



FALL 1963

EDGAR KAISER



PHOTO SKETCH BY

Darrin



KAISER SPECIAL

PRODUCT OF
KAISER-FRAZER

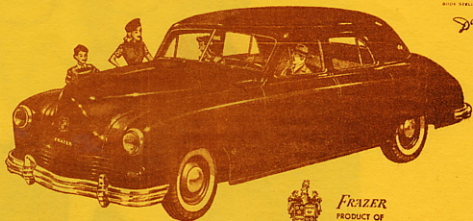
Their
Beauty, too
is a
Year Ahead!

There's an exciting beauty about the 1947 **KAISER** and **FRAZER** that sets them apart from all the rest. Their "custom-built" appearance—their smooth, trim lines—reflect the genius of America's outstanding custom car stylist. Superlative design, modern fabrics and smart appointments combine to give these first 1947 automobiles an appeal you can't resist.

But beauty is only *one* of the qualities that put them a year ahead of the field! Their engineering, too, is definitely *postwar!* The sensational new **FRAZER** and the amazing new **KAISER SPECIAL** are in production now, and will soon be supplied to our more than 4,000 dealers.

PHOTO SKETCH BY

Darrin



FRAZER
PRODUCT OF
GRAHAM-PAIGE

KAISER-FRAZER CORPORATION GRAHAM-PAIGE MOTORS CORPORATION
WILLOW RUN, MICHIGAN



VOLUME THREE NUMBER THREE SEPTEMBER 1963

QUARTERLY BOX 691 ST LOUIS 88 MISSOURI

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LIFETIME.....LIFETIME MEMBERSHIP MAY BE HAD FOR \$100 FOR AS LONG AS YOU LIVE.

HONORARY.....THESE ARE ESTABLISHED BY THE OFFICERS TO HONOR THOSE PEOPLE THAT HAVE HAD AN IMPORTANT BEARING ON THE KAISER FRAZER AUTOMOBILES AND AT PRESENT ONLY THREE OF THESE EXIST. THEY ARE:
HENRY KAISER JOSEPH FRAZER EDGAR KAISER

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QUARTERLY COMMERCIAL ADVERTISING.....\$10.00 PER PAGE PER ISSUE

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CLUB IDENTIFICATION PLATES MAY BE ORDERED FROM DAN KOERT AT \$5.00 EACH
THEY ARE HEAVY DIE CAST ALUMINUM



THE EDITOR'S PAGE

FALL ISSUE 1963

QUARTERLY BOX 691 ST LOUIS 88 MISSOURI

IN THIS ISSUE OF THE QUARTERLY WE HAVE TWO MAIN STORIES. STORY NUMBER ONE IS ABOUT A MAN WHO HAS BEEN, AND STILL IS, CONCERNED WITH OUR CARS, EDGAR F KAISER. STORY NUMBER TWO IS THE PHOTO COVERAGE OF OUR RECENT NATIONAL CONVENTION.

THE KAISER-FRAZER OWNERS CLUB HAS JUST EXTENDED AN HONORARY MEMBERSHIP TO EDGAR KAISER IN RECOGNITION OF ALL HIS HARD WORK ON OUR BEHALF. WORKING IN THE SHADOW OF HIS FAMOUS FATHER, MUCH OF HIS WORK HAS GONE UN-NOTICED. WE ARE RE-PRINTING TWO RECENT ARTICLES FROM THE SATURDAY EVENING POST AND FORTUNE TO BRING YOU UP TO DATE ON EDGAR KASIER. HE WAS BORN JULY 29, 1908 AT SPOKANE, WASHINGTON.

WHILE ATTENDING HIGH SCHOOL AT OAKLAND, CALIFORNIA, HE BEGAN HIS WORKING CAREER ON HEAVY CONSTRUCTION JOBS IN WHICH HIS FATHER WAS THEN ENGAGED. HIS FIRST JOB WAS AS A MESSENGER BOY ISSUING MATERIAL SLIPS TO TRUCKS DELIVERING SNAGS AND GRAVEL ON A PAVING PROJECT. MAJORING IN ECONOMICS, HE ATTENDED THE UNIVERSITY OF CALIFORNIA FOR 3 1/2 YEARS LEAVING IN 1930 TO WORK ON A GAS PIPELINE JOB IN KANSAS. FROM 1932 TO 1934 HE WAS EMPLOYED ON THE CONSTRUCTION OF BOULDER DAM, SUPERVISING EXCAVATION WORK. HE LATER WORKED ON BONNEVILLE DAM FOR 3 YEARS AND THEN WENT ON TO GRAND COULEE. DURING WORLD WAR 2, HE WAS MANAGER OF THE KAISER SHIP YARDS AT PORTLAND AND VANCOUVER, WHICH PRODUCED HUNDREDS OF SHIPS AT RECORD BREAKING SPEED.

EDGAR KAISER ENTERED THE AUTOMOTIVE FIELD WITH THE KAISER-FRAZER CORPORATION IN JANUARY 1946, AS VICE PRESIDENT AND GENERAL MANAGER, AND WAS ELECTED PRESIDENT IN MARCH OF 1949. HE BECAME PRESIDENT OF WILLYS MOTORS IN 1953 AND CHAIRMAN OF THE BOARD IN 1959.

OUR RECENT NATIONAL CONVENTION AT NEW HOPE, PENNSYLVANIA IS NOW HISTORY. GEORGE DOMER, CONVENTION CHAIRMAN, GIVES MOST OF THE CREDIT FOR IT'S SUCCESS TO NEWLY ELECTED PRESIDENT HERB SCUTT. HERB SAYS MOST OF THE HARD WORK WAS DONE BY HAZEL SCUTT. ANYWAY, THOSE OF US THAT ATTENDED HAD A GREAT TIME. THANKS TO ALL WHO WORKED ON IT.

SATURDAY NITE AFTER A FULL AND WONDERFUL DAY AT THE NEW HOPE AUTO SHOW, WE ALL GATHERED AT THE HOLIDAY INN AND HAD A DINNER-GET-TOGETHER AND BUSINESS MEETING. THE NEW OFFICERS THAT WERE ELECTED WERE:

PRESIDENT.....HERB SCUTT, 62 CARREL ROAD, DOVER NEW JERSEY

VICE PRESIDENT.....GEORGE DOMER, ARROW-MAR, MILTON PENNSYLVANIA

TREASURER.....RICHARD MASCIOLA, 406 LAKE AVE, COLONIA NEW JERSEY

SECRETARY.....LARRY SMITH, 2728 FAIR AVE, DAVENPORT IOWA

TO THE OUTGOING OFFICERS, PAUL BARKER, DAN KOERT, TOM WILSON, AND JOHN HALLER, WE SHOULD ALL SAY THANKS WITH A JOB WELL DONE. THEY HAVE BEEN RESPONSIBLE FOR THE REMARKABLE GROWTH THAT OUR CLUB HAS SHOWN WITH ALMOST 400 MEMBERS, THE STARTING OF THE PARTS WAREHOUSE, AND THE ENLARGED QUARTERLY AND A RESUMPTION OF THE MONTHLY BULLETIN. MAY THE NEW OFFICERS CARRY ON THE GOOD WORK.

