



# KAISER FRAZER Quarterly

JANUARY ISSUE 1963



BY SKETCH BY  
*Darrin*



**KAISER**  
KAISER-FRAZER  
PRODUCT



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**FRAZER**  
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# They Have What America Wants!

*1947 Kaiser and Frazer  
Win Overwhelming Public Approval  
... 100,000 Advance Orders!*



**KAISER—With Front-Wheel Drive!**

Now, for the first time, the advantages of modern front-wheel drive for all America! Plus sturdy, war-proved Torsionetic Suspension, for new riding smoothness and safety! Wheelbase 117 inches. Overall length 203 inches. Engine, 85 hp. 6 cylinders. Widest seats in any volume-production car. Unexcelled driver-vision.



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Maximum roominess with modern beauty of line. Smooth, effortless power. Wheelbase 123 1/4 inches. Overall length 203 inches. Rigid box-section frame. Engine, 100 hp. 6 cylinders. Rear-wheel drive. Semi-elliptical springs in the rear, coils in front. Widest seats in any volume-production car. Smartly tailored two-tone upholstery. Unexcelled driver vision. Unrivaled luxury in the medium-price field!

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You will want one of these great new cars. So place your order at once with your nearest KAISER-FRAZER dealer. This will assure you of earlier delivery.

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WILLOW RUN, MICHIGAN



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THE KAISER FRAZER QUARTERLY IS PUBLISHED 4 TIMES A YEAR AND THE BULETIN 12 TIMES A YR IN THE INTEREST OF THE KAISER, FRAZER, HENRY J, AND DARRIN, AS WELL AS THE WILLYS AUTOMOBILES BY THE KAISER FRAZER OWNERS CLUB. THESE PUBLICATIONS ARE SENT FREE TO ALL MEMBERS. NON MEMBERS MAY BUY INDIVIDUAL ISSUES OF THE BULETIN FOR \$0.26 AND OF THE QUARTERLY FOR \$1.50 IF THEY ARE AVAILBLE

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GREETINGS TO "THE MERRY KNIGHTS OF THE RUSTY RIM" AND THEIR "FAIR LADIES."

THE FIRST AND MOST IMPORTANT ITEM OF THIS ARTICLE CONCERNS THE DATE OF THE 1963<sup>27</sup> CONVENTION AT NEW HOPE, PENNSYLVANIA. ARE YOU READY?...HERE IT IS: SATURDAY AUGUST 24 AND SUNDAY THE 25TH. OUR SPOT ON THE 2 DAY SCHEDULE WILL BE ON SATURDAY IF THE PROGRAM IS FOLLOWED EXACTLY AS IN FORMER YEARS. YOU WILL RECEIVE MORE INFORMATION ON THIS IN FOLLOWING MONTHS. THE NEXT THING TO CONSIDER IS A PLACE TO STAY WHILE IN NEW HOPE DURING THE CONVENTION WEEKEND. NEW HOPE IS A SMALL TOWN SURROUNDED BY SMALL TOWNS. NO LARGE MOTEL THAT COULD HANDLE OUR GROUP AS ONE UNIT IS CLOSER THAN TWENTY MILES. WE WILL, NECESSARILY, BE DIVIDED INTO MANY SMALLER GROUPS, ALL REASONABLY CLOSE TO EACH OTHER. IN THIS MANNER WE WILL BECOME MORE CLOSELY ACQUAINTED WITH OTHER MEMBERS IN OUR CLUB AND MEMBERS OF OTHER CAR GROUPS.

THE FOLLOWING LIST OF ACCOMODATIONS WILL SERVE AS A GUIDE FOR YOUR CONVENIENCE. IT MAY SOUND PREMATURE, BUT THE SHOW COMMITTEE HAS ASKED US TO PASS ON THE WORD THAT MANY OF THE MOTELS ARE REQUESTING RESERVATIONS BY FEBRUARY FOR AUTO SHOW WEEKEND. NEW HOPE HAS MANY OTHER ACTIVITIES WHICH ATTRACT PEOPLE EACH WEEKEND AND THE AUTO SHOW IS AN ADDITIONAL EVENT IN A BUSY SEASON. MANY VISITORS AUTOMATICALLY RESERVE ACCOMODATIONS FOR THE NEXT YEAR AS THEY LEAVE AFTER A WONDERFUL WEEK END. WE ARE NOT SAYING A PLACE CANNOT BE FOUND AFTER FEBRUARY, BUT IT IS ADVISABLE TO RESERVE AS EARLY AS POSSIBLE AND AVOID CONFUSION AND DISAPPOINTMENT.

ACCOMODATION IN THE NEW HOPE AREA

- AQUA CLUB MOTEL Route 202, New Hope Pa. VO2-2135  
 \$10.00 SINGLE \$18.00 DOUBLE
- BLACK BASS HOTEL RIVER ROAD, LUMBERVILLE PA AX 7-5770  
 \$10.00 SINGLE \$12.00 - 14.00 DOUBLE ONE RIVER SUITE AT \$25.00  
 ALL RATES INCLUDE CONTINENTAL BREAKFAST NO PRIVATE BATHS EXCEPT IN SUITE
- BROOKMORE MOTEL Route 202 New Hope Pa VO 2 - 2564  
 \$10.00 SINGLE \$10.00 - 12.00 DOUBLE 1 TWIN, 1 DOUBLE BED FOR 3 \$14.  
 COT \$2.00 EXTRA RESERVATIONS AS EARLY AS POSSIBLE
- BUCKS COUNTY MOTEL Route 202 New Hope Pa VO 2-5447  
 \$14.00 SINGLE DOUBLE FOR 2 - \$14 TO 16  
 2 DOUBLE BEDS FOR 3 - \$16.00 FOR 4 - \$18.00
- LAMBERTVILLE HOUSE LAMBERTVILLE NEW JERSEY EX 7 - 0202  
 \$4.00 SINGLE \$5.00 DOUBLE TWIN BEDS \$6.00 NO PRIVATE BATHS  
 RESERVATIONS AT LEAST 2 WEEKS IN ADVANCE

NEW HOPE MOTEL      Route 202 New Hope Pa.      VO 1 - 2300

\$10.00 - 11.00 SINGLE      \$13.00 - 17.00 DOUBLE

NO RESERVATIONS FOR ONE NIGHT ONLY

PLAYHOUSE INN      New Hope Pa      OPENS JUNE 15TH WRITE FOR PARTICULARS

STUDIO INN      No Main St      New Hope Pa      VO 2 - 5502

12 ROOMS EACH WITH 1 SINGLE, 1 DOUBLE BED      \$15.00 SINGLE OR DOUBLE

\$2.50 EXTRA PER PERSON FOR MORE THAN 2 PEOPLE. EARLY RESERVATIONS,

ADVANCE DEPOSIT REQUIRED. RESERVATIONS MUST BE MADE FOR 2 OR MORE NITES.

