

KAISER-FRAZER QUARTERLY

Volume 1 Number 5

Winter 1960-1961

handcrafted **FRAZER**

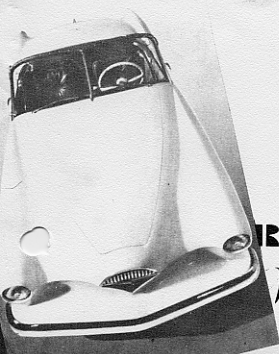
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**THE 1947
KAISER
SPECIAL**



R A Z E R
Manhattan



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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 said vacancy. All Club privileges included; standard fee of \$5.00 per year.

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 (.50) cents per copy.

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.

REMEMBER: All that is required to join is the interest in the cause of the Kaiser-Frazer cars.....NOT, a car itself.

ADVERTISING

Available in the QUARTERLY:

(Special rates available on request)

Commercial.....\$5.00
 Non-Members.....\$1.00
 Members.....No Charge

ACCESSORIES

IDENTIFICATION PLATES: Club identification placques can be ordered from our Special Services Advisor at the price of \$7.50 each.

JACKETS: Jackets of white poplin with the Clubs medallion, your name and car on if you wish. Complete for \$6.00. Place orders with the President.

THE KAISER-FRAZER QUARTERLY

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The Kaiser-Frazer QUARTERLY is printed four (4) times per year in the interest of the Kaiser-Frazer automobiles and the Kaiser-Frazer Owners Club of America. This is the official publication of the Kaiser-Frazer Owners Club of America. Sent to all official Kaiser-Frazer Owners Club Members free of charge, unless otherwise specified. Non-members eighty cents per copy. Associate KFOC members .50 cents per copy. Un-official Editor-In-Charge: Thomas S. Rankine.

CORRECTION TO OUR SUMMER-AUTUMN QUARTERLY

In our last issue of the QUARTERLY we stated the only major difference between the 1954 and 1955 Kaisers was the wire wheels. Paul Barker has told me this is not correct as he has seen a 1955 Kaiser which had a somewhat differently styled hood scoop piece.

The '54 type is similar to diagram A.

The '55 type is similar to diagram B

Diagram A

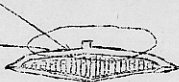


Diagram B



Paul describes the change as such: "The car was identical to the '54 with the exception of the hood ornament. It has little raised places on it with little round balls on the raised places." We stand corrected.

Incidentally, the only '55 Kaiser which I have ever seen was only different in minor details. They had only one of these cars as I recall at the Detroit Auto Show of 1955. The steering wheel was identical except it had a luminous green ring around the entire circumference of the wheel about $\frac{3}{8}$ of an inch wide. It was luminous only at night and the salesman referred to it as "an additional safety feature." This same model had wire wheels, a continental tire kit and fog lights although I cannot recall the hood ornament. Perhaps built esped ally for show.

Sales brochures for the '55 Kaiser are nothing more than reprints of the '54's with indications that the car is a '55 model. I believe, also, that one of the smaller brochures showed the cars with wire wheels.

WE'RE GROWING

As of this issue of the QUARTERLY, we now produce our own QUARTERLY. A recent transaction of 110.00 Kaiser-Frazier Owners Club dollars purchased a Royal typewriter and Tower mimeograph machine. The equipment is in excellent condition and only approximately one year old. We know this will save us a good deal of money each quarter, plus the independence of printing more and more necessary material at the cost of only paper.

In addition to the mimeograph and typewriter machine acquisitions, we are also in the parts business. We have a member kind enough to start up the original Kaiser-Frazier Owners Club Parts Warehouse in Marion, Indiana. Don has agreed to accept any and all K-F parts delivered to him. We are planning a meeting to deliver ~~such~~ parts from people wanting to donate and to organize the warehouse.

Many parts have already been delivered. Many of them used, many more brand new from a stock of inventory believed to be between \$5,000 and \$10,000 and all very useful items.

Donated parts may be tagged anyway the donor wishes to. That is, they may be kept in the warehouse for the person, donated to the Club for re-sale, or specified by the donor as he sees fit.

We are deeply grateful to Don who has so generously offered his services, time, and the warehouse itself to the cause of Kaiser-Frazier preservation. We thank you Don.

REVISED MEMBERSHIP LIST EFFECTIVE NOVEMBER 1st, 1961

George E. Domer, Arrow-Mar, Milton, Pennsylvania	'51 Frazer Hardtop
	'52 Allstate 2 Door
Thomas S. Rankine, 32121 Thorncrest Dr., St Clair Shores, Mich.	'51 Frazer Vagabond
Calvin D. Morehart, 930 East 22nd Avenue, Columbus 11, Ohio	'51 Frazer Conv.
Charles Seewaster, 900 Fullerton Bldg., 122 North 7th Street, St Louis 1, Missouri	'47 Frazer Manhattan
	'48 Kaiser h Door
William R. Gibson, 106 Tyler Terrace, Newton Centre 59, Mass.	'54 Kaiser Special
David L. Krueger, 283 East 10th Street, Fond du Lac, Wisconsin	'53 Kaiser Manhattan
	'51 Kaiser 2 Door
John E. Sunblade, Alpha Avenue, West Lake, Guilford, Connecticut	'53 Kaiser Manhattan
Paul M. Barker, Rural Route #7, Crawfordsville, Indiana	'54 Kaiser Manhattan
	'53 Kaiser Manhattan
	'52 Kaiser Manhattan
	'51 Frazer Sedan
Daniel Koert, 228 East 11th Street, Davenport, Iowa	'54 Kaiser Manhattan
	'53 Kaiser Traveler
	'52 Kaiser Manhattan
	'51 Kaiser h Door
Jack B. Silverman, 4649 Cliff Ave., Louisville 15, Kentucky	'47 Frazer Manhattan
William A. Brown, RFD #3, Wooster, Ohio	'51 Kaiser (2)
James A. Cwach, RR #2, Box #327, Yankton, South Dakota	'48 Kaiser h Door
	'54 Kaiser Manhattan
Per Osterling, Hyltarp, Skabersjo, SWEDEN	
Robert Ackerswold, P.O. Box #56, Blooming Prairie, Minnesota	'53 Kaiser Manhattan
Raymond A. Brown, Rural Route #1, Kerwood, ONTARIO, CANADA	'54 Kaiser Manhattan
	'51 Kaiser Sedan
	'47 Kaiser h Door
Charles E. Gibson, 11028 S. E. 104th Street, Renton, Washington	'51 Henry J (2)
Terry Robinson, 6263 Peck Street, Warren, Michigan	'54 Kaiser Manhattan
Joseph Sadusky, 51 Palmyra Lane, Levittown, New Jersey	'53 Kaiser Dragon
Donald Godfrey, 2257 Forestdale Blvd. Birmingham 11, Alabama	'54 Kaiser Manhattan
Victor Curtis, 1347 South West McKinley, Des Moines, Iowa	'53 Kaiser Manhattan
	'49 Kaiser Virginian
Wm. Glen Wendorff, Berry, Illinois	'54 Kaiser Man. (3)
	'53 Kaiser Deluxe
	'53 Kaiser Dragon
	'51 Frazer h Dr. (2)
	'51 Kaiser Club Coupe
	'51 Kaiser 2 Dr Trav.
	'51 Kaiser h Dr Trav.
	'51 Frazer Hardtop
	'51 Kaiser h Dr.
	'51 Henry J
	'49 Kaiser Vagabond
	'49 Kaiser Traveler
	'49 Frazer Manhattan
	'48 Kaiser h Door
Vernon A. Brown, Rural Route #1, Kerwood, ONTARIO, CANADA	'51 Henry J
	'53 Willys
Thomas J. Wilson, 323 Ann Street, East Lansing, Michigan	'51 Frazer Hardtop
Lester Groff, 406 Clark Street, Aurora, Illinois	'48 Kaiser h Door
	'53 Kaiser Manhattan
Wallace C. Donoghue, 5130 Curtis Road, Plymouth, Michigan	'51 Kaiser (Spc Blt)
	'54 Kaiser Man. (2)
	'53 Kaiser Man. (2)

