

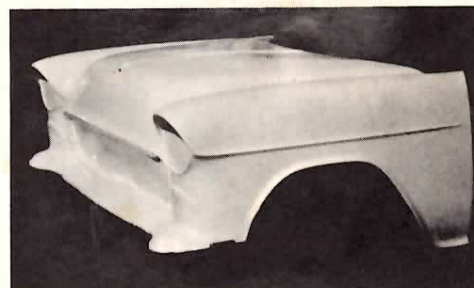


KELLISON

HIGHWAY 99E
LINCOLN, CALIFORNIA
Phone 645-2877



America's Finest

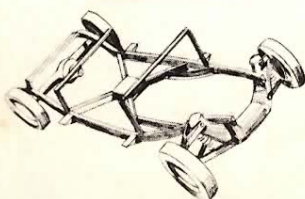


Our two-acre plant houses a modern custom body and paint department. Complete repair and replacement parts for Kellison Sport Cars, Corvette, Sting Ray, Lotus and all other types of fiberglass products now available. Added facilities and latest manufacturing techniques insure prompt, high quality service.



HOME OF THE WORLD'S FASTEST SPORTS CAR

The large warehousing area enables us to stock a complete inventory and the use of our rail spur line adds to fast and economical handling of your order.



Just a few of the many desirable features found on the Kellison Frame:

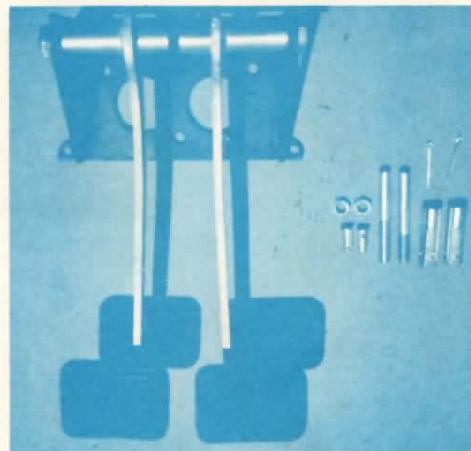
1. Front End bolts directly on. Uses '49 to '54 Chevrolet or Corvette '53 to '62 Front End.
2. Rear Spring Hangers. Bolt in '53 to '62 Corvette Rear End or change rear end spring saddles and bolt in '55 to '57 Chevrolet rear end.
3. Includes rear shock mounts.
4. Includes exhaust pipe holes cut in X member.
5. Includes fuel and brake line brackets.
6. Includes spare tire mount.
7. Includes emergency brake brackets.
8. Includes rear sway bar brackets.
9. On all body/frame combinations, the body is pre-shimmed to insure a perfect door fit and do away with all squeaks or rattles. Simply bolt in engine, transmission of your choice. Engine compartment is large enough to accept Chrysler or any large V/8.

Complete frame plans and instructions available for only \$3.00.

ACCESSORY PARTS - J-6 PANTHER

- WOOD-RIMMED STEERING WHEEL (Dished)\$40.00
- STANDARD PLASTIC STEERING WHEEL (Dished).. 20.00
- DOOR HINGES: '49 to '52 Plymouth Lower front door hinges - set of 4 32.00
- HOOD HINGES: Austin Healy - pair 28.00
- HOOD LATCHES: (Rear of Hood) '55 to '57 Corvette. (See your Chevrolet Dealer
- TRUNK LID HINGES: Austin Healy outside Deck lid hinges - pair 28.00 (Also '61 Corvette early model trunk lid latch assembly - see your Chevrolet Dealer)
- BACK GLASS: Plexiglass - 1/4" 40.00
- QUARTER GLASS: Plexiglass - 1/4" - pair.. 20.00
Standard Glass - pair 25.00
- WINDSHIELD GLASS: '49 - '52 Studebaker (Available either from Kellison or your Studebaker Dealer)..... 64.00
- SIDE VENTS: Pair 30.00

- GRILL: (Custom)\$ 40.00
- DOOR LATCHES: '64 Ford - pair 26.00
- MAHOGANY DASH PANEL: Inset 12.50
- DOOR SILL STEP PLATE: Chrome Plated - pair 12.50
- SIDE DOOR GLASS: Do not roll up and down - insets only - Plexiglass - each 60.00
Standard Glass - each 75.00
- GAS FILLER CAP: Ferrari Type 24.95
- HEADLAMP ASSEMBLY: Lucas - Complete Setup 35.00
- SWING PEDAL ASSEMBLY: 32.00
- WINDSHIELD WIPER ASSEMBLY: '49 - '51 Mercury 26.00
- FUEL TANK: '55 Chevrolet 6-Passenger Wagon - (accomodates spare tire) 32.00
- J-6 PANTHER MEDALLION: Pair 16.00
- WINDOW RUBBER EXTRUSION: For Windshield, back glass, quarter windows (MUST be used) Amount sufficient to do complete job 20.00





1964 J-6 Panther

Shown above is our new J-6 series Panther Corvette. This automobile is available in many stages of completion. It is available in completed, semi-completed, and body only stages. Body mounts on '53 to '62 Corvette chassis with no frame modifications needed.

The J-6 Body is as complete and finished as the Avanti, Corvette, or Lotus. Panther body requires no fiberglass work. Comes complete with all paneling installed.

J-6 PANTHER HIGHLIGHTS

Kellison engineered & designed sports car bodies have been in production since 1955. The first fiberglass body to come out of the Kellison factory was the J-4 Gran Turismo Coupe - "The Beautiful Brute". Being very well received, this automobile is still consistently gaining top honors at automotive shows throughout the country and still maintains many land speed records.

The second unit to be designed & produced by the Kellison firm was the J-5 Coupe with dual quad headlights. This advanced styling accomplishment was first presented in 1959 and carried forward to the first part of 1964. Due to certain state vehicle regulation changes - requiring greater frame clearance, higher headlamps and more back glass vision, it was decided in 1962 to update and completely re-style the J-Series automobile. A two-year program of extensive research & development went into the achievement of the now very popular J-6 Panther Coupe.

The result of over 10 years of engineering, designing, production, sales & service of the Kellison line of magnificent fiberglass sports car bodies is a very thorough understanding of what the do-it-yourself builder needs and must have in order to do a better than average job of building his own machine.

The many years of accumulated knowledge and experience represented by the Kellison firm has culminated in the exquisitely designed and very functional J-6 Panther Coupe.

What are some of the advantages to you in building a Panther?

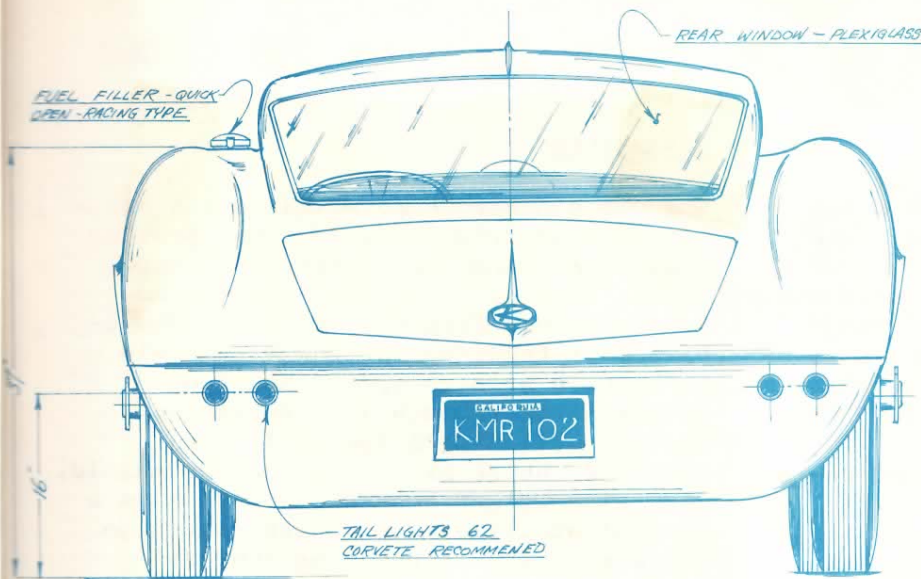
- You don't have to be an expert in fiberglass fabricating. In fact, you don't have to have any knowledge of fiberglass work at all!!! All the fabricating has been done for you! No panels to install or inner & outer doors, hood or trunk lid to assemble.
- The J-6 Panther Coupe body is completely reinforced before leaving the factory. Absolutely no additional reinforcement needed.
- The Main Body Shell is built in only two complete and separate sections. Complete floor pan, transmission cover, driveshaft tunnel, firewall, luggage panel, kick pads and complete interior of Coupe is one complete moulded group.

- The outer body shell, less doors, hood and deck is moulded as another separate unit. These two large main body components are then set in an accurate jig and alignment fixture and completely laminated together at all mating surfaces.
- Needless to say, tooling of this nature is not inexpensive. However, the advantages to you, the home builder, are tremendous. Through the Kellison process of component part adhesion comes the most durable, rugged and light-weight fiberglass body available on today's market.
- Inasmuch as the assembly of many small parts has been completely eliminated, a very substantial savings is automatically passed on to you, the economy-minded builder.
- The most important result of the Kellison process, however, is that every fiberglass body is uniform. Uniformity in a fiberglass body being of utmost importance, if each body is not built to within at least 1/8" tolerance, the doors, hood, trunk lid, glass and windshield will not fit.

Being a basic supplier also to the aircraft parts industry, and having supplied "Indy" fiberglass bodies, the Kellison firm cannot afford to be lax in any areas where uniformity and quality are definite NECESSITIES!!

Many firms have in the past attempted to capitalize on the design and engineering achievements of the Kellison firm; however, needless to say, it takes a great deal more than the ability to simply take a mold from an existing Kellison part to build the quality and close tolerances necessary for a first-class machine. The specially trained and quality-conscious personnel at Kellison are constantly on the alert to insure the utmost in customer satisfaction.

It will pay off tremendously to be very cautious in your selection of a fiberglass sports car body. Don't make the mistake as many others have in the past by buying a cheap imitation of a Kellison product. It costs no more to buy quality and the engineering ability represented by the Kellison J-6 Panther Coupe.



