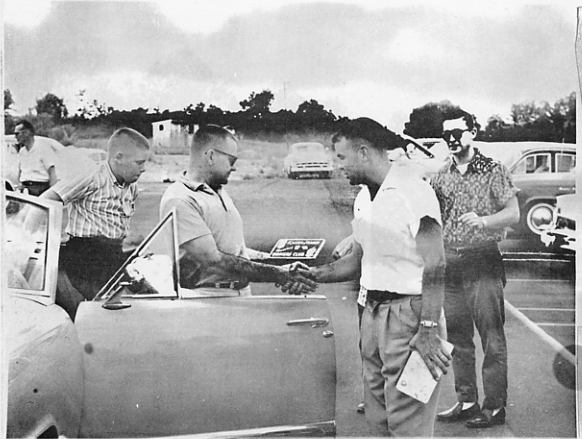




45. BEST NON ORIGINAL A 2 DOOR DRAGON CREATED BY LARRY SMITH



46. MOST UNUSUAL .. THE ONE AND ONLY 1951 KAISER CONVERTIBLE  
RESCUED FROM CALIFORNIA BY E D H'A U S G E N



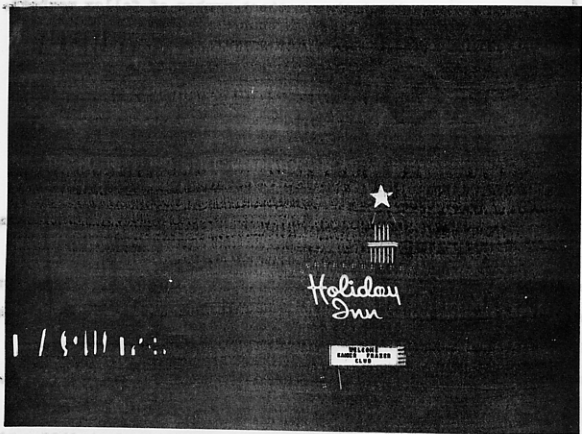
47. FURTHEST DISTANCE... TERRY LEE ZEUG BY MANY A CALIFORNIA MILE



48. THE DOMERS LATCHED ON TO A FRAZER DISPLAY PIECE



49. CONVERTIBLE TOPS WERE PUT UP AND WE STARTED TO LEAVE



50. THE HOLIDAY INN STILL WELCOMING US AS WE DEPARTED  
THE 1962 NATIONAL CONVENTION WAS OVER..

Greetings Fellow Kaiserettes and Kaiserites!

This message is the first of a series from your '63 Convention Committee. Each following issue of "The Quarterly" will give you more information on what to look forward to at the Fifth Annual K.F.O.C. Convention.

Speaking as Eastern Regional Divisional members we want all of you to realize we appreciate the honor of being the host Division for 1963. Also we deem it a responsibility and a challenge. Anyone who has had the pleasure of attending at least one of the National Conventions can never forget the experience. Four great Conventions are now part of the K.F.O.C. legend. We, here in the Eastern Division, pledge our best efforts to continue the tradition.

Many details come before a Convention Committee and all are considered in the degree in which they affect the greatest number of fellow members. The Convention has but one prime purpose; to offer the most desirable activities to the majority of those persons attending. A book could be written about the other many benefits of gathering at a Convention, - but we repeat - your Committee has the one aforementioned object as the main goal. It is your Convention.

Our organization is growing in size and also in variety of Kaiser-Frazer products being preserved and restored. This is as it should be. A joking remark, passed at Marion, was made to the effect that we might call ourselves the " '54 Kaiser Club". It was intended (and taken) as a joke, and indeed there were plenty of beautiful '54's to give the remark some truth. A closer look down the long line of great Kaiser-Frazer cars, however, showed much variety. A good healthy variety of models and styles. Tally, of which there is always plenty at a Convention, showed much interest in various year models and styles. Many opinions were gathered at different times and tabulated.

Time was when we were delighted to just see K-F cars. Now we are reaching a growing point. We will continue to expand Classification as the member interest warrants. All of us had difficulty voting for various cars. How can one vote for a nearly perfect peach compared to a nearly perfect apple? Wouldn't it be far easier to vote for peaches and apples - separately?

At the 1963 Convention you will have more diverse voting opportunities than ever before. As interest and number of cars expands, this list will grow.

Please study this list carefully and see where your present car fits - (or that old "junkie" you know of which could be restored).

1963 Classification Code

1.	Best Original Preservation	One Award
2.	Best Modified Kaiser-Frazer Product	" "
3.	Most Unusual " " "	" "
4.	Longest Distance Driven To Convention	" "
5.	Class 1946-1950	Two Awards
6.	Class 1951-1953	" "
7.	Class 1954-1955	" "
8.	Class Henry J	" "
9.	Class Kaiser Darrin	" "
10.	Best Over-all Kaiser-Frazer Product	
	At The Convention	One Award

We hope by another year to be forced to divide the year groupings into Kaisers and Frazers etc. Your interest and the cars which attend will dictate future policy.

For the present you will see that achievement awards will be voted for your efforts in preservation and restoration of the Series 1 or Type 1 cars (1946-1950) ; Henry J's and Kaiser Darrins as separate groups.

This will mean, for example, that the ever popular Darrin will not be competing for your vote with a perfectly restored 1952 Kaiser two door. We hope this will ease your decision when voting, and most of all, will encourage the showing of all models of K-F products. More and more equitable distribution of achievement awards will be the ever guiding policy of K.F.O.C.

Start now to refurbish that '48 or Henry J. Others will see it with comparable cars and vote it in it's comparable class. Convention 1963 will see the adoption of one more idea freely expressed at Marion- and tried to some extent at Bluffton. Your cars will be parked in order of Classification if we receive advance indication of attendance in sufficient number.

It's not too early to plan for a vacation in New Hope, Pennsylvania. August 1963, the date will be either the 3rd or 4th weekend of that month. Your Committee is working with a Joint Show Committee and will announce exact dates when decided by the New Hope Committee.

One last thought for this issue. The New Hope show drew about 750 entries this year in a two day affair. It was a National Event for the "Four Cylinder Plymouth Club of America"; Rolls-Royce Owners Club (Atlantic Region) fielded about 60 cars; The Lincoln Continental Owners Club was there; and about 150 cars of the Model A Ford species; plus sports cars, antique cars, special interest cars etc.

That should be enough to give any car fancier the urge to be a part of such a brilliant "Concours d'Elegance". Don't forget- Kaiser won it's share of those!

More details next issue. If you have any suggestions, write to Herb Scutt, Bill Tilden, or to me,

Respectfully,

George E. Domer

1963 Convention Committee Chairman

## NEWS LETTER

## K. F. O. C. EASTERN DIVISION

Dear K-F Friends,

We were delighted that we attended the National Convention in Marion, Indiana. There were over 150 people there and sixty-seven K-F cars. The rooms at the beautiful Holiday Inn were very reasonable and every one could be together. We had a big parade and a scrumptious banquet. The members voted to accept our invitation to have the Convention at New Hope next year and George Domer was appointed Chairman of the Convention for 1963. But you will hear all about it in the Quarterly.

Our Eastern Division Meet at the New Hope Auto Show was very gratifying in that we gained four or five new members and all of us who made it had an enjoyable time. There were sixteen cars present and the families of; Bosso, Domer, Batteman, Frake, B. Moulder, H. Moulder, Motin, Masciola, Savidge, Sadusky, Schaeffer, Tilden, Wilson, Sinclair, Jr., Scutt and our very beautiful contestant for Miss New Hope Auto Show, Miss Betty Lynn Scott, her mother and two friends.

The members voted on the awards as follows:

1947-53		1954-55	
1st	George Domer's 1951 Hardtop Frazer	1st	Morris Schaeffer's 1955 Manhattan
2nd	Herb Scutt's 1953 Manhattan	2nd	Herb Scutt's 1954 Manhattan
3rd	Harold Frake's Henry J 1951	3rd	Joe Sadusky's Darrin
4th	Ed Savidge's 1953 Traveler	4th	J. R. Batteman's 1954 Manhattan Sp.
Best Overall			
1st Domer's Frazer Hardtop			
Runner Up Sadusky's Darrin			

Pewter trophies were presented the first and seconds and honourable mention for the others - all drove around the ring in front of the grandstand. The announcer told the crowd something about the cars and the Club.

Joe drove Betty Lynn into the ring in his Darrin - the beautiful girl in a white bathing suit and the beautiful red Darrin were quite a sight!

Most of us managed to have dinner together in the dining room of the School on the grounds. After the show the ones who did not have to leave for home went to a restaurant and had supper and then to Helen and George Domer's Motel room where we listened to a Kaiser and Henry J singing commercial and the transcript of the radio tape made on Memorial Day in Dover. We will try to see to it that everyone hears these at Hershey in October.

We will meet at the stadium in Hershey, Penna. at 10 A. M. on Sunday, October 14 for our annual business meeting. We have some items to discuss and election of Officers (Eastern) so we need all of you who can possibly make it. We will try to go out to eat someplace together but if you prefer you can find a place to eat a lunch you bring or there are stands inside the stadium. There is no admission charge and we will not have competition at this Meet. But as we all know, we do have fun!! So bring out those CARS and line them up!

Everybody - please keep in mind that we have our chance to shine in way of numbers if we all back up the Convention in New Hope in 1963. Plan now to have your vacation then so we can all be there next August. Your Club officers work hard - back them up and really enjoy your own club.

Mr. A. Pelekey, 155 Falmouth Ave. E. Paterson, N.J. has a 1955 Man. 2 door for sale. Near mint condition - all original except rear rug - 54,907 miles - \$350.00. Worth it!

See you all at Hershey!

