

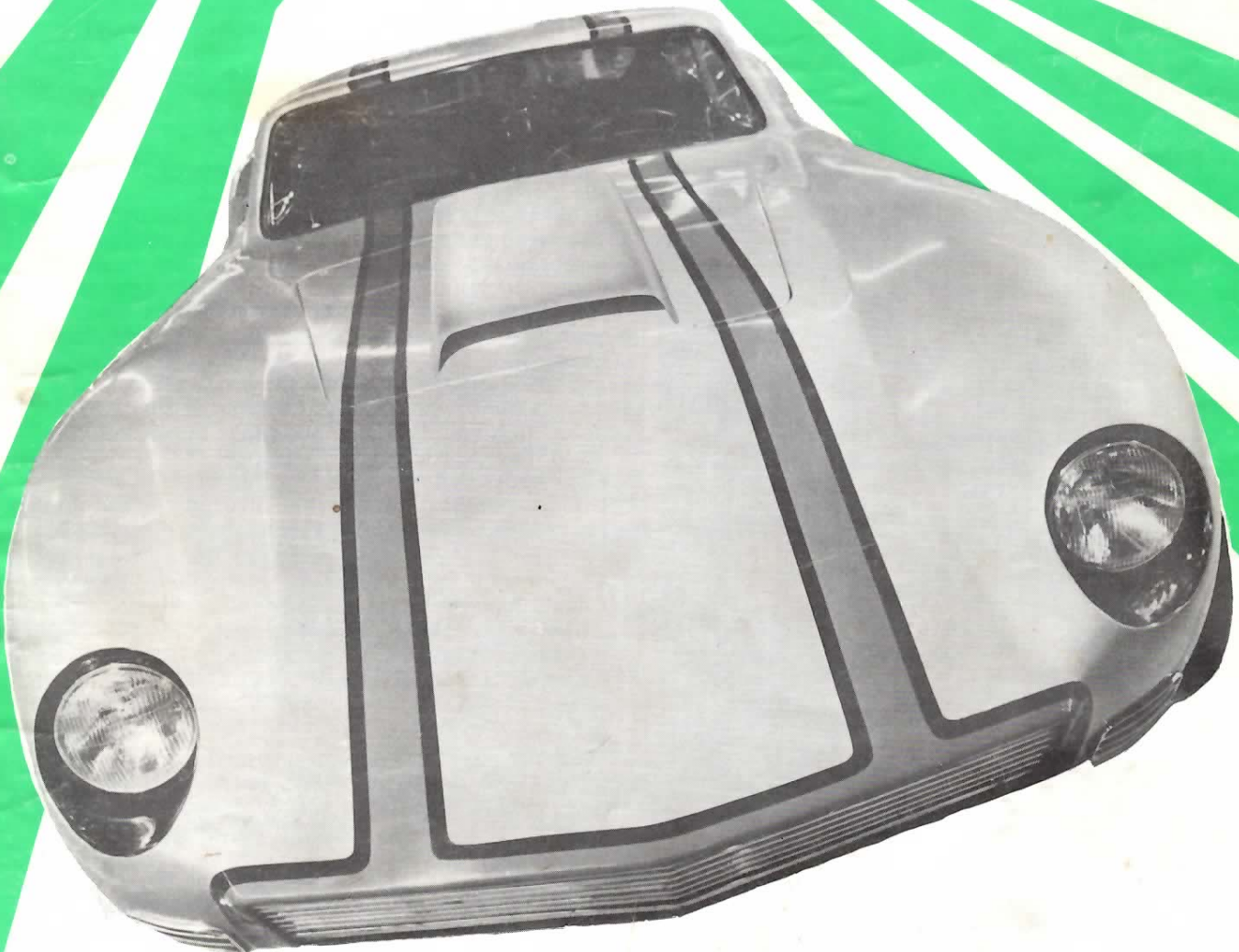
SPORTS CAR



1969 CATALOG \$1.00

Tye, D.L. FN B899912
River Assault Sqdn. 9
R-92-1
FPO San Fran., Cal. 96601

ALLIED FIBERGLASS
company



LET'S GET ACQUAINTED



THANKS FOR YOUR INTEREST IN OUR ASTRA PRODUCTS

Dear Customer:

With this catalog, we take pleasure in introducing you to Allied Fiberglass Company, Division of Germaine & Associates, Inc. As President of Germaine & Associates, let me say a few words about Allied Fiberglass Company. Allied Fiberglass is nationally recognized as the leading manufacturer of sports car bodies, sports car kits, and unique fiberglass parts. Allied is also the manufacturer of many products, such as boats, canoes, truck replacement parts, and containers, with industrial and custom facilities, rounding out our potential capabilities.

Our expansion from a small shop to a big, modern plant in downtown Sacramento, plus a gigantic dealer-distributor net work, parallels our growth with the "Number One" state. We are truly proud of the fact that we have the most complete fiberglass manufacturing facility in California. This, of course, emphasizes our success and our sincere effort to build quality merchandise for the lowest dollar.

As General Manager of Allied Fiberglass Company during the last twelve years, I can personally guarantee complete customer satisfaction. I invite you to inspect the quality, styling and low prices we advertise so readily, as I am sure your reaction will be the same as thousands of others who have seen our products throughout the free world. There is no substitute for Allied's unsurpassed quality and company dedication.

Let us have the pleasure of serving you at your earliest convenience.

Cordially,

ALLEN M. GERMAINE, President
Germaine & Associates, Inc.

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.

The Astra Comes Into Being

Highly polished one-piece molds are the key to the perfect finish found on Astra bodies. A layer of gel coat is applied to the mold to give each body an extremely smooth, workable finish so that maximum quality can be obtained from the paint job. Expert technicians then spray the fiberglass and resin into the mold using the latest and most up-to-date gun and equipment available. The fiberglass shot into the mold is meticulously rolled and compressed to eliminate air pockets and insure a uniform thickness throughout the part. By using high quality resins and glass fibers, we eliminate the possibility of warpage and distortion. Each body is then placed in a thermostatically controlled area maintaining the desired temperature for curing.

After the Astra is removed from the mold, again ample curing time and meticulous trimming result in a perfectly finished body. It is at this stage that the Quality Control Inspector examines the body carefully and accepts it or refuses it for shipment. Each Astra is carefully crated depending upon shipping destination and then turned over to the best and most economical carrier.

After the Astra leaves our plant, we have lost all control of the shipment, which consequently confuses people when their shipments are delayed enroute. If you have received our shipping invoice and your order is delayed, please don't contact Allied Fiberglass Company. Contact the trucking company direct and request a tracer on your shipment.

THE STRAIGHT SKINNY



SPRAY-UP

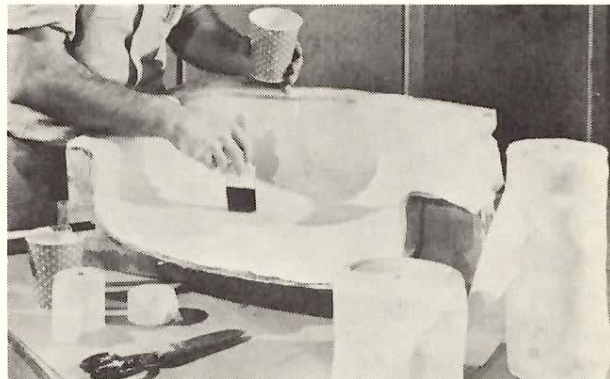
PROCESS DESCRIPTION

Fiberglass and catalyzed resin are simultaneously deposited in a mold from special spraying equipment. Roving is fed through a chopper and into a resin-catalyst stream for deposit in mold. Resin-catalyst may be combined in a single spray gun or from two guns with streams which intercept. Glass-resin mix is then rolled with a hand roller to remove entrapped air, lay down fibers and smooth surface. Part is then air cured. Cure can be accelerated with heat.

REINFORCEMENT	Percent by Weight of Object	
	Normal	Maximum
Continuous Roving/Resin	30/70	50/50

MECHANICAL AND PHYSICAL PROPERTIES

Flexural Strength—psi	16-28,000
Flexural Modulus—psi	800,000
Tensile Strength—psi	9-18,000
Specific Gravity	1.4-1.6



HAND LAY-UP (CONTACT MOLDING)

PROCESS DESCRIPTION

This is the oldest and simplest FRP forming process. In it a liquid material, normally polyester resin, is combined with glass fibers. A chemical reaction initiated in this liquid by means of a catalytic agent causes the resin to harden into a strong, light final part in which the resin serves as the substrate and the fibers as the reinforcement. The theory is akin to pouring concrete over steel rods.