Ray E. Fulk, RFD #3, Lincoln, Illinois	1947 Kaiser 4 Door
Charles L. Hoskins, 1833 35th Street, Rock Island, Illinois	1951 Frazer Sedan
Kenneth G. Lindsey, 637 South Prairie Street, Jacksonville, Ill.	'52 Kaiser (2)
Fred D'Amico, 186 Borrman Road, East Haven, Connecticut	'53 Kaiser 4 Door
John W. Kelley, 670 Sandra Lane, Wheeling, Illinois	'53 Kaiser Dragon
Hanley C. McCord, 652 Union Avenue, Oshkosh, Wisconsin	'54 Kaiser Manhattan
Howard E. Moulder, Jr. 12 Broadway, West Chester, Pennsylvania	?
Harry E. Moulder, West Main Street, Honey Brook, Pennsylvania	'54 Kaiser Manhattan
Frank Krider, 119 West Montgomery, North Wales, Pennsylvania	'52 Kaiser Virginian
Robert Pyron, Box #253, Honey Brook, Pennsylvania	'52 Kaiser Manhattan
Herbert Ivie, 411 Mary Street, Shelbyville, Indiana	'52 Kaiser Deluxe
Edward C. Hausgen, #1 T.V. Lane, Elsberry, Missouri	'52 Kaiser Virginian
Harold A. Pfanschmidt, 33 N. Bolleviue Blvd, Apt #5, Memphis, Tennessee	'51 Kaiser Special
Morris H. Schaeffer, P.O. BOX #36, Athol, Pennsylvania	'54 Kaiser Manhattan
Fred R. DeVault, Rural Route #2, Greenfield, Indiana	'53 Henry J
Crist Gabriel, 19616 Dixie, Mount Clemens, Michigan	'54 Kaiser Manhattan
Donald B. Elliott, 116 N. Washington St., Marion, Indiana	'54 Kaiser Darrin
Stanley Obarowski, 1249 N. Washington St., Wilkes-Barre, Penn.	'51 Kaiser Traveler
Walter P. Schaich, 327 State Street, Aurora, Illinois	'52 Kaiser Sedan
Marc Johnson, Route #2, Box #32, Excelsior, Minnesota	'53 Kaiser Manhattan
Leland L. Gallagher, 4060 4th Avenue, San Diego 3, California	'53 Kaiser Manhattan
David W. Moore, RFD #1, Timberville, Virginia	'54 Kaiser Man's. (4)
Wesley S. Jokela, 500 Balcer, Castle Rock, Washington	'53 Kaiser Dragon
Gerald Strayer, 700 East Main, Elida, Ohio	'50 Frazer Conv.
Robert Fittro, Route #3, Marion, Ohio	'51 Frazer Conv.
Russell M. Abblett, P.O. Box #494, Alliance, Ohio	'50 Kaiser Virginian
J. Lynn Ankers, 1622 Grant Road, Los Altos, California	'51 Frazer Sedan
William J. Dunstan, Jr. Roller Coaster Road, Hanson, RFD, MASS.	'52 Kaiser Manhattan
Herschel E. Harless, 14783 Telegraph Rd, RR #1, Flat Rock, Mich.	'54 Kaiser Darrin
Lynn F. McAtee A/2C, USAF, Det. #5, HQ, A.M.F.P.A., Box #101, APO, San Francisco, California	'53 Kaiser Manhattan
K.E. Charpie, 12660 E. 7th, Aurora, Colorado	'54 Kaiser Manhattan
Al. McClure, 3701 Berry Road, Ypsilanti, Michigan	'53 Kaiser
Ronald L. Bergeron, 316 15th Avenue, Rockford, Illinois	'53 Kaiser Manhattan
David Chevalior, Harford, New York	'54 Kaiser Manhattan
James M. Rise, 8923 S.E. Readway St. Portland 66, Oregon	'53 Kaiser
Robert Wilson, R.D.#1, Box #173 C, Shamokin, Pennsylvania	'53 Kaiser Manhattan
Dwight Dollinger, Box #271, Milan, Ohio	'53 Kaiser Manhattan
Lynn E. Zottlemoyer, TARA R.D. #1, Orefield, Pennsylvania	'53 Kaiser
Dr. William M. Swart, 4001 North 61st Avenue, Phoenix, Arizona	'53 Kaiser Dragon
Frederick J. Kossegi, 62 32nd. Street, Copiague, Long Island, New York	'49 Frazer Conv.
Herbert A. Scutt, 62 Carrel Road, Dover, New Jersey	'53 Kaiser Dragon
	'49 Kaiser Virginian
	'52 Kaiser Sedan
	'53 Kaiser Sedan
	'52 Kaiser Sedan
	'54 Kaiser Manhattan
	'49 Kaiser Vagabond
	'52 Kaiser Sedan
	'51 Kaiser 4 Door
	'55 Kaiser Man's. (2)
	'54 Kaiser Manhattan
	'51 Frazer Vagabond

(Herbert A. Scutt - continued)

Gene W. Dillenburg, 165 Middle Avenue, Aurora, Illinois

W. William Tilden, 311 Garfield Avenue, Mount Ephraim, New Jersey

Robert G. Doll, 215 Herrick Road, Newton Centre 59, Mass.

Lynn T. Silva, Howard Road, Ashtabula, Ohio

Loran K. Meier, Route #9, Bloomfield, Iowa

William Chase, 4010 Bedford Avenue, Omaha, 11, Nebraska

'51 Kaiser Manhattan

'52 Kaiser Manhattan

'54 Kaiser Special

'49 Kaiser 4 Door

'51 Frazer 4 Door Sd.

'51 Frazer Vagabond

'51 Kaiser Deluxe

'51 Kaiser Manhattan

'55 Kaiser Manhattan

'54 Kaiser Manhattan

'51 Kaiser Deluxe 4Dr.

.....We've got a secret.....

.....or, at least we HAD one. And it wouldn't have been a secret this long if there had been any certainty about such a "dream-coming-true", but as its said about your "castles-in-the-air", that's usually where they stay.

Anyway, it all began when Dick Weidinger, one time Charter Member of our fair group wrote to Joseph Frazer to obtain the "full story" on the make-up of the original Kaiser-Frazer Corporation and just where Graham-Paige fit into the picture. Just where Dick obtained the address of Mr. Frazer, I can't say. Probably from some industrial advertisers cataloge, since he works for an advertising agency.

When he received his reply he sent the address to Bill Gibson in hopes that Bill might contact JWF personally. Bill lives only about 75 miles from Joseph Frazer's home.

We've kept it a secret this long in hopes of the letter "coming-true" and announcing our bit of triumph, association and contact with Mr. Frazer. Nothing, however, has been heard of on the subject since.

Having written Mr. Frazer a couple times myself and receiving no reply, apparently he has decided another way; as I also understand that some eastern museum was particularly after HIS personal Frazer car. Has anyone else written him? How about some additional word, if you have any on this subject, Bill?

We could have felt pretty proud too, since how many auto clubs can boast of being able to contact THE person who was around for the original organization of the cars we embrace in this Club. THE man whose very name may appear on the car you drive.

On the next page is Mr. Frazer's letter in reply to Bill Gibson's letter to him. Perhaps we shouldn't feel too slighted.....at least Mr. Frazer answered...he knows of our existence which is more than can be said for Mr. Kaiser, to whom even a registered letter brought no response.

It will never cease to amaze me, just how people can sink so much time and money into something basically so worth-while and not be in the least bit concerned about its outcome. Whats is is?.....over-confidence or under-confidence?

Wm 60 61

Custer Frazer Corporation

10 EAST 52ND STREET
NEW YORK 22, N. Y.

JOSEPH W. FRAZER
PRESIDENT

TEL. MURRAY HILL
8-3090 8-3091

September 15, 1959

Mr. William R. Gibson
106 Tyler Terrace
Newton Centre 59, Mass.

Dear Mr. Gibson:

Your letter of August 28, written in care of Graham-Paige Corporation, has just been forwarded to me. I would be more than happy to correspond with you in regard to the history of the Kaiser-Frazer Corporation and the cars.