Herbert and Hazel Scutt

DEAR KF MEMBERS;

I WAS VERY GLAD TO FIND YOUR ANNOUNCEMENT OF A KF NATIONAL CONVENTION IN THE AUGUST MOTOR TREND. THE REASON I AM WRITING THIS LETTER IS IN THE HOPE THAT YOU OR THE ATTENDING PERSONS TO THE CONVENTION COULD HELP ME WITH MY PROBLEM OF FINDING FIBERGLASS PARTS TO A 1954 DARRIN THAT I PURCHASED 2 MONTHS AGO.

THE FIBERGLASS ASSEMBLES THAT I WOULD LIKE TO BUY ARE: A COMPLETE RIGHT SIDE DOOR, RIGHT SIDE FRONT FENDER, THE FIBERGLASS FIXTURE THAT THE DOOR SLIDES ON, AND A RIGHT SIDE COWL. THESE PIECES WILL ENABLE ME TO RESTORE THE DARRIN INTO IMMAGULATE CONDITION AND HAVE A CLASSIC DARRIN FOR TRANSPORTATION.

HOWEVER, IF THERE SEEMS TO BE NO CHANCE OF ACQUIRING THESE PARTS, I MIGHT CONSIDER SELLING THE DARRIN AS IS TO SOME PERSON WHO WOULD KNOW ENOUGH ABOUT FIBERGLASS REPAIRING TO RESTORE THIS ONE THEMSELVES. I HOPE TO HEAR FROM ANY CLUB MEMBERS THAT CAN HELP ME OUT.

YOURS TRULY

BILL HURL 2608 SE 74TH AVE PORTLAND OREGON

DEAR MR HALLER; I WOULD LIKE TO BECOME A MEMBER OF THE KF CLUB. I OWN A 52 HENRY J. I BOUGHT IT AT THE BEGINNING OF THE YEAR FOR \$45. IT NEEDED A FEW MINOR THINGS DONE TO IT TO GET IT RUNNING AND LOOKING LIKE A NEW CAR AGAIN. I HAVE A FRIEND THAT OWNS A 54 KAISER MANHATTAN AND WHILE THERE ARE NOT MANY KAISERS IN SOUTH AFRICA BARRING THOSE OF THE 48 TO 50 VINTAGE THERE ARE A LARGE NUMBER OF HENRY J'S WHICH DURING ITS YEARS OF PRODUCTION WAS A VERY POPULAR CAR IN SOUTH AFRICA. IN FACT IT STILL IS, AND OF ALL THE HENRY J OWNERS THAT I HAVE SPOKEN TO, WELL OVER A HUNDRED, I HAVE NOT FOUND ONE THAT CAN GIVE HIS CAR ANYTHING BUT PRAISE. I'M ABSOLUTLY CERTAIN THAT HAD KAISER PRODUCED HIS CARS IN SOUTH AFRICA THEY WOULD HAVE BEEN SNAPPED UP AS FAST AS THEY COULD PRODUCE THEM. I'VE HEARD THAT KAISERS ARE STILL BEING PRODUCED IN ARGENTINA AND ISRAEL. IS THIS TRUE? HOPING TO HEAR FROM YOU SOON....

DAVID DELANGE APALEY COURT, 451 MUSGRAVE RD, DURBAN, NATAL, S.AFRICA.

DEAR MR MOORE; SINCE THE MARION MEET THIS SUMMER I'VE BEEN MEANING TO WRITE, BUT YOU KNOW HOW THINGS ARE PUT OFF. WE JUST RECEIVED THE NEW NEWSLETTER THIS MORNING. IT SURE IS A WORLD OF INFORMATION THAT WE COULD NOT OBTAIN IN ANY OTHER WAY. KEEP UP THE GOOD WORK. I HAVE BEEN VERY BUSY FINDING PARTS AND GETTING NEW MEMBERS. I NOW HAVE 4 NEW MEN IN THE KF CLUB I AM ON THE ROAD MOST OF THE TIME AND Seldom EVER PASS A JUNK YARD. AT PRESENT I NOW HAVE AROUND 40 OR 50 KAISERS SPOTTED RANGING FROM 47'S TO 53'S. MOST OF THEM ARE 51'S 52'S AND 53'S. I HAVE THEM SET UP SO PARTS CAN BE BOUGHT VERY REASONABLY. RECENTLY I BOUGHT A VERY CLEAN 53 KAISER OUT OF A JUNK YARD FOR \$30. IT HAD A ROD OUT OF IT, BUT I HOPE TO BE ABLE TO DROP A 1957 CHEVY V8 IN IT. WITH A 51 KAISER STRAIGHT TRANSMISSION AND OVERDRIVE. ANY HELP ANY OF THE MEMBERS CAN GIVE ME ON CONVERTING THE BELL HOUSING TO THE KAISER TRANSMISSION WOULD BE GREATLY APPRECIATED. (EDITOR NOTE, WRITE TO ED HAUGSEN ELSBERRY MO. HE CAN HELP) ABOUT 2 MONTHS AGO I BOUGHT 2 1951 KAISERS, A 2 DR AND A 4 DR FOR \$20 APiece. THE 4DR IS GOING TO BE MY PARTS CAR. THE 2 DR WAS OVERHAULED, DRIVEN FOR ABOUT 2 MONTHS AND THEN STORED SINCE 1957. I HAVE IT JUST ABOUT READY TO RUN AGAIN. I JUST SIGNED UP ANOTHER NEW MEMBER, HAROLD COCHRAN OF LAFAYETTE INDIANA AND I FOUND TWO VERY NICE INVENTORIES OF NEW PARTS. YOURS TRULY, DALE E NEWNAM Box 203 WAYLAND INDIANA.

DEAR MR BARKER; I ACKNOWLEDGE THE RECEIPT OF THE QUARTERLY. INDEED I WAS GLAD AND CONTENTED ABOUT THE MATERIALS AND ISSUES CONCERNING THE SAID MADE CARS. IN AS MUCH AS YOU PRINT ARTICLES ABOUT THE ORGANIZATION AND CARS, I HOPE THAT YOU EXPLAIN MORE ABOUT THE COMPOSITION AND CONSTRUCTION OF IT. GOING OVER AND OVER AGAIN THROUGHT THE QUARTERLY I AM INHILE TO EXPRESS THAT I CONSERVE MY CAR WITH GREAT CARE, THAT MOST PEOPLE KEEP A GLANCE OR TWO, BELIEVING IT IS OF THE LATEST MODEL. MAY THE NATIONAL MEET BE OF SUCCESS, I WILL TRY MY BEST TO ATTEND IT. SINCERELY YOURS, SANTIAGO SUAV SOLAR. MANUEL PEREZ FREYTES ST ARECIBO PORTO RICO. (ED. NOTE A PICTURE OF MR SOLER'S 1951 KAISER WILL APPEAR IN THE NEXT ISSUE OF THE QUARTERLY)



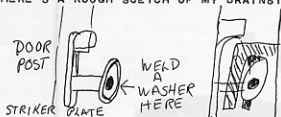
# WE GET LETTERS!

PAGE 33

DEAR PAUL;

WHAT DOES "JE SUIS PRET" ON THE FRAZER MEAN? I DON'T DIG FRENCH OR LATIN OR WHAT EVER IT IS. I'M DONATING THE '46 MECHANIX ILLUSTRATED TO THE CLUB AS I HAVE ANOTHER ONE AT HOME. KNOW OF ANY POTENTIAL BUYERS FOR AN EARLY '54 KAISER SPECIAL? FOR \$75 OR SO. A FRIEND OF MINE IS SELLING AND I TOLD HIM I WOULD INFORM THE CLUB. THE BODY'S NOT RUSTED THO THERE ARE SEVERAL DENTS. THE UPHOLSTERY IS GOOD BUT.... THERE IS A KNOCK IN THE ENGINE THAT SOUNDS LIKE A WRIST PIN. HIS ADDRESS IS ROBERT VOSS, NISSWE MINN. IT'S A CORAL AND CREAM 4 DOOR.

I HAVE A FEW SUGGESTIONS FOR IMPROVING THE K-F'S AS FAR AS SAFETY GOES. I'M A NUT ON THE SUBJECT OF SAFETY AND MY 51 SPECIAL IS EQUIPPED FOR CRASHING. I HAVE SEAT BELTS OF COURSE AND THE K F CARS ARE AMONG THE EASIEST TO PUT BELTS INTO. I USED TO RACE IN DESTRUCTION DERBY TYPE RACES AND I'M A FIRM BELIEVER IN SEAT BELTS. I'VE ADDED SAFETY DOOR LATCHES TO MY SPECIAL AND I ONCE TESTED THEM IN A RACE ON A 53 MANHATTAN. THO THE BODY WAS BADLY TWISTED NOT A DOOR EQUIPPED WITH MY SAFETY LATCHES POPPED OPEN. THE MODIFICATION IS CHEAP, EASY, AND DOES NOT ALTER THE APPEARANCE OF THE CAR.... AND MOST IMPORTANT THEY WORK. HERE'S A ROUGH SCETCH OF MY BRAINSTORM:



LATCH WORKS NORMALLY BUT IN A CRASH THE WASHER KEEPS THE DOOR AND POST FROM SEPARATING AND SPLATTERING THE OCCUPANTS ON THE PAVEMENT.

WHEN MODIFYING THE DOOR LATCH IT MAY BE NECESSARY TO PUT SHIMS BEHIND THE STRIKER PLATE. IT TOOK ME 20 MINUTES TO GET MY FOUR DOORS WORKING NORMALLY. I'VE TESTED THIS AND BELIEVE ME... IT WORKS! THERE IS A WASHER THAT CAN BE PURCHASED IN ANY HARDWARE STORE THAT WILL FIT PERFECTLY. IT COSTS ABOUT \$2 TO MODIFY AND IN MY OPINION ITS IMPORTANT. ANOTHER THING I DID WAS TO THROW AWAY MY 2 PIECE 51 WINDSHIELD AND PUT EZE EYE 53 GLASS IN ITS PLACE. IT TOOK ME AN HOUR AND IT REALLY IMPROVES THE LOOKS OF THE CAR... AND THE VISIBILTY. I'LL DO THIS OPERATION FREE FOR ANY CLUB MEMBER... I'M A GLASS INSTALLER PART TIME AND I KNOW WHAT I'M DOING. MY 51 IS EQUIPPED WITH PADDED SUNVISORS WHICH PROTECT HIGH FLYING HEADS. 56 FORD VISORS FIT WITH SLIGHT BENDING OF THE BRACKETS. PADDED VISORS ARE MORE IMPORTANT THAN A PADDED DASH BECAUSE THEY PROTECT SOMETHING NO KAISER OWNER SHOULD BE WITHOUT... HIS HEAD. I HAVE A PADDED STEERING WHEEL COVER WHICH IS TRICKY BUT I'LL EXPLAIN IT TO ANY ONE INTERESTED.