BEL AIR MOTEL      FLEMINGTON NEW JERSEY (13 MILES) \$6.00 SINGLE \$8.00 - 9.00 DOUBLE

COLONIAL VILLIAGE MOTEL      DOYLSTOWN PA. ( 10 MILES) NO ONE NITE RESERVATIONS

NO SINGLE RATE      DOUBLE WITH ONE BED \$10.00 -11.00      2 BEDS 12.-16.00

LITTLE LAKE MOTEL      QUAKERTOWN PA (25 MILES) ON US 309

\$5.00 TO 6.00 SINGLE      \$6.00 TO 10.00 DOUBLE

QUAKERTOWN MOTEL      QUAKERTOWN PA ON STATE ROUTE 663

\$7.00 TO 8.00 SINGLE      \$9.00 TO 10.00 DOUBLE

FLASH!!!

SINCE THE ABOVE WAS TYPED SEVERAL WEEKS AGO THERE HAS BEEN MUCH DISCUSSION AND PHONE CALLS AMONG THE OFFICERS OF THE CLUB AND OTHER MEMBERS AND THE OPINION IS THAT WE WOULD LIKE TO FIND A MOTEL WITHIN ABOUT 30 MILES OF NEW HOPE TO HAVE OUR OWN BUSINESS MEETING IN ON SUNDAY AFTERNOON. CONSEQUENTLY THE CONVENTION CHAIRMAN AND HIS HELPERS ARE OUT SCOUTING THE BUSHES FOR OTHER ACCOMODATIONS WITHIN THIS RADIUS OF NEW HOPE FOR US ALL TO STAY AT. IF ANYONE WANTS TO STAY IN NEW HOPE AND CAN GET THEIR MONEY IN WITHIN THE DEADLINE FINE... BUT WITH THE ALMOST IMPOSSIBLE HOTEL-MOTEL SITUATION EXISTING IN HEW HOPE, WE ARE GOING TO MAKE OTHER ARRANGEMENTS AND THEY WILL BE ANNOUNCED IN EITHER THE NEXT QUARTERLY ON A FORTHCOMING BULLETIN. CONVENTION CHAIRMAN GEORGE DOMER SAID THAT THE OTHER LARGER AND MORE ORGANIZED CLUBS HAVE GROWN OVER THE YEARS TO THE POINT WHERE NO MOTEL COULD CONTAIN THEM ALL AND THEY NO LONGER TRY. OUR IS YET A SMALL ENOUGH ORGANIZATION THAT THE SOCIAL ASPECTS OF A MEET OR A CONVENTION ARE STILL QUITE LARGE AND IMPORTANT.

## PUBLISHERS NOTE.

IF ANY PAGE IN YOUR QUARTERLY IS BLANK OR OTHERWISE NO GOOD DROP THE EDITOR A NOTE AND HE WILL SEND YOU A GOOD ONE.

Dean Moore      Editor - Publisher -  
Typist, Photography & Printer. & some  
times story writer.

ABOUT THE TOWN OF NEW HOPE

HERE IS A LITTLE MORE INFORMATION THAT MAY BE OF INTEREST TO YOU. NEW HOPE OFFERS SOMETHING FOR EVERYONE IN THE FAMILY. YOU WILL FIND AMPLE TIME FOR BROWSING THRU DELIGHTFUL SHOPS AND ART GALLERIES, PERHAPS FOR TAKING A MEMORABLE RIDE ON THE PENNSYLVANIA CANAL BY MULE DRAWN BARGE OR ON THE DELAWARE RIVER BY LAUNCH.

A WATCHMAN WILL BE ON DUTY AT THE SHOW GROUNDS FRIDAY AND SATURDAY NITES IF YOU CHOOSE TO LEAVE YOUR CAR THERE AND RETURN TO THE MOTEL WITH FRIENDS. HOT FOOD WILL BE AVAILABLE AT THE SHOW GROUNDS THRU OUT SHOW TIME. VERY GOOD FOOD I CAN ASSURE YOU AND REASONABLY PRICED. MOVIES (RACING, AUTO ASSEMBLY, PA STATE POLICE FILMS, ETC) ARE SHOWN CONTINUOUSLY INDOORS. FREE SIGHTSEEING BUSES WILL RUN FROM THE SHOWGROUNDS (ON THE EDGE OF TOWN) TO NEW HOPE THRUOUT SATURDAY AND SUNDAY AND ARE AVAILABLE FOR TRANSPORTATION TO MOTELS. SPECIAL EXHIBITS OF SAFETY EQUIPMENT, ANTIQUE COMMERCIAL VEHICLES AND RACING EQUIPMENT WILL BE HELD BOTH DAYS. DEALER DISPLAYS AND A FLEA MARKET ARE ADDITIONAL ATTRACTIONS FOR ALL TO ENJOY.

WHEN YOU COME INTO NEW HOPE ON 202 YOU ARE TRAVELING ON THE OLD STAGE COACH ROUTE FROM PHILADELPHIA TO NEW YORK. THE SWIFT SURE MAIL STAGE MADE THE TRIP BY COACH IN FOUR AND A HALF DAYS, WITH HORSES CHANGE EVERY TEN MILES. THE FARE WAS 20 SHILLINGS. YORK ROAD HAS BEEN A THROUGHFARE SINCE 1711. THIS LITTEL' TOWN HAS SEEN A LOT OF HISTORY AND NATURALLY TIMES HAVE CHANGED. THE BUCKS COUNTY PLAYHOUSE WHERE THE SUMMER THEATER SEASON STARTS IN MAY AND RUNS THRU SEPTEMBER, STANDS ON THE SITE OF THE GRIST MILLS AND SAW MILLS THAT THOMAS PARRY OPERATED IN 1784.

TODAY NEW HOPE IS A BUSY CENTER OF DISTINCTIVE SHOPS, YEAR ROUND ENTERTAINMENT, ATTRACTIVE INNS AND RESTAURANTS SERVING EXCELLENT FOODS, AND A THRIVING PROGRAM OF COMMUNITY ACTIVITIES. THERE ARE CATHOLIC, METHODISTS, AND PRESBYTERIAN CHURCHES IN NEW HOPE AND OTHER CHURCHES IN NEAR BY COMMUNITIES. THE TOW PATH WHERE YOU STROLL ALONG THE CANAL IS THE SAME WELL BEATEN TRACK OVER WHICH MULES USED TO TOW THE HEAVY CANAL BARGES. THE CANAL EXTENDING FROM EASTON TO BRISTOL, SIXTY MILES, WAS BEGUN IN 1828. IN THE 1860'S AS MANY AS 3,000 CANAL BOATS CARRIED COAL AND LUMBER OVER THIS WATERWAY. BARGE RIDES TODAY, STILL MULE DRAWN, ARE ONE OF THE PLEASURES OF SUMMER IN NEW HOPE.

NEW HOPE'S HISTORY DATES FROM 1710 WHEN WILLIAM PENN GRANTED 1000 ACRES TO RICHARD HEATH UNDER THE YEARLY RENT OF 1 SHILLING FOR EACH 100 ACRES. NINE YEARS LATER THE FERRY ACROSS THE RIVER TO LAMBERTVILLE WAS IN OPERATION AND THE TOWN WAS CALLED CORYELL'S FERRY UNTIL 1790. LOGAN INN THE FIRST INN IN THE TOWN RECEIVED ITS NAME FROM CHIEF LOGAN. THIS INDIAN CHIEF ACCORDING TO TRIBAL CUSTON EXCHANGED NAMES WITH JAMES LOGAN, SECRETARY TO WILLIAM PENN. YOU CAN SEE THE CHIEF, REPRESENTED BY A 10 FT FIGURE MADE OF HEAVY SHEET IRON AND PAINTED, NEAR THE ENTRANCE TO THE INN. THE FIGURE WAS ERECTED IN 1828. THE THOMPSON NEALY HOUSE CAN BE SEEN IN WASHINGTON CROSSING P. A. R. K. IN THIS BEAUTIFUL HOME, BUILT IN 1702, DECISIONS WERE MADE ABOUT WASHINGTON CROSSING THE DELAWARE, TURNING POINT OF THE REVOLUTION.