I have a lot of data at my home in Newport, Rhode Island, and, since I note you are located not too distant from me, I think you might arrange to drive down to Newport sometime and I would be happy to talk with you about the history of the corporation and its cars and give you much of the data I have. My address is "High Tide" Ocean Avenue, Newport, Rhode Island. I am in New York most of the weekdays but there are many weekends that I am in Newport. My Newport telephone number is Viking 7-5501.

If the club wants a Frazer car, I would give serious consideration to donating one I am still using in Newport. So please get in touch with me.

You may be interested to know that the business of Custer Frazer Corporation is the development of a new type of airplane embodying the Custer Channel Wing, and I am enclosing a sheet showing specifications of this plane.

Very truly yours,

J. W. Frazer
Joseph W. Frazer *nj.*

nj
Encl.

"POWER-ON-DEMAND"

At one time or another we've all picked apart, talked about, hashed over, boasted of, or run-down the '54 Kaisers power booster.....the supercharger. Since the manufacturer is no longer in business, it's hard to really know whether or not it was any good, whether they would have retained it had they stayed in business, and the likes.

I suppose we could say that old proverb of collective reasoning that: Monkeys are mammals, people are mammals, therefore, all people are monkeys. Inasmuch as people are monkeys we could say that: The '54 and '55 Kaisers were supercharged, (previous models were not), the company folded in 1955, therefore, the reason for the Kaiser-Frazer Corporation folding was the superchargers.

Sensible? Of course not. For ask any former K-F dealer and he'll tell you the end was in site long before 1954.

But lets get the factory's opinion on the 1954 "Supercharged" Kaiser.*

Q - What is "power-on-demand"?

A - "Power-on-demand" is the new kind of power produced by Kaiser's newly designed Super-power Engine, with supercharger. It combines breathtaking acceleration and performance with small-car economy.

Q - Where else are superchargers being used today?

A - Almost every airliner you rid in uses superchargers to gain speed and altitude. They are also used in some racing cars and expensive custom jobs.

Q - How is Kaiser's supercharger different?

A - Kaiser's is a variable-drive supercharger, controlled by a solenoid switch on the accelerator. It operates whenever the engine is running, with slight output at normal speeds and maximum acceleration instantly when you step down on the gas. It's virtually silent in operation

Q - How does it work?

A - It forces the fuel-air mixture into the combustion chamber under high pressure, for faster, more effective combustion, thus preventing starvation in any cylinder, even when driving at highest altitudes.

Q - Is it available on any other car?

A - No. It was developed by Kaiser and McCulloch engineers as an integral part of the new engine for the '54 Kaiser Manhattan — the only production car factory equipped with a "blower".

Q - How many horsepower does Kaiser's supercharged engine develop?

A - Up to 110 h.p. at 3900 r.p.m., and up to 215 pounds of torque at 2400 r.p.m.

Q - Is it expensive to operate?

A - No. The small engine displacement saves money in normal driving, you pay for extra power only when you use it.

Q - How does it work with Hydra-Matic?

A - "Power-on-demand" PLUS *Dual-Range Hydra-Matic is the next step ahead in effortless driving. (*Overdrive also available.) Your Kaiser dealer will gladly arrange a test drive.

*Optional at low extra cost.

* Reprinted from an advertisement sent in by D.W. Moore. 1954 Motor Trend Magazine.

1951 Kaiser..... THE ANATOMY OF A DESIGN.....this issue's feature car

The title page on the 1951 Kaiser sales brochure says:

K A I S E R

for 1951

BUILT TO BETTER THE BEST ON THE ROAD

What made this car so different? New motor? Uh,uh.....same old Continental Red Seal "6" used from the 1917 Divco milk truck, up through the "Roarin' Twenties", the fabulous thirties and forties until K-F picked it up, cleaned it up a little and put it in the newest thing on wheels after the War. Kaiser-Frazer cars.

But inside this brochure it says: The 1951 Kaiser.....Triumph of Anatomic Design! Big deal, so what's "anatomic design". This is what K-F meant when they said "BUILT TO BETTER THE BEST ON THE ROAD", for,

The 1951 Kaiser was developed from a new kind of thinking, a new application of science, a new consideration of human needs and wants as they have changed with the growth of motor transportation.

It brings you the triumph of a great and needed thing, ANATOMIC DESIGN—— the designing of the anatomy of the car to suit the anatomy and needs of the human being. ANATOMIC DESIGN results in a car that meets the needs of your senses, your reflexes, your arms, your legs, nerves and muscles....a car that is easier to control, more comfortable, safer for you and your family to ride in.

You will find when you drive it that the 1951 Kaiser comes as close to becoming a part of you as a motor car may come — in much the same kind of relationship as that of horse to rider..... with CONTROL always in YOUR, head, hands, feet — , control that commands BEAUTIFUL response.

THAT is the "big deal" about the '51 Kaiser. And, they are right, it does serve you as being a part of your anatomy. The design is to be as practical as it is beautiful or, in Mr. Weissinger's word's: "To make sensible use of all available space".

It was a big deal too. That was their biggest sales year. The same year that just about put the rest of the manufacturers IN 1951 10 full years behind. Style-wise, engineering-wise, beauty-wise, comfort-wise, practical-wise. In short.....the ideal car for you for 1951. A car for you; a car made for you, for your needs and nothing more, nothing less. The ONLY car then and since to perfectly combine use with beauty into a car with one good characteristic of: ANATOMIC DESIGN.....this is your 1951-196-----Kaiser car.

OUR DEEP THANKS TO MOTOMART FOR THEIR INTEREST

Not only has the MOTOMART PUBLISHING COMPANY been grateful enough to print the story of KFOC in their fine publication: "THE ROAD TO YESTERDAY" (September 1960 issue), but gift of national circulation of many, many automobile fans the world over will enable our group to get even better known. For which is the purpose of MOTOMART: To aid the auto-interested world.

The have published in their October, 1960 issue of "THE ROAD TO YESTERDAY", our story of: "THEY SAID IT COULDN'T BE DONE", by Bob Ackerwold. Copies of their publication can be had at only .35 cents the copy and about 40 pages of "dog-gone-good" auto enthusiasts reading. I understand that either the September or October issues are still available for those desiring. Write: MOTOMART PUBLISHING COMPANY, FRANKTON, INDIANA. Always fast service from these people. These should be collector's items in the future for both the K-F enthusiast AND historians. The following letter came in return of the photos which were sent for publication. The two photos are: 1960 Kaiser Carabela, and 1946 Kaiser & Frazer cars with HJK and JWF beside them. The photos are pictured in the October issue.

Dear Mr. Rankine:

Enclosed are your pictures and the article by Robert Ackerwold. Also a copy of the magazine with a condensation of the article is in this envelope.

The article is on pages 16 to 20. At the conclusion is a notation about your help. We certainly appreciate your help in making the issue more interesting.

It seems to me that those photos do not look as good as when you sent them. If the photographer harmed them, please let us know what the charge will be for replacement and we shall send a check right away. (Editor's note: The photos are NOT in any different condition than when sent.)

In appreciation of the article and pictures loaned for our use, we are setting up a subscription in your name for a year. We hope the magazine will be out nearer to a regular schedule from here on.

By the way, since the article of Ackerwold's was condensed, some of the direct quotes he had in were left out so in our listing of his credits, just the names of the sources are made, and not the dates.

There is another feature which will be included in future magazines. That is an article by some one on "My Favorite Car". If any one in your Club would like to submit a short article with a picture on this subject we would like to include it sometime during the next year. The December issue is going to feature the state of California.

Yours very truly,
MOTOMART PUBLISHING COMPANY
(Mrs.) Grace R. Brigham

Editors Note: The MOTOMART PUBLISHING COMPANY has two publications for those who may be interested in subscribing. A weekly and the monthly. The monthly magazine rate is: .35 cents per issue or \$2.50 per year.

GETTING ACQUAINTED ACROSS THE MILES

By *Lynn F. (Mac) McAtee*
A/IC USAF (Japan)

I guess the first time that I really started to 'fall in love' with K-F cars was in 1953. I was still in school then and hadn't been driving too long.

