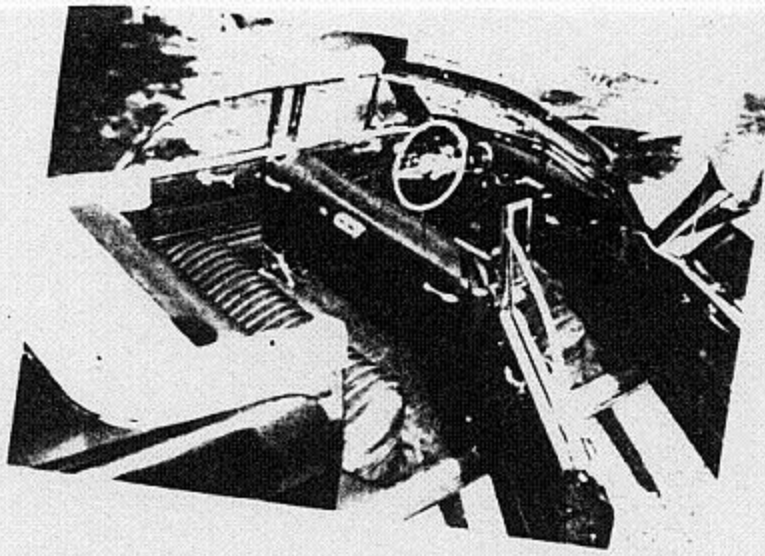


KAISER-FRAZER QUARTERLY

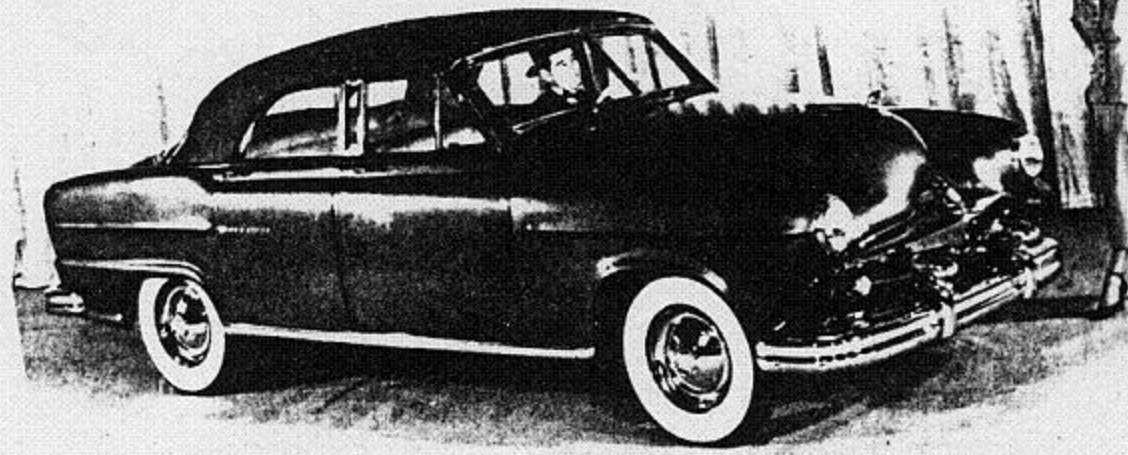
Vol. 1, No. 1

Autumn, 1959

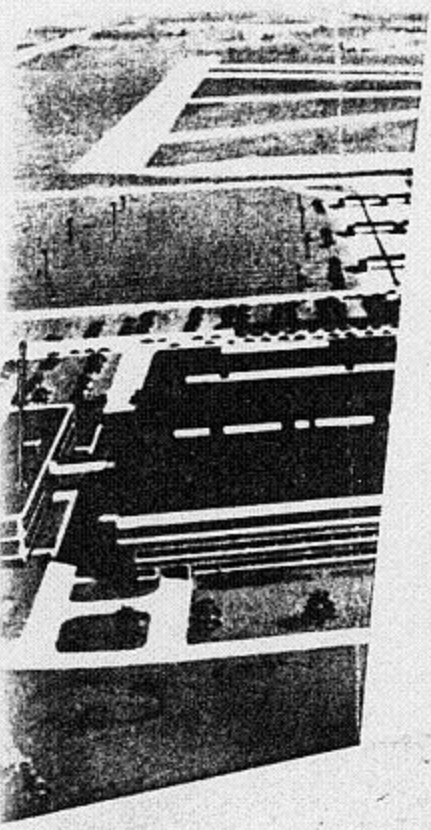


Handcrafted **FRAZER**

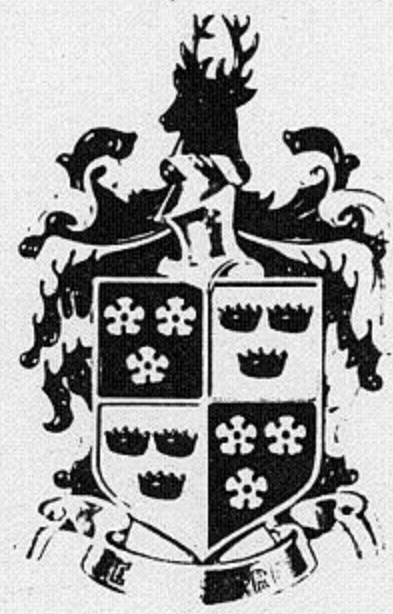
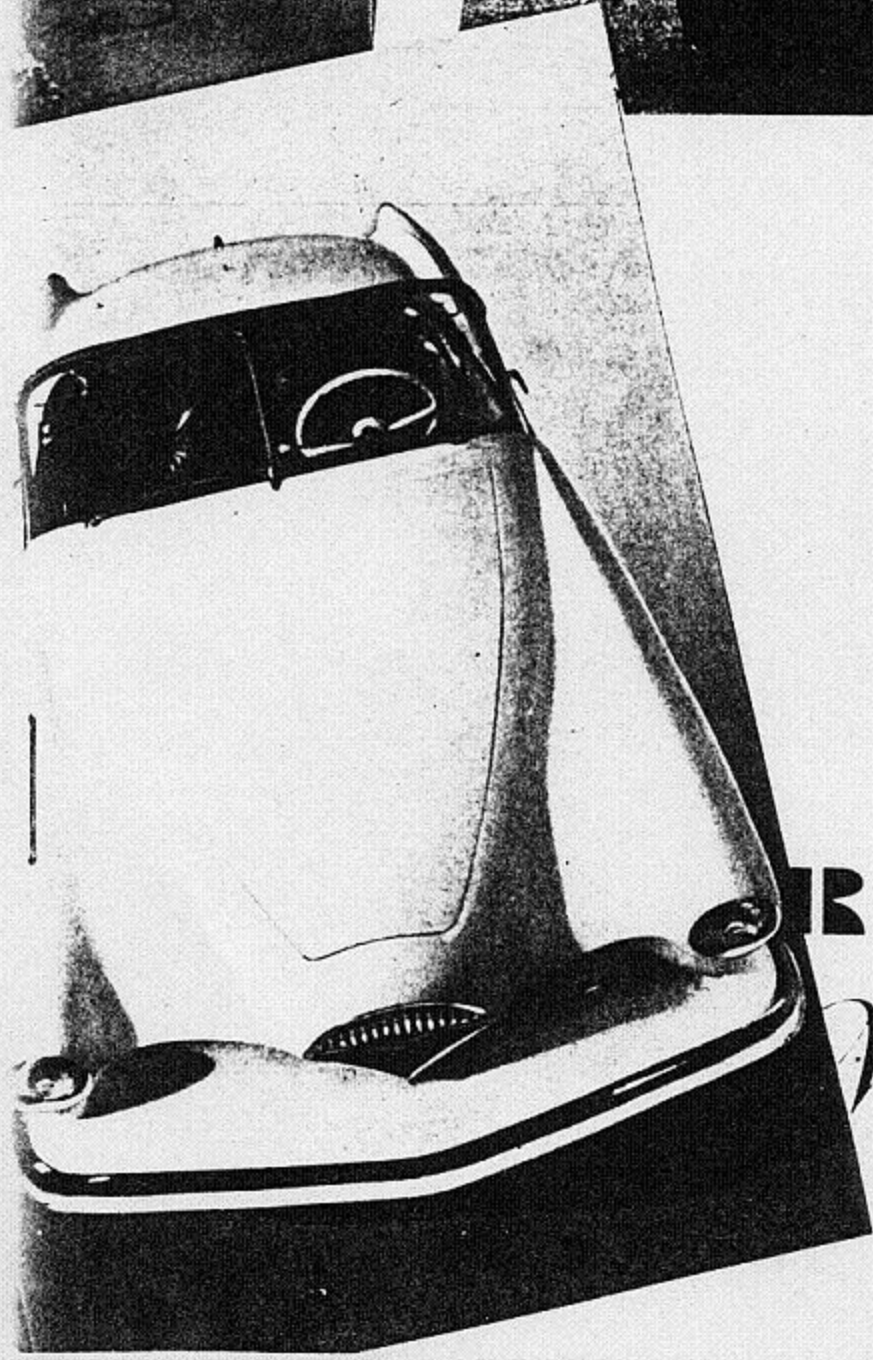
... establishes new styling and a new concept of value in the...



WILLOW DIN



**THE 1947
KAISER
SPECIAL**



R A Z E R

Manhattan

Chuck Gibson



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TECHNICAL DIRECTOR VACANT
PUBLICITY DIRECTOR - Richard L. Weidinger... 5777 Grayton Ave., Detroit 24, Mich.

THE KAISER - FRAZER QUARTERLY

This is the first issue of the Kaiser-Frazer Quarterly, a new publication from the Kaiser-Frazer Owners Club. It will be issued quarterly in addition to the NEWS BULLETIN.

It was decided at the recent convention of the KFOC that the NEWS BULLETIN be published as a quarterly publication. After the convention, it was brought to the attention of the Directors that we could have two publications... the monthly NEWS BULLETIN and the KAISER-FRAZER QUARTERLY. All to our advantage, the cost would be less, yet the reading value up.

