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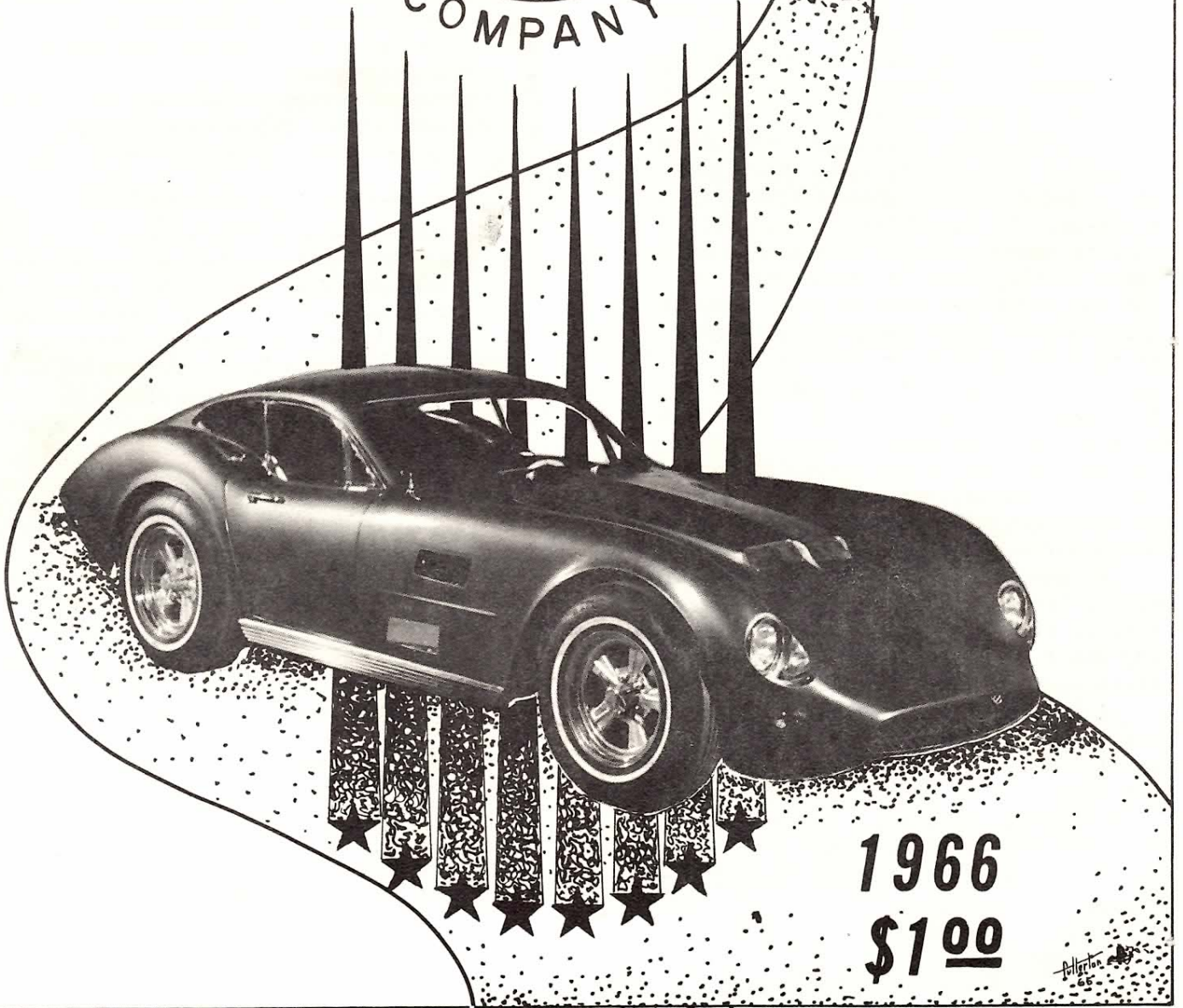


THIRD CLASS MAIL

FIBER GLASS

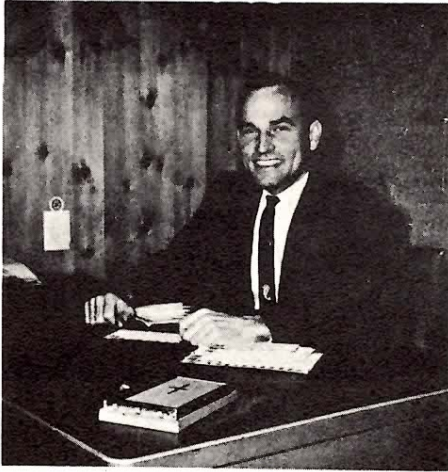
R.D. Peck  
P.O.Box 132  
Palm Springs, Calif.

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## Thanks for Your Interest in Our Astra Products

Dear Customer:

This catalog introduces you to the Astra Automotive Division of Allied Fiberglass Co. Allied is nationally recognized as a leading manufacturer of many diversified products such as marine equipment, hotel and restaurant supplies, containers, industrial parts, and a modern custom manufacturing department. We supply the local public utility companies plus the many departments of the State of California.

Our expansion from a small shop to a big modern plant in downtown Sacramento (the Capitol of California), parallels our growth comparatively to the population of the number one state. We boast now the most complete manufacturing facility in Northern California. This, of course, emphasizes the success of our sincere effort to build quality merchandise for the lowest dollar.

As general manager of Astra Automotive Division, I have been in active control of the business since it started, and I can personally guarantee complete customer satisfaction.

I cordially invite you to inspect the quality styling and prices we advertise so readily as I'm sure your reaction will be the same as others who have visited our plant, or have seen our products throughout the free world.

I sincerely appreciate your interest in our products.

Cordially,

Allen M. Germaine  
Astra Automotive Division

## Plan-Paks pave the way

We have detailed Plan-Paks for each of our bodies. Please see page 4.

## Excise tax

Federal excise tax applies to all sales unless you send a notarized statement (see form on enclosed order blank) that the car will be used for competition or show purposes only.

## Purchase options

1. 50% down, balance COD. Under this plan, you send us a certified check or money order for one-half of the total purchase price. We ship COD, and you pay the remaining balance on arrival, plus shipping costs and a crating charge
2. Full payment. If you send a certified check or money order in full payment of total purchase price, we will pay crating charges. You pay only freight charges on receipt of your shipment.
3. Payment program. Purchasers with an A-1 credit rating who are at least 21 years old may qualify for a 12-month payment plan. Please write for details.

## Delivery time and method

Bodies are manufactured to your order. Shipping date will be confirmed on receipt of order (it is normally 10 days to two weeks). Please specify method of shipment. We recommend shipment by truck. Rail shipments require up to 30 days, while truck shipments normally require up to seven days. Charges are approximately \$12 per hundred pounds for every 1,000 miles by rail and \$16 per hundred pounds for every 1,000 miles by truck. Unless otherwise specified, we will ship by truck.

We ship each Astra body in a wooden container built to ICC specifications. In the event of breakage or lost parts, please notify the delivering carrier or the trucking company immediately, since this is covered by the carriers insurance. The insurance companies authorize us to replace damaged or lost merchandise, but will not permit refunds.

We urge purchasers within a 500 mile radius of our Sacramento plant to pick up their units personally. Of course, we feel a customer can save money and learn a lot by visiting our plant.

## Crating Information

There will be a \$3.00 charge for crating on all items up to \$100.00 in value, \$5.00 charge from \$100.00 up to \$200.00, and \$10.00 charge for \$200.00 up. These amounts apply only to hot rod items. All sports car bodies require a \$25.00 crating fee.

## Meet the Astra

Astra sports car bodies are designed especially for the person who wants a unique, personalized automobile. You may select from five streamlined Astra body styles. The Astra is perfect for race, show and your personal satisfaction. Variations in assembly, running gear, interiors and detailing are limited only by your imagination.

Why are these cars named Astra? Astra means star and these unique automobiles are truly international stars. We have sold and shipped bodies to all parts of the free world, demonstrating clearly the universal appeal of the Astra.



## Why fiberglass?

Fiberglass has come into its own in the past decade because of intensive research and development of new polyester resins. These resins cure without pressure in natural room heat. Glass fibers and mat strengthen the plastic just as steel rods strengthen concrete.

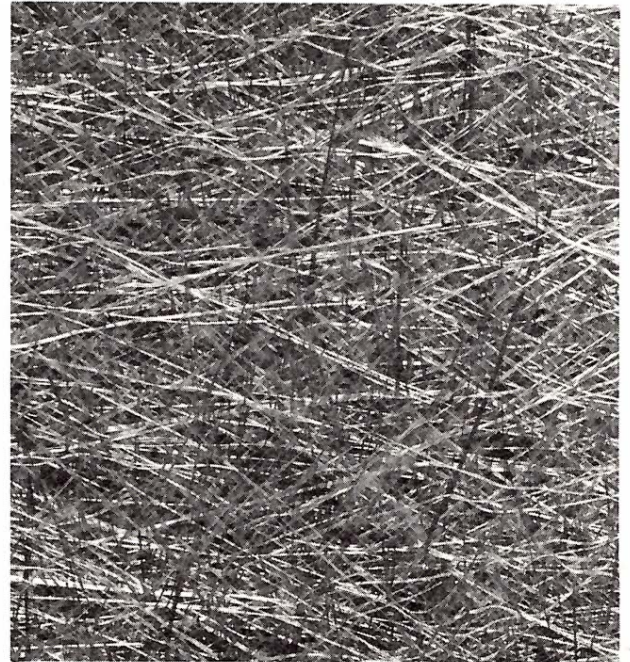
The result is a material which, pound for pound, is stronger than steel and does not need structural reinforcing. Fiberglass will not rust, corrode or decay. It has great resiliency and will not dent or warp. Should fiberglass fracture as the result of a major impact, it can be easily and economically repaired by most body and fender shops.

Add to all these features, minimum weight (as little as 60 pounds for the competition body) and you have the only logical material for construction of the aerodynamically styled Astras.