I spent a lot of free time at the K-F shop at home in Bozeman, Montana and so came to know the people there quite well. After a while I became sort of an erand boy and so forth in the process of which I was able to drive almost all of the types of K-F cars they had on hand. Ther one that really sold me was the "Dragon!"

The owner of the shop had the first one to be sent in to our area. To be fair about it, I would say that I put more miles on it then he did.

I have had quite a lot of cars since then, none of them K-F (great! -Ed.) until I purchased my '49 Kaiser Virginian, here in Japan. Although the car is now 11 years old it is still the most comfortable, easy to drive and well made cars I've had.

A few days ago I was talking to a friend of mine here on the base who has a '59 Ford. Ever since he bought the car he has had trouble with it. i.e. clutch, leaks around doors and trunk lid, squeeks, rattles, front end not standing up even after continual adjustment. He asked me to drive his car and see if I thought I could do anything to adjust the clutch. After driving it I was just plain disgusted. Not only is my Kaiser easier to drive but its more comfortable, much better looking and in my opinion an all around better car.

I asked him if he would like to try mine to compare them and after driving it a while he said that the only thing he could think of to improve it would be a little more power, which I do not agree with. This, of course, is each man's own opinion.

Lynn F. (Mac) McAtee - KFOC # 179

Editor's note: The above was sent in by "Mac" to which he added this post-script:

P.S. I have a '47-48 K-F parts manual and would like to trade it for a '49 Kaiser shop manual if you know of anyone desiring to make the trade.

Mahey I'm all wet, but it seems to me that they just introduced a late '48 book with a few parts angles from the '49 cars, such as trim and so on; so if anyone has one of these and would consider the trade, I'm sure "Mac" would appreciate it. His complete mailing address is shown in our "List of Members" in this issue.

QUESTIONS & ANSWERS

Charlie Gibson has sent in a question concerning our last QUARTERLY. I have no information on the item other than what is already know and perhaps one of our members can supply Charlie with the answer. Mabey even Vern could write him.

"The picture you have in the QUARTERLY of Vern Brown's Henry J, should have been listed as a 1951 and not a 1952. Please let me know if I'm wrong"

Editor's note: There were a number of errors on the titling of last issues picture pages since the work was done at the printer, and no "copy" can be submitted for such items, however, the accuracy here might be more in finding out just exactly what year car Vern has. I believe Vern mentioned he did have a Darrin motor in his Henry J, so mabeey he has other justifiable modifications.

A question sent in by D. W. Moore: "Will a '47 cylinder head fit a '53 motor? I have an old '47 motor will it fit a '54-'55 Willys pick-up (6 cylinder motor) or my '53 Kaiser? Also will the manifolds, carburetors, generators, starters and water pump from the late motors fit on the early motors? In other words I would like to know if its worth-while keep an older type motor to exchange any good parts on to my '53? It runs fair and most of its parts are in fair to good shape".

Editor's note: It would seem a shame to me to throw away any parts to a K-F car unless they are absolutely in-salvageable, however, I imagine that you would prefer to trade for later type parts. If any members car help him on his above questions please write him.

THE NEW LINCOLN IS STILL 10 YEARS LATE!

Up 'till this time, I had felt that the '60 Mercury shadowed the '54 Kaiser styling; with its concave similar grille, almost identical instrument panel and so on, but the 1961 Lincoln is the one to see. In fact I want to urge you to go to a 1961 Lincoln dealer and see one.

Then take a few minutes and digest the styling of that car. First, the fender-line.....compare it to the '51 Frazer.

Now.....they call it "classic", they call it "different", they call it "new". I call it an insult to the '51 Frazer, and late on top of it all. It's a good example of some advertisers dream-come-true. Something which the manufacturer has finally decided to build despite their usual policy of "change for the sake of change". New? Perhaps 10 years ago, mayhap, even prior to the War.

But the fact remains that the manufacturer who now builds this car was among those who criticized K-F along with other independents for being "different", "new" and style-wise inexperienced. Alright.....now who's building the orphan models and "upsidedown bathtubs"? With all this, they've still got nerve enough left to introduce a 4 DOOR CONVERTIBLE! 1961 new...Hah.....but then they say that imitation is the sincerest form of flattery. Good try, Lincoln stinks, but you're still 10 years behind.

ADDITIONAL '51 FRAZERS

We haven't put any of these jobs down in print lately, what with a lot of pictures, extra information and so on, so they've been stocking up. In case anyone is interested in obtaining one of these increasingly rare numbers here are a few more to add to your lists.

- #8628 This one has just been repainted in the original Oakwood brown shade and being restored to original condition by its owner until a call to serve with Uncle Sam so is now for sale (see our "letters to the editor" section in this QUARTERLY).
- #6794 A 4 door sedan. Junked. Milton, Pennsylvania
 #4089 A 4 door sedan. Junked. Milton, Pennsylvania
 #3432 A Vagabond. Junked. Milton, Pennsylvania
 #6331 A 4 door sedan. Junked. Milton, Pennsylvania
 #4302 A 4 door sedan. Junked. Milton, Pennsylvania
 #3932 A 4 door sedan. 78,497 miles on the odometer. A four door sedan and reported in "generally good shape", in a junkyard in Davenport, Iowa.
- #1154 A Hardtop owned by a former K-F dealer. Bill Brown has the details on this one.
- #7797 In a junkyard in Davenport, Iowa. A grey 4 door sedan in fair condition.

TECHNICAL TIPS

If you take a look at most of the new models, you'll find that they have been making one of the more useless items on the car useful. And, except for looks what could be more useless than a glove box door. But for those of you who may have been to a drive-in restaurant in a newer model you have found they have made the glove box door into a tray or little table when opened down. A quite useful idea and due to hing arrangements, virtually impossible on the majority of Kaiser-Frazer automobiles.

Ah...but Paul Barker has found the answer to this one too. For, on his innocent looking '53 Kaiser instrument panel Paul has such a table-tray arrangement without even looking at the glove box assembly. When its up, the dash looks no different than any other '53 Kaiser, but its there! Just pull the radio speaker grille down from the top and "presto", there is your tray on a '53 Kaiser.

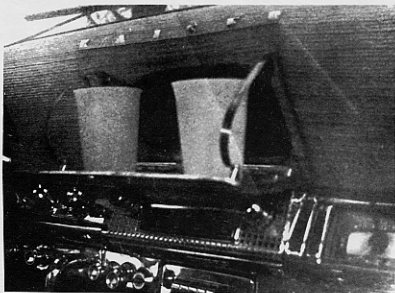
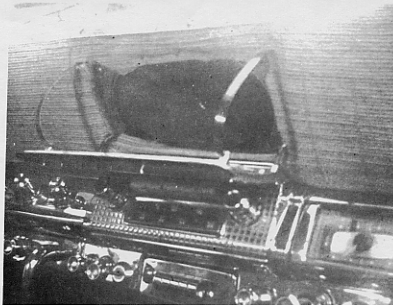
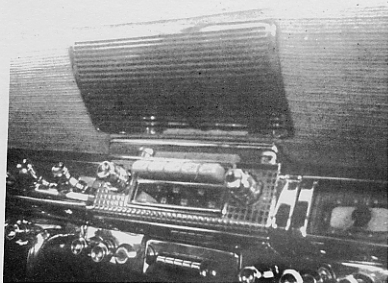
Very unique is the idea, that it can by no means injure the radio speaker grille by its re-engineering, nor the speaker itself.

To make the return springs tenuous, Paul has used an old clock spring and curved it to his needs. This tension holds the grille up securely in place when not in use and support when the grille is down in tray fashion.

Once up in place again, there is'nt a trace of change.

CLASSIFIED ADVERTISING

If you haven't already noticed on our title page, the cost of classified advertising is now, nil. From now on, anyone wishing to place a classified advertisement in the QUARTERLY they may be placed free of charge. Other advertising rules are in effect permanently.