FINALLY BUT STILL IMPORTANT IS THE DASH. MY SPECIAL HAD NO PADDED DASH SO I PUT ONE IN; 49-54 CHRYSLER PADDING FITS NICELY AND ITS A MORE EFFECTIVE CRASH-PAD THAN THE COTTON THAT KAISER USED, ON KAISERS EQUIPPED WITH PADDED DASHES THE GLOVE COMPARTMENT MUST COME OFF AS WELL AS MOST OF THE METAL ON THE BOTTOM OF THE DASH. IT TAKES A WHILE BUT IT IS WORTH THE TIME AND EFFORT. THE NEW PAD CAN BE SLIPPED UP AND THE COVERING STRETCHED BACK OVER AND THE METAL RE-INSTALLED I'LL DO THIS FREE OF CHARGE FOR ANY MEMBER AND I'LL INSTALL SEAT BELTS FREE FOR ANY MEMBER (HE WILL PROVIDE THE BELTS OF COURSE) YOU SEE I'M ENTHUSED ABOUT SAFETY! ON THE ENCLOSED PHOTO YOU CAN JUST MAKE OUT THE SAFETY LATCH, THE SEAT BELTS, PADDED DASH, WHEEL, AND VISORS, AND THE 53 WINDSHIELD. I ALSO REMOVED THE PEDESTRIAN SPEARING HOOD ORNAMENT, THE SKULL CRUSHING REAR ASH TRAY, AND I PAINTED THE INSTRUMENT HOOD NON GLARE BLACK. THAT THING WH RE THE CLOCK BELONGS IS A LITTER BAG CUSTOM MADE! IT'S HARD TO BELIEVE ITS A 51 WITH ALL THE 53 TRIM AND ALL. YOU OUGHT TO SEE THE REAR SEAT... GENUINE 51 FRAZER. WOULD YOU EXPLAIN AGAIN HOW TO FOLD THE FRONT SEAT BACK DOWN? MINE MAKES INTO A COMFY CAMPER SO: (SEE PICTURE DRAWING ON NEXT PAGE) THIS WAY I HAVE A PADDED SEAT FOR A HEADREST AND WITH AN AIR MATTRESS... ITS AS COMFORTABLE AS A KING KOIL MATTRESS. ALSO THE FRONT SEAT CAN BE USED FOR DRIVING WHILE SOMEONE ELSE IS SLEEPING.

Put it to work for you!



**It's America's  
most useful car!**

**amazing  
new**



**Kaiser Traveler...2088\***

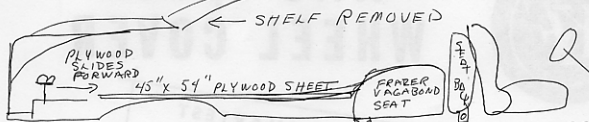
**This big, beautiful Kaiser 6-passenger sedan converts...in just 10 seconds...to a spacious cargo carrier. No tools, no bolts. Just the touch of your hand.**

**Come in today for a free demonstration. The new Kaiser Traveler is the first and only 2-in-1 car! It's available for quick delivery! Liberal trade-in; easy terms.**

**Kaiser...world's lowest-priced big car!**

# WE GET LETTERS - CONTINUED PAGE 35

## 51 KAISER COSY CAMPER



THUMB SCREW HOLDS  
PLY WOOD IN REAR POSITION  
WHEN NOT USED FOR SLEEPING

2X4 ON DRIVE  
SHAFT TUNNEL LEVELS  
THE HINGED SEAT CUSHION

REAR SEAT BACK IS  
REMOVED + STORE  
BEHIND FRONT SEAT

MY DREAM IS TO OWN A 54 MANHATTAN. BEING IN THE ARMY I'M SORTA "HINDERED" FINANCIALLY BUT IF YOU KNOW OF ANYONE WHO'LL SELL FOR \$20 A MONTH I'LL BUY. CONDITION IS NOT IMPORTANT. I HAVE MY WHOLE LIFE TO DO THE RESTORATION. WOULD THE QUARTERLY BE INTERESTED IN A QUICK AND CHEAP WAY TO REPLACE KAISER ROCKER PANELS? (YES, EDITOR) I'VE REPLACED THE ONES ON MY 51, BUT UNFORTUNATLY AND BIG ROCK GOT MY RIGHT ONE DENTED ALREADY.

YOURS TRULY,

*Tom*

THOMAS ERICKSON Co. B 1st. Bat 61st INF  
FORT CARSON COLORADO

DEAR K-F FANS;

I WOULD LIKE TO TELL YOU JUST HOW GREAT I THINK MY 51 FRAZER VAGABOND IS. I LIVE IN A TRAILER PARK IN PHOENIX ARIZONA. I'M VERY INTERESTED IN RARE AND INTERESTING CARS. MY PROBLEM IS THAT I HAVE NO PLACE TO STORE THEM. WELL I DECIDED TO TAKE MY FRAZER BACK HOME TO NEW JERSEY AND STORE IT IN MY FATHER-IN-LAWS GARAGE. I MADE A TOW BAR AND TOWED MY 51 CHRYSLER CONVERTIBLE ALL THE WAY WITH MY 51 FRAZER, LEFT MY FRAZER AND DROVE THE CHRYSLER BACK. EVERYONE TOLD ME TO TOW THW FRAZER WITH THE CHRYSLER, BUT EVEN THO I KNEW THE CHRYSLER WAS MUCH HEAVIER I TOWED IT WITH THE FRAZER. I DECIDED TO TAKE THE LONG WAY THRU ARIZONA AND NEW MEXICO TO AVOID SOME DANGEROUS MOUNTAINS. THIS MADE THE TRIP AROUND 3000 MILES. THE ONLY TROUBLE I HAD WAS : THE FRAZER OVERHEATED ONCE COMING ACROSS WHITE SANDS DESERT IN NEW MEXICO WHERE THE TEMPERATURE WAS OVER 120 DEGREES IN THE SHADE EXCEPT THERE WASN'T ANY SHADE. AND I HAD TO HAVE THE CLUTCH ADJUSTED IN THE HILLY COUNTRY IN WEST VIRGINIA. I THINK MY FRAZER DID A WONDERFUL JOB.

ONE MINOR PROBLEM WITH MY FRAZER. DO ANY OF YOU OTHER MEMBERS HAVE THIS PROBLEM AND WHAT IS THE SOLUTION? WHEN I CLOSE THE DOORS THEY AUTOMATICALLY LOCK! YOU EITHER HAVE TO LIFT THE LATCH UP OR USE A KEY TO OPEN THEM. THIS MAKES IT VERY EASY TO GET LOCKED OUT. (EDITOR NOTE..MY FRAZERS DO IT TOO, WILL WELCOME ANY SUGGESTIONS AND WILL PRINT THEM IN THE QUARTERLY) I KNOW OF SOME GOOD K-F BUYS WHICH I CANNOT TAKE ADVANTAGE OF. ANYONE INTERESTED IN A 51 FRAZER 4 DOOR? I CAN GET ONE FOR \$75 IN GOOD SHAPE. THE CLIMATE HERE IN PHOENIX IS VERY WARM AND DRY SO WE DON'T HAVE ANY RUST PROBLEM. ALSO MY FRAZER HAS A TUCKER RADIO, IS THIS STANDARD? I PRESUME ITS FROM THE TUCKER CAR THAT NEVER DEVELOPED. (EDITOR NOTE THE RADIO WAS MADE BY MOTOROLA AND SOLD TO KAISER DEALERS WHO INSTALLED THEM. IT WAS NOT STANDARD FROM THE FACTORY) WELL I'LL SIGN OFF NOW. I ENJOY BELONGING TO THE CLUB VERY MUCH AND I HOPE TO MAKE IT TO THE NEXT CONVENTION.

*Walt*

WALT WENKER 3137 WESTWARD BLVD PHOENIX 9 ARIZ.



# Wire Spoke WHEEL COVER

• NEWEST • SMARTEST  
• MOST ECONOMICAL  
WIRE WHEEL CONVERSION



New wire wheel beauty at a price owners can afford. Carefully designed to retain authentic wire wheel appearance. Chrome finished plus baked lacquer protective coating to meet factory specifications. Easily cleaned with a soft brush.

#### SPECIFICATIONS

All welded 36 spoke construction with simulated spinner type hub cover. Attached to 15" wheel with steel clips. Cannot fall off, but can be quickly removed for cleaning, if desired. Packed one set of 4 to a carton.