KELLISON

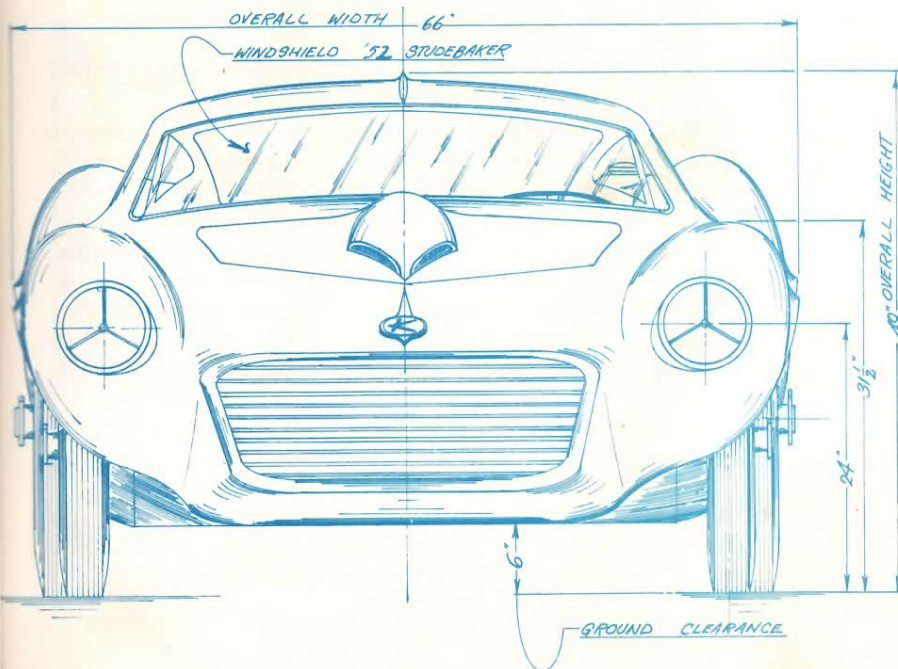
HIGHWAY 99 E
LINCOLN, CALIFORNIA

Phone 645-2877

1964 J-6 Panther Corvette



- Doors, and door jambs installed.
- Firewall installed.
- Floorpan installed.
- Driveshaft tunnel installed.
- Transmission cover installed.
- Dash.
- Decklid cutout and reinforced.



DOORS:

Panther doors are built in two-piece molds and, while still in an un-cured stage, are pressure molded together with over 200 P.S.I. Finished door comes from mold in a one-piece, highly rigid, well reinforced unit. Hinge boxes and sealing flanges are all built in. Simply bolt in place. Average installation time approximately 1 hour each.

DEMAND THE BEST! Demand Pressure Bond doors, hoods, decks & dash panels!!

HOOD:

Built in two sections, hood is also pressure moulded together with over 300 P.S.I. A full inner hood panel with complete X member section produces an almost indestructible hood! Scooped to clear even the largest carburetor. To make hood scoop functional, simply cut out frontal marked area. All mounting pads for hinges & latches are moulded directly in inner hood panel. **AT LAST!** A hood that fits when you get it - and continues to fit for years to come!! The unique Kellison Pressure Bond process virtually eliminates the heretofore poor fit normally associated with fiberglass bodies.

TRUNK:

A beautiful, functional Deck Lid Assembly for the J-6 Panther Coupe! You, the builder, requested this advanced feature in the J-5 Coupe; but, due to the interior design it was found to be very impractical. In re-designing the interior & frame arrangements, however, particular emphasis was placed on engineering a practical trunk with a great deal more room than seems possible!! The trunk lid is manufactured in the same Pressure Bond manner as the hood. A very strong inner trunk panel makes this an extremely rigid unit. Absolutely no more "poor fits" normally prevalent in other fiberglass bodies.

When choosing YOUR "glass" body, be certain that doors, hood and component parts fit! Ask your supplier if he employs the Pressure Bond system. If he does, then he's a Kellison Franchised Builder. If for any reason you do not obtain parts produced through this process, then chances are you will be less than happy with the results.

WINDSHIELD:

The J-6 Panther Coupe utilizes the '49 - '52 Studebaker windshield. One problem area concerning the earlier J-5 Coupe was an attempt to utilize stock windshield rubber from the '49 - '52 Studebaker. A tendency for the windshield to blow in at high speeds has been counteracted through a re-designing feature utilizing a specially manufactured rubber extrusion for windshield, side windows and back glass. This is a special specification rubber extrusion and a must when purchasing your J-6 Panther. Only about 25 feet is needed to do the complete job - at a total cost of \$20.00. Windshield installation time using Kellison Rubber Extrusion is approximately 1 hour.

DASH:

Your J-6 Panther comes with dash completely installed. The instrument cluster panel is beautifully molded in and designed to accept all Stewart Warner instruments - or practically any other type you may desire. A particularly important feature of the moulded dash is its additional strengthening characteristics. At the time the dash is installed it is jig-fitted to base of windshield opening. Several layers of fiberglass are then bonded to windshield inner lip and top of underside of dash. This additional application guarantees a perfect windshield and dash fit. An optional mahogany dash panel is available for insertion in instrument area.

J-6 PANTHER COUPE BODY/FRAME COMBINATION:

For the builder who wants the ultimate in a body-frame combination, a rigid, boxed frame is now available. This frame has the body already installed on it, along with all rubber mounting pads. This combination comes to you as a pre-installed unit. Since no additional work is necessary on the frame, you will realize a savings of many hours of labor & money!

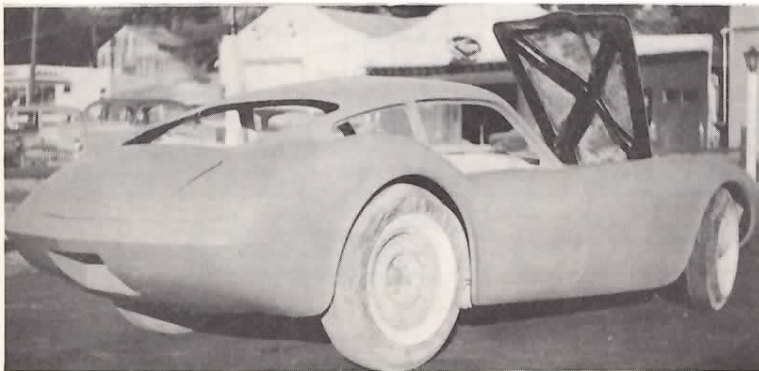
INSTALLING PANTHER BODY ON CORVETTE CHASSIS

1. Remove Corvette body from chassis. Save all rubber mounting pads and bolts, nuts, and washers.
2. After body is removed have frame and running gear steam cleaned.
3. After frame has been cleaned, check these items to see that they are in good operating condition: brake drums, brake shoes, wheel cylinders. Check brake lines and brake hoses. Rebuild master cylinder. Check Wheel bearings and races. Check and clean emergency brake cables. Check and replace any worn tie rod ends. Disassemble and replace king pins and bushing. Drain rear end and flush out. Check ratio to see if it is in the proper ratio for desired use.
4. Look at frame drawing and build or have welding shop build cowl brace. This brace acts as upper body mounts and your brake and clutch assembly bracket. After it is built, very carefully measure from frame drawing and weld in place.
5. It is recommended that engine and transmission be moved forward 13 inches if Corvette engine is used. If another type of engine is used, distance may be less for various reasons. Weld in motor and transmission mounts as described in blue prints.
6. Check drive shaft U-joints; replace if needed. Shorten or have drive shaft shortened to desired length. Shortening costs will vary from \$4.00 to \$6.00. It is also recommended that the drive shaft be re-balanced
7. Check chassis and tighten all nuts and bolts. Replace any worn exhaust system parts and shorten header pipes 13 inches if Corvette engine is used.
8. Weld on the additional body mounting pads as shown in drawings. Replace any mounting pads that have been flattened or oil soaked. Purchase 12 additional pads as the Panther body has a dozen more mounting pads than the Corvette. In this manner we gain tremendous body strength and yet light weight.
9. Set body on chassis, install mounting pads, drop bolts through body and pad through frame mounting pads. Do not tighten down bolts. Install hinges in hinge boxes at cowl ('49 to '52 Plymouth lower front door hinges). Adjust door so that leading edge of door is parallel with door opening with 3/16 inch gap. Now bolt down complete floor pan. Compress rubber pads to 3/8 inch thickness. Do not tighten beyond this as you will lose all the advantages of rubber cushioning. Check doors to see that they are still in alignment. Now bolt front mounts to inner fender panels. Make sure both fenders are at the same distance from the frame; check blue prints for this. Now bolt rear of body to rear cross member and package shelf. Check doors for alignment. If the gap at the back of the door is too large, shim up the rear until the door fits the opening perfectly.
10. Install hood using our hinges or you may fit and use Corvette early model by using left hinge on right side and right hinge on left side. Drill holes and bolt on. Hinge latches on rear of hood are '55 to '57 Corvette. Drill holes in firewall and lower hood brace and alignment. Use complete Corvette pull and latch system.
11. Trunk lid use Austin Healy outside deck lid hinges and '61 Corvette early model trunk lid latch assembly. Deck lid reinforced with inner bracing like hood. Hood and deck bracing very similar to Corvette.
12. Back glass and quarter glass are of plexiglass. Back glass of pressure formed 1/4 inch are available. The less expensive 1/8 inch plexiglass may be used, however. Back glass has been increased by 2 1/2 square feet.
13. Door glass and wing windows are available only from KELLISON CAR COMPANY, or you may build your own. Door glass system furnished is a slide friction mechanism that slides down into door, very similar to the Rolls Royce.
14. Refinishing your Panther requires the complete sanding with 100 grit wet or dry sandpaper. Make sure all surfaces are well sanded and there are no shiny spots. Now spray complete with two gallons of DuPont enamel primer surfacer. Trade name for this surfacer is Pre-para-coat. Allow to dry three days and sand to a smooth surface with 320 grit wet sandpaper. You are now ready for the color you desire. We recommend using an acrylic lacquer.



Note the following time saving features not found on any other body on the market today:

- Hood openings lipped and flanged.
- Hood scooped to clear air cleaners.
- Hoods use our Ferrari-type latches if desired.
- Door jambs installed and drilled for hinges.
- Door jamb rubber sealing mounts installed.
- Door hinge boxes installed and drilled for hinges.
- Doors assembled, ready to bolt in place.
- Door striker plate box installed
- Grill openings cut and flanged.
- Color impregnated white for easy sanding and priming.
- Dashboard installed.
- Body shell one piece; hood and doors only are separate.



In designing the frame and running gear components for the Kellison—a car that is used for cross country ventures as well as daily drives—we've used General Motors products as standard. This makes it possible for you to get engine, transmission and other parts quickly when needed. Your nearest GM shop can take care of your problems.

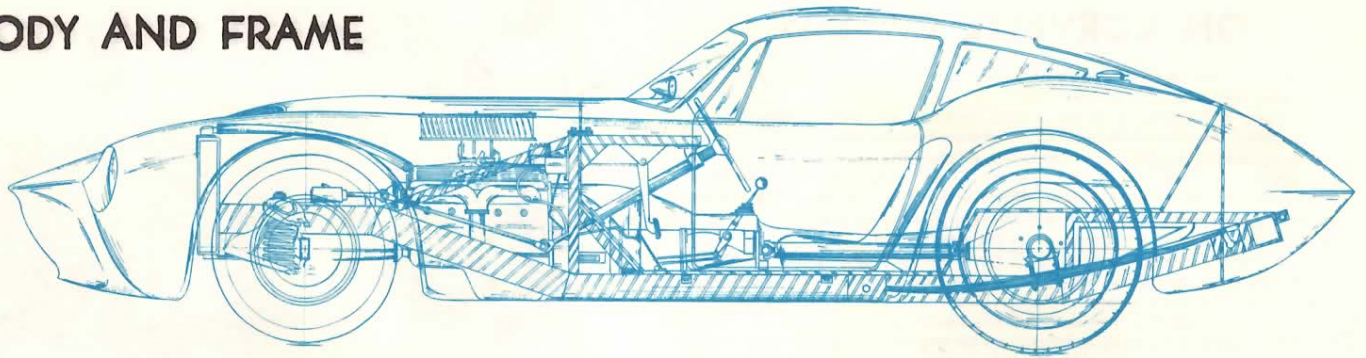
We used existing parts, redesigned and reengineered their placement to give you the ultimate in handling and driving enjoyment.

