

KAISER-FRAZER QUARTERLY

Vol. No. 1, No. 4 - Summer-Autumn, 1960

handcrafted **FRAZER**

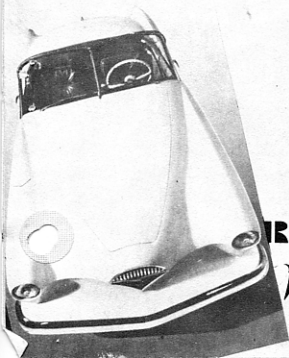
... establishes new styling and a new concept of value



WILLOW DUN



**THE 1947
KAISER
SPECIAL**



R A Z E R

Manhattan



THE STAFF

PRESIDENT.....Thomas S. Rankine, 32121 Thorncrest Dr, St Clair Shores, Mich.
 VICE PRESIDENT.....George E. Domer, "Arrow-Mar", Milton, Pennsylvania
 EXECUTIVE TREASURER.....Thomas J. Wilson, 323 Ann Street, East Lansing, Michigan
 EXECUTIVE SECRETARY...Don B. Elliott, 3167 N. 53rd. Street, Milwaukee 16, Wisconsin

DEPARTMENTS - NATIONAL

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

DIVISIONS

EASTERN.....Howard E. Moulder, Jr., 12 Broadway, West Chester, Pennsylvania
 MIDWESTERN.....Daniel Koert, 228 E. 11th. St., Davenport, Iowa, Director
 WESTERN
 OVERSEAS

MEMBERSHIP

CHARTER: The Charter Members of the Kaiser-Frazer Owners Club are the first 13 members at the original organizational meeting of April 19th, 1959. Vacancies are filled as needed/required by appointment and none additional may be had unless by a vacancy. All Club privileges included.

NATIONAL: This is the standard membership of the Kaiser-Frazer Owners Club. It includes all Club privileges at the cost of \$5.00 per year.

ASSOCIATE: The Associate Membership is available now at \$3.00 per year. This includes all Club privileges except the QUARTERLY which may be purchased at fifty cents (.50) per copy each.

LIFETIME: Membership in the Kaiser-Frazer Owners Club may be had at \$100.00. This includes, all Club privileges, accessories available at the time of activation and membership for as long as you live.

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 free of charge. Photos if received in time, and in good order will be printed. Commercial rate is for general advertisement. Other commercial rates may be had upon request.

KFOC ACCESSORIES

LICENSE PLACQUES: Kaiser-Frazer Owners Club identification plates are available by order from: Jack B. Silverman, 4649 Cliff Avonue, Louisville 15, Kentucky.

STATIONERY: Kaiser-Frazer Owners Club stationery may also be purchased at \$2.00 per hundred — both paper and envelopes — from the same source as identification plates.

JACKETS: Jackets with the Clubs medallion, your name and car inscribed on the jacket are available at \$6.00 complete. Made of a beautiful white poplin material and perfect for Club meets and sports affairs, these can be purchased from the President.

1953 Kaiser *Dragon*

With the exception of the '49-'51 Frezers, about the most lavishly trimmed K-F product was unquestionably the '53 Kaiser Dragon. These were "built-in-limited-quantity" jobs with more rolled-and-pleated upholstery on them than all the hot-rods at the local car show.....the instrument panel, the rear shelf, the seats, the trim panels, cowl panels, sun visors, and even the luggage compartment and arm rests. Then, along with the oversize tires, padded "dragon-leather" top and power steering, power brakes, Hydra-matic Drive (\$140.00) alone plus every K-F accessory as standard equipment made this car one of K-F's finest pieces of craftsmanship.

The '53 Manhattan supposedly sold for around \$2700.00. Having priced this rolled-and-pleated stuff on seats alone, personally, I know this business costs about \$250.00 a seat using leather and individual rolls-and-pleats as the factory did. Now multiply those kind of costs against the amount used in the Dragon and I'd say that you who paid \$3610.77 f.o.b. Willow Run for your Dragon new, got a WHALE of a value. Not to mention the extras included in that price. Its little wonder that K-F went broke.

I've ridden in probably a half-dozen Dragons. Some in good shape, others not so good; and there IS a difference that all this trim and padding makes. As I see it, it puts the Kaiser in its proper class as far as costly surroundings are concerned.....and, in good taste. The seats are softer and the additional padding makes the riding that much quieter. Of course, the power steering is always nice in a parking lot, and for those who don't like shifting gears, the Hydra-matic Drive comes without the asking.

Many Dragon owners have explained that the material on the seats (cloth insert in the Japanese bamboo theme) is irreplaceable so those of you who have Dragons take care of them! From what I've been told only 800 of these "animals" were built so watch for them.....they're among K-F's best.

It can only be assumed that performance figures would more than likely be almost identical to those of the Manhattan and Special of 1953.

The idea of the Kaiser Dragon was derived from the first Kaiser Dragon of 1951, called the 1951 Kaiser "Golden Dragon". Movie stars Gene Autry and Roy Rogers purchased 1951 Kaisers and had the Kaiser-Frazer Corporation re-work the cars in their own theme of the western drama they portrayed. Between these two particular cars were such things as gold spurs for door handles, cowhide and other such animals found in our West — skins of — were used in trimming the cars. These of course, are yet to be located again, and are one-of-a-kind automobiles. Clyde Beatty had a '51 Dragon with an entire African theme, while Sonja Henie, star of the ice for many years, was reported to have a '53 model with a silver ice skate for a hood piece.

I believe that I recall seeing the model owned by Clyde Beatty once for sale in the national automobile publication Motor Trend back around 1954 or thereabouts.ed.

These first special models were undoubtedly the beginning of the Dragons reign as the custom-built car of the '50's and those owning them will verify their reality as a luxury automobile.

PREMIER OF THE KAISER BERGANTIN *

The result of Alfa Romeo collaboration with IKA appeared in the unveiling on May 30th of the Kaiser Bergantin at a reception held in the Alvear Palace Hotel, at which approximately one thousand people were present. Guests included top government officials, members of the armed forces, the ecclesiastical hierarchy, representatives of banking and financial circles, and leaders in the industrial and business world.

Prior to the official presentation, president James F. McCloud gave a description of the car at a press conference, during which he furnished details of the financing facilities available to purchasers of IKA vehicles. He also referred to plans for the manufacture of the Renault Dauphine, production of airplanes in Cordoba by the recently formed "Aviones Lockheed-Kaiser Argentina" company, as well as financial aspects of the Corporation.

*Excerpts, taken from the IKA NEWS, May, 1960.

James F. McCloud has been with the Kaiser people many years. He originally was with Kaiser-Frazer then Kaiser-Willys, and when operations were moved to Argentina, Mr. McCloud went with them. (Ed.)

Shown below is the new Kaiser Bergantin. The one pictured is the X-60 prototype model but is identical to those for production purposes. The car is apparently about the size of a Willys, and although no specifications are available at this printing it is noted here that the car will be available in both four and six cylinder powerplants.

ERROR IN SPRING QUARTERLY

A rather apparent error in the Spring QUARTERLY is called to your attention at this time. That is on the page showing photograph description and credits. After some confusion, we felt that rather than wait any longer for the issue to be sent out, that we send it out minus the photographs in question. We are sorry for the error and they will appear in a future issue.