LIST PRICE \$36.50

Part No. 100327



**KAISER-FRAZER SALES CORPORATION**  
**KAISER-FRAZER CORPORATION**  
Willow Run, Michigan, U.S.A.

FOLLOWING THE NATIONAL CONVENTION THE CLUB WAREHOUSE WAS MOVED TO CHICAGO AS NOTED EARLIER IN THE QUARTERLY. SINCE THAT TIME THE WILLYS FACTORY HAS DUMPED AND SCRAPPED ALL K-F PARTS NOT CONNECTED WITH THE 1954 MODEL. THEY TOLD YOUR EDITOR LAST WEEK WHEN HE WAS AT THE FACTORY THAT THEY HAD NO LEGAL OR MORAL OBLIGATION AFTER 7 YEARS TO STOCK PARTS AND DUE TO THE EXPANSION NOW GOING ON AT THE FACTORY THEY WERE DISCONTINUING ALL PARTS UNLESS THEY WERE CONNECTED WITH THE 54 MODEL WHICH THEY WILL STOCK FOR A LITTLE WHILE LONGER. PARTS ARE GOING TO BE A PROBLEM BEFORE LONG AND SO OUR CLUB WAREHOUSE PROJECT ASSUMES EVEN MORE IMPORTANCE EVERY DAY. THE WAREHOUSE BOYS HAVE BOUGHT SEVERAL DEALERS STOCKS OF NEW PARTS AND HAVE THE PARTS THAT CLUB MEMBERS HAVE CONTRIBUTED OR PUT UP FOR SALE. THEY KNOW WHERE MANY MORE DEALERS STOCKS ARE LOCATED AND COULD BUY THEM US IF THEY HAD SOME MORE CAPITAL. NOW IS THE TIME. THE QUARTERLY AND PRESIDENT ARE NOW PROPOSING THAT ALL CLUB MEMBERS DO WHAT THEY CAN TO HELP OUT. WE ARE PROPOSING THAT EACH CLUB MEMBER SEND SOME CASH TO THE CLUB TREASURER TO GIVE US SOME CAPITAL TO BUY SOME MORE NEW PARTS WHILE THEY ARE AVAILABLE. THE CERTIFICATES (3) ARE TO BE FILLED OUT AND SENT TO TOM WILSON 96 WEST BUENA VISTA DETROIT 3 MICHIGAN WHO WILL SIGN IT AND RETURN IT TO YOU. WHEN YOU THEN DECIDE TO BUY SOME PARTS THIS WILL BE ACCEPTED AS CASH BY THE WAREHOUSE. YOU HAVE NOTHING TO LOSE AND EVERYTHING TO GAIN. THERE IS A PARTS LIST OF PRESENTLY AVAILABLE PARTS IN LATER PAGES OF THE QUARTERLY ALONG WITH THE PRICES. THESE PRICES ARE BASED FOR THE MOST PART ON 1955 DEALERS COST OR BELOW. PARTS WILL BE SHIPPED COLLECT FOR THE FREIGHT. MANY NEW PAGES OF PARTS WILL BE PUBLISHED IN FUTURE ISSUES OF THE QUARTERLY AS THEY SORT OUT AND IDENTIFY THE PARTS THEY ARE NOW BUYING.

THE 1951 SHOP MANUAL AND THE 1952-53 SUPPLEMENT ARE STILL AVAILABLE FROM THE FACTORY FOR \$1.50. ALSO THE HENRY J SHOP MANUAL. WRITE TO WILLYS MOTORS, TOLEDO 1 OHIO SHOP MANUALS FOR OTHER MODELS ARE AVAILABLE FROM THE CLUB WAREHOUSE FOR \$2.00 WHILE THE SUPPLY LASTS. PARTS LISTS FOR SOME MODELS ARE ALSO AVAILABLE.

THE FOLLOWING ARE NEW MEMBERS THAT HAVE JOINED SINCE THE NATIONAL CONVENTION:

MRS VIOLA ROMALIA	1309 N 13TH ST	SHEBOYGAN WISCONSIN
JEROME C CASPER	4544 N 21ST PL	MILWAUKEE WISCONSIN
ALBERT G BROUSSARD	212 BELLVIEW ST	MOSS POINT MISSISSIPPI
W ALBEN CASSINGHAM	6544 W 91ST PL	OAK LAWN ILLINOIS
CLAYTON EGLAND		PERLEY MINNESOTA
THOMAS D OLSON	1843 N WINFIELD	INDIANAPOLIS INDIANA
DUANE E POTTS	R R 2	BLOOMINGTON ILLINOIS
HOWARD J EDMONDS	R R 4	HASTINGS MICHIGAN
ERNEST H MITCHELL	1600 EVERGREEN	DEG MOINES IOWA
REV ROLAND ELOY	310 S GERRARD DR	INDIANAPOLIS INDIANA
LLOYD A BREESE	509 W 19TH	ANDERSON INDIANA
JOHN MAYNARD	113 CLAYPOOL RD	MUNCIE INDIANA
CLARENCE E MILLER	3920 LAFAYETTE	ST LOUIS MISSOURI
YVONNE S LEVANDOSKI	FOUR ROD RD	MARILLA NEW YORK
RICHARD TRUMAN BUELL	866 E 178TH ST	BRONX NEW YORK
JOSEPH E ARNOLD	1510 CLAY	DAVENPORT IOWA
RICHARD L ROMINE	R R 3 BOX 965	FORT WAYNE INDIANA
WILLIAM WAGER JR	157 ARNOLD	GALESBURG ILLINOIS
GEORGE E GLEASON	120 N MAPLEWOOD DR	BERRIEN SPRINGS MICHIGAN
THOMAS WYNN	11069 WHITBY HALL RD	BRIDGETON MISSOURI
CHARLES B WISE	SHADY RIDGE PARK BALMER RD	YOUNGSTOWN NEW YORK
JON OSCHER	2065 E ROXBORO RD NE	ATLANTA GEORGIA
J W HUTCHINSON	STE 20 98 1/2 OSBORNE ST	WINNIPEG 13 MANITOBA
FRANK KUCERA		GEDDES SOUTH DAKOTA
CHARLES W ELLIS	R R 1 BOX 120	CAYUGA INDIANA
ARTHUR G SEDMONT	12 CRANE PARKWAY	CRANFORD NEW JERSEY
KENNETH HEMBROUGH	403 N CLAY	JACKSONVILLE ILLINOIS
GEORGE J BICHMOND	1133 N 18TH	HANIBAL MISSOURI
H C HINER	MAIN ST	FAIRFIELD PENNSYLVANIA
ARTHUR J WRIGHTMAN	894 E HURON RIVER RD	BELLEVILLE MICHIGAN
URBAN D BORNEY	1215 RACE ST	NEW CASTLE INDIANA

## NEW MEMBERS CONTINUED

ALLEN SIMPSON	10 NORWOOD PL.	BLOOMFIELD, NEW JERSEY
RAYMOND & SUZANNE ANDERSON	IDLEWILD RTE BOX 503	ROSEBURG, OREGON
KENNETH R. HAMILTON	300 SHEARER ST.	NORTH WALES, PENNSYLVANIA
T. N. MATHIS	2310 S 22ND ST.	KANSAS CITY, KANSAS
R. H. SWEETMAN	515 WALKER RD.	HINSDALE, ILLINOIS
RUSSELL ROFKE	Hdg BTRY 7TH ARTY	FORT RILEY, KANSAS
LARRY ALBERT LECK	796 - 74TH AVENUE SE	SALEM, OREGON
JOHN DREDD	160 HUGHSON ST.	HAMILTON, ONTARIO
JAMES LANDIS		FAIRFIELD, PENNSYLVANIA
WILLIAM R. HURL, JR.	2608 SE 74TH DR	PORTLAND, OREGON
C. F. ORRA	4183 SEVEN HILLS RD	CASTRO VALLEY, CALIFORNIA
RICHARD WENZEL	4163 PARK BLVD.	PALO ALTO, CALIFORNIA
KEN MUMA	308 SPRING GARDEN	WILLOWDALE, ONTARIO
CHARLES JOHNSON	1783 E. SPRING	NEW ALBANY, INDIANA
HAROLD C. COCHRAN	817 FERRY	LAFAYETTE, INDIANA

MOST OF THESE NEW MEMBERS ARE HEARING ABOUT US IN THE MOTOR MAGAZINES BUT SOME ARE STILL THE RESULT OF THE WINDSHIELD CARDS AND PERSONAL CONTACTS. MORE NEW MEMBERS ARE COMING IN EVERY DAY AND IN THE NEXT ISSUE OF THE QUARTERLY WE WILL HAVE THE ANNUAL LISTING OF ALL THE MEMBERS AND THEIR CARS. THE NEW LISTING WILL BE BY STATES SO THAT WHEN YOU GO TOURING YOU CAN READILY FIND THE MEMBERS ALONG YOUR WAY.

## MIDWEST REGIONAL NEWS

THE MIDWEST REGIONAL MEET WAS HELD OCTOBER 20, AND 21ST AT THE BROOKS STEVENS MUSEUM NEAR MILWAUKEE, WISCONSIN. IT WAS ARRANGED BY NEAL DANYO. MR. BROOKS STEVENS CAME OVER FROM DETROIT JUST TO TALK TO US AND SHOW US THROUGH HIS AUTO MUSEUM. HIS TALK ABOUT THE 'BEHIND THE SCENES' ACTIVITIES AT THE KAISER FACTORY WAS MOST ENLIGHTENING AND WILL BE FURTHER REPORTED IN FUTURE ISSUES OF THE QUARTERLY. MR. STEVENS HAD A HAND IN DESIGNING MOST OF THE KF CARS EVEN IF THEY SAY "DARRIN" ON THEM. HE HAS AGREED TO LEND US FOR PUBLICATION THE EARLY SUGGESTED DRAWINGS OF THE VARIOUS MODELS THROUGH THE YEARS. HE DID CONFIRM THAT THE 1951 CONVERTIBLE THAT ED HAUGSEN RESTORED AND HAD AT THE NATIONAL MEET WAS THE ONLY ONE EVER MADE. THERE HAD BEEN RUMORS THAT THERE WERE 5 OR 6 OF THEM MADE. HE JUST RECENTLY DESIGNED THE NEW WILLYS TRUCK AND STATION WAGON THAT ARE JUST HITTING THE MARKET. HE ALSO DESIGNED THE NEW AERO WILLYS PASSENGER CAR THAT IS BEING MADE IN BRAZIL AND WAS IN PARIS LAST MONTH WITH EDGAR KAISER WHEN THEY SHOWED IT FOR THE FIRST TIME. IT WAS INTERESTING TO SEE FROM THE CARS IN THE MUSEUM THAT THE EARLY FRAZERS WERE REALLY A CONTINUATION OF THE GRAHAM PAIGE IN MANY RESPECTS.