THE NEXT ISSUE OF THE QUARTERLY WILL BE DEVOTED TO THE KAISER-DARRIN SPORTS CAR AND IF YOU HAVE ANY MATERIAL THAT YOU THINK SHOULD BE INCLUDED SEND IT NOW TO THE QUARTERLY OFFICE IN ST LOUIS. MANY MEMBERS HAVE BEEN SENDING MATERIAL AND THE KAISER JEEP FACTORY GAVE US A LOT MORE LAST WEEK WHEN WE SPENT A WHOLE DAY THERE CONFERRING WITH VARIOUS OFFICIALS. WHILE WE WERE THERE WE DID SEE TWO CARABELLAS AND A NEW BRAZILIAN AERO WILLYS AS WELL AS A 1951 KAISER HARDOT, A COMPANION TO ED HAUSSGENS CONVERTIBLE. MORE ON THESE LATER.

DEAN MOORE
EDITOR



**EDGAR
KAISER—
MAVERICK IN
MOTION**

Boss of an industrial empire, Henry Kaiser's son
jets over 200,000 miles a year
drumming up new business anywhere
in the world. His tactics are often offbeat,
infuriating his competitors.

The aqua-and-white DC-3 lifted off the runway at Portland, Oregon, and headed east along the Columbia River. Aboard were Edgar F. Kaiser, head of the merry-go-round of industrial enterprises (aluminum, steel, cement, jeeps, heavy construction and two dozen more) known as the Kaiser companies; half a dozen executives of the companies; and three company directors. They were flying to Helena, Montana, to dedicate a new \$10,000,000 plant for Kaiser's Permanente Cement Company. Since Edgar Kaiser jets more than 200,000 miles a year, this three-hour hop in the company DC-3 (recently replaced by a faster plane) was scarcely more than a trolley ride, but it did provide an opportunity to measure the distance Kaiser—family and company—has come in three busy decades.

Shortly after takeoff, Edgar pointed down at some deserted shipyards. "That was the Vancouver yard," he said, referring to one of three Kaiser shipyards in the Portland area which produced hundreds of liberty ships during World War II. "I bought the land for the Vancouver yard at ten o'clock one night from a dairy farmer. He couldn't understand what I wanted with all that land—400 acres." Edgar, who is 54, laughed, and his thin, solemn face relaxed and brightened, as it does often in life but rarely in photographs, most of which make him look like an overworked actuary.

Twenty minutes out of Portland, the plane flew over Bonneville, one of the first great hydroelectric dams built in the West. In 1934 Henry J. Kaiser put together a combine of five construction companies to build Bonneville and named son Edgar, then 25, project manager for construction of the main spillway.

"It was a tough job," said Edgar. "There was no room for diversion tunnels, so we pushed cofferdams out into the river to hold the water back while we worked. The water flows at fifteen knots at that point, and it wasn't easy. One

spring night the water was high and really roaring. I was afraid we were going to lose our cofferdams, so I phoned a supervisor who was up the river. 'Everything is O.K.,' he told me, 'I think we're going to be all right.' Just then I looked out the window and saw one of the dam's cribs going by. 'Harry,' I said, 'I don't think things are going to be all right—part of our dam just floated past my window.'"

Most of the cofferdams held, though, and Bonneville was finished in 1938, a year ahead of schedule. "That was the good life," said Edgar, who admits to occasional twinges of nostalgia for the days when he was out bossing construction jobs for his father.

But he is not a man who spends much time ruminating about in the past. Seating himself in one of the comfortable work chairs with which the plane was fitted, he plunged into a thick briefcase of work. After a day and a half in Montana, Kaiser was to fly to New York for weekend talks about a \$324 million river-development project in Ghana. There Kaiser Engineers is planning the construction of a dam and hydroelectric facilities on the Volta River, which will bring electricity to the southern third of Ghana. After the dam has been erected (by others), Kaiser will build an aluminum mill, utilizing power from the new hydro plant.

Kaiser has been pushing this project hard in the face of fairly formidable obstacles. He needs the United States Government's permission to build, and the State Department is not altogether happy about Ghana's friendship with Russia. Kaiser, however, argues that our main hope in dealing with the less developed countries is to prove to them that capitalism does work by investing in projects such as the Volta River development. Before he can proceed, moreover, Kaiser needs assurance from Ghana that the aluminum mill will not be nationalized, and, Prime Minister Nkrumah is

not an easy man to pin down. At one point during earlier negotiations, in fact, Kaiser grew impatient with the African leader's stalling and told him that he was "free, white, and twenty-one" and ought to make up his mind. There was a brief pause while Nkrumah's coal-black face gaped in astonishment, and Edgar fervently wished for invisibility. But then the Ghana prime minister laughed, and negotiations resumed amicably.

Because foreign operations have become increasingly important to the Kaiser companies, Edgar spends a good deal of time away from his handsome office (20-foot desk, nine telephones, and push-button drapes that open to reveal a view of San Francisco Bay) in the new Kaiser Center building in Oakland. He likes to deal with the men at the top—like Nkrumah—in person rather than by letter or cable or through emissaries. His friendly but blunt, son-of-the-Northwest manner sometimes ruffles foreign feelings. But more often than not his face-to-face method of doing business wins friends for the U.S. as well as new business for the Kaiser companies.

These companies include Kaiser Aluminum and Chemical; Kaiser Steel; Kaiser Jeep; Permanent Cement; and Kaiser Industries, which operates businesses that range from building homes in Hawaii to manufacturing exhaust nozzles for the Minuteman missile. Total sales from all Kaiser companies amounted to more than a billion dollars last year. Profits were better than \$10 million.

Unlike many second-generation business leaders, Edgar Kaiser does not pad about softly in the shadow of his famous father. Henry J. Kaiser is still very active at 81; he roars like a wounded bear when referred to as "semiretired," but in fact Edgar now runs the Kaiser empire. His training for this command began when he was a schoolboy. "When Edgar was in high school, his father would drive him to school every day and talk business all

the way," recalls A. B. Ordway, a 75-year-old Kaiser vice-president.

At 22, Edgar was bossing a small pipeline-construction job in Kansas. Before he was 30 he had held important supervisory jobs at Boulder, Bonneville, and Grand Coulee dams. At 34 he was managing the Portland shipyards, helping to set Kaiser's wartime shipbuilding records. "Few fathers have given their sons the opportunity to run things at that age," says Edgar. "I was very lucky."