AN EXPRESSION OF APPRECIATION

At our 1960 Convention, Mr. & Mrs. Ivie donated small table nameplate pieces which apparently were original K-F accessory price tag markers. They had the familiar K-F medallion encircled in red with the word "accessories" printed. Made of white plastic and very decorative and appropriate, we would like to thank Mr. & Mrs Ivie for the favor and souvenir; and just think if each one of us had been K-F dealers at one time, the good co-ordination and many activities which could be added to our group. Small as they are, they certainly add a huge bit of extra interest. Mr. Ivie still has his garage and services over 20 K-F automobiles in Shelbyville, Indiana yet.

One of our more recent members, Walter Scheich of Aurora, Illinois is mostly responsible for the suggestion of our 1961 Convention-site. It is at Medota, Illinois. The same type of an affair as the Bluffton meet only in co-ordination with Antique Auto Club. Further details will follow after talking with those in charge of the Mendota affair.

We would like to thank, once again, Doc Mundhenk of the Buckeye Region of the Classic Car Club of America, for his assistance and efforts in helping us have a successful 1960 Convention between Lima and Bluffton Ohio.

PREMIER OF THE KAISER BERGANTIN

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Dauphine, production of airplanes in "Aviones Lockheed-Kaiser Argentina" company, as well as financial aspects of the Corporation. At the hour-long press conference (about 70 local newspapermen, photographers and foreign correspondents were present) McCloud was accompanied by Dr. Juan Martín Allende, treasurer Jorge R. Hayzus and industrial relations director Manuel X. Ordoñez.



Next day the car was presented to the Buenos Aires staff at a cocktail party at the ex-Confitería Paris, where

the premier showing will take place on June 1st. A few days thereafter, the Bergantin will be shown and distributed nationally by IKA's extensive network of more than 250 dealers.

It has taken some 20 months from the time this vehicle was originally conceived to place it into production, and in has resulted in a car, that, with the only exception of steel and a few specialty parts, is 100 per cent Argentine manufactured. ~~Before final approval the~~



FINALLY!

At last we've found production figures on the Kaiser, Frazer, Henry J., Willys, and Darrin automobiles. The sheet showing these production figures is shown below. It was acquired after some correspondence with 14 year old Lyle Diamond of Waukegan, Illinois. Lyle has a good deal of interest in the Kaiser, Frazer, Cord, Auburn and Graham-Peige automobiles. The sheet was originally gotten from Willys Motors, says Lyle.

<u>MODEL</u> <u>YEAR</u>	<u>MAKE</u>	<u>TOTAL</u> <u>PRODUCTION</u>	<u>EXPORTS</u>	<u>NET PRODUCTION FOR</u> <u>U.S. MARKET</u>
1947	Kaiser	70,474	5,061	65,413
	Frazer	68,775	5,159	63,616
1948	Kaiser	91,851	2,156	89,695
	Frazer	48,071	660	47,411
	Willys	5,512	239	5,273
1949	Kaiser	95,175	4,931	90,244
	Frazer	24,923	355	24,568
	Willys	8,388	476	7,912
1950	Kaiser			
	Frazer	none-continuation of 1949		
	Willys	5,852	261	5,591
1951	Kaiser	139,452	7,890	131,562
	Frazer	10,214	--	10,214
	Henry J	81,942	7,729	74,213
	Willys	none		
1952	Kaiser	32,131	1,726	30,405
	Henry J	25,134	4,740	20,394
	Willys	31,363	634	30,729
1953	Kaiser	31,272	1,652	29,620
	Henry J. **	17,505	3,093	14,412
	Willys	41,814	4,761	37,053
1954	Kaiser	5,818	495	5,323
	Willys	8,240	3,031	5,209
1955	Kaiser	1,021	1,006	15
	Willys	5,897	700	5,197

** Includes 325 KFD-161's.

I don't agree with some of these figures either members, but if you have any crow to pick, contact your local Kaiser-Frazer factory representative. Note production (sales) drop from 1951 to 1952 on the Kaiser. Almost 100,000 units. Looks like we hit it pretty close on the '51 Franzers. Note: in 1953, 1954, and 1955 the Willys outsold the Kaiser. In 1952 the Willys outsold the Henry J. Note amount of 1955 Kaisers exported to the actual amount produced. Argentina??? Steve Gamble had a 1955 Kaiser which had been wrecked and he was selling the parts so that leaves 14 yet to be located. You'll have to check the serial number as they were virtually unchanged except for wire-wheels.

KFOC LIBRARY

The following material is in the KFOC Library as of March 21st, 1960. What type of plan Bill Gibson has worked out on the sending out of this material (if he permits it at all) at this time I cannot say, however, members may find this list of material-on-hand as another asset of KFOC interesting as well as another link in our organization.

- 1947 B & W folder. "Presenting the Kaiser Special and the Frazer", America's first 1947 Motor Cars.
Kaiser Special Owners Manual
Frazer Owners Manual
Floyd Clymer's Test Report of K-F cars.
- 1948 K-F ad from VMCCA BULB HORN
Nov. 22, issue NEWSWEEK with picture of Henry J. on cover, and story inside; "The Empire Kaiser is Building".
- 1949 Floyd Clymer Test Report on New Kaiser Vagabond.
1949 Frazer Owners Manual.
Color catalog of the '49 Frazer. Glazed covers. A handsome affair.
- 1950 Kaiser Owners Manual. Many uncut pages.
- 1951 Kaiser chassis and body parts list. Models 511 and 512. 284 pages.
Kaiser & Frazer Shop Manual. Models K-511 & 512, and F-515 and 516.
344 pages.
Kaiser Owners Manual (2).
Color catalog of Kaiser DeLuxe and Special series cars. No mention of any Manhattan version.
S & W folder on Kaiser accessories available.
S & W folder on Henry J, Kaiser and Frazer cars for '51.
Color folder on "America's 3 Newest". Frazer Manhattan, Kaiser DeLuxe and Henry J
Color folder on Henry J (2). "The most important new car in America".
One sheet of paper folded to make 8 pages. Ver informative, and attractive as well.
Color catalog on the Handcrafted '51 Frazer. Another very handsome job of printing.
Clipping of a proposed customized '51 Kaiser from MODERN MOTOR CAR.
- 1952 Clipping from AUTOMOTIVE NEWS of '52 Allstate 2 door.
Color catalog of '52 Henry J "Corsair".
Color catalog of 1952 Kaiser which re-introduces the Kaiser Manhattan.
26 page booklet on the Kaiser Family, entitled: "time/today". 2 pages on the 1952 Kaiser Manhattan and Henry J Corsair.
- 1953 K-F Hydramatic Shop Manual for models K-50, K-51 and K-52. 204 pages.
K-F Hydramatic Shop Manual for model K-53. 24 pages. This presumably covers the '54 and '55 Hydramatics as well, as I obtained it from Willys in 1958.
Collr cetalog on the "Herdtop" Kaiser Dragon, "built -to-order".
Owners manual of '53 Henry J Corsair and Corsair DeLuxe. This item is folded like a map, and while it has all of the essential information a Henry J buyer might need to know, it is a sorry item compared to other K-F Owners Manuals.
- 1954 B & W '54 Kaiser catalog (3)
Color version of the above item, printed at a later date.
Owners Manual, 1954 Kaiser Manhattan.
- 1955 4 page folder on '55 Kaiser Manhattan, B & W

Of the various issues of Kaiser-Frazer DEALER NEWS we have the following: June 25, 1948, September 17th, 1948, October 29th, 1948, November 12th, 1948, December 24th, 1948. Also: July 27th, 1953 a color 16 page tabloid-sized newspaper issue of the Kaiser-Frazer Graphic (1953). Mostly about other Kaiser "family of industries".