SATURDAY NIGHT AFTER THE MUSEUM MEET WE ALL ACCEPTED NEAL DANYO'S INVITATION TO HIS HOME FOR A FEAST. THEN WE KNEW WHY WE DID NOT SEE MRS. DANYO ALL DAY. SHE HAD COOKED ALL DAY AND WE ALL MADE PIGS OF OURSELVES AND TALKED, TALKED, TALKED.....TALKED UNTIL THE WEE HOURS, WHEN WE STRUGGLED BACK OVER STRANGE ROADS TO THE MOTEL. SUNDAY NOON WE HAD DINNER AT THE CHALET ON THE LAKE. PAUL BARKER MISSED HIS FIRST MEET. AS HE SAYS IN HIS LETTER.....WE HAD TECHNICAL DIFFICULTIES.....THE FRAZER CONVERTIBLE MADE IT JUST FINE.....TO CHICAGO, THAT IS, AND IT REFUSED TO GO ANY FARTHER. THE DRIVE SHAFT WENT RUMBLE R U M B L E in front of O'HARE AIRPORT AND THAT WAS AS FAR AS WE GOT. WE SPENT FROM 1 TO 5 PM IN A FILLING STATION AND AFTER GETTING IT TEMPORARILY FIXED WE DECIDED IT BETTER TO TRY TO MAKE HOME RATHER THAN GO ON FARTHER. SORRY, PAUL, WE ALL MISSED YOU AND YOU MISSED A GREAT MEET. WE HAD 39 PEOPLE THERE SOME OF THE TIME.

MR. AND MRS. GENE DILLENBURG, AURORA, ILLINOIS, BOB AND LUCILLE PITIRO, MARION, OHIO, FRED AND FLORENCE DeVAULT, GREENFIELD, INDIANA, DEAN MOORE, ST. LOUIS, MISSOURI, ED HAUGSEN, TERRY ERDMAN, ELLSBERRY, MISSOURI, DON BURR AND SON FROM MILWAUKEE, NORBERT GILGENBACH, FOND DU LAC, WISCONSIN, JACK KRUEGER, DAVE KRUEGER, DON J. HARMELL, ALL OF FOND DU LAC, WISCONSIN, GLEN AND MARY WENDORFF AND SONS FROM BARRY, ILLINOIS, ROBERT C. STYKEMAN AND SON CAME FROM TOLEDO IN THEIR '55 WILLYS. MR. AND MRS. GEORGE BUCHINGER AND MR. AND MRS. DONALD DETTORE ALL FROM CHICAGO, LARRY SMITH, JIM WORTEN, DANIEL AND CHARLOTTE KOERT, FROM DAVENPORT, IOWA. MR. AND MRS. W. KUCHARAK AND SONS FROM WHITE FISH BAY, WISCONSIN. MR. AND MRS. BOB SMITH, MILTON E. KOCH, MILWAUKEE, AND HUGH AND JOHN McNAUGHTON AND BILL PARK IN THEIR '54 MANHATTAN AND NEAL AND IRENE DANYO OF WEST BEND, IND.

## PARTS WAREHOUSE LIST

HERE IS A LIST OF THE NEW PARTS THAT ARE AVAILABLE ONLY TO CLUB MEMBERS.

WHEN ORDERING PARTS, SPECIFY THE MODEL NUMBER OF THE CAR AND THE PART NUMBER. IF THE PART NUMBER IS NOT AVAILABLE, PLEASE GIVE A COMPLETE DESCRIPTION OF IT. PRICES BELOW DO NOT INCLUDE SHIPPING COSTS WHICH THE PURCHASER IS REQUIRED TO PAY. IF YOU HAVE ANY QUESTIONS OR WISH TO PLACE ORDERS, CONTACT EITHER DON DETTORE, 47 W 461 HILL ST VILLA PARK ILLINOIS, PHONE TERRACE 2 2269 OR GEORGE BUCHINGER, 3538 HAWTHORNE, FRANKLIN PARK, ILLINOIS, TELEPHONE GLADSTONE 5 1140.

ENGINE (SHORT BLOCK)	KAISER OR FRAZER ALL YEARS	\$225.00
FENDERS FRONT	1947 - 1950 KAISER OR FRAZER	12.00
FENDERS FRONT	1951 - 1953 KAISER	15.00
FENDERS REAR	1951 - 1955 KAISER	12.00
FENDERS FRONT	1951 FRAZER	15.00
FENDERS REAR	1951 FRAZER	12.00
FENDERS REAR	HENRY J	15.00
HOODS	1947 - 1950 K OR F	12.00
HOODS	1951 F	17.00
SPRINGS REAR	1947 - 1950 K OR F	12.00
SPRINGS REAR	1951 - 1955 K	12.00
GAS TANKS ALL K OR F		12.00
WHEELS (TIRE RIMS)	ALL CARS	5.00
200070 BEARING		2.00
200072 BEARING		1.25
200116 BUSHING		.30
200165 SHAFT		1.50
200383 SHIM .010		.25
200385 RETAINER		.50
200407 SHIM .003		.10
200438 CLAMP		.35
200471 GAUGE (FUEL)	1947 - 1948 F	3.00
200551 LICENSE PLATE FRAME		.60
200618 AIR CLEANER	1947 - 1950 KF	4.00
200624 LOCK		1.50
200634 HINGE		3.00
200657 ESCUTCHEON		.50
200807 DOOR (HEADLIGHT RIM)		1.00
200841 TAIL LENS		.50
201002 GEAR (FLANGE)		4.00
201018 SHAFT & JOINT	1947 K	10.00
201096 ARM	1947 - 1951 KF	2.25
201152 HUB & DRUM		9.00
201195 CROSS SHAFT		9.00
201238 ARM		1.80
201239 ARM		1.80
201359 HORN RELAY	1947 - 1951 F, 1947 - 1950 K	1.25
201377 HANGER		.30
201386 CLAMP		.50
201388 STRAP		.20
201394 HANGER		.30
201498 STRAP (GROUND CABLE)		.25
201531 TAIL LENS		.50
201539 GAUGE (OIL PRESSURE)	1947 K	1.25
201543 GAUGE (TEMP.)	1947 - 1948 F	1.25
201545 GAUGE (FUEL)	1947 K	1.25
201551 RADIATOR SHROUD	1947 K	2.50
201562 CHROME GRILL SET		1.30
201791 "K" EMBLEM		2.50
201975 CABLE		.25
202036 BRACKET		.50

202190	CABLE		.25
202314	PINION		1.50
202332	PANEL		4.00
202333	PANEL		4.00
202381	SHIELD		3.00
202395	WEATHERSTRIP		.90
202532	WING ASSEMBLY WITH GLASS, CHROME, AND RUBBER		9.00
202533	WING ASSEMBLY WITH GLASS, CHROME, AND RUBBER		9.00
202541	WING ASSEMBLY WITH GLASS, CHROME, AND RUBBER		9.00
202542	WING ASSEMBLY WITH GLASS, CHROME, AND RUBBER		9.00
202573	U BOLT		.75
202779	ROD		.30
203024	NAMEPLATE (KAISER)		.50
203123	HUB & DRUM		9.00
203139	CLAMP		.50
203146	.020 PISTON RING SET		8.00
203147	.040 PISTON RING SET		8.00
203490	GAUGE (OIL PRESSURE)	1949-1950 K	1.25
203491	GAUGE		1.25
203492	GAUGE (FUEL)	1949-1950 K	1.25
203523	CORE		.60
203969	WEATHERSTRIP		1.50
203978	WEATHERSTRIP		.25
204024	TAPPETS		1.00
204118	LICENSE PLATE FRAME		.50
204116	LICENSE PLATE FRAME		.70
204121	FRONT BUMPER BAR	1949-1950 K	15.00
204133	REAR BUMPER BAR	1949-1950 K	15.00
204303	BELLORANK		.50
204324	PANEL	1949-1950 KF	2.00
204323	REINFORCING		1.50
204396	GRILLE BAR	1949-1950 K	7.25
204399	GRILLE BAR	1949-1950 K	4.25
204400	GRILLE BAR	1949-1950 K	7.50
204484	WATER PUMP REPAIR KIT		4.75
204485	IGNITION SWITCH	1949-1950 KF	1.00
204506	GASKET SET, ENGINE OVERHAUL		3.00
204508	LIGHT (TRUNK HANDLE, COMPLETE)	49-50 K	6.00
204525	LENS (RIGHT TAIL LIGHT)	1949-1950 K	.80
204570	LENS (PARKING LIGHT)	1949-1950 K	1.00
204571	GASKET (PARKING LIGHT)	1949-1950 K	.30
204576	GASKET (PARKING LIGHT)	1949-1950 K	.10
204578	BEZEL (PARKING LIGHT)	1949-1950 K	1.25
204583	CABLE		1.00
204595	BODY (LICENSE LIGHT)	1949-1950 F	5.00
204601	LENS (LEFT TAIL LIGHT)	1949-1950 K	.80
204604	PAD (LEFT TAIL LIGHT)	1949-1950 K	.30
204605	TAIL LIGHT & BODY	1949 F	8.00
204610	LENS (RIGHT TAIL LIGHT)	49-1950 F	1.00
204611	LENS (LEFT TAIL LIGHT)	1949-1950 F	1.25
204613	GASKET (TAIL LIGHTS)	1949-1950 F	.30
204615	LENS (LEFT TAIL LIGHT)	1949-1950 F	.80
204619	CABLE & SOCKET		.60
204714	WING ASSEMBLY WITH GLASS, CHROME, AND RUBBER		9.00
204844	LEVER & SHIFT		2.00
204853	MAIN BEARING .001US		1.25
204893	ESCUTCHEON		.25
205107	MOULDING		2.25
205108	MOULDING		2.25



