

design for custom styling

A good-looking body shell has been created in fiberglass to form the basis for further personalized treatment

THE MOST refreshing designs in cars are those that come from custom builders. The very nature of their operation enables them to put new ideas on the road long before a major manufacturer's complex machinery can be readied for production of even the most limited character.

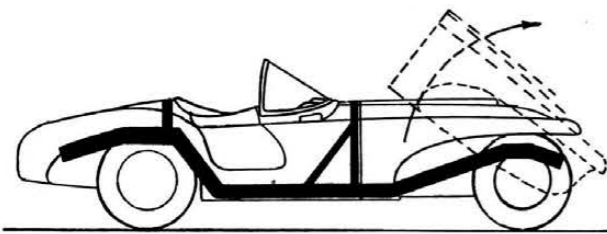
An interesting twist to this procedure is currently being applied by Bangert Enterprises, Hollywood, Calif. The firm is turning out fiberglass bodies, one of which can be seen in the large photograph at the right. The chief difference, however, lies in the fact that the body is so fashioned that it is easily adaptable to further personalized treatment by individual owners who yearn to incorporate their ideas in grille, line or trim.

In order to get some idea of the variations possible, a half-dozen sketches, shown on these pages, were prepared. They can be considered as nothing more than a starting point. There is, quite literally, no limit to the alterations in final themes that can be achieved.

It should be emphasized, however, that such finishing touches are not provided in so many forms by the firm, which deals only in two basic "kits" at present. These consist of the body molded to accept either a stock Corvette windshield or a competition type of screen. The firewall comes with both.

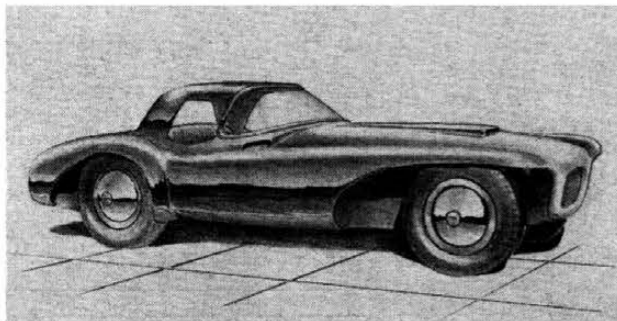
Price of the body shell itself is relatively inexpensive (\$495), and it can be obtained with a frame suited to Ford running gear. For those who prefer to supply their own, anything in the 96 to 104-inch wheelbase bracket can be used. Engine compartment is spacious enough to handle the largest of Detroit production types. Cadillacs, for instance, have been installed successfully. For shorter wheelbases, such as the MG, sectioning of the body is possible.

Weight of the shell is approximately 125 pounds, including structural reinforcements and mounting brackets. The car pictured at the right, with a Cadillac engine and on a 100-inch wheelbase, has a dry weight of some 2000 pounds. •

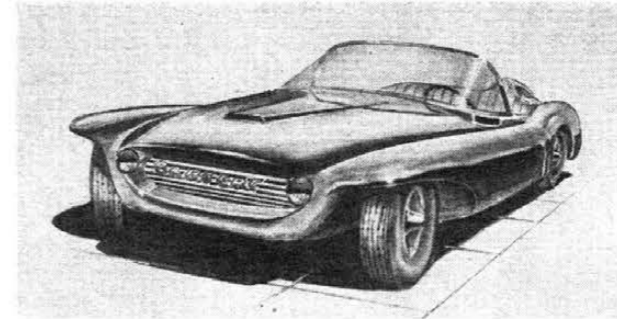
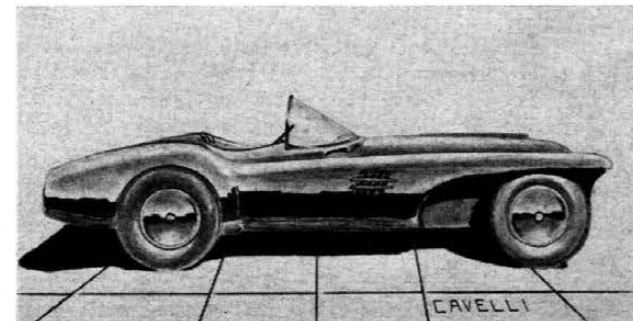


Hood lid tilts forward for access to engine. Frame shown here is two-by-three inch rectangular tubing (price \$195), has roll bars fore and aft as main mounts for body.

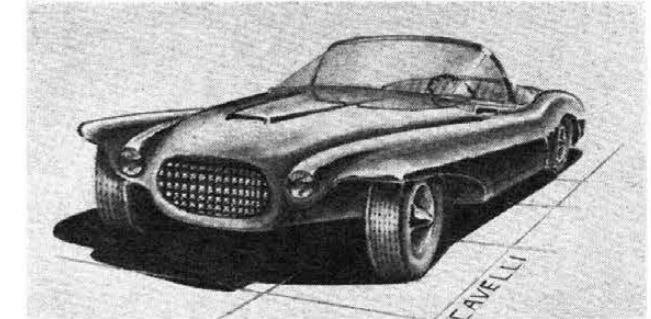
Hardtop which can be obtained. Of fiberglass, it can be used as permanent coupe top, sectioned for stationary back a la XL-100, or can be detachable like Thunderbird.



