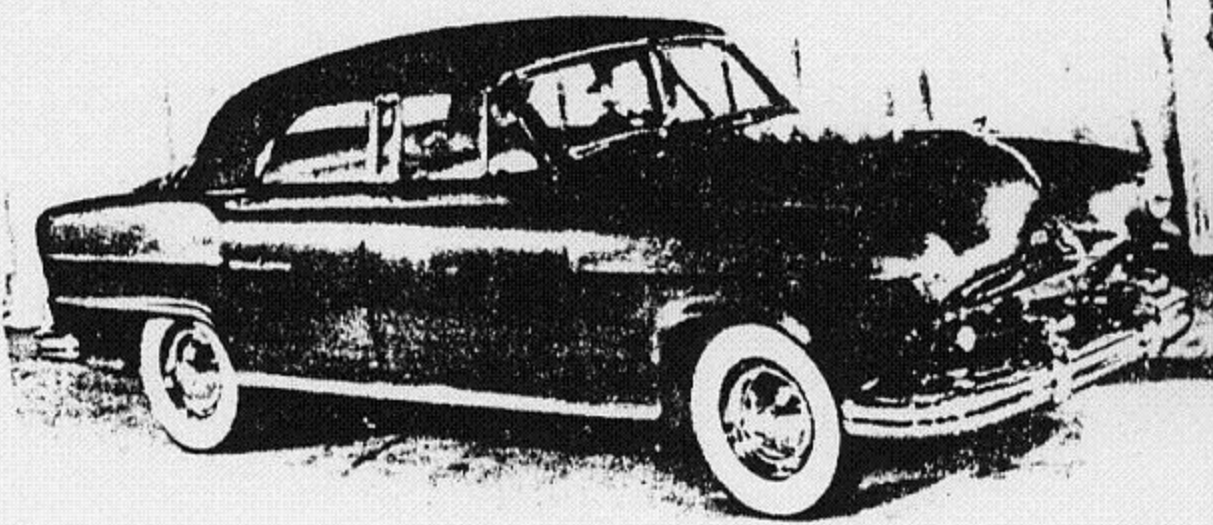


KAISER-FRAZER QUARTERLY

VOL. 1, NO. 3

SPRING, 1960

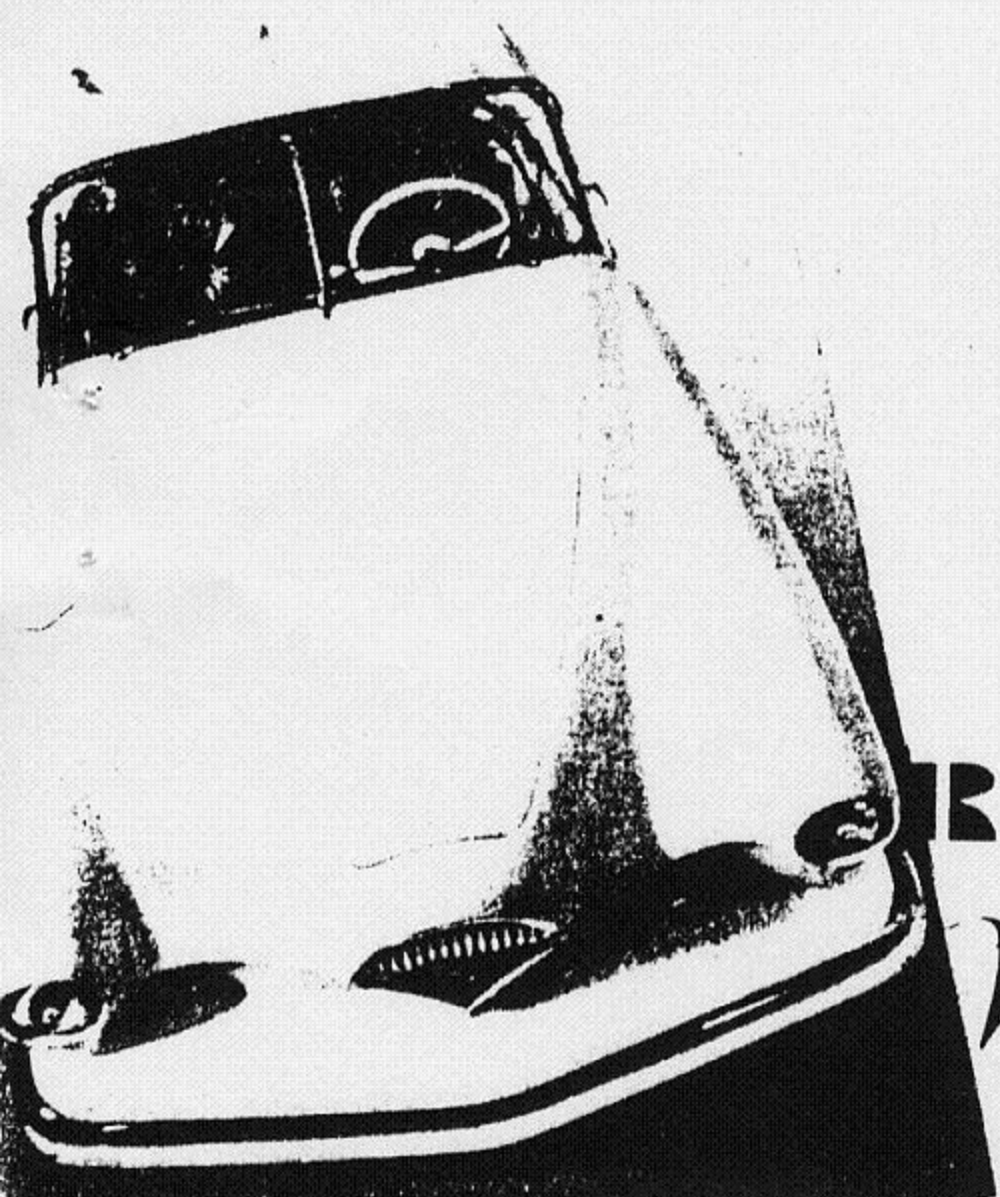
handcrafted **FRAZER**
... establishes new styling and a new concept of value