SEE YOU IN NEW HOPE... ( I HOPE, I HOPE, I HOPE)

GEORGE E DOMER 1963 CONVENTION CHAIRMAN



**KAISER**  
KAISER-FRAZER  
PRODUCT



**FRAZER**  
GRAHAM-PAIGE  
PRODUCT

## Magic Names in Postwar Motor Cars!

*The KAISER and the FRAZER*

*America's First 1947 Motor Cars*

*Soon in Production at Willow Run!*

**KAISER—With Front-Wheel Drive!**

Now, for the first time, the advantages of modern front-wheel drive for all America! Plus sturdy war-proved Torsionette Suspension, for all-load, all-road smoothness of ride. Wheelbase, 117 inches. Six-cylinder, 92 hp. engine. Widest seats in any volume-production car. Unexcelled driver-vision.

**FRAZER—World's Smartest Car!**

Maximum roominess with modern beauty of line. Smooth, silent, effortless power. Wheelbase, 123½ inches. Six-cylinder, 100 hp. engine. Rear-wheel drive. Semi-elliptical springs in rear, coils in front. Widest seats in any volume-production car. Unexcelled driver-vision. Smartly tailored two-tone upholstery.

THE FIRST cars to bear the names of Henry J. Kaiser and Joseph W. Frazer have the new postwar beauty, comfort, power and performance that America has been waiting for. And America will not have to wait much longer! Willow Run is ready to go. The job that "couldn't be done in a year" will be completed in less than six months.

Experienced manpower is now flowing into the growing ranks of Willow Run workers. Soon these 1947 automobiles—bringing to you for the first time the miracles of wartime engineering—will be on their way to KAISER and FRAZER showrooms everywhere, far sooner than anyone had thought possible.

Wait for your 1947 KAISER or FRAZER—and be a year ahead! It won't be long now!

KAISER - FRAZER CORPORATION

GRAHAM-PAIGE MOTORS CORPORATION

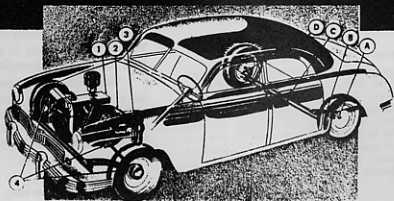
WILLOW RUN MICHIGAN



# MI Tests the



Phantom view of the Kaiser shows "packaged power" front-wheel drive and new "torsionetic" suspension. "Packaged power" assembly combines engine (1), clutch (2), transmission (3) and final drive assembly (4) in a single unit. Torsionetic suspension provides independent springing for each wheel through spindle (A), supporting arm (B), and torsion-bar spring (C), anchored at sides at point (D).





# new cars - KAISER...

Tom McCahill, after testing both, reports on the two most talked about cars of the year.

Looking over the Kaiser, MI's Tom McCahill finds plenty to admire in the streamlined beauty of its design.



NOTHING in years has stirred up as much interest in the automotive business as Jack-of-all-trades Henry Kaiser's entrance into that field. As you undoubtedly know, he joined forces with Joe Frazer, head of Graham-Paige, and together they set out to conquer the world of the horseless carriage. To go into Henry Kaiser's background would be just as purposeless as telling you that George Washington once created a fractional shortage in the cherry market with his little hatchet.

Through the war years, the name Henry Kaiser was known in every corner of the earth. He was the glamour boy of the shipyards, the king of production and his name became an industrial byword. He was the big shot and his power and drive were almost limitless. However, the war ended. Today Henry Kaiser is just another business man who has elected to enter the most highly competitive field in the entire world, the automobile business. From my observations on my trip to Willow Run (the home of the Kaiser and Frazer) he is finding the going quite a bit rougher than he did when he had the Government backing him to the hilt with triple A priorities for steel, rivets or whatever else he needed in building ships and other equipment for war use.

Like all starters in a new field, mistakes are in-

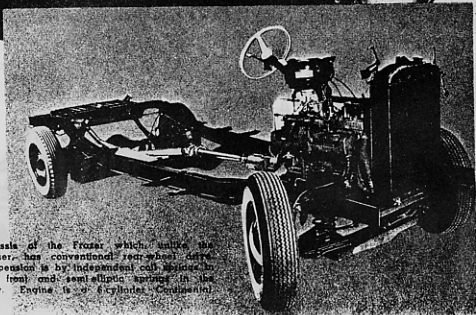


Joseph Frazer, left, and Edgar Kaiser, son of the famous shipbuilder, look over their two automotive namesakes.

August, 1946

# ... FRAZER

There is plenty to admire in both cars, despite their "growing pains."



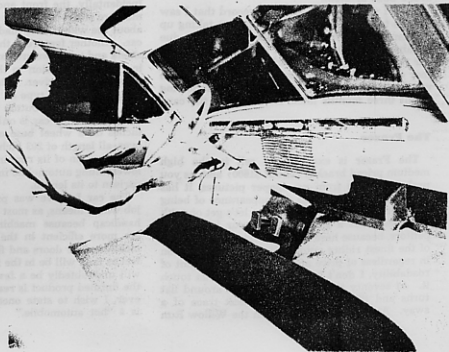
Chassis of the Frazer which makes the Kaiser has conventional rear-wheel drive. Suspension is by independent coil springs in the front and semi-elliptic springs in the rear. Engine is a 4-cylinder Continental.



evitable but it's close to impossible to pull many mistakes in the automobile business and prosper. In the writer's opinion, he made his first mistake by antagonizing his competitors with a Pollyanna attitude toward the one problem of production they consider serious, labor. This is not being written in either the cause of labor or of management, as these problems do not concern this series, but it is being written in an effort to bring you a picture of the Kaiser-Frazer organization and their cars.

Again, in the writer's opinion, Kaiser would have done well to have let one of the older, major companies lead the way in settling labor difficulties and cost problems and to have followed suit, but instead he jumped with both feet into a pool he knew little or nothing about with the result that he now finds himself in the big league with a very small priority to bat with. Without the other organizations it would be next to impossible for Kaiser or Frazer ever to build an automobile, as every car made in America today is an assembled car to one extent or another and these parts are made and supplied by rival automobile manufacturers. For example, Ford makes perhaps the most nearly complete car of any manufacturer but Ford still has to depend on other automobile makers for some

Interior view of front seat, the 62-inch width of which assures passenger comfort. The instrument panel, smartly designed, has appointments of chrome, plastic and lucite. A pressure chamber ventilating system eliminates drafts inside car.



## MI Tests Kaiser-Frazer Cars

things and this is true of every car on the road. United they can build cars, alone, nothing.