The KAISER-FRAZER QUARTERLY is our formal publication dealing with K-F automobiles, whereas the NEWS BULLETIN is published with information about the club for members. This issue contains additional KFOC information due to the absence of the NEWS BULLETIN since August.

Briefly, the QUARTERLY will be published four times a year: Winter, Spring, Summer, and Autumn. The NEWS BULLETIN will continue in a shorter newsletter form.

Articles for publication should be sent to the editor. Articles which appear in the KAISER-FRAZER QUARTERLY may be contributed by our members and other sources and are not always the personal opinions of the editor.

ADVERTISEMENTS

WANT ADS: QUARTERLY and NEWS BULLETIN:

Table with 2 columns: Category and Price. Commercial \$5.00, Non-members \$1.00, Members .50

Want ad rates are per insertion of 30 words or less. Other special advertising rates are available upon request. Closing date for the NEWS BULLETIN is the 15th of each month previous to publication. Advertisements for the QUARTERLY should be received before the 15th of the month preceding the issue date.

MEMBERSHIP

DUES: \$5.00 per year. Ownership of K-F product automobile is not required.

1959 KFOC CONVENTION

.....and for those who couldn't make this year's convention..... We had lots of fun. Though we were supposed to be in the Philip Henrici Room of the Bel Air Motor Hotel at 11:30 A. M. on Saturday, some of us were late and we all seemed to gather at the exhibition area instead. By 1:30 P. M. most of us had arrived except those who attended only on Sunday, and Philip Henrici's waitresses were awaiting our arrival downstairs.

The President forgot all about the dinner appointment he had made (probably because he was still "pine-ine" over the right front fender on his Frazer that a truck backed into just ten minutes before arriving at the Bel Air). And when Jack Silverman told him that there were two people looking for him downstairs, he finally remembered that we were supposed to be there at 11:30. Upon his arrival downstairs he found the two were Mr. and Mrs. Glen Wendorff. "There's your boy", was the shout from charming Mrs. Wendorff. She was busy, hastily devouring the salad set at her place like it was going out of style, while Glen sat chatting with one of the waitresses.

After the dinner came the business meeting. Though a little informal, we all got to speak our piece (including Charlie Seewoster). We settled most of the business at hand. The Business meeting lasted about four hours and was enjoyed by everyone, we felt, and still not too formal to "kill" interest. Upon Charlie Seewoster's suggestion, we took a vote to decide on whether to have the Club retain its monthly BULLETIN or switch to a quarterly. The majority vote came to the favor of the quarterly publication.

The meal served us by the Henrici people was most delicious and we think everyone at the dinner will vouch for that. The cost? Only \$3.15 per person for the most tasty meal of prime-rib-of-beef we have ever tasted.

The first of the license placques were shown, (finally). Everyone thought they were very well done. Our thanks to Jack Silverman, our Executive Treasurer, for his time and efforts. For those who've been hollerin', "Hey, where's my placque, I sent you my money months ago", we're not going to cheat anyone. If you haven't already received your placque, it should be along very shortly.

Then we voted on whether to have the awards for trophies on the "best-appearing" cars in the show, today or tomorrow. It came to the majority that we do it today. The only person who was really eligible to do the judging was Charlie Seewoster. He felt his '48 Kaiser, (with the lights that sometimes don't go on) wasn't prepared for the exhibit.

There were some real nice cars at the exhibit and all of the cars at the meet were well worthy of exhibit. The trophies were as follows:

STOCK COMPETITION:	1st and 2nd place
MODIFIED COMPETITION:	1st and 2nd place

If you think the first place winners will have trouble explaining what looked to us like a 1951 Ford on the #1 trophies, (it's the only one available and supposed to represent the "modern stock-car"), it would really be funny to watch some of these guys with those "Rocket-Packin'" K-F jobs explain them to the filling station attendant when he opens the hood to check the oil.

We were going to eat our supper off of Bill Brown's spotless engine compartment, but it was getting late and reading off the winners and handing out the trophies was rough in the dark. Bill Brown was still crabbing about the smashed left quarter panel he got on his

30,000 mile '51 Kaiser in St. Louis the night before. Some guy in a Mercury hit him and didn't bother to stop.

Anyway, the judge promised he wouldn't consider Brown's and Rankine's mishaps... and, he didn't!

Other less-exciting people like the Koerts, just went up to bed in the plush room which was awaiting them at the Bel Air. We all had beautiful accommodations, and the Bel Air is certainly to be commended on their fine taste in hospitality (and customers). But, most everyone was in by midnight after all piling into Charlie Seewoster's Kaiser and going to one of the local restaurants for a good supper. First trip I think there were eight of us.

During that night someone parked some antique FWD (Four Wheel Drive) car in front of the Motel. It was supposed to be bound for challenging Jack Benny's Maxwell for something-or-other. The sign by it said it was for a bet of a whole quarter. Seewoster, Rankine and Silverman were seen about 2:00 A.M. on Sunday morn, still up talking around the FWD job, while some "drunk" in front of the FWD was trying to get people to dare him to crank-up the antique.

