

CHEVY SMALL BLOCK HOP UP GUIDE

CARS

THE HI-PERFORMANCE & CUSTOM MONTHLY **magazine**

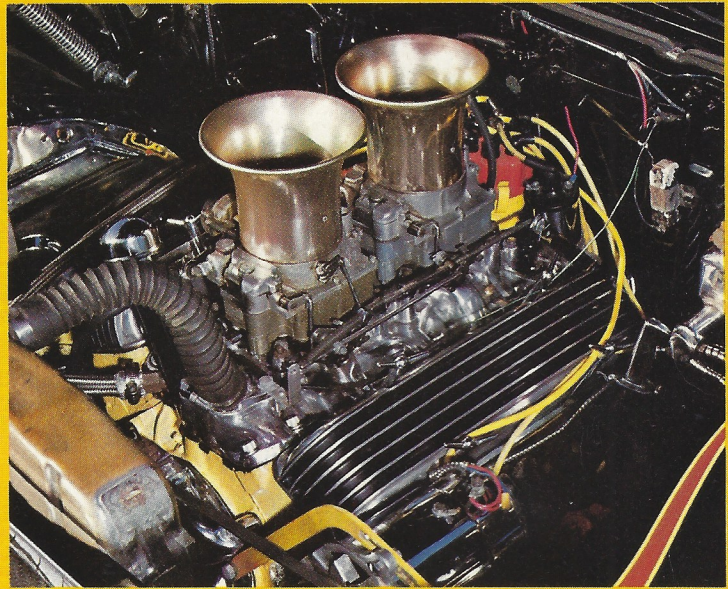
**V8
MONZAS:
MILD VS. WILD**

JULY 1976

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SYNTHETIC OIL: SHOULD YOU USE IT?

