

HERE COMES THE JUDGE

THE VERDICT IS IN—TRANS AM DEPOT'S 6T9 GOAT IS AN AUTHENTIC SUPERCAR TRIBUTE TO THE GTO WE LOVE AND RESPECT

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PHOTOGRAPHY BY THE AUTHOR



► Trans Am Depot's '14 6T9 Goat "The Judge" blends modern performance and style with classic Pontiac GTO history and attitude. A true masterpiece, The Judge is both a nod to the past and a look into the future of aftermarket performance.

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he streets were quiet; the sidewalks clear. The Tallahassee police force had the capitol and the Supreme Court of Florida on lock-down and the only movement was the occasional hustle of a cameraman. Finally, the silence and stillness was broken. You could hear it long before you could see it ... the lope of a big camshaft, the whine of the supercharger, the sound that only a 600-plus horsepower LS3 could make. And then, it appeared. The 6T9 Goat "The Judge" had arrived, and for the next two and a half hours, court was in session.

Inspired by a sketch done by the one and only Kevin Morgan, the '14 Trans Am Depot 6T9 Goat is as much a stylized rendering as it is a real machine. It's obviously inspired by the '69 GTO that we all know and love, but it wasn't built as a replica. You see, the crew at Trans Am Depot, famous for their gorgeous Trans Am build program, didn't simply set out to rebuild a classic on a new chassis. They set out to build their very own version of what a GTO represented to them. And thanks to years of hard work and a perfect blend of old-school cool and modern appointments, we believe they pulled it off perfectly. What you see before you isn't simply the return of The Judge. It is a changing of the guard.



▲ The front fascia screams GTO, with the awesome hideaway headlights, the pointed '69 nose, the classic foglights, and the aggressive hood. From any angle, the 6T9 Goat looks menacing, aggressive, and impressive. Note the custom Tangerine Metallic Pearl paint popping on the highlights.

Of course, purists will argue that this GTO is nothing more than a new Chevrolet Camaro wrapped in a GTO-style body kit. And they

would be right. However, if you're willing to look past the 50,000-foot technical overview of this creation, you'll see that the Trans Am Depot

6T9 Goat is much, much more than that. This car is pure excitement wrapped up in nostalgia, style, performance, and persona. It is everything enthusiasts love about the real GTO combined with everything we want from a modern muscle machine. It's loud, it's insane, it's intimidating ... it's attention grabbing, it's aggressive, and it's macho. It's as much a GTO as it isn't, but when you see it roll up, none of that really matters. It's simply gorgeous.

We can thank the body men at Trans Am Depot for that. Starting with nothing more than a series of renderings and a '10 Camaro chassis, they sculpted almost every single panel of the Goat in house, blending fiberglass, sheetmetal, and





plastic to construct the Goat's body. If you look close, you'll notice that only the door skins and roofline remain from the original donor car. Everything else is brand new, including the front and rear bumpers, the front and rear quarters, the hood, the trunk, the spoiler, the rockers, the wheels, and the emblems. You may even notice the flat wheelwell tops in both the front and rear



▲ Details, details, details. Even the engine covers received coats of the Tangerine Metallic Pearl paint and custom hand painted graphics featuring a judge driving The Judge.

quarters, a nod to the flat '69 openings, which took a ton of work to perfect on the new chassis. The rear quarters have also been widened, flattened, and extended to give the rear of the car a more

◀ The 6T9 Goat features exclusive bodywork by Trans Am Depot, which includes all-new front and rear fascias, new front and rear quarter panels, new rockers, a brand new hood, and a new rear spoiler.

pronounced stance (and to clear the large 315mm rear tires), which complement the large GTO front fascia.



▲ Under the hood, it's all business, with a Magnuson supercharged LS3 putting out over 600 rwhp and 600 lb-ft of torque to the rear tires. With a custom hydraulic roller camshaft, 12 pounds of boost, and a set of SLP long-tube headers, this potent mill can get even the most hardened old-school enthusiast excited.

Over all of that slick bodywork, which Trans Am Depot does entirely in-house, are several coats of high-end BASF Onyx Tangerine Metallic Pearl paint, which blends the old school Carousel Red color we expect with a modern pearl, giving the 6T9 a '14 look without forgetting

◀ Trans Am Depot's modern take on the Pontiac Rally II wheels had us excited from the minute we laid eyes on them. At 20 inches in diameter, they are large, but fit the big '14 body perfectly, especially under those flattened front and rear wheel openings.