WILLOW DIN

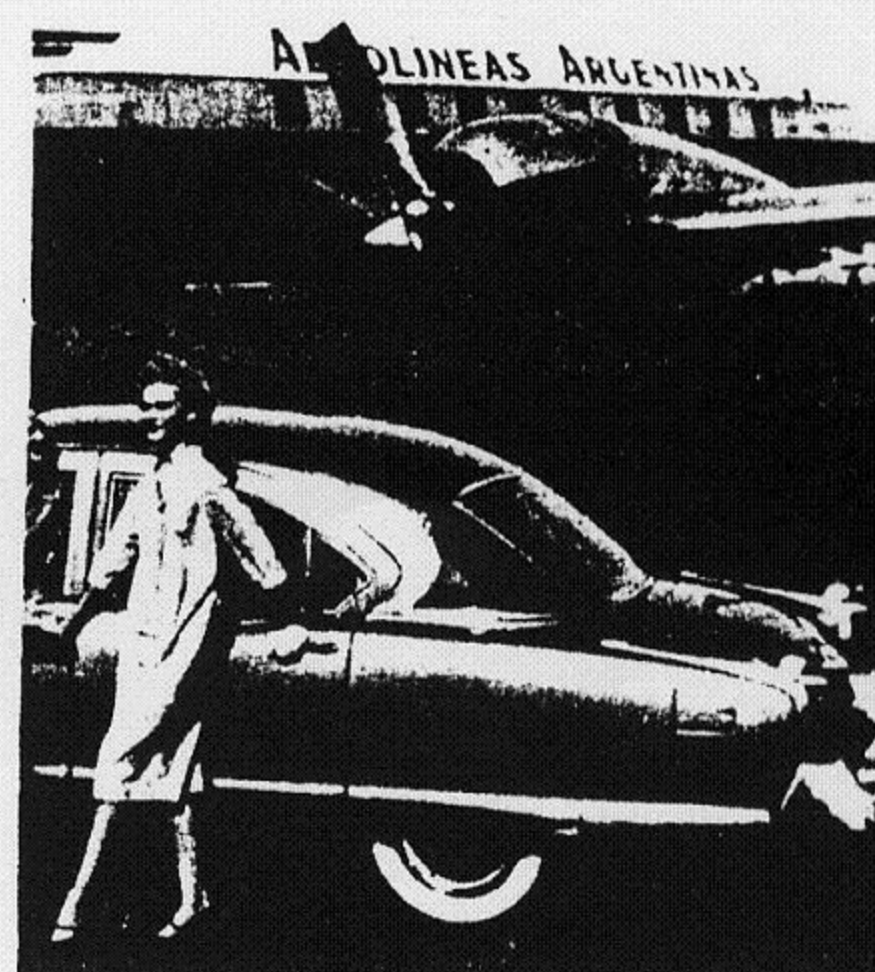


**THE 1947
KAISER
SPECIAL**



FRAZER

Manhattan



THE STAFF

PRESIDENT - Thomas S. Rankine.....32121 Thorncrest Dr., St Clair Shores, Michigan
 VICE PRESIDENT - David L. Krueger.....283 East 10th Street, Fond du Lac, Wisconsin
 EXECUTIVE TREASURER - J. B. Silverman...4649 Cliff Avenue, Louisville 15, Kentucky
 EXECUTIVE SECRETARY - Paul M. Barker.....Rural Route #7, Crawfordsville, Indiana

DEPARTMENTS

EDITOR -VACANT
 HISTORIAN - William R. Gibson.....106 Tyler Terrace, Newton Centre 59, Mass.
 TECHNICAL DIRECTOR -VACANT

MEMBERSHIP

STANDARD: Available with first year only. At \$9.00 per year it includes all Club privileges and a license placque. This type of membership offers a savings of .50 cents to those just joining KFOC and who also desire a Club license plate.
REGULAR: At \$5.00 per year this membership includes all Club privileges.
ASSOCIATE: The Associate Membership is available now at \$3.00 per year. This includes all Club privileges except the QUARTERLY. Copies of the Clubs publication can be had at .50 cents the copy by Associate Members request only.
LIFETIME: Membership in the KFOC for the rest of your life can be had at \$100.00. This includes all Club privileges, a jacket, license plate, and membership for as long as you live.

PUBLICATION ADVERTISING

Available in the QUARTERLY:.....Commercial.....\$5.00
 Non-members.....\$1.00
 Members......50

Advertising rates are per insertion of 30 words or less. Your name and address included free of charge. Other advertising rates available upon request.

KFOC ACCESSORIES

LICENSE PLACQUES: Available for the Executive Treasurer at \$4.50 each, postpaid.
STATIONERY: Letterhead envelopes and stationery available from the Executive Treasurer at \$2.00 per hundred, each. Postpaid.
JACKETS: Available from the President at \$6.00 each postpaid. Please specify size when ordering. Inscription and Club emblem free with each jacket. White poplin fabric.