LETTERS TO THE EDITOR

Dear Sir:

Enclosed is the newest of the Motomart Company's publications - a monthly magazine called "The Road to Yesterday." Much of the information in it will be of a historical nature, but each month there will be articles about two or more of the antique and classic car clubs.

We would like to have an article on the Kaiser-Frazer Owners Club of America soon. No pictures are needed for that article, instead the club insignia in black and white preferably.

For the article we would like to have some of the club history, its aims, anything which might make a good story and interest others in your club. The articles run between three and four hundred words.

Any information on the old vehicles owned by club members will be appreciated, also, interesting automotive history of the state, as the State of Michigan will be featured in the October issue.

Please send the information and picture or drawing of the club insignia as soon as possible.

Yours very truly,

MOTOMART PUBLISHING COMPANY

(Mrs.) Grace R. Brigham

Editors note: To the printing of this QUARTERLY, I can't say just when KFOC will appear in "The Road to Yesterday", however, the sample copy which was sent to me showed the cost of .30 cents the copy. A very full and informative publication to say the least for such a cost. We will try and keep you posted as to just which issue it will appear in for those wanting copies.

Dear Tom:

I still have the '51 Frazer 4 door convertible and it is still for sale at the same price. I have used it sparingly for the past year. Too much rain in this country to make a convertible desirable. It still runs perfect and looks sharp. I never did get around to listing it for sale locally. I also bought a 1950 Kaiser (padded top Virginian) that has the same body. I didn't pay much for it and thought the doors etc., would be valuable for parts if ever needed.

Lou Stone.

Editors note: As I recall it, Lou wanted \$450.00 for the convertible and by the photo he sent me, its worth all of that.

PARTS-LETTERS TO THE EDITOR

Dear Mr. Rankine:

I am very pleased to find that there are people interested in preserving the Kaiser & Frazer automobiles. I would like to have more information concerning your organization. Also if you have a Club bulletin you may want to forward my name

Sumner - 1960

and address as I have many new parts for these cars including doors, quarter panels, hoods, etc. Inquiries may be sent to:

Harry F. Mills
1853 Liddicoat
Wayne, Michigan
Telephone: Parkway 26412

Sincerely,

Harry Mills

Dear Mr. Rankine:

We are aware of the fact that you are president of the Kaiser-Frazer Owners Club.

We have an assortment of various Kaiser-Frazer original parts which we obtained as surplus from Willys Motors. We thought that there may be one of your members that would stock these parts for resale to your membership.

If so, you may pass this information along and he can get in touch with the writer.

Very Truly yours,

REPUBLIC SALES COMPANY

Albert Zook

Editors note: The complete address of this concern is:

Mr. Albert Zook
Republic Sales Company
1809-11 South State Street
Chicago, 16, ILLINOIS
Telephone: DANUBE 64464
Cable Address: "REPSALCO", Chicago

OUR 1960 CONVENTION

Picture 236 cars of historical nautre altogether in about every color and shape and size you can imagine.....put all this on main street of a town of a little over 2700 population, place about 10,000 spectators on the street and you have a picture of our 1960 Convention.

As most people will recall our send-outs just prior to the Convention, we were combining with the Buckeye Region of the Classic Car Club of Americas annual meet at Bluffton, Ohio on July 30th. An event that many K-F owners will hardly forget.

Our very helpful friend, Doc Mundhenk of the Buckeye Region arranged for our cars to be grouped together and its probably the first time that many people have seen as many K-F cars together in years. (Including us).

Around 3:00 p.m. in the afternoon it clouded up and rained for about a half-hour or so and then cleared-up again. I thought the rain refreshing, but I imagine that many of the touring car or runabout jobs were griting their teeth. Except for this little shower we had beautiful weather both days.

After fueling-up with the scot-free ten gallons of Marathon fuel and running the course of exhibit and parade, we enjoyed a delicious chicken barbeque dinner at the local school.

Many people who had not heard of KFOC prior to this event but knew of the event

came with their K-F cars and joined us and the Club on the spot.

One co-incident which impressed me was the night before I stayed at a Motel in Lima. Next morning a man delivering milk to the motel mentioned he had some Kaisers and was in the process of rebuilding one. Seeing my license tag (KFOC plate) he then joined us.

Another family from Flatrock, Michigan were on their home from their vacation. They had stopped for fuel and the attendant asked if they were attending our meet. Having never even heard of KFOC they were curious and drove into Bluffton and met with us also. (These are two good examples of how publicity can help a growing Club such as KFOC).

Sunday we had more K-F talk, picture-taking activities, car clean-up time and more laughs. We stayed at the Howard Johnson Motor Lodge in Lima which offered us on our reservations very luxurious accommodations. In fact, we had our arrangements down so well that George Dornor (KFOC Member #1) wound up with #1 reservation room. After George seeing this he boldly walked up to me and said: "Oh, now wait a minute, Tom, how far are you going to carry this #1 business!". Yessir, I thought that was pretty clever!

Our business meeting later on Sunday afternoon (which, with the good help of Doc was lead over to the Alpine Village Restaurant by the oldest K-F car at our meet.a 1935 model. The model was some strange name....I think it was something like Peckard, or Dietrich on the side of the car) but it sure made a proud lead for our post-war Willow Run masterpieces.

The Convention dismissed leisurely around 3:00 p.m. Sunday after the passing out of trophies to the majority-voted winners in our little contest-of-appearance. The winners are shown below. The attending members at our 1960 Convention are also shown below. I had an enjoyable time and I'm sure that I can speak for everyone else when I say that as well. One most important change in the make-up of KFOC which was the formation of the Western, Mid-Western and Eastern Regions of KFOC. Complete details on the make-up of the National group as well as the set-up on our new Regions can be found on following pages.

First winners of appearance events at our 1960 Convention.

- 1 Mr. & Mrs Herb Ivio - 1954 Kaiser Manhattan
- 2 George Dornor - 1951 Frazer Manhattan Herdtop
- 3 Ed Hausgon - 1954 KFD-161 (Sorry Ed, I mean KD 161)
- 4 Dan Koert - 1953 Kaiser Travelor

Ed & Ide Hausgon - 1954 KD-161
Harry Moulder & Mrs Moulder - 1952 Kaiser
Paul & Marilyn Berker - 1951 Frazer Soden
George Dornor & Mrs Dornor - 1951 Frazer Herdtop
Herb Ivio & Mrs. Ivio - 1954 Kaiser Manhattan
Dan & Charlotte Koert - 1953 Kaiser Travelor

Which reminds me friends, never, never, let Dan put any sill mouldings on your car. Never!