REINFORCEMENTS	Percent by Weight of Part	
	Normal	Maximum
Mat/Resin	30/70	45/55

MECHANICAL AND PHYSICAL PROPERTIES

Flexural Strength—psi	16-28,000
Flexural Modulus—psi	800,000
Tensile Strength—psi	9-18,000
Specific Gravity	1.4-1.6

Inasmuch as there is tremendous controversy over the quality and values of hand lay-up vs. spray-up fiberglass products, we thought it would be interesting to reveal to our customers the absolute truth.

Above are statistics compiled by Owens-Corning Fiberglass Corporation and printed in their recent manual. May we call attention to the percentage by **weight of object** portion first. Spray-up normally shows 30% glass - 70% resin, with maximum capability of 50% glass - 50% resin, while hand lay-up shows normally 30% glass - 70% resin, which is identical to the spray-up method, but shows 45% glass - 55% resin maximum. Consequently, it is easy to see that it is possible to achieve a stronger part with the gun than it is by hand. Let there be no question in your minds that these facts and figures are correct. This is standard information throughout the fiberglass industry. You may note the identical mechanical and physical properties based on pounds per square inch.

Allied Fiberglass Company uses the exclusive Astra-glass method, which combines spray-up with thermal laminates. In order that we may serve you better, we will make your parts by hand if you prefer. However, this will require a small additional charge due to the slow labor factor.

ORDER WITH CONFIDENCE

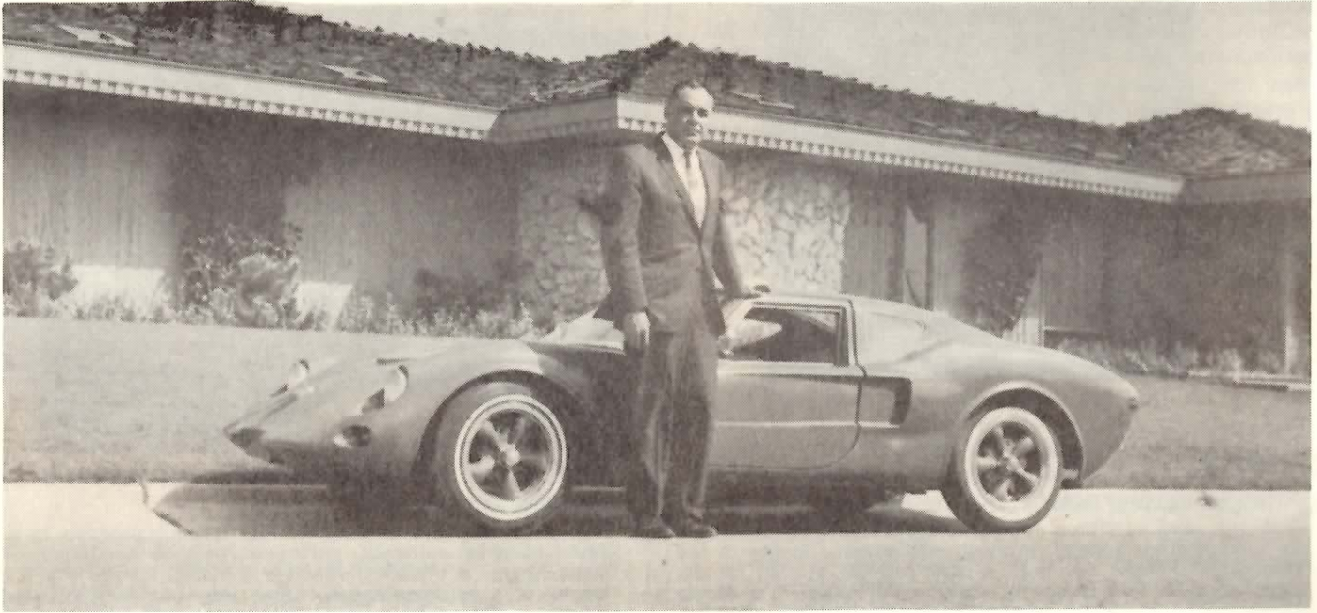
GUARANTEE

The merchandise offered in this catalog is guaranteed to be exactly as represented. Allied will exchange, repair, or refund the purchase price of any article proven defective in material or workmanship, provided it was not damaged by alteration, improper application, or neglect. Allied's guarantee applies only to the part in question and not to the remainder of parts in kit form.

Allied guarantees to turn over to the carrier a quality part packaged in a container acceptable to the carrier.

Guarantee must be exercised within 30 days. Please write to Allied Fiberglass Company before returning any merchandise for a letter of authorization to return the merchandise for satisfactory adjustment of defects. All returned merchandise must be sent prepaid. Unauthorized returned shipments will be refused.

ASTRA VW-GT (2+2)



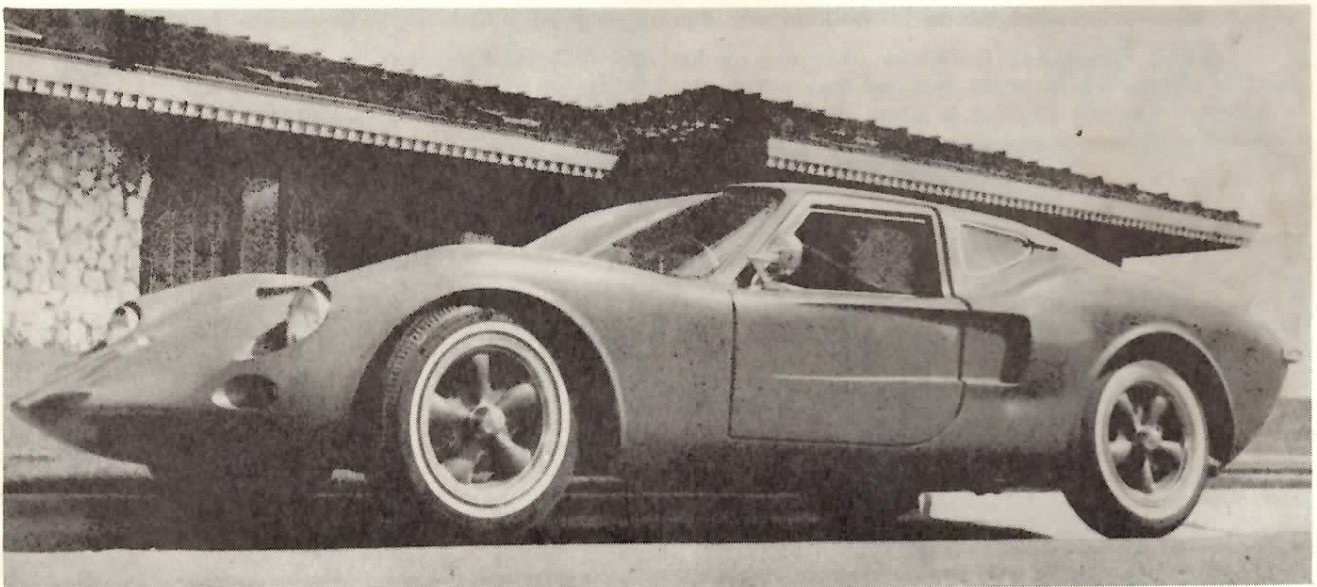
VW-GT

The clean lines, which are so prevalent, are truly characteristic of the Astra fiberglass sports car line. The Astra VW-GT has been designed and 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 \$30,000 GT, it fits directly on a stock Volkswagen chassis (no modifications necessary). The low, sweeping, aero-dynamic lines, accompanied by the low profile, make this styling futuristic from now on.

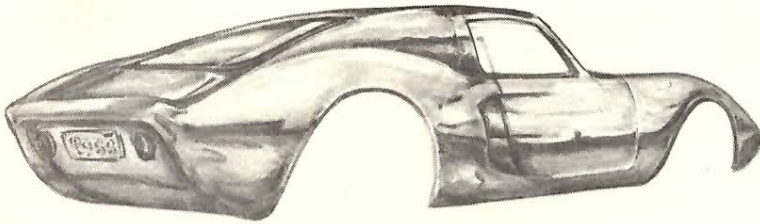
Everyone would like to own a sports car and never before has this been possible. But with the ability of Allied designers, a trend in fiberglass

automobile styling has been set. Other kit cars are manufactured to look similar in appearance but none of them have the quality and the characteristics to match that of the Astra VW-GT.