By using the latest fiberglass gun methods, we achieve a 30% glass to resin ratio. Much conversation has taken place as to the value of sprayed up parts vs. hand laminated parts.

Let us set the record straight, by explaining the strength of fiberglass is determined by the glass to resin ratio. Hand laminates normally result in 27% to 32% glass while the gun normally shoots 25% to 35%.

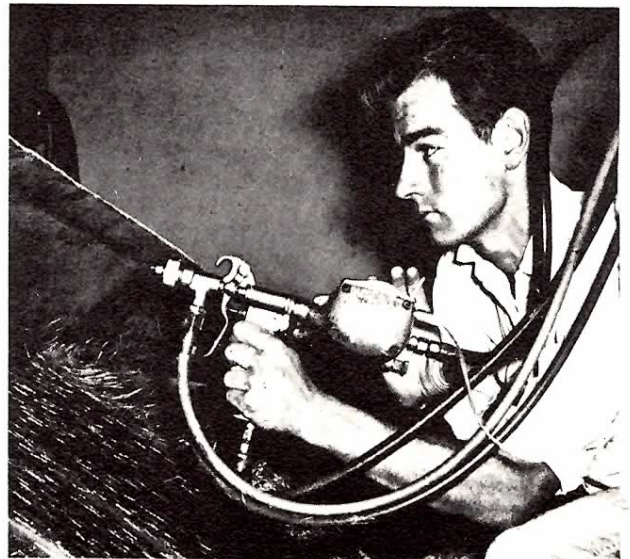
There are many parts where hand applications are more practical than the gun therefore, we here at Allied have capable employees in both areas of application.

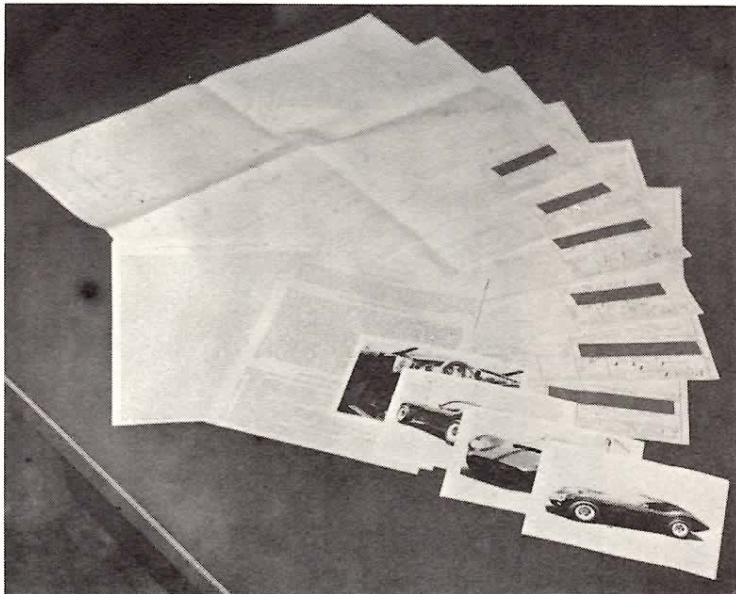


## The Astra comes into being

Highly polished one-piece molds are the key to the perfection of finished Astra bodies. A layer of Jel-Cote is applied to the mold to give each body an extremely smooth finish and to give depth to the paint job. Expert technicians then spray the fiberglass and resin into the mold. All openings and critical areas are doubly reinforced.

After the Astra is removed from the mold, ample curing time and meticulous trimming result in a perfectly finished body. It is at this stage that each body is carefully inspected and packed in a special shipping carton for delivery.





## You Will Find All of the Vital Data and Information in the Plan-Pak

Before you make a decision to purchase your Astra body, be sure to obtain a plan-pak for the model you select. The plan-pak contains all of the important measurements, plus a complete list of building components and step-by-step building instructions. From the plan-pak you should be able to decide what and how you want to build. Remember, anything that is created must be conceived in the mind of the creator prior to the actual effort. Included in the plan-pak are:

- Detailed blue prints.
- Frame and body dimensions.
- Mounting instructions and shortcuts.
- Clear, simple, step-by-step building instructions.
- List of optional accessory parts.
- Actual glossy photos.

You will find this plan-pak to be a bargain at \$7.50 as it contains a wealth of knowledge and information pertaining to the construction of your Astra. OF COURSE THE PRICE OF THE PLAN-PAK WILL BE CREDITED TO THE PURCHASE OF ANY ASTRA BODY, AT ANY TIME.

## Astra frames insure speedy construction

An Astra body frame combination provides the easiest way to build a J-5, J-4, or X-300. These are the only three units of which we are currently manufacturing frames for. It is only logical, perfectly matched and engineered parts assure you of a finer finished product.

The body frame combination comes with the body mounted rigidly on our special frame, thus insuring the proper body to frame location.

When receiving your body frame combination, remove the body from the frame and immediately you will be ready to start installing the drive train. By using the recommended parts list in the plan-pak and making a trip to the local wrecking yard, you will be well on your way to driving the Astra GT.

Over the past several years, it has been our experience, that the public has demanded an adequate body frame combination for a reasonable price. As shown below, you can see this has been our goal. So to insure the most satisfactory method for building your car, we have reduced the price of the body frame combination allowing you to buy this for even fewer dollars than ever before.

You now have the opportunity to build a personalized car without the problems of mounting the body and modifying a frame to planned specifications.

1964 - 65 prices	WAS	NOW
Astra J-5 body frame combination	\$995.00	\$685.00
Astra J-4 body frame combination	995.00	600.00
Astra X-300 GT frame combination	1,095.00	740.00

Crating Charge was \$35.00—now \$25.00

All prices F.O.B. Sacramento. Subject to change without notice.

Shipping weight: body frame combinations, approx. 375 lbs.

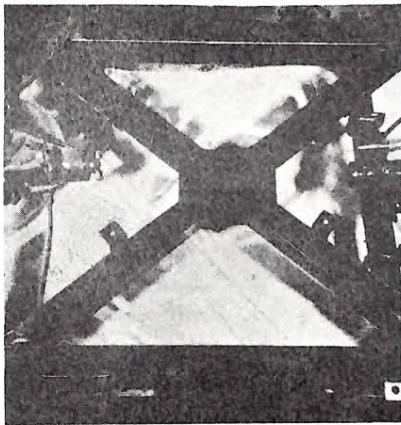
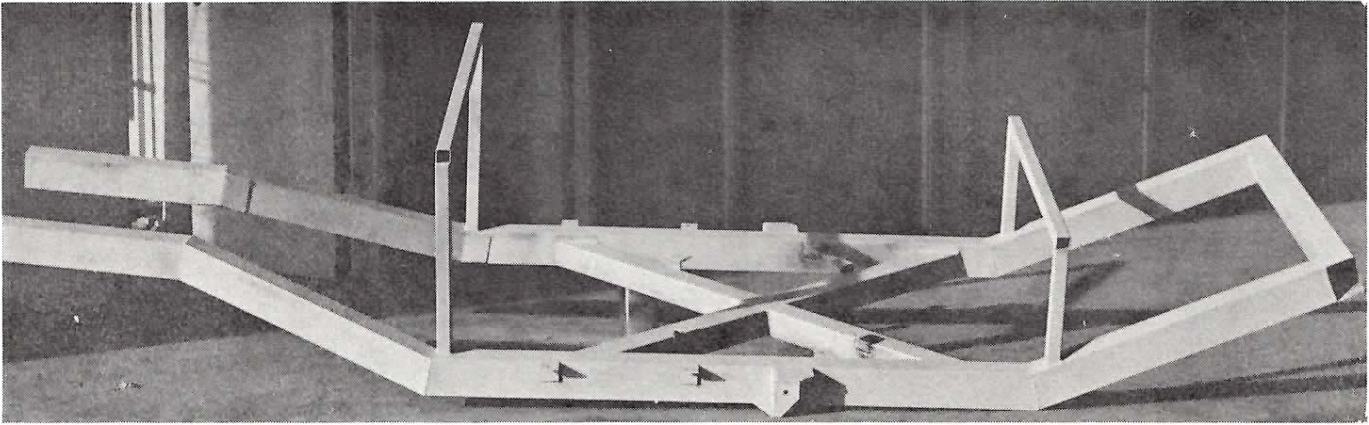
1964 - 65 prices:	WAS	NOW
Astra J-5 frames	\$395.00	\$295.00
Astra J-4 frames	395.00	295.00
X-300 GT frames	395.00	295.00

No crating charge necessary. Shipping weight approx. 100 lbs.

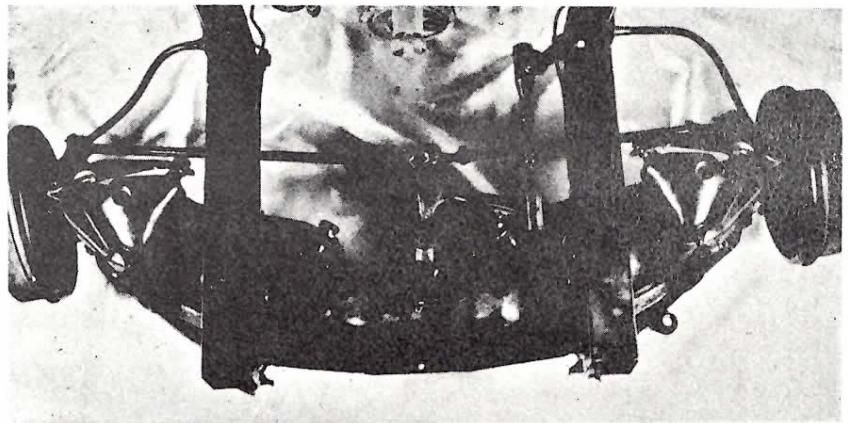
Our Astra frames are especially designed for the Astra J-5, J-4 and X-300 GT and will eliminate many installation problems. Astra frames are built in a rigid jig to 1/8 inch tolerance and are the same basic set-up as a Corvette except that the engine mounts farther back and the frame rails go under the axle for a lower center of gravity. This, of course, is the prevailing reason for the Astra's handling capabilities. A 50-50 weight distribution plus a very low roll center, equal performance. The 2,250 lbs. approximate curb weight, for the completed Astra using standard Chevrolet components, provides a fantastic horse power to weight ratio. Taking these facts into consideration, it proves you will have an excellent handling machine for long trips, racing or daily driving.