205162	MOULDING		2.80
205231	ROCKER PANEL	1949-50K	4.00
205232	ROCKER PANEL	1949-50 K	4.00
205492	WEATHERSTRIP	1951 F	.60
205779	REPAIR KIT		1.00
205781	REPAIR KIT		.80
206093	CLOTH		8.00
206258	NAMEPLATE (VAGABOND)	1949 K 1953 HJ	1.00
206402	REPAIR KIT		.60
206407	KIT STERRING GEAR SHAFT & BUSHING		8.00
206583	VALVE		1.50
206980	SPLASH SHIELD LEFT FRONT FENDER	51 F	7.00
206983	SUPPORT		.75
206986	GRILLE	1951 F	20.00
206980	SHIELD		7.00
206984	SUPPORT		1.00
206993	PANEL		5.00
206997	EXTENSION	1951 F	1.50
207277	CATCH		1.00
207294	PARKING LIGHT (RIGHT)	1951 F	9.00
207295	PARKING LIGHT (LEFT)	1951 F	9.00
207298	LENG (PARKING LIGHT)	1951 F	.75
207300	BEZEL		.90
207302	TAIL LIGHT (RIGHT)	1951 F	7.00
207303	TAIL LIGHT (LEFT)	1951 F	7.00
207308	LENG (TAIL)	1951 F	1.00
207340	HUB & DRUM	1951-55 K 51 F	9.00
207375	LIGHT (RIGHT TAIL)	1951 K	5.00
207377	PAD (TAIL LIGHT)	1951 K	.20
207379	BODY (TAIL LIGHT, LEFT)	51 K	3.00
207384	INTERIOR LITE	1951-1955 K	1.50
207445	REAR WINDOW GLASS (TRAVELER)	51-53 K	15.00
207518	CLAMP		.10
207538	PANEL		3.75
207539	PANEL		3.73
207560	CHROME GLOVE COMPT. COVER	51 K	3.50
207600	MOULDING		3.00
207602	MOULDING		3.00
207605	MOULDING		2.50
207606	MOULDING		2.50
207616	MOULDING		2.75
207617	MOULDING		2.00
207652	CLAMP		.30
207662	PILLAR		6.50
207672	EXTENSION		1.00
207680	PANEL		1.00
207681	PANEL		1.00
207777	CABLE		.25
207935	LEVER		1.00
207992	GUIDE		.25
208098	SWITCH (WIPER)	1951-54 K	1.00
208244	BAND		.50
208460	HANDLE (WING WINDOW)		.75
208487	HANDLE (HANDBRAKE)		2.00
208514	WING	1951, 54-55 K	3.00
208531	BLOWER BLADES		1.50
208535	SPLASH SHIELD LEFT FRONT FENDER	51-53 K	5.00
208544	SHIELD		3.00

208556	PLATE			3.00
208660	WEATHERSTRIP (TRAVELER)			1.00
208979	PLUNGER			1.25
209020	SNAP RING			.15
209024	PLUG			.25
209032	BOLT			.15
209036	DRAIN PLUG			.25
209037	GASKET			.10
209038	OIL LEVEL INDICATOR (HYDRO)			.75
209048	GASKET			.10
209049	KEY			.10
209065	WASHER			.15
209071	WASHER			.20
209105	LEVER			1.00
209117	RING			.30
209119	SPRING			.15
209137	SNAP RING			.10
209138	GEAR			5.00
209139	WASHER			.20
209140	WASHER			.60
209154	LOCK			1.20
209159	GEAR & PIN			1.75
209174	PIN			.20
209288	PINION			1.50
209344	VALVE			.50
209424	SCREEN			1.25
209425	PLUG PACKAGE			2.00
209427	GEAR			9.00
209456	SEAL			.10
209470	EXHAUST			1.00
209486	RETAINER			.75
209509	EXHAUST			.20
209511	CARBURETOR REPAIR KIT (WGD 7815)	51 K		5.00
209682	GAUGE (FUEL)		HJ	1.50
209684	GAUGE (TEMP)		HJ	1.25
209720	GAS TANK SUPPORT			1.25
209742	BRACKET			.60
209975	BRACKET			.50
209987	PARKING LIGHT	1951 HJ		3.00
209689	SPEEDOMETER		HJ	8.00
209995	GASKET			.10
212026	MOULDING			1.25
212053	HOOD HINGE			2.50
212146	LINKAGE CONTROL			1.50
212223	HINGE			1.00
212206	HANDLE	HJ		1.50
212264	HANDLE	HJ		1.50
212280	BUMPER BAR	51 HJ		11.00
213155	FUEL PUMP REPAIR KIT	HJ		3.00
213193	TIE ROD	HJ, DARRIN		1.00
213295	BUMPER GUARDS	HJ, DARRIN		2.75
212333	GASKET SET (OIL PAN)		HJ	.75
212335	GASKET SET MANIFOLD	HJ		.50
212365	LINKAGE ROD			.50
212366	LINKAGE ROD			.50
212391	SEAL			1.00
212426	SWITCH (HEATER)	HJ		1.00
212762	BRACKET			.25

212801	MOULDING		2.25
212844	GEAR		15.00
213030	TAPPET		.50
213241	BODY (HOOD ORNAMENT)	1952 K	2.00
213255	SPRING		1.00
213299	TIE BRACE		.90
213320	GASKET		..20
213337	FENDER PATCH	1952-53 HJ	6.00
213340	BRACKET		.25
213451	KIT TRANSMISSION		..75
213452	KIT TRANSMISSION		.50
213455	WEATHER SEAL (REAR DOOR)	52-55 K	1.50
213493	DRIVE SHAFT	52-53 HJ	15.00
213496	FLANGE	52-53 HJ	4.50
213340	BRACKET		.25
213513	RING		1.00
213555	DEFLECTOR		1.25
213579	MOULDING	52-55 K	2.50
213581	MOULDING	52-55 K	2.50
213582	MOULDING	52-55 K	3.00
213583	MOULDING	52-55 K	3.00
213590	MOULDING	52-54 K	3.00
213600	NAMEPLATE (DELUXE)	52-53 K	1.00
213616	MEDALLION (K)	52-53 HJ	1.50
213635	BUMPER BAR (UTILITY)	52-53 K	11.00
213637	BRIDGE	52-55K	14.00
213644	WING (RIGHT)	52-53 K	3.00
213645	WING (LEFT)	52-53 K	3.00
213646	CAP (RIGHT)	52-55 K	5.00
213647	CAP (LEFT)	52-55 K	5.00
213648	CAP (RIGHT)	52-55K	8.00
213691	GASKET (PARKING LIGHT)	52-53 K	.20
213696	LENS (INNER RIGHT)	52-53 K	1.50
213697	LENS (INNER LEFT)	52-53 K	1.50
213713	NAMEPLATE (CORSAIR)	52-53 HJ	1.00
213714	NAMEPLATE (DELUXE)	52-53 HJ	1.00
213728	LENS (RIGHT)	52-53 HJ	1.00
213729	LENS (LEFT)	52-53 HJ	1.00
213730	GASKET	52-53 HJ	.10
213738	SHIELD		7.00
213755	HUBCAP (SMALL)	52-53 K	3.00
213793	BODY		3.00
213813	TAIL LIGHT BODY (RIGHT)	52-53 K	6.00
213814	TAIL LIGHT BODY (LEFT)	52-53 K	6.00
213902	HOOD ORNAMENT	53 HJ	1.00
214030	FRAME & GLASS E-Z-EYE (RIGHT)	53-54 K	8.00
214054	DEFLECTOR		5.50
214070	KIT SHOCK	54 K, 52-53 HJ	..70
214071	KIT SHAFT		.90
214194	GAUGE (TEMP.)	53 K	1.25
214242	SLEEVE KIT	52-53 HJ	..70
214273	CAP & TUBE		.70
214419	SHAFT & ROLLER	54 K	10.00
215039	PISTON & ROD		12.00
215041	PLUG	54 K	1.90
215134	GASKET	54 K	..60
215843	GUARD		5.25
215979	MOULDING	54 K	2.50



### 22. Rear Window Glass Area

Kaiser '67	Price	Percent
100 sq. in.	\$100	100%

500 square inches more glass area in the rear window in the Kaiser than in any other car. The Kaiser's rear window is wider, larger and of the readily laminated and shattering-resistant type. The Kaiser's rear window is a larger area of this important safety feature than any other car.

### 23. Total Glass Area of Car

Kaiser '67	Price	Percent
117 sq. in.	\$117	117%

117 square inches more glass area in the Kaiser than in any other car. The Kaiser's total glass area is larger than that of any other car. The Kaiser's total glass area is larger than that of any other car. The Kaiser's total glass area is larger than that of any other car.

### 24. Spare Tire Location

Usually, spare tire location is not a major consideration. Kaiser's spare tire location is a major consideration. Kaiser's spare tire location is a major consideration. Kaiser's spare tire location is a major consideration.

### 19. Headroom—Front and Rear

Kaiser '67	Price	Percent
37 1/2" - 38 1/2" - 39 1/2"	\$37.50 - \$38.50 - \$39.50	100% - 100% - 100%

Headroom is a major consideration. Kaiser's headroom is a major consideration. Kaiser's headroom is a major consideration.

### 20. Rear Hinge-Front and Rear

Kaiser '67	Price	Percent
41 1/2" - 41 3/4" - 42 1/4"	\$41.50 - \$41.75 - \$42.25	100% - 100% - 100%

Rear hinge is a major consideration. Kaiser's rear hinge is a major consideration. Kaiser's rear hinge is a major consideration.

### 21. Windshield Glass Area

Kaiser '67	Price	Percent
100 sq. in.	\$100	100%

Windshield glass area is a major consideration. Kaiser's windshield glass area is a major consideration. Kaiser's windshield glass area is a major consideration.