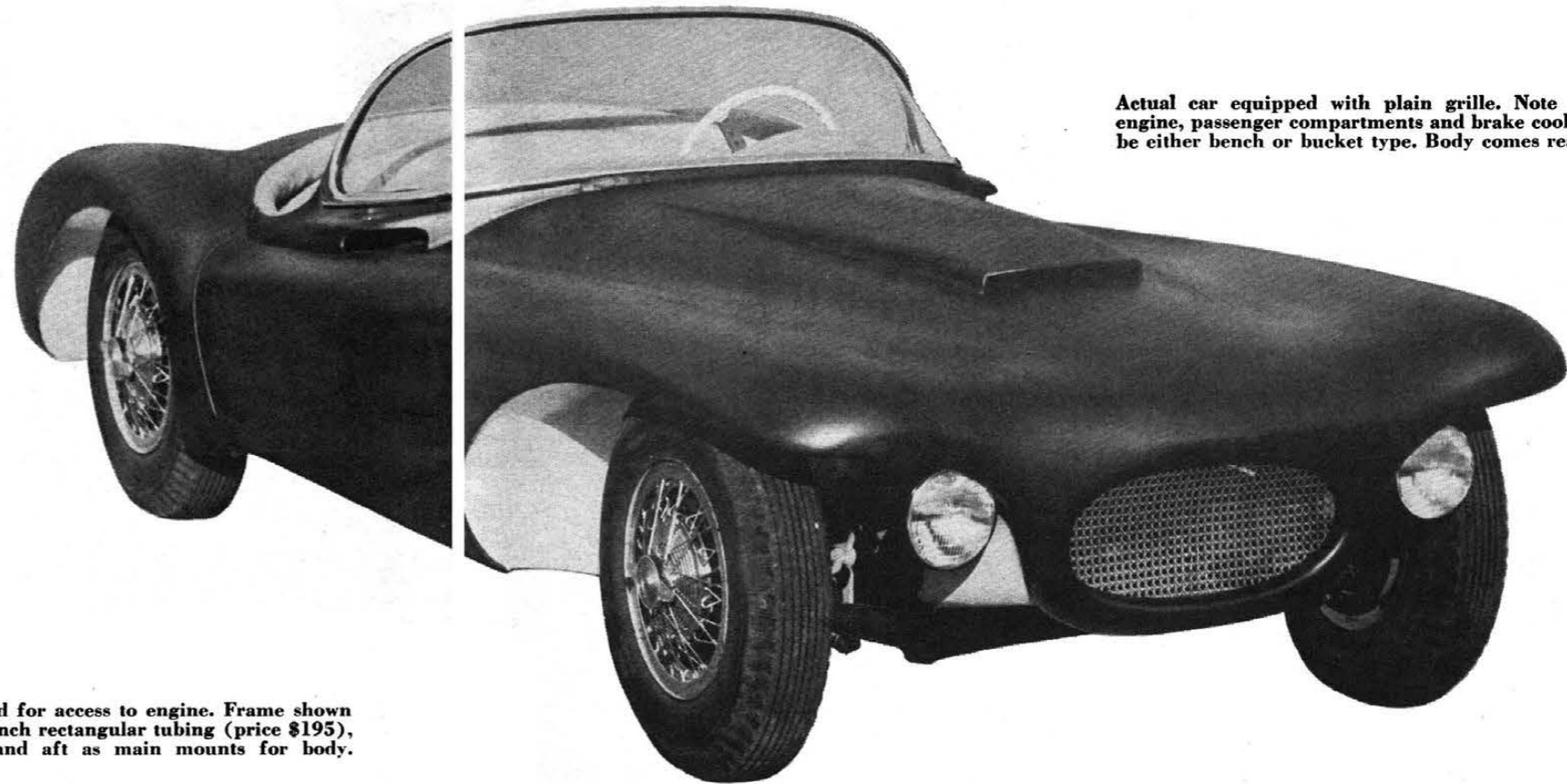
Sideview shows vent to exhaust engine heat. Note round rear wheel cutout, in contrast to elongated type at the left. Fenders can be cut for thinner horizontal lines.



Front end has been completely changed and headlights incorporated within grille by sectioning and broadening the opening. Several related treatments are optional here.

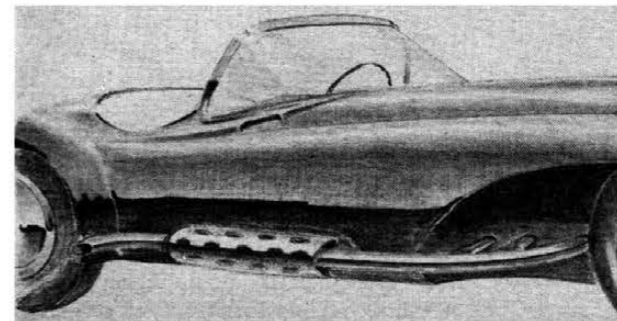


Stock grille opening but headlights have fairing that follows out new line. Car kit is quite complete, allowing more time to be spent in applying the personal touches.



Actual car equipped with plain grille. Note air scoops for engine, passenger compartments and brake cooling. Seats can be either bench or bucket type. Body comes ready for paint.

Outboard exhaust treatment makes it easier to remove mufflers and go to straight pipes during competition. Lower windscreen and headrest would provide racier look.



Dual streamlined headrests can be made out of fiberglass and plaster, are not now available from firm. Note conservative taillight and bumper arrangement used here.

