

Dear Friends and Members:

I've been looking for the perfect place to insert this little bit of editorial to those of you who might be interested. A letter reprinted, in part, in this issue is from our good friend 'Doc' Wandhenk of the Buckeye Region of the CCA. The 'Doc' and I exchange publications to keep each other's dirt-in-the-sandbox, so to speak.

Dear Tom:

The winter issue of the "Kaiser-Frazier Quarterly" was just delivered to me and I want to compliment you on a fine job. I don't suppose that anyone except a brother editor realizes the work and effort that goes into a publication like yours but you must...you had to spend many hours of your time before you stuck it into the mail slot....Congratulations.

I'm still pounding out our little opus. I'm sending you one by separate mail. I'm getting awfully tired of it. I've done it two years in this region and two years before in the old Ohio Valley Region before we left it to form our new one. In four years, you cover the ground pretty thoroughly and your brain begins to get a little threadbare.

Now, although I've still got a good deal of material in the offing....'Doc' is right. If the fire isn't kept burning....it'll go out. A person's mind can get a little "threadbare" just drawing from one source....one person.

Nothing adds to this situation more than the lack of apparent interest by the membership and material to be published each time. One of these days our subject matter is going to run out as the "general interest" column of our publication is good for only ten years of manufacture....which doesn't take long to exhaust.

It isn't good editor-ship....nor does it look good for the publication, if the editor has to continually prod the membership for contributions to the publication. Friends, the QUARTERLY is not something which is made for the sake of making it. It is nothing but a KFOC meet on paper. So and so in Nevada might be interested in the Kaiser Convertible you saw three years ago on Main Street in Miami Beach. We can classify all these things, and they are items of interest building for a maximum amount of contact between members from quarter-to-quarter and from meet-time to meet-time. Magazines and newspapers have different editors under one publication...each with their own department, so do newspapers. It is by and for all of us, so no vast amount of material can be too much....too often. You can usually tell by a Club's publication just how much interest is cultivated by the membership and just how much of the material is contributed by the membership.

We've got a parts warehouse full of stuff that should be arranged, categorized, and entered in full detail EACH AND EVERY TIME THE QUARTERLY IS PRINTED.

Just think of the publication we could have if everyone obtained one little advertisement to insert each time, or one commercial ad each time....how much it would help to defray the cost. Or some form of article to keep our subject matter scorable by each member each time. Many of you own your own business' and have to advertise anyway. Many others work with automobile clubs which do restoration work or outside advertising. We are NEVER going commercial as long as I have anything to say for that dissolves a working interest, but all of these little items help to make our publication more interesting.

Beginning this issue we are starting a series of articles by our very talented writer, Bob Ackerwold.....official man responsible for "THEY SAID IT COULDN'T BE DONE!"

The article will be entitled "K-F Selected Highlights." "Selected Highlights" is from the original K-F DEALER NEWS magazine and WILLOW RUN SALES NEWS. Each issue we will feature one year of news. When one reads the enthusiasm shown in these early days of K-F before they began to "change"....one wonders what happened to the spirit which seems so titanic and full of "drive" in K-F's beginning. In this issue we start with the first of the articles....1947.

Incidentally, the first few pages of the last edition of the QUARTERLY were a bit erratic, printwise, At first some difficulty was experienced with the mimeograph machine by the ink separating from the oil causing a poor copy. The machine had to be run extremely slow making it unreadable in places and in other places too dark. The situation has been corrected now resulting in a standard copy each time with a minimum of speed.

Many thanks, friends, for your favorable compliments on the QUARTERLY. I am far from the epitome of editor-ship and as uneducated as I might be from an English Language standpoint I will continue to improve it as much as possible. I hope too, however, that every single member will try to improve on his or her share of contribution to the QUARTERLY as well as the Club's cause and its operation in 1961.

Sincerely,

Tom Rankine

Tom S. Rankine....Editor & President

INVITATION

The fact that we have individual divisions now, is not a sign that the Club is in any way divided, broken down, broken up or such. The Club is still a National group first

For example if any of our members wish to attend any and all meetings of the Club in any other Division.....this, of course, is permissible. The National: Most everyone that can possibly make its meet annually is expected to attend....and most welcome.. regardless of the condition of their car and so on.