I started hearing rumors about Kaiser and Frazer and even read bits in the papers suggesting that they would never build an automobile despite the thousands of orders they had on hand. When I phoned several reliable sources to try to get a little more dope, the reports kept getting blacker, so I decided to get out to Willow Run and case the joint, as they say in detective stories. Arriving in Detroit, I phoned several officials in competitive organizations to see how they were feeling about the whole thing and was told by all that it was doubtful if Kaiser-Frazer had any cars that would really run. My next stop was Willow Run.

At first I thought I was getting a stall because I got stories about the cars being on test runs or one thing or another, all of which added up to the fact that I never even got a look at one that day. The public relations man told me that the engineers didn't want anyone near the cars at that time because they were still working on them. Then I called Tony Motter, Vice President in charge of public relations, in New York, and he started things humming. I was told that if I would come back in a day or so I could do anything I liked with either car so I made a quick trip to South Bend to try out the new 1947 Studebaker and returned two days later.

I was told I could take the Frazer out, but not the Kaiser. Out we went to the experimental garage in a small corner of the huge 100 million dollar mile long plant. Before the afternoon was over I became the first person aside from company engineers ever to drive one of these cars and I drove both of them!

First, I would like to get it on record that I saw quite a few cars of each make. Before taking up the cars themselves I would like to say that due to labor and part shortage it is doubtful if either car reaches the buyer's market before late summer or early fall. The Frazer is scheduled to be on the market first, with the Kaiser following about three months later. Let's look at the cars.

### The Frazer

The Frazer is expected to sell in the high medium priced bracket (about \$1600) and, as you probably know from newspaper pictures, it has excellent lines and gives the appearance of being a higher priced automobile. But let's get on with the tests. Get a good grip on your hats, competitors, because here it comes. The Frazer is one of the finest riding automobiles I have ever been in regardless of price and, from the standpoint of roadability, I don't know of a car that can touch it. At seventy miles an hour I went around flat turns and there wasn't the slightest trace of a sway. At fifty miles an hour on the Willow Run

Expressway I went over a five inch stone curbing and on to the grass apron with a jar that you might attribute to a stick or small stone.

The 6-cylinder Continental engine has an SAE rating of 26.3 horse power which develops 100 horse power at 3600 rpm. However, some changes have been made in the timing, cams and valves recently and the engineers I spoke to claim it is now developing around 115 horse power at maximum rpm. I sincerely believe these statements because the car has a lot more punch than any 100 horse power car I've driven this year. The Continental engine is a product of one of the oldest and most highly respected engine manufacturers in the business. In the last few years many pilots have come to know these engines as they make a great majority of small plane power units and they are equally well-known in yachting circles for their fine marine engines. Thus, with all the assurance in the world, I can tell you that the engines of both the Frazer and its slightly smaller brother, the Kaiser, have been well tried and that their reliability, ruggedness and quality are well known.

On tests I let the speed drop several times to less than ten miles an hour in high before opening the throttle. Instantly the car shot ahead like an arrow from a bow and in a matter of seconds I was doing better than sixty miles an hour. The Frazer is a top flight performing automobile with all the whip and snap anyone could wish for.

The interior comfort is superb. There is more than ample head room and the seats are roomy and nicely pitched which is a neat trick in itself when you consider the low, streamlined body. Incidentally, the front and rear seat widths both measure sixty-two inches which makes them just about the widest ever made in an American stock car. Another feature is the visibility. The windshield and windows are excellently placed, allowing maximum vision to the rear seat passengers as well as the driver. The door handles are the trigger squeezing type on the outside of the body and recessed push button type inside. The overall height of the car is only sixty-four and a half inches on a wheel base of 123½ inches with an over-all length of 203 inches. This makes it, with the exception of its running mate, the Kaiser, the lowest slung automobile made in America in comparison to its length.

The car I drove was practically a hand made job which means, as most people know, a decided handicap because machine production methods are more efficient in the manufacture of automobiles. The doors and fittings were not as perfect as they will be in the final production. There will undoubtedly be a few minor changes before the finished product is ready for delivery. However, I wish to state once again that the Frazer is a "hot automobile."

## MI Tests Kaiser-Frazer Cars

Important specifications are as follows: over-all length, 203"; over-all height, 64½"; extreme width, 71½"; wheel base, 123½"; front tread, 58"; rear, 60"; the shock absorbers are Monroes telescoping, hydraulic, two-way control type; suspension, independent coil springs in the front with 53" semi-elliptic springs in the rear. The brakes are Bendix internal expanding type, self centering with the two shoe double anchor feature. Transmission is a Warner synchronous-mesh unit. The engine is the Continental, 6-cylinder L head type. The bore 3½", stroke 4¾". The engine displaces 226 cu. in. Compression ratio is 7.3 to 1 (very high by average stock car standards). The official rated horse power at this time is 26.3, developing 100 horse power at 3600 rpm. These figures have been raised as explained in the article so that the engine output is now approximately 115 horse power.

The maximum torque is 180 at 1400 rpm. The fuel tank capacity is 23 gallons which is the largest capacity of any American car tested this year. The body is of all steel construction with a V windshield.

### The Kaiser

I wish I could bring you the same report about the Kaiser as I have about its running mate, but that is impossible because the Kaiser at this writing still has plenty of bugs in it. These irritations all seem to have gathered in the transmission and front wheel drive assembly and, though I have been assured that they will be ironed out long before you read this, I nevertheless must report things as I find them.

I feel that it was a poor move for Kaiser to bring out his first model with front wheel drive as there seems little reason for it, except to be different. If there was any established advantage in perfected front wheel propulsion it would be all right. Actually, front wheel drive has been on the market for many years in Europe and on the former Cord in this country and the only thing it has definitely proved to be is an unusual servicing headache. I said to a company official, "I'll bet you fellows are sorry you didn't design the Kaiser with the conventional rear wheel drive?"

"No," he said, sticking to his guns, "we're having just a bit of trouble because we can't get the correct gears and the ones we are using on tests are a bit noisy but this will clear up shortly." I admired his conviction but somehow doubted his enthusiasm.

The Kaiser front wheel drive is different in design from those of the past but, as it is still in the experimental stage, I feel it better not to go into that because the final version might be entirely changed. However, I'll say again, I think it is a shame they didn't stick to the old rear axle

drive on the first model for the following reasons: First, if the drive was conventional, thus eliminating the present bugaboo, the Kaiser would be the most outstanding low priced car in America, hands down. There isn't a car selling in the medium priced field that compares with it from the standpoint of comfort and advanced design.

It rides like a big car and has the same roomy, 62 inch seats used in the Frazer, which is ten inches wider than the average 1946 American car seat. The vision is excellent and the leg room and seat pitch are phenomenally good. This car and the Frazer are truly advanced automobiles of a type that will undoubtedly foster an evolution in body design. The overall height is less than the Frazer, being 63½ inches but then the overall length is also shorter making its silhouette about the same. Howard Darrin has done a magnificent job long needed in American automobiles and if the Kaiser and Frazer do nothing else they will undoubtedly cause a lot of pencil sharpening in the design rooms of the major companies.