The frame has the same basic design as the Corvette, except that the engine is further back, the frame has a lower center of gravity, a lower roll center in the rear and a higher roll center in the front, which of course leads to better handling.

Complete body and frame mounted)..... **895.00**



BODY AND FRAME

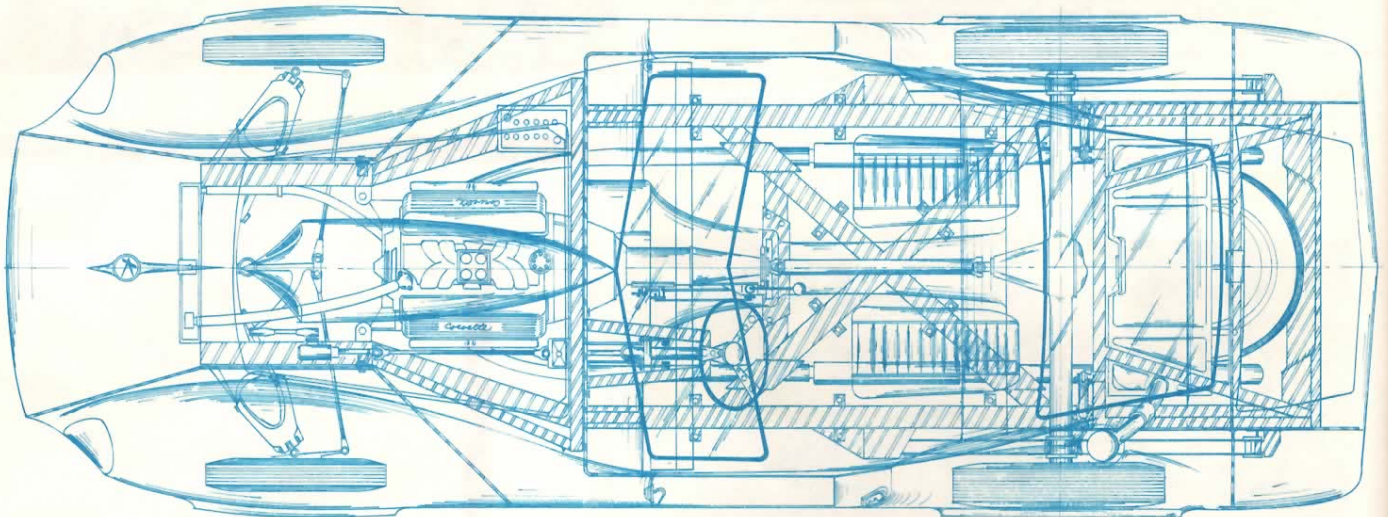


Undoubtedly you have considered the purchase of fiberglass bodies offered by other manufacturers. Here, listed as clearly and factually as we possibly can, are ample reasons why Kellison, and only Kellison, offers today's buyer more quality, more sound design, and more long-range economy than any other firm:

- Completed bodies have inner fender panels glassed in at factory to save builder's time and provide increased strength.
- Kellison bodies weigh 40 to 50 pounds more than other bodies on the market (except our competition body, which is lighter); this, too, provides more strength.
- Bodies have weather sealing flanges cast in; only rubber stripping is needed to make a tight seal.
- Door jambs also have sealing flanges cast.
- Stock windshields fit Kellison cars; stock windshield rubbers are used.
- Replacement parts are easily available through dealers or direct from the factory. These include noses, cowls, doors, hoods, and so forth.
- Any body shop or Chevrolet-Corvette dealer can repair your Kellison in case of accident (many new European sports cars and

American truck cabs are built of fiberglass). In addition, any competent boat shop can handle repairs.

- If you, the buyer, do not want to build your Kellison, your local garage, boat shop or body shop can handle the installation economically and quickly. Kellison bodies are easier to install.
- We certainly don't claim that you can have a finished car after 20 minutes of work with our body, a tube of glue and a roll of Scotch tape. However, you can readily see that with all of the built-in, built-up components of Kellison bodies, you are assured of quicker, easier assembly than with any other presently manufactured fiberglass body.
- We are not in business to do a big volume in one-time, one shot sales. We have staked our reputation on establishing a comfortable, pleasant relationship with our customers — a relationship we expect to continue for many, many years.
- At Kellison, our watchword is "quality." We employ the most modern processes to keep our selling costs low, and we try to compete with other manufacturers. But we will not compromise the quality of our product to match cut-rate prices that can be based only on inferior workmanship and materials.

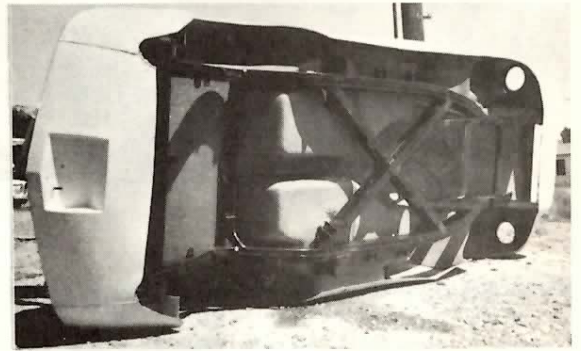


J-6 Panther Coupe Body: Complete with all paneling installed, such as inner fender panels, floor pan, dash panel, etc. Includes inner & outer doors assembled, deck & trunk lids. Comes in gleaming white Gel-Coat finish. 595.00

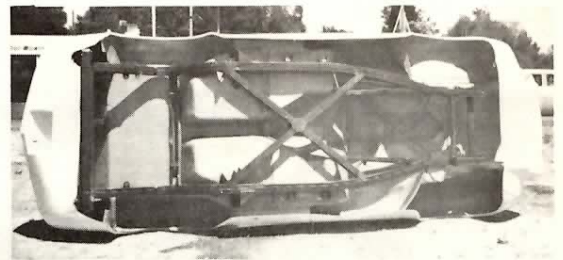
Detailed Plans for Above: 3.00



This head-on view of the Panther Coupe is the "Wildest" yet! (Note the small details - such as headlight bucket mounting flange and grill mounting flange).



Shown here in detail is the complete underside of the Panther. Not only will you note that all panels are already installed, the inner panelling also has a smooth contoured appearance. Remember - Quality costs no more! Complete body, ONLY\$ 595.00



In these photos is shown the underside of the Panther Body & Frame Combination. Notice how completely sanitary the entire unit is! A perfect and detailed fitting of body and frame mated together in a rugged one-piece unit. Engineering of this exactitude one would normally expect to be very expensive. Not so! Through the large volume production facilities at Kellison emerge beautiful, high-quality products at very low cost. It's not necessary that we get rich on each sale! Your Cost on a beautiful combination like this is ONLY\$ 895.00 Nowhere in the industry can a unit such as this be duplicated in either quality OR price. We invite you to shop and compare then, if you are sincerely interested in owning a sports car body - you will own a Kellison!



The sleek, streamlined side view of the Panther is very apparent in this photo. Study this view a little longer - trace the smooth aerodynamic lines and you will see why Kellison-designed cars hold world-records at Bonneville and at every major drag strip throughout the country. It takes less horsepower to go faster in a Kellison! You don't pay a cent extra for the aerodynamics built into the Kellison!

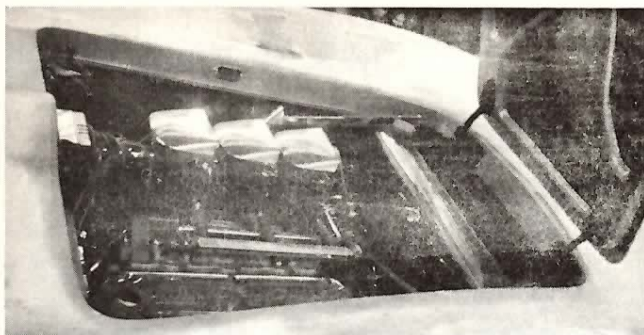
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Throughout this brochure you will have noted our reference to Chrysler engines for installation in the Panther. Since overheads don't come any larger than this - you will readily see that practically any engine, large or small, will fit the Kellison body. Note also the large flange on the body hood opening. Utilization of this flange increases body rigidity to the point that you could actually jump up and down on it without fracturing the body. This flange is an absolute must! Insures continued fit of hood. Note the underside of hood - see how well-reinforced it is. It not only looks rugged - it IS rugged!



Spacious spare tire and deck lid area. Austin Healy trunk hinges work very well for fast, easy installation. Pressure molded inner trunk lid keeps trunk lids in good fit under the most adverse conditions. Water gutter and sealing flange cast right into body at trunk lid opening keeps trunk free from moisture.



Here is another angled view. We have shown many views and engineering drawings of the Panther in our brochure. In fact, our Ad Man says too many! But we don't think so. We are of the opinion that you, as a potential customer for our products, want as many details and facts as possible - not just a lot of "hot air" sales copy. Since it's not possible for each of our customers to tour our plant we feel compelled to illustrate as much as possible all the painstaking detail and modern manufacturing processes utilized at Kellison. We would rather you see for yourself than just take our word for it!

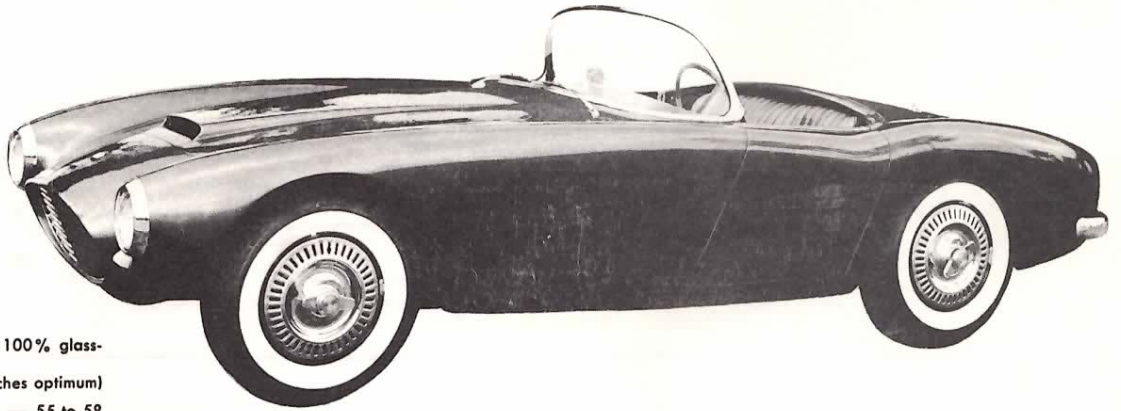


Free opening & closing doors take only a few minutes to install. Our pressure mold process guarantees perfect fit. Don't overlook the beautifully contoured dash!