The 3x4 inch tube frame is constructed of .095 wall cold roll seamless tubing and is ideal for frames which are subjected to sports car type driving. The sturdy 3x3 inch X member provides the necessary rigidity a frame should have. The frame is engineered to use existing General Motors parts and running gear. However, the versatility which prevails, throughout our building program, makes it possible to use the components of your choice. Included with the frame are front and rear spring hangers, 10 body mounts, fire wall support hoop and gas tank mounting support. Optional front suspensions which can be used are a 1949-54 Chevrolet, or Corvair up to 1965, and Valiant torsion bar. All of these are readily available and can be purchased at prices from \$5.00 to \$35.00.

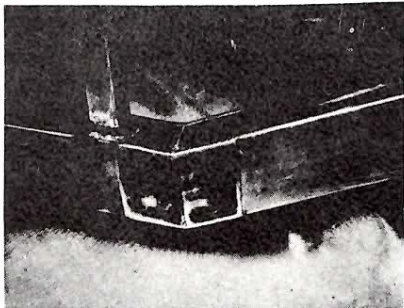
# The Astra frame



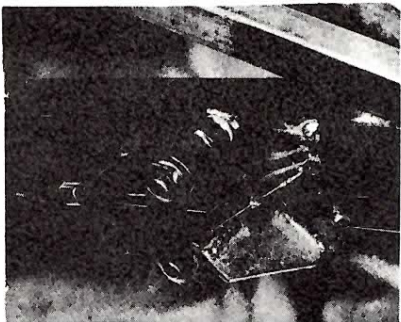
X-member adds strength



Corvette front end standard



Frame highly reinforced



Spring hangers installed

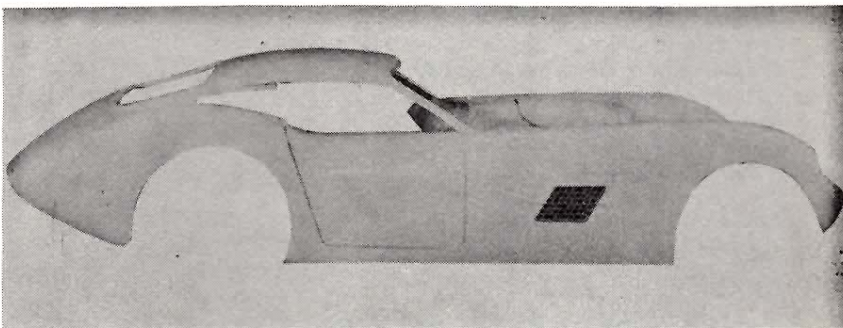
On this page, you will find actual photos showing the key points of interest pertaining to the construction of our frame. The top photograph shows an Astra frame ready to be shipped. When ordering yours, this is what you will receive. You will note in the photograph illustrated, the cross member mounting pads which are welded directly to the frame horns of the Astra frame. Installation of this type suspension should take about 30 minutes. The front suspension used in this photograph is actually a 1953 Chevrolet. The similarity between the Corvette front end and the 1953 Chevrolet is easily recognized.

## Standard American Frames May Be Used

Early model Chevrolet and Ford frames can be modified to accept any one of our three big coupe bodies. The modifying of a standard American frame requires more than average capabilities. If you do not consider yourself in this category, don't make an attempt to modify.

It has been a company policy in the past to inform our customers of these modifications. The Astra plan-paks will supply you with the necessary information. For those who are short on cash, I would suggest purchasing the frame first and the body when the chassis is completed.

## Astra J-5 coupe



While the Astra J-5 wheel base is the longest of all our coupe bodies, we feel it has a definite place in the custom sports car line. It fits well on shortened American chassis' because of the long wheel base and standard American tread width. This allows our customers to modify their early model Ford and Chevrolet chassis with very little effort. Of course, the early model Corvette with 102 inch wheel base is also an ideal chassis for the Astra J-5.

The history of the Astra J-5 is one of versatility. Several Astra J-5's are prominent drag strip machines and record holders. Along with the many Bonneville appearances, the Astra J-5 has taken the title of being our most radical and quickest body style. Through the past several years the Astra J-5 has become a favorite sports car in the circle of individualist. Today, there are Astra J-5's that have been built by young men from ages 15 to 50 and with costs or expenses from \$1,000 to \$3,500 and with top speeds of 75 mph to 168 mph at the drags strip. This clearly illustrates the versatility which we here at the factory are constantly talking about.

The sweeping lines of the Astra J-5 make it a crowd stopper wherever it appears. Because the Astra is aerodynamically styled and light in weight, you obtain the advantages of increased performance and operating economy.

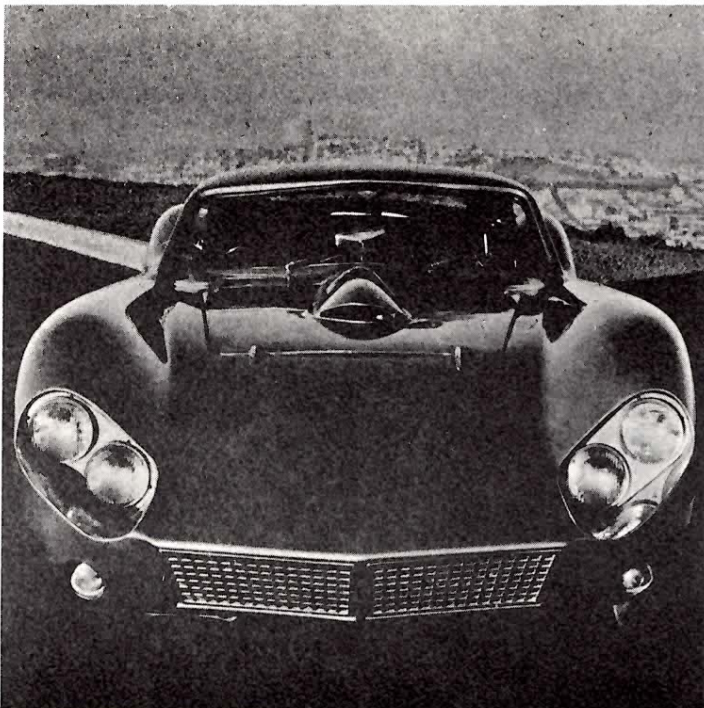
Like other Astra bodies, the J-5 — our most exciting model — is designed for ease of construction. Items such as headlight mounting receptacles, door jambs, floor boards, drive shaft tunnel and dashboard are built in to make your job easier.

The J-5 is designed primarily to fit our special tubular frame or a modified 1955-57 Chevrolet frame. Chevrolet or Corvette frames must be lowered approximately four inches in front and kicked over the rear axle. These modifications require about 32 hours of work by a skilled person.

The Jaguar chassis may also be used, but the engine must be installed at a 30-degree angle and we do not recommend this for the average builder.

We urge builders of Astra automobiles to use components recommended on these pages, since our long experience in building complete automobiles has shown these to be the most practical.

<b>1964 - 65 prices</b>	<b>WAS</b>	<b>NOW</b>
Astra J-5 body frame combination	\$995.00	\$685.00



## Custom features

- Custom features of each Astra J-5 body:
- Hood openings lipped and flanged
- Grille openings cut and flanged
- Dashboard installed
- Floorboard and drive shaft cover installed
- Firewall installed
- Jel-Cote applied for easy finishing
- Headlight, taillight and turn signal recesses
- Hood scoop to clear air cleaners
- Door jambs
- Door striker plates
- Door hinge boxes
- Inner fender panels
- Side vent recesses
- Windshield wiper installation points

## Specifications

Wheelbase . . . . .	100-104"
Treadwidth . . . . .	56-61"
Body length . . . . .	176"
Body width . . . . .	67"
Body height . . . . .	39"
Body weight . . . . .	225 lbs.

Complete dimensions listed in Plan-Pak.

## Prices

Astra J-5 body, complete . . . . .	515.00
Astra J-5 body, shell only . . . . .	485.00
Astra J-5 Plan-Pak . . . . .	7.50
Crating . . . . .	25.00

Federal excise tax additional (see page 2)

## Recommended parts

Here is a partial list of recommended, readily available components for your J-5. You can use other items, but we find these are the easiest to install. Accessories are shown in the accessory section.

- Door hinges — 1949-52 Plymouth-Dodge lower front door hinges
  - Engine — Any size including Chrysler with front drive blower
  - Frame — Astra tubular frame
  - Gas tank — 1955-57 Chevrolet station wagon (to accommodate spare tire); any gas tank will fit
  - Headlights — 1959 Buick or any dual 6" sealed beam
  - Hood hinges — Triumph TR
  - Hood and deck fasteners — Dzus from TR
  - Radiator — Corvette
  - Front suspension (furnished with Astra frame) — Corvette
  - Springs, rear — 1949-50 Ford
  - Steering gear — 1949-54 Chevrolet
  - Steering wheel — Covico
  - Window, rear — 1949 Buick sedanette
  - Windshield — 1951-52 Studebaker
  - Windshield wipers, electric — Astra
  - Windshield wipers, vacuum — 1946-48 Ford
- See a complete list of parts and building instructions in Plan-Pak.