When the heavy Volkswagen iron has been removed and the unique Astra fiberglass body has taken its place, immediately the horsepower-to-weight ratio changes, increasing the existing horsepower efficiency. Acceleration and braking are rapidly improved. By placing the body directly on the chassis and by utilizing the quick mounting and building instructions, the combined unit is no longer a Volkswagen but a beautiful Astra fiberglass sports car.



ASTRA VW-GT (2+2)



The Astra VW-GT body kit is designed and engineered exclusively for the Volkswagen chassis and represents Allied's latest addition to the Astra series of fiberglass bodies. Exciting GT car styling, sophisticated interior and exterior detailing, unsurpassed quality and ease of assembly are all combined to make the Astra VW-GT the hottest and most exciting addition to Allied's constantly expanding line of products. Although the VW-GT is an entirely new model, it embodies features developed through the years of experience which have made thousands of Astra conversions successful for our customers.

Like all Astra bodies, the VW-GT mounts on the standard Volkswagen chassis, by the "simple bolt-on process" pioneered by Allied. Each body is equipped with front and rear paneling laminated integrally to the body during manufacture. The addition of the side mounting panels is for the purpose of utilizing the heater ducts and to insure a strong and sturdy marriage to the VW floor pan.

The VW-GT comes with wide opening doors to allow easy entry-exit. The doors are dual inner and outer panels, laminated together, forming a durable door with opportunity to install modern, roll-up windows. Due to the construction of the door and the fiberglass window frame support, it is also easy to install bus-type sliding windows, which are very inexpensive. They also eliminate the necessity for a wing vent. Ford hinges, striker plates and latches insure a well-supported and easy to open door. In addition, the door and door jams are designed to accept readily available weather stripping.

The windshield opening is specifically engineered to accept a 1964-'65 Stingray windshield. This windshield is installed by the modern use of mastik, readily available at any glass shop. The rear window is Plexiglass, available from Allied. In the spacious cockpit of a VW-GT, there is room for two bucket seats, plus two junior seats in the rear. Equipped with this floor pan is the option of an ultra-modern console available for instruments, radio, etc. Adding the smooth, aero-dynamically designed one-piece uni-constructed body to these features, which we have previously mentioned, you come up with the one and only Astra VW-GT.

The VW-GT resembles the Volkswagen only in respect to its low maintenance, reliability, and good gas mileage. The aero-dynamic styling, lower center of gravity, and reduced weight give it acceleration with top speed and handling to compare

Custom features

These custom deluxe features are moulded in for your convenience:

- Headlight 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 and flanged
- Gel coat exterior
- Complete one-piece body
- Inner and outer door panels assembled
- Inner and outer deck lid assembled
- Wheel wells radiused, lipped and flanged
- Optional quarter glass
- Cockpit air scoop

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, however, it can be used also on various front engine machines. So we suggest you secure a Volkswagen pan and running gear complete. The Astra V-W GT body bolts directly to the Volkswagen floor pan, no modification necessary.

Engine—Porsche, Coravir, All Volkswagens.

Headlights—Austin Healy, any standard 6" sealed beam.

Windshield—63-64 Corvette.

Rear Windows—Allied (Plexi).

Bucket Seats—Allied.

All other components should be taken from Volkswagens, such as striker plates, door latches, wiring harness, instruments, side windows, wipers, tail lights, etc.

Prices

Astra VW-GT shell	\$675.00
Astra VW-GT body complete.....	750.00
Astra VW-GT plan-pak.....	7.50
Crating	25.00

Building by Steps is Fun

Building the ASTRA VW-GT is as simple as counting from one to ten. The most difficult job you will have, if you can imagine, will be hanging and aligning the doors.

1. Remove the old Volkswagen body from the floor pan. The bolts are around the perimeter in a U shape—22 hex screws. Remove two large hex head bolts under the gas tank mounting. Remove four hex head bolts that are exposed under the back seat. Remove two pair of screws underneath the forward fire wall, one bolt on each rear upper shock mount, along with miscellaneous wiring and connections easily visible. Remove body. With cutting torch or chisel, take heater ducts from body and replace on floor pan using original nuts and bolts.

2. Remove body from carton and set directly on chassis. Fire walls, mounting flanges and wheel well openings will cause exact body location.

3. Bolt down through the mounting flange of the body into heater duct attached to pan. Secure body to pan at other strategic locations as needed.

4. Install doors, using VW hinges or TR-3, or regular late model Ford. When installing door hinges, drill bolt holes large enough to allow for adjusting door. Install deck lid using Corvair deck lid hinges or any other suitable hinge.

5. Using original VW wiring harness, wire as per VW diagram. Remember, a fiberglass body will require special grounding. **You must ground to the frame.** Install instruments, horn and headlights.

6. Decambering of wheels depends upon your specific use and type of wheels and tires used. This can be done by cutting front torsion tube and lowering to desired height.

7. Install windshield, side quarter glass and rear glass, with the modern mastic method of installation. Side windows can be installed using VW bus horizontal sliding channels. For crank-up windows use regular VW mechanisms, channels and other necessary parts.

8. Complete body mounting and connect all wiring to instruments. Install steering column in natural location. Install ALLIED FIBERGLASS bucket seats. Connect heating and all other systems which have not been completed.

9. You may use stock VW upholstery on floor. We recommend carpeting all areas including side panels in the rear portion of the body. The side panels in back of the front seats should be made of upholstery cardboard and made to fit accordingly. It is possible to flock the headliner (latest method used). We have slip-on seat covers available for bucket seats.

with more expensive cars. When you drive this classy sports car, you quickly forget that it was once a Volkswagen but better yet, not only will you forget, others will never believe. The entire VW-GT styling is reminiscent of the Ford GT and it is impossible to convince the admiring crowds that your sports car is not a tremendously expensive racing machine. Only you will know how little it cost.

The Astra VW-GT is also used for sports cars with rear engine mounted in front of the axle, making this a splendid competition unit.

Don't put off making that important decision any longer as now Allied Fiberglass Company can make your utmost dreams come true. You, too, can be accepted as one of the sports car bunch on the street, strip, or in a show.