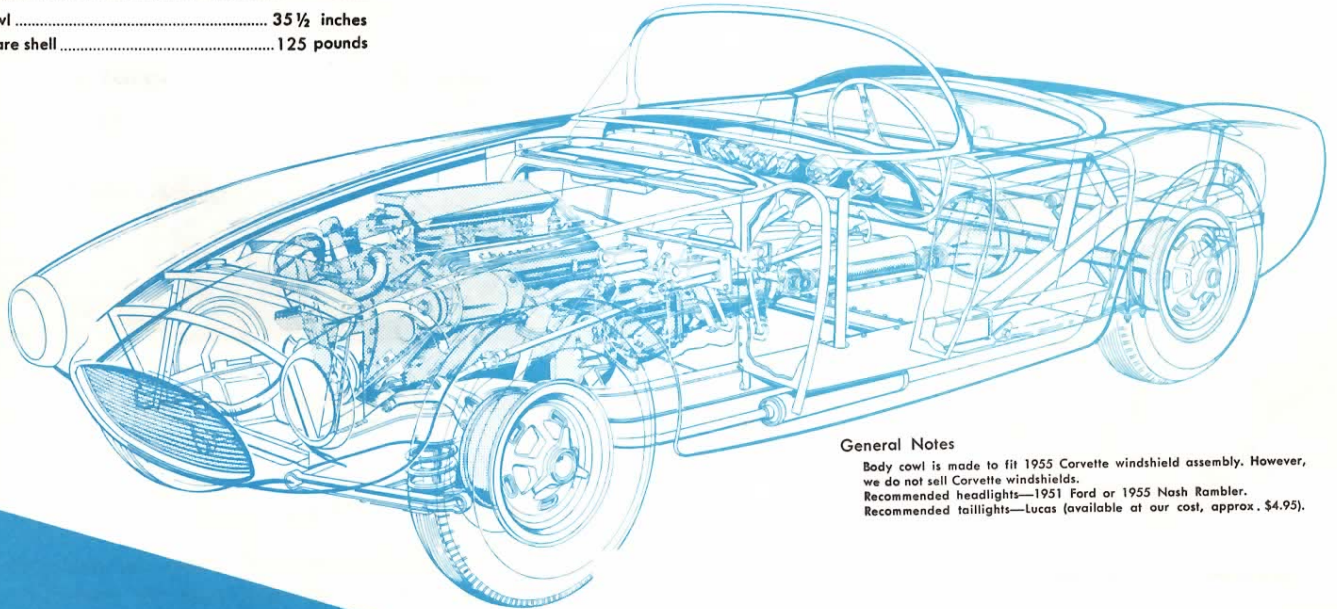
Very little frontal area - provides terrific improvement in handling, roadability and speed. Aerodynamic air-flow characteristics allows this little beauty to fairly fly!

SR-100



TECHNICAL DATA

Body Material—Polyester resin reinforced with 100% glass-fibers.
Wheel Base 99 to 101 inches (100 inches optimum)
Tread Front 54 to 56, Rear — 55 to 58
Over-all Length 165 inches
Over-all width 68 inches
Height to cowl 35½ inches
Weight of bare shell 125 pounds



General Notes

Body cowl is made to fit 1955 Corvette windshield assembly. However, we do not sell Corvette windshields.
Recommended headlights—1951 Ford or 1955 Nash Rambler.
Recommended taillights—Lucas (available at our cost, approx. \$4.95).

**SR-100 will fit Chev. or Ford shortened chassis.
Vette and T-Bird,**



SR100 The Type SR-100 body was designed to fit a wheel base of 100 incl and a tread of 56 inches. It is intended primarily for the "special builder" who wishes to use American passenger car components. Obviously, the answer to building an inexpensive sports car is to use a domestic engine and chassis. Other benefits besides low cost are accessible parts, near-overwhelming performance, and handling characteristics that can match or exceed those of most European sports cars.

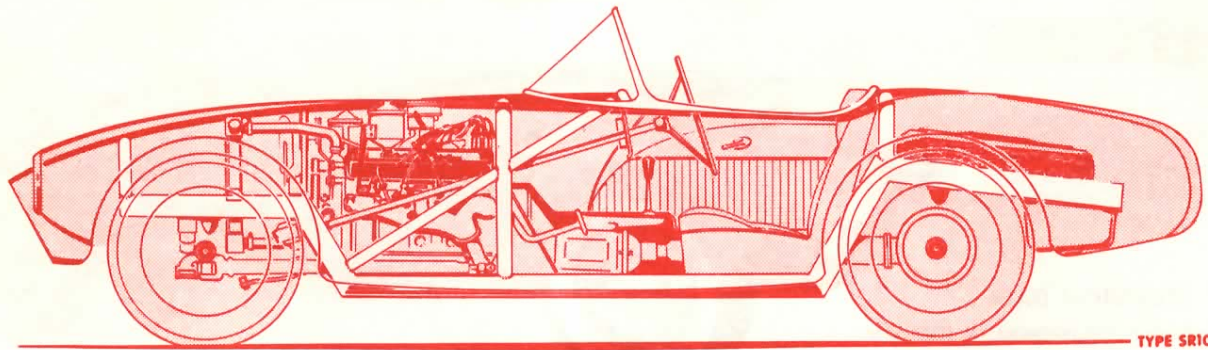
Since we are chiefly interested in appealing to the special builder, every effort has been made to produce a body-shell that is pleasing in appearance, yet practical. As an example, hood, deck and door stiffeners are included with every body, with provisions for easy installation of hinges and locks. Also, the often-difficult windshield problem has been solved by designing the body cowl to receive a Corvette windshield assembly. This gives a finished touch which many "specials" often lack, and is surprisingly inexpensive.

Briefly, other salient features are a large engine compartment (which will accommodate any passenger car engine), a functional carburetor air intake, and return flanges around wheel and cockpit openings. Also, the surface finish is outstanding by any standard and the body requires very little preparation prior to painting. All this adds up to a very smart yet practical sports car body,

CHASSIS:

The following outline describes the chassis modifications required to fit the SR-100 body to an altered stock chassis. The chassis selected is Ford, 1949-1951, but the described alterations are typical of other stock chassis.





Modifications of the Ford chassis:

The frame must be shortened 14 inches. This gives a wheel-base of 100 inches.

The engine and transmission must be relocated aft 18 to 20 inches and lowered 5 to 6 inches. With engine-transmission moved aft, a new crossmember must be fabricated to pick up transmission mounts. This crossmember should be a large diameter tube in order to help tie the two side rails rigidly together.

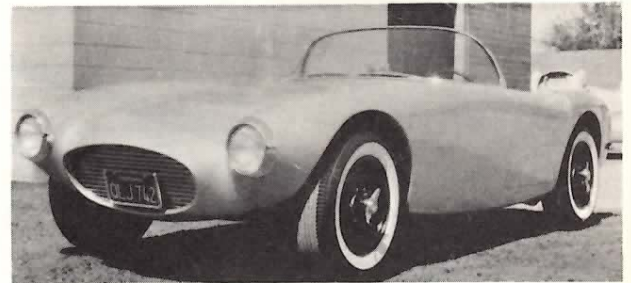
Lower frame. In the rear use 2 1/2 inch lowering blocks; in the front use 2 inch shorter coil springs.

Spring-rate must be changed, both front and rear, because the completed car will be 30% lighter. Remove one leaf from each rear spring and purchase new coils in front which are 1/8 inch smaller in diameter. "Traction Masters" or equivalent will probably be needed on the rear axle.

Move clutch and brake pedals aft to suit new seating position. Also, the steering column will have to be lengthened and re-positioned to suit new seating position.

Lengthen pitman arm and idler arm 1 1/2 inches to give faster steering. Since less weight is on front wheels (lighter body, engine moved aft) the steering effort will remain about the same as stock.

Shorten driveshaft and relocate radiator.



Beautiful SR 100 Roadster on Chev. chassis.

Purchase options

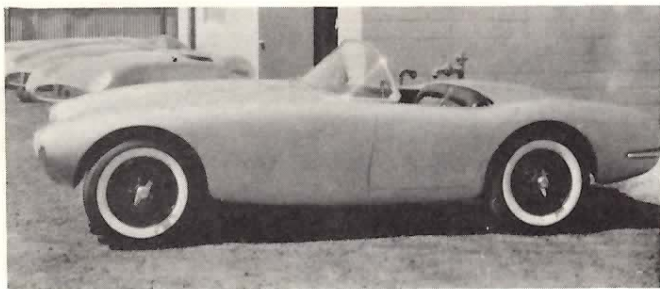
1. 50% down, balance COD. Under this plan, you send us a certified check or money order for one-half of the total purchase price. We ship COD, and you pay the remaining balance on arrival, plus shipping costs and a crating charge of \$35.
2. Full payment. If you send a certified check or money order in full payment of total purchase price, we will pay crating charges. You pay only freight charges on receipt of your shipment.

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.

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.



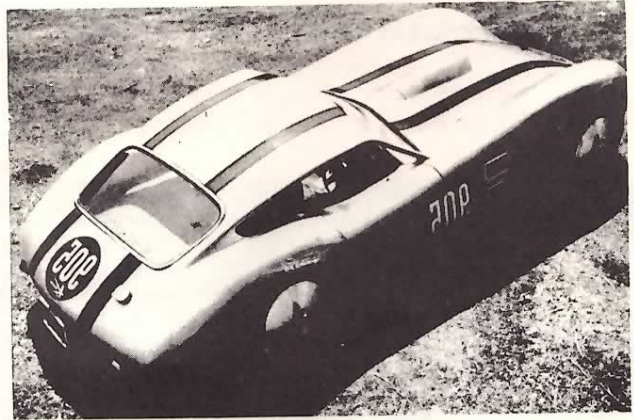
About 200 man hours and Chev. chassis builds this beautiful roadster.

Body shell cleaned and trimmed.....	\$295
Bodies shown on this sheet 50% Deposit with order.	
Crating charge	\$35.00

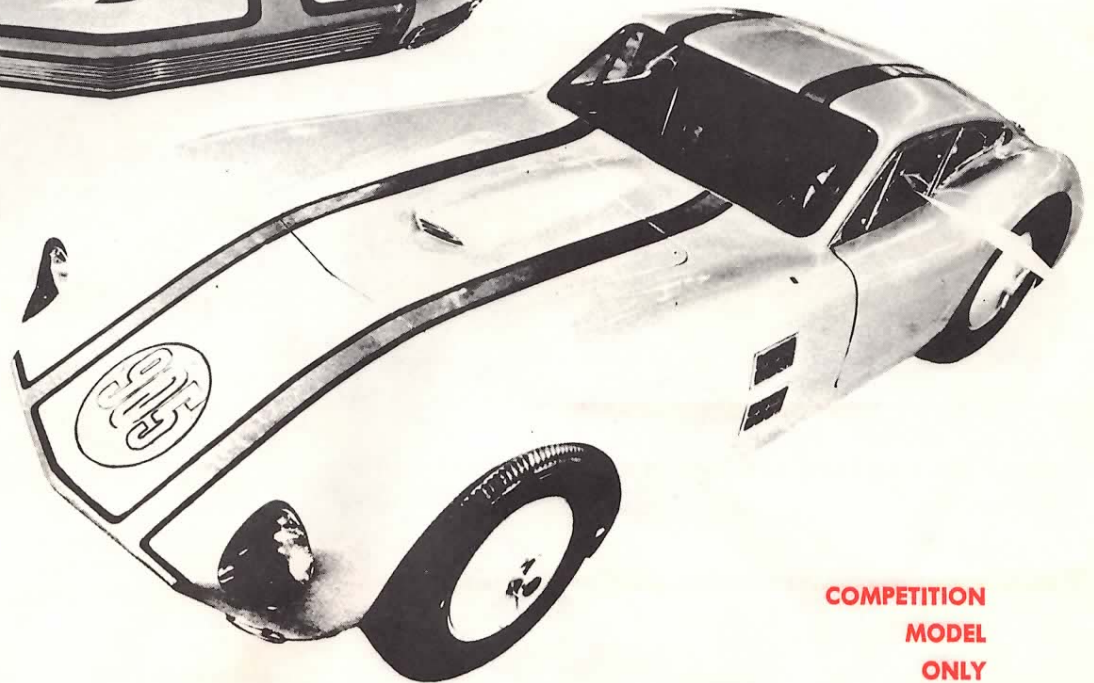
J-4 kit "B"

This kit is comparable to every other manufacturer's fiberglass body on the market today at twice the cost. There are several accessories that the kit does not include — we have omitted these to make available a fiberglass sports car body for the individual who wishes to construct a car to his own individual desires and tastes. It requires a much lower cash outlay and is designed for persons who are building their machines on a limited budget.