Sunday morning came only too early for most everyone in our group. We had to be out by our cars at 10:00 A.M. We planned to go over to the park and zoo in parade style with Charlie Seewoster of St. Louis, leading the way. We were detained slightly (about an hour), trying to get everyone together, out of bed, waiting on Charlie and due to the Browns (who came all the way from Ontario, Canada) whose house-trailer roof got stuck under the roof of the car port at the Motel.

Now about this house-trailer business.....we all sat down and began to think. It was merely a matter of too high a driveway, too low a ceiling on the motel, or too tall a house-trailer. But this didn't solve our problem. We all piled on the side of the trailer (what a picture!) while all the women sat as far forward inside the trailer as possible (no offense, ladies) then we drove the Browns' very rare 1954 KAISER*MANHATTAN WITH A STANDARD TRANSMISSION AND OVERDRIVE, slowly forward. This didn't work. The trailer gets bigger as it goes toward the back. So, in spite of a '58 Chevrolet that had parked so close to the trailer in the night they couldn't even get out the door, they backed up and went out the way they came in. Moral:Always go out the same door you come in!

On the way through the park to the zoo, we lost the Moreharts and Vern Brown and his charming company. They caught up later, and after Vern and Charlie were finished arguing about the Darrin Motor in his Henry J. The car wound up in "modified-stock" class.

Cal Morehart put his top up and down half-a-dozen times or so for the satisfaction of all the photographers and was beginning to feel as though he should leave it in the middle... half up and half down.

Incidentally, we certainly hope that Jack Silverman and Mrs. Curtis finished their hilarious conversation about streetcars, trollys and bus lines!

Oh, yes and Tom Rankine will need a new door handle retainer, the Curtis' will be needing a manifold pipe and Wallace Westerdale will be in need of a new gear-shift lever. These are the only other mishaps we had.

Seriously though, we all had an enjoyable and interesting time and some laughs, and we hope that all those who couldn't make this year's will be able to attend next year, and most certainly we'll want to see all those who were with us this year.

We had half our membership at this, our first convention, and next year's will be bigger, as we anticipate more time for preparation and events. It'll be in Springfield, Illinois. So let's all plan to be back together in Springfield about the same time in 1960.

1959 CONVENTION AWARDS

STOCK CLASS



FIRST AWARD - At some 30,000 miles, this is the first place winner in the "Stock" appearance class. It is a 1951 Kaiser, immaculately kept by its owner, William Brown of Wooster, Ohio. It is grey with a black roof. The car is also equipped with Hydra-Matic transmission. Bill can certainly boast the cleanest engine compartment, especially with a car nearing a decade old.

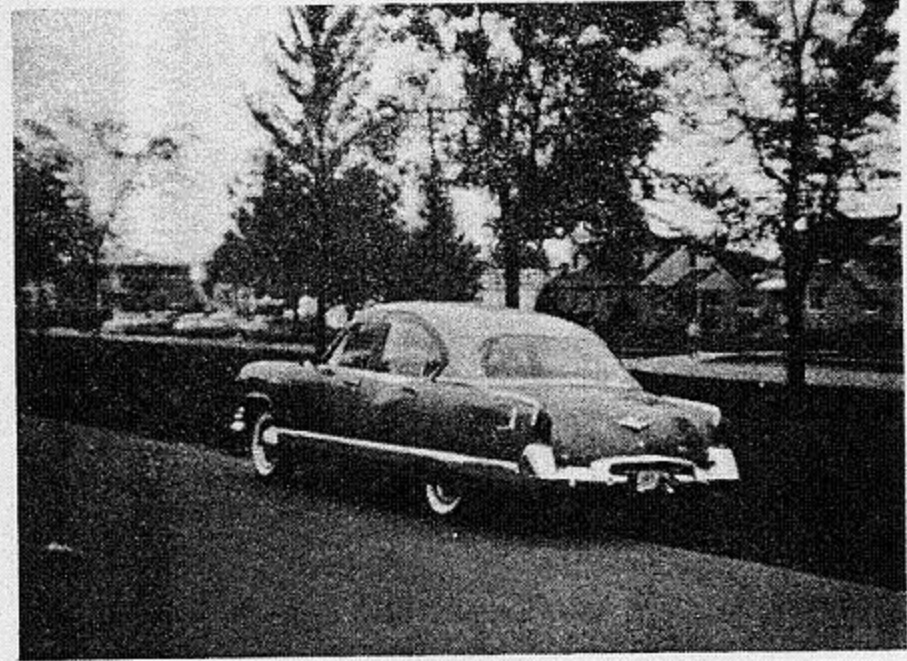
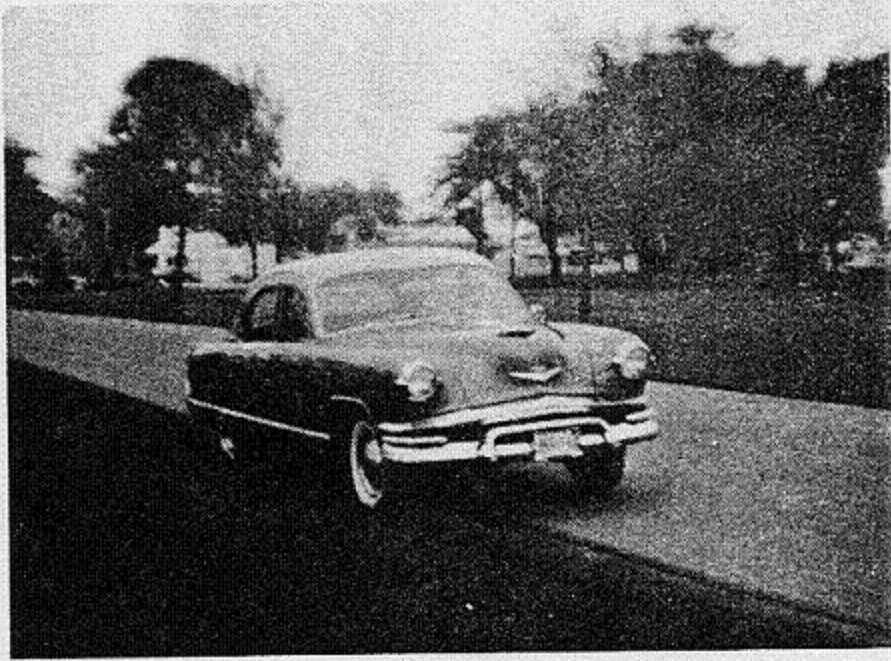
William Brown
RFD #3
Wooster, Ohio