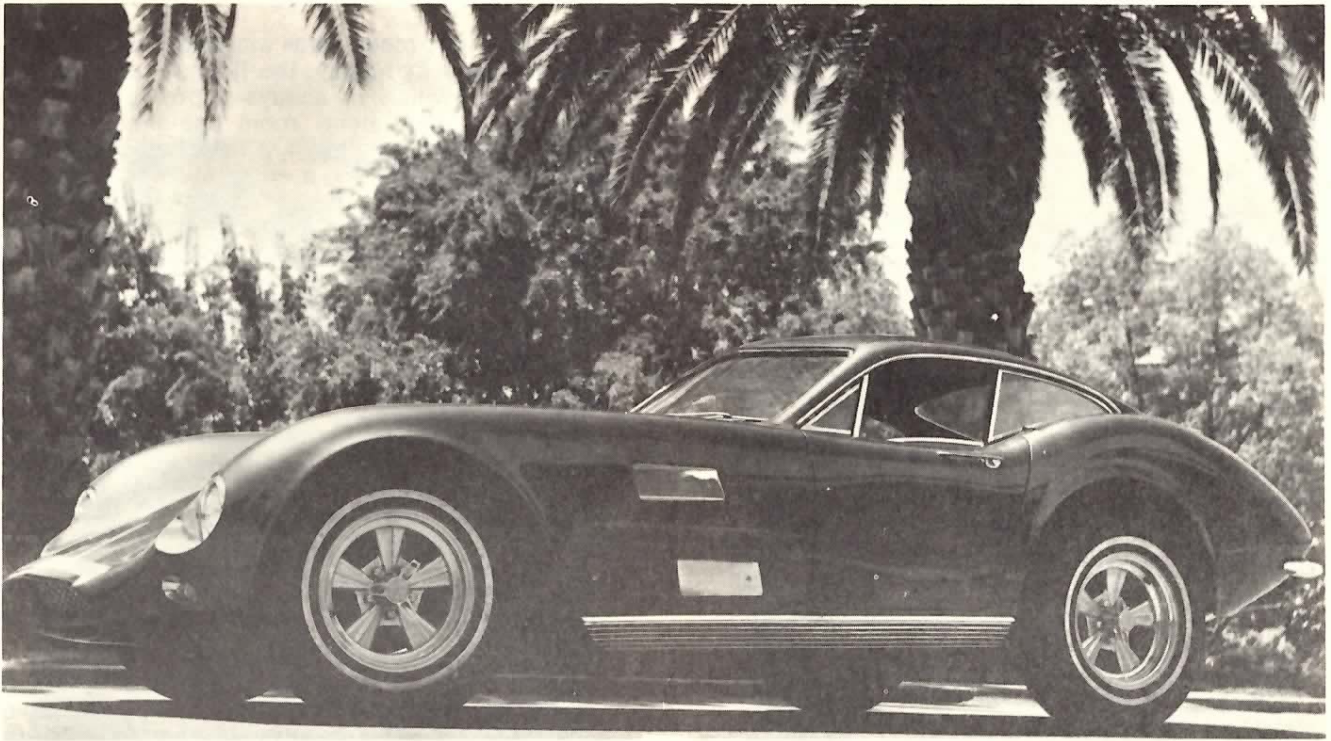


10. The body comes with all mold seams sanded, finished and primed with one coat of light grey primer. Apply one more heavy coat of lacquer primer, then sand with 280 wet or dry paper. Apply two more coats and sand with 400 wet or dry. Clean surface and shoot color of paint desired. We recommend at least 3 to 5 coats of acrylic lacquer. If you so desire, you may use enamel but you must use enamel primer in preparation for painting.

For complete and more detailed information, see our ASTRA VW-GT Plan Pak. This Plan Pak will give you complete and detailed building instructions necessary to building this unit.

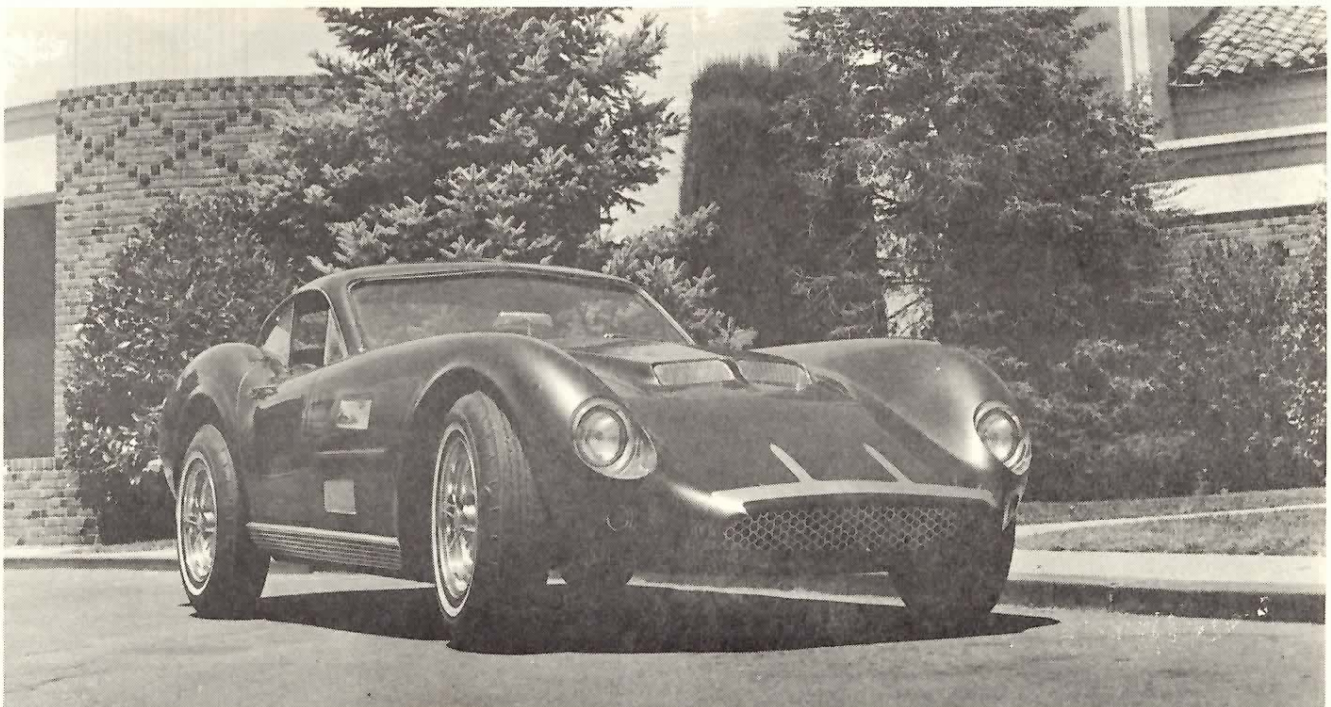
REMEMBER! ABSOLUTELY NO MODIFICATION TO CHASSIS. BOLTS ON DIRECTLY. Only ALLIED FIBERGLASS COMPANY offers this tremendous innovation.

ASTRA X-300 GT



The Astra X-300 is a smooth, low profile body style which preceded the Stingray and the XKE. While it resembles our other sports car bodies, it has a distinctive personality and characteristics all its own. During the many years Allied has been manufacturing sports car bodies, there have been construction pitfalls and manufacturing obstacles placed before us. From these experiences, comes the X-300 GT. All of the experience of manufacturing and all the requests of the buying public have been consolidated and molded into the form of this sleek, sophisticated sports car body style. So, with all of our manufacturing knowledge and enthus-

iasm, we present the X-300 GT with features never before heard of in fiberglass sports cars. The low, sleek, swooping lines, the ultra-low profile, and extremely low roll center, give this sports car capability in performance never before offered in the sports car field. Its design is based on the popular 96" wheel base and 60" tread width, making its performance and handling characteristically superb. Engineered into this modern design is the cockpit, floor pan, drive shaft tunnel, and firewall, all combined to make the installation a cinch. The modern dash has been manufactured as a uni-part of this body style. Other features incorporated are



Building by Steps is Fun

Building the ASTRA X-300GT requires a basic knowledge of all the various systems in a late model automobile. In building, you must complete each system to the best of your ability before going on to the next. Remember—work by systems.

1. Building from a body-frame combination makes this unit a much more desirable and compatible combination right from the start. When you receive your body-frame combination, the body will be mounted to the chassis. Remove the body and set aside in a nice, safe place where it cannot be damaged during the construction of your chassis. Set the frame on a level floor. Set the engine and transmission in the frame at the approximate horizontal position. Raise the engine up and put a 1" block under the pan. This will determine the exact engine height. Secure engine and transmission brackets to frame, then bolt this combined unit into place.
2. Install '49-'54 Chevy front end by removing all of the mounting shims and brackets from the front end. Place the front end under the frame and tack weld. Using Ford springs, bolt in desired rear end. **PLACE BODY BACK ON CHASSIS AND CHECK FOR WHEELBASE MEASUREMENTS AND CLEARANCE** If it is correct, then weld front end in permanently.
3. Install radiator and cooling system complete, also exhaust system according to your desired requirements. Mufflers may be put outside of frame rails or the seat portion of the cockpit. Make sure these two systems are complete before proceeding further.
4. Install gas tank, clutch and brake pedals, brake lines and gas lines to carburetor. It is possible to run these lines along the inside perimeter of the frame making sure they are secured in rubber mounted clamps for safety. Do not let these lines vibrate or rub against any portion of the chassis.
5. Bolt in steering box and mechanism simulating the degree of angle you want the steering column to run into the cockpit. Use $\frac{3}{4}$ " U joints when necessary.
6. Install body to chassis leaving body bolts loose. (Do not tighten completely.) At this point, install the doors. When attaching door hinges to fiberglass locations, drill holes larger than what is required in order to allow for adjustment. When doors are completely installed and aligned, tighten body mounting bolts and be careful that door openings do not change.
7. Install wiring, instruments, and all sending units making sure the components are compatible 6 or 12 volt systems. **NOTE: Wiring cannot be grounded to the body. You must ground to the frame.**
8. Make sure all systems are complete; such as, engine cooling system, brake system, fuel system and exhaust system. Install glass in windshield and back window; also, quarter glass if desired. Install roll-up window mechanisms, using regulators and channels of your choice. We prefer small sports car mechanisms.

the unique one-piece door assembly which opens wide for easy exit-entry, the license plate inset is molded in (which is always a problem in most cars), 2½" more head room designed into this unit with still the low profile characteristic of Astra fast back coupes, a completely modern hood with hood scoops built in to accommodate various types of carburetion, rear fender scoops to facilitate cockpit fresh air and/or brake cooling, functional side vents to eliminate high temperatures in the cockpit area. (By this we mean letting the hot air which passes through the radiator and around the engine escape through the side vents. The air passing on the outside of the side vents acts as a Venturi to draw the hot air from the inside out rather than forcing it down under the drive shaft tunnel and cockpit area.) But most of all, we feel that being able to offer a complete body mounted on our Astra frame lends more to this unit than any other single factor. While this body-frame combination is available at these low, low, prices, it guarantees us that more people will complete their sports car projects putting more Astra sports cars on the road and before the buying public.