**Conclusion** In the light of the long list of Kaiser Delux advantages as shown and fully explained in this Sales Presentation, we believe you should be able to present your argument in such a way that your prospect will be convinced—not antagonized. Any prospect who is not convinced by this information is probably not worth the time and effort to sell. If you know how to use it, let's see how many sales it will make for you.

WILLOW RUN, MICHIGAN

KAISER-FRANZ SALES CORPORATION

The information contained in this K.F. Sales Presentation has been prepared by Kaiser-Franz Sales Corporation, Willow Run, Mich. Contact Kaiser-Franz Sales Corporation, Willow Run, Mich.

### 13. Cylinders Surrounded by Water

Kaiser '67	Price	Percent
100 sq. in.	\$100	100%

Water surrounds the cylinders. Kaiser's water surrounds the cylinders. Kaiser's water surrounds the cylinders.

### 14. Hoisting Oil Intake

Kaiser '67	Price	Percent
100 sq. in.	\$100	100%

Oil intake is a major consideration. Kaiser's oil intake is a major consideration. Kaiser's oil intake is a major consideration.

### 15. Sedan Weight per HP

Kaiser '67	Price	Percent
100 lbs.	\$100	100%

Weight per horsepower is a major consideration. Kaiser's weight per horsepower is a major consideration. Kaiser's weight per horsepower is a major consideration.

### 16. Rear Shock Absorber Mounting

Kaiser '67	Price	Percent
100 sq. in.	\$100	100%

Rear shock absorber mounting is a major consideration. Kaiser's rear shock absorber mounting is a major consideration. Kaiser's rear shock absorber mounting is a major consideration.

### 17. Weight per Sq. In. Brake Area

Kaiser '67	Price	Percent
100 lbs.	\$100	100%

Brake area is a major consideration. Kaiser's brake area is a major consideration. Kaiser's brake area is a major consideration.

### 18. Front and Rear Spring Width

Kaiser '67	Price	Percent
100 sq. in.	\$100	100%

Spring width is a major consideration. Kaiser's spring width is a major consideration. Kaiser's spring width is a major consideration.

### 7. Padded Instrument Panel

Only one other make of motor car features a safety pad on the instrument panel. Kaiser's instrument panel is a major consideration. Kaiser's instrument panel is a major consideration.

### 8. Piston Displacement

Kaiser '67	Price	Percent
234 C.C.	\$234	100%

Piston displacement is a major consideration. Kaiser's piston displacement is a major consideration. Kaiser's piston displacement is a major consideration.

### 9. HP per C.C. In Displacement

Kaiser '67	Price	Percent
1.00	\$1.00	100%

HP per C.C. is a major consideration. Kaiser's HP per C.C. is a major consideration. Kaiser's HP per C.C. is a major consideration.

### 10. Compression Ratio

Kaiser '67	Price	Percent
10.0	\$10.00	100%

Compression ratio is a major consideration. Kaiser's compression ratio is a major consideration. Kaiser's compression ratio is a major consideration.

### 11. Piston Material

Kaiser '67	Price	Percent
100 sq. in.	\$100	100%

Piston material is a major consideration. Kaiser's piston material is a major consideration. Kaiser's piston material is a major consideration.

### 12. Flush Chrome Piston Rings

Kaiser '67	Price	Percent
100 sq. in.	\$100	100%

Flush chrome piston rings is a major consideration. Kaiser's flush chrome piston rings is a major consideration. Kaiser's flush chrome piston rings is a major consideration.

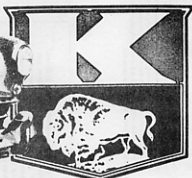
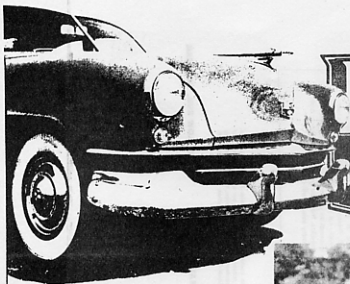
# MOTOR TRIALS

## Kaiser

ONE OF THE BEST-  
LOOKING CARS ON  
THE ROAD TODAY

by Walter A. Woron

PHOTOGRAPHS BY THOMAS J. HEWLEY



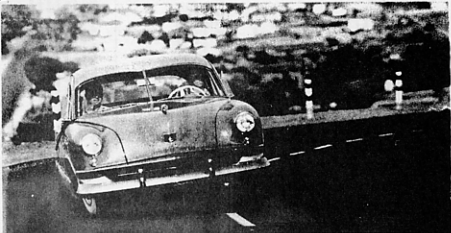
**O**F ALL the new cars on the road today, the 1951 Kaiser is undoubtedly receiving the most acclaim for its looks—looks that combine to make a good compromise between functional and esthetic styling. During three days of comprehensive testing of a four-door Kaiser De Luxe Sedan we heard more praise about the appearance of this car than any previous one we have tested.

Through the Los Angeles Branch of the Kaiser-Frazer Corporation, we made arrangements to test the '51 Kaiser. Later, on a sunny, warm morning, we arrived at K-F Distributors at 1101 So. Figueroa Blvd. in Los Angeles, where we picked up the car. Their exuberance about their new product was only natural, and had its effect on us, for we were of the opinion that its performance would be more than just satisfactory.

The sedan furnished for the use of Technical Editor Don Francisco and myself, during its 2885 miles of driving, had been used by K-F Distributors as a demonstrator. Knowing that our motor trial would be comprehensive, they had tuned the engine to tip-top mechanical shape.

The 1951 Kaiser was evidently designed by Kaiser-Frazer engineers with looks high on the list of desirable qualities; it is a car for one who is impressed with the admiration of his friends and neighbors. The fact that some of the other traits of the ideal automobile were played down by the engineers will not be of too much import to this type of person. But, that is only natural—we all like to have our possessions admired.

Outstanding attributes of the '51 Kaiser,



AT HIGH speeds on sharp turns, control is good, but body has tendency to heel over

outside of its styling, are its unusual fuel economy, snappy acceleration, satisfactory maneuverability and handling characteristics, and positive brakes. The general driving feel of the car is good through the densest traffic to the open road; however, the type of driving to which it seems to be best suited is through city traffic. Here, because of the low speed torque of its engine, it threads its way without the slightest difficulty. On the open highway, it cruises satisfactorily, but is somewhat tiring to drive.

#### A Woman's Viewpoint

Fortunately, the length of this motor trial (which in all consumed three days and one night) made it possible for us to incorporate a phase of testing we had wanted to perform,

but were unable to because of the time element. For the women readers of *MOTOR TREND* and even for the men whose wives may play an important part in making the final selection of the family automobile, we are presenting the woman's viewpoint.

After the first day of driving the Kaiser, which consisted mainly of becoming oriented with the car, checking it on the chassis dynamometer and making fuel consumption tests, I drove the car home and turned it over to my wife. I did not discuss any features of the car with her, so that my first impression would have no bearing on her comments or opinions. I merely sat back and took notes while she expounded the virtues of this or found fault with that, neither agreeing nor disagreeing with any of her remarks. The following is her opinion of the 1951 Kaiser:

"I am very favorably impressed with the general appearance of the car. I like the lowness, the streamlining and the amount of chrome trim. Insofar as the sloping back and the comfort of the seats are concerned, they meet with my approval, but I don't necessarily like the tufted material used for covering and the lack of padding over the springs at the rear of the front seat.

"As a woman, I appreciate the new hintype glove compartment, which will save routing for articles, but in filling it full, I found that items would drop to the floor



DON FRANCISCO

ROAD clearance is demonstrated in this test over a deep rut. Car did not get stuck

*Motor Trend*



VISIBILITY behind the wheel of the 1951



Kaiser is unusually good, as can be seen from these photographs taken at driver-eye level



SAN FRANCISCO

when it opened. The appearance of the crash pad and the instrument grouping were things that meet with my favor. However, I find it somewhat hard to reach the brake lever and the radio and ventilating controls. In operating the various controls, I noticed that the supports are a little weak. Although the rug-type floor pad gives the interior of the car a luxurious look, I am afraid that it will get dirty much too quickly.

"There is no difficulty in opening the trunk lock and lifting the lid. However, I believe that with the spare tire in a recessed position, it would be quite difficult to remove it in the event that the compartment is loaded with luggage.

"In driving the car, I found the steering wheel definitely to my liking, for it seems to provide quick control. Visibility is excellent. I like the slow shift and the generally good handling feel. I found no difficulty in getting into or out of the car. Some points in driving the car that I think could be improved were the hard throttle pressure, which tended to tire my foot and leg, a certain amount of heaviness into corners in the front end, the noisy engine, body sway on corners, steering wheel shock over bumps, and too much brake pedal pressure."

#### Detailed Driving Report

The fact that the steering wheel on the Kaiser is somewhat lower than it is on many cars might cause a person a bit more difficulty than usual in entering the car. However, once this person is behind the wheel, he will definitely appreciate the fact that the wheel is in a low, comfortable position. It takes a while to become accustomed to the small (17 inch) wheel, but after a few miles of driving, it has a very comfortable feeling. The window is just about the right height for the arm to rest on while driving.

It is fairly easy for a person of average height to reach all of the controls, while vision in all directions is unsurpassed. There are no blind spots visible, front, sides or rear. Legroom is satisfactory in the driver's position, but a bit more room on the passenger's side would make for more comfortable riding. The seat is quite low, which causes one's knees to be higher than usual. A lowered floor would alleviate this condition. Head room is satisfactory in both front and rear.

RIGHT—Crash pad, slope-back seats and relatively high floor are all visible in this view



SPARE wheel is in recessed well under luggage compartment, allowing for more loading space



FORDING a stream in a 1951 Kaiser

## Kaiser Motor Trials

except that like most cars today it would be practically impossible to wear a hat when sitting behind the steering wheel.