LARGER SCOPE OF KFOC INTERESTS

The suggestion has been offered that we enlargen the scope of KFOC to make it an Owners Club for people owning and interested in pre-War cars which in some way had a bearing on the Keiser-Frazer automobiles.

For example, its true that Willys is definitely connected with K-F in that they were purchased by K-F in late 1953, however, few appreciate that Joseph Frazer was the one-time President of Willys-Overland in the '30's. Joseph Frazer owning a good deal of the Graham-Paige interests as well, had considerable styling, engineering, and mechanical innovations which are present on post-War K-F cars that would probably have been incorporated on post-War Graham-Paige automobiles had they resumed production.

Many people even today, refer to the K-F cars as "Glorified Grahams". The 1947 Kaiser sales brochure printed originally in 1946 shows in very clear print: "Kaiser-Frazer Corporation, Willow Run, Michigan". BUT, the Frazer catalog of the same printing shows: "Graham-Paige Motors Corporation, Willow Run, Michigan".

Willys goes back much further than 1952 when the first post-War Willys TRUE passenger car went into production. The Willys Overland, the Willys Knight, the very popular Whippet of the roaring-Twenties and most certainly not to forget the small car sensation of the early '40's, the Americar. What about the Graham-Paige cars?

Should we honor K-F cars' forefathers too? Suggestions would be appreciated from Members on this thought. It would offer from KFOC a larger appreciation of automobiles that as yet have no organized home, for both cars and owners. It would give the span of the entire automobile world from KFOC, from the first Overland Buckboard of 1902 right up to the brand new IKA Carabela of 1960. It could be run right along with KFOC or on a separate sheet directed by KFOC and run by the new-comers as a division of KFOC.