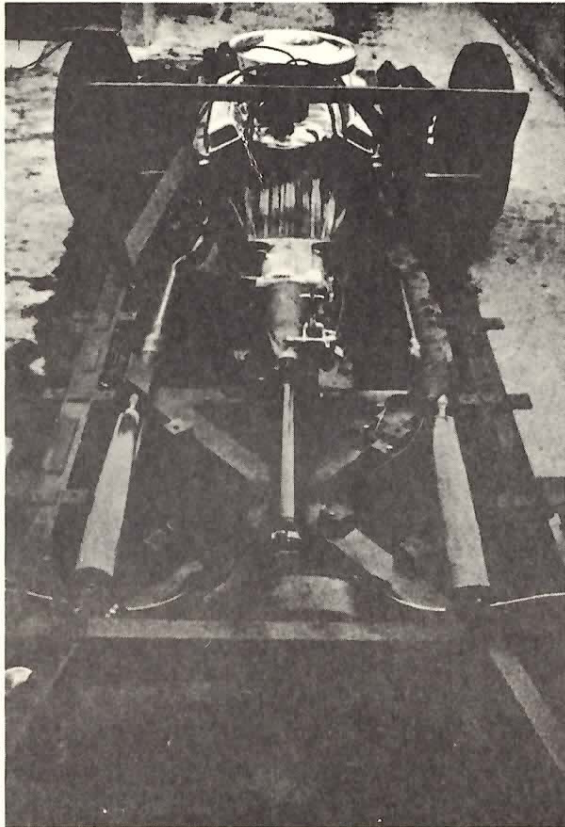
With the frame being engineered to fit the body, this guarantees the builder of a perfect body-frame marriage. It has been our experience in the past, car builders get lost in the modification of various chassis prior to installing their custom body. Before selecting your kit, we suggest you take these factors into consideration and we sincerely recommend you price our competitors body-frame combinations before your final decision is made. We here at Allied would like to insure you that the X-300 body-frame combination is absolutely unsurpassed in quality, modern design, engineering and ease of construction. With the aid of our Astra Plan Pak, we feel sure that anyone with a little mechanical ability will be able to construct this sports car kit into a real piece of automotive ingenuity. Don't just take our word for it, buy one and see for yourself.

9. Upholster the cockpit using carpeting in as many places as possible. By making panels, you may install them in front for kick panels and on the doors. Pleated naugahyde headliners can be attached by bonding tacking strips into the top portion. We recommend at least three. Front window should be removed during this installation. Bucket seat upholstery can be purchased in the form of slip-on covers. See accessory section.

10. Your Astra sports car body comes primed with grey lacquer primer. In preparation for painting, apply two additional coats of primer. Then sand with 280 wet or dry sandpaper. Remove any imperfections or pin holes. Apply two more coats of primer and sand with 400 wet or dry. Clean surface thoroughly and shoot color desired. Approximately three to five coats will do the job. Acrylics are best for use on fiberglass products.

There is complete and detailed information pertinent to the construction of this car found in the X-300 GT Plan Pak. Remember, **only** Allied Fiberglass Company manufactures ASTRA sports car bodies.

ASTRA X-300 GT



Custom features

Custom features on each ASTRA X-300 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 X300 GT body-frame complete.....	\$825.00
ASTRA X-300 GT body complete.....	625.00
ASTRA X-300 GT shell.....	525.00
ASTRA X-300 Plan Pak.....	7.50
Crating	25.00

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—ASTRA tubular special built
- Gas tank—1955 to 1957 Chevrolet six passenger station wagon (to accommodate spare tire)
- Headlights—Any 7" sealed beam
- Hood hinges—Corvaire 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-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 individualists. 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 186 mph at the drag 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.

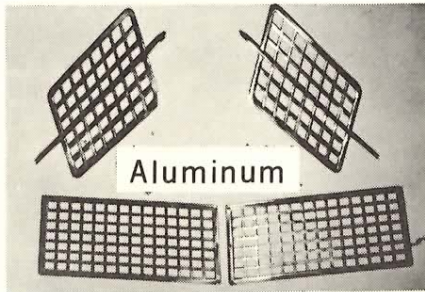
The J-5 is designed primarily to fit our special tubular frame or a modified 1955-57 Chevrolet frame. Chevrolet or Corvette frames must be lowered approximately four inches in front and kicked over the rear axle. These modifications require about 32 hours of work by a skilled person.

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.



ASTRA J-5 COUPE



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



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 and frame.....	\$840.00
Astra J-5 body, complete.....	685.00
Astra J-5 body, shell only.....	600.00
Astra J-5 Plan-Pak.....	7.50
Crating	25.00

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—1949-54 Chevy.
- 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.



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	200 lbs.
Complete dimensions listed in Plan-Pak.	

Prices

Astra J-4 body and frame.....	\$800.00
Astra J-4 body, complete.....	600.00
Astra J-4 body, shell.....	515.00
Astra J-4 Plan-Pak.....	7.50
Crating	25.00

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—1958-62 Corvette
 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—7" sealed beam
 Hood hinges—Triumph TR
 Hood and deck fasteners—Dzus from TR
 Radiator—Corvette
 Front suspension—49-54 Chevrolet or 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-3 ROADSTER

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.

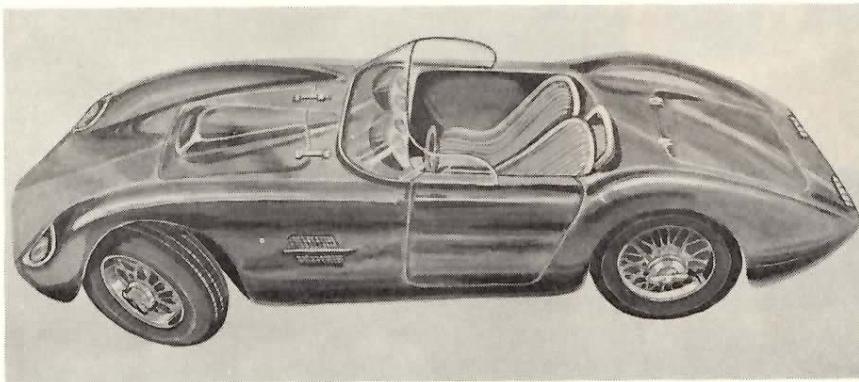
The ready availability of frame and power components and the light weight of the J-3 make the roadster a leading challenger on the road circuits of the world.

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.



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.

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.

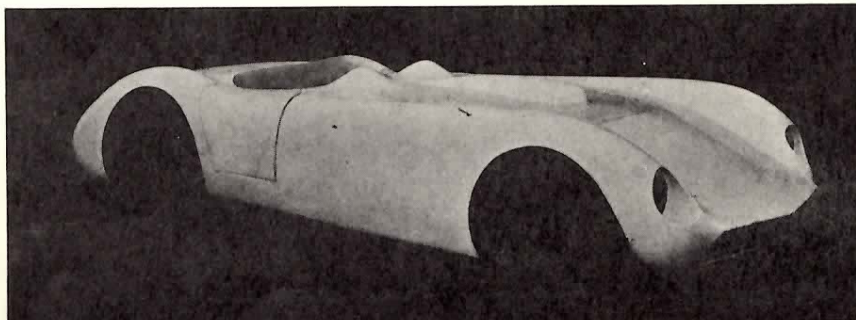
Door hinges—1949-52 Plymouth-Dodge upper front door hinges
 Engine—Any size up to Chevy 283 V-8
 Headlights—1957-59 Lincoln-Mercury or other 7-inch sealed beam

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.