NEW IKA ADDRESS

In October, IKA sent us a card indicating their change of address. The card is as follows:

Please note that as
from October 21, 1960, the
Buenos Aires offices of
INDUSTRIAS KAISER ARGENTINA
will move to

Sarmiento 1230 - Buenos Aires - Argentina
Tel. 35 - 0071 - 4024 - 4073 - 5086

LADIES AUXILIARY

A note here from the WHITE TRIANGLE NEWS, publication of the Hudson-Essex-Terraplane Club. One of the women in the group is organizing a ladies auxiliary of the club with dues set at one half of membership dues of the national club.

It's a good idea and something for one of our members wives to concentrate on. This would, also, give them a little more of "something to do" at the meets. If worked properly we could get a good deal of publicity. Especially on charitable items which the ladies group could sponsor for KFOC.

NEW PRICE ON IDENTIFICATION PLACQUES

If you haven't already noticed, the price of our identification placques (see title page) has risen. The additional charges does not indicate a change in the placques themselves, but rather in their processing. Due to a great many orders the placques must be made faster by a faster method. They are still ordered by Jack Silverman and processed by him, however, a couple of the processes normally executed by him must be done by the foundry now to keep up the pace for filling necessary orders. The new price is \$7.50 each for NATIONAL, ASSOCIATE, and LIFE-TIME members. Charter members, whose charter member number appears in the center medallion spot on the placque, may be charged additionally since the process of putting the numbers in requires an additional engraving fee.

For any further details on the above, contact Jack and I'm sure he will be able to explain further.

PARTS

Green Light Auto Parts Supply Corp.
RFD #2
Three Rivers, Michigan

The Green Light auto parts place is reported to have some late model parts, except no '54 Kaiser parts. Dan offered this address and I believe he got a new rear face bar for his Traveler quite reasonable.

SNYDER & SMOREY (Used Auto Parts)
Pottsville Hi-way (Route 122)
5 miles from Reading, Pennsylvania

Send in by an Antique Car enthusiast, he thought we might be interested inasmuch as they had approximately 30 or more junked K-F cars.

The following letter I received from Don Elliott on October 13th, 1960. I understand this is a different "Bob Smith" than the member "Bob Smith" of KFOC, but also had a K-F dealership and has Henry J parts which he is interested in disposing of:

"Dear Tom:

I contacted Bob Smith last weekend while I was in Milwaukee. He used to be a Kaiser-Frazer dealer. He still has a collection of K-F parts. He also expressed a desire to help any members with problems of a technical nature if needed. He is now a Studebaker dealer so any answers would probably be a long time coming, but I think he would help. Says he has a lot of parts for the Henry J in storage, so any H-J owners might be interested in contacting him - "

Bob Smith Motors
35th and Burnham
Milwaukee, Wisconsin

STANDARD SURPLUS COMPANY
2205 West Sample Street
South Bend 19, INDIANA

The Standard Surplus Company is believed to have shock absorbers for 1947-1951 Frazers for \$2.95 each - new.

LETTERS TO THE EDITOR

Dear Mr. Elliott: (Don sent this one in, in case someone may be interested in the car).

I would like to see one of the K-F Club members get my Frazer, I would like to keep it but I have a rather large collection of Fords and am running out of room.

The car has 7,000 miles since it had a rebuilt motor and new brakes. The tires are about 70%. I don't have a picture but will take one and send it to you.

I called an auto transport and they would take it to Chicago for \$190.00. I would drive it for expenses. I believe I could make the trip for \$150.00. If you know of someone else who would like to have a convertible there is another one here that can be bought. It is in good condition except that both seat cushions are worn and three of the power windows don't work. The top is fair.

You could drive one and tow the other, and cut expenses about in half. If any of this information will help you to get the car, please let me know.

Sincerely Yours,

Eugene Wolf
7950 N. Wabash
Portland 17, Oregon

Editor's note: This car is a '51 Frazer Convertible, in case anyone is interested in purchasing it.

A prospective member is looking for a wiring diagram for a 1953 Kaiser radio. If anyone has one, he would appreciate the help of sending it to him:

Mr. Art Pratt
3748 West Scott Street
Milwaukee, Wisconsin

Dear Sir:

I saw your article in "ROAD TO YESTERDAY". I am a collector of Model A Fords;

having parts from 35 cars. I usually visit all the local parts yards regularly for Ford parts and came across about 30 Kaiser-Frazer's. I am enclosing some of their name cards I thought they would be of some interest to your members--you might want to send these cards to them.

As for myself, I like the last of the Kaisers, but never had any. Some had beautiful body styles.

I hope these cards will be of some help of yours truly, and members.

Yours for the good old cars.

Freddie Johnston

Editor's note: (SNYDER & SMOREY under our parts section for the yard address).

Dear Tom:

If you will recall, you received a long distance call from me August 9th, after which, you sent me a letter briefly explaining your organization to me. I would like very much to join but I find that I am going to be spending two years with Uncle Sam, much to my disapproval. I am putting my Vagabond up for sale presently and I thought that I would give your club the first crack at it. I hate giving it up now that I have gotten it so close to its original condition. It has a new battery, clutch, voltage regulator, points and condenser, carburetor kit, etc. A valve job was just done along with a new (original color) paint job which, by the way, was quite hard to find. Oakwood brown--- I was also able to find new rocker panels which were installed before it was painted.

I would appreciate your passing the word for me or even sending me a list of some possible buyers. I will be glad to send pictures to anyone who requests them. The serial number is F515-008628. I purchased the car from the original owner. I sincerely hope you will do what you can to help me out.

Thanks ever so much, Yours,

Tom Lawton

Gentlemen:

Information is now being compiled for the revised ENCYCLOPEDIA OF AMERICAN ASSOCIATIONS, third edition, to be published soon.

Your help in providing current information concerning your organization will be greatly appreciated.

Will you please fill out and return the enclosed form so the listing for your organization will be accurate and up to date. A sample form is reproduced on the reverse side of this letter to serve as a guide.

Many thanks for your assistance,

Sincerely,

M. E. BROWN, Editor
Encyclopedia of American Associations

WHY A KAISER-FRAZER OWNERS CLUB ? *

Why an owners club for Kaiser-Frazer cars when they are only a decade old? Should their preservation be considered essential yet? If you begin to count them, you'll find that they are very rare in any kind of shape. Those that junkyards possess are usually 'lost cases'. Starting such a club gives Kaiser-Frazer members the advantage of better choice before it is too late.

K-F cars were the 'newest thing' on wheels directly after the War and were just as honestly built as those of already well-established firms. Other companies were still using outmoded designs. K-F cars had more room, a properly balanced weight distribution and superior handling and roadability. As we see what has come from Detroit manufacturers since, it is apparent that K-F styling, engineering, and principles have been copied in a thousand ways, exemplifying the saying that "imitation is the sincerest form of flattery".

There seems to be something about a K-F automobile that makes both the owner and the viewer stop and think. It was this that brought the K.F.O.C. about. Two or three of the owners began corresponding some three years ago with the idea of organization of a 'home' for these automobiles. On April 19th, 1959 at Chicago, Illinois, a group of about a dozen people met after advertising in one of the national automobile magazines. These were the founders of the Kaiser-Frazer Owners Club. The advertisement brought over 300 inquiries, and each was answered inviting the K-F owner to join.

The first annual Convention was in 1959 at St Louis, Missouri. This year it was at Bluffton, along with the 1960 Buckeye Region of the Classic Car Club.

The publication is the Kaiser-Frazer QUARTERLY. This is the way that members gather together across the miles in KFOC, for the K-F QUARTERLY contains parts, technical, and lead information; pictures of members cars, pictures of regular factory models and information on them; histories of cars; advertising; general Club information; news on the annual convention as well as articles on the NEW 1960 Kaiser being built abroad.

The Club maintains a library of literature, shop and owners manuals, and advertising material on K-F automobiles. Details on special cars can be furnished.

The most interesting of all Kaiser-Frazer automobiles to be had by those in the K-F spirit are the: Kaiser Dragons, 1954 and 1955 Kaisers, 1951 Frazers. All of which are limited-amount automobiles with a tag of "SPECIAL INTEREST" on them. Other cherished items in the K-F line would be those made in quantities of only a handful: the first front-wheel drive Kaisers of 1946, early K-F models with the mechanical rear sway eliminators, and special show and personal models built for movie stars, diplomatic personages, and others like these.