MEMBERSHIP DUES COMING UP

Just as a reminder, some of our membership dues are coming due this Spring. Your membership cards show your expiration date with KFOC. This past fiscal year we have operated very successfully in-the-black and with more members coming in continually and old ones returning due soon we can expect an even more profitably continuation. Let's not let the Club fail like K-F corporation did, Members. Only you can support its interests and cause, for, only you know how well you enjoy the Club and your K-F automobiles.

INDUSTRIAS KAISER ARGENTINA NEWS

News from the Public Relations Department of Industrias Kaiser Argentina has announced and shown a profit for the first quarter ending September 30th, 1959 of \$96,329,718. Net Sales totaled 1,393,284,136 for this same period.

PARTS

Some K-F parts from approximately 1946 to 1950 have been located in the barn of a former K-F dealer. The parts include odds-and-ends for the most part for the chassis and engine. Its owner would like to have at least

EDITORS NOTE

\$40.00 for the lot of On the page with the "1960 KFOC CONVEN-
as sets of rings, be TION" article, in this issue, there is a
has been greased for typographical error in the 4th line. The
nameplates. Still date of July 28th is given and is incorr-
crates sized about: ect. It is "X'd" out in red. It should
Mr. Grant Howard, 2 be 30th. Please consider it as such and
(bus.) or GR-41999 disregard any reference to the 28th. As
indicated in the second line of this ar-
ticle, our Convention dates are the 30th
and 31st, July, 1960.

such things
ankshaft which
ring, some
about 10
e or phone:
e: DI-19500

The proposed CARAVAN prior to our 1960 Convention has been cancelled. The response to this proposal was very low. To the printing of this QUARTERLY, only three were sure of "Yes", only one said "Possibly", the remainder of those that came in said "No". Perhaps our Members cannot make this event while perhaps it is still too soon to tell whether or not this is an acceptable form of Club activity.

1960 KFOC CONVENTION

Our 1960 Convention city has been changed from Springfield, Illinois to the city of Bluffton, Ohio. The date of July 30th and 31st. Our business meeting will be at 6:00 P.M. on Saturday. The Classic Car Club of America is having their annual Bluffton Ohio meet the ~~28th~~ which includes a parade for exhibitors, as well as a free chicken dinner and dash placque for everyone exhibiting. There will probably be over 100 automobiles there and for the protection of the exhibitors automobiles the main street is roped off as the cars are displayed. Members with the "Special Interest" K-F automobiles are asked to exhibit their automobiles. All of our Clubs cars will be lined up together.

This will add much enjoyable and interesting scenery as well as a very "automotive" flavor to our own convention. It will be our regular annual convention and arrangements are being finalized now to have all of our cars together for our own convention and for a general "Kaiser-Frazer Department Display". Please plan to attend the KFOC annual convention at Bluffton, Ohio on July 30th and 31st, 1960.

LETTERS TO THE EDITOR

Dear Thomas:

I thought I would try to shed a little light on the production figures of the '51 Frazer Convertibles. In the Spring of 1956 I wrote Willys concerning the '51 Frazers. They stated in their letter of 1 June 1956 that there were 131 1951 Frazer Convertibles built.

I did not put too much faith in their reply as they gave me a count on 1950 Frazer Virginians?, Hardtops. My understanding is the Virginian name was used on the 1950 Kaisers, although I had never asked for the count on the 1950 model. However this 131 count sounds like it could well be right for the '51 Frazer Convertibles like what I asked for, in looking at the known model number breakdown.

Yours Truly,

Calvin D. Morehart
Columbus, Ohio

We have gotten guesses on the amount of convertibles for the '51 Frazer on everything from 8 to 154. Its possible that there were 131 built, however, collectors seem to beleive in less than 50. We are in the process of contacting Joseph Frazer and perhaps he will be able to give us a correct answer for sure. - Ed.

Dear Mr. Rankine:

Sometime ago I stopped for gas at the station in Clay, Arizona and in talking with the manager, Ed Wilson, he mentioned a club you had told him about, made up of Kaiser owners. Having owned 4 Kaisers — and feeling they are on of the easiest riding cars I have ever driven — I would be interested in knowing more about this club.