Prices

Astra J-3 body, complete.....	\$400.00
Astra J-3 body, shell.....	295.00
Crating	25.00



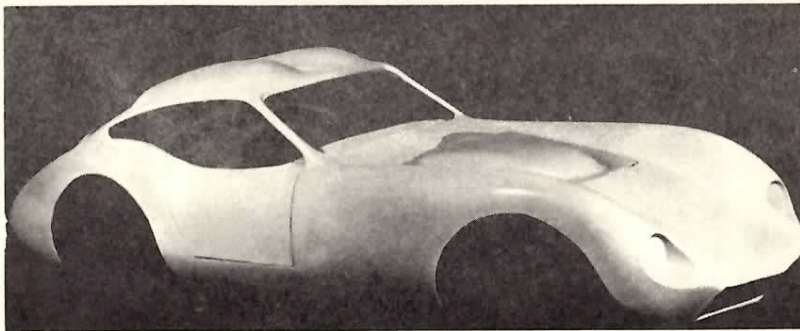
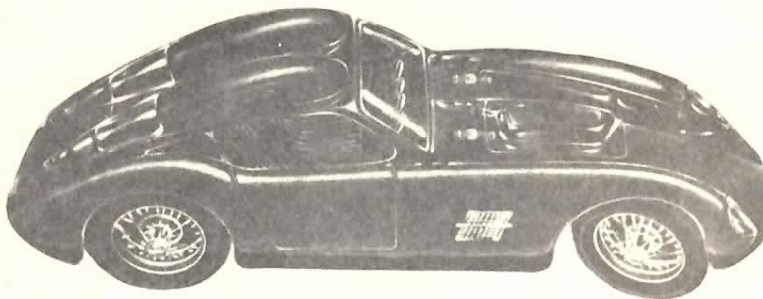
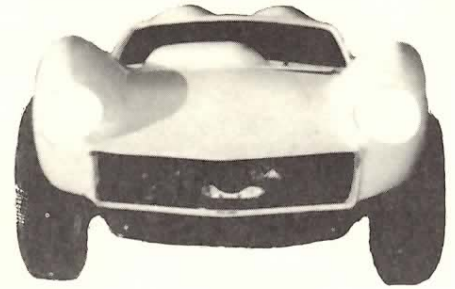
ASTRA J-2 COUPE

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 jamba
- 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.

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.

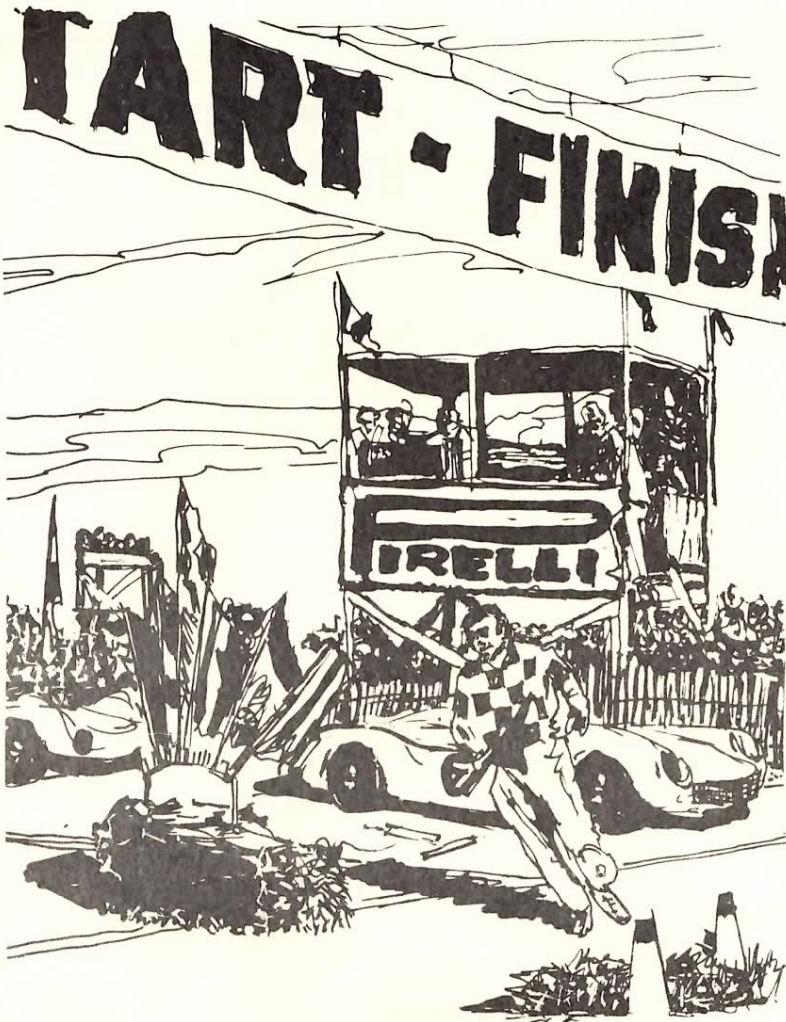
- Engine—TR or any size up to small V-8
- Headlights—1957-59 Lincoln-Mercury or other 5-inch sealed beam
- Window, rear—Astra (see accessory section)
- Windshield—1951-52 Studebaker cut 5 inches

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.

Prices

Astra J-2 body, complete.....	\$410.00
Astra J-2 body, shell.....	340.00
Crating	25.00

ASTRA COMPETITION 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.

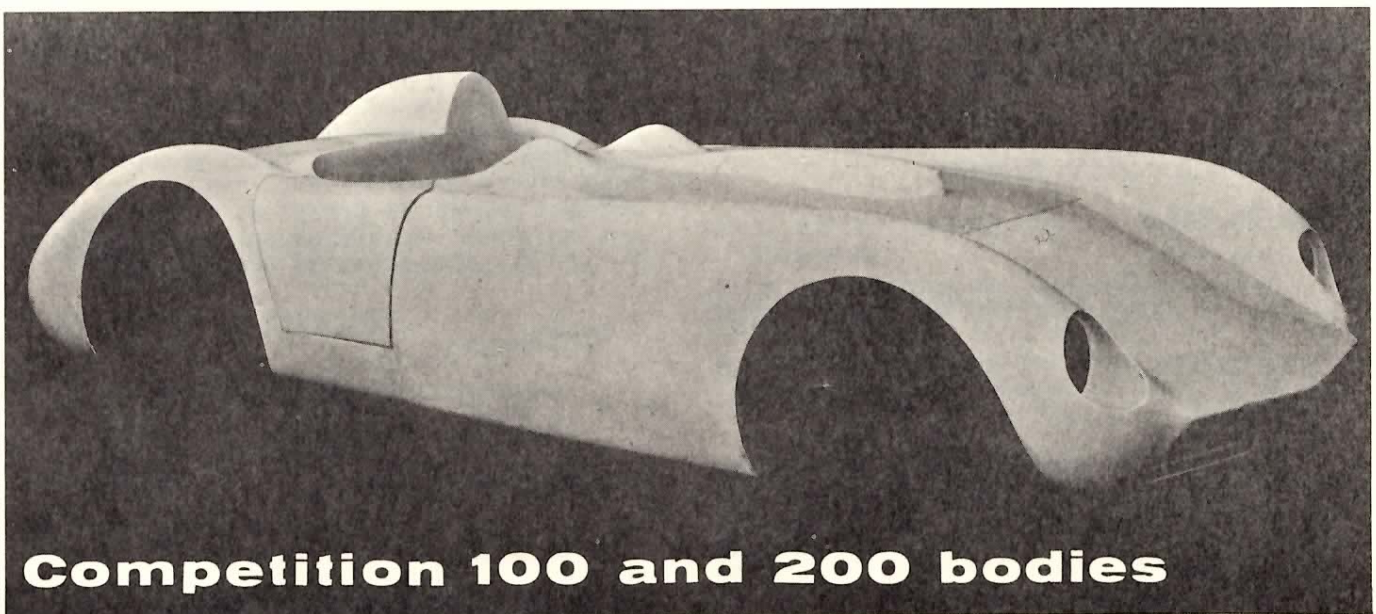
The Competition 200 model fits the Astra tubular frame and will accept any engine (even a Chrysler with a front drive blower). The Competition 100 model can be installed on an MG or similar chassis.