It took a lot of persuading on my part to get a ride in one of these—much less drive one—because, as one of the chief engineers explained in trying to talk me out of it, "the transmission gears are noisy and it wouldn't be fair to the car." He finally broke down and another engineer was assigned to take me for a drive. Like the Frazer, it rode like a charm and I noticed, in spite of the whining front end, that it had plenty of pick-up and snap. I encouraged the engineer to let it out on the Willow Run Expressway and, when we reached 60, I noticed a shimmy in the front wheels which is an old front drive failure of some 15 or more years standing. The engineer brought it under control however before going much further. A little later, on increasing speed, I noticed it go into another shimmy and this ended any further speed exhibitions. Back at the experimental garage again I pleaded that it was great to get a ride in the new car but what MECHANIX ILLUSTRATED readers wanted was a first hand report by someone who had driven it, so I became the first person outside of the engineers to drive one.

Almost immediately I noticed the effort it took to turn the steering wheel. It was like trying to pull an elephant around by the trunk, and all the time the car was under way the front end continually whined. Disregarding this one objection I was impressed with the car's roadability and snap. The engine which was originally scheduled as an 85 horse power job has undergone a few changes in valving and timing and some cam alterations so that it now develops 92 horse power. This engine, like the Frazer's is built by Continental and I have already gone into the merits of their reliability in the Frazer report. There is little more I can report about performance.

The car behaved excellently on the road from

## MI Tests Kaiser-Frazer Cars

[Continued from page 164]

the standpoint of ride and the way it held the turns, but it is impossible to fully evaluate all the driving qualities with a transmission screaming like a buzz bomb. I will, however, go all out and say that if they lick their drive problem, or just get smart and switch over to a regular transmission and drive, the Kaiser will be as hot as a little red firecracker and would stand in my books as the car most likely to succeed. Naturally, as I pointed out in the Frazer report, only time will tell how an automobile will hold together. There are literally thousands of component parts that go into every car and the weakest point is the strength of the entire assembly. Let's hope when you read this that the Kaiser has tossed off its growing pains because, if they get it right, it will set a hot pace for the competition.

The Kaiser is equipped with what is known as torsionetic suspension. This is an entirely new engineering development in America first introduced on war equipment such as tanks and heavy armored trucks. All four wheels of the Kaiser are independently suspended by a straight bar which, in torsion, produces a springing or twisting action and this type of suspension is thought by many engineers (not connected with Kaiser-Frazer) to be the long sought after answer to peak suspension efficiency. The rear seats are located well forward of the rear axle, or wheels, and this greatly smoothes out the ride. It is a thought taken from old railroad men who have known for years that the most comfortable seat in a train was in the middle of the car between the wheels and not over them.

Important specifications are as follows: wheel base, 117"; overall length of car, 197"; extreme width, 72½". In spite of the low, sweeping lines of the car it has an excellent, present day standard road clearance of 8¼". The engine is a 6-cylinder, L head type that develops 92 horse power at 400 rpm. The cubic inch displacement is 187" and the compression ratio is 7.3 to 1 which means that the highest automotive octane rated gas must be used. The engine bore is 3¼" and the stroke is 3¾". The front tread is 58" and the rear 60". Tire sizes are 15 x 5.50. The rims are the wide base type which assure the greatest stability when swinging corners at high speeds.

Tom McCahill's recommendations regarding the front-wheel-drive are borne out as we go to press, for Henry J. Kaiser has just announced a new standard-type passenger car that will bear the Kaiser name and reach the public before the front-wheel-drive model. The new car, the "Kaiser Special," is a conventionally engineered rear-wheel-drive car which is now on the assembly lines.

THE EDITOR

## FROM THE EDITOR

Time Magazine picks a MAN OF THE YEAR who is the most news worthy man of that year. In this issue of the KF QUARTERLY, which is devoted primarily to the years 1947 and 1948..the only "man of the year" for us could be.... 2 Men. So, both are on our cover and we have letters from both of them to you - the members of KFCC. I hope you and they enjoy this issue. Some of you who have acquired your K-F cars recently, this issue will fill you in on some of the early history of your car and the company that built it. To others of who have owned K-F cars from the early days... it will provide a few pleasant memories and even a few laughs. (see pages 26-29)

Your editor is among the latter. I am well on my way to 750,000 miles behind the wheel of a Kaiser or a Frazer. I am still driving a 1953 Kaiser Manhattan bought from a real honest to goodness Kaiser Dealer and it only has 302,000 miles on it. Now that I own 6 or 7 K-F cars I am sure that I'll stretch them out till I reach the million mile mark. With any luck at all I ought to make it some time in 1968.

By 1968 Parts will be a problem. Those of you having contributed to our warehouse fund will help to make it less of a problem. Now that those Christmas bills are paid (?) send a few extra \$ to Tom Wilson for that rainy day when you need some parts. If you lost the form we sent you last Quarterly just send \$ to Tom and he will fill them in and send you a good for parts receipt. Starting on page 37 is an additional list of parts that have been sorted and labeled from recent purchases by our Chicago boys at the warehouse.

Starting on page 30 is a service bulletin listing all the paint codes and colors thru 1949. Most of these colors carry thru to latter years. If any of you readers have similar bulletins listing later years and are willing to share it with us, send them to the Quarterly and I'll publish them as we have had many requests from members for this info to help restore their cars. A few hints on restoration start on page 34

Dean Moore

# WE GET LETTERS...

Dear Mr Moore

First I would like to compliment you on the new format for the Quarterly. It has been very interesting to follow the progress of the Club and I'm sure the influence of the Quarterly has been very important. I am enclosing my card listing my cars as well as photos of them. I recently bought the '54 after waiting 2 years for the owner to sell. It has been carefully driven and always garaged and has only 32,000 miles on it. I must say that I was as thrilled in getting it as most people would be in getting a new car. I am now offering the engine and transmission on the 53 for sale. There are several questions about Kaisers that maybe you or some club member could answer.

First, I was a bit disturbed that the factory had dumped all parts not associated with the 54. I fear that the 54 parts will follow this soon. Could we as a Club send someone to the factory to find out what would be involved in acquiring some or all of the remaining parts? (Editor's note..This takes money we as a Club do not have. If we are someday incorporated and IF Club members contribute to the Warehouse Parts Stocking Fund as announced in the last Quarterly, ~~then~~ maybe something can be worked out. The Willys Parts Dept has shown a very sympathetic attitude to our problem since I visited them in November but it will take money and soon.)

Next, about my '54 Kaiser. I had to take out the headlight switch and after replacing it I find I can't re-connect the wiring leading to the shift position indicator light. It looks like the whole center section of the steering column and cowl has to be dropped. So far I have worked out a technique that involves laying on the floor with my left leg placed on the seat and my right foot hooked over the back rest. Then by resting my left shoulder on the brake pedal and pressing hard, I find that I can get my head in amongst the wires and cables at about eye level with the rear of the gas gauge. Next, all I need to do is to hold my flashlight along my left ear and alternately closing my left and then right eye and if muscle cramps have not set in, I can then usually get a glimpse of the loose wire. Now if my right arm was only 18 inches longer and had two more elbows and my right hand was only 2 inches wide, I think I would have the problem licked. Just thought you might have an easier solution. (Ed. Note..Anyone be of help? I haven't had this problem yet?)