I used to drive 60 to 65,000 miles a year but retired (as a traveling salesman) 2 years ago, and so I don't drive much over 40,000 miles a year now. My present Kaiser I purchased new June 15th, 1954 and it now has 243,187 miles on the speedometer and still giving me good service. I understand they are still making these in South America and I have wondered if it would be possible to buy one of these here. Would you know?

Hoping to hear from you,

Sincerely,

Rhod. W. DeLaney
Sonoita, Arizona

We're still hoping to hear from you. - Ed.

Dear Mr. Rankine:

I am the owner of a 1951 Frazer 4 door convertible with less than 9,000 miles on it. I am interested in selling and I thought you might know of someone who would like to bu one of these rare cars. Any help from you would be appreciated.

Sincerely,

R. Pryately
Conneaut, Ohio

At 9,000 miles, I doubt that you'll have much trouble selling it. - Ed.

Dear Mr. Rankine:

In the March 7th issue of Automotive News, I noticed with much interest the formation of the K-F Club. Could you kindly send me all the information you can as I am planning a '60 Edsel Club that I have been dreaming about for several months. Please send me samples of all your literature etc., that you may have, as I would like to get this club started as soon as possible.

Thankyou for your troubles, may I hear from you soon?

Sincerely Yours,

David M. Brinkman
Chicago, Illinois

"Quality? You Betche'!"

Don't let anyone ever tell you that Kaiser-Frazer Corporation used materials in their automobiles that other manufacturers rejected. Or, that they used inferior products and materials.

Don't let anyone ever corner you into the famous old "wives-tale" that was going 'round-and-'round after The War when Kaiser-Frazer automobiles were first displayed that Kaiser-Frazer Corporation bought from industrial vendors who were refused contracts by other automobile manufacturers because of inferior quality.

Nothing shows up in the word "quality", like the word "experience". And, the experience which the personnel and companies that supplied K-F have had through the years is proof in itself that K-F quality control standards were high. Perhaps even higher than their contemporaries, at length.

We feel that additional proof can be found, best of all, in the millions of miles which K-F automobiles have been and are still being driven, resulting in an extremely higher than average percentage of owner satisfaction.

The team of K-F stylists and Howard Darrin made K-F styling unquestionably superior to their competition and world famous. It will never be forgotten. Engineering? Kaiser engineers proved themselves during World War II, and the now famous Kaiser Engineers of Kaiser Industries are LIVING proof.

You, as a KFOC Member, and K-F owner are a living witness and memorial to the real truth on K-F quality. Here are some of the original equipment manufacturers and their products used by the K-F Corporation on their automobiles, and a showing of the manufacturers experience in years, in producing their particular product.

<u>K - F Part</u>	<u>Experience</u>
BRAKES, by Bendix	22 Years
TIRES, By Goodyear	53 Years
RADIATORS, By Harrison	43 Years
IGNITION, By Delco-Remy	43 Years
ENGINES, By Continental	49 Years
CLUTCH, By Auburn	50 Years
FRAMES, By Parish	35 Years
SPRINGS, By Eaton	35 Years
WHEELS, By Motor Wheel	31 Years
SHOCKS, By Monroe	34 Years
DIFFERENTIAL, By Spicer	35 Years
TRANSMISSION, By Warner-Gear	23 Years
BEARINGS, By Timken	47 Years
GLASS, By Libby-Owens-Ford	35 Years
LIGHTS, By C. M. Hall	42 Years
CARBURETOR, By Carter	52 Years

(These years inclusive to 1953)

TECHNICAL TIPS

Anyone desiring complete service bulletins on their superchargers on their 1954 and 1955 Kaisers, the unit was originally built by the Paxton people of California. For these bulletins write: Paxton Products
929 Olympic Boulevard
Santa Monica, California

Parts cost on new replacement items for the Kaiser supercharger list as follows:

Pulley Assembly:	\$14.00
Supercharger belt:	\$9.00
45 lb "nose" spring:	\$2.00
65 lb "nose" spring:	\$2.00
New air piston rings per set of 2:	\$2.00
Replacement air cylinder	\$8.00
Shop Service Manual	\$2.50
Spring cartridge (including inner and outer springs)	\$7.00
Vacuum Switch	\$7.00
Solenoid Valve	\$24.00

When ordering give the old part number and explain why you feel the old part is at fault. This will help them diagnose your trouble as well as find the exact part which your particular unit may require.