Members in attendance.

Peelotte Conrad and Wally - 1954 Kaiser Manhattan
Tom Wilson - 1951 Frazer Herdtop
Lester Groff & Mrs. Groff - 1948 Kaiser
Walt Scheich - 1951 Frazer Soden
Dave Krueger - 1953 Kaiser Manhattan
Jack Krueger - (He came with Dave)
Tom Rankine - 1951 Frazer Vagabond

Don Elliott - 1953 Kaiser Golden (printed green) Dragon
Glen & Mrs Wendorff - 1951 Kaiser Travelor
Ray, Vern Brown & Family - 1954 Kaiser Manhattan and 1951 Henry J.
Cal Morohert & Mrs Morohert - 1951 Frazer Convertible.

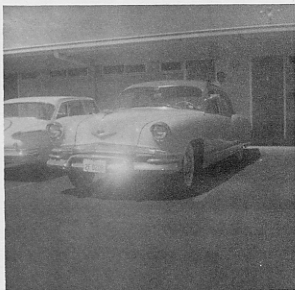




1951 Frazer Sedan
Walter Schaich
Mandota, Illinois



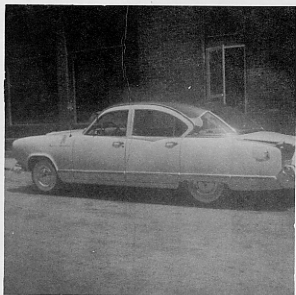
1951 Kaiser Travler
Glen Wendorff
Barry, Illinois



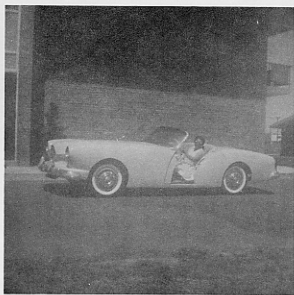
1952 Kaiser Manhattan
H. Pfanshmidt
Memphis, Tennessee



1952 Henry J
Vern Brown
Ontario, Canada



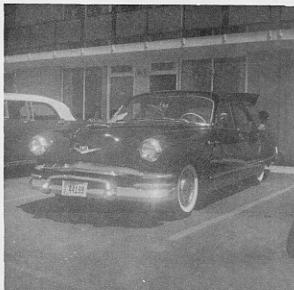
1954 Kaiser Manhattan
Herb Ivie
Shelbyville, Indiana



1954 Kaiser Darrin
Ed Hausgen
Elsberry, Missouri



1951 Frazer Hardtop
George Domer
Milton, Pennsylvania



1953 Kaiser Travler
Dan Koert
Davenport, Iowa



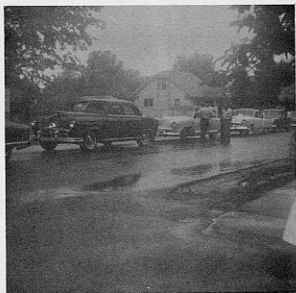
1951 Frazer Vagabond
Thomas Rankine
St. Claire Shores, Mich.



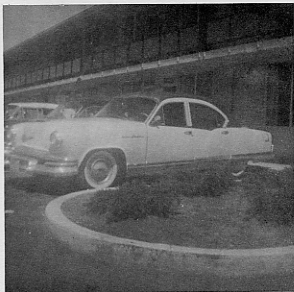
Dr. B. L. Mundhenk
receiving plaque
from Tom Rankine



K F Street
Bluffton, Ohio



Kaiser Frazer parade
Bluffton, Ohio



1953 Kaiser Dragon
Don Elliot
Milwaukee, Wisconsin



1953 Kaiser Manhattan
Dave Krueger
Fon du lac, Wisconsin



1951 Frazer Convertible
Calvin Morehart
Columbus, Ohio



1954 Kaiser Manhattan
Ray Brown
Ontario, Canada

ANOTHER TIME, ANOTHER PLACE

Last night, while driving along the Edsel Ford Expressway to downtown Detroit, I passed a '53 Kaiser Manhattan 2 door in about the nicest condition I've seen a Kaiser on the streets of Detroit in, in a long time. It was the Peacock blue with a white roof. This one was'nt doctored up either but original. The chrome absolutely sparkled and the paint glistened. A look at the driver and I'd have sworn it was Mr. & Mrs. Ivie with two companions in the rear seat. But, be-that-as-it-may, I saw one detail which immediately captured my interest. A detail of which I was just dying to run the car into the curb and talk with its owner...but signs on the expressway expressly state that: "No stopping except for repairs". So all I can still do is wonder. Maybe someone else can figure it out; for, in place of the word Kaiser on the deck-lid were three chrome buttons. In place of the word Kaiser on the left and right front fenders was one (each) of these forward look medallions. Even the word Manhattan remained. The "K" on the hubcaps was a black maze. Now, I could never mistaken a Kaiser for a Chrysler car. They couldn't built one that looked THAT good.....but why?.....I'll never know. Perhaps another case where the owner was'nt allowed to drive his choice and still work at another manufacturers.....but on the other hand, any dumb-bell could tell its a Kaiser rather than something that CC might turn out. Any ideas?

Going towards Mount Clemens from Detroit on the same expressway mentioned above at the overpass just past the Woodward Exit there is a junkyard. For over a year now they've had a pile of old auto-shells sitting at the middle of this yard for which I suppose is ready to burn. On the very top of the heap is a white '47 Kaiser sedan. Its away in the distance, but its set there for the longest time on top of this pile and unmistakably a Kaiser. While on the expressway on our way home from Toledo this last visit of Dan & Charlotte Koort to my place, as so many times in the past I pointed the Kaiser out again to Dan. Dans very appropriate reply: "The Kaiser's still tops!".

This last winter when I was rejuvineting the Vagabond, using the '47 Frazer doors I am, I had to change the upper hinges to the early type. Hinges are becoming harder and harder to get new I knew, and used ones usually are'nt much better than the ones you've just thrown away unless you look hard. So, naturally, everybody I corresponded with regularly, plus Langes Auto Sales (used to be K-F) got an order from me for these hard-to-get-hinges.....new or otherwise, friends I had to have them sent. If all others failed I would scrounge the local yards for a couple of "fair" or "better-than-mine" spares. Jack Silverman sent me one, Dan sent me I don't know how many, plus Langes came through with a set of upper and lower for each side which I HAD to buy as they are unreturnable items from Willys. Now Ray Fulk says: "Hinges? I've got a couple you could have had". Hard to get? Huh! Who says K-F parts are hard to get. Thanks a million friends (and Langes).....Hinges anyone???

REGIONS

Regional borders are made up by divisions of/through states down the border line as shown below: Reading from north to south on the map. From East to West.

EASTERN

New York-and east
Pennsylvania-east
West Virginia-east
Virginia-east
North Carolina-east
Georgia-east

MID-WESTERN

Ohio-west
Kentucky-west
Tennessee-west
Alabama-west

WESTERN

Montana-west
Wyoming-west
Colorado-west
New Mexico-west

MEMBERSHIP LIST - KAISER-FRAZER OWNERS CLUB OF AMERICA.

Effective through September, 1960.