This kit does not include seat buckets, firewall, dash and inner fender panels. Your doors, which come in two pieces, will have to be assembled. Hinge boxes are installed and you may use our hinges for quick mounting of doors.



98 inch wheelbase,
56 to 60 inch tread width



J-4



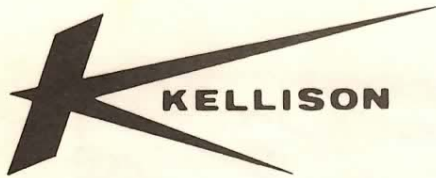
The J-4 coupe windshield is 1949-52 Studebaker glass (clear or tinted). The windshield on the J-4 roadster is determined by the builder's individual taste. Backglass on the coupe is 1949 Oldsmobile-Buick-Cadillac fastback; it utilizes a standard H rubber for quick installation. Installation time is about an hour for windshield and backglass.

**COMPETITION
MODEL
ONLY
330.00**

Plus Tax and Crating

Available as outside shell only

All prices subject to 10% Federal Excise Tax



**REMOVABLE HARDTOPS
FOR AUSTIN-HEALY**

THE LATEST CALIFORNIA CRAZE

Top uses your standard deck lid and mounting brackets. Initial installation time approx. 45 minutes to 1 hour. Top flocked and superbly finished.

Price **\$249.50**



CLASS (G) REAR ENG BODY \$195.00



**KELLISON REAR ENGED
GLASS G SPORTS CAR BODY**

This body looks like Lotus rear engine racing car. Two seater. Body comes complete nose section, tail section and two doors. Wheel base 86" to 90", Treadwidth 48" to 52".

Body as described with dash and two bucket seats **\$195.00**
 Glossy Photos of finished car **\$1.00**
 Glossy Photos of body as shipped **\$1.00**

Prices do not include Taxes, Crating or Shipping
 No Taxes on competition or show parts.

LOTUS ELITE

**FITS TRIUMPH and MANY
SMALL IMPORTS or
BUILD YOUR OWN CHASSIS**

SPECIFICATIONS

Dimensions: *Wheelbase, 88"; Length, 130";
Width, 58"; Height, 46"; Weight, 1,376 lbs.*



**PRICING FOR LOTUS BODY PARTS
62 LOTUS ELITE COUPE**

Complete Body	\$595.00
Includes exact duplicate of outside body shell, all flanges, openings, lips, hood—inner and outer; doors—inner and outer; deck lid—inner and outer.	
Replacement parts and prices available	
Front End (from door forward without hood)	185.00
Front End (from center of wheel wells forward)	120.00
Left or Right Front Fenders	60.00
Left or Right Rear Fenders	60.00
Hood Panel (upper)	25.00
Hood Panel (lower)	20.00
Complete Hood Bonded Together	50.00
Doors (outer panel) each	25.00
Doors (inner panel) each	25.00
Rear End (from rear of back glass and rear door jambs) complete tail section	185.00
Trunk Lid (outer)	25.00
Trunk Lid (inner)	20.00
Trunk Lid Bonded Together	50.00
Top Panel (outer) complete with Posts and glass openings	100.00

Body and parts are hand laminated for strength and uniform thickness throughout, using two ounce Mat and nine ounce cloth. Same thickness as original parts. These parts come finished better than factory originals. All parts are guaranteed against workmanship and materials.

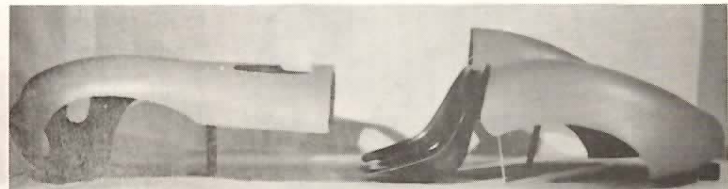
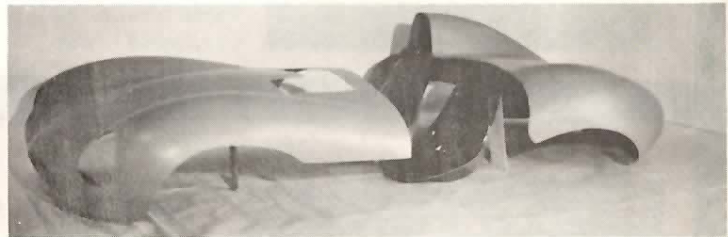
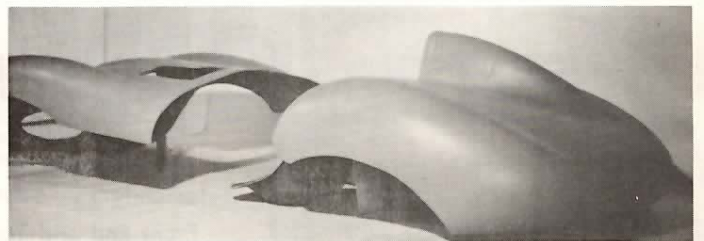
Prices subject to change without notice.



Wheelbase	90-92"
Treadwidth	46-51"
Body length	160"
Body width	60"
Body height	29"

This body is a replica of the D-Jag Racing car. Body includes tail section and nose section only. Doors and lower body panels are made of flat stock aluminum or body metal. All contours are simply one way bends and can be done in the home work shop without any tools but tinsnips. Wheelbase may be any length as it determined by length of doors. Body weight as shipped 90 lbs.

Body Price (with 2 bucket seats included) \$250.00

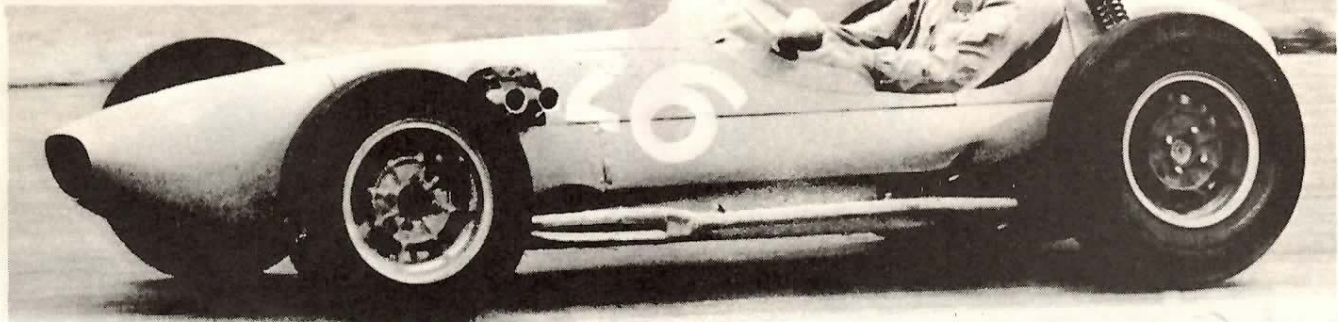


ts.
r.
50

INED
ODY
car.
tail
90",
5.00
1.00
1.00



KELLISON



KELLISON FRONT ENGINED FORMULA JR. BODY

Body comes in six separate pieces for quick installation on your chassis, looks like Lotus front engine car. Wheelbase 76" to 90", treadwidth 44" to 52", overall height 18".

Price with bucket seat included \$195.00

KELLISON REAR ENGINED FORMULA JR. BODY

Body comes in three separate pieces. Dimension same as for front engine Formula Jr. Looks like Lotus rear engine Formula Jr.

Price with bucket seat included \$195.00



**SPRITE & M. G. MIDGET
Hard Top**

**Factory Duplicate
Flock Headliner**

Price Only \$149.50

**Front End and Top
Only \$275.00**



**SPRITE & M. G. MIDGET
Replacement Front End**

Reinforced around all edges with flanges just like stock units, installation time 30 to 40 minutes.

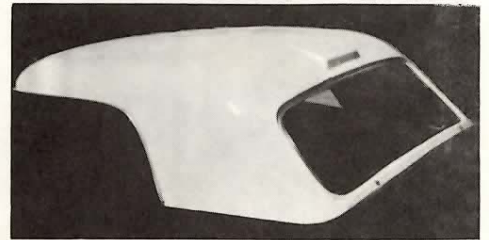
Front End Only\$150.00

Front End and Top Combination ..\$275.00

Prices do not include Taxes, Crating or Shipping
No Taxes on competition or show parts.



REMOVABLE HARDTOPS



HARD TOP for '55 to '57 T-Bird:

A beautiful addition to the very popular '55 to '57 T-Bird! Superbly finished inside and out. Has felt-type headliner for inside of top. Exterior of a gleaming white Gel-Coat finish. Plexiglass back glass and all rubber window sealing included for water-tight, dust-free driving enjoyment.

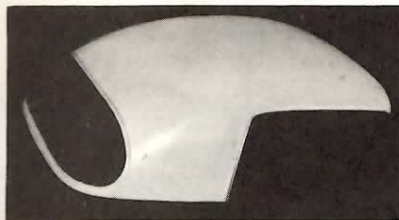
Complete Unit, Only\$150.00



REMOVABLE FAST-BACK HARDTOP for '56 to '60 Corvette:

May be modified slightly to fit '54 Corvette. Top uses standard deck lid and mounting brackets (brackets not included with unit). Initial installation time approx. 4 to 5 hours. Installation by body shop definitely recommended. Felt-type headliner for inside of top. Exterior a gleaming white Gel-Coat finish. Plexiglass back glass and all rubber sealing included for a more water-tight, dust-free installation.

ONLY \$249.50



HARD TOP for '56 to '60 Corvette:

The closest similarity to factory hard top available! Superbly constructed and finished with soft felt-type headliner and gleaming white Gel-Coat exterior finish. A real eye-stopper! Fast and easy to install. Rubber window extrusion and plexiglass back glass included.

Complete Unit, Only\$150.00



REMOVABLE FAST-BACK HARDTOPS for '56 to '62 Austin Healy:

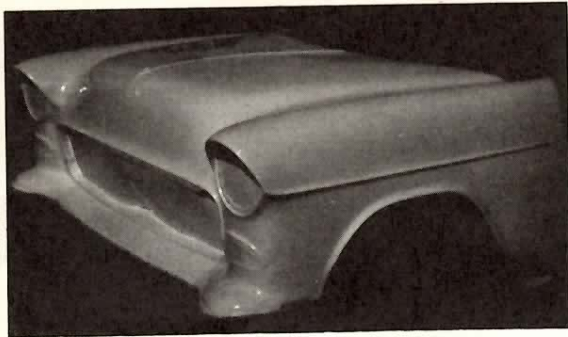
Due to intricate mounting procedures necessary, these units are a definite body shop installation job. Uses standard deck lid and mounting brackets (brackets not included with top). Interior of top consists of felt-type headliner. Installation time approx. 4 to 5 hours. Also available for years '63 to '64. Come in a gleaming white exterior Gel-Coat finish.