SECOND AWARD - This is probably one of the sharpest and cleanest 1951 Frazer convertible sedans one could hope to see. The beautiful blue exterior and the tan leather interior are "real" partners in style. And, at nearly 50,000 miles and a Charter member behind and caring for it, this convertible received the second place "STOCK" award.

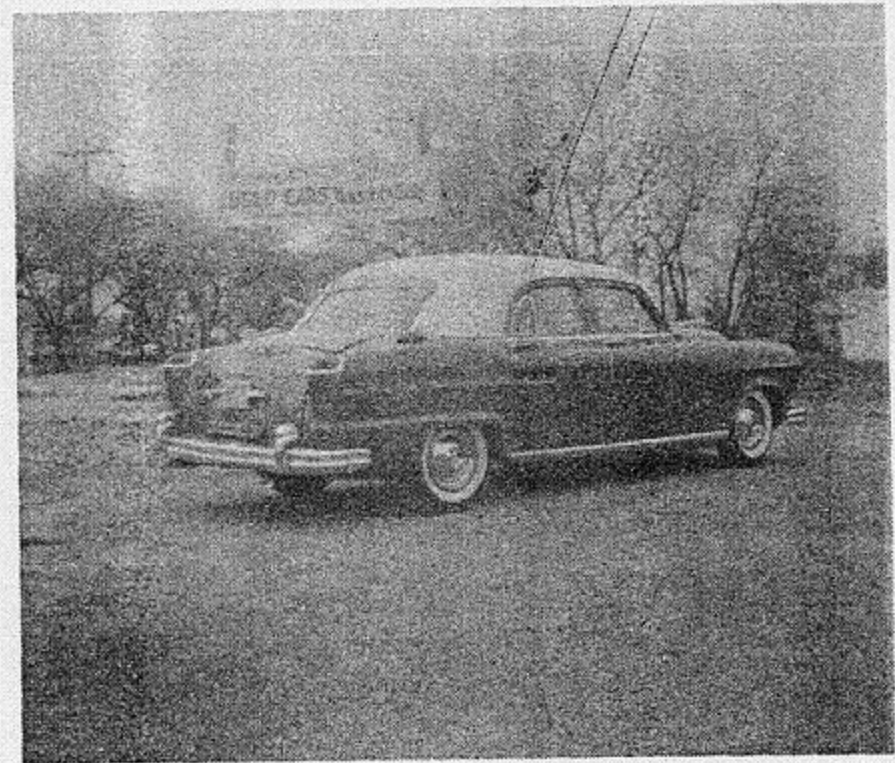
Calvin Morehart
930 East 22nd Avenue
Columbus 11, Ohio

MODIFIED CLASS



FIRST AWARD - Here's the number one winner of the "Modified" class. It's a 1953 Kaiser Manhattan four door sedan, nearing 70,000 miles. Though it has been repainted, the car still looks "factory fresh". Its modification? An Oldsmobile engine. Until our Vice President, Dave Krueger bought a 1951 Kaiser lately, he was using this beauty 65 miles a day just for transportation to and from work. The car shows "real" care on Dave's part.

David L. Krueger - 283 East 10th - Fond duLac, Wisconsin



SECOND AWARD - As you can see, this one is a Vagabond, winning second place in the "Modified" class. It includes a lightly "souped" Oldsmobile V-8, white leather top and a few additional trim items. At 117,000 miles, its owner is completely rebuilding it for more miles of satisfaction. Though the only one like it in the world, few '51 Frazers can boast equal condition.



Thomas S. Rankine
32121 Thorncrest Dr.
St. Clair Shores, Michigan

1951 FRAZER STORY

.....and look what we've found.more '51 Frazers.