## Astra J-4 coupe

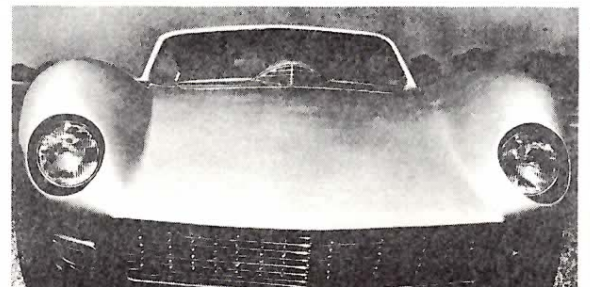
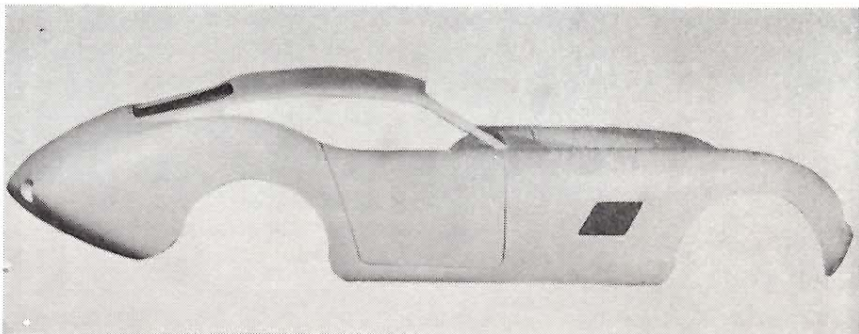


This is a close-coupled Astra. It embodies all of the deluxe features of the J-5 and retains the same aerodynamic styling, including the ultra-low profile. Interior dimensions are equally as generous in the J-4 as in the J-5.

Aside from a shorter overall length, the only major difference between the J-4 and J-5 bodies is headlight receptacles — the J-4 is constructed to accept single headlights, while dual headlights are normal for the J-5.

Like the J-5, the J-4 is best suited for installation on our special tubular frame. It will also fit a domestic automobile frame shortened to 94 to 98-inch wheelbase, and 94 to 98-inch wheelbase sports car frames.

The deluxe features of our bodies (listed on these pages), coupled with recommended components, make your job easier.







Astra J-4 body frame combination 600.00



## Custom features

Custom features on each Astra J-4 body:  
 Hood openings lipped and flanged  
 Grille openings cut and flanged  
 Dashboard installed  
 Floorboard and drive shaft cover installed  
 Firewall installed  
 Jel-Cote applied for easy finishing  
 Headlight, taillight and turn signal recesses  
 Hood scoop to clear air cleaners  
 Door jambs  
 Door striker plates  
 Door hinge boxes  
 Inner fender panels  
 Side vent recesses  
 Windshield wiper installation points

## Specifications

Wheelbase . . . . . 94-98"  
 Treadwidth . . . . . 56-61"  
 Body length . . . . . 165"  
 Body width . . . . . 67"  
 Body height . . . . . 39"  
 Body weight . . . . . 200lbs.  
 Complete dimensions listed in Plan-Pak.

## Prices

Astra J-4 body, complete . . . . . 425.00  
 Astra J-4 body, shell . . . . . 395.00  
 Astra J-4 Plan-Pak . . . . . 7.50  
 Crating . . . . . 25.00  
 Federal excise tax additional (see page 2).

## Recommended parts

Here is a partial list of recommended, readily available components for your J-4. You can use other items, but we find these are the easiest to install. Accessories are shown in the accessory section.

- Door hinges — 1949-52 Plymouth-Dodge lower front door hinges
  - Engine — Any size including Chrysler with front drive blower
  - Frame — Astra tubular frame
  - Gas tank — 1955-57 Chevrolet station wagon (to accommodate spare tire); any gas tank will fit
  - Headlights — 1959 Buick or any dual 6" sealed beam
  - Hood hinges — Triumph TR
  - Hood and deck fasteners — Dzus from TR
  - Radiator — Corvette
  - Front suspension (furnished with Astra frame) — Corvette
  - Springs, rear — 1949-50 Ford
  - Steering gear — 1949-54 Chevrolet
  - Steering wheel — Covico
  - Window, rear — 1949 Buick sedanette
  - Windshield — 1951-52 Studebaker
  - Windshield wipers, electric — Astra
  - Windshield wipers, vacuum — 1946-48 Ford
- See a complete list of parts and building instructions in Plan-Pak.



# X-300 G.T.

THE INTERNATIO

Never before has anyone manufactured for sale a kit type car to compare with the ASTRA X-300 GT. The ASTRA X-300 GT includes many features which are characteristic of the engineering and designing exhibited only by Fiberglass Products Company.

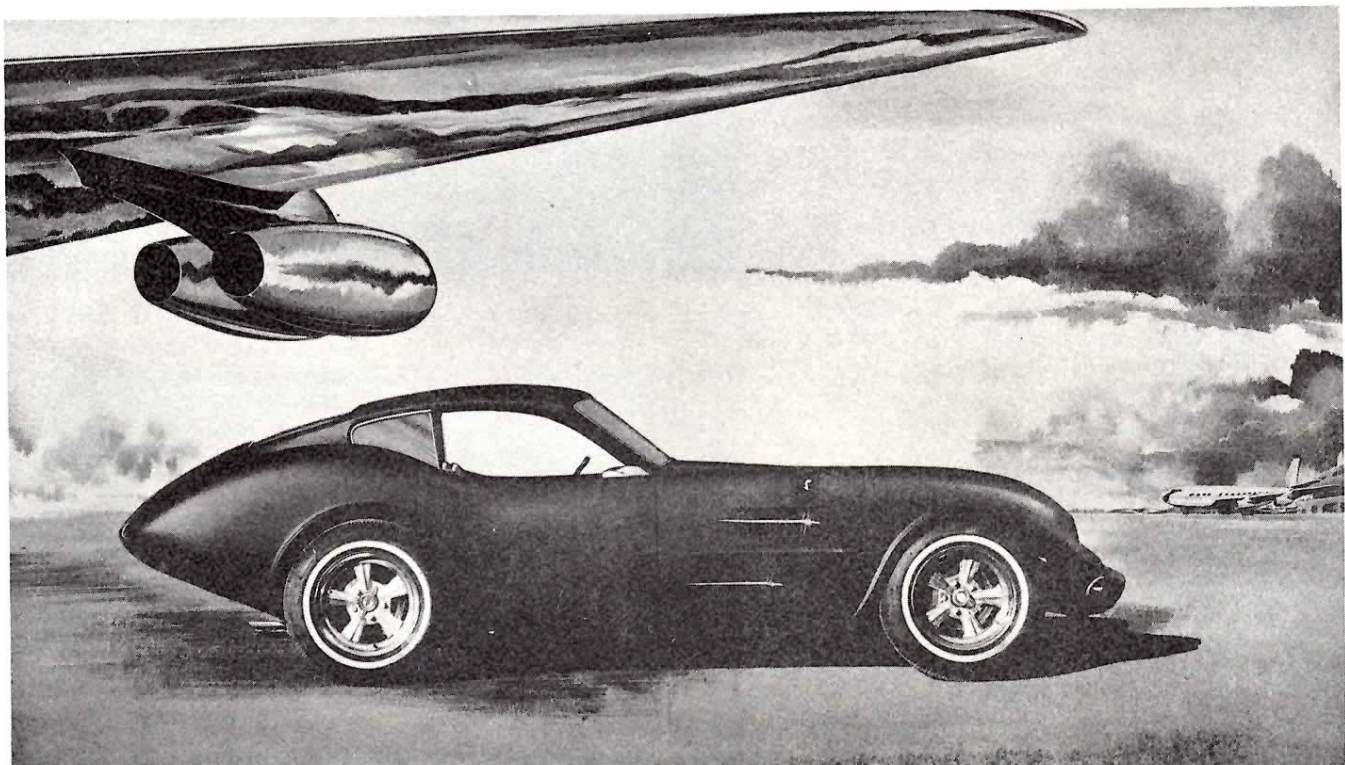
Through many years of manufacturing and distributing fiberglass sports car bodies, we have come across various discrepancies and negative factors pertaining to the construction of a kit type car.

Now you can realize these barriers have been removed by F.P.C. Our background and experience make it possible for us to bring to you, the customer, the most fantastic of all sports cars created.

During the last several years it has been our goal to supply the sports car enthusiast with a fiberglass car body which is easily constructed in his own garage. Today, we are prepared to supply to you

this fabulous creation, engineered and designed by Allen M. Germaine, the nationally recognized fiberglass engineer and designer.

To mention just a few of the features engineered into the ASTRA X-300 GT: 2½ inches more head room, while still maintaining the low profile characteristic of the ASTRA fast back coupes—complete roll up window mechanisms—modern hood and front end to accept all types of engines and carburetions—all functional rear fender scoops to facilitate cock pit fresh air and brake cooling—Functional side vents to eliminate high temperatures in the cock pit. (By this we mean letting the hot air which passes through the radiator and around the engine, escape through the side vents rather than being forced down under the drive shaft tunnel and cock pit area.)



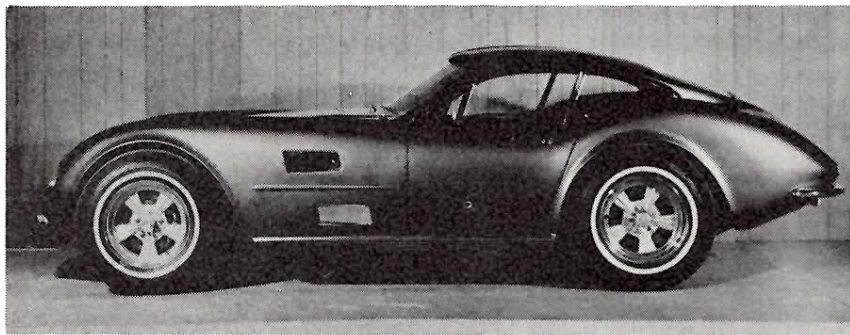
Other features are: window openings flanged to make a sanitary window installation—late model Corvette door hinges which have been specifically designed to handle fiberglass doors.