HENRY'S "TIN LIZZY" IS'NT THE ONLY ONE
THAT CAN BE PUT TO POETRY. THIS ONE IS
ABOUT THE OTHER HENRY'S TOY KAISER

THE HENRY J

Mr. Kaiser, we salute you,
if we may,
For the wonders of your
little Henry J.
For through sleet or rain,
hail or snow
Your little car will
always go!
Mud or sand or mountains
high,
Your car will pass the
others by.
With a smile upon its
grille
It will tackle any hill.

And the gas that it
uses
Your dollar it never
bruises
And the beauty of its
style
Will make you even
smile.
Compact, sleek and
low

This car will steal
any show!
By the bleak early light
of morn
We can hear the tooting of
her horn.
Tho she was made in the
past
This girl was made to
last!

William G. Hohlt
&
Frank A. Hill

....and for those who want the dash and flair of a sports-car,
The Darrin was made for you. Who said the K-F didn't cover the field? In the low-priced market was the commuters standby, the Henry J, or Willys Aero-car. In the medium range was the most modern thing on wheels, the Kaiser. In the more costly price category, the fabulous Frazer. Unquestionably, the most UN-conventional automobile in the world. All with an accent on individuality.

Fourth, for the person who wanted an economical and snappy equal to cars then, yet to come, like the Corvette, Thunderbird and foreign imports, K-F yielded their KFD-161: The Kaiser-Frazer-Darrin, 161.

If you haven't already guessed it, the "161" stands for the 161 cubic-inches that the Willys engine displaced under the foot hood. Powered by this standard to equal foreign imported sports cars at the Sunday afternoon rallies, the durability of the Willys engine can hardly be questioned.

Its styling? By Mr. Howard Darrin, naturally, a hit.

The Darrin was built in limited quantity from late 1953 to 1955. A few of the earlier models were slightly different in appearance although virtually unchanged from that point. This styling difference can be noted in the center post on the windshield, lack of parking lights and bumper guards on the front. The instrument panel was also of a different design. All Darrins were made of fiberglass and were equipped with standard transmissions. Overdrive and an automatic drive were available at extra cost.

On the inside we can see that it was made for sport and not for utility or basic transportation, for it seats only two. The instruments are identical to those on the 1949-51 Frazers. The Darrin also boasted a tachometer ala 1949-51 Frazer style and other interchangeable components from the Henry J include the hubcaps and the steering wheel.

The convertible top of the Darrin would permanently lock in three positions. Up. Down. Or half-way. When up, a water-proof convertible; when down — covered by its fiberglass panel — it gave the car a true roadster look for it was completely out of sight. Half-way, it made a perfect boulevard car as the passengers section was open in tonneau style.

Resale value? Tops! Motor Trend magazine had one for sale in its advertising column for over \$2,700 yet. A wrecked one in Columbus, Ohio has been reported for sale for \$1295.00. One in "fair" condition was sold in Detroit about a

year ago for \$1,000. Undoubtedly, still, a "wanted" automobile. And with all the usual Kaiser-Frazer firsts, its no wonder.

The son of the late Howard Derrin is reported to be producing these familiar automobiles in limited production in California at a cost of \$5,000. The only basic difference is the Cadillac "mill" in place of the Willys engine.

K-F's price? The car sold for \$3700.00.

Another Kaiser-Frazer automobile designed with years and years of enjoyable motoring for its owner. Not a "here-one-year-and-gone-the-next" kind of deal that is so hard on resale value and good design, and SO prevalent in todays automobiles.