Specifications

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

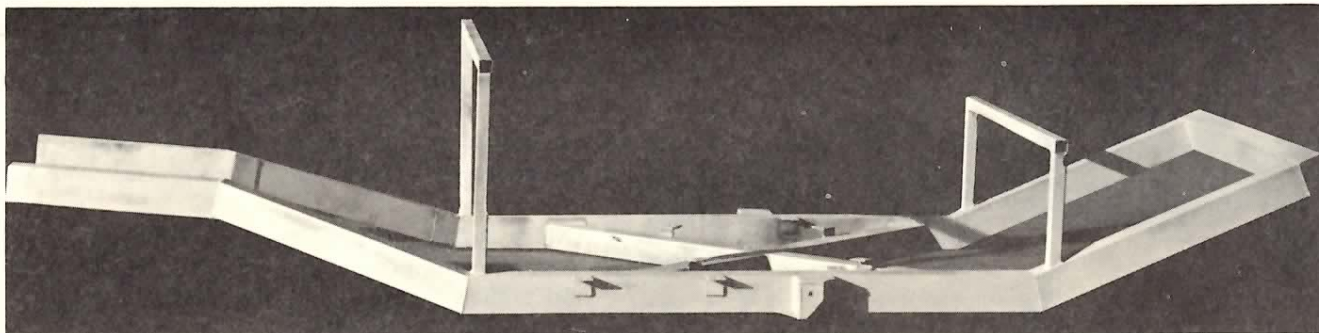
Prices

Competition 100 body, complete	\$295.00
Competition 200 body, complete	395.00
Crating, either body	25.00



Competition 100 and 200 bodies

THE ASTRA FRAME



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 for which we are currently manufacturing frames. It is only logical that 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 a 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. 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.

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, we would suggest purchasing the frame first and the body when the chassis is completed.

Our Astra frames are especially designed for the Astra J-5, J-4 and X-300GT and will eliminate many installation problems. Astra frames are built in a rigid jig to $\frac{1}{8}$ 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 is the real answer to perfect performance. The 2,000 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 .085 wall cold roll seamless tubing and is ideal for frames which are subjected to sports car type driving. The sturdy 3x3 inch cross 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, ten 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 any wrecking yard.

Prices:

Astra X-300 GT Frame.....	\$295.00
Astra J-5 Frame	295.00
Astra J-4 Frame	295.00

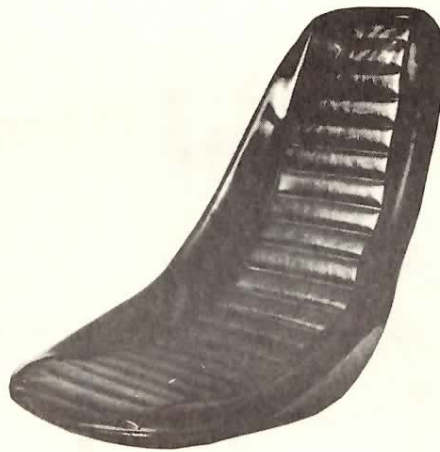
Note: These are the only sports car frames manufactured. Shipping weight is approximately 150 lbs. No crating charge necessary.

ASTRA ACCESSORIES



ASTRA GT SEAT

Designed especially for GT driving and installation.....\$17.50 each



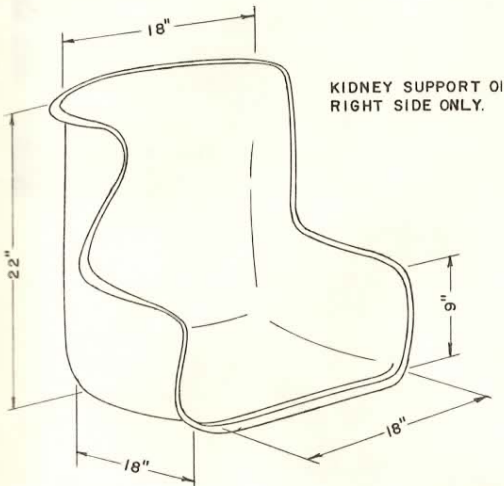
ASTRA UNIVERSAL SEAT

The old reliable, which is adaptable for all uses.....\$15.00 each



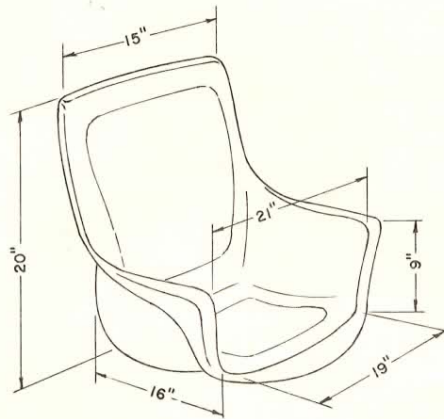
LOTUS STYLE SEAT

This seat is more reclined and will fit into cramped spaces\$15.00 each



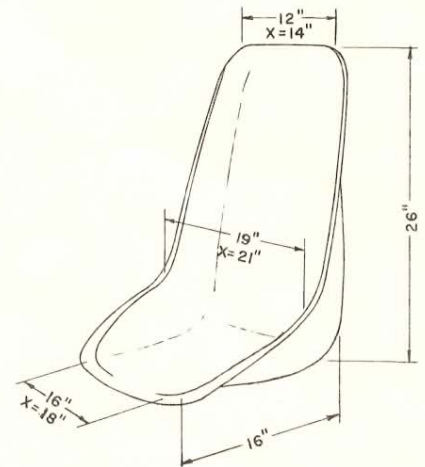
COMPETITION SEAT

(Right Hand Kidney Pad)
For competition racing primarily—oval track\$25.00 each



STANDARD SEAT

Is a low-backed seat with large left and right side supports; very deep.....\$15.00 each



MODIFIED UNIVERSAL SEAT

Swivel mount included.....\$25.00 each

Accessories

COMPETITION FLIP TOP GAS CAP (Polished Aluminum).....\$20.00

ASTRA SIDE VENTS AND GRILLS (Unpolished)

Grills\$24.95 per set
Side Vents 24.95 per set

ALL PLAN PAKS.....\$ 7.50
(Available Only: VW-GT, X-300, J-4, and J-5)

'63-'64 STINGRAY WINDSHIELD
(Fits VW-GT) 45.00

ASTRA J-2 DOUBLE BUBBLE
PLEXIGLASS REAR WINDOW..... 32.50

ASTRA VW-GT QUARTER GLASS—
PLEXIGLASS 15.00 per set

ASTRA VW-GT BACK GLASS—
PLEXIGLASS 32.50

ASTRA VW-GT DOOR GLASS—
PLEXIGLASS 32.50 per set

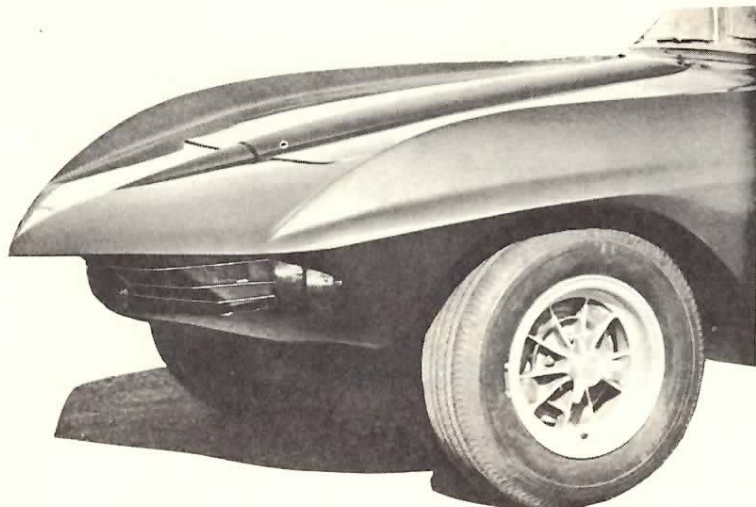
NAUGAHYDE SLIP-ON COVERS FOR
BUCKET SEATS

Astra GT\$30.00 each
Astra Universal 27.50 each
Lotus Style 27.50 each
Competition 35.00 each
Standard 30.00 each
Modified Universal 27.50 each

Special Note:

We have HARD TO GET parts available at Allied Fiberglass Company on a limited basis.