This also applies to the Divisions, and at the same time....although you are not expected to attend anything more than your own Divisional meets and the annual National meet, this does not mean that you cannot attend the meets of another Division. You are very much allowed to and most welcome by its members, I'm sure.

APPLICATION BLANK

A good suggestion has been offered by Charlie Seewoster.....that we insert an application blank with every copy of this QUARTERLY for each member to use in obtaining another member. So that the excuse of "I didn't want to break-up the issue" won't be used it is paper-clipped in each persons copy for easy extraction without damage to the rest of the magazine. Let's all try and get at least one new member this time. More application blanks available upon request from either Don Elliott or myself.

.....not to be repetitious, but more to introduce the pictures which we did not have at publication time on the last QUARTERLY, we now have some pictures of the '60 Mid-western meet developed. We'd appreciate the same from other Divisions too in the future. On page 14 are a group of photographs which were taken by Ed Hausgen inside the motel at which we stayed at. In the upper left hand corner, it is in the motel room and shows Bob Fittro and his wife, and Mary Wendorff posing in the chair beside them. I don't know whose back that is. In the photo at the right is Dan Koert seated on the (of all things....) the vanity, Paul Barker with his head down, and Marilyn seated to the right. In the second row of photos is our stronghold from Aurora, Illinois, at the left Gene Dillenburg, Wally Schaich in the middle, and Les Groff and his wife to the side. To the right of this photo is the entire group (window in back ground)....the lineup of cars yonder in the distance. The handsome gentleman in the left of this picture is Rock Island's own Chuck Hoskins and his charming wife. Charlotte has her back turned making sure no one steals the '54. In row #3 to the left at the left side of the photo is Bob and his wife again, Mary Wendorff (still sitting) and I believe the legs belong to Davy Allen and his wife. The photo at the right of it again shows Mary Wendorff, and Bob and his wife. The bottom photo at the left has Marilyn Barker, 'til 'ol me in the middle, and the flying Dutchman to my right with his lovely wife Charlotte by his side. The right-hand bottom row photo shows Dan again and Charlotte, the two industrious directors of the Mid-West Division. What is that car at their right.....a PLYMOUTH????! That's blasphemy! Who took these photos?

Paul M. Barker
Rural Route #7
Crawfordsville, INDIANA

PERSONALIZED STATIONERY

Now you can have personalized stationery for your own use and at the same time help out the Kaiser-Frazer Owners Club. A minimum order of 250 sheets is required and the approximate cost is about .02 cents per sheet. Order now and insure quick service.

your name, address and your car

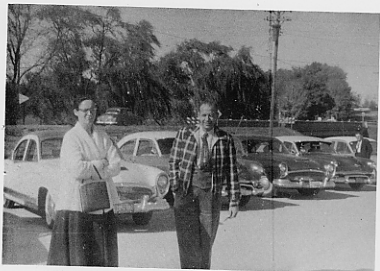
half-tones

THE "HO HUM" DEPARTMENT

Always, but always, when you're in the middle of explaining the purpose of such a Club as this someone will pop up with the question...."what do you do for parts?" Immediately you can throw the junkyard angle at them.....if they are above that it'll take a little thought, but about the best one for this month is just reply: "They never need parts."

.....friends, to stop your crabby neighbor from hollaring about sections of his garden hose going amiss now and then, a solution is here. R. Allender & Company in Detroit now has for .03 cents each those little 5" rubber hose sections used in K-F cars to keep the stone shields on '51 Frazers and '54 Kaisers from rattling against the bumper brackets. Contact the President for your supply. Of course.....the neighbors hose is cheaper.





CLUB EMPLOYMENT BOARD!

WANTED: Technical Director.

The Technical Director of KFOC is in charge of the setting up, making arrangements, contacting the proper people and so on of the National Annual Meet. The job is really easier than it might sound since it is only once a year. It is kind-of a KFOC Chamber of Commerce Department. So far it is just on the National level that we should have a Technical Director, but best take it now before we decide to tack on the Divisions.