ONLY \$249.50

REMOVABLE FAST-BACK HARDTOP for M.G.A.

Uses standard deck lid and mounting brackets (brackets not included with top). Interior of top consists of soft felt-type headliner. Installation time approx. 4 to 5 hours. Installation by body shop definitely recommended. A beautiful white Gel-Coat finish.

ONLY \$249.50



'55 CHEVROLET FRONT END:

These beautiful one-piece front ends weight only approx. one-third as much as stock front ends. May be used as either lift-off or tilt-forward type. Exact duplicates of factory originals in every respect and detail as metal front ends. May be purchased either with or without splash pan. Beautiful gleaming white Gel-Coat finish.

Complete Unit - including pan ...\$150.00
 Complete Unit - Less splash pan.. 125.00



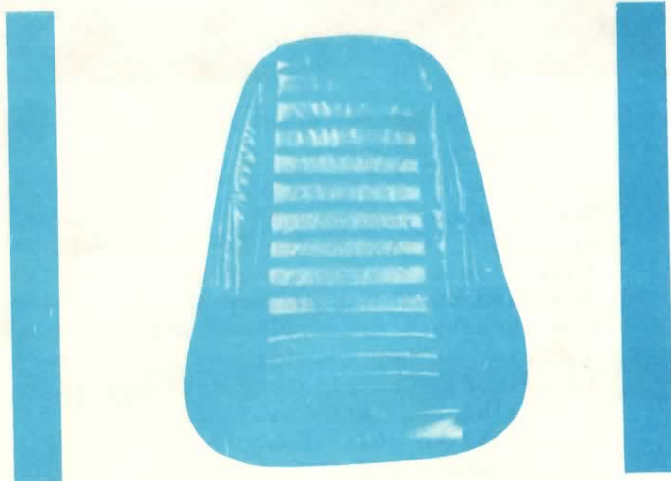
For those who want a really wild front end for their 'Vette - with a minimum of "glass" work you can attach the SR-100 Front End to your '53 to '62 'Vette! This Front End is for the really economy-minded buyer. Complete unit includes hood. ONLY \$160.00



STING RAY BODY OR PARTS:

May be purchased as a complete outer shell for building up a sports car gasser. Replacement parts may also be purchased separately. (Check Sting Ray parts list for individual components).

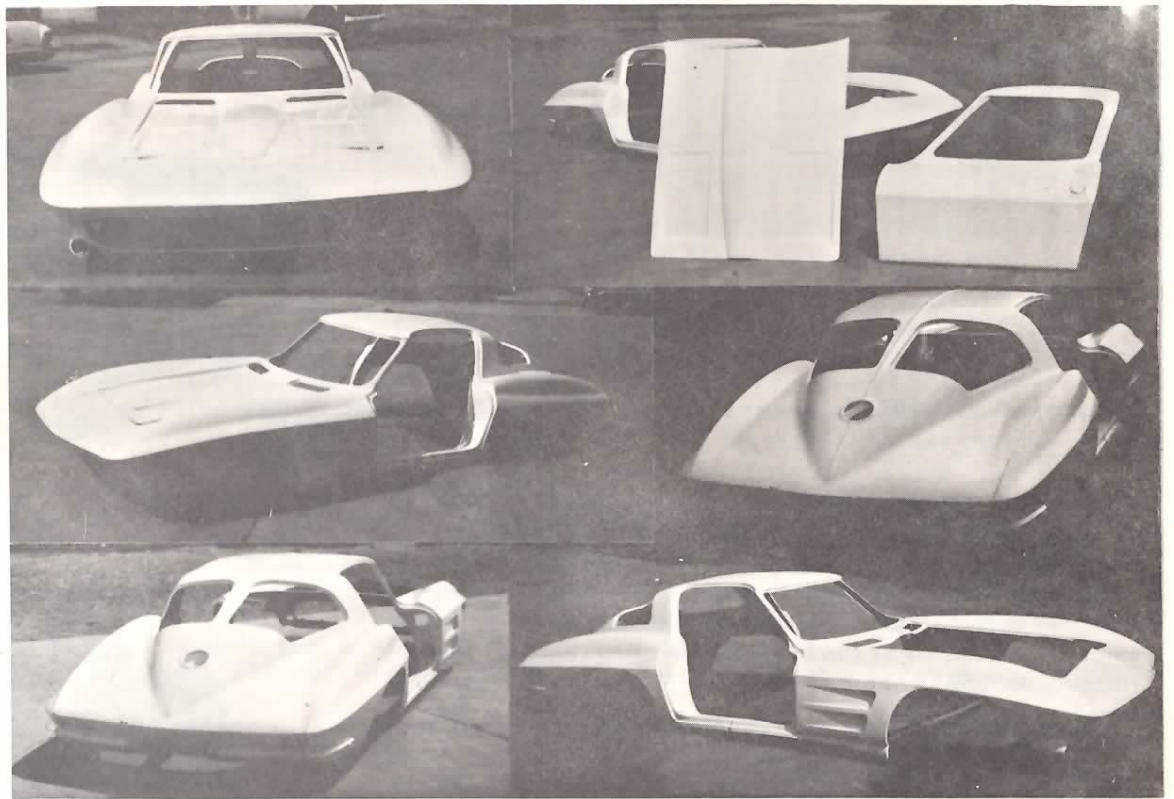
Complete Outer Shell\$595.00



1927 or 23 T BODY CAR KIT: (SUPER STREET BODY)

This kit includes T Roadster body, two 32 Ford Front fenders, two 32 Ford running boards, two 32 Ford rear fenders, 32 Ford grill and two bucket seats, this kit makes into a beautiful street roadster. Specify 23 or 27 Body and turtle deck.

Price Only \$295.00



<u>Sting Ray: Complete Body</u>	\$600.00
Front End (Doors Forward)	\$185.00
Front End (Center of wheel wells forward)	120.00
Front Fenders (Left or Right)	60.00
Rear Fenders (Left or Right)	60.00
Grill Panel - Lower	35.00
Grill Panel - Upper	45.00
Front Half of Front Fender (Includes Park light)	40.00
Rear Half of Front Fender	40.00
Rocker Panel - Includes door jambs (wheel to wheel)	60.00
Trunk Panel - Lower	40.00
Rear Half of Rear Fender (center of wheel wells back)	40.00
Front Inner Panels (Radiator Forward)	15.00
Hood Panel - Upper	30.00
Hood Panel - Lower	20.00
Rear End - From rear of back glass and rear door jambs. Complete tail section	185.00
Top Panel - Outer, complete with posts and glass openings	100.00

PARTS FOR CORVETTES

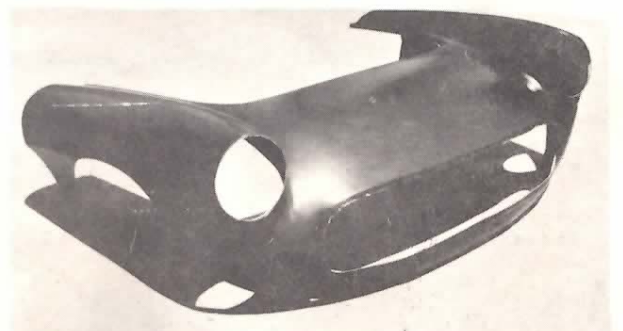
A COMPLETE LINE OF BODY PARTS,



'54-'57:

Custom Front End. Uses stock headlamp and grill. Installation time approx. 4½ hours. Really dresses up the 'Vette! And at a price so low you can't afford to buy a factory part!!

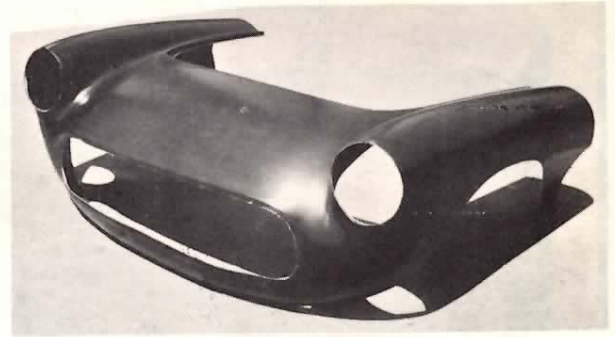
ONLY \$120.00



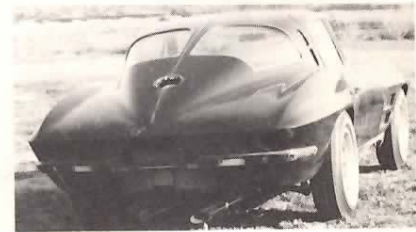
PANNEL SECTIONS AS NEEDED FOR CORVETTE REPAIRS

CORVETTE REPLACEMENT PARTS

Custom Nose Section (3" Past Front Wheel Opening)	\$120.00
Door - Outer	25.00
Door - Inner	25.00
Trunk Lid - Outer	30.00
Trunk Lid - Inner	25.00



Front End (Doors Forward)	185.00
Custom Nose Section (3" Past Front Wheel Opening)	120.00
Front Fender (Left or Right)	60.00
Door - Outer Shell (Left or Right)	25.00
Door - Inner Shell (Left or Right)	25.00
Hood - Outer	30.00
Hood - Inner	25.00
Trunk Lid - Outer	30.00
Trunk Lid - Inner	25.00
Rear Fenders (Left or Right)	60.00



KELLISON

HIGHWAY 99 E
LINCOLN, CALIFORNIA



Ever thought of hanging a Sting Ray Front End on your early model 'Vette? Here's a deal you can't afford to pass up!! Front End & Hood ONLY \$225.00

Tail Section (Complete) '61-'62 Corvette:

Includes deck lid, soft top cover, both fenders and back panel. This complete assembly will allow the installation of the '61-'62 tail section on earlier models of Corvettes 250.00