In 1946 Henry Kaiser handed Edgar his toughest assignment—to take over floundering Kaiser-Fraser Motors. He fought a stiff battle for eight years and still insists "we made a damned good car," but the Kaiser automobile venture finally collapsed in 1955, after losing \$109 million. Out of this debacle, however, came much of Kaiser's present-day organizational strength. Edgar spoke of this on the plane ride to Montana.

"I took some of our top construction people with me to Willow Run. We were kidded pretty strong, but we learned a lot. Many of those people are still with me in top jobs."

Unquestionably, the experience has also helped Edgar make a profitable company of Willys Motors, purchased in 1953 and now called Kaiser Jeep. Furthermore, it introduced Edgar to Eastern and Midwestern money men. "They had always suspected us a bit," says Edgar. "We weren't a proven quantity, and some of our less-charitable friends called us a wartime fluke. But gradually that attitude changed." Today Kaiser's long-term financing is carried by more than 50 banks and insurance companies, most of them Eastern.

Grand Coulee, west of Spokane, Washington, was coming into view in front of the plane now. Edgar looked out at the huge dam, where he served as general-construction superintendent, and was reminded of the Volta River project in Ghana. "I'm still in the midst of my

evangelizing on that one," he said. "But I think we'll make it."

Kaiser is an enthusiastic booster of U.S. investment abroad, believing that it will help make a better world. But he denies that he is running some sort of industrial CARE program. "It's in our own interest," he contends. "In aluminum, steel, jeeps, cement, we can't expect to compete in foreign markets by export alone, because we'll be beaten by lower prices and low exchange rates. So if we're going to participate in the foreign market—and if we don't, we're dead—then we have to be there, on the spot."

Kaiser finds himself facing charges of softheartedness, if not softheadedness, on other issues, too, especially a new contract Kaiser Steel has signed with the 7000 workers at its Fontana, California, mill. The contract provides that Kaiser steelworkers will share in any profits resulting from introduction of automated equipment and will be retrained to handle this equipment instead of being replaced. This is industry's most ambitious effort to deal with the job shortage created by automation, but it has upset some of Kaiser's fellow steelmakers. "It doesn't seem to have any relation to profitable operations," says Arthur B. Homer, chairman of Bethlehem Steel.

Kaiser disagrees. "It makes sense to take an employee who has been with you for some time and train him for a new job, instead of hiring a new man who has no loyalty to the company. The competition says you cannot exist if you pay a substantially higher wage. Under this contract, if we aren't paying a higher wage, the plan won't be working. (In its first month the plan paid an average \$79 bonus to almost 4000 workers.) But I think a happy work force will do a better job for us. The test is the cost. If it doesn't work, we'll try something else."

Kaiser has been a maverick in the steel industry for some time. In 1959, when the United Steelworkers struck the whole

industry, Kaiser settled first, causing apoplexy among his Eastern and Midwestern colleagues. A year ago, when the industry tried to raise prices, Kaiser would not go along, and helped to kill the price rise. Last October Kaiser shocked the industry by lowering prices \$12 a ton, eliminating the traditional cost difference between Eastern and Western steel. When steelmen raised their prices this April, they held their breath to see if Edgar Kaiser would go along. This time he did, citing Kaiser Steel's operating loss in three of the past four years.

Some businessmen point to those losses, to Kaiser expansions in aluminum and cement which do not seem justified by present markets, and to the size of the companies' long-term debt (\$325 million for the aluminum and chemical company, \$214 million for steel, \$60 million for Kaiser Industries)—and conclude that Edgar Kaiser is a visionary, if not something of a fool.

Kaiser grants that his companies have a high debt structure, but points out that loan payments are met with ease. As for overexpansion, Kaiser says, "In our business, which is basically raw materials, you have to be ready with plant capacity when the business comes. We're ready."

The plane was making its approach to Helena. As Kaiser buckled his seat belt, he talked with characteristic optimism. He was planning out loud: "We hope to make the chemical part of Kaiser Aluminum and Chemical more active in the next few years. We're looking for bauxite (the basic ingredient of aluminum) in Brazil. We're interested in the possibilities in nickel. Nickel would lead us into sulphur, of course."

Are there any businesses in which Kaiser has no interest?

An aide sitting in the seat across from Kaiser answered, "Well, we're certainly not going into the chewing-gum business."

Kaiser gave a quick smile. "How do you know?" he asked. THE END



NATIONAL CONVENTION NEWS

QUARTERLY BOX 691 ST LOUIS 98 MISSOURI

THE 1963 NATIONAL CONVENTION WAS HELD AT NEW HOPE PA WITH ABOUT 50 KAISER FRAZER CARS IN ATTENDANCE. GEORGE DOMER WAS CONVENTION CHAIRMAN AND HERB AND HAZEL SCUTT GAVE MIGHTY ASSISTANCE ALONG WITH OTHER EASTERN DIVISION MEMBERS.

THE KAISER FRAZER SECTION OF THE NEW HOPE SHOW ATTRACTED QUITE SOME ATTENTION AND THE ATTRACTIVE YOUNG MISS THAT WAS ENTERED AS MISS KAISER FRAZER (WE ARE SORRY TO SAY WE DID NOT GET HER NAME) WAS PICKED AS QUEEN OF THE NEW HOPE SHOW BY NONE OTHER THAN PAUL WHITEMAN THE FAMOUS BAND LEADER. SHE GAVE OUT ALL THE PRIZES TO THE DESERVING WINNERS AS YOU WILL SEE ON THE FOLLOWING PAGES. WE ARE GOING TO HAVE TO FIRE OUR STAFF PHOTOGRAPHER IF HE CANNOT COME HOME NEXT TIME WITH THE WHOLE STORY. THIS TIME HE FAILED TO GET PICTURES OF ALL THE WINNERS AND HIS MEMORY OF WHAT AUTOS AND WHAT NAMES GO TOGETHER ARE A BIT FUZZY. SO IF YOUR PHOTO IS INCLUDED AND SOME BODY ELSE NAME APPEARS, SEND A HOT LETTER TO THE EDITOR AND WE WILL MAKE A CORRECTION.