In a way, you can call this Part 11 of our "Frazer Story" which started back in the August issue of the NEWS BULLETIN. Yet, this is only the very beginning of the "Kaiser-Frazer Saga", a book now in the works. Actually, we hope to eventually have a list of all 1951 Frazers left on the road, and to keep track of each car as it leaves the owners' hands. Then, in the near future we will do the same with other K-F models. The "rare" '51 Frazers gives us a start, though.

Here are the additions to our list:

- #1123 It's a convertible. She's for sale in Brighton, Iowa, and reported to have about 80,000 miles registered on the speedometer. It is in good condition, too.
- #3198 A Vagabond! This is one of six numbers sent in by Dan Koert. It seems that the "Sofa-City" has a monopoly on '51 Frazers. This Vagabond is owned by a filling station operator in Davenport, Iowa. It has 55,170 miles behind and is still going strong.
- #5176 Another sedan from Davenport. This one has a radio, overdrive and is reported in good condition with 63,400 miles.
- #6268 A Sedan from Davenport, too. It is owned by a fireman and is reported to be in good condition with 67,940 miles. The car is equipped with overdrive.
- #7213 And, another sedan! Dan reports this one to be in "fair shape" and is for sale.
- #8831 A Sedan from Ohio. It was found by the President on his way to Toledo, reporting the car to be in "fair" condition. The owner wanted \$50.00 for it. It is easily restorable (original rocker panels). The car shows 68,000 miles, though it has been "resting" on blocks in the owner's front yard. The oil pan is off in lieu of a set of engine bearings. C'mon members, this is a good buy.
- #10438 We're told this is the correct number. We don't think so. How about it George, can you give us some verification? This is a Vagabond, again, though it's in a junkyard in Davenport.

This brings to a grand total of 18 known 1951 Frazers. We believe there are only about 800 '51 Frazers left on the road today...maybe more, maybe less. As of July 1, 1958, there were only 258,132 Kaiser-Frazer cars registered in the U.S. As for a model for model breakdown on the 1951 Frazers, we're still giving much time in research. This we hope to have for you in the next issue of the KAISER-FRAZER QUARTERLY.

What ever happened to the rest of the "Pride of Willow Run".....1951 Frazers? Now, here's where we'd appreciate your help in locating the remaining Frazers.

ALLSTATE

The name of the Allstate automobile dates back to May, 1926 when Sears Roebuck & Co. began production on the first automobile tire to use its own particular design and specifications.

To promote and merchandise this tire, Sears conducted a nationwide contest to select a name for this new tire. Thus, the name "Allstate" was born. Allstate is so familiar to many of us in connection with nearly 150 Sears auto accessories.

December 20, 1951..... The first extensive department store merchandising of an automobile in the history of the industry was marketed in 19 localities in ten states.

The Allstate was produced for Sears by the Kaiser-Frazer Corporation, offering a Standard and Deluxe model. Prices began at \$1395. for the Standard to \$1796. for the Deluxe Six cylinder model equipped with overdrive. The Henry J was advertised at \$1299 (1951 price) delivered at Willow Run.

The Allstate was engineered to deliver 30 to 35 miles per gallon of gasoline. This economy was delivered by the 68 horsepower 4 cylinder engine or the 80 horsepower six.

Each Allstate featured a "triple" guarantee. The guarantee was backed by the Sears company, giving the following features:

1. Tires are guaranteed for 18 months against all road hazards and against all defects in materials and workmanship. (This is one item stated in the guarantee of new cars today that is not guaranteed.)
2. Battery is guaranteed for 24 months.
3. The Allstate also included the 90-day, 4,000 mile new car warranty.

The car was backed by both Sears Roebuck & Company and the Kaiser-Frazer Corporation.

Inside the car was full six passenger seating space with interiors upholstered in vinyl and woven saran plastic. It was washable and fade-proof and stain resistant. The interiors were simple and designed with economy in mind. Interiors were basically the same as Henry J.

