Moser 12-bolt rearend we obtained was assembled with Ford bearings and flanges. The company's A 125 Disc Brake Conversion Kit was available for the traditional 12-bolt. However, Stainless had us covered with special mounting brackets to accommodate our particular rearend.

Compared to the jerry rigging some of us suffered with in years past, these kits are engineered to fit perfectly. Instructions supplied with the kits are well written and easy to understand, as are the component illustrations – no missing parts here. Because the GeeTO Tiger sports a very aggressive camshaft with idle vacuum well below the required 16 inches, we ordered and installed the special No. 28146 Vacuum Pump Kit. All the Stainless Steel kits are moderately priced and the overall quality is excellent. Now the Tiger can stop as well as it can go!



The spindle caliper-mounting brackets are stamped left and right and must be installed in the proper direction. Two special top anchor bolts and two 1/2-inch bolts secure the brackets to the spindle.



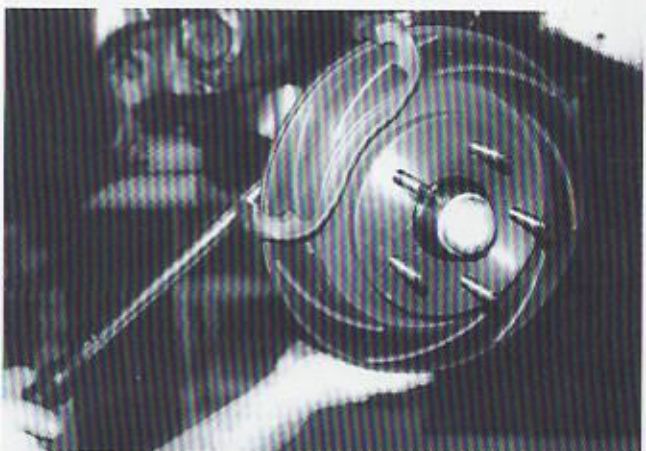
The calipers come loaded with high-performance pads. Here the caliper is inserted into the caliper bracket.



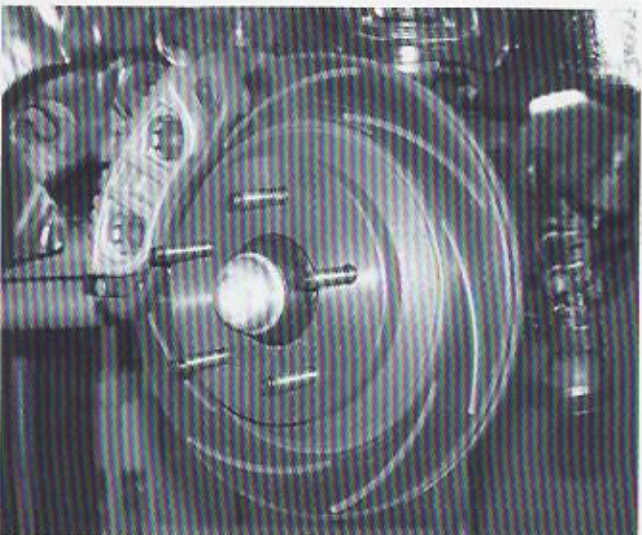
For demonstration only, we temporarily removed the rotor to show where the caliper bracket attaches to the caliper spindle mount.



The retaining pin, which holds the caliper within the bracket, is then installed. The pin uses a C-clip for retention.



With the rotor installed, the caliper bracket is properly torqued to the caliper spindle mount.



With the stainless steel flex-line now attached to the caliper, the front disc-brake conversion is complete.



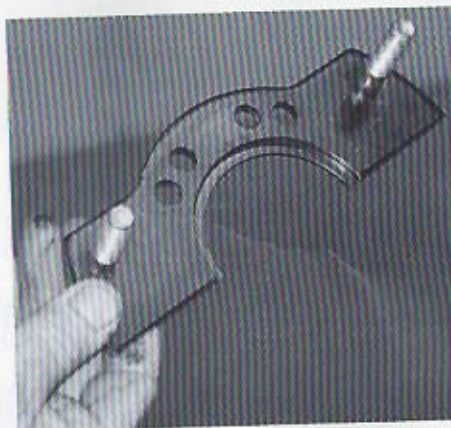
The Vacuum Pump Kit No. 28146 includes the vacuum pump, relay switch, distributor vacuum switch, wiring, rubber insulators and a length of vacuum hose.



Rear Disc Brake Conversion Kit No. A 125-3 for '62-'74 GM 10- and 12-bolt rearends is the customary upgrade for Pontiac. The kit includes rotors, calipers with built-in parking brakes, dust shields, brake lines, adapters, mounting brackets, bolts and hardware, and detailed step-by-step instructions. Since the Moser 12-bolt rearend on the GeeTO Tiger was assembled with big Ford bearings and housing ends, we opted for the rear conversion No. A 110-2 kit with GM pattern rotors.