KFOC prides itself on a quality publication, good enjoyable times at the Conventions, and an interest in both the members and their cars. We hold our own exhibit each year, with trophies to the members cars. We like to know each and every one as a person, not a number. Address headquarters of the Kaiser-Frazer Owners Club is at the home of the Executive Secretary: Paul M. Barker, Rural Route #7, Crawfordsville, Indiana. (Editors note: This article is reprinted word for word and was written back in the early part of 1960. This is to clarify the fact that we have since changed Secretary)

(more)

* Reprinted from the September, 1960 of MOTOMART'S "ROAD TO YESTERDAY". The article composed by Thomas Rankine, President of Kaiser-Frazer Owners Club of America.

We know that each person who has ever owned a K-F car will not forget it. Whether these owners ever come in contact with KFOC or not, they will always remember their Kaiser-Frazer cars as being above a "regular" car, or "outstanding". Like the Marmon, the Stutz, the Pierce-Arrow, the Duesenberg, and others, K-F's day in this country is done, but for those who enjoy them yet and know their value, KFOC is here. For those who enjoyed good automobiles from 1946-1955 in the Kaiser-Frazer family there is a welcome for you in the Kaiser-Frazer Owners Club.

But MOTOMART wanted a breakdown on THE Kaiser-Frazer Owners Club.....not WHY a Kaiser-Frazer Owners Club; so for the most part, that will satisfy any curious seekers. But if you want to know the real reason why all this is here today, I guess it all started with one car. One particular car. I don't want to brag about it.....well.....mabey I do. And since everyone seems to hold me responsible for this whole mess, I guess I'll just pass the buck. Pass it onto 1948 Frazer number FRA 96694. Body number F-485012144. Weight, 3410. Title cost for license plates: 11.90. Low priced model. Rear-sway eliminator. Color: Linden Green.

Many of you know me and know darn well I don't have a '48 Frazer (anymore) so how did I retain all this information? Well, the car has long since gone.....long since.....(I know, I've tried countless times to find it) but I've still got the title to it and I'm keeping it.

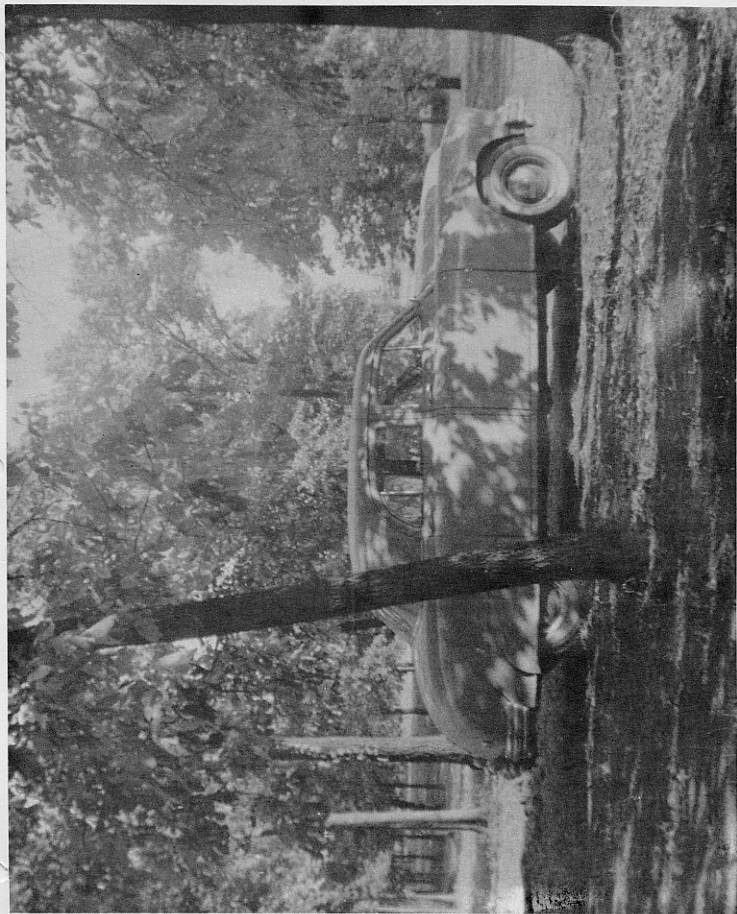
Because, that '48 Frazer.....now there was a car. To know this cars dependability, performance, and a downright pleasure to drive is like knowing your own self, inasmuch as you are only as dependable as you make yourself. This automobile really had a personality. Some thing, when you cover almost 60,000 wonderful, carefree, miles in less than a year, and can say I enjoyed everyone of 'em, something, is either suited to you, well built, or else you've just got a soft spot for.

With this car, I guess I've got all three.

But it wasn't anything really special. The original bill of sale here says I got it from the Maxwell-Gratiot Used Car Lot in Detroit and paid (including all the goodies they tack on) a grand total of \$79.25. The car being almost seven years old. Condition? Fair to good. Sills rotted out, left quarter above the wheels beginning to go, lots of accessories, tires in good condition and interior also good. With a new set of sills on it right away, she looked good again. Run? She ran like a clock. Smoothest running automobile a person could ask for - from beginning to end - . After talking with the previous owner (A west-Detroit garage-man) I found the speedometer to be correct: It read: 2,998 miles. This, of course, he explained, 102,998. That's o.k., I didn't care.....all I knew was the car I had purchased for \$79.25 was a real honey. The mechanic did say the car had served him very well since new. (Originally purchased at Gilmore Motor Sales, in Detroit).

But after driving this car for as long as I did and K-F now on their way out, I just couldn't appreciate why a company who had built such a superior product as this I was driving, could possibly go over the hill, so to speak. But they did. I guess that's why I felt there should be some form of follow-up on the preservation of these cars. It was after that that George Domer got the idea for KFOC and I more or less executed it, collaborating our simultaneous idea.

Executed it with as much inspiration as I knew how. With as much inspiration to just "drive on, and on, and on," in #96694 as it had. I'd give just about anything to have that car back again (destroyed about 50% in a wreck in Missouri) so you folk in Missouri in KFOC if you should happen to see it the Michigan, 1956, license number is MF-8923. On the next page is #96694.....WANTED! DEAD OR ALIVE!



THE 1960 DIVISIONAL MEETS

As was announced at our 1960 National Convention and in the last QUARTERLY, our Divisions were all organized and in operation now.

We are going to use the term "DIVISION" exclusively to make our breakdown sound a little more similar to the original K-F organization. The suggestion was offered by our Vice President, George Domer, and well worth retaining.

This brings us to the Eastern Division. After the meet, I received the following letter from George from which excerpts of same are reprinted here as a description of the meet:

"Our division had its first meet at Hershey on October 8th, as hoped for. Not too many — but considering the lateness of notification of members it was a worth-while start."

"Those who attended were, Mr. & Mrs. Harry Moulder and Robert Pyfrom with their '52 Kaiser. Mr. Joseph Sadusky and his '54 Kaiser Darrin, Mr. Stanley Obarowski, Mr. William Gibson, and friends."

"I had a fellow drive our Frazer down so we had the three together plus another Kaiser Darrin from New York state belonging to Ellen Window."

"We decided to collect \$2.00 yearly Divisional Dues for postage, etc. We are also going to pick some activity of a major Club in the Spring, probably here in Pennsylvania or New Jersey and meet with them again next May or June."

While we're on the subject of future meets, our next Mid-West Divisional meet is at Turkey Run State Park, near Paul Barkers place. Turkey Run, I believe, is about 30 miles south of Crawfordsville, Indiana. The meeting is planned for sometime in the spring, however, further details will follow after additional plans have been completed.

