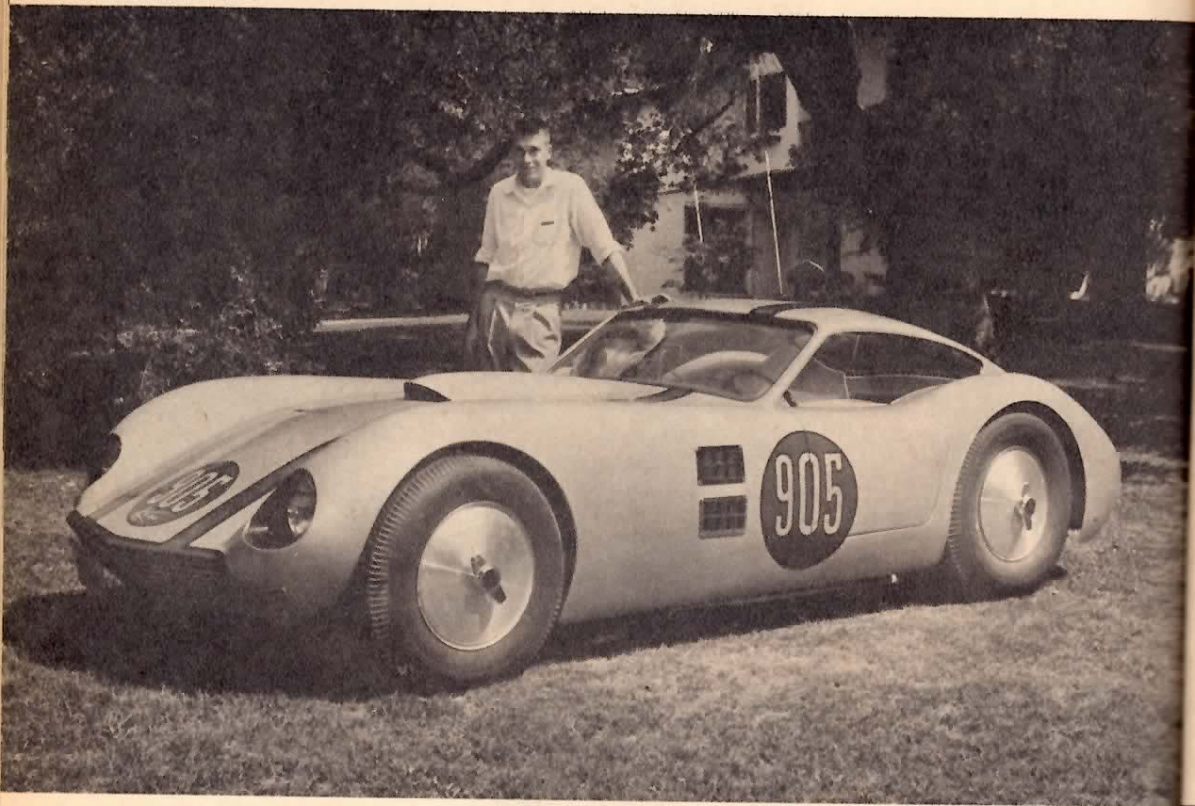


The Kool Kellison



Car takes inexpensive windshield glass from '50-'51 Studebaker; Kellison makes the grille.

Cockpit provides snug but ample space for six-foot occupants, although car is only 42 ins. high.

Kellison J-4 Grand Turismo coupe complete body sells for \$605, takes about 125 hours to finish.

FOR looks that are sleek, brutal, sexy and suave, the Kellison J-4 Grand Turismo coupe is second to none. It's a magnificent beast and it's claimed to have the strongest, the best stress-engineered shell in the whole plastic car body field. And it's one of the quickest for the do-it-yourselfer to complete. The base body price is \$365 and the complete body—including door liners, hinge boxes, inner fender panels, firewall, cockpit liner, instrument panel and hood—sells for \$605.

Designer-builder James Kellison developed the ideas behind this terrific body while working as a missile engineer. To get into the production plastic body business he needed a source of income, so he opened a conventional body and fender shop to pay expenses and haul the freight. Behind the scenes he worked on his real ambition—to develop a line of plastic-body kits of which the J-4 is just one example. Kellison also markets a smaller coupe and two sizes of aerodynamic roadster. He's one of the swingingest guys we've ever

met; watch him for brilliant new ideas.

All Kellison bodies are built of two-oz. Fiberglas matte sandwiched between ten-oz. cloth. A 250-lb. man can walk on them and do no harm; he can sit on the coupe's top and it won't deflect. The coupe, complete with all inner panels, hinge boxes and doors, weighs just 160 lbs.

The body is not the cheapest in its field. Superior strength is one reason; finish is another. The window openings have built-in flanges so that the glass can be installed with no additional work on the part of the man who finishes the body. The door parts are built so that a complete door can be assembled in about 90 minutes. Headlight recesses are designed so that any seven-inch, sealed-beam assembly drops right into place. To install and aim a headlight on the J-4 takes about 20 minutes.

Large and small Kellison coupes (either will accept big Chrysler engines) are designed to use windshields from '50 through '52 Studes. The back glass is '49 Buick, Cad or Olds, body number 5007. The doors

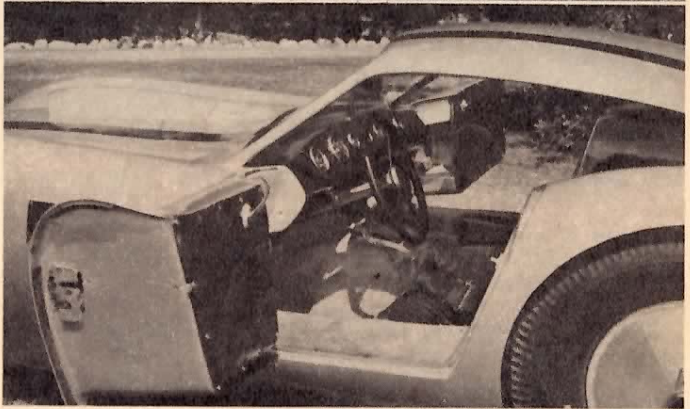




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Slippery, hippy, flowing lines make the aerodynamic coupe a real crowd stopper anywhere.