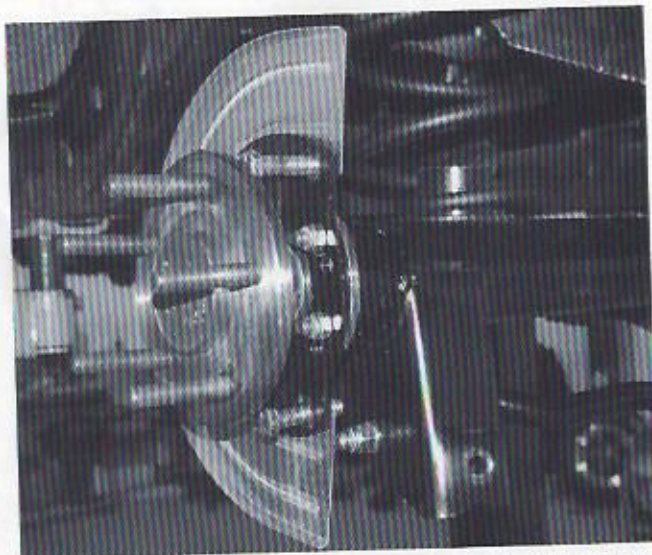
Since the battery had been relocated to the trunk, the vacuum pump was mounted with the supplied insulators to the core support. The vacuum line was routed atop the fender well rearward to the booster.



Shown is one half of the Ford bearing retainer. This split retainer is also the main caliper-mounting bracket. The caliper-mounting bolts must be fitted prior to installing the retainer, as the length of the bolts will not permit access once the axle is secured.



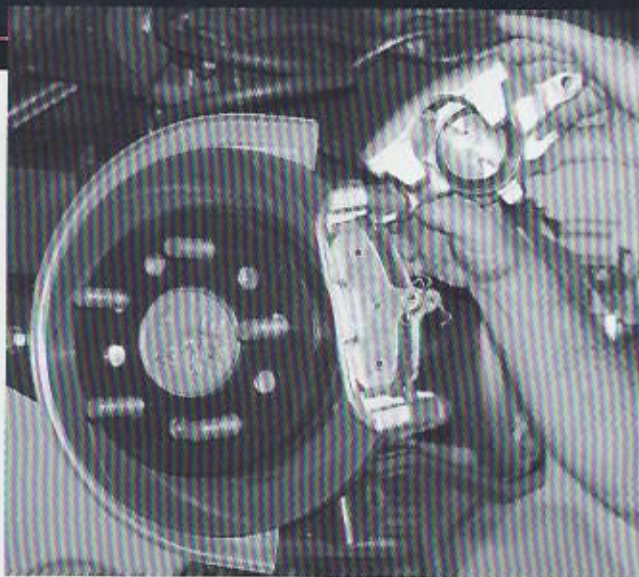
The disc-brake kit comes with a master cylinder and 9-inch power booster. To clear the tall valve cover, a 7-inch booster was used. The adjustable proportioning valve with gauge is then installed in the rear brake line. Note the vacuum hose extending from the forward-mounted vacuum pump.



Here the main caliper-mounting bracket is installed with the dust shield.



Caliper mounts are shown here secured to the main caliper-mounting bracket.



Positioning the pad in place completes the installation of the caliper.



With the brackets in place and the rotor installed, the caliper itself can be mounted.



The brake-line adapters are installed and the assembly is complete. The Moser rearend does not provide clips for attachment of the brake lines. Moser therefore recommends that brake lines be secured to the axle tubes with nylon tie-straps as shown.

GeeTO



PHOTO BY CHRIS RICHARDSON

SCHEDULE



The GeeTO Tiger will be making the rounds this year at major Pontiac events across the country. Not only can you see it, you might be able to race against it! Here's a tentative listing of where you can hear the GeeTO Tiger roar.

Jim Butler Performance Nationals
 Pontiac Southern Nationals
 POCI Nationals
 Pontiacs At The Grove
 Ames Tri-Power Nationals
 Woodward Dream Cruise
 GTO Classic Weekend
 Omaha POCI
 Year One Bristol Bash

Leoma, TN	May 25-26
Dallas TX	May 31 - June 2
Charleston, WV	July 9 - 13
Maple Grove, PA	July 28
Norwalk, OH	August 9 - 11
Detroit, MI	August 17
Detroit, MI	August 17 - 18
Omaha, NE	August 24 - 25
Bristol, TN	October 26 - 27

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