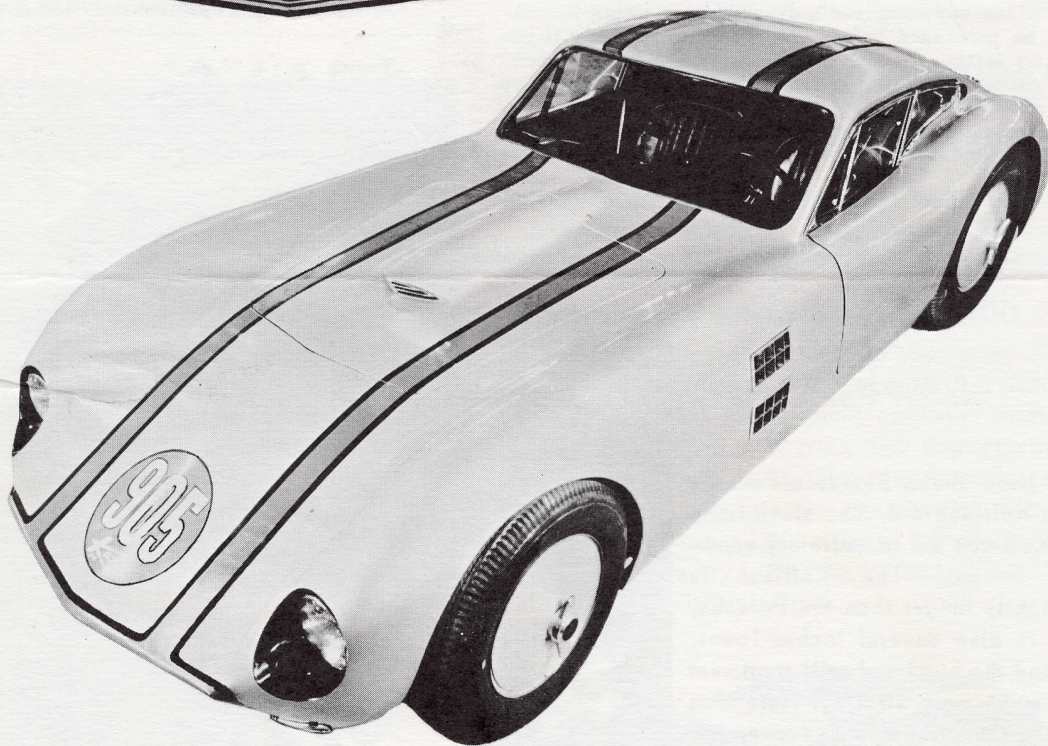
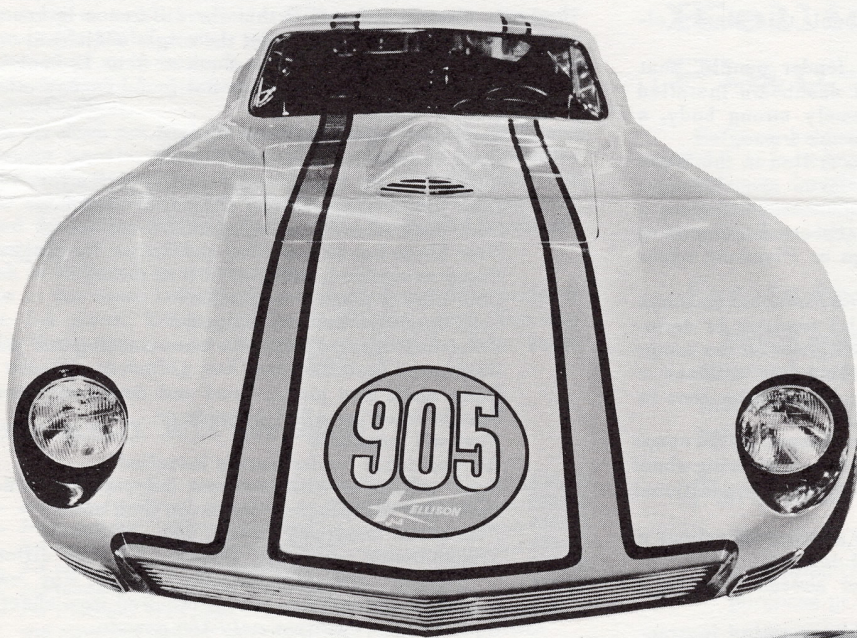




KELLISON



HOME OF THE WORLD'S FASTEST SPORTS CAR

J-4

The crowd stopper

Designed to fit all shortened American chassis. 98 inch wheelbase, 56 to 60 inch tread width.

In either the coupe or the roadster model, this sleek Kellison body is a crowd stopper.