WANTED: Overseas Director.

Have we any foreign correspondents in the crowd? Thus far our Overseas Division is rather inert. The person for this job should maintain relations with foreign magazines, newspapers, or contact Kaiser Industries abroad. It is a good field for the Club to develop since Kaisers are really still in production. And, there are bound to be a few K-F enthusiasts in Egypt and Timbucktwo.

Just a notation for "grabs" in the Mid-Western Division....the Eastern Division has their own publication. A Bulletin-sheet which keeps the members informed whenever there is news in their Division or on pertaining National Activities.

I think that the Director, Dan Koert, ought to turn out the publication...be-what-it-may as yet, for the time being since details are not too diversified in our Divisions as yet, however, anyone interested in taking on the job contact Mid-Western Director, Dan Koert.

AUTOMOTIVE INDUSTRIES

A special news item reprinted from the Eastern Division's Bulletin: If you have access to AUTOMOTIVE INDUSTRIES of July 15th, 1960 you will find an interesting article on Purchasing for World-wide Willy's Manufacturing Needs on page 57. Several pictures of plants in Argentina are included. Here is the caption from the picture on page 61. "Industrias Kaiser Argentina, S.A., an affiliate of Willys Motors, Inc. produced 23,750 vehicles at its plant at Cordoba, Argentina in 1959 and is currently turning out more than 2500 vehicles per month with 1960 output expected to approximate 50,000 units. Six models of "Jeep" vehicles are produced and three passenger cars— the Kaiser Carabela, Renault and the Bergantin, a medium-sized vehicle with a body designed by Alfa-Romeo". (There'll be plenty of '54 styles around now - Ed.)

TECHNICAL TIPS

We have some real good mechanics in our Club, I'd be willing to say for certain. From experience I KNOW Crist Gabriel, Chuck Hoskins and Dan Koert are. And I think I've been told that Herb Ivie is tops in all of the Hoosier State, and I understand that Brother Silverman was General Lee's personal mechanic on Confederate Jeeps, last war....but our Canadian member in Kerwood, I'll bet, is just about the only guy that could have solved the problem I had with our '54 Kaiser. I'll just bet that if I had taken it any place else, I would have driven out with a new front main bearing. For sure, Ray too, like Crist, Chuck, Dan, Herb and Jack is a top mechanic. As a farmer once told me.....you HAVE to be good to work on a K-F car.

We worked continuously from about 9:30 on monday morning to about 2:00 on tuesday morning. Of course, a minority of the time was consumed in K-F gab, but the job was

puzzling and for someone else with this same problem, we thought we had better let everyone in on what we found. And for those of you who might have had this trouble continually and don't do your own mechanical work, Ray would be most happy to take your car in and correct the situation for you at a very nominal cost.

It started, I'd say, with my noticing a "knock" in the motor of our '54 Kaiser. Not a real bad knock.....in fact a heavy, and kind-of "rumble", more so than a knock. My ear is sensitive to the slightest noise in a motor, so I just called it a knock.

In winter I haven't much of a place to work as our garage has no heat, so I decided to pay a visit to Ray Brown and at the same time get this deplorable situation corrected.

I told Ray it was one of the two front rods, preferable #1 (thats because #1 is the hardest one to get at), and Ray said it was undoubtedly the front main bearing. I've never experienced any main bearing trouble before on K-F cars, but rather the rods so I was prone to think it was a rod.

Well, the rods were all tight. We pulled a couple and the bearings were in absolute perfect condition. So after a look of "I told you so", we took Ray's suggestion and went into the front main.

Well, brains, I told him jubilantly after we had pulled the front main bearing...it too, is in perfect shape. But, as usual, I was all wet. Sure it was perfect.... worn perfect. Ever hear of anything like that? Worn perfect. If you were to just pull the bearing and look at it, it was perfect. But, it was worn down about .002 on the TOP edge only. The bottom part of the bearing was standard size yet, while the upper half was worn .002 perfectly the entire surface of the upper half bearing.