On the 22nd and 23rd of October ('60) the Mid-Western Division had its first meet and it turned out quite well. Among those present were: Dan Koert and Charlotte and their '52, '53, and '54 Kaisers; Paul and Marilyn Barker and their '53 Kaiser 2 door; Glen and Mary Wendorff and their '54 Manhattan; Lester Groff and his wife and their '53; Ed Hausgen and son and his Darrin; Mr. & Mrs. Chuck Hoskins and their '53; Walt Schach as his '51 Frazer; Bob Fittro and his wife and their '53 Kaiser; Gene Dillenburg and his Frazer Vagabond, Loran Meier and his wife and their '54 Manhattan, and yours truly in the 'old battle-wagon'. All told, I think someone counted around 30 in attendance.

We laughed some, worked some, talked some, ate mostly, and didn't accomplish much, but it was fun as usual, and to say the least, interesting as always. Glen got in a traffic mess in Havenport but fortunately only a dented left door which shouldn't be too much of a job to repair, and it always makes us feel good when we can think: It could have been worse.

While we're on the subject of meets, after our 1960 National Convention at Bluffton I received a letter from George and what he had to say started a pretty big snowball. The following are excerpts from George's letter of September 7th.

"Hello Tom:

Had an interesting experience while in Dearborn. (George and his wife drove to Dearborn, Michigan after Bluffton to visit the enchanting Henry Ford Museum-Ed) Stayed just around the corner from Greenfield Village about 1/2 mile. While driving into the parking lot and trying to figure out where to go, a fellow in a Volkswagen pointed to the correct spot to enter. We did and as I parked, the VW came along side. A very distinguished fellow without a hair out of place got out and asked me if he might look over the Frazer.

After assurance that I'd be pleased, he told me his name -- which I, unfortunately, did not get exactly, but it was something like "Deuge". He now works for Ford and said he was the engineer in charge of body for the '51 Frazer.

He wanted to examine the little "V" shaped clip at the bottom of the large grille piece. It is an aluminum casting and he wanted to see how the chrome held up as that was the first time anyone had tried to plate cast aluminum -- according to him. - (True-Ed.)

More -- He told me a man's name, Herb Weissinger, who now works in the Dodge Studios, Chrysler Corporation, was the stylist for the '51 Frazer! With your connections at Chrysler, couldn't you get to this man and talk with him??!!

One more item. He also told me that the former K-F employees hold a yearly re-union (about 150 or more there last year)! How about connecting with them and scheduling a meet in conjunction with their affair. I'll bet they would be receptive to the idea if they are interested enough to hold a re-union. Also there should be potential membership in that group!.

The Detroit area phonebook didn't list any information on a "K-F Employees Group", so I contacted Mr. Weissinger who was now working out at another plant of Chryslers. After obtaining his address from Personnel, I visited with him one future evening.

We talked for a couple of hours. Mr. Weissinger has a beautiful suburban estate, and he mentioned that his wife is an invalid so he is devoted to her side even in his spare time. Mr. Weissinger owns no K-F cars.

He does, however, have some very interesting material. Among which was a photo of a 1951 Kaiser Convertible. According to him, one of 6 (six) built. He has been generous enough to loan me the photo to be reprinted in our QUARTERLY, and we gratefully acknowledge his kindness in this. He has two such photos....one in color (the car is a light blue) and another black and white which is the same picture except for the above difference. It is pictured in this QUARTERLY.

As I mentioned, we talked for a couple of hours, during which he came out to look over the Vagabond. I sincerely felt a bit of pride in having Mr. Weissinger view my car in its present condition for his first expression upon seeing it was: "I thought I'd never see another one of these cars!"

He pointed out many of the K-F Corporation problems; items on the car that cost a good deal of money to engineer and things which no other contemporary manufacturers would consider; how Edgar Kaiser was against the "radical" change to the '51 Frazer rear quarter panel treatment at the lights. The reason for the similarity between the '51 Frazer front end and that of the first Henry J's, which

too, was one of his styling mecca's. I looked at photos of the original clay model of the '51 Kaiser sedan, in the background of some of these photos in the K-F styling studios could be seen such rare drawings as a Henry J station wagon, pick-up truck, convertible and so on. He described how the '51 Frazer grille was prior to its production state and how the medallion was actually, style-wise, too big, for the grille. He commented on how the '54 Kaiser styling was so poorly proportioned in relation to the original body style back in '51 and how the '54 taillights, to him, cluttered the original basic design of simplicity.

Two things stuck in my mind over all else, though, I think. The first: being that K-F was always "broke", as it were, they had no finances to correct any small errors which large scale engineering is so prone to encounter. Those of you who may feel some really big "goof" on your K-F car can pretty well attribute it to bad financial state of the corporation, surmised Mr. Weissinger. Second: He elaborated on the fact that the '51 Frazer was about as "custom-built" a car as might be had by any means in America in 1951. His comment embraced the thought that if it could be fabricated or sewn, it could be ordered on a '51 Frazer!

I wrote George back indicating I had talked with Mr. Weissinger and told him many of these things at that time. George then returned the reply in his letter of October 24th. The following is, in part, some of this letter.

"Hi Tom:

A short report from the "Veep".

First, I found your report of your visit to Mr. Weissinger about the most fascinating bit of reading I've had the pleasure of going through in a long time. This is the stuff for which clubs such as ours exist.

I believe, firmly, that we should not take ourselves so seriously that we eliminate fun, but at the same time and compatibly, we should preserve history. (I agree on this 100%, George -Ed.) You did a fine thing in taking the time to see that gentleman." Hope you are able to make connection with the K-F employees group. My idea is that it could lead to a national meet in conjunction with their re-union. It would be mutually beneficial, I should think."

Well, I did make contact. Mr. Weissinger promised me the list of the members of this K-F employees group, but he did not have the time that evening to search for it and promised to look for it shortly and call me. In the meantime, a man from Willys wrote me asking for details concerning the Club. Thinking perhaps he may know, I gave him the Club information and asked if he could supply me with the requested information. He had no list, however, was able to give me the name and address of a Norman Giroux who was the man in charge of it. Mr. Giroux was kind enough to lend me his only copy. Then, as promised, I returned it to him. The list contained some 340 names to which Don Elliott has promised to send usual Club details to;eventually to all 340.

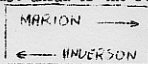
Now, George suggest a meet with these people and I'm all for it. However, I was told their annual reunion is around Christmas-time which is a highly-improbable time for, I imagine, the majority of KFOC members. They also mentioned it was, more-or-less, just an annual mens social gathering. I've naturally invited Mr. Giroux to join, however, no word from him as yet.

Any suggestions on organizing a meeting between the K-F employees and KFOC? If anyone is interested in a little extra-curricular work, I'm sure Don would part with the list temporarily. I felt the report on this situation might be of interest to KFOC members.

....just a thought.....

It may be too deep for some people, others just wouldn't notice, but it hit me right away since we learned about all sorts of famous singers in grade school music class. Well, call it co-incidence or call it anything you want, but it stuck in my mind the minute I saw it as being kind of "interesting co-incidence".

As you approach the "STOP AHEAD" sign at the junction of US 24 and State Road 9 in Indiana there is a sign just ahead of the stop sign which reads like this:



Anybody else get the connection?

A rather clever Burma-Shave sign on US 23 (South) through Ohio which is the only place I have ever seen this sign reads:

"Drinking drivers
nothing worse
they put the quart
before the hurse"

(Cart before the horse?)
This one must have taken quite a bit of
thought to work out so synonomously.

Now, here is one for Doc. If you put a longer front end on a Cord, could it be called an extension-Cord?
no?

The other day while mailing out some belated membership cards, I found I had run out of the smaller type envelopes for which were intended the mailing of membership cards in. Sooooo, I had to use two or three of the larger ones.

Occasionally, as some of you may know, I slip in a little note with the new membership card if there is some change in your disposition of the card.

Now, when I got to the post office, they had a slot for: PACKAGES, a slot for: LONG LETTERS, and a slot for SHORT LETTERS. Well, it so happens that one of the longer type envelopes had a letter in it. Not a long letter.....in fact, a kind of short letter.

Naturally, I deposited the long envelope (the one with the short letter in it) in the SHORT LETTERS slot.

The clerk hotly jumped over the counter and began to interrogate me in a manner which made me feel a bit retarded; by asking: "Why put the long one in the short one?"