THE BIG NEWS OF THE CONVENTION IS OF COURSE THE APPEARANCE OF JOE FRAZER AT THE SHOW ON SATURDAY AFTERNOON. EX-TREASURER TOM WILSON WENT TO NEW YORK CITY ON FRIDAY AND TALKED TO HIM FOR SOME TIME AND RE-INFORCED THE INVITATION SENT HIM BY THE CONVENTION CHAIRMAN TO ATTEND THE NEW HOPE SHOW. HE WAS NOT SURE HE COULD MAKE IT BUT DID PROMISE TO LET US KNOW ON SATURDAY. IN THE MIDDLE OF THE PRESENTATIONS OF THE AWARDS HE SHOWED UP WITH MRS FRAZER. HE SPENT SOME TIME LOOKING OVER OUR CARS AND WAS AMAZED AT SOME OF THE OLDER CARS AND THEIR CONDITION. I AM SURE IT BROUGHT BACK MANY MEMORIES. AND THEN TOM WILSON BROUGHT HIM OVER TO THE WINNERS CIRCLE AND HE TOOK THE MICROPHONE AND GAVE US ALL HIS GREETINGS AND A FEW WELL CHOSEN WORDS. THIS WAS QUITE AN HONOR FOR BOTH NEW HOPE AND KFCC. IT IS A VERY RARE OCCASION THAT A FOUNDER OF AN AUTO COMPANY SHOWS UP AT AN AUTO SHOW AND CONVENTION. MOST CAR CLUBS DO NOT GET STARTED UNTIL MANY YEARS AFTER THE FOUNDERS HAVE PASSED AWAY AND IN THAT RESPECT WE ARE FORTUNATE TO HAVE BOTH OUR FOUNDERS AMONG THE LIVING. HENRY KAISER SENT US A NICE LETTER FROM THE BEACHES OF HAWAII SAYING THAT OTHER COMMITMENTS WOULD KEEP HIM THERE, AND OF COURSE WE UNDERSTAND. WE WOULD NOT LEAVE THOSE SUNNY SHORES EITHER IF WE HAD THE CHANCE.

THE WINNERS OF THE PRIZES AT THE NEW HOPE AUTO SHOW WERE AS FOLLOWS:

1. BEST ORIGINAL PRESERVATION.....BILL MOLENAAR PATERSON NEW JERSEY 48 FRAZER
2. BEST MODIFIED K F PRODUCT.....LARRY SMITH DAVENPORT IOWA 53 2 door K DRAGON
3. MOST UNUSUAL.....JACK EDWARDS MINNEAPOLIS MINN 51 K DRAGON
4. LONGEST DISTANCE TO CONVENTION.....DEAN MOORE ST LOUIS MO 49 FRAZER MANHATTAN
5. CLASS 1946 to 1950.....1st BILL MOLENAAR 48 FRAZER
2nd DAVID MECONE WILLIAMSPORT PA 49 K VIRGINIAN
6. CLASS 1951 to 1953.....1st WILFRED NEWELL ONTARIO CANADA 53 GOLDEN DRAGON
2nd JACK EDWARDS 51 DRAGON
7. CLASS 1954 to 1955.....1st JOSEPH LAZUR TAMAJUA PA 55 KAISER
2nd CHRIST GABRIEL MT CLEMENS MICH 54 KAISER
8. CLASS HENRY J.....1st HAROLD FRAKE HASKELL NEW JERSEY 51 HJ
2nd JIMMY ADAMS MILWOOD WEST VIRGINIA 53 HJ
9. CLASS KAISER DARRIN.....1st GEORGE BUCHINGER FRANKLIN PARK ILL
2nd A A HARE WAUWATOSA WISCONSIN
10. BEST IN THE SHOW.....LARRY SMITH BY A LANDSLIDE IN HIS 53 DRAGON

SOME OF THE WINNERS ARE SHOWN ON THE FOLLOWING PAGES GETTING THEIR AWARDS AS WELL AS OTHER PHOTOS TAKEN AT THE CONVENTION. THOSE OF YOU THAT MISSED IT, START PLANNING FOR NEXT YEAR WHEN IT WILL BE IN LONDON ONTARIO CANADA. WILFRED NEWELL WILL BE CONVENTION CHAIRMAN.

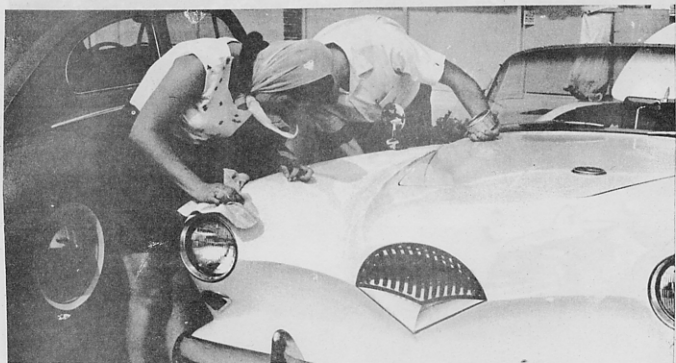


AS USUAL, A FEW FOREIGNERS AT THE MOTEL..... AND
AS USUAL WE STOOD AROUND AND TALKED AWHILE.....





GEORGE BUCHINGER AND HIS WIFE PUTTING ON THAT LAST GLITTER AT 6:30 AM BEFORE GOING TO NEW HOPE TO WIN FIRST IN HIS CLASS





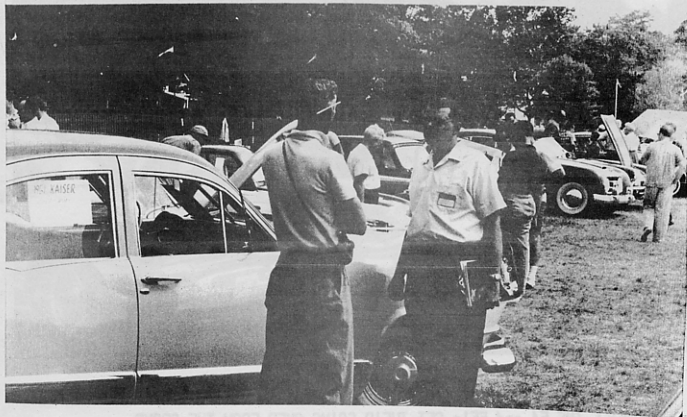
THE EARLY MODELS WERE PARKED TOGETHER TO HELP IN THE VOTING....
CALVIN MOREHART ARRIVES IN HIS 51 FRAZER CONVERTIBLE