It would do no good to insert a new bearing in it. Why? Because the block of the car itself is not true. Ray says that he has fixed about half-a-dozen K-F cars with the same illness. And it cures them every time. Since the block is not true, if you put another bearing set in, it would go the same way. The crank would wear .002 from the upper half only again, and, again, it would begin to knock.

We inserted a piece of very thin, (brass, I believe) about .002 or a little better shim underneath the lower bearing. This was to bring the bearing up (lower one only) from the bottom to meet the crankshaft's wear of .002 clearance by cutting the upper bearing by the same clearance. If we had put a new bearing in, it would have worn again the same way.

Now, no knock, and we can still use the regular bearing that was in there for the life of a good bearing; a regular bearing. It was either that or line-bore the block and crankshaft. With this in mind, the motor has to come out requiring that much more additional work.

I doubt that any other mechanic would have known the trouble and been able to have gone right to it and fix it with the experience of others behind. Anyone else with this trouble, Ray Brown is your man.

The only thing that we still haven't been able to figure out on this, is how can a clearance of .002 make any kind of a knock. When we used the machine which forces oil through the engine's oiling system with the pan off, that knock sounded like about .007 clearance on a rod. It really rattled. Neither Ray nor I can figure how a main could possible make that much noise on a clearance of .002!

"Selected Highlights"

By Bob Ackerwold

Late last year, I received a letter from Bob Ackerwold dated December 28th, 1960 which contained with it, a good deal of very interesting reading. Rather than go into detail which would only be repeated by Bob's letter, his entire letter is re-printed and the subject material will start a new series in the QUARTERLY entitled "Selected Highlights".

Dear Tom:


Just a few lines to accompany the enclosed "Selected Highlights" that I have gleaned from my collection of WILLOW RUN SALES NEWS and KAISER-FRAZER DEALER NEWS. My thought is that you might want to run this in the next KAISER-FRAZER QUARTERLY. Certainly Tom, feel free to edit it if you want to use it in part or in whole. If this sounds OK with you or to you, I'll continue the series for future issues of the KAISER-FRAZER QUARTERLY taking it year by year with the next installment covering the year 1948.

Congratulations, Tom, on the Winter 1960-1961 QUARTERLY; it certainly must rank as one of the finest and best issues of any periodical of its kind, including the CLASSIC CAR. (We just lost 'Doc'....Ed.) The letter from Joseph Frazer, the visit with Mr. Weissinger are certainly gems.

We are eagerly awaiting details on the 1961 National Convention because Dorothy and the kids and I certainly hope to make it this time. No longer will summer school interfere - I got my master of arts degree from the University of Colorado this summer of 1960. Sometime you might want to investigate Kingswood as the site of a convention if Minnesota wouldn't be too far off the beaten track. Kingswood is the former George A. Hormel estate that is operated by George A. Hormel II as a hotel-inn-restaurant. The Upper Mid-West Region of the Classic Car Club of America holds its Spring Meet there each year. I would be happy to investigate if for you in the future if you would so wish, Tom.

Here's hoping that you had a Merry Christmas and that the New Year will be filled with good things for you and yours.

Sincerely,


Bob Ackerwold

After reading through the material which Bob had sent, I thought back.....back to 1947 when I recalled seeing a picture of the 100,000th K-F car in the Detroit News. Perhaps they would be able to supply me with a picture to accompany this article. I looked over their file once before and they had about as complete a file with the exception of Kaiser-Frazer Corporation itself, as you might find anywhere. Whether they still had this stuff or not, was just a chance.

I Vagabonded on down to the News and was able to obtain the photo I had seen years ago showing the '47 Kaiser as the 100,000th K-F car. That photo is in this issue. We now have the photo in the Club files. I figured it was worth the \$2.00 for the right to the negative. Also was able to obtain a photo (at the same price) of the produc-

tion line at K-F dated 1946. K-F made quite a splash in these parts when they first hit publicity, as many people put them on the same slate as the liner Titanic. No previous reputation except its financiers and backers, but with an overwhelming ideal to overcome the entire auto industry eventually. Due to the publicized financial wizardry used in building the company....it was hardly possible that they could "go broke" as quickly as they were made. Production figures previous to 1951 show this. I'll let Bob's article take over from here. The photo of the 100,000th K-F car as described in Bob's article is shown on page 23.