The unit comes with all four inner fender panels, seat buckets, firewall, drive shaft tunnel and dashboard installed and firmly fibreglassed to form an extremely strong body, a gleaming white in color, ready to mount to the frame.

The doors are assembled and holes are drilled in the doors and door jambs for quick installation. It takes about 30 minutes to install and align doors with our custom fit hinges, a quality item with built-in stops. Door hinges are fabricated at our plant. (You may also use 1949 Dodge or Plymouth upper front door hinges.)

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.

Seat buckets, which we provide, must be glassed in the coupe by the builder, as seating is critical. Our 14 inch steering wheel is strongly recommended for these models to provide additional cockpit room and faster steering.

The J-4 engine compartment is large enough to accept a Chrysler engine with front drive blower, if desired.

We have available a windshield wiper assembly properly fitted to these bodies.

Frame plans and complete body and kit mounting instructions may be purchased before you receive your body if you wish to start setting up your car. However, we do not recommend any extensive cutting or fitting until you have received your body or kit.

These complete coupe or roadster bodies, although they cost a little more initially, can be mounted so much more

easily than kits A and B that the difference in hours of installation more than makes up for the slight additional cost.

Mounting body to frame requires 8 to 12 hours. 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.

Seat buckets installed in roadster.

Firewall installed.

All four inner fender panels installed.

Deck available with headrest only; no decklid available.

Headlight receptacles use seven inch units.

Plexiglass headlamp covers, \$40 additional.

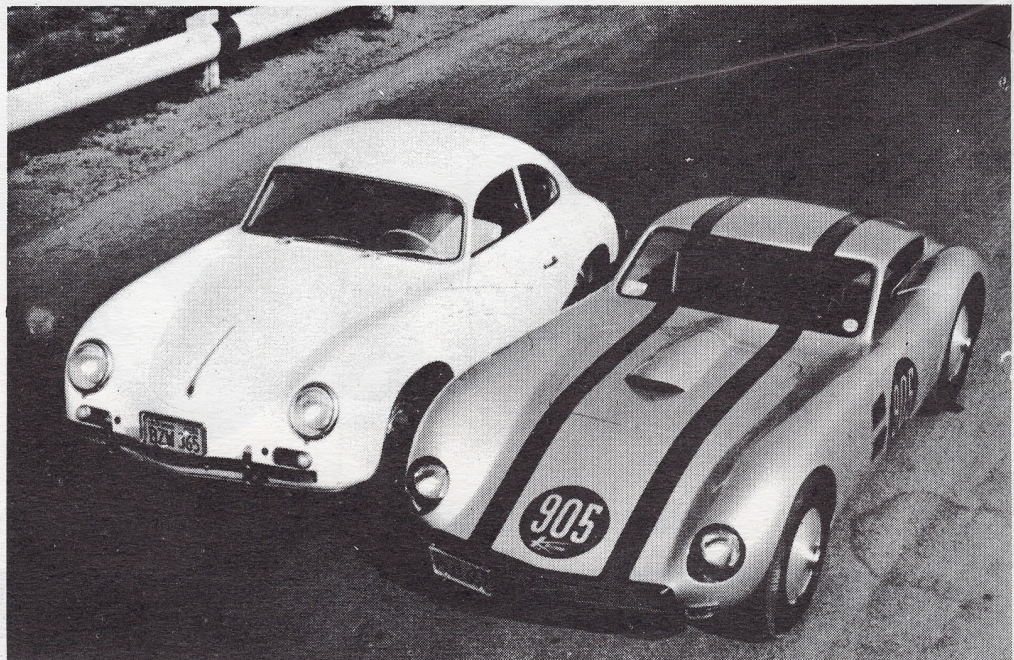
Transmission cover not included because different frames require different shapes; builder may use existing cover or fabricate one as required from sheet aluminum.

Body weighs approximately 160 pounds.

J-4 kit "A"

This kit is the same as the complete J-4 body, only it is disassembled. It requires the installation of four inner fender panels, firewall, dash and seat buckets which we provide. Door

Here shown beside a Porsche is a Kellison J-4. The sleek lines of the Kellison are immediately apparent. The Kellison is slightly longer than the Porsche, and it is also several inches lower, and the hood and grill treatment are much more striking. Note also the functional air scoop, the deep-set headlights and the extremely low profile.



hinge hole is not cut in door jambs for hinge. Pattern is furnished for hinges and headlight openings.

Kit comes white impregnated to aid in sanding body. Dash included in roadster only.

It takes about 30 man hours to assemble body to the same stage as the J-4 complete body. It then takes 8 to 12 hours to mount body to chassis (the same time is taken to mount a complete body). Kit utilizes all of the same accessories as the J-4 complete body. All fiberglass components are cut and ready to install.