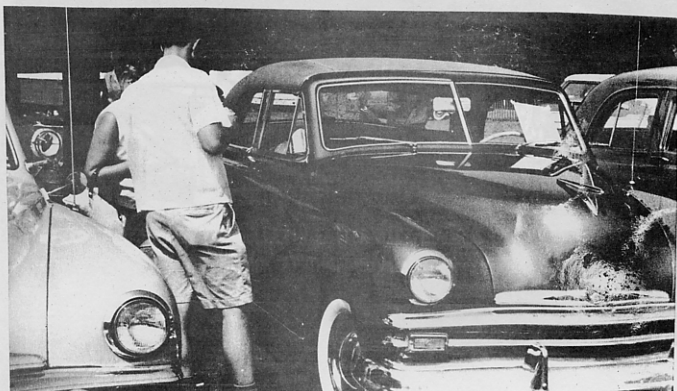


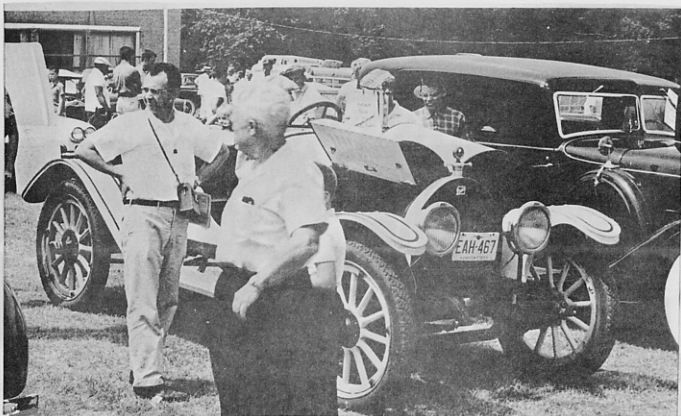
PAUL BARKER LOOKS AT THE 53's PARKED A DISTANCE AWAY
WHILE THE 54 and 55's GET THEIR GOING OVER FROM THE CROWD





GEORGE BUCHINGER AND BULLETIN EDITOR JACK EDWARDS GETTING READY TO VOTE WHILE OTHERS LOOK AT THAT 49 VIRGINIAN





THERE WERE A FEW OTHER CARS AT THE NEW HOPE SHOW
SOME A LITTLE OLDER THAN OURS.....
WILL WE LOOK AS QUANT IN ANOTHER 50 YEARS?





HERE WAS A BEAUTY CONTEST AND MISS KAISER FRAZER WAS CROWNED
MISS NEW HOPE AUTO SHOW. THE JUDGE WAS PAUL WHITEMAN.





TOM WILSON ESCORTS JOE FRAZER TO THE WINNERS CIRCLE WHERE HE TALKS TO THE EXCITED CROWD.....





THE VOTES WERE COUNTED AND THE WINNERS ARRIVE TO GET THEIR PRIZES FROM MISS KAISER FRAZER...BILL MOLENAAR IN HIS 48 FRAZER





JACK EDWARDS IN HIS DRAGON
JIMMY ADAMS IN HIS HENRY J





LARRY SMITH
CHRIST GABRIEL





LARRY SMITH
JOSEPH LAZUR





DAVID MECONE
DEAN MOORE





A A HARE
LARRY SMITH





SO WE PACKED UP THE CONVERTIBLES AND THE DARRINS
AND RETURNED TO THE MOTEL FOR OUR BUSINESS MEETING





OWNER'S CLUB QUARTERLY

BOX 691 ST LOUIS 88 MISSOURI

MIDWEST MEETING NOTICE

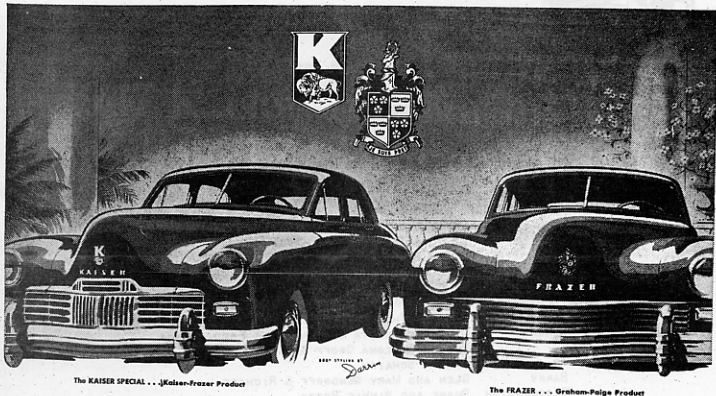
THE FALL MEET OF THE MID WESTERN DIVISION WILL TAKE PLACE AT SPRING MILL

STATE PARK AT MITCHELL INDIANA ON SEPTEMBER 21 AND 22ND. RESERVATION BLANKS WERE SENT ALL MID WESTERN MEMBERS EARLIER. ENCLOSED IS A MAP OF THE PARK AND OTHER DATA. ANY EASTERN MEMBERS OR WESTERN DIVISION MEMBERS THAT ARE IN OUR AREA ARE CORDIALLY INVITED TO ATTEND. ELECTION OF DIVISION OFFICERS WILL TAKE PLACE AND A SITE FOR THE SPRING MEET IS TO BE SET. SO ANYONE KNOWING OF A GOOD PLACE CENTRALLY LOCATED WITH AMPLE MOTEL OR LODGE FACILITIES PLEASE SPEAK UP AND LET US KNOW AT THE MEET.

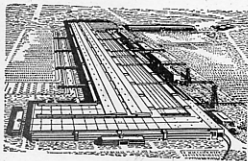
AT THE SPRING MEET HELD IN HANNIBAL MISSOURI ON MAY 25TH AND 26TH WE HAD ABOUT 75 CARS FROM 10 STATES. THOSE IN ATTENDANCE WERE:

	ILLINOIS.. AURORA	GENE AND AGNETA DILLENBURG & FRED - ANNA LESTER & LEONA GROFF & TYLER WALTER SCHAICK
	BARRY	GLEN AND MARY WENDORFF & RICHARD
	BLOOMINGTON	DUANE AND WINNIE POTTS
	CHICAGO	RUSSELL ROPKE MITCH SMALEC
	FRANKLIN Pk	GEORGE AND MARY BUCHINGER
	GALESBURG	KEN AND SHIRLEY LINDSEY BILL AND MARGARET WAGER
	GROVELAND	REX AND MARGARET NORGAARD
	JACKSON VILLE	KEN & RUTH HEMBROUGH AND JANA
INDIANA	STERLING	BOB AND MARY FRAZIER & TERRY - CONNIE
	CRAWFORDSVILLE	PAUL AND MARILYN BARKER
	FORTVILLE	BUD & KAY SHOULTS
	GREENFIELD	FRED AND FLORENCE DEVAULT
	INDIANAPOLIS	ROLAND COY, HOWARD & RUTH MORRIS & ARTHUR, ANGELA WARD
	SHELBYVILLE	HARRY AND IRENE DEVAULT
	TIPTON	ROBERT AND PEGGY ROCKWELL
IOWA	DAVENPORT	LARRY AND MARY SMITH, DAN AND CHARLOTTE KOERT & AMANDA
	DES MOINES	DON GRAU
	SHENENDOAH	ALFRED AND MERALYN SWENSON & MIKE
KANSAS	KINSLEY	TOM BRAKE
MICHIGAN	HASTINGS	HOWARD AND AGNES EDMONDS
MINNESOTA	MINNEAPOLIS	JACK EDWARDS, JOHN HALLER
MISSOURI	BRIDGETON	DEAN MOORE
	ELSBERRY	ED AND IDA HAUSGEN & DAVID, IRENE, AND JERRY
	HANNIBAL	GEORGE AND IRENE RICHMOND & VALARIE ANN
	LOUISIANA	LLOYD AND IRA HENDERSON
	ST LOUIS	AL MILLER & TONY, JIMMY
TENNESSEE	MEMPHIS	HAROLD PFANSCHMIDT
WISCONSIN	WEST BEND	NEAL DANYO
ONTARIO	LONDON	WILFRED AND ANNABELL NEWELL

PLUS A LOT OF VISITORS WHO WE HOPE WILL SOON JOIN OUR CLUB.