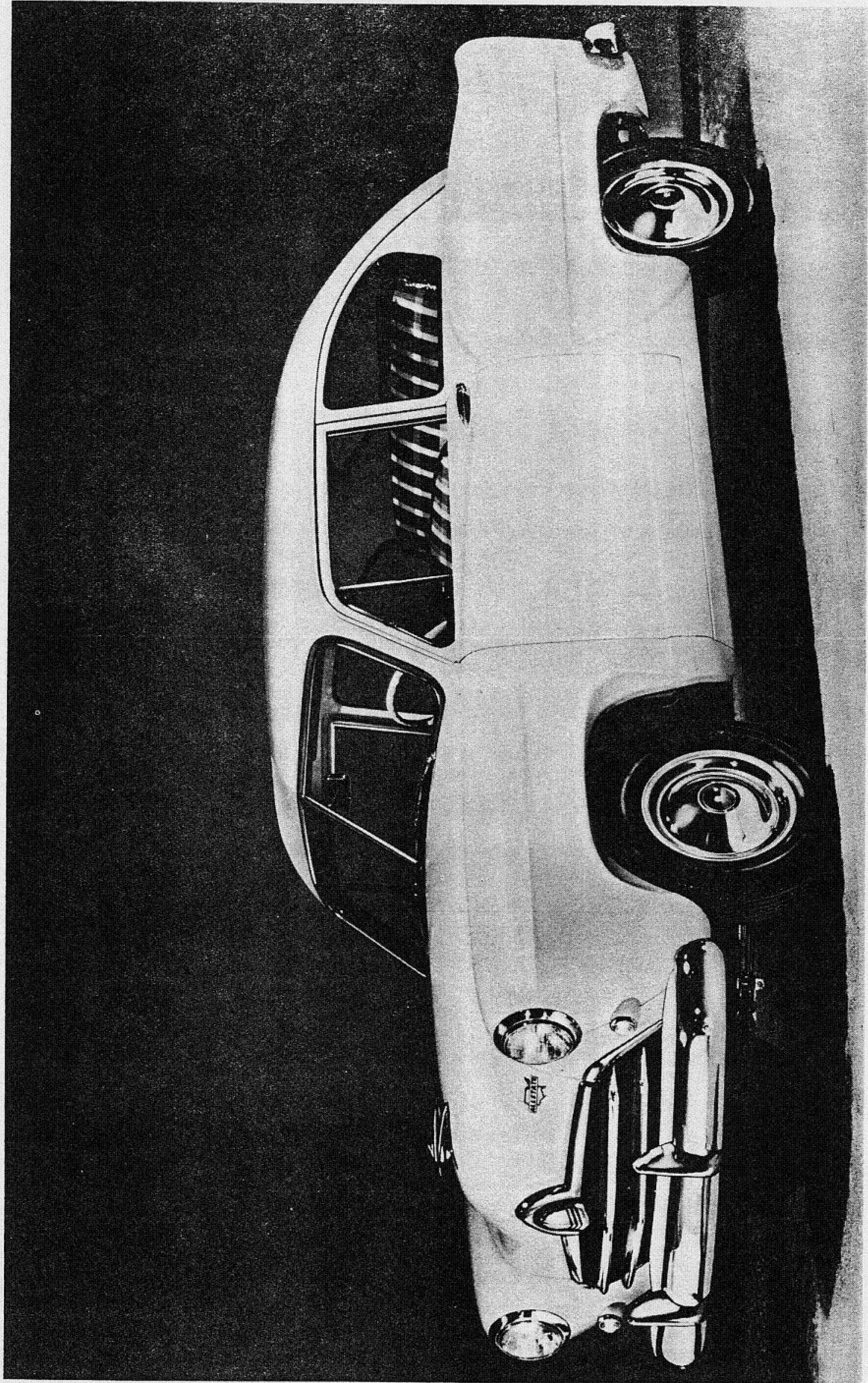
Exterior styling was also basically the same as the Henry J, too, except for a different grille and name plate. The hood ornament was modified slightly. Then, to adorn your Allstate a bit more, a full line of Allstate accessories including radio, heater, and directional signals were available, of course! The tail-lights were carried over from the 1951 Henry J, and were not in the tips of the rear fender as the 1952 Henry J.

Allstate's advertising carried the phrases, "Your One Brand New Car for '52" and, "Allstate... the new family car buy word!" Allstate advertised "Rugged Roadability", "Magnificent Maneuverability", "Potent Performance", and "Companionable Comfort".

A total of 2,241 Allstates were sold in 1952 and 1953. 1,566 were registered in 1952, while only 625 were registered in 1953.

Member, George Domer owns the only Allstate we know of. His is a 1952 model. It is in daily use at the present time.

If any of our readers know of the whereabouts of any Allstates, please do not hesitate to let us know about it. Include the usual data, if possible; Model, Year, Serial/body number, engine number, owner's name and address, etc.



1952 ALLSTATE

ALLSTATE

GENERAL SPECIFICATIONS

	<u>Four-Cylinder</u>	<u>Six-Cylinder</u>
Engine Type	L-head	L-head
Bore & Stroke	3 1/8 x 4 3/8	3 1/8 x 3 1/2
Brake horsepower	68 at 4000 r. p. m.	80 at 3800 r. p. m.
Maximum torque	109 at 18000 r. p. m.	133 at 1600 r. p. m.
Piston displacement	134.2 cubic inches	161 cubic inches
Compression ratio	7:1	7:1
Crankcase capacity	4 quarts	5 quarts
No. main bearings	3	4
Spark plugs	Allstate; 14 mm.	Allstate; 14 mm.
Battery	Allstate; 100 amp.	Allstate; 100 amp.
Clutch	8 1/2 O. D. ; 5 3/8 I. D.	8 1/2 O. D. ; 5 3/8 I. D.
Fan belt	V-type; 44-1/2 in.	V-type; 37-1/2 in.
Cooling system	10.8 quarts	9 quarts
Tires and tubes	Allstate; 5.90 x 15	Allstate; 5.90 x 15
Tread	54 inches	54 inches
Shipping Weight	2293	2341
Overall length	176 5/8	176 5/8
Turning radius	17.5 feet	17.5 feet

K-F TECHNICAL TIPS

NOISY SHOCK ABSORBER RETAINERS: Many of the earlier Kaiser-Frazer cars had two plates (retainers) at the base of the shock-absorber to hold the shock absorber down to the lower control arms (front only). After a few thousand miles, complaints were turned in, stating the shock absorber had worked itself so these plates would become loose without the original tension from the shock-absorber and begin to rattle. On the later Kaiser-Frazer cars, come 1952 mid-year, the factory issued a new type of shock-absorber retainer. This one, rather than be suspended by the base of the shock-absorber, would be in bracket form and bolted to the control arm. These are a superior form of retainer and can be adapted to earlier models by merely drilling a hole in the bottom side of the control-arm and removing the old style retainer and inserting the new one, bolting the new-type retainer down.