WILLOW RUN SALES NEWS:

May 2, 1947 - "Faced by a production average of 400 cars a day during the latter part of the month, Kaiser-Frazer topped all previous monthly totals -- 7141 in January, 5500 in February, 6293 in March -- with an April high of 7846 cars built.

Concurrently, Edgar Kaiser, Vice President and General Manager, announced that the Willow Run Plant would run on a six-day work week basis, operating Monday through Friday on nine hour shifts, and eight hours on Saturday. This schedule, affecting 7400 manufacturing employees, went into effect on April 28th and will continue throughout the month of May.

Still number one problem for K-F, according to Mr. Kaiser, is the supply of engines. Although the Continental Engine Plant in Muskegon, Michigan is getting materials and help from Willow Run, actual shipments from Muskegon for Kaiser and Frazer cars are not meeting delivery promises.

In Detroit, however, the situation is brighter. Bottleneck-breaking Ed Hunt, production manager of the K-F Detroit Engine Division supervised the building of nearly 6500 motors in the month of April and production is increasing daily.

Operations at the Detroit plant under K-F management began early in March. In less than two months 10,000 units were produced and shipped to Willow Run. Summing up the situation in a talk before department heads, supervisors and foremen, Mr. Kaiser said, "Our hope is in Detroit and the men who are building engines for us there".

Workers at Willow Run hit a banner day on April 22nd, when they built 435 cars. This figure soared over the previous daily high of 401. Production planners originally had scheduled the building of 7340 cars during April. The end of the month total of 7846 exceeded that original total figure by 506 automobiles. Mr. Kaiser pointed out that the corporation is aiming for the production of 10,000 cars in May and 12,000 in June.

As of the close of shift on April 30th, a total of 38,531 had been manufactured since assembly line operations began at Willow Run in June 1946. Of this 22,732 were Kaisers, 14,793 were Frazers and 1006 were the new luxury Frazer Manhattans.

Orders for the Manhattan model Frazer nearly doubled in the last two weeks, according to a Sales Department summary. The units, now in assembly line production, are being given special upholstery treatment on a section of the number two trim line."

May 16, 1947 - "How Are We Doing?"

Firm Name	Cars Built	
	January 1	May 12
Kaiser-Frazer	30,466	
DeSoto	27,573	
Cadillac	20,093	
Packard	11,633	
Willys	11,633	
Lincoln	11,151	
Crosley	6,413	

Whom are we pushing?

Chrysler 36,976"

May 29, 1947 "Earlier this year the Frazer Manhattan was named the 'Best Dressed Automobile of 1947' by the New York Fashion Academy. Said K-F's President, Joseph W. Frazer, 'this car has been styled and fitted for those who demand the ultimate in passenger automobile luxury.'"

July 11, 1947 "Foreign honors came to this Frazer model (a standard Frazer) as it was awarded the 'Grand Prix d'Honneur' in the Cannes Beauty Parade of 1947. A Frazer also won the 'Grand Prix d'Honneur' in the April Monte Carlo Beauty Parade:!"

"Reflecting Kaiser-Frazer's steady climb to a place immediately behind the automobile industry's "Big Three", the June production total of 12,039 lends dramatic emphasis to the gap that was closed since June 1946 when only six cars passed through the Kaiser-Frazer assembly process."

August 22, 1947 - "The 75,000th car was produced at Willow Run - a Speedwing Grey Kaiser was another major attraction in the exhibit (Illinois State Fair) and also was used to head a parade through Springfield streets to the city hall."

October 3, 1947 - "At Willow Run's final assembly area the camera captured and memorialized the high point of the 100,000th Car Celebration. Thursday, September 25. Tanya Knaus, assembly line worker attired in Gay Nineties costume for the milestone ceremony, scissored the ribbon releasing the 100,000th vehicle. Her act was viewed by 13,000 employees and approximately 300 distributors and representatives. Holding the severed ribbon strips are Henry J. Kaiser, Chairman of the Board, and Joseph W. Frazer, President. Capping the climactic event, Kaiser, with Frazer seated beside him, drove the 100,000th K-F vehicle off the factory assembly line." (The 100,000th car was a Claypipe Grey Kaiser Custom, first of the new luxury Kaiser vehicles.)