1947 Kaiser and Frazer Win Overwhelming Public Approval!



Coming off the line! Both the KAISER SPECIAL and the FRAZER are now in production at Willow Run. The most modern and complete automobile manufacturing plant under one roof in all the world, Willow Run will soon be in volume production on both of these new 1947 motor cars.

NEVER in automobile history has there been a popular demonstration of enthusiasm equal to that which is greeting the first public showings of the KAISER SPECIAL and the FRAZER! Their advanced engineering, smart styling and striking beauty have created a truly nationwide sensation.

In the near future—in fact surprisingly soon—you will be able to see these new 1947 motor cars in our display rooms here. Watch for our newspaper announcements of the first showing.

Meantime, our service department will help you keep your present car in the best of condition. And when you get your new 1947 KAISER SPECIAL or FRAZER, we'll be ready to serve you with factory-approved, parts, accessories and service. Place your order now.

THIS IS YOUR MAP OF THE

TRAILS

IN

SPRING MILL STATE PARK

MITCHELL, INDIANA

SPRING MILL STATE PARK
Established 1927 1,210 Acres
On Ind. 60, Near Mitchell

Among the features of the park is the restored pioneer village with the stone grist and saw mill operated by water-power, the postoffice, tavern, apothecary shop and other buildings. This is one of the best known and most popular features of the park, being re-visited several times each year by scores of visitors.

Other features are the caves, particularly Donaldson Cave and Twin Caves, which are widely known throughout the Middle West. Persons are not permitted to enter the caves other than on conducted trips through Twin Caves and into Donaldson Cave. There are several other caves in the limestone formation underlying the park.

Many visitors are attracted to the park by the large tract of virgin woods, one of the few such tracts remaining in the state. Included in this tract are many fine examples of the hardwood forest trees which once covered much of Indiana.

DESCRIPTION OF TRAILS

TRAIL DESCRIPTION OF TRAILS

NOTE: Because of terrain, most trails are rugged.

1. Short loop from Inn to foot of hill, along Donaldson Branch and Lake, and return up the hill to the Inn.
2. Connects village parking area with bathhouse.
3. Long loop trail which one may enter near Inn cabins; pass Donaldson Cave gorge, then through dense woods past sink holes; then through Donaldson Woods past Bronson Cave and on to Twin Caves; then return to Inn or picnic area through beautiful stands of virgin woods.
4. Loop trail may be entered from Trail 6 at picnic area or junction of 1 and 4 near Inn; goes by Donaldson Cave, campground and Hamer Cemetery; connects with 6 to Village.
5. Follows lower section of Lake from bridge around to bathing beach; near 2 which leads to picnic parking area.
6. Connects Village with campground by way of 6 and 4, or by way of Hamer Cemetery to Donaldson Cave.

STAY ON MARKED TRAILS!

SPRING MILL INN

Write to Reservation Clerk
Spring Mill Inn, Mitchell, Indiana
for Reservations and Further
Information

OPEN ALL YEAR

Rooms and Cabins Available
on the American Plan

ACTIVITIES and FACILITIES AT SPRING MILL STATE PARK

BOATS—Rental boats by hour or day. Privately owned boats may be launched on lake. Motors not allowed.

CAMPING—Campground equipped with modern facilities. Occupancy limited. Each site has table and grill. Some sites will accommodate trailers. No modern hook-ups, but electricity available. Wood furnished when available.

CAVE TRIPS—Via boat only on trips conducted by park employees who are experienced guides. Explorations not permitted.

FISHING—Bass, bluegill, etc. State License required.

HIKING—With miles of moderate to rugged trails, hiking is one of the most popular activities at Spring Mill.

INN—Inn rooms, Inn Cabins; all on the American Plan. Single meals, Sunday dinners, Banquets. Make all reservations with Inn manager. See note above.

NATURALIST SERVICE, FREE—Inquire at Inn or Gatehouse, summer months. Also see Pioneer Village.

PICNIC AREAS—Tables, grills, toilet facilities, playground equipment, tennis courts and playfields. Wood furnished when available.

PIONEER VILLAGE—Grist Mill in operation daily, Spring through Fall. Pioneer log houses, Village Store, Apothecary Shop, Shoemakers, Tavern, Distillery, Hatmaker's Shop, Weavers.

CORN MEAL—3-lb. and 5-lb. bags obtainable at Mill in Village, Spring through Fall. Write Supt. during Winter months.

LOOM PRODUCTS—Obtainable at Sheek House in Village, Spring through Fall.

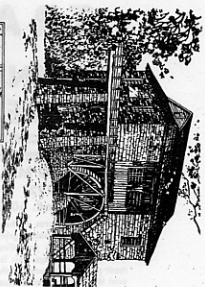
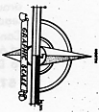
SADDLE HORSES—Miles of bridle trails. Inquire at saddle barn.

SWIMMING—Bathing permitted only when Lifeguard on duty. Free beach; bathhouse and checking service available.

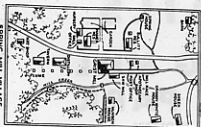
Receipts from admission and service charges are used to help defray the operation and maintenance costs of the parks.