There are many other features designed in the ASTRA X-300 GT which are too numerous to mention. Be assured the quality and standards of this beautiful aerodynamic body are of the highest

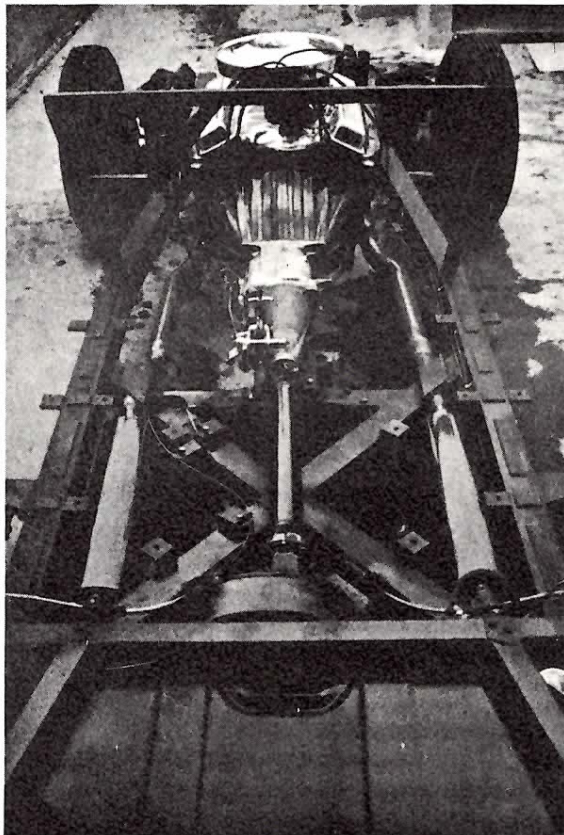
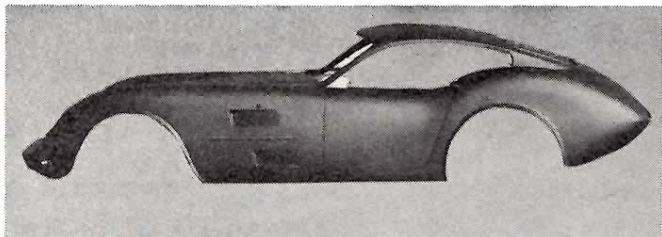
caliber. Of course the only way you can be assured of the previous statements is to see and feel the ASTRA X-300 GT.

Remember Fiberglass Products Company is dedicated to fulfill and back up the statements which you have just read. Don't take our word for it. Be an owner of a beautiful ASTRA X-300 GT, and see for yourself.

# ONAL STAR OF SPORTS CAR BODIES



Astra X-300 GT frame combination 740.00



## Custom features

- Custom features on each ASTRA X-330 GT body:
- Headlight, tail light and turn signal receptacles moulded in
- Grill opening flanged
- Dashboard installation complete
- Cock pit installed
- Firewall installed
- Drive shaft tunnel installed
- Door hinges located
- Striker plate located
- Door latch located
- Inner fender panels installed
- Door openings flanged
- Window opening flanged
- License plate moulded in
- New plex headlight covers
- Console installed
- Side vents moulded in
- Wheel wells flanged and finished
- Black Jel-Cote to insure beautiful painting surface

## Specifications

Wheel base . . . . .	94"-98"
Tread width . . . . .	56"-61"
Body length . . . . .	162"
Body width . . . . .	65"
Body height . . . . .	41½"
Body weight . . . . .	225 lbs.
Overall height (on wheels) . . . . .	48"

## Prices

ASTRA X-300 GT body-frame complete . . . . .	740.00
ASTRA X-300 GT body complete . . . . .	585.00
ASTRA X-300 Plan Pak . . . . .	7.50
Crating . . . . .	25.00
Federal excise tax additional (see page 2)	

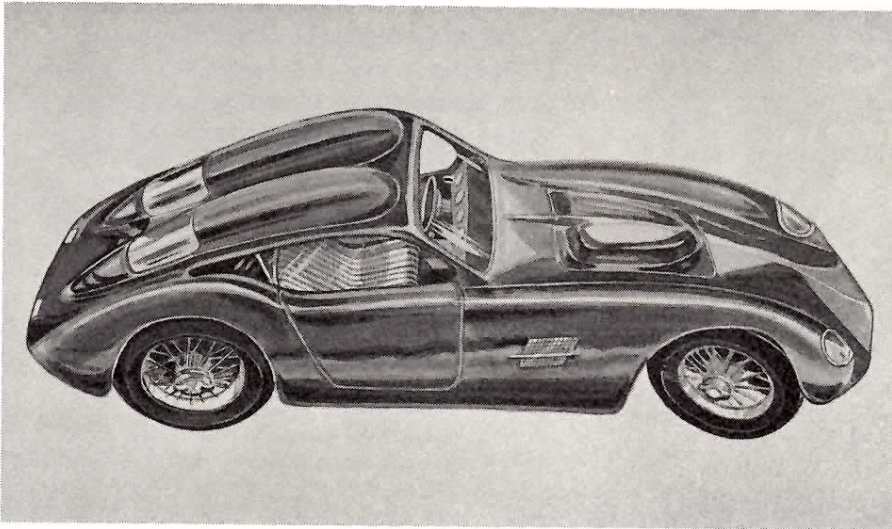
## Recommended parts

Here is a partial list of recommended parts and readily available components for your X-300 GT. You may use other items, but we find these are the easiest to install.

- Door hinges—1958 to 62 Corvette
- Engine—your choice
- Frame—ASTR tubular special built
- Gas tank—1955 to 1957 Chevrolet six passenger station wagon (to accommodate spare tire)
- Headlights—Any 7" sealed beam
- Hood hinges—Corvair deck lid hinges
- Hood fasteners—Corvette
- Radiator—Your choice
- Front suspension—Corvette 1954 to 1962 or 1949 to 1954 Chevrolet (same as Corvette)
- Springs—1949 to 1951 Ford
- Steering gear—Same as front end
- Steering wheel—Your choice
- Rear window—1949 Buick Sedanette
- Windshield—1951-1952 Studebaker

For a complete list of parts and building instructions see Plan Pak.

# Astra J-2 coupe

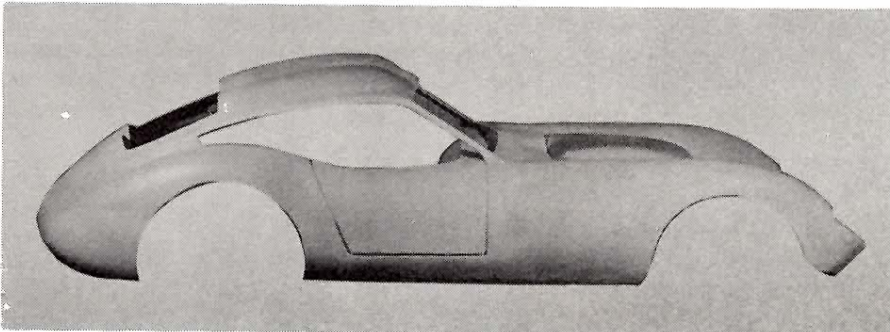


You'll probably never see another car like yours if you build an Astra J-2 coupe. This design has been proclaimed one of the most extraordinary ever developed. With a double bubble top and lean streamlined profile, this body style will be outstanding for years.

Even the rear window has a double bubble effect to carry the theme of the J-2 down to the body's fastback deck.

This individualistic body uses a readily available Triumph TR3 88-inch chassis and TR components throughout. (Of course, as with all Astra bodies, you may install other components to give you personalized motor-vation.)

The TR transmission and drive shaft cover is used in the passenger compartment of the J-2, and you may fabricate floor boards from sheet metal or wood.



## Custom features

These deluxe features are molded into Astra J-2 body:

- Headlight recesses
- Hood scoop to clear air cleaners
- Door jambs
- Door striker plates
- Door hinge boxes
- Inner fender panels
- Windshield wiper locations

Custom features on each Astra J-2 body:

- Hood openings lipped and flanged
- Grille openings cut and flanged
- Dashboard installed
- Firewall installed
- Jel-Cote applied for easy finishing

## Specifications

Wheelbase . . . . .	86-90"
Treadwidth . . . . .	40-46"
Body length . . . . .	154"
Body width . . . . .	51½"
Body height . . . . .	37½"
Body weight . . . . .	175 lbs.

Complete dimensions listed in Plan-Pak.

## Recommended parts

Here is a partial list of recommended, readily available components for your J-2. You can use other items, but we have found these components the easiest to install. Accessories are shown in the accessory section.

Door hinges — Astra (see accessory section)  
Engine — TR or any size up to small V-8

Headlights — 1957-59 Lincoln-Mercury or other 5-inch sealed beam

Window, rear — Astra (see accessory section)  
Windshield — 1951-52 Studebaker cut 5 inches  
The following items from a TR are recommended: Frame, gas tank, hood hinges, hood and deck fasteners, radiator, suspension, rear springs, steering gear, steering wheel and windshield wipers.

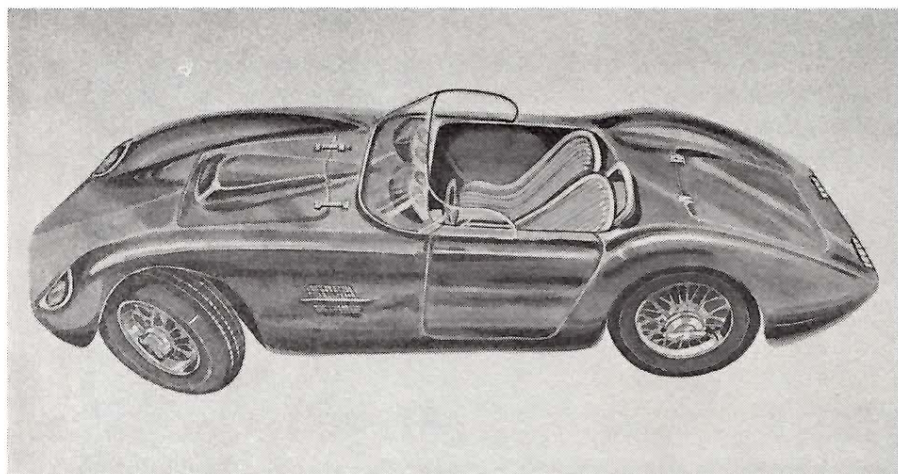
See a complete list of parts and building instructions in Plan-Pak.