You save \$90 by installing these pre-cut pieces yourself.

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.

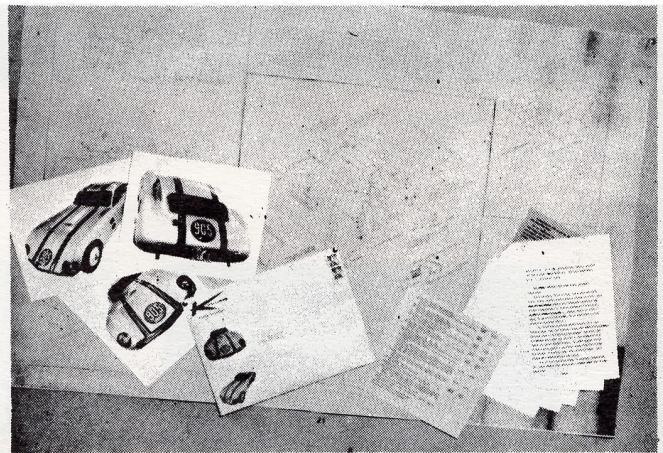
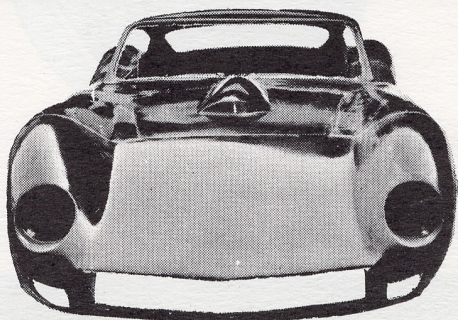
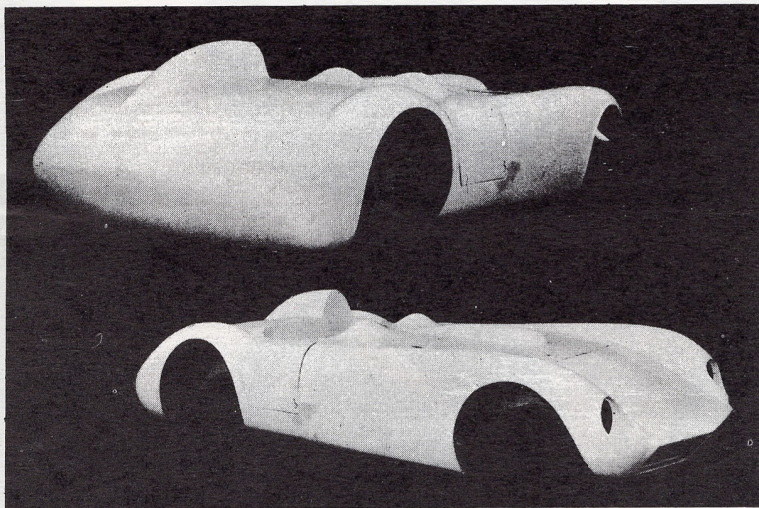
This kit does not include seat buckets, firewall, dash and inner fender panels. Your doors, which come in two pieces, will have to be assembled. Hinge boxes are installed and you may use our hinges for quick mounting of doors. Patterns are furnished by us for drilling door jambs, doors and headlight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

Dash is included in the roadster.

This is the same body design as the J-4 complete body; it utilizes J-4 glass, hinges, grills, headlights, etc. You may purchase frame plans and mounting instructions from us to further simplify mounting and installation.

Body and kit prices

#J41 -- J-4 body (coupe), complete as described above*	640.00
#J42 -- J-4 body (roadster), complete as described above*	520.00
#J43 -- J-4 coupe kit "A" as described*	550.00
#J44 -- J-4 roadster kit "A" as described*	430.00
#J45 -- J-4 coupe kit "B" as described*	330.00
#J46 -- J-4 roadster kit "B" as described*	300.00
#J49 -- J-4 Plan-pak (see page 19). Includes detailed frame plans and mounting instructions, construction tips, suspension modifications, 8x10 glossy photos	7.50



Kellison Plan-paks

Before purchasing your Kellison car or body, you will find it helpful to see beautiful 8x10 glossy photographs of the completed car, detailed frame plans for the recommended chassis, complete mounting instructions and shortcuts, and suggested suspension modifications.

Excise tax

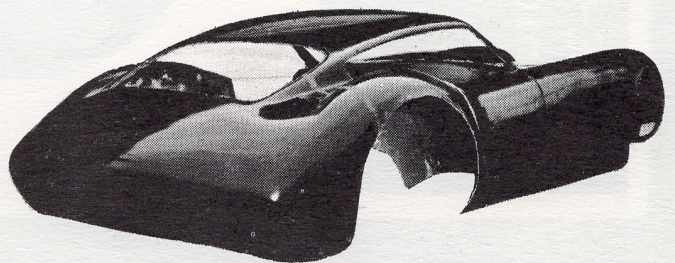
Federal excise tax applies to all sales unless you send a notarized statement (see form on enclosed order blank) that the car will be used for competition or show purposes only.