George E. Doner	"Arrow-Mer"	*	Milton, Pennsylvania	1951 Frazer Hardtop
Thomas S. Rankine	32121 Thorncrest Dr.	**	St Clair Shores, Michigan	1952 Allstate 2 door
Calvin D. Morehart	930 E. 22nd Avenue	**	Columbus 11, Ohio	1951 Frazer Vegabond
Charles Seenoster	900 Fullerton Bldg.	**	St Louis 1, Missouri	1951 Frazer Convertible
Richard L. Weidinger	122 North 7th Street	**	Detroit 24, Michigan	1947 Frazer 4 door
William R. Gibson	5777 Crayton Avenue	**	Newton Centre 59, Mass.	1948 Kaiser 4 door
George A. Buchinger	106 Tyler Terrace	*	Elmwood Park 35, Illinois	1954 Kaiser Special
Neal E. Danyo	7830 Sunset Drive	**	West Bend, Wisconsin	1950 Frazer Convertible
David L. Krueger	P. O. Box #82	**	Fond du Lac, Wisconsin	1953 Kaiser Manhattan
John E. Sumbade	285 E. 10th Street	**	Gaillard, Connecticut	1953 Kaiser Manhattan
Paul N. Denker	Alpha Avenue, West Lake Rural Route #7	*	Crawfordsville, Indiana	1951 Frazer Sedan
Daniel Koert	228 E. 11th Street	**	Deavenport, Iowa	1984 Kaiser Manhattan
Jack B. Silverman	4649 Cliff Avenue	**	Louisville 15, Kentucky	1951 Kaiser 4 door
Willard B. Hurlburt	1202 West 16th Street	**	Cedar Falls, Iowa	1952 Kaiser 4 door
Edward Carley	Rural Route #1	*	Berwick, Maine	1953 Kaiser Traveler
William A. Brown	RFD #3	**	Wooster, Ohio	1954 Kaiser Manhattan
James A. Cwach	Rural Route #2, Box #327	**	Yankton, South Dakota	1947 Frazer Manhattan
Roy A. George	721 West Oteo Street	**	Ponce City, Oklahoma	1948 Frazer 4 door
Stephen Esch	455 Arbol Verde Street	**	Carpenteria, California	1951 Kaiser (2)
William G. Hohlt	College of Idaho, Anderson Hall #126, Caldwell, Idaho	**	1954 Kaiser Manhattan	
Dale K. Lambert	336 West Spruce Avenue	**	Inglewood, California	1953 Kaiser Manhattan
Donald E. Hoff	611 Ross Street	**	Ann Arbor, Michigan	1953 Kaiser Manhattan
Per Sterling	Hylvarp National-club	**	Skabersjo, SWEDEN	1951 Kaiser DeLuxe
Robert Ackersold	P. O. Box #56	**	Bloomington Prairie, Minnesota	1954 Kaiser Special
Earl W. McCay	P. O. Box #424	**	Apache, Oklahoma	1953 Kaiser Manhattan
Reynold A. Brown	Rural Route #1	**	Kerwood, ONTARIO, CANADA	1951 Kaiser DeLuxe
Charles E. Gibson	11028 S.E. 104th Street	**	Renton, Washington	1954 Kaiser Special
				1953 Kaiser Manhattan
				1949 Kaiser
				1954 Kaiser Manhattan
				1951 Henry J (2)

Terry Robinson	6263 Peck Street	**	Warren, Michigan	1954 Kaiser Manhattan
Melcolm Harris	620 Glenwood Avenue	***	Bekersfield, California	1951 Kaiser Dragon
Hilton Hawes	Rural Route #5	**	Peduech, Kentucky	
Joseph Sedusky	65 Catherine Avenue	*	Cranford, New Jersey	1955 Kaiser Dragon
Arthur C. Sedmont	12 Creme Parkway	*	Saddle Brook, New Jersey	1953 Willys Aero-Falcon
Roland Finston	445 E. 69th Street	*	New York 46, New York	
Adolph W. Freu	6 Soundview Terrace	**	Bronx 65, New York	1951 Kaiser Deluxe
Wallace Wosterdale		***	Nevco, Illinois	1949 Frezer Manhattan
Martin R. Tyser	3034 North Gladys	***	South San Gabriel, California	1951 Frezer Convertible
W. W. Cottrah	P. O. Box #7	**	Georgetown, Texas	1952 Kaiser (2)
		**	Birmingham 14, Alabama	1951 Kaiser
Donald Godfrey	2257 Forestdale Blvd.	**	Des Moines, Iowa	1954 Kaiser Manhattan
Victor Curtis	1347 South West McKinley	**	Barry, Illinois	1955 Kaiser Manhattan
Wm. Glen Wendorff		**	Des Moines, Iowa	1949 Kaiser Virginian
James E. Harrigan	6114 Merlo Hey Road	**	Kerwood, OHIO, C.N.D.	Glen has about 9 cars
Vernon A. Brown	Rural Route #1	**	Peduech, Kentucky	How about a complete
Emmett A. Colbert	2406 Broadway	**	Hamden 14, Connecticut	list, Glen?
John W. Nelson	2543 Dixwell Avenue	*	West Allis, Wisconsin	
Roger C. Nelson	10522 West Oklahoma Avenue	**	East Lansing, Michigan	1951 Henry J.
Thomas J. Wilson	323 Inn Street	**	Aurora, Illinois	1951 Kaiser Deluxe
Lester Groff	406 Clark Street	**	New Castle, Pennsylvania	1949 Kaiser 4 door
Charles Alborn	1861 East Brook Road	*	Plymouth, Michigan	1951 Frezer Hardtop
Walleo C. Donoghoo	5130 Curtis Road	**	Lincoln, Illinois	1948 Kaiser 4 door
		**	Rock Island, Illinois	1953 Kaiser 4 door
Ray E. Fulk	RFD #3	**	Jacksonville, Illinois	1954 Kaiser Manhattan(2)
Charles L. Hoskins	1833 35th Street	**	East Haven, Connecticut	1952 Kaiser (2)
Kearnech C. Lindsey	637 South Prairie Street	**	Whooling, Illinois	1951 Frezer Sedan
Fred D'Amico	186 Borman Road	*	Oshkosh, Wisconsin	1953 Kaiser 4 door
John W. Kolley	670 Sandra Lane	**	West Chester, Pennsylvania	1954 Kaiser Manhattan
Healey C. McCord	652 Union Avenue	**		1952 Kaiser Virginian
Howard E. Maulder, Jr.	12 Broadway	*		1951 Kaiser Manhattan
		*		1952 Kaiser Manhattan