**'76 ROADRUNNER :
MOPAR WITH
MUSCLE**

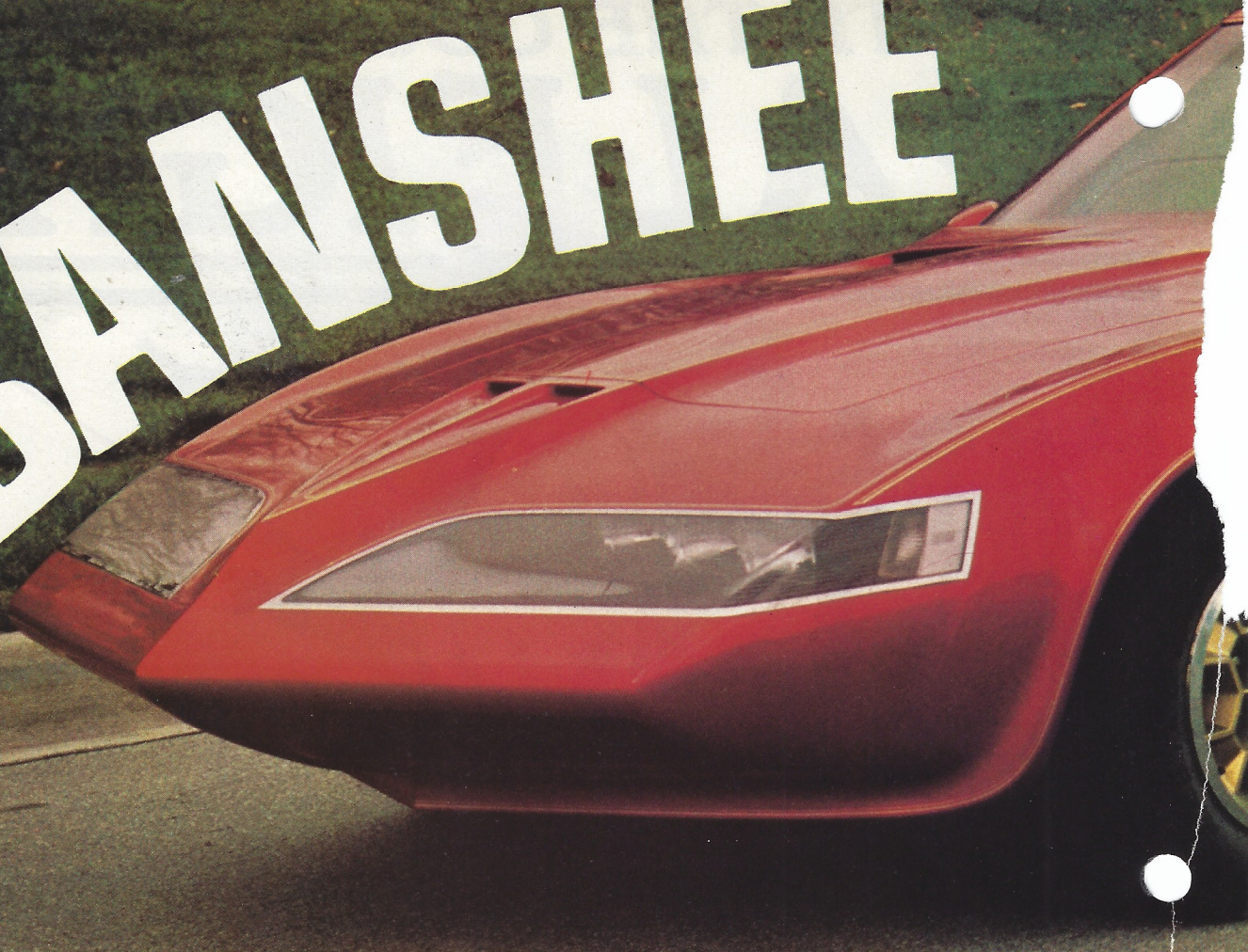


**PROJECT PICKUP :
TURBOCHARGING
TOYOTA'S SR5**



GRACH BROS. C/ALTERED VEGA

BANSHEE



THIS LATEST PONTIAC BANSHEE Show/Go creation was designed by Pontiac's Exterior No. 2 Studio, Chief Designer Mr. John Schinella, under the direction of GM Design Vice President William L. Mitchell. It is based on a 1974 Firebird but could easily be a '75 or '76, since only the front and rear bumper designs have changed in the past two years. And it just could be the Firebird of the future.

The Banshee's beautiful body is hand-built of fiberglass and sheet metal, but the car retains essentially stock Firebird floor pan, firewall and drive train components. Power is supplied by a Super Duty 455 mated to a Turbo 400 automatic transmission and driving through a 3.08:1 heavy duty rear axle. The exhaust system is completely custom, terminating in large dual tailpipes. Since this Banshee was built a couple of years ago, it has no catalytic converter and runs on regular gas. Engine air is ducted directly from rain scoops in the hood.

The quartz halogen headlamps are specially designed with three beams (low, high and long range for high-speed freeway travel) and enclosed in glass for aerodynamic purposes. The rear lighting system includes conventional stop and taillamps, plus high level stop and turn signals in the roof louvers.

The door glass is fixed, but provision is made for toll-paying (and speeding ticket-taking) through small, electric access windows on both driver and passenger sides. Styling is low and sleek, with a built-in front air dam, flared fenders and a chromed air turbulence relief outlet

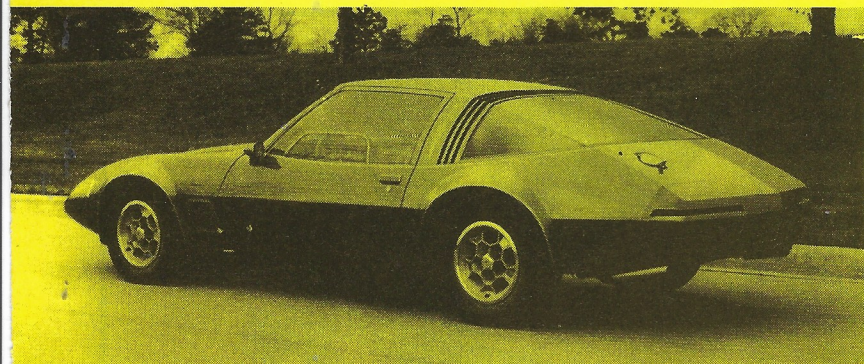
behind each front wheel housing. Glass area is extensive in keeping with today's high-visibility trend and the effect is accented by a huge wrap-over rear window. A competition touch is achieved with an exterior flip-up refueling cap. The outside color is Candy Red over gold metallflake, and the one-piece aluminum honeycomb wheels are gold-glazed for effect. Soft-face, body color urethane bumpers are built in at both ends.

Inside, the Banshee is basically a highly-refined Firebird in Firemist Red leather trim set off by gold accent striping. Seats are custom buckets with both under-thigh and lateral support provided in the fine Italian Grand Touring car tradition. High-luster chrome grids are set into the front floor areas to protect the thick carpeting, and even the fat Firebird custom steering wheel is Firemist Red. Access to the rear storage area is through the interior and over the folding back seat. Final luxury touches include a built-in stereo-FM and tape system, buckling map pockets in the door panels and a safety harness system that retracts into the padded headrests.

Both Chevy's Camaro and Pontiac's Firebird are due for all-new bodies in 1978, and they are likely to be smaller on the outside and roomier on the inside than the present cars. They will probably also be front driven and aerodynamically slick, with low beltlines and a lot of glass. It's certainly not too far out to assume that this Banshee show car, although based on the '70-'77 front engine, rear drive chassis, represents a fair prediction of what future models could look like about a year and a half from now. 🐾



Pontiac's slick show car may be the prototype for the next generation of Firebirds and Camaros



Banshee retains stock 1974 Firebird floor pan and drivetrain. Power is from a regular-gas Super Duty 455 with custom exhaust. Body is hand built using fiberglass and steel. Triple headlights are quartz-halogen. Additional taillights are in rear louvers.



Interior sports red leather custom buckets, harness that retracts into headrests, a flip down rear seat and chrome carpet protectors.