KFD-161 ROAD TEST*

SPECIFICATIONS & PERFORMANCE FACTS

SPEEDOMETER ERROR:	Indicated 30 MPH	-	Actual 31.0
	Indicated 40 MPH	-	Actual 40.5
	Indicated 50 MPH	-	Actual 50.0
	Indicated 60 MPH	-	Actual 59.2
	Indicated 70 MPH	-	Actual 68.7
	Indicated 80 MPH	-	Actual 78.0
ACCELERATION:	0-30 MPH		4.4 Seconds
	0-45 MPH		9.5 Seconds
	0-60 MPH		16.25 Seconds
	Stand. Start 1/4 Mi.		19.80 Seconds
TOP SPEED:	Fastest One Way		96.38 MPH
	Slowest One Way		94.55 MPH
FUEL CONSUMPTION:	City, country and test run driving, overdrive and conventional average. 16-21 MPG.		
ENGINE:	In-line 6 cylinder F-Head, bore and stroke 3.125 x 3.500. Compression ratio 7.6:1; Displacement 161 cubic inches; Advertised horsepower, 90 at 4200 RPM; Maximum torque at RPM 135 at 1600.		
REAR AXLE RATIOS:	Conventional transmission: 4.10:1; With overdrive, 4.55:1; Automatic drive: 3.54:1.		
GEAR RATIOS:	Conventional 1st, 2.605:1; 2nd, 1.630:1; 3rd, direct. Overdrive: Planetary, 3 pinions, 0.7:1 Gear ratio.		

* October, 1954 Motor Life

DIMENSIONS

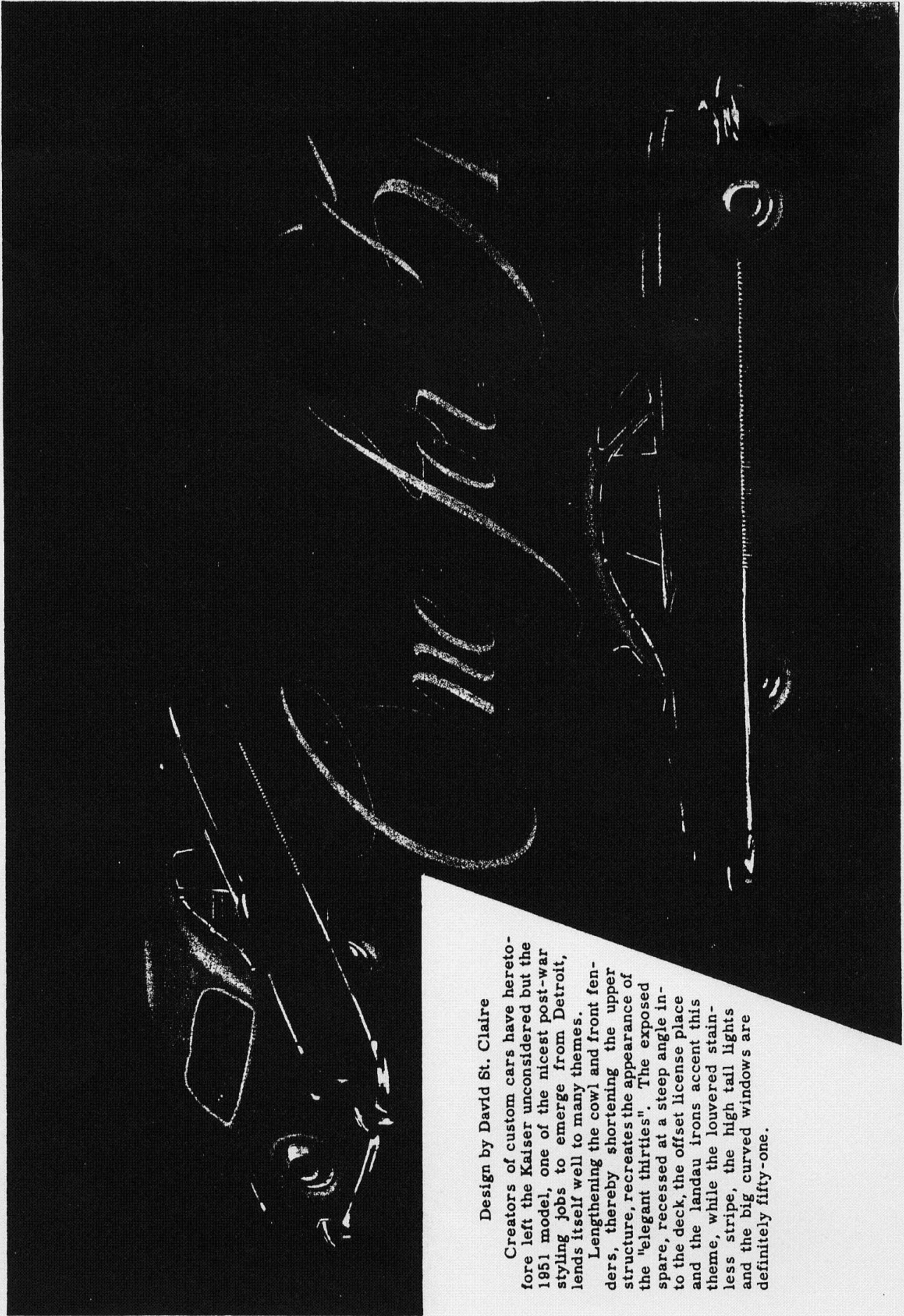
WHEELBASE	100"
TREAD	54" front and rear
WIDTH	67.56"
HEIGHT	50.81"
WEIGHT (shipping)	2175 Pounds
STEERING RATIO	24 to 1
TURNING RADIUS	35 Feet
STEERING	2.75 turns, lock to lock.