Harry E. Boulder	West Main Street	*	Honey Brook, Pennsylvania	1982 Kaiser DeLuze
Frank Krieger	119 West Montgomery	*	North Wales, Pennsylvania	1982 Kaiser Virginia
Robert Pfromm	Box #253	*	Honey Brook, Pennsylvania	1951 Kaiser Special
Herbert Ives	411 Mary Street	**	Shelbyville, Indiana	1954 Kaiser Manhattan
Edward C. Jausgen	#1 T. V. Lane	**	Elsberry, Missouri	1954 KD-161
Arnold A. Henschmidt	33 N. Bellevue Blvd. Apt #5	**	Memphis, Tennessee	1982 Kaiser Manhattan
Morris H. Schaeffer	P. O. Box #36	*	Athol, Pennsylvania	1953 Kaiser Manhattan
Fred R. Default	Rural Route #2	**	Greenfield, Indiana	1951 53/54 Kaisers
Crist Gabriel	19616 Dixie	**	Mount Clemens, Michigan	1954 Kaiser Manhattan
Don B. Elliott	3167 North 53rd Street	**	Walwaukee 16, Wisconsin	1953 Kaiser Dragon
Stanley Otrawski	1249 North Washington Street	*	Walkes-Barro, Pennsylvania	1953 Kaiser Dragon
Walter P. Scheich	327 State Street	**	Aurora, Illinois	5 K-F cars...How about a list, Stan.
Marc Johnson	Route #2, Box #32	**	Excelsior, Minnesota	1981 Frizer Sedan
Leiland L. Ballachor	4060 4th Avenue	***	San Diego 3, California	1952 Kaiser Manhattan
David W. Ibore	RFD #1	*	Timberville, Virginia	1954 Kaiser-Davin
Wesley S. Jokela	500 Balcer	***	Castle Rock, Washington	1947 Kaiser Special
Gerald Strayer	700 East Main	**	Elida, Ohio	1954 Kaiser Manhattan
Robert Fitro	Route #5	**	Merion, Ohio	
Russell K. Abblett	P. O. Box #494	**	Alliance, Ohio	1951 Kaiser DeLuze
J. Lynn Jakers	1622 Grant Road	***	Los Altos, California	1949 Frazer Convertible
William J. Dunstan, Jr.	Roller Coaster Road	*	Hanson, RFD, MASS.	1949 Kaiser Convertible
				1953 Kaiser Dragon
				1949 Kaiser Virginia
				1954 Kaiser Manhattan

REGIONAL COMPOSURE

Like the beer view mirror of an automobile is nothing but a scaled-down rear window, our regions are nothing more than a scaled-down national KFOC. There is still a National group over all the regions. Each region will function as a single unit, plus National. Each region will have its own staff, conventions, and perhaps even later on; publications and dues. They are divided as shown below. The key for finding out just which region you are in, geographically, is shown below also. You are all still members of national provided you remain in good standing. No one can be a member of a region and not national. No one can officially JOIN a region without first joining National. You may attend functions of as many regions as you desire. Each regional director must appoint or have election for his staff.

Mid-western	KEY: Eastern.....*	REMEMBER: All are a member of
Western	Mid-western.....**	National KFOC.
Overseas	Western.....***	

(inactive as yet)

RARE FIND

Deep in the heart of Indiana, is a 1948 Frazer Manhattan with 19,638 miles on it and near flawless, original condition.

The car is owned by Mrs. Carrie Taylor and is chauffeured on rare occasions only for her for shopping locally and the likes. Our member Paul Barker, finder of this specimen, says that it has probably never been more than 30 miles from home since its purchase in March of 1948.

Many of us could take a lesson on car-care from Mrs. Taylor for the car is kept in a dark garage year in and year out and always covered with a plastic covering which has insured the original lustre of the original paint even now after better than 12 years. Color? Natural green over Linden green.

Most people would think that a car sitting continually might affect the mechanical end of an automobile. And, its true, if a car is not run it will. Mrs. Taylor's Frazer, as we mentioned, is still **running...** and run it does. Paul mentioned that even for the amount of sitting it does, when he got in to start it, and back it out for pictures, "it started without a moment's hesitation".

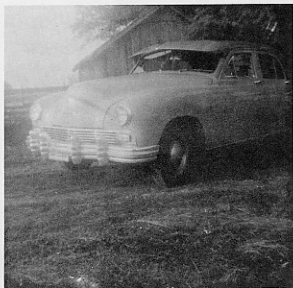
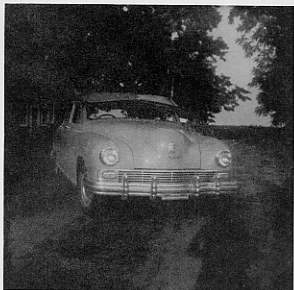
Only one other car that we know of has fewer miles on it then Mrs. Taylor's '48 Manhattan and that is Lester Groff's 1948 Kaiser which had just passed the 9,000 mile mark at our 1960 Convention.

Mrs. Taylor's address is not included in this report and this is for one reason. Chances are, there are countless people who would jump at the chance for the purchase of such a rare find. But the truth is in this case that the car is **NOT FOR SALE**. Can you blame her?

Anyone else knowing of such a rare find, including your own car of this caliber, send in the details so that we might print a story on it also. Photographs also are always nice along with these articles. How about it Lester?

ADDITIONAL MEMBERS

- Herschel E. Harless, 14783 Telegraph Rd, Rural Route #1, Flatrock, Michigan
1953 Kaiser Manhattan
- Lynn F. McAtee, A/2C, (USAF), 2712 Cam Sq. Det. #1, Box #1, APO
4, San Francisco, Calif.
1949 Kaiser Virginian
1952 Kaiser Sedan
- K.E. Cherpie, 12660 E. 7th., Aurora, Colorado
1953 Kaiser Sedan
- Al. McClure, 3701 Berry Road, Ypsilanti, Michigan
1954 Kaiser Manhattan
- Ronald L. Bergeron, 316 15th Avenue, Rockford, Illinois
1952 Kaiser Sedan
- David Chevalier, Harford, New York
1954 Kaiser Manhattan
- * James M. Rise, 8923 S. E. Reedway Street, Portland 66, Oregon-1949 Kaiser Vagabond
- Robert Wilson, R. D. #1, Box #173 C, Shamokin, Pennsylvania-1952 Kaiser Sedan
- Dwight Dollinger, Box #271, Milan, Ohio
- Lynn E. Zettlemyer, Tara R. D. #1, Orfield, Pennsylvania
- * Edgar Kaiser's personal automobile. We plan on having an article and some photographs on this number as soon as Jim comes through.



TECHNICAL TIPS

Until later models, one of the best attributes of Kaiser-Frazer cars was the superior type of body sealing. Seldom was it, an owners complaint of a K-F car leaking water.

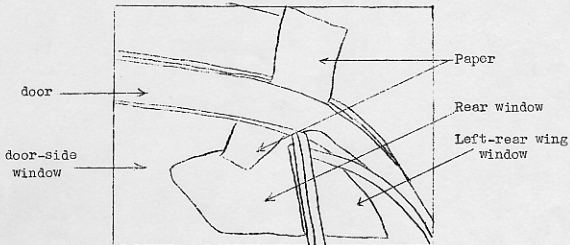
A quick check of the type of weatherstripping used on K-F cars is all that is needed to indicate the reason why. K-F used solid rubber weatherstripping on their cars and made channels for same no larger than the size of the strip itself. Many manufacturers are noted for making a reinforcement out of the edge of the weatherstripping channel, thereby eliminating the need for any panel reinforcement besides the weatherstrip channel. Enlarged channels where the weatherstripping has been cut down on size stand a good chance of leaking.

On new cars; a cost saving feature is the hollow type weatherstripping. A round piece of rubber similar to what Kaiser-Frazer used for a wind-cord. This is good (sometimes) when new, but after a period of time squashes flat and no longer seals.