My third question is about Chrome care. It is necessary for me to keep my car outside and I'm sure that eventually the chrome will deteriorate. I haven't found a satisfactory wax. Does anyone know of a clear plastic that could be sprayed on and then peeled off next summer? I have considered putting on a thin layer of grease but this is so messy. Thank you in advance for any help that you can dig up. Yours truly,

Alden L Jensen 613 Union Road Spring Valley New York



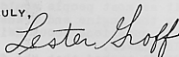
# WE GET LETTERS 000

AURORA, ILLINOIS

DEAR PAUL AND FELLOW KAISERITES;

GOT A LITTLE FREE TIME TODAY FOR A CHANGE SO THOUGHT THAT I WOULD WRITE YOU. ENCLOSED YOU WILL FIND A KAISER FRAZER PARTS INTERCHANGE LIST WITH OTHER CARS. DON'T LET IT SCARE YOU. IT ISN'T WRITTEN UP LIKE A LEGAL DOCUMENT. PROBABLY LOOKS LIKE CHINESE, BUT IF YOU BEAR WITH IT AND TAKE YOUR TIME, I THINK YOU WILL GET THE MESSAGE. TOOK ME ABOUT A WEEK IN EVENINGS TO GET ALL TOGETHER BUT IF IT HELPS ANY CLUB MEMBERS, THEN THE TIME AND EFFORT IS NOT IN VAIN.

YOURS TRULY,



YEAR AND CAR	INTERCHANGES WITH	
BATTERIES	ALL GROUP ONE	
BATTERY CABLES		
1947-48 KAISER - FRAZER	NEGATIVE 31 INCHES	POSITIVE 19 INCHES
	STARTER SWITCH NOT REQUIRED	
1949-50 KAISER	NEGATIVE 13 1/2 INCHES	POSITIVE 22 INCHES
1949-51 FRAZER		STARTER TO SWITCH 20 INCHES
1951-54 HENRY J	NEGATIVE 23 1/2 INCHES	POSITIVE 22 INCHES
1951-55 KAISER	NEGATIVE 16 1/2 INCHES	POSITIVE 22 INCHES
		STARTER TO SWITCH 20 INCHES
ENGINE TO GROUND ON ALL IS 8 INCHES		
VOLTAGE REGULATORS	CHRYSLER 1940-48-49-50	
FRAZER 1947 - 51	DESOTO 1940-48 AND GDZ GENERATOR 1949	
1947-50 KAISER	DODGE 1940-48 AND GDZ GENERATOR 1949	
1951-52 HENRY J	HUDSON 1951-51 AND GZD GENERATOR 1953	
1951 KAISER WITH AUTO LITE GENERATORS	NASH 1940-50	
	PACKARD 1940-42 AND GZD 1946-50	
	PLYMOUTH 1940-48 AND GZD 1949	
	STUDEBAKER CHAMPION AND COMMANDER 1940	
	STUDEBAKER ALL 1941 - 49	
	STUDEBAKER CHAMPION 1950-51	
	DIAMOND T TRUCK 1940-51	
	INTERNATIONAL TRUCK 1946-47	
	STUDEBAKER TRUCK 1941-51	
*****		
KAISER 1951 WITH DELCO REMY GENERATORS	HENRY J 1952-54	
	NASH 1941-51	
	PACKARD 1941-50	
	RAMBLER 1951-55	
	STUDEBAKER 1940 NOT CHAMPION OR COMMANDER	
	STUDEBAKER 1950 NOT CHAMPION	
	GMC TRUCK 1951-52	
	INTERNATIONAL TRUCK 1953-54	
	REO 1953-55	
*****		
KAISER 1952-55	NASH 1951-55	MACK YRUCK 1950-53
	PACKARD 1949-54	REO 1951-56
	STUDEBAKER 1951-55	STUDEBAKER TRUCK 1951
	DAIMOND T 1950-53	to 53
	FEDERAL 1951-53	INTERNATIONAL 53-56
	GMC 1951-55	



YEAR AND CAR	INTERCHANGES WITH
FUEL PUMPS AND ASSOCIATED REPAIR KITS, DIAPHRAM KITS	
1946-47 KAISER AND FRAZER TO SERIAL No 10,000 AIRTEX PUMP No 574AX & SCHRAMM 1948-57	
THESE CARS HAD VACUUM TANK AND PUMP AT REAR OF ENGINE	
1946-50 KAISER AND FRAZER AFTER No 10,000	AIRTEX PUMP No 582AX
1951-53 KAISER NO FUEL BOWL ELECTRIC WIPERS	AIRTEX PUMP No 9571AX
1951-53 KAISER NO FUEL BOWL VACUUM WIPERS	AIRTEX PUMP No 9549AX
1951-53 KAISER WITH FUEL BOWL ELEC WIPERS	AIRTEX PUMP No 9617AX
1951-53 KAISER WITH FUEL BOWL VAC WIPERS	AIRTEX PUMP No 9616AX ALSO SAME AS CHECKER CABS 1954-56
	AIRTEX No 582AX 4318AX 9549AX 9616AX IS THE SAME AS CARTER No M957S
	AIRTEX 4318AX

Willys 1955-62

GENERATOR BRUSHES	INTERCHANGE WITH MANY MODELS OF 1941-58
STARTER BRUSHES	CARS SUCH AS BUICK, CADILLIAC, CHEVY, NASH
STOP LIGHT SWITCHES	OLDS, PACKARD ALSO TRUCKS AND TRACTORS
IGNITION PARTS, PLUGS, POINTS OIL FILTERS ROTORS CAOTLS CAN BE FOUND IN MOST AUTO	
SUPPLY HOUSE AND MOST FILLING STATIONS, ALSO BRAKE LININGS, SHOES, WHEEL CYLINDERS.	
HEAD GASKETS AND SOME DOUBLE ACTING PUMPS	CHECKER CABS AND SUPERBA CARS
WHEEL BEARINGS	MERCURY NASH PACKARD PLYMOUTH STUDE & WILLYS
SPRING SHACKLES	
KAISER FRAZER 1947-50	CHRYSLER PRODUCTS
KAISER FRAZER 1951-55	FORD 1949-50
CLUTCH PLATES	1939-48 OLDMOBILE AND WILLYS
UNIVERSAL JOINTS	CHEVY, EDSEL, FORD, HUDSON, MERCURY, NASH, STUDE WILLYS, AND CHEVY, DODGE, FORD GMC TRUCKS.

FUEL PUMPS FOR THE SUPERCHARGED KAISER WERE CARTER NO AND ARE NO LONGER AVAILABLE EXCEPT IN SOME DEALERS STOCKS. CARTER DOES NOT HAVE THE MOLDS ANYMORE. THE TOP CAN BE DRILLED AND TAPPED TO TAKE THE LINE FROM THE SUPERCHARGER BUT IT IS RISKY BECAUSE THE FITTING CAN INTERFERE WITH THE PUMP ACTION, ON REGULAR FUEL PUMPS NOT ORIGINALLY INTENDED FOR THE SUPERCHARGED ENGINES.