## Prices

Astra J-2 body, complete . . . . .	395.00
Astra J-2 body, shell . . . . .	325.00
Astra J-2 Plan-Pak . . . . .	7.50
Crating . . . . .	25.00

Federal excise tax additional (see page 2).

# Astra J-3 roadster



## Custom features

Deluxe features on each Astra J-3 body:  
 Hood openings lipped and flanged  
 Grille openings cut and flanged  
 Dashboard with twin panels installed  
 Passenger compartment installed  
 Firewall installed  
 Inner fender panels installed  
 Jel-Cote applied for easy finishing  
 Headlight recesses  
 Hood scoop (specify center line or right hand side)

Door jambs  
 Door striker plates  
 Door hinge boxes

## Specifications

Wheelbase . . . . .	90-92"
Treadwidth . . . . .	46-51"
Body length . . . . .	160"
Body width . . . . .	60"
Body height . . . . .	29"
Body weight . . . . .	125 lbs.

Complete dimensions listed in Plan-Pak.

This is a roadster equally at home on the highway or the race circuit. Immediately recognized by participants and spectators at California road races, the Astra J-3 is an ideal dual purpose machine.

An attractive built-in dashboard with twin panels for instruments and a generous trunk opening make this beauty an ideal touring car.

The ready availability of frame and power components and the light weight of the J-3 make the roadster a leading challenger on the road circuits of the world.

The J-3 is a flexible body design to permit you to mount it on MG, Volkswagen and other 90-92-inch wheelbase chassis (cars with unitized construction will require additional frame bracing).

You are not restricted to an imported engine with the J-3, as the body will accept a small V-8 engine. You have your choice of hood lids to accommodate various types of carburetion. Please specify whether you require center line or right hand blister on hood lid.

Due to the wide range of engine-transmission options possible with the J-3, we do not supply a transmission cover and front floor boards. A passenger compartment is molded into the body, however.

The deluxe features of our Astra bodies (shown in this section), and use of recommended components, will make your job easier.

## Recommended parts

Here is a partial list of recommended, readily available components for your J-3. You can use other items, but we have found these components the easiest to install. Accessories are shown in the accessory section.

Door hinges — 1949-52 Plymouth-Dodge upper front door hinges

Engine — Any size up to Chevy 283 V-8

Headlights — 1957-59 Lincoln-Mercury or other 5-inch sealed beam

The following items from an MGTD or MGA are recommended: Frame, gas tank, hood hinges, radiator, steering gear and wheel.

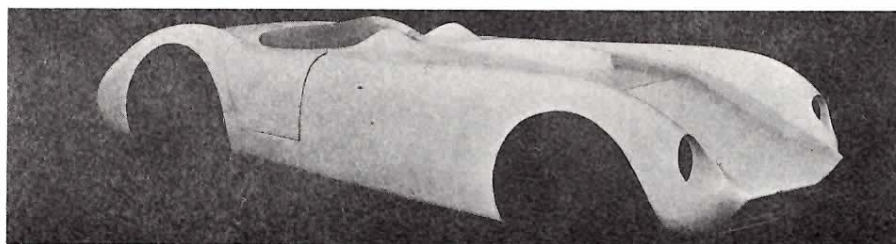
The following items from an MGA are recommended: Cloth top and windshield.

See a complete list of parts and building instructions in Plan-Pak.

## Prices

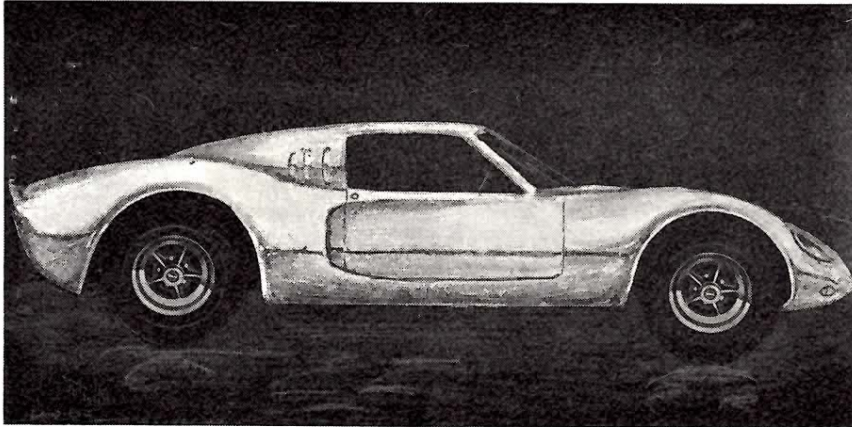
Astra J-3 body, complete . . . . .	265.00
Astra J-3 body, shell . . . . .	175.00
Astra J-3 Plan-Pak . . . . .	7.50
Crating . . . . .	25.00

Federal excise tax additional (see page 2).

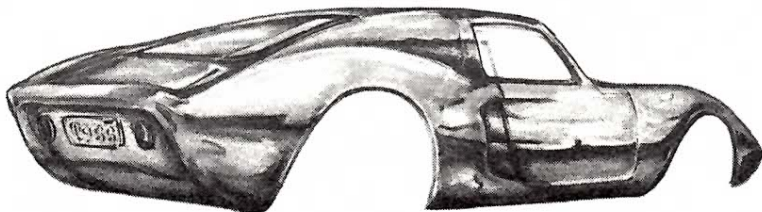


# Astra ★★★★★

# V-W G.T.



The clean lines which prevail, are truly characteristic of the Astra fiberglass sports car bodies. The Astra VW-GT has been created to satisfy the public's demand for styling similar to that of the Ford GT. While the Astra body maintains the quality and personality of the Ford GT, it fits directly on a Volkswagen chassis. Now don't compare this to just an ordinary Volkswagen. The heavy Volkswagen iron has been removed and the unique Astra Volkswagen fiberglass body has taken its place. Immediately the horse power to weight ratio changes increasing the existing horse power efficiency. The wide opening doors and the easy to open deck lid incorporate all the conveniences of futuristic styling. Of course, the big surprise is the space behind the seats, which can be used for seating and package area. By eliminating chassis modifications our customers have the opportunity to completely build this sports car kit in their own garages. Absolutely no welding or reinforcing is necessary on the chassis. All of the fiberglass work is done, while the customers main job is to assemble existing parts. Ample room is available if you wish to run a Corvair or Porsche engine. You will find the Astra VW-GT to be the most exciting sports car on the street, strip, or in a show. Manufactured in one piece, shipped in one piece and assembled in one piece, makes your construction job economical and shorter by days. As always, you will find Astra sports car bodies to lead the field in styling and design and the Astra VW-GT continues this trend, as we now start our sixth consecutive year.



## CUSTOM FEATURES:

These custom deluxe features are moulded in for your convenience:

- Head light receptacles
- Fender air scoop
- Park lights
- Tail lights
- License plate box
- Door striker, plates
- Door jams
- Door hinge boxes
- Fenders flanged
- Dash installed
- Inner fender panels
- Front bulk head
- Fire wall complete
- Body mounting panels
- All openings lipped & flanged
- Gel coat exterior

## SPECIFICATIONS:

Wheel base	94.5
Tread width front	51.4
Tread width rear	50.7
Body length overall	156"
Body width overall	60"
Body height overall	34"
Body weight approx.	240 lbs.

## RECOMMENDED PARTS:

This body is being primarily used for Volkswagen installations. So we suggest you secure a Volkswagen pan and running gear complete. The Astra VW-GT body bolts directly to the Volkswagen floor pan, no modifications necessary.

Engine: Porsche, Corvair, all Volks  
Head Lights: Austin Heally, any standard 6" sealed beam.

Windshield: 63-64 Corvette.

Rear Windows: Mustang.

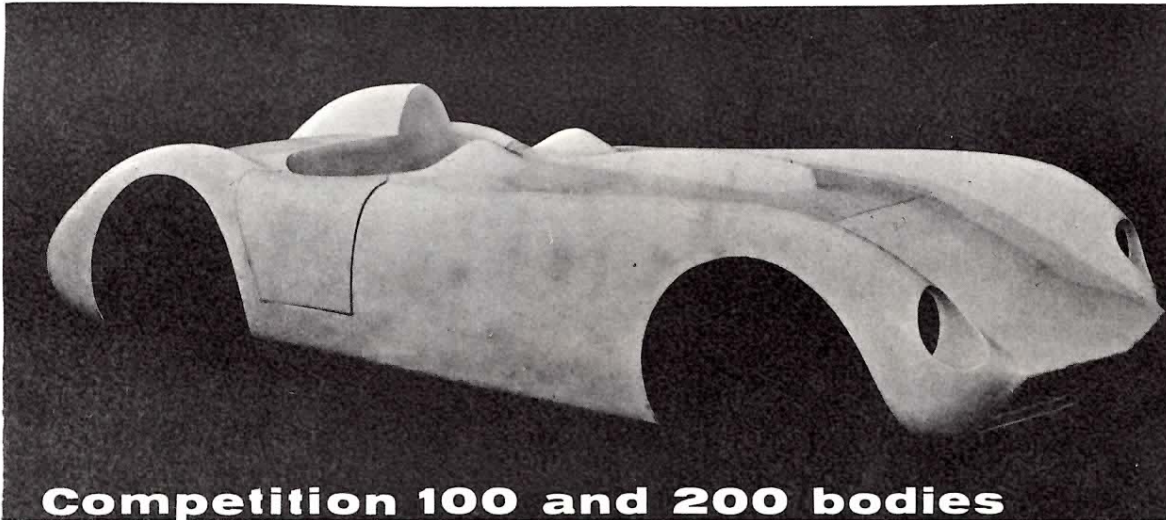
Bucket Seats: Allied.