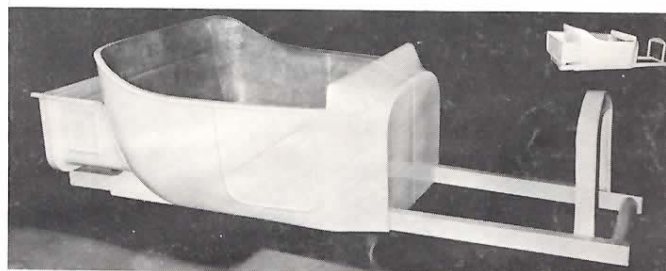
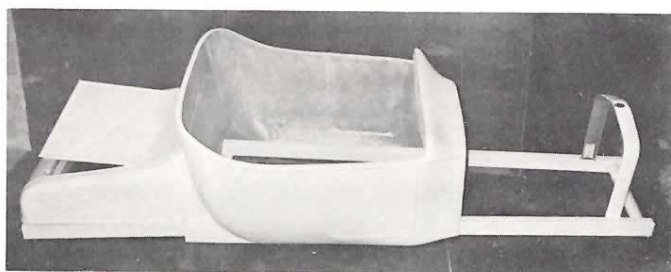
Front End (Doors Forward)	185.00
Front End (Center of Wheel Wells Forward)	120.00
Front Fenders (Left or Right)	60.00
Rear Fenders (Left or Right)	60.00
Grill - Lower Panel	35.00
Grill - Upper Panel	45.00
Front Half of Front Fender (Includes Parklight)	40.00
Rear Half of Front Fender	40.00
Rocker Panel - Includes door jambs (Wheel to wheel)	60.00
Trunk Panel - Lower	40.00
Rear Half of Rear Fender (center of wheel well back)	40.00
Soft Top Cover Panel (Outer)	30.00
Soft Top Cover Panel (Inner)	25.00
Trunk Lid - Outer	30.00
Trunk Lid - Inner	20.00
Front Inner Panels (Radiator Forward)..	15.00
Hood Panel - Upper	30.00
Hood Panel - Lower	20.00

KELLISON HIGHWAY 99E
LINCOLN, CALIFORNIA
Phone 645-2877



Kellison T-Bodies and chassis are designed with you — the hot rodder — in mind. These are universal type tube frames, rigid — but very lightweight. Rather than use exotic Volkswagen or machined front axles, these frames are built so that, by simply attaching slightly different mounting brackets, they will use practically any combination of front axles, rear ends, transmissions or engines. They are designed to fit perfectly the *Kellison* line of T-Bodies. Other fiberglass bodies, with slight modifications, may be mounted to our chassis. If you so wish, you may order your body/frame combinations and simply bolt the body to the frame when you receive it. These units are the finest on the market, and are the only frames where both the body and frame are built by the same manufacturer and designed to go as an integral unit. No more guesswork or “butchering” of bodies or frames in order to get a chassis from one company to fit a T-Body from another company. These frames have all body mounting brackets included — so it’s simply a matter of dropping 1 1/4” by 5/16” bolts and washers through attaching frame member pads and you are ready to install engine and component parts. All figuring and “head-scratching” done for you! We strongly suggest the *Kellison* Deluxe T-Bodies with 2” mounting flange all around bottom edge of body. These body/frame combinations require no fiberglass work to be done to body by builder. It’s all done at the factory! The Dash Panel on the Deluxe units have ample room to take a full row of Stewart Warner instruments. The firewall may be trimmed to fit exactly around the engine — giving a more sanitary unit with a minimum of work on your part. Best of all — at a price that doesn’t pay one to go out looking for old rusty T or A frames.

Don’t forget, and this we can’t stress too strongly, *Kellison* — and only *Kellison* — builds both fiberglass and steel products under the same roof, and they fit!



'23 T-Body/Frame Combination. Includes poop deck, grill and two (2) bucket seats.

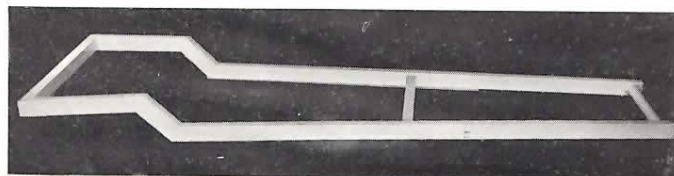
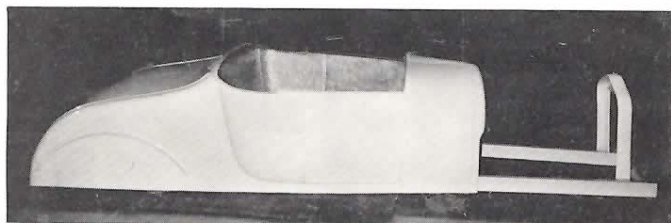
- Cat. #K23TF/Comb — 1 \$370.00
- Cat. #K23TF/Comb — 1A (Same combination as above — however using space frame instead) \$420.00
- Cat. #K23TF/BO Comb — 1B ('23 T-Body/Frame combination — Bucket Only) \$280.00

For Right Opening Door on T-Body with either of above combinations add \$10.00

'23 T-Body-Frame Combination. Includes Pickup Bed (specify length — 14”, 20” or 24”), grill and (2) bucket seats.

- Cat. #K23TF/Comb — 2 \$370.00
- Cat. #K23TF/Comb — 2A (Same combination as above — however using space frame instead) \$420.00

For Right Opening Door on T-Body with either of above combinations — add \$10.00.



'27 T-Body/Frame Combination. Includes Grill and two (2) bucket seats,

- Cat. #K27TF/Comb — 3 \$370.00
- Cat. #K27TF/Comb — 3A (Same combination as above — however utilizing space frame instead) \$420.00

(Also Available: '27 T-Bucket and Frame combination — no Poop Deck, but with both opening doors \$340.00

For Dash Panel on either of above combinations, please add \$15.00.

'27 T-Frame Only Cat. #K27TF9 \$150.00

Distributed by:

Throughout the pages of this brochure will be seen the finest fiberglass Hot Rod items produced anywhere in the world — Kellison being the only manufacturer putting out these items on a fast, efficient assembly line basis. Regardless of what other firms might claim, only Kellison carries an absolute *full line* of quality, guaranteed fiberglass auto bodies and accessory parts for the hot rodder and customizer. Kellison bodies and parts are so manufactured that they require absolutely no additional reinforcing or modification prior to use on either competition or street machines. More machines are equipped with Kellison bodies than *all other manufactures combined!* If you want the **BEST** unit at the **BEST PRICE** — look over our selection, take your pick, and get your order to us as quickly as possible!

PRICES: All prices shown are List Prices, and are subject to change without notice.

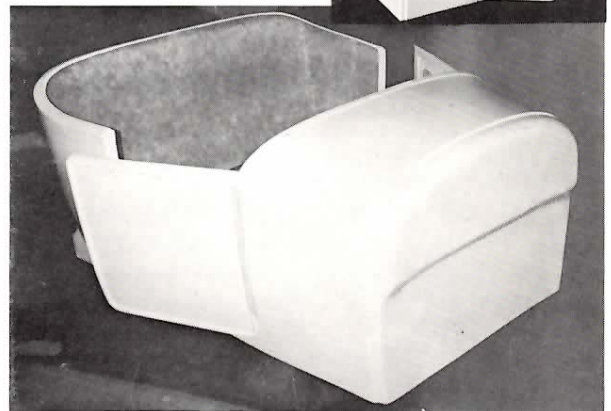
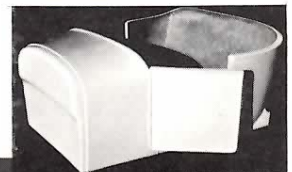
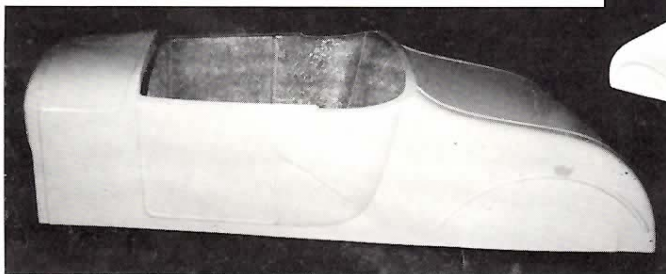
ORDERING: All sales are made on a 50% cash-with-order, balance C.O.D. basis. California residents must add a 4% state sales tax.

SHIPPING: It is suggested that Railway Express Agency be specified on all orders of 50 lbs. or less. Since all shipments are F.O.B. Lincoln, California, shipments by R.E.A. save many dollars on freight costs.

DELIVERY TIME: Freight delivery on bodies west of the Rockies is usually within one week. East of the Rockies, delivery time may be between one to two weeks — depending on the distance and means of shipment.

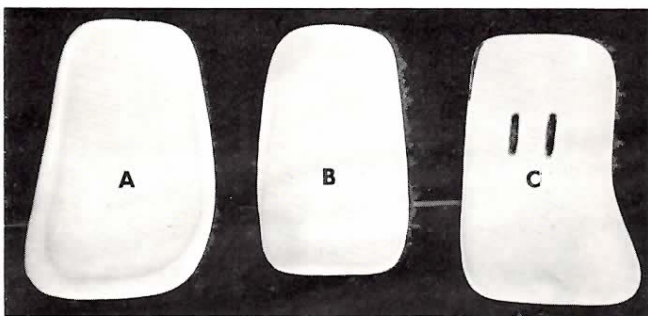
GENERAL INFORMATION: Due to the huge warehousing facilities at our disposal, we keep in stock at all times a complete inventory of all items. All shipments are made the same day order is received. Claims for damage in shipment, whether open or concealed, should be made immediately to the freight forwarder as soon as damage is discovered. The manufacturer is not responsible for damage after the freight company accepts the shipment.

SPECIAL NOTE: If you need something real fast, give us a call. We will be happy to reimburse you for any phone charges by deducting that amount from your first purchase!



'27 T-Body. Complete, one-piece deluxe unit with built-in poop deck and strong, reinforced fire-wall. The "Cadillac" of all T-bodies! Beautifully moulded doors and trunk lid. A real sturdy, light-weight unit. The best T-Body that can be obtained from anyone, anywhere, at any price! Simply sand, paint and install.

Cat. #K27T-10 \$180.00

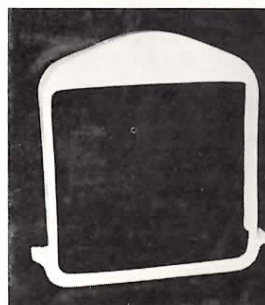


'27 T-Bucket. With both opening doors. Just like from the factory — with inner and outer door panels bonded together. Superior quality throughout. All edges smoothed and reinforced. Includes door jambs and doors lined — all the little extras that go toward making this unit a must for the true '27 T fan!

Cat. #K27T-11 \$150.00

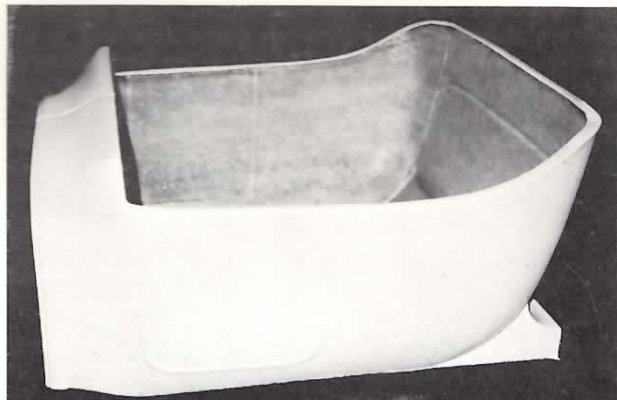
Bucket Seats. Competition racing and street use. Form fitting, light and ultra strong. Fit all sports cars, dragsters, racing boats and competition machinery. Includes moulded in mounting flanges all around the perimeter for quick, easy installation. A must for every competition car and driver!