SPRING MILL STATE PARK

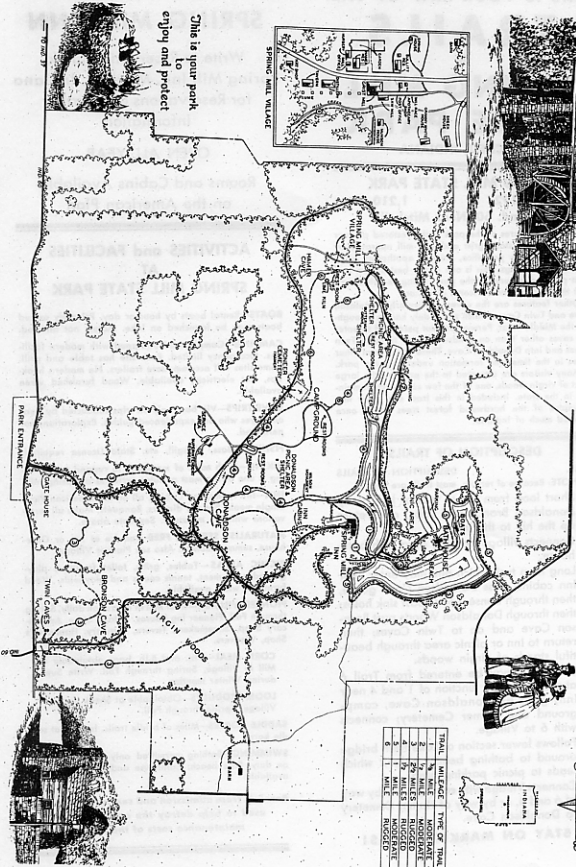
ESTABLISHED IN 1927
MITCHELL, INDIANA
1210 ACRES



TRAIL	MILEAGE	TYPE OF TRAIL
1	1/2 MILE	MODERATE
2	1/2 MILE	MODERATE
3	20 MILES	RUGGED
4	1 MILE	MODERATE
5	1 MILE	MODERATE
6	1 MILE	RUGGED



This is your park
to
enjoy and protect



LATIN AMERICA

Too Many Auto Plants

It used to be that every nation, developed or underdeveloped, wanted its own steel mill. Now it is auto plants. Home assembly plants of foreign-designed cars have blossomed from Egypt to Formosa. Japan's 72 auto producers, who design their own autos, plan to double production this year. South Africa's plants put together no fewer than 95 different models. But Latin American countries, which have caught the itch, simply cannot afford the grandiose auto industries that they have lately created. While the U.S. has five major auto producers, Latin America has close to 50—mostly from the U.S., Europe and Japan—and far fewer buyers.

Brakes on the Boom. In the resulting traffic jam, producers, workers and customers are getting stuck. Brazil in just six years has built the world's ninth biggest auto industry, luring a dozen producers by giving them ample credit, tax and tariff help, and virtually banning imports of cars completely assembled road. But Brazil's current and belated austerity program is hurting its auto boom. Cuts on credit have cut back buying and wiped out the backlogs of orders; automakers have reduced production by 20% and laid off 3,000 workers. Argentina has attracted 26 auto companies in the past four years, but only twelve of them survive; of those, several are in deperate shape and the four biggest—Kaiser, General Motors, Ford, Fiat—together have an annual capacity of 180,000 cars in a nation where only 100,000 were sold last year. In Uruguay and Chile, Ford's assembly plants are almost at a standstill because of an embargo on imported parts caused by a dollar drought.

But the building of instant Detroit continues. Mexican financiers have bought the complete auto plant of Germany's bankrupt Borgward to create Mexico's first full-scale auto producer (there are eight foreign assembly plants in Mexico). All 40,000 tons of Borgward's production line is being shipped over in 40 freighter holds, and the first shipment is due to dock this week. Venezuela this year barred all imports of finished cars; one result is that eleven producers plan to open assembly plants in Venezuela, where they will compete for an annual market of only 28,000 cars.

What They Do Best. Hampered by heavy taxes, small markets and feather-bedded payrolls, many of the local auto plants are inefficient and expensive; a homemade Chrysler Corp. Valiant sells for \$3,500 in Venezuela, a Ford Falcon for \$3,500 in Argentina. Nationalistic politicians argue that these prices are not too high to pay for developing a national industry that will create jobs, reduce imports and preserve precious foreign exchange. In Brazil alone, 1,500 companies have sprung up to supply the automakers, and only \$24 worth of parts on each car is

now imported. But Argentina still spends \$200 million a year to import auto parts—just about what it would spend if it imported all its cars.

Outside economists think that fewer auto plants might serve Latin America's ambitions better. Some Latin American businessmen are coming to realize that their nations could probably progress faster by producing what they have the resources to produce best—aluminum in Venezuela, steel in Brazil, appliances in Argentina—and lowering their trade barriers to import what others produce best. President Adolfo López Mateos of Mexico and João Goulart of Brazil have mulled over a plan for each Latin American nation to specialize in particular car parts. But that presupposes something like a Latin American common market, which is no near realization.

The Courier-Post, Hannibal

Tuesday, May 21, 1963

Kaiser-Frazer Owner's Club Will Meet Here

An automobile out of the industry's past will appear in Hannibal this weekend when the Kaiser-Frazer Owner's Club of America holds its spring meeting here. Kaiser-Frazer owners from 20 states will come to Hannibal for the Saturday-Sunday meeting to see the Mark Twain sights and to compare their fast-disappearing autos with those owned by other members of the select club. The group met for the last time in a national convention in Marion, Ind.

Events here include a parade at 1:00 p.m. Saturday through the downtown area. The parade will conclude on the riverfront. Delegates and their families will take an excursion trip aboard the Lady M. Informational gatherings are planned for Saturday night at various motels. A parade is also planned in Quincy Sunday morning. The convention banquet and business meeting will be held aboard the River Queen at noon Sunday.

The Kaiser - Frazer Owner's Club has more than 400 members in 40 states as well as in Canada and Sweden. They correspond with other Kaiser owners all over the world. The average club member owns two and one-half Kaiser-Frazer cars. Some members do not even own a Kaiser while others have as many as 31.

Recently the club bought all the remaining parts from the Willys factory in Toledo, Ohio, and has established a parts warehouse in Chicago for members.

Although U.S. production of the Kaiser stopped in 1955, manufacture of the car was resumed that year in Argentina and the "Carabela," as it is called there, is still available in the Kaiser showrooms today, virtually unchanged from the 1955 U. S. model. Kaisers were made in Belgium, the Netherlands, Denmark, India, Ireland, Union of South Africa, Indonesia, Mexico, Australia, Brazil, Yugoslavia, Japan and Israel.

The Kaiser name returned to U. S. automobiles this month for the first time since 1955 as the Willys Motor Company, makers of the Jeep, was absorbed into the Kaiser Industries and is now known as the Kaiser Jeep Corporation. Kaiser is now the largest automobile producer in South America today. In Brazil, Kaiser has just introduced a new Willys passenger car and has been building jeeps for many years. In Argentina, Kaiser builds the Renault, the Bergantine, the Rambler, the Carabela as well as the popular jeep.

Paul Baker, club president, from Crawfordsville, Ind., will drive his newly-restored 1951 Frazer convertible to Hannibal and will lead the Saturday parade. Several Canadian members will be here in their Henry J's.

Ed Hausgen of Elsbetter, Mo., will bring his fiberglass-body Darin sports car as well as the only 1951 Kaiser convertible ever built which he located in California last year.