CLASSIFIED ADVERTISING

WANTED: For 1951 Frazer. Pair of lower quarter-panel mouldings. New. Also want right and left rocker panel trim moulding for '48 Frazer. Narrow ones used on low priced model. New. Thomas S. Renkine, 32121 Thorncrest Dr., St Clair Shores, Michigan. PR-50739.



THE 1954 K.F.D. SPORTS CONVERTIBLE



Design by David St. Claire

Creators of custom cars have heretofore left the Kaiser unconsidered but the 1951 model, one of the nicest post-war styling jobs to emerge from Detroit, lends itself well to many themes.

Lengthening the cowl and front fenders, thereby shortening the upper structure, recreates the appearance of the "elegant thirties". The exposed spare, recessed at a steep angle in to the deck, the offset license plate and the landau irons accent this theme, while the lowered stainless stripe, the high tall lights and the big curved windows are definitely fifty-one.

FOR SALE: 1953 Kaiser De Luxe model. Recently overhauled. Fair rubber. Not rusted out. Does not burn oil. Needs paint. Good restorable car. \$375.00 or best offer. John R. Blake, R4, 52178 Lilac Road, South Bend 28, INDIANA.

PICTURES IN THIS QUARTERLY ISSUE

- "ONE FOR '51" This illustration is a contribution to the KFOC files by our Historian, Bill Gibson. Note the '51 Frazer taillights with slight modification and extended cowl section. This long hood makes us wonder if part of this styling didn't inspire the later Darrin. The corrugated trim moulding gives an added "Classic" flavor and the "Continental" touch of the spare tire is timely familiar. The custom top would cost plenty today, but a standby on costly cars in the fabulous twenties and thirties.
- PICTORIAL HISTORY This pictorial history shows at a glance the entire makings of the Kaiser-Frazer, and Kaiser-Willys Companies* from beginning to end. We wonder if they knew how close the "end" really was on the Kaiser automobile in America.
- IKA Three photos clipped from the recent issue of the "Gacetika", publication of IKA show different views of the new Kaiser Carabela. The car must be quite a success in Argentina in spite of its limited production.

"THEY SAID IT COULDN'T BE DONE"

A 16 page report done actually in 1947 by one of our members, Robert Ackerwold, has been contributed by him to the KFOC Library. The report is called: "They Said it Couldn't be Done".

This essay gives an accounting of combined material on the post-War Detroit "Baby" which no one felt could live past the formation stages. Just how the Kaiser-Frazer Corporation came about and the impact that it pressed upon the rest of the industry is contained therein, at length.

What we want to know is what happened to the zeal which gave the original K-F group its initiative explained in this accounting? Perhaps KFOC can replace it.

Each member will receive a copy of this report shortly. These will be finished and mailed sometime this Spring so look for your copy in the mail. We're sure you'll enjoy and benefit from it.

ADDITIONAL CONVENTION NEWS

No "irons are in the fire" as to activities on the following Sunday after the Convention get-together on Saturday. Suggestions are welcome. There is not an awful lot to see in particular in the area of Bluffton, Ohio but we are sure you will enjoy 100% attending for general fellowship. Please fill out the form enclosed and mail it to the Clubs home office. We must have these for Convention purposes. Make sure and include your name on the form.

BULLETIN EXIT

Until KFOC has grown large enough to require a monthly publication or until the membership becomes active enough it was decided at the 1960 Officers Convention that this publication be discontinued. We would like to have it, however, Club activities do not countenance it at present. The QUARTERLY will continue in its standard form at four a year. We are still looking for a permanent Editor capable of handling every phase of the job.