Cat. #KBS-23A (Universal) \$14 95
 Cat. #KBS-23B \$14.95
 (For Dragsters and Limited area installation)
 Cat. #KBS-23C \$22.50
 (Heavy Duty, w/breather vents in back. Where room is ample, and extra strength is needed)

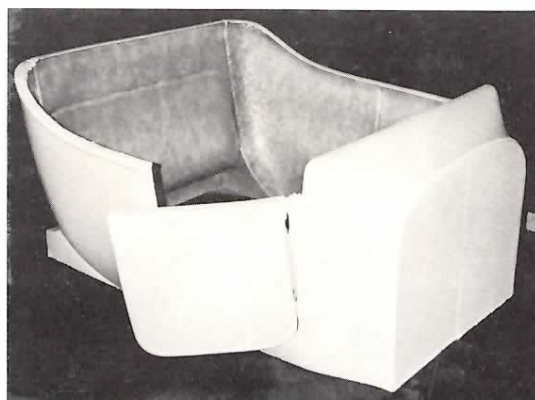


'27 T-Grill Shell. With added features of lower extension and hood mounting flanges. No cutting, re-drilling or shaping required. Smooth, well formed edges and original Ford Insignia make this a real added attraction to any '27 T-Bucket!

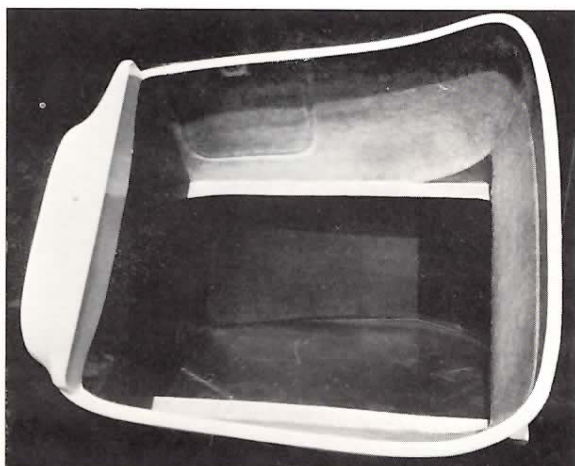
Cat. #K27T-13 \$20.00



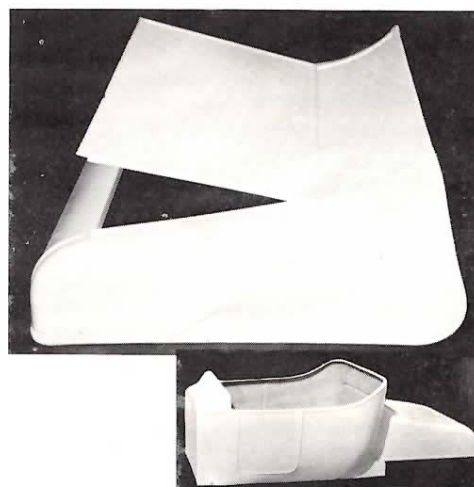
'23 T-Bucket. The all-time favorite! Both doors moulded in. All edges sanded and reinforced. Includes firewall. A real strong, sturdy lightweight unit.
 Cat. #K23T-14 \$100.00



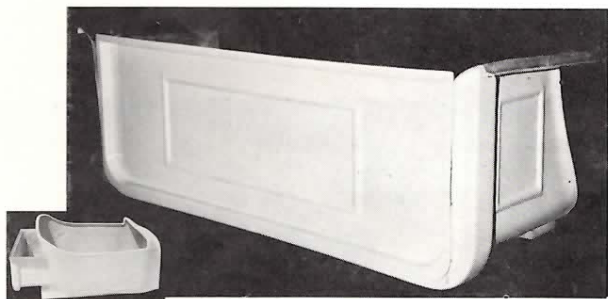
'23 T-Bucket. With rugged, well-fitting right opening door. Sturdy, reinforced firewall. All edges sanded, contoured and reinforced all around. Real strong and lightweight.
 Cat. #K23T-15 \$110.00



'23 T-Bucket. With both doors moulded in. Includes strong, sturdy firewall. SPECIAL FEATURES WITH THIS UNIT: Specially designed, beautifully contoured dash panel — with more than ample room for gauges, decals, etc. all installed and ready to go! ALSO, the **Only** '23 T-Bucket manufactured that has a 2" floor mounting flange all around the bottom edge of body for fast, easy installation of body to chassis.
 Cat. #K23T-16 (Without Doors) \$130.00
 Cat. #K23T-17 (With right door) \$140.00



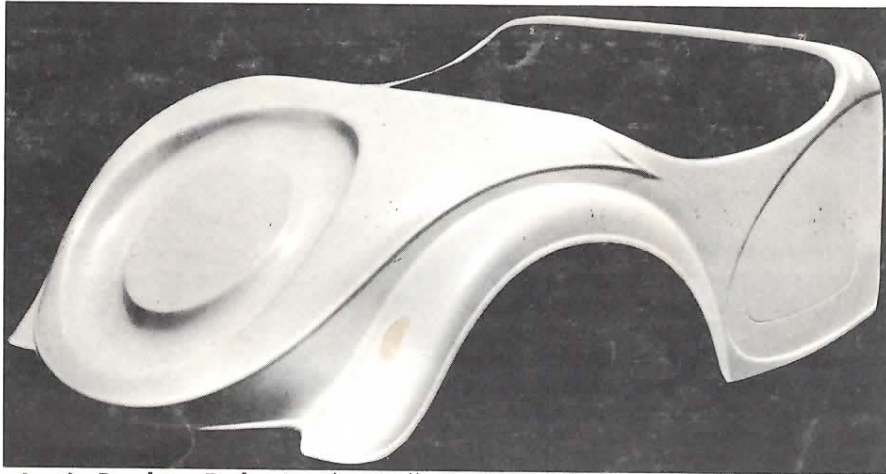
'23 T-Poop Deck. Original factory duplicate, with smooth, easy opening lid. Unit all ready to bolt directly to '23 T-Bucket. Very little re-finishing required to put this one in shape — light sanding only. Creates a beautiful T-bucket/Poop Deck combination!
 Cat. #K23T-18 \$50.00



'23 T-Pickup Bed. Overall length 14". (Also available in 20" and 24" lengths). Another factory original duplicate — NHRA approved. Includes opening tailgate and comes complete, ready to bolt directly to '23 T-Bucket.
 Cat. #K23T-19A(14") \$50.00
 Cat. #K23T-19B(20") \$55.00
 Cat. #K23T-19C(24") \$60.00

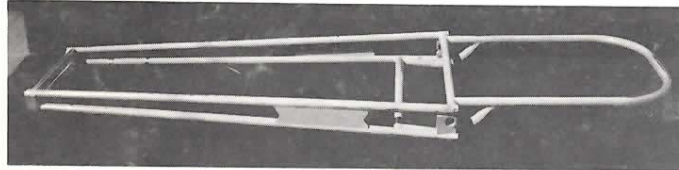


'23 T-Grill Shell. With original Ford insignia — just like from the Ford factory. A beautifully constructed, lightweight grill shell. No rough edges to sand or re-shaping to do — fast and easy to install. A well-fitting unit to enhance the appearance of any '23 T!
 Cat. #K23T-20 \$15.00



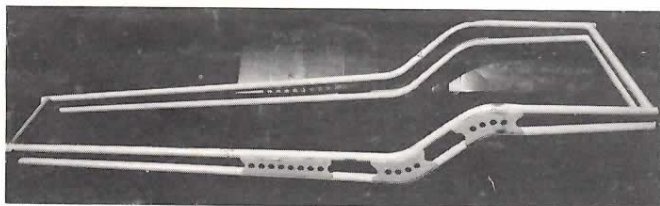
Austin Roadster Body. Another Kellison "must" for the roadster enthusiast! Design of this body permits exceptional weight transfer to the rear axle and provides superior front end stability. This beautifully shaped and contoured body is well reinforced and includes firewall with integrated flange. Frame available.

Cat. #KAR-24 \$150.00
 Cat. #KAR-24 Frame \$150.00



'23 T-Frame — '23 Bucket. Space type frame with 1 1/2" square tube. (Specify type of rear deck or pickup bed or Bucket only)

Cat. #K23TF/BO \$200.00



'27 T-Frame — For large '27 T-Body with Poop Deck. Space type frame with 1 1/2" square tube. (Specify if for Bucket only)

Cat. #K27TF/PD \$200.00

FRAMES

Frames shown below are 2" X 3" square tube frame. For space frame use same frame No. and specify space frame. (Add \$50.00 for space frame)

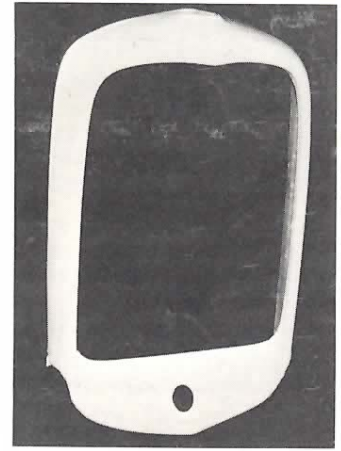
'23 T-Frame,
 for Bucket Only \$150.00
 Cat. #K23TF/BO

'23 T-Frame,
 for T-Bucket with Poop Deck \$150.00
 Cat. #23TF/PD

'23 T-Frame,
 for T-Bucket with Pickup Bed — 14" \$150.00
 Cat. #K23TF/PU14

'23 T-Frame,
 for T-Bucket with Pickup Bed — 20" \$150.00
 Cat. #K23TF/PU20

'23 T-Frame,
 for T-Bucket with Pickup Bed — 24" \$150.00
 Cat. #K23TF/PU24



'32 Ford Grill Shell. The best '32 Grill Shell on the market! Exactly like the factory original. Real lightweight and ruggedly constructed. A beautiful attraction on any machine!

Cat. #K32T-21 \$18.50



'27 T-Dash Panel. Full length with ample room for gauges, etc. Takes but a few minutes to install. This is a duplicate of factory original — with all mounting flanges for quick, easy installation.

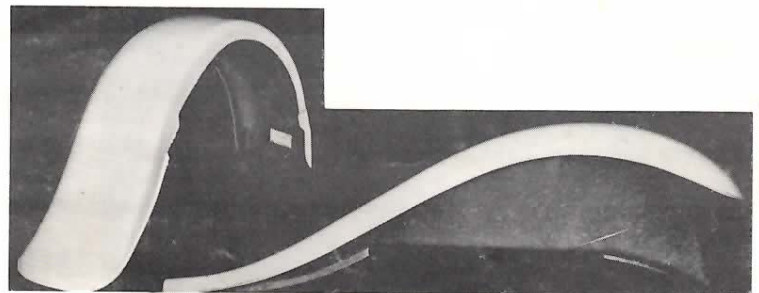
Cat. #K27T-12 \$15.00



Motorcycle Type Fenders. (for front wheel installation).

May be attached to front wheels or brackets where problems have occurred with steel fenders breaking or cracking. Eliminates undue stress on attaching brackets. Very rugged construction, will take high degree of vibration. Lightweight — only 1 1/2 lbs. each.

Cat. #KMF/30 \$15.00 each



'32 Ford Fenders. Original '32 duplicates. All mounting flanges moulded in and contoured to permit fast, easy installation. Like all Kellison products, these come in gleaming white Gel-Coat finish requiring very little sanding. Takes beautiful paint job!

Cat. #K32T-22A (Front, Ea.) \$32.50
 Cat. #K32T-22B (Rear, Ea.) \$28.50