All other components should be taken from Volkswagons, such as str  
ker plates, door latches, wiring ha  
ness, instruments, side windows,  
wipers, tail lights, etc.

## PRICES:

Astra VW-GT body complete	_____	\$595
Astra VW-GT body shell	_____	495
Astra VW-GT plan-pak	_____	7
Crating	_____	25
All prices FOB Sacramento.		

# Astra competition bodies



**Competition 100 and 200 bodies**

Astra competition roadsters are aerodynamically designed and constructed with light weight materials to attain a superior power-to-weight ratio. A protective headrest is molded on the left side of the body to cover your roll bar.

The competition roadsters are built in two sizes to give you a wide choice of chassis and engine options.

To give you flexibility, the firewall, dashboard and inner fender panels are not included. Detailing on bodies is such that they are also suitable for use as street machines.

The Competition 200 model fits the Astra tubular frame and will accept any engine (even a Chrysler with a front drive blower). The Competition 100 model can be installed on an MG or similar chassis.



## Specifications

<b>Competition 100 body</b>		<b>Competition 200 body</b>
88-92"	Wheelbase	96-100"
46-51"	Treadwidth	52-60"
150"	Body length	165"
60"	Body width	67"
36"	Body height	37"
60 lbs.	Body weight	90 lbs.

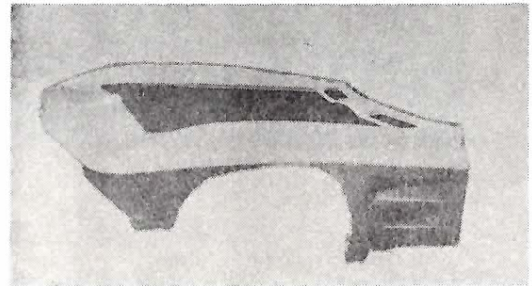
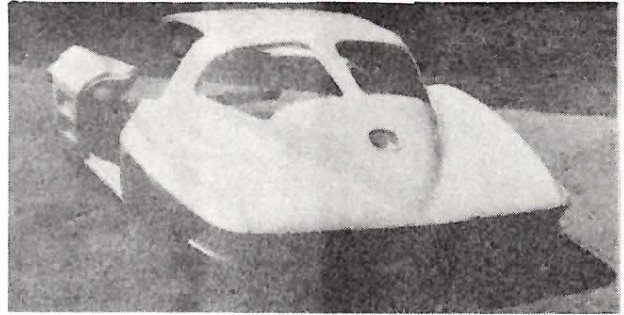
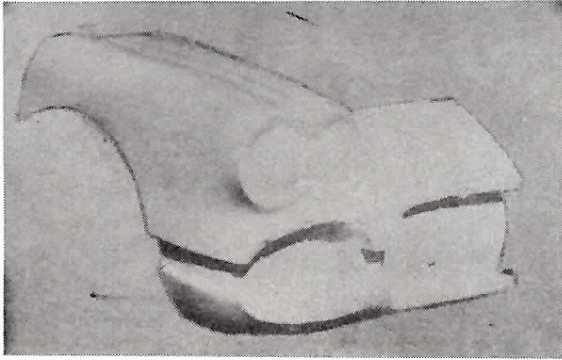
Complete dimensions listed in Plan-Pak.

## Prices

Competition 100 body, complete . . . . .	<b>185.00</b>
Competition 100 Plan-Pak . . . . .	7.50
Competition 200 body, complete . . . . .	<b>285.00</b>
Competition 200 Plan-Pak . . . . .	7.50
Crating, either body . . . . .	<b>25.00</b>

Federal excise tax, where applicable, additional (see page 2).

# Corvette replacement parts



## Doors Forward — '58 - '62

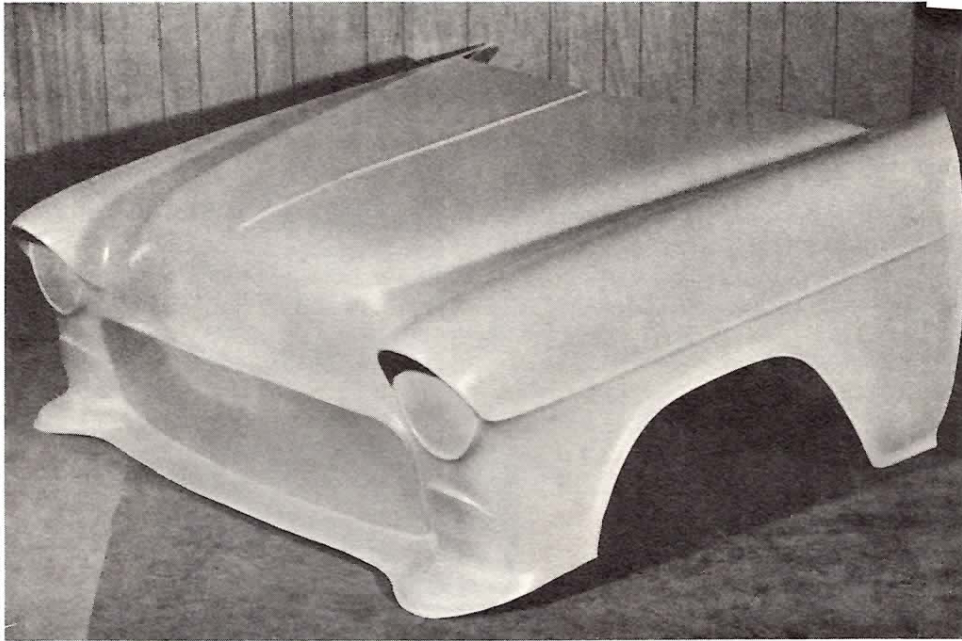
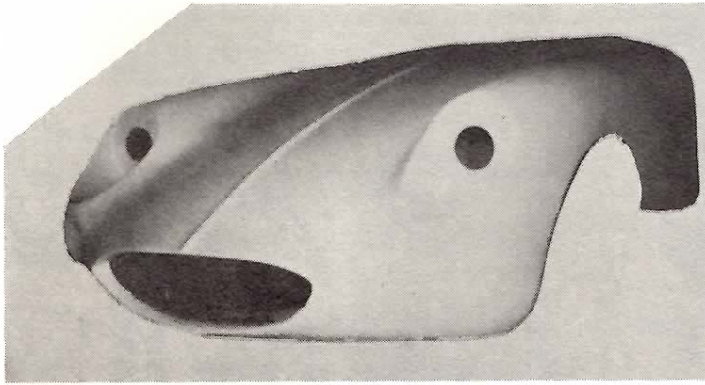
Front End (doors forward—less hood)	125.00
Front End (center of wheel wells forward—less hood)	75.00
Hood Panel (outer)	22.50
Hood Panel (inner)	22.50
Front Fender	55.00
Front 1/2 of Front Fender—with park light	42.50
Rear 1/2 of Front Fender	42.50
Front Inner Fender Panels—(radiator forward)	10.00
Grill Panel (lower)	25.50
Grill Panel (upper)	32.50

## 1963 - 1965 Corvette Stingray Coupe

Complete Stingray body shell	595.00
Front end doors forward less hood	149.50
Front end center wheel wells forward	99.50
Hood panel (outer)	30.00
Hood panel (inner)	30.00
Front fender	60.00
Front 1/2 of front fender	39.50
Front inner fender panel	15.00
Door outer panel	35.00
Door inner panel	35.00
Grill panel (lower)	35.00
Grill panel (upper)	45.00
Complete tail section	195.00



# Lift off or tilt front ends complete

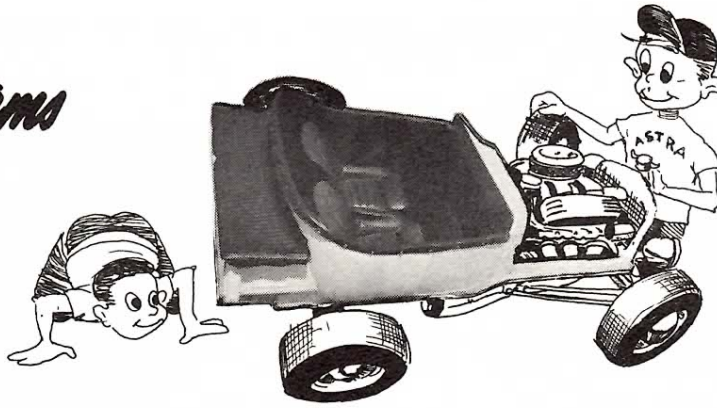


Now it is possible to really customize your Sprite or MG Midget sports car. With the availability of the Astra tilt type front end, your customizing job is as near as your phone. Very little effort is required to install this aerodynamic design; approximately two man hours and it can be completely mounted. Use the same hardware from your stock front end, and fit it to your new custom front end. The inset head lights make it very original and the light weight on the front portion of the car lends to better economy plus fantastic aerodynamic qualities. The complete unit weighs approximately 35 lbs. and has a smooth gel coat surface all ready for paint.

Our many satisfied customers will surely suggest this unit for a replacement front end as well. The horse power to weight ratio is increased and the aerodynamic factor, the results being the hottest Sprite or Midget in your area. Again you will see, as so many others throughout the entire free world, the quality which is built in by Allied not added on.