MARION INDIANA

DEAR PAUL;

HERE IS ROUTE 66 IN ACTION.... ON THE WAY TO MARION JIMMY ADAMS FELT THERE WAS SOMETHING WRONG WITH HIS HYDRAMATIC. BY THE TIME HE WAS ON HIS WAY HE KNEW THERE WAS SOMETHING WRONG. BY THE TIME THAT HE REACHED MARION HE KNEW SOMETHING WOULD HAVE TO BE DONE TO GET BACK TO WEST VIRGINIA. ORDINARILY SOMEONE ON THE ROAD WOULD HAVE CONSIDERABLE EXPENSE WHEN THIS HAPPENS... BUT NOT IN THIS CASE BECAUSE ROUTE 66 WAS IN ACTION. THRU THE COOPERATION OF DEE SPENCER OF THE SPENCER SALVAGE YARD, MR AND MRS WILF NEWELL AND MR AND MRS RAY BROWN, THE ADAMS WERE ON THE ROAD HOME WITH A MINIMUM OF EXPENSE. IT TOOK SOME DOING AND QUITE SOME TIME (THE PARTIES INVOLVED DIDN'T LEAVE MARION UNTIL WEDNESDAY FOLLOWING THE CONVENTION, BUT THEY ENJOYED HELPING OUT A FELLOW CLUB MEMBER) MR AND MRS NEWELL AND MR AND MRS BROWN SHOULD BE CONGRATULATED FOR THEIR THOUGHTFULNESS. ROUTE 66 WAS THOUGHT UP TO HELP MEMBERS ON THE ROAD, BUT THE NEWELLS AND THE BROWN WENT "WAY BEYOND THE CALL OF DUTY" AND SHOULD BE COMMENDED. YOU ALL REMEMBER HOW "STINKING-HOT" IT WAS THE DAY AFTER THE CONVENTION - WELL THE NEWELLS AND BROWNS HELPED JIMMIE PUT IN THAT TRANSMISSION (WON'T TELL YOU HOW MUCH DEE CHARGED FOR IT, BUT HE MIGHT AS WELL HAVE GIVEN IT AWAY). AND SO JIMMIE WAS BACK ON THE ROAD TO WEST VIRGINIA. A GOOD EXAMPLE OF ROUTE 66 IN ACTION

YOURS TRULY,

Don Elliot

EDITORS NOTE: WHEN THE NEXT ISSUE OF THE QUARTERLY COMES OUT IT WILL INCLUDE A SUPPLEMENT THAT WILL LIST ALL CLUB MEMBERS, THEIR PHONE NUMBERS AND ADDRESS BY STATES SO THAT WHEN YOU ARE TRAVELING YOU WILL FIND IT EASIER TO USE. THIS DIRECTORY WAS SUPPOSED TO COME OUT WITH THIS ISSUE BUT NOT ENOUGH CARDS HAVE BEEN RETURNED TO MAKE IT POSSIBLE. IF YOU HAVE NOT YET MAILED YOURS DO IT SOON. PLEASE.....

HENRY J. KAISER  
7120 KALANIANA'OLE HIGHWAY  
HONOLULU 16, HAWAII

December 18, 1962

Mr. Thomas J. Wilson  
Treasurer, Kaiser-Frazer Owners  
Club of America  
96 W. Buena Vista,  
Detroit 3, Michigan

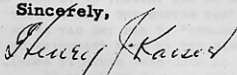
Dear Mr. Wilson:

I deeply appreciate the honorary membership bestowed upon me by the Kaiser-Frazer Owners Club of America. Will you kindly convey my thanks and best wishes to the members.

It was a real delight to receive the interesting news contained in your message and the Kaiser-Frazer Quarterly. . . And, of course, it was heart-warming to read of the esteem in which the cars are held.

With best wishes for stimulating activities in the New Year,

Sincerely,



Henry J. Kaiser

# Corporation Reports Earnings

## K-F NEWS PARADE

SPECIAL STOCKHOLDERS' EDITION

### Third Quarter Shows Net of \$8,277,308

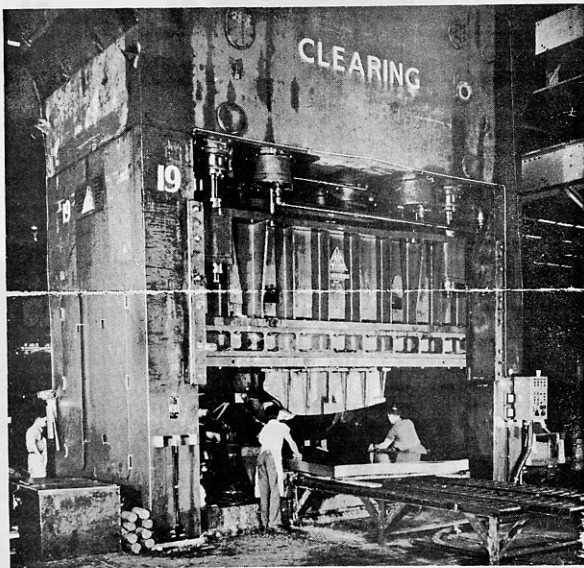
PUBLISHED BY KAISER-FRAZER CORPORATION, WILLOW RUN, MICHIGAN

October 24, 1947



**Production Milestone** Hands clasped over the hood of the 100,000th automobile built on the twin assembly lines at Willow Run, Joseph W. Frazer, president, and Henry J. Kaiser, chairman, share their personal feelings of triumph with the 13,500 employees who helped make the Kaiser-Frazer production miracle a reality.

# Progress in '47



**1.** BY JANUARY of this year Kaiser-Frazer had installed the last press in its battery of stamping behemoths. This modern press division is set up in three lines which press out 31 different stampings. Today these huge presses produce all of the steel body panels in Kaiser and Frazer cars except doors and deck lids. But while plant engineers worked out the intricacies of setting up the body stamping machinery, Kaiser-Frazer hit a production snag—engine shipments were not able to keep pace with accelerating automobile production.

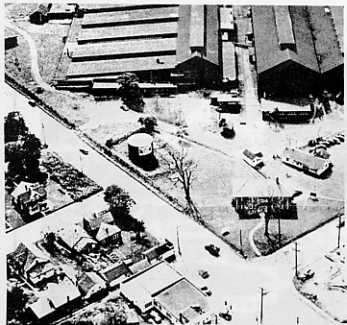


**2. IN MARCH** Kaiser-Frazer acquired the Detroit plant of Continental Motors Corp., under a five year lease, to step up its lagging engine production. Starting from scratch, under K-F management the plant increased production to 700 units daily by September. The monthly production figure is rising steadily. To obtain vital iron castings for the engine plant, Kaiser-Frazer purchased the Round Oak Stove Co. of Dowagiac, Mich.

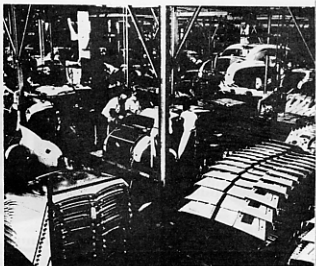


**3. A SUPPLY OF CRITICAL CASTINGS** was assured with the purchase of the K-F Dowagiac Foundry division. Under Kaiser-Frazer management, production at the foundry has more than tripled in four months. With the exception of engine blocks, this division is casting a major portion of all K-F engine parts. Expansion of facilities is now being undertaken at the Dowagiac foundry.