▲ Inside, it's all about comfort and functionality. The custom leatherwork, orange stitching, and modern touches make this an inviting cabin, although you certainly still get the old school vibe...



▲ ...Especially when you take a look at the seats. Designed after the '69 buckets, the Trans Am Depot seats look like those that you would find in a factory-built GTO, although they still offer all of the safety and functionality you would expect in a new car.

where it came from.

Details abound on the Goat, with small touches appearing almost everywhere you look, a constant reminder of the history and pedigree on which this Goat is built. The stripe package, for example, flows flawlessly with the bodylines, yet still feels like the original piece. The hood tach, which has been repurposed as a boost gauge, is barely noticeable from some angles, but right in your face when you want

it. Every detail, from the rear spoiler to the hideaway headlights (stuffed with modern HID lighting), has been considered, and the attention to detail is what sets the 6T9 Goat apart from the crowd.

Inside, the details continue, with the interior of the Goat receiving the same attention as the exterior. The first thing you notice is the seats, which have been reupholstered in black leather to pay homage to the '69 buckets, and are adorned



▲ The custom gauge faces really set off the interior and tie everything back in to the overall design. Trans Am Depot didn't miss a single detail, either inside or out, on this project.

with the same ribbed design of the original. Trans Am Depot spent time on each component inside, adding throwback items such as the custom gauge faces, as well as modern ones, like the

► The Goat's rear end of has been widened and extended to allow Trans Am Depot designers to sculpt the Goat's rear perfectly. The trunk decklid, lights, rear bumper, quarter-panels, and spoiler are all exclusive to the Goat and give it an aggressive and stylish look.



▲ Court is in session.

touchscreen navigation unit. Custom orange stitching throughout the interior ties it back to the exterior paint code, and everything from the "Kevin Morgan Concept 6T9 Goat" emblem to the steering wheel has been upgraded and installed with the utmost care. Inside, it certainly feels different from the older GTOs, but as soon as you grab Second Gear on the Hurst shifter, it's adrenaline pumping, just like the olden days.

Under the custom hood lies the heart of the 6T9 GTO, and as you would expect, it has been upgraded by the team at Trans Am Depot





▲ The decision is made; The Judge sets itself apart in every single way from the Camaro and does so without appearing clumsy or overdone. It's as close to a '69 and as far from one as you can get, but it blends them both into something new, fun, and impressive.

to give the Judge a healthy helping of horsepower. What began as a base LS3 is now a blown beast, putting out much more horsepower than any factory-built Pontiac street car of old. The Trans Am Depot team, readying the LS3 for a long life, pulled the engine prior to finishing the Goat and re-gapped the factory LS3 piston rings



▲ Yeah, we raced them in front of the supreme court of Florida... and we got it all on film! Check out the videos on highperformancepontiac.com to see much more on the Trans Am Depot 6T9 Goat and watch the Trans Am Depot crew beat up on a Shelby Mustang...

before buttoning up the engine. They also added an "old school" hydraulic-roller camshaft from Comp Cams, along with a set of dual valve springs and Yella Terra 1.85:1 roller rockers to give the Judge the sound and power it deserves. Then, the team dropped the engine back in the Goat and dropped a new Magnuson TVS-2300 supercharger on top fun.

Fueled by a set of 65-lb-hr injectors and exhausted through a pair of SLP stainless steel long-tube headers,

the Judge laid down 614 rwhp and 610 lb-ft of torque to the rear tires through the factory six-speed manual transmission and independent rear end. That's more than enough power to beat up on brand new Mustangs, something we made sure to prove in front of the Supreme Court in Tallahassee.

Don't believe it? Check out the video online at www.highperformancepontiac.com and be sure to head over to TransAmDepot.com to find out how to order one



▲ Special thanks to Ash Von Chamier, owner of RoughCutProductions.com, The Kings Chariot, Trans Am Depot, and the City of Tallahassee for allowing us to be a part of the film session. Make sure you watch the video and our Facebook page for more on this awesome project.

of these limited edition 6T9 Goats. That is, if you think you can find room in your Pontiac garage for a modern take on a classic GTO. It's not for everyone, but for those enthusiasts looking to take it to the next level, blending old and new in a timeless manner, we think the 6T9 brings it all to the table in a near perfect package. **HPP**