VIRGINIAN UTILITY MODEL: Anyone ever hear of this one? We hadn't either until we looked in the 1952 and 1953 Kaiser Supplementary Shop Manual. There is one, though. It doesn't have the spare tire mounted outside like the standard Virginians, however, it is called a Virginian on the front fenders and is trimmed up on the inside like one.

AXLE SHAFT END-PLAY: During 1952 Model production, the rear axle was changed by leaving .060 inch additional material in the outer end of the left hand axle housing, thereby eliminating the need for shims on the left side to properly locate the left axle shaft and center the thrust block in the differential.

(Absence of shims on left hand side when the axle is disassembled will identify it as a later type of axle.) All end-play adjustments on the new axle must be made at the right side of the axle. This necessitates mounting Dial Indicator W-102 (part of Gauge Set W-99-a K-F dealer tool) on the right hand brake support plate instead of on the left side as previously arranged and suggested.

K-F PARTS INFORMATION

We have a number of parts addresses at which a good stock of Kaiser-Frazer parts are available, so if anyone is desiring parts they may write to the following sources listed below. The two places starred with an asterisk are offering their complete inventory of remaining Kaiser-Frazer parts for sale individually or upon inspection they will sell in lump-form.

Kaiser-Willys Motors, Inc.
Parts Department
Toledo 1, OHIO

Kaiser-Willys Detroit Zone Office
13825 Grand River Avenue
Detroit, Michigan

*Lloyd L. Burickson
Jackson 89th Street Garage, Inc.
8801-19 Roosevelt Avenue
Jackson Heights 72, Long Island, New York

Original Inventory of
\$25,000

*Mr. C. E. Stubblefield
Stubblefield Sales & Service
108-116 W. Beecher Avenue
Jacksonville, ILLINOIS

Original Inventory of
\$40,000

NOTES FROM HERE AND THERE

HUDSON, ESSEX, TERRAPLANE OWNERS CLUB: For any of our K-F enthusiasts who are also enthusiasts of the late Hudsons, and famous Essex and Terraplane autos, there is now a Club for these jobs. The Club is national and has been formed just recently. Membership is \$2.00 per year and a publication is in the workings. If you are interested send to: Merrit R. Marks, c/o Clerks Box, Pinellas Park, Florida.

ACCESSORIES: For members desiring discriminating automobile accessories on everything from imported polished aluminum letters to complete tool kits for your car, the Wilco Company, P. O. Box 1128, Rochester 3, N. Y. has the most complete line of custom-made trim and accessory items we have ever seen. They have "Kaiser" (no Frazer, we're sorry to say) key fobs, pins, tie bars, cufflinks and a very fine selection of pedestal and other mounting devices for Club badges and license placques. For those who have organizational badges or who are ordering KFOC plates might do well to write this organization for a catalog.

EDGAR F. KAISER RESIGNS: Edgar F. Kaiser has resigned from the leadership which he has lately been exercising in the Industrias Kaiser Argentina organization.

A WORD OF APPRECIATION: About a month prior to the convention, the President received a letter from Bill Brown saying that he could not make the convention due to his possible health condition. A day following this letter came his convention application form saying, "Enclosed is my check of \$3.00 to enter my car. Please forget about the letter I wrote. I am so pleased with this Club that I will try my best." Thanks a million, Bill. We hope you like your trophy and we all certainly hope that you have been able to get your beautiful Kaiser repaired successfully. We certainly hope that everyone is as pleased with the Club as Bill.

JOSEPH W. FRAZER is now in the airplane business. The company, Custer Frazer Corporation, is developing a new type airplane wing embodying the Custer Wing. Frazer is President of the company which is located in New York.

WANT ADS

- WANTED: 1949-50 Kaiser Traveler or Vagabond, or 1951 Frazer Vagabond in good, clean condition. Leads appreciated. Charles Seewoster, 900 Fullerton Building, 122 North 7th Street, St. Louis 1, Missouri.
- WANTED: K-F Catalogs, Shop Manuals, Photographs, Clippings, Advertisements, and any other K-F Literature for KFOC Library. Send all material to our historian, Bill Gibson, 106 Tyler Terrace, Newton Centre 59, Massachusetts.
- WANTED: 1948 Frazer instrument panel. Either Manhattan or Standard model. Would prefer green. All leads appreciated. Thomas S. Rankine, 32121 Thorncrest Dr., St. Clair Shores, Michigan.
- WANTED: Want ads. Send your ads to the Club editor and your amount payable to the Kaiser-Frazer Owners Club. Ads will be available in both the QUARTERLY and NEWS BULLETIN.