Most cars of times past at one time used the solid type of weatherstripping, but after the War, to save production costs, most manufacturers changed to the hollow type. Another type which is frequently used is the flat channel type, also, a cost saving device, which is nothing more than a flat piece of rubber with a channel for water drainage. These have no resiliency, being flat, and the slightest change in the contact between the panel and the weatherstripping will cause a leak.

After a few years, even the best sealed car can become weather-beaten. Especially on a rubber part which is so susceptible to our old friend: R O T. The below diagram illustrates how to check all the weathersealing on your K-F car. If the paper can be pulled out after closing the door on it, your seal is no longer effective and steps should be taken to make the seal tight once again.

Make special efforts to check sealing at door-hinge areas where the sealing area is not quite as flat.



For those people with Travelers and Vagabonds, early K-F deck-lid weatherstripping can be used for replacement around the tailgate area successfully. It is heavy enough and wide enough to fit the channel.

TECHNICAL TIPS

About the most irritating noise that one can have in a car next to an untouchable squeek is a draft which cannot be located. Many times we wonder just how our cars get "soggy" or "loose" sounding; and for the most part it can come from lack of "live" sealer or body deadner.

For the first few years of a cars life, the deadner sprayed on floor-pan, quarter-panels, doors, and so on is live, or you can still feel it acting and making a form of deadning of sound. After these first few years this sealer or deadner becomes hard and contains no more resiliency to absorb sound. Many older cars were not even sprayed with deadner on anything except doors and quarter panels.

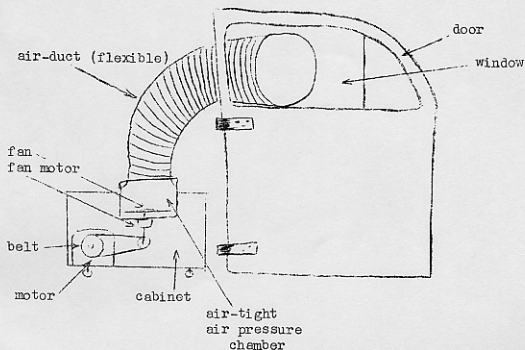
To give your car the solid sound which the passing of time takes away, pull up your carpet and trim panels some saturday afternoon and check it. Better yet, find out if all your "leaks are legitimate". The below diagram is an idea for the do-it-yourselfer to locate leaks for quick sealing.

Its nothing more than a big wind machine. Get a piece of glass fitted to your window (scrap yards usually sell for about \$2.00) cut a circle to accomodate a wind tube of about a foot in diameter, and figure out a box, air-tight for the traveling air-wind, similar to the one shown below.

Two important things must be had in the "big-wind", and that is lots of pressure behind it plus a good air-tight seal to the car. Make sure and slot a couple of other windows in the car about a 1" roll-down from the top before trying this out for the first time. If too tight a seal is at hand it could break a window.

The auto-manufacturers use a form of this type of sealer-checker today on test cars and with proper application, an older car can be sealed just as well.

To check for sealing on the body shell itself, use masking tape to mask up the door lines, hood lines, deck-lid lines, accessory and access holes in the fire-wall and so on.



KFOC MAY DECIDE: GHOST OR REAL

About the most inspirational article ever written on the Kaiser-Frazer automobiles can be found in Floyd Clymers test report on the 1949 Kaiser Vagabond. The article originally came from the Los Angeles MIRROR. The article was written by the Business and Automotive Editor: Frank E. Ross. The date of the article is July 20th, 1949. It is reprinted from Mr. Clymers fine publication, and called: "Only Drive Proves Kaiser's Richness".

There are two Kaiser cars.

One Kaiser is the Ghost That Never Was. It is manufactured in a million phantom forms in people's minds...from the scraps of information, the heresay evidence, the small envies and the innocent untruths that go always into the unknown.

The other Kaiser is The Kaiser you yourself have driven long enough to know it.

Real, alive, powerful... It is no ghost or hazy mental figment. It is real, alive, big, powerful, effective.

I had known only the Ghost. No better and probably worse than anyone else's mind-picture of a car they'd never driven.

Oh, sure, I'd read about the Kaiser, seen pictures of it, seen many of them on the road. But, I had'n't driven one.

WHEN I STEPPED OVER THE HAIR*LINE BETWEEN GHOST AND REALITY, I STEPPED CLEAR INTO UNEXPECTED BIG CAR INTERIOR LUXURY AND BIG CAR PERFORMANCE. I BECAME, THEN, MY OWN COMPETENT "AUTHORITY" FOR WHAT I WAS TO THINK AND FEEL ABOUT THE KAISER CARS. AND THE GHOST WAS BANISHED.

This behind-the-wheel report on the '49 Kaiser will be as objective as I know how to make it. But it would be a mistake for you to take my or anyone else's word on the characteristics of any car of any make. Until you've actually driven it long enough to know it.

The gray mist of glib half-knowledge began to disappear the moment I stepped into the drivers seat. And looked over the hood. More so than most cars, you got a much different impression of the Kaiser inside it than outside it. The low streamlined bonnet which gives it such distinctive lines to the outside viewer becomes, from the driving position, a cutaway pattern to help provide maximum road vision.

Here's part of what I mean. The first trip I took in the Kaiser was from Los Angeles to Phoenix and return via U. S. Highway 60. We got a late evening start, first planned to stop overnight in Banning. But I found driving to be such pleasure and so free from fatigue we went on to Blythe before stopping.

I found it the easiest car for night driving of any car I've ever driven.

The efficient overdrive smoothed out the long miles. And cut down tremendously on gasoline used.

Notably vibration-free in the higher speed ranges, the Kaiser speed indicator turns to the half-century mark while you still figure (if you judge from feel alone), you're traveling about 35 miles an hour.

The car will stay in the upper m.p.h. brackets hour upon hour without seeming to tire or wear either you or itself.

Some weeks passed between the first Kaiser trip and the deadline for this article. I found I wanted to know again the rich reality of the car's feel. And to have that feel fresh on my hands and in my mind before submitting my report.

The second trip included 150 miles of city driving and a trip to Santa Maria and return. My earlier enthusiasms were confirmed.

Reluctantly, I turned back to Jack Mallen of Kaiser-Frazer Sales Corporation, the keys to the big sedan.

I didn't want to give it up. Because, you see, I left a part of me in that Kaiser car.

GETTING BETTER ACQUAINTED ACROSS THE MILES

When the immortal Stephen Foster died, a pauper in New York many many years ago, they found among his effects, a scrap of paper upon which was scribbled the words: "Dear friends and gentle hearts". In 1950 Bing Crosby wound up with the song "Dear hearts and gentle people", which could have been an inspiration from the words on that scrap of paper, but I kind of like to think that it would make a good editorial introduction for a Club such as the Kaiser-Frazer group on getting acquainted among members across the miles. This will prove interested to members who have not experienced the privilege of one of the Clubs' meets, or, for that matter introduction to any other KFOC members. As civilized humans, we never like to feel "alone" in anything. We'd be interested to have members sit down and scratch out a few words on themselves as to what brought them to their final interest in K-F cars. A few words on the cars you've had, and send it to us. I know a good number of members personally and others from correspondence so for this first time I'll just pick one at random so that others in KFOC can have the privilege of knowing him. So hear goes.....THIS IS YOUR KAISER-FRAZER LIFE!.....