We exchanged opinions, but I still think they should revise their signs. After this they go in the mail box OUTSIDE. Come to think of it, I've never noticed a suggestion box in a post office.

Tom: Dan, I'm going up to the cleaners....want anything?

Dan: No.....do you think the Frazer will make it, Tom?

Tom: Oh, I think so Dan, its taken me to the cleaners before.

I'll bet some of you didn't even know we had one.....

But, we do. Right from our first meeting of April 19th, 1959. A big date for K-F enthusiasts to remember. Below is our original bit of dictum for which the principles of this group stand on. Pretty general as constitutions go, but it's nice to know that we don't lack any of the proper formalities.

Originally, we had a number of them run, and many of the older (longer-standing) members may still have their copies. For those who have never seen it, we are publishing it in this QUARTERLY. Now that we have our own printing equipment we can make extra copies for members request them. Every prospective member should also get a copy so that he can read in fine detail the aims and functions of our Club.

Additional copies of our constitution may be had by asking for them. Merely write the President.

CONSTITUTION OF THE KAISER-FRAZER OWNERS CLUB OF AMERICA

The name of the Club which is a non-profit membership organization shall be:

THE KAISER-FRAZER OWNERS CLUB OF AMERICA

The purposes for which the Club are founded are: For the development, publication and interchange of technical, historical and other information for and among members and other persons who own or are interested in Kaiser-Frazer motor cars; domestic and foreign, between the years of 1946 and present, and to promote social intercourse and fellowship among its members; and to maintain references upon and encourage the maintenance and preservation of all such Kaiser-Frazer automobiles.

SECTION II - MEMBERS

MEMBERSHIP: Active membership in this Club shall be open throughout the world to any person who shall bein sympathy with the interests and purposes of the Club.

OTHER CLASSES OF MEMBERS: Other types of membership may be provided by the officers according to the best interests of the Club.

ARREARS: Any member who falls arrears for more than two months shall be dropped from the ROLL OF MEMBERS, and may be re-instated only after application to the President and payment of the current years dues; beginning a now fiscal year.

EXPULSION: Any member whose conduct is judged to be not in keeping with the best interests of the Club may be expelled after due hearing through the affirmative vote of a majority of the officers. A notice of the charge shall be mailed by registered mail to the member against whom the charge has been presented and he shall be given a period of 30 days to present a defense before any action shall be taken against him.

SECTION III - OFFICERS AND DUTIES OF

ELECTION OF OFFICERS: The members at each annual meeting of the members (National) shall elect by popular vote from their number a President, Executive Vice-President, an Executive Secretary, and an Executive Treasurer; all to serve for one year and until their successors have been elected and qualify.

DUTIES - PRESIDENT: The President shall preside at all meetings, he shall appoint all committees, he shall have power to decide all questions of equal division and have all the powers and duties usually vested in the President.

EXECUTIVE VICE-PRESIDENT: The Executive Vice-President shall serve in the absence of the President.

EXECUTIVE SECRETARY: The Executive Secretary shall record all minutes of the meetings of the members. He shall perform such other duties as may be prescribed by the officers and those that pertain to the office.

EXECUTIVE TREASURER: The Executive Treasurer shall collect and disburse the funds this Club as may be ordered by the President. He shall render a financial report of the Club at the Annual Meeting of members (National) and whenever the President may require same.

proxy voting: Cumulative and proxy voting by members of the Club is prohibited.

Order of Business: Robert's Rules of Order Revised, shall govern this Club in all cases where applicable, and in which they do not conflict with the constitution of this Club.

SECTION V - CLUB POLICY

The Club or any region or division thereof shall not, under the Club name, participate in conjunction with any commercial activity.

SECTION VI - APPEALS

Any member of the Club who may find cause for dissatisfaction with its operations may appeal in writing to the President. The Officers decision on the matter is final.

SECTION VII - AMENDMENTS

Any proposal for revision of the constitution shall be submitted in writing to the President. If the proposed amendment be approved by the Officers by an affirmative vote of three of the four (3 of the 4) Officers at the meeting at which the proposal is presented; the Secretary shall include notice of the amendment with the next issue of the Bulletin.

Should the proposed amendment be not approved by the Officers, the Secretary shall notify the submitter of the Officers action. If the proposed amendment be then resubmitted to the Secretary on petition signed by at least ten members in good standing, at least one of whom must be a duly elected member of the Officers; then the Secretary shall include the notice of the proposed amendment with the next issue of the Bulletin for annual election by members. The proposal shall be voted on at the Annual Meeting of the Club (National), and if carried by an affirmative vote of a majority of the members present and voting; shall be deemed to be adopted

ALL AMENDMENTS SHALL BE IN FULL EFFECT UPON THEIR ADOPTION

BY-LAWS

article 1:

SECTION 1: The principle office of this Club shall be maintained at the office of the Executive Secretary.

article 2:

SECTION 2: The President may approve all applications for membership in this Club.

SECTION 3: Charter Members shall be the first 13 members who joined the Club; beginning in 1958.

SECTION 4: Dues for active members shall be \$5.00 per year. Beginning, 1959.

SECTION 5: Dues shall be charged for the fiscal year beginning date of issue of membership card to paying member.

SECTION 6: The Annual Meeting of the Club will be held at the voted most convenient place of the majority of the members, but, regardless, will be held at least once a year.

article 3:

SECTION 1: The publications branch (Editor) shall consist of an Editor and such other members as may be required to publish all official Club publications including the publication supplements of this Club.

SECTION 2: The historians branch (Historian) shall be used for what purposes the Club may need to supply same with historical information, and be the Club's advisor to the same.

article 4:

SECTION 1: By laws may be amended at any meeting of the officers by a majority vote of the officers present, provided that notice of the proposed amendment is given to all officers prior to the meeting, amendment to be effective upon adoption. KAISER-FRAZER OWNERS CLUB OF AMERICA - APRIL 19th, 1959

Editors (and President's) Note: Minor changes in this constitution of the Kaiser-Frazer Owners Club have been made continually on the original "copy" sheet of the constitution to make the constitution continually more applicable to the Clubs functions and aims.

Any formal amendments incorporating a full scale change or actual operations in the Club will be submitted as noted in the constitution itself. Other additional changes and/or supplements in our constitution are strictly grammatical for "face" of the constitution itself.

It is advised by the office of the President that the Divisional Directors make up constitutions for use of their Division, using our original constitution as a guide and the Divisional constitution to be a supplement to the National.

LATE NOTE: Yesterday I received a letter from Don which contained a letter to him from a: Milton Golden, Clintonville, Wisconsin. In case anyone is interested we felt the printing of it in the QUARTERLY beneficial. "My next door neighbor bought a Kaiser Virginian new in 1949. That is the model resembling a convertible you will recall, and was quite rare as only a few were built. I have seen only 3 in all these years. A few days ago he traded it for a later model used car and it now sits on a used car lot. Tires are supposed to be like new and the car is beginning to rust out in a few places but due to the rarity of it I think it is well worth \$150.00. It seems to be good mechanically and it has been driven every day that I know of for years. If you or anyone is interested in it let me know immediately by airmail or phone and I will get it off the lot and hold it for you. However I would appreciate some sort of deposit so I know the buyer won't let me sit here holding the car as I have to pay cash for it and I certainly don't want the car. I am interested in cars 1912 or older for myself. Also would like to say that we had a very active Kaiser-Frazer dealer here and this country is full of used parts. One junk dealer has about 50 cars alone, so if you need something and I can help you just let me know."

Again at this Holiday Season -
FROM ALL OF US TO ALL OF YOU A
VERY MERRY CHRISTMAS AND MOST
JOYOUS NEW YEAR

FOR SALE: 1948 Kaiser 4 Door sedan. Airway blue, 9,500 actual miles. Original condition throughout. No Trades. \$450.00 firm. Lester Groff, 406 Clark Street, Aurora, Illinois.

TRADE: (only) 1951 Frazer Vagabond. Excellent condition. Trade for 1947-48 Frazer or 1947-1950 Kaiser (must have overdrive). Equal condition only.