A car that belonged to Henry J. Kaiser in 1951, is now the property of a Jacksonville, Ill., club member and is currently undergoing restoration. It is not expected to be ready for the Hannibal meeting but will appear at the next national convention in August at New Hope, Pa. Both Henry Kaiser and Joseph Frazer are members of the club.

Dean Moore, of St. Louis, editor of the Kaiser-Frazer quarterly, is chairman for the Hannibal convention and local arrangements are being made by George Richmond, 1133 North 18th Street, Hannibal.

KAISER-FRAZER SALES CORPORATION
WILLOW RUN, MICHIGAN

SERVICE BULLETIN



No. 48

February 23, 1948

TO ALL DISTRIBUTORS AND DEALERS:

Preventing or stopping leaks at windshield, ventilating windows or rear window.

To prevent or stop leaks at the windshield, ventilating windows, or rear window, the Parts and Accessories Division is supplying a liquid known as "Sealzit". (Parts and Accessories Bulletin No. 60.) This product is a plastic base solution which evaporates quickly leaving the colorless transparent plastic as a seal against leakage.

The solution can be applied with a medicine dropper or with an oil can on which the spout has been cut to leave a $\frac{1}{4}$ " opening and flattened so that it may be inserted between the glass or metal and the weatherstrip.

To apply the solution, insert a sharp instrument between the glass or body metal and the weatherstrip, move the instrument along the weatherstrip and apply the solution just behind the instrument, allowing the weatherstrip to flatten out against the glass before the solution starts to evaporate. Press the weatherstripping down to make the seal but do not press hard enough to force the solution out between the weatherstrip and the glass or metal.

"Sealzit" is highly volatile and should be used as soon as possible after opening the container. If all the solution in the bottle is not required for the sealing operation, the bottle should be tightly closed to prevent waste of the solution.

Following the above procedure will, in most cases, save the time and expense involved in replacing and fitting new weatherstrips.

BODY

SUPPLEMENTARY
SEAL FOR FIXED
WINDOWS & VENT

ALL MODELS

A handwritten signature in cursive script, appearing to read "W. P. deMartini".

W. P. deMartini
Director of Service

KAISER-FRAZER SALES CORPORATION
WILLOW RUN, MICHIGAN

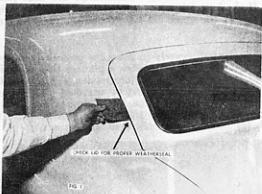
SERVICE BULLETIN



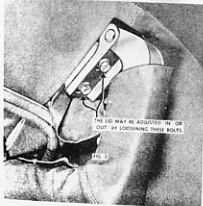
TO ALL DISTRIBUTORS AND DEALERS:

Water leaks around the rear upper deck lid of Traveler and Vagabond models may be corrected in most cases by adding sufficient shim material under the weatherstrip to provide a proper weathertight seal. In some cases it may be necessary to adjust the upper lid at the hinges to obtain a proper fit and seal.

To determine proper weathertight seal, insert a piece of ordinary writing paper approximately 3 inches wide and 11 inches long between the lid and weatherstrip, close the lid and pull the paper to "feel" the drag (Figure 1). With the compression type seal used, the paper should pull fairly hard for a proper seal. If the paper test indicates too loose a seal the weatherstrip must be shimmed or the lid adjusted accordingly.



The upper lid adjustment is controlled by elongated holes of the hinge attaching points at the lid and roof panel. The lid may be moved "up" and "down" by loosening the hinge attaching bolts (figure 2). "In" and "out" adjustment is controlled by loosening the bolts attaching the hinge to the roof panel (Figure 3). Adjustment provisions are not made for the lower lid, however, the hinges may be shimmed away from the body if necessary to obtain proper contact with the body.



(Over)

No. 167

July 8, 1949

BODY

SEALING REAR
DECK LIDS

TRAVELER
AND
VAGABOND

No. 107

July 8, 1940

BODY

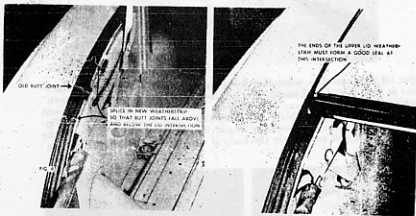
SEALING REAR
DECK LIDS

TRAVELER
AND
VAGABOND

The first step in correcting water leaks is to determine if the upper lid fits properly. If not, it must be adjusted and the fit checked with paper as detailed above. The weatherstrip channel (gutter) alignment in relation to the body contour should also be checked at this time. If misalignment is evident, it must be corrected before proceeding.

When the lid is properly fitted and there is still evidence of improper weather-seal, add thin rubber shim strips *under* the body channel weatherstrip to build up the effected area. The shim strips should be the width of the weatherstrip, feather edged at both ends, and cemented in place. At the intersection of the upper and lower lids the upper and lower weatherstrips are butt jointed together in the channel. If the butt joint is separated or the weatherstrip is deformed by the metal "lip" of the upper lid lower edge the condition must be corrected as follows:

The butt joint must be cemented securely in place, or preferably a new piece of weatherstrip should be spliced in place, in such a manner that the joints will come above or below the upper and lower lid intersection (Figure 4). The two metal "lips" of the upper lid lower edges must be trimmed off sufficiently to prevent deforming the weatherstrip when the lid is closed. The ends of the weatherstrip at the lower edge of the upper lid must form a good weatherseal at the intersection with the body channel weatherstrip (figure 5).



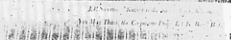
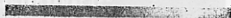
C. A. Silcott
C. A. Silcott
General Service Manager



F O R T U N E



F O R T U N E



April 1962

The Optimistic World of Edgar Kaiser



When the name Kaiser replaced Willys last month on the roster of motor makers, the event must have held strong emotional impact for both father Henry J. and son Edgar. For it put their name-keck in the auto industry after a costly retreat a few years back. And it highlighted Edgar's hopes that Kaiser Jeep Corp.'s new Wagoneer may spark a dramatic improvement in dividend prospects of the parent company, Oakland-based Kaiser Industries Corp.

Kaiser Industries, now the top holding company in the industrial complex pushed to early postwar greatness by Henry Kaiser, has paid no dividends because of huge bank loans resulting largely from the earlier auto fiasco. But these are now being pared with the help of dividends from Kaiser Aluminum and Permanent Cement, earnings from affiliates and from some of Edgar's ventures overseas. Kaiser Steel Co., however, was profitless in 1962, as was recently renamed Willys.

But Edgar, now chairman of most of the companies, is sanguine. He's sure the Kaiser empire will "grow, and grow, and grow."

The Optimistic World of Henry Kaiser by Walter Guzzardi Jr.