Steering the Kaiser into sharp turns at high speeds is not too difficult, except that there is a certain amount of mushiness, and the body leans quite badly. The car, however, has good control through a steering gear system with a ratio of 18:1.

The asbestos clutch in the Kaiser is fairly soft, and in combination with the helical gears of the transmission does not lend itself to speed shifting. For normal driving, however, there is no problem in shifting, if the engine is raced in gear, it is necessary to allow the engine rpm to reduce before the shift is made.

The ride of the Kaiser is satisfactory; however, it is not as smooth as one would expect from the appearance of the car. The Kaiser is not a heavy car and the road bumps are transmitted to the driver and passengers. Over dips at high speeds, the front end appeared to bottom as did the rear seat.

For the dynamometer test of the '51 Kaiser, we took the car to the Clayton Manufacturing Company in El Monte, California. There we found the road hp figures shown in the Table of Performance. Maximum road hp was found at 500 rpm less than the rpm for maximum bhp. The percentage drop from the maximum bhp of the bare engine through the transmission and drive line was approximately 45 per cent. This road hp figure takes into consideration normal losses through the transmission, differential, and the rolling resistance of the tires to the road. It is, therefore, lower than the rating of the engine, which is measured at the flywheel and is the maximum power an engine in perfect condition will develop at maximum speed.

In the acceleration tests, it was found that the Kaiser we tested appeared to operate better at medium temperatures. If the engine was allowed to heat up, performance dropped off quite rapidly. The Kaiser tested was equipped with standard transmission and overdrive, giving it a rear axle gear ratio of 4.55:1. Tires used were 6.70 x 15 with a normal inflation pressure of 24 pounds. It was found in these tests that a faster shift could be made without using overdrive; in other words, shifting through first, second and third gears, and bypassing second overdrive. The difference in these two methods is shown in the Table of Performance.

In the top speed run, the fastest time was made using overdrive, although there was not too much difference between the highest speed attainable in this manner and in using conventional third. The difference in transmission ratios is 7:1 in overdrive as versus 1:1 in third.

Fuel consumption of the '51 Kaiser is something the Kaiser-Frazer Corporation can definitely be proud of, for the over-all average obtained throughout the entire test was 19.7 mpg. (This did not include the high speed and acceleration tests, however.) The use of overdrive at speeds above 30 mph greatly added to the fuel economy obtainable, as can be witnessed by the figures shown in the Table of Performance.

The brakes on the Kaiser are most satisfactory, for they are positive and sure-stopping. The pedal on the car tested was set up somewhat hard, but did not require excess pressure.

### Mechanical Features

Unlike previous models in the Kaiser-Frazer line, the '51 Kaiser is entirely new—

from the 'X' frame up. Chassis suspension is by means of coil springs at the front and semi-elliptics at the rear. Direct-acting Monroe shock absorbers are used at all four wheels. A torsional stabilizer is used at the front only.

Twelve body types are available in the '51 Kaiser line: Special and De Luxe four-door sedans, two-door sedans, club coupes, business coupes, and two- and four-door Traveler utility sedans. The body design is, as Kaiser-Frazer designers state, "unmistakably Continental." Although the body has been designed to take advantage of the car's inherent good looks, the construction is not quite what some motorists would approve of.

The wide chrome trim panel, which extends the length of the car is not only decorative, but useful in preventing the doors from being damaged in parking lots. However, if it was made of heavier gauge metal its practical value would be enhanced. As it is, it is too easily dented.

The trunk compartment has sufficient volume (18.7 cu. ft.) for most purposes, but will receive the complaints of some who require a deeper compartment. The shaping of the 17-gal. fuel tank in the form of a kidney to allow the spare tire to be recessed under the floor is, in itself, a good idea. In the event of a flat tire on a trip, however, where the compartment would probably be loaded with luggage, it would be necessary to unload most of this luggage before it would be possible to remove the tire.

The general appearance of the instrument panel and crash pad is good, with the instruments being visible at a glance. An improvement of this crash pad, which consists of vinyl covering over metal, could be made by having more resilient padding, and chrome trim around the windshield is not too practical, as it is quite annoying in the sunlight.

Upholstering in the '51 seems durable, and is probably used on the premise that the majority of new car buyers immediately equip their cars with seat covers. The padded rug has a luxurious appearance, but dirties quite easily. A rubber mat would be more suitable. Appointments are not what one would expect from a car in this price bracket (\$2079 list at factory).

Location of all engine components is quite handy, making them all readily accessible. From our over-all examination, only one improvement could be suggested: relocation of the air cleaner to the rear side of the carburetor, which would permit easier servicing of the latter.

The powerplant for the '51 Kaiser is basically the same as that used in previous Kaiser and Frazer models, being a six-cyl., 'L' head engine of 226.2 cu. ins., with a bore and stroke of 3½ by 4¾ inches. Bhp has been increased to 115 @ 3650 rpm, with a compression ratio of 7.3:1, and using 80 octane fuel.

### Summary

The Kaiser-Frazer Corporation will assuredly sell more Kaisers this coming year than ever before in their brief history. They indeed have a smart-appearing product in the '51 Kaiser. And, along with its looks, other attributes that will help sell this product to a car-hungry public are its fuel economy, acceleration and good brakes. Although the car may be an over-priced according to some standards, by others it is not. Much of this depends on the individual—in the medium-priced field, it is hard to beat the Kaiser for looks; in some phases of performance, it has to be content with second place.

## TABLE OF PERFORMANCE

### DYNAMOMETER TEST

1200 rpm (full load) 22 mph	30 road hp
2000 rpm (full load) 36.5 mph	49.5 road hp
3150 rpm (full load) 58 mph	62 road hp (max)

### ACCELERATION TESTS

Standing Start ¼-Mile	20.99 (conv.) 21.33*
0-30 mph through gears	10.46 (to only)
0-60 mph through gears	17.97 (conv.) 18.27*
10-40 mph in high	11.78
30-40 mph in high	12.78
* Shift low to second, to second overdrive and high	

### TOP SPEED

Fastest one-way run	84.11 mph
Average of four runs	83.57 mph

### BRAKE CHECK

Stopping distance at 30 mph	37 ft. 11 in.
Stopping distance at 60 mph	176 ft. 6 in.

### FUEL CONSUMPTION

At a steady 30 mph	24.15 mpg (conv.); 25.33 mpg (O.D.)
At a steady 45 mph	20.48 mpg (conv.); 21.84 mpg (O.D.)
At a steady 60 mph	20.41 mpg (O.D.)
Through light traffic	18.16 mpg
Through medium traffic	15.66 mpg
Through heavy traffic	12.77 mpg

### HILL CLIMBING

7 per cent grade	3rd gear reqd., 57 mph
25.6 per cent grade	Low gear reqd., 23 mph
35 per cent grade	Low gear reqd., 21 mph

### SPEEDOMETER CHECK

At 30 mph indicated 33 mph	(10% error)
At 45 mph indicated 43 mph	(9.1% error)
At 60 mph indicated 63 mph	(8.3% error)

## GENERAL SPECIFICATIONS

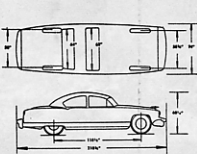
### ENGINE

Type	'L' head, in-line 6
Bore and Stroke	3½ x 4¾
Stroke/Bore Ratio	1.32:1
Cubic Inch Displacement	226.2
Maximum Bhp	115 @ 3650 rpm
Bhp/Cu. In.	508
Maximum Torque	190 ft.-lbs. @ 1800 rpm
Compression Ratio	7.3:1

### DRIVE SYSTEM

Transmission—Conventional three-speed Ratio—	Low—2.57:1, Second—1.55:1, Third—1.1, Overdrive—7:1, Reverse—3.49:1
Hydro-Matic Ratios—First—3.82:1, Second—2.63:1, Third—1.45:1, Fourth—1.1, Reverse—4.31:1	
Rear Axle Ratio	Standard—3.91:1 *Overdrive—4.55:1 †Hydro-Matic—3.54:1

### DIMENSIONS



Turning Radius	18 feet
Steering (lock to lock)	5 turns
Weight	3380 lbs.
Weight/Hp Ratio	29.41
Weight Distribution (Front/Rear)	53.8/46.2%
Center of Gravity	22.7 ins.
Road Clearance	7 ins.
* Available for \$95.80 extra	
† Available for \$158.61 extra	



# This Is It!

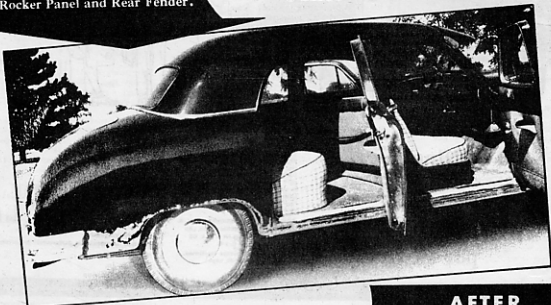
What every Service Department has been waiting for! You can now cover rusted Rocker Panels and Rear Quarter Panels on 1947 and 1948 Kaiser and Frazer cars. Increase their value and appearance at  $\frac{1}{3}$  the cost of replacing with new parts.



## BEFORE

Note the rusted condition of Rocker Panel and Rear Fender.

## Rocker Panel Cover Repair Package PART NO. 100284



## Rear Quarter Panel Cover Repair Package PART NO. 100285

## AFTER

You wouldn't believe it is the same car—but it is—and only 2½ hours after the "Before" picture was taken.

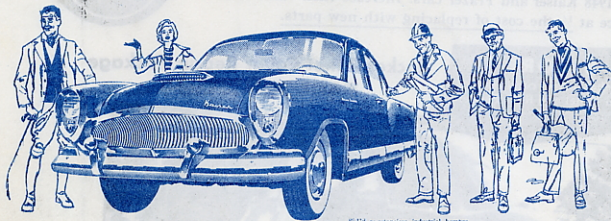


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