.....to put this person among your "the best person I've met in a long time" diary, would be underestimating him, really. Except for a couple of letters prior to the organizational meet in Chicago last year I never felt I would meet with a guy with as much of a Continental personality as this one.

Only in the movies and on television would one expect to see a Southern Gentleman to the extents of Jack Silverman. And I feel very pleased to know him personally.

Since the first beginning of KFOC Jack has expressed his continual enthusiasm in a way all his own. Evident enthusiasm can be seen in the bronze-cast paperweight he had made and sent me. It was this that we used as a prototype for the Clubs modellion. For those of you that have raced railroad trains or passed under a viaduct with the emblems of the railroad companies on it you can probably pretty well guess how the outline of our modellion was gathered. I think that the "iron-horse" is one of his top enthusiams of mind yet.

He is also responsible for the expert job of the arrangement and printing of our stationery, membership cards, identifications plates, and some of the original copies of our first MONTHLY BULL ETIN. On top of that, he has about the cleanest 1947 Frazer Manhattan that he purchased new December, 1947 that you could want to see. Especially for a car with over 130,000 miles and still in everyday use.

He is an expert, I would say, on just about every field of human endeavor from what I can gather and mostly from experience, I'd say which is just about the most interesting way. But always anxious to listen and laugh with someone else, sincerely.

Jacks wife, Helen, prepares meals which are unquestionably tasty, and diet-wise, I'd recommend her as a person to choose just which foods daily one would benefit from the most. Its hard to know all the most valuable items to serve daily and still make it taste good. On top of that she's got a fine personality, to say the least, and unquestionably devoted to Jack.

You can be sure of hospitality if you happen to drop in on the Silvermans and after a ride in his most satisfying Frazer (which, incidentally, happens to be one of the real early models with the rear-sway stabilizer), he'll show you The Great Eastern; his 1924 Dodge four cylinder coach of which I'm told the four cylinder models are quite rare. If there's still time Jack will get out some back-issues of "MAD" to read. This magazine has been said to be far more educational than most people think, for its value in puns.

Jack was our Executive Treasurer until by request at the 1960 Convention he asked that we search for another. His personal business is doing good right now (Electrical Engineering) and he had to slow up on activities in KFOC.

When you think of the organization of KFOC, you can sum up a good portion of it by thinking of JBS. He's a loyal member, and a great guy to know.

We thought that members of KFOC might be interested in learning what their fellow-members thought of their K-F cars and why they belong to KFOC. We've taken some of these from our application blanks. To keep these confidential no names will be used....either persons or cars to which the opinion has stemmed except what may be expressed in the opinion. These show what the "tried-and-prooved" K-F owner has to say, in short, about the satisfaction of ownership. We think they'll make interesting reading. Think you can pick your own out?

"I believe it is a good car".

"Convertibles real show pieces, all K-F cars seem to stay in style if kept in clean condition".

"After owning my Kaiser for 8 years now, I love it as much as when I first got it.....and thats a lot!"

"I'm in love with this car and plan to fix it in top shapo".

"Outstanding cars".

"Beautiful styling, great handling, might have a bit more chassis rigidity".

"Never had another car, and if I had to change would'nt know what to take. Kaisers are tops with me".

"Excellent car, best I've had".

"I only came to realize the true value of the cars within the last two years".

"Most miles per dollar spent".

"Above average, low priced field 1948".

"Fine car".

"Best riding car yet.....best looking car yet".

"Outstanding car, modern way before its time".

"One of the best ever made".

"We like Kaiser built cars".

"Best and most economical car I ever owned".

"I like the car better than any I ever owned".

"Good car".

"Would'nt trade for anything I've seen so far".

"Beauty of design, ease of handling, and economy of operation, plus so many style and mechanical "ideas" have me sold. These things coupled with my continued desire to do the little I can to help preserve automotive history make them practical, useful, and most of all; enjoyable cars to own and use".

"All handle well, economical; Frazer has best lines".

"One of a vory few cars since 1940 that is truly styled good".

"Beautiful and practical".

"Best car I ever had".

"Car is very satisfactory. Wish they still made them".
"My interest started with Henry J introduction and later with ownership of a new '51 Henry J. A Kaiser to me is about the finest thing on wheel to drive".
"Very nice little car, runs beautifully".
"Have owned many cars, but think this car superior in every way to any of the others. After minor repairs and painting I intend to drive it several more years".
"The 1952 I drive has been a very good car on cost-per-mile basis; expense has been extremely low".
"Would buy another Kaiser if possible".
"Exceptionally fine car and uniquely designed".
"Very easy driving car. Economical on gas. Comfortable, and visibility and styling better than most".
"Visibility and ride excellent. Cost-per-mile exceedingly good".
"Lacks many of the faults of new models; good economical and dependable".
"I like it".
"Well engineered, easy riding, economical, good styling".
"If still made today, I would buy a new one".
"The car certainly was many years ahead of other manufacturers products. Have had some trouble with car but believe most of it was fault of garageman. For riding quality and handling ease it is tops. Mighty economical on gas and oil".
"Drive mine in preference to '59 Ford. Rid so much easier and handles nicer".
"Fine automobiles".
"A great road car and one I can truly admire".
"The '48 Frazer I had had its "homo" on the highway until abruptly at 156,298.7 miles, a drunk and an icy pavement called in her last mile. As a car, a companion and I don't know what else, it impressed me enough to organize a Club for the preservation of these automobiles. Why? I don't know, but K-F cars afford so much enjoyment of ownership in every way; when I drive any other,.....theres something missing".

K-F Corporation seems to have built into their cars a past, present and future... stemmed from the most important appreciation of all, of anything....and that basic fundamental is "pride of ownership".

THIS IS IT GENTS!

The process of changing Treasurers will not take effect until around September. The NEW list will show all those active members, although many have run out and we are still sending out Club information to them. All new membership cards over those that have already been issued will be issued in September, when the NEW revised list is made. For those on the present list shown in this issue, this is the last copy you will receive unless membership is renewed. For all those who have paid either myself or someone please drop me a note, if nothing else, saying that you have paid, so I will know that much in advance and can issue the card at the time, co-ordinating it with our Treasurers report. PLEASE make a note to do this. Remember, its only the dues that turn out the publications of KFOC. We hope that everyone will want to stay with us.

CLASSIFIED ADVERTISING

WANTED: 2 1954 Kaiser taillight lenses and 1 top right rear red lense. Front bumper guards and gear shift column parts. Leads appreciated. John W. Kolley, 670 Sandra Lane, Wheeling, ILLINOIS. Telephone: LE-71135.
FOR SALE: 1951 Frazer Vagabond. Beautiful condition. About 95% rebuilt, only small details remaining. Engine overhauled about 500 miles ago. Would like to trade for 1947-8 Frazer or Frazer Manhattan or 1947-8 Kaiser (with overdrive) or '49 Kaiser with overdrive. Must be in equal condition. Thomas S. Rankine, 32121 Thorncrest Dr., St Clair Shores, Michigan. PR-50739.