WILD CUSTOM PARTS



Custom Front End — Shark

Custom fiberglass front end shells for Corvettes can be installed to make older Corvettes look modern. Replace your Corvette front end with this beautiful Astra Shark front end.

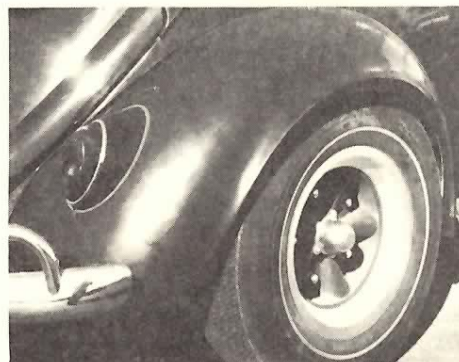
Complete front end, with hood, doors forward\$295.00



Custom Flared Fenders

Make your Volkswagen the toughest looking thing in your crowd by installing custom Astraglass wide flares. These big, modern fenders allow you to put on those wide oval meats and will allow you the necessary clearance to make your wheels look like they really fit. Light-weight, durable Astra-glass fenders not only improve the appearance of your VW, but also reduce your overall body weight. It takes just minutes to install; bolt patterns and accessory locations are already marked for your easy installation. Available front and rear.

Front\$36.50 each Rear 32.50 each



NOTE: Many other items are available for the VW enthusiast such as hoods, deck lids, and scoops. Make Allied Fiberglass Company your one-stop shop for all your VW custom bodies, dune buggies and miscellaneous parts.

Custom MG Midget and Sprite Front Ends

This beautifully designed front end is available for MG Midget and Austin Healy Sprite, all years. Quick and easy to install and is effortless to tilt forward. With standard grill openings, your chrome hardware is easy to install along with standard headlights and park lights. With the installation of this custom front end, your sports car is no longer age-dated but is recognized as a custom vehicle. Be the first one in your crowd to make this remarkable improvement. While it is unique in styling, it also cuts your overall weight, improving your horsepower to weight ratio. If you don't have a Sprite or Midget, tell your friends about this remarkable creation and let them take advantage of this wonderful opportunity to drive a customized sports car. I'm sure you will agree when you see this custom front end installed that it adds a tremendous amount of prestige to its owner.

Also available are stock front ends, including the early model Bug Eye.

Custom Front End.....\$185.00
 Sprite Stock Front End (up to '61)..... 185.00
 Sprite Stock Front End ('61 & up)..... 185.00
 MG Midget Stock Front End..... 185.00



COMPANY POLICY

Purchasing:

Certified checks, money orders, or cashiers checks will be accepted **only** for placing of orders. These orders will be shipped immediately. Personal checks which are received must be cleared through your bank for payment prior to the shipping or filling of your order. **NOTE: YOU MUST ALLOW TIME FOR CHECK TO CLEAR.** We will not be responsible for the loss of cash sent through the mail. All prices quoted in this catalog are list prices. Shipping charges, state and/or Federal taxes must be paid when applicable. All prices are subject to change without notice. All prices quoted are FOB Allied Fiberglass factories.

C.O.D. Shipments:

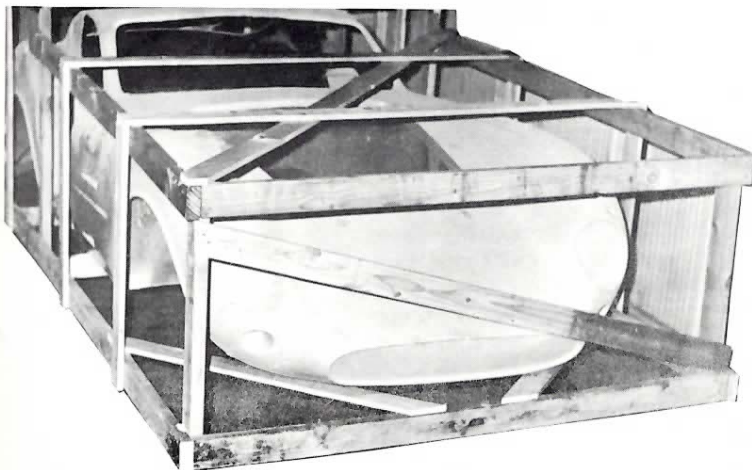
All C.O.D. orders must be accompanied by at least 50% deposit, the balance to be paid at time of delivery, C.O.D. We will not ship orders on open account or without a deposit unless prior arrangements have been made. We cannot ship C.O.D. orders to APO, FPO addresses, P.O. Box numbers, or areas outside the U.S. Any refused or unaccepted C.O.D. shipments will result in legal collection of balance due in full unless refusal is authorized by Allied Fiberglass Company in writing.

Shipping:

All orders will be processed as soon as they are received. Shipping arrangements will be made as soon as possible from the time the original order is in our office. Shipment will be made to you via the most economical and reliable carrier. Special shipping instructions must be made on the original order. Please specify two preferred carriers when possible. We cannot quote freight rates due to the many new tariffs being implemented. Check the approximate weight and size of your order, then contact a trucking firm in your locality for further costs and information.

IN CASE OF DAMAGE DURING SHIPPING PLEASE DO NOT CONTACT US. Contact your shipping agent immediately and he in turn will contact us.

This Sports Car Body is crated according to trucking regulations and is ready for shipment



Return of Merchandise:

No merchandise may be returned for any reason without written permission of Allied Fiberglass Company. Written permission to return goods must accompany returning merchandise. If the error is the fault of the purchaser, a 15% charge for handling will be assessed. **All Shipments approved for return must be prepaid.** Any returning material must be returned within 30 days (shipping prepaid), if the purchaser is to receive a refund.

THERE WILL BE NO EXCEPTIONS, unless stated by written permission of Allied Fiberglass Company.

Cancellations:

Any order cancelled without due cause will be subject to our restocking or handling charges and will be assessed at the discretion of Allied Fiberglass Company.

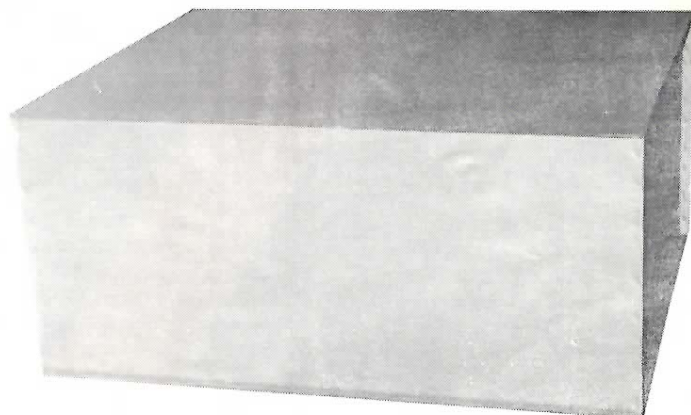
Packaging or Crating Costs:

All orders **not** paid for in full in advance will be subject to crating or packaging charges. Orders paid for in full in advance will be packaged or crated at company expense. **Absolutely no exceptions to this rule.**

Important Notice to Purchasers:

The following is made in lieu of all warranties expressed or implied: Seller's and Manufacturer's only obligation shall be to replace such quantity of the product proved to be defective. Neither seller or manufacturer shall be liable for any loss, injury or damage, direct or consequential, arising out of the use of, or the inability to use the product. Before using, the user shall determine the suitability of the product for his intended use, and user assumes all risk and liability whatsoever in connection therewith. All products manufactured and sold must be installed by a legally licensed and recognized garage, body shop or service center, or Allied Fiberglass Company will assume no responsibility or liability pertaining to the product sold.

All Front Ends & small parts are packaged in cardboard containers such as the one below.





ALLIED FIBERGLASS company

235 N. 16th Street
Sacramento, Ca. 95814

1740 Federal Blvd.
Denver, Col. 80204