**4. THIS HUGE BANK** of completed car bodies is ready for delivery to the body drop stations at the start of the twin final assembly lines in the Willow Run plant. With upholstery, glass, wiring and other accessory equipment already installed, the bodies are fed to the mezzanine conveyor (upper center) which conveys in appropriate color and model sequence to the body drops. The huge size of the manufacturing floor space in the gigantic Willow Run plant makes such orderly floor storage possible. A year ago this plant area was virtually empty as Kaiser-Frazer got under way on first production.



**5. K-F BOUGHT** the former Chapman-Price steel rolling mill from Continental Steel corporation, Indianapolis. Taking possession Oct. 6, K-F has begun a modernisation program designed to double its capacity to 8000 tons a month and to roll sheets of greater suitability in automobile manufacture. K-F has a contract with Continental for delivery of raw stock to its mill, designated the Kaiser & Frazer Indianapolis Rolling Mill division.



**6. THE RAPID-tempo** assembly line production of Kaiser and Frazer automobiles starts at this point in the Willow Run plant. Here the car roof is joined to the rear quarter panels at welding stations such as shown in the center. Then the welded roof assembly is hoisted (upper right) and lowered on the floor pan assembly which, meanwhile, has been started on the body assembly line. The parallel twin body building lines soon will be lengthened to keep pace with K-F production.

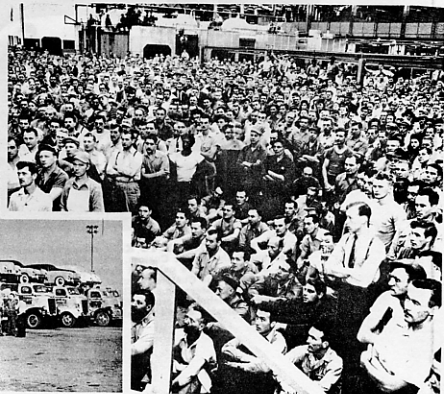
**7. INDICATIVE OF** the far-flung effect of Kaiser-Frazer's entry into the automobile business is the volume of plant expansions among hundreds of supplier companies from which K-F purchases parts and materials. The photograph below shows construction of a huge factory in Reading, Pa., which has been erected by the Parish Pressed Steel Co. to build frames for the Kaiser and Frazer automobiles. K-F buys parts from about 5000 vendors.



**8. THESE TWO** tightly-packed assembly lines illustrate convincingly the steadily-accelerating production pace at Willow Run. Maximum efficiency has boosted current Kaiser-Frazer output to 800 cars a day.

**9. ACCOMPANYING** STEADILY-MOUNTING production at Kaiser-Frazer's Willow Run plant has been an equally steady rise in employment which this month climbed to a peak of 12,500. Each of these production workers will share in the Employers Security Trust Fund expected to reach a total of \$70,000 before year's end. Five dollars from the sale of each K-F car goes into the Fund which is distributed annually prior to Christmas. Nearly 35 per cent of employees are veterans.

**10. KAISER-FRAZER PRODUCTION PLANNERS** estimate the corporation will ship more than 17,000 new cars from Willow Run in October, and reports from domestic dealers and distributors and foreign sales areas list nearly 100,000 car owners.—the Kaiser, Frazer, Kaiser Custom and Frazer Manhattan. The luxurious Frazer Manhattan was added to the line in March, the deluxe Kaiser Custom in September. To insure the best service facilities offered by any manufacturer, Kaiser-Frazer is enlarging its field service staff ten-fold. These factory representatives will be trained in service and manufacturing methods at Willow Run.





**11. THE RENOWNED SKYLINE** of Manhattan provides the striking setting for a Fraser Manhattan, the world's most highly styled and luxurious automobile. Star of the Kaiser-Fraser model series, the Manhattan exemplifies the quality in appearance that marks its three contemporaries—Kaiser, Fraser and Custom.



**12. NEWEST ADDITION TO K-F's** series of colorful four-door sedans is the Kaiser Custom, which was introduced only last month. In line with the policy of developing a color line "second to none", the Kaiser Custom features several new body tones and harmonising upholstery fabrics. Clay Pipe Gray is the color shown above; others include Horizon Blue, Linden Green and Saddle Bronze. K-F, blazing a trail in paint styling, now offers 22 colors.



# FINANCIAL POSITION

## KAISER - FRAZER CORPORATION

AND SUBSIDIARIES

At September 30, 1947

### CURRENT ASSETS

Cash	\$17,836,855
United States Government securities	5,029,537
Accounts receivable	9,011,512
	<hr/>
Inventories	\$31,877,904
Prepaid insurance, taxes, etc.	16,618,465
	563,316

TOTAL CURRENT ASSETS \$49,059,685

### LESS CURRENT LIABILITIES

Bank loan (portion due in one year)	\$ 4,762,318
Due suppliers, employees, and others	20,779,070

TOTAL CURRENT LIABILITIES 25,541,388

### WORKING CAPITAL

\$23,518,297

### PLANT AND EQUIPMENT—less reserves for

depreciation and amortization 30,509,317

### INVESTMENTS

2,785,220

### DUE FROM GRAHAM-PAIGE MOTORS CORPORATION

1,329,687

### OTHER ASSETS

3,283,975

### DEDUCT LONG-TERM LIABILITIES AND RESERVES

Bank loan (payable after one year)	\$ 7,237,682
Obligation to Graham-Paige Motors Corporation for principal payments on Debenture Notes due in 1956	8,524,000
Other liabilities and reserves	291,672
	<hr/>
	16,053,354

### NET ASSETS

\$45,373,142

### REPRESENTED BY

Capital paid in:	
Common stock, authorized 8,000,000 shares, \$1.00 par value. Issued 4,750,000 shares	\$ 4,750,000
Capital surplus	54,591,274

Loss to December 31, 1946	\$59,341,274
Profit for the nine months ended September 30, 1947	(20,057,401)
	6,089,269

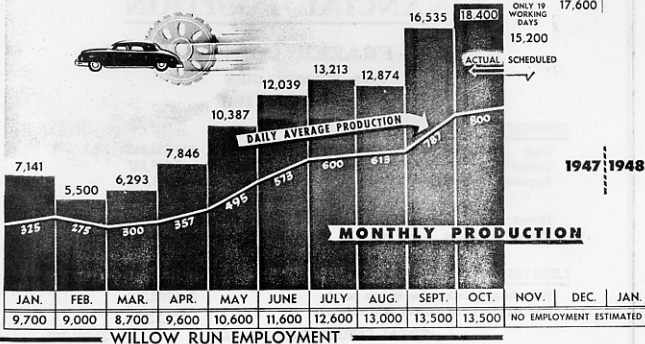
TOTAL, AS ABOVE

\$45,373,142

# AUTOMOBILE PRODUCTION

INVENTORY PERIOD  
17,600ONLY 19 WORKING DAYS  
15,200

ACTUAL SCHEDULED



## 1947 AUTOMOTIVE PRODUCTION COMPARATIVE ANALYSIS

JAN. 1 - OCT. 4

SOURCE - AUTOMOTIVE NEWS TRADE REPORT