'33 - '36 Willys front end	96.00
'37 - '42 Willys front end	125.00
'48 - '53 Anglia front end	96.00
'49 - '53 Henry J front end	125.00
'55 - '57 Chevrolet front end	86.00
Austin Healy Sprite front end	150.00
MG Midget front end	150.00
TR-3 Custom front end	96.00

# hot rod items



from Allied

## '23 T-FORD

T-Bucket Deluxe with inset dash	___	85.00
T-Bucket Deluxe (no dash)	___	65.00
T-Bucket (competition)	___	49.00
Poop Deck, with opening lid	___	30.00
Pickup Bed: 14" with tailgate	___	30.00
Pickup Bed: 20" with tailgate	___	32.00
Pickup Bed: 24" with tailgate	___	34.00
T-Windshield Frame - Plain	___	36.50
T-Windshield Posts - Plain	___	14.00
Grill Shell	___	10.00
Tonneau Cover (fiberglass)	___	35.00
Tonneau Cover (pickup bed - 14"; 20"; 24") naugahyde	___	28.00
Interior Snap-in Upholstery	___	52.00
Dash Panel Insert	___	10.00
Padded Dash Panel - naugahyde	___	10.00
T-BODY FRAME COMBINATION includes: deluxe bucket & frame	___	139.50
T-BODY FRAME COMBINATION COMPLETE includes: frame, front spring perch, 14" pickup bed with tailgate or poop deck with opening lid, grill shell & T-Bucket Deluxe (with no dash)	___	169.50

## '23 T-FORD FRAMES

for Bucket only	___	60.00
for Bucket with poop deck	___	60.00
for Bucket with 14" Pickup Bed	___	60.00
for Bucket with 20" Pickup Bed	___	60.00
for Bucket with 24" Pickup Bed	___	60.00
Roadster Tubular Chassis	___	90.00
Front Tube Axle only	___	55.00
Front Tube Axle Kit	___	99.50
Spring Perch (front or rear)	___	9.25

## '27 T-FORD

T-Bucket (roadster with attached deck)	___	95.00
T-Bucket	___	85.00
T-Bucket (competition)	___	75.00
Pickup Bed: 14" with tailgate	___	30.00
Pickup Bed: 20" with tailgate	___	32.00
Pickup Bed: 24" with tailgate	___	34.00
T-Windshield Post - Plain	___	12.00
Grill Shell	___	12.00
Dash Panel	___	12.00

## '55 CHEVROLET PARTS

Front End (complete)	86.00
Front End (without Gravel pan)	80.00
Hood (competition)	32.50
Inner Fender panel ea.	12.50
Front Fender ea.	30.00
Gravel Deflector	12.00
Trunk Lid (outer)	28.00

## '56 CHEVROLET PARTS

Front End (complete)	86.00
Hood (competition)	36.00
Inner Fender panel ea.	12.00
Front Fender ea.	30.00
Gravel Deflector	12.00
Trunk Lid	28.00

## '57 CHEVROLET PARTS

Front End (complete)	86.00
Hood (competition)	36.00
Inner Fender panel ea.	12.00
Front Fender ea.	30.00
Gravel Deflector	12.00
Trunk Lid	28.00

## T-BODY FRAME COMBINATION

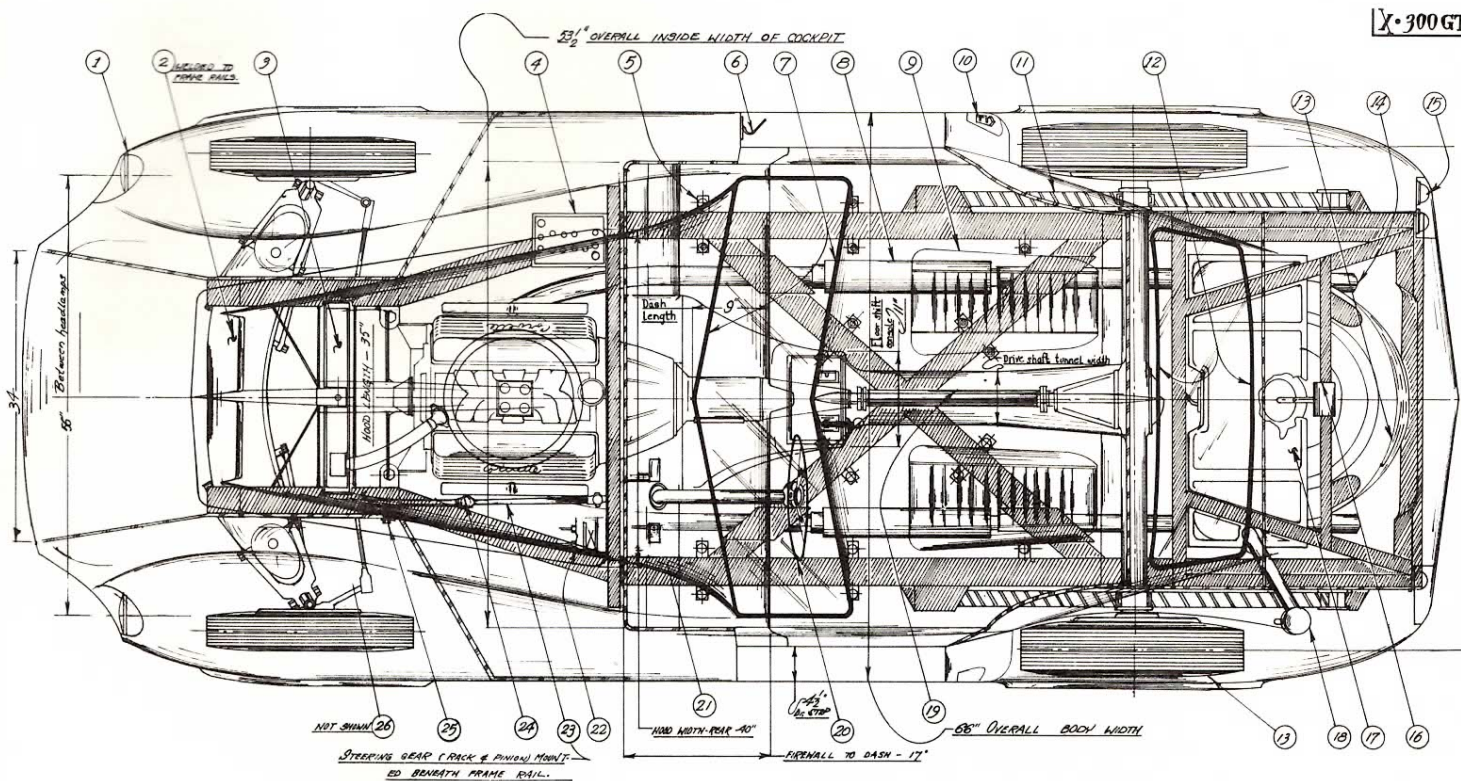
includes: Roadster with attached deck  
and frame \_\_\_ 149.50

## T-BODY FRAME COMBINATION

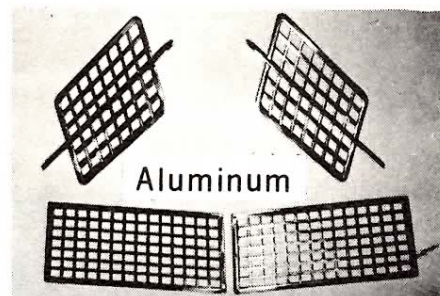
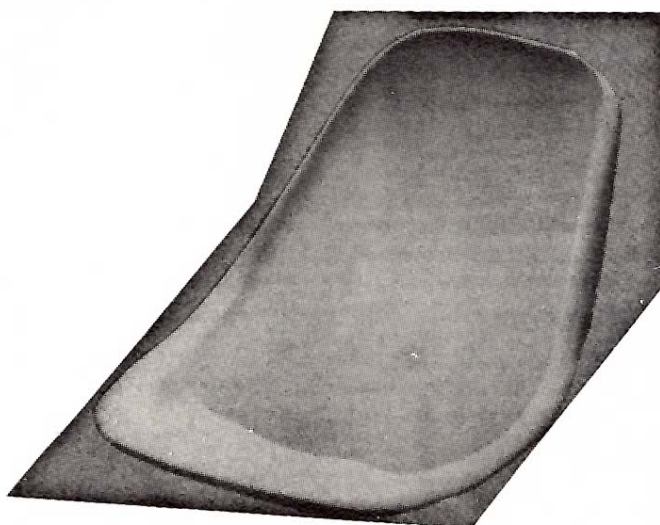
COMPLETE includes:  
T-Bucket Deluxe (with no dash)  
frame, front spring perch, 14"  
pickup bed with tailgate or  
poop deck with opening lid, grill shell \_\_\_ 196.50

## '27 T-FORD FRAMES

for Bucket only	___	60.00
for Roadster Body	___	65.00
for Bucket with 14" Pickup Bed	___	60.00
for Bucket with 20" Pickup Bed	___	60.00
for Bucket with 24" Pickup Bed	___	60.00



THE ABOVE PHOTO IS SHEET #6 FOR THE ASTRA X-300 GT PLAN-PAK. THIS SHEET CLEARLY ILLUSTRATES THE LOCATION OF ALL THE COMPONENTS NECESSARY TO BUILD A COMPLETE. BY CAREFULLY STUDYING THE ABOVE ILLUSTRATION, IT IS POSSIBLE TO FIND THE APPROXIMATE LOCATION OF EACH PART. PLANS SUCH AS THESE ARE AVAILABLE FOR THE X-300, J-4, J-5 AND THE ASTRA VW-GT ONLY.



**Grilles and side vents**

Especially constructed for the Astra J-4 and J-5 models, Astra grilles and side vents bolt neatly into place. Both have an egg-crate design and are constructed of highly polished aluminum.  
 J-4, J-5 grille . . . . . per set of two, 24.95  
 J-4, J-5 side vents . . . . . per set of two, 24.95

**UNIVERSAL BUCKET SEATS:**

**PRICES**

PLAIN BUCKET SEAT _____	8.00
BUCKET SEAT W/ MOUNTING BRACKET _____	12.00
BUCKET SEAT UPHOLSTERY (NAUGAHYDE) _____	20.00
UPHOLSTERED BUCKET W/ MOUNTING BRKT _____	28.50

**Items for J-2**

Rear double bubble window (retains same contour as top and installs with standard H rubber molding. Further details in J-2 Plan-Pak.)  
 . . . . . 39.95

**ALLIED FIBERGLASS CO.**

235 No. 16th Street, Sacramento, Calif.

Phone 444-6396