October 3, 1947 - "Want some sales talk material on the Kaiser Custom? Here are some vital statistics about K-F's new luxury Kaiser, prepared by the News Bureau of the Public Relations department for members of the press, dealers and distributors.

Refreshingly new color styling and luxurious interior appointments are distinctive features of the new Kaiser Custom four-door sedan."



The addition of this model to the Kaiser-Frazer line gives buyers a wider range of choice, not only in interior and exterior color combinations, but also in built-in accessories, chrome trim, upholstery fabrics, comfort and convenience features. The Kaiser Custom is identical with the Kaiser in its principal mechanical features and in its graceful silhouette and flowing body lines.

The new model is being offered in six exterior colors - Linden Green, Horizon Blue, Clay Pipe Gray, Saddle Bronze, Coral Sand, and Onyx. Color stylists have carefully harmonized these exteriors with blending or contrasting interior color schemes which extends to the moldings, instrument panel and steering wheel as well as to the fabrics. As in the Frazer and the Frazer Manhattan, the seats in the Kaiser Custom are of air foam construction. Exclusively in the K-F line, the Custom is equipped with luxurious extra wide center arm rests of unique design in both front and rear seats."

November 14, 1947 - "As a step toward the immediate goal of producing 1,000 cars per day at Willow Run, Edgar F. Kaiser, Vice President and General Manager of Kaiser-Frazer Corporation, today announced that on November 17 the company will add a second shift to its production line in the body-in-white, paint, trim and final assembly divisions. The new workers will swell K-F's Willow Run employment to nearly 15,000. Production in October, highest yet for K-F reached 18,701 units. Daily average for same period was 748."

"1947 Automotive Production Comparative Analysis.
January 1 to November 8.
Source - AUTOMOTIVE NEWS TRADE REPORT

Kaiser-Frazer	- 114,945
Studebaker	- 102,679
Mercury	- 102,486
Nash	- 95,060
Hudson	- 89,283
Chrysler	- 87,020
DeSoto	- 72,190
Cadillac	- 48,092
Packard	- 44,188
Willys	- 27,865
Lincoln	- 24,627
Crosley	- 16,689

Those were the days! The independents were really having their day.....especially Kaiser-Frazer. That list doesn't leave too many ahead of K-F.....little wonder all the big companies were becoming concerned. The year of 1951 brought 131,000 Kaisers sold alone (plus the 10,000 Franzers) which I think was K-F's biggest year. I doubt that '49 and '50 brought as high production figures as 1947. Just guessing though, so we'll all know for sure in the Summer issue which was K-F's biggest production-sales year. As I recall, the dealers had little trouble in selling the cars due to their being so very plentiful. In fact, many people complained about the cars being overpriced, but to elude the black-market made purchases anyway.

1948 will be in the Summer issue of the QUARTERLY.

DESIGNED TO NEVER GROW OLD

Our feature car for this time around.....the fabulous '54 Kaiser.

As Sophie would say....I'm bigger and better than ever and gettin' better every year! we can liken the '54 Kaiser. Although it has a past which eventually dates back to 1951 it has as promising a future elsewhere as it has had an exciting past.

"Last of the Kaisers", I think Motor Trend once called it, yet among the rarest cars to find, and likewise one of the most difficult to restore. Anyone who ever becomes in the knowledge of knowing where any of these cars remain in junkyards yet, let us know. With a thought of almost: "regardless of its condition", chances are someone in the Club will want it.

For those that are earnestly out to buy one in reasonable shape, my suggestion would be to go to Toledo. That is where they were seen last and just a drive through the city you see one every now and then. With any other city....this is not so. The '54 Kaisers are just not to be found anywhere, anymore. In fact, with production figures for '54 Kaisers at 5,323 and 15 for the '55 Kaisers....one could hardly expect to ever see very many.