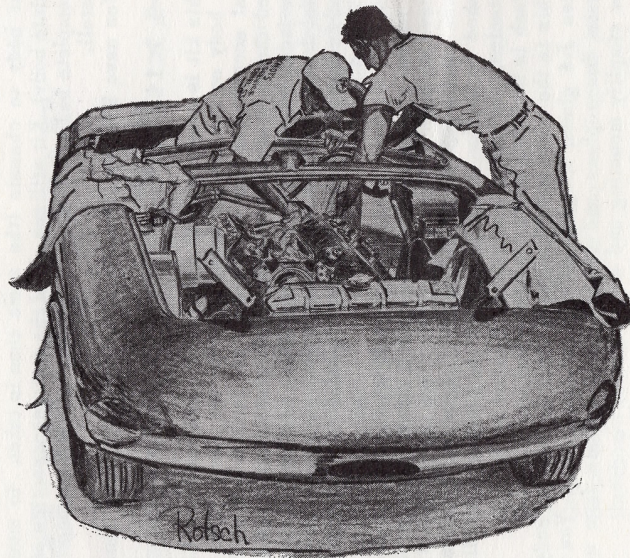
Purchase options

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

Delivery time and method

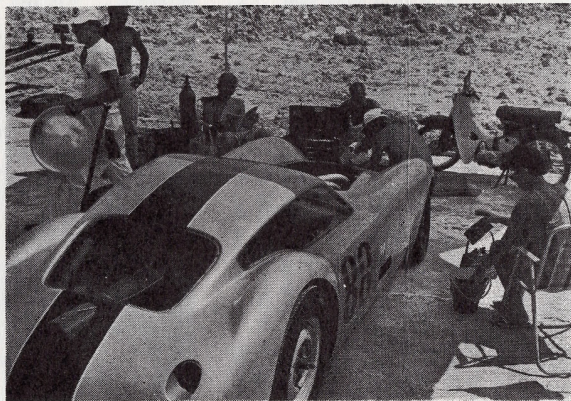
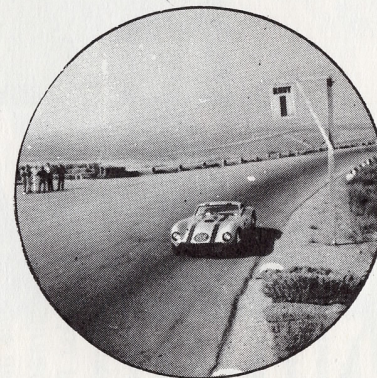
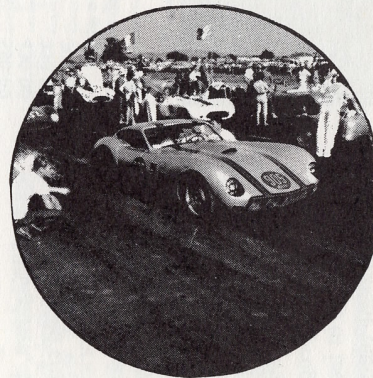
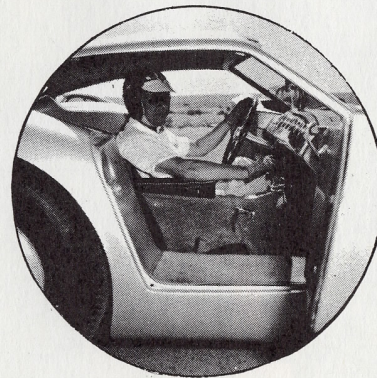
Bodies are manufactured to your order. Shipping date will be confirmed on receipt of order (it is normally 10 days to two weeks). Please specify method of shipment. We recommend shipment by truck. Rail shipments require up to 30 days, while truck shipments normally require up to seven days. Charges are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





A WEEK ON THE SALT

Of the more colorful attractions on the Flats, the red, white and blue Melrose Missiles flashed striking signs and posted 165.44 speeds with 413 Plymouth (right, above). More color came from artist Sharon Rotsch, B-ville regular (same photo) whose sketches capture Knot Farrington's 234 mph T'bird in a state of repair (above). This talented streamliner and car on p. 18 share same nickname at Speed Trials. Bill Scace annually brings latest sportscars to salt - XKE Jag got 147.966 record. Burke-Lasker Cherokee Kellison with 371" Olds (below) did 215 miles per hour.



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