"The new car with the big change", my brochure here says. "New super-powered '54 Kaiser." New Grand Prix Styling.....Honored with more international styling awards than any other car of our time...Kaiser now introduces tomorrow's trend in motor car design.

Grand Prix styling for '54, styling born of international competition in the Salon's d'Elegance of two continents.

You'll find much of the continental (including the motor-Ed) in the '54 Kaiser's dramatic jet-air-scoop grille and new longer, low-sweeping lines...much of the airborne in its new-style steering turret with new toggle-type controls.

And much, much of the out-of-doors in its freer, roomier interior styling—for it is graced with more glass and blessed with more luxury than any other standard American sedan. Even at night you'll know it at a glance by the dramatic gleam of its Safety-Glo rear fender lights as it flashes by.

Inside and out it has the look of the future—the bright and enduring future for which it was built. New '54 Kaiser Manhattan—Once again the world's most beautiful car!

Big Change in Design.....Big Change in Performance - Power on Demand.....
.....Big Change in comfort and convenience. '54 Kaiser. "The new car with the big change".....the magic K-F words.....'54 Kaiser - In every line, it's styled to win your heart.....and powered to run away with it!

Does this make you '54 Kaiser owners feel a little proud? It should...for it was very obviously designed to never grow old. South America....take it away!

From a technical standpoint, the '54 Kaisers are very confusing automobiles. In the first place, I don't know of any other car which, at first, was such a victim of

leftovers. The '54 styling was a mid-year changeover to begin with. The first '54 Kaisers which were titled '54's from the factory were using '53 bodies, interiors, and minor trim which is carried over from back as far as 1952 models. These first half-and-half '54's had the above-mentioned items, but used the '54 taillights, '54 type front end, and the "226 engine"....however, with no blower. When I say "226", don't become confused. We all know that they are all "226" engines, however, only the '54 Kaisers had the motor with the "226" inscribed on the head.

Just to give you a sample of the vast amount of combinations I've seen, yet all on the " '54 " list, I'll run through some of them.

'54 front end, taillights, head; - No supercharger, and one with '53 backlite and interior. The one I recall that had the supercharger was a Manhattan, the one without was a Special. I've also seen said Manhattan without a supercharger. Then there's the "all, thoroughbred '54" which most of us know. Slightly different interior treatment on the Special models' seats, and no supercharger unless specified by the original purchaser. I have seen some Specials which have a broadcloth headliner and others with the vinyl type.

Another one which helps you to begin chattering while choosing just: "which model do I have" was the trim.....that is the wide mouldings on the door bottoms. I have seen Manhattans at the Willlys warehouse in Detroit with the narrow ones and Specials with the wide ones and vice-versa the way most of us see them. To prove my point of arbitration, in this issue is showing a photo of a strange one. Look at the tags on the windows and writings and so on.....yes, it was brand spanking new in this photo. It is the '54 style, '53 inside, '53 rear window, '54 taillights.....it is a Special and it has the wide mouldings. The later-type Special, apparently built after they found out what they were doing, shown in this issue has the '54 inside, '54 rear window, taillights and front end, but it has the narrow mouldings!

So we can see that the '54 Kaiser is a car of many faces; but in any form rare just the same and a real beauty to own and drive. I would be willing to say that a majority of our members own '54 Kaisers for they are among K-F's best....or should I say K-W? Below is a list of our members who own '54 Kaisers. This leaves 5,291.

Bill Gibson.....A Special
 Paul Barker.....A Manhattan with an Olds "88" "on demand".
 Dan Koert.....One Manhattan and another on the way....
 James Owach.....has a '54 with the '53 inside and rear window
 Ray Brown.....a couple of '54's. One real nice with overdrive and the blower and another wrecked and two others owned by relatives.....
 Don Godfrey.....is still hanging on to his Manhattan
 Glen Wendorff and Crist Gabriel have a flock of 'em: Crist has four. Three Manhattans and one Special which looks like a Manhattan. One Manhattan has power steering. Two have superchargers. Glen has one which he's restoring with only 14,000 actual miles on it; the sharp white one which he had in Davenport last year. My list here shows a third one, but I can't recall it. Crist is an expert at restoring the '54's for anyone interested in contacting him.
 Wallace Donoghue.....has two, one with an overdrive and supercharger
 Ken Lindsey has a brand new (at least it looks that way) '54 with the '53 rear window and interior...and...wire wheels! Ken, when are you going to take that car out of the garage? I read where it isn't going to grow old, so I think you ought to use it.

John Kelley.....haven't seen his yet, but his application says it is a "thoroughbred" one.

Herb Ivie.....is another one with a brand new Manhattan.

Ed Hausgens.....'54 has air conditioning, power steering, power brakes, Hydra-matic, a supercharger and all. A Manhattan

Fred DeVault.....it says here his is a Manhattan too.

Wesley Jokela.....a Manhattan...4 door

William Dunstan.....a four door Manhattan

David Chevalier.....also a four door Manhattan

Frederick Kossegi.....Manhattan four door

Herbert Scutt.....A Special

William Tilden.....A Manhattan

Bob Doll.....a '54 titled as a '55

Loran Meier.....A dark green Manhattan

Dr. Swart.....two '55's. Both Manhattans.

Donald Grau.....has a '54 Manhattan

Frank Bosso.....a Manhattan four door.

Terry Robinson...has about the second '54 that I know of ever purchased from a used car lot with a complete and working supercharger.

and we have a '54 Manhattan which Paul sold us out from under Marilyn.

That is just about all. If I've missed any of the '54 owners its because I don't have the latest information from you or else you haven't turned in an application blank. Just an item of interest on the '54's. One of our "has been" members, Dale Lambert, had a "thoroughbred" '54 Special with power steering.

The '54 Kaiser. Among the best of K-F and a very fascinating automobile, to be sure.

CLASSIFIED ADVERTISING

- WANTED: Complete set of 1953 Kaiser DRAGON nameplates, hood and trunk ornaments. (NEW) Also information on replating old set of Dragon trim. (GOLD) Don Elliott.
- WANTED: Set of wire wheels for '53 Kaiser. Write: Don B. Elliott, 116 North Washington Street, Marion, INDIANA.
- TRADE (only): '51 Frazer Vagabond. Would like to trade for earlier K-F car, in equal condition only. Would like to trade for '47-'48 Frazer or Manhattan, or '47 to '49 Kaiser. Must have overdrive. Thomas S. Rankine, 32121 Thorncrest Drive, St Clair Shores, Michigan. PR-50739.
- SELL: 1953 Kaiser Manhattan two door. Show room condition throughout. Radio, Overdrive, heater, chrome dash and fully carpeted. Rebuilt motor and transmission. New paint. Palm Beach Ivory top and Copper-dust metallic bottom. Absolutely no rust. For price write: Paul M. Barker, Rural Route #7, Crawfordsville, INDIANA.
- SELL: 1954 Kaiser Darrin 161 sports car. Original pine-tone green finish. New whitewall tires. Car is in perfect mechanical condition and has only 18,000 miles on it. Driven only as a second car since new. Best offer over \$1800. Norman W. Woolley, 12 Burnett Avenue, Maplewood, NEW JERSEY. SO-27400.
- SELL: Am building new home, must sacrifice '51 Frazer Sedan. Restored. New Maroon paint, overhauled '53 Kai or motor, overdrive transmission rebuilt. Reupholstered front seat with center arm rest. Chrome extra good. Good whitewall tires. Suburbanite tread on rear. Over \$400 spent in restoration. First \$250 takes it. Paul M. Barker, RR #7, Crawfordsville, Indiana. Telephone 282, New Market, Indiana.
- SELL: 1951 Kaiser 4 Door Deluxe. Hydra-matic, \$100.00. Dwight Dollinger, Box

#271, Milan, OHIO.

FOR SALE: Body parts and sheet metal parts for 1947-1954 Kaiser, Frazer, Henry J.
New. Contact: Harry F. Mills, 1853 Liddicot, Wayne, MICHIGAN.

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