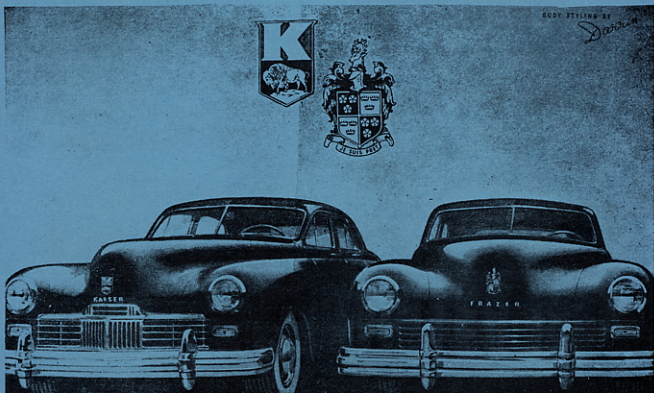




QUARTERLY

WINTER 1964



FACTORY APPROVED AND INSPECTED



DUAL PURPOSE OIL FILTER

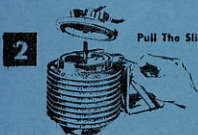
*The Ultimate In
Scientific Filter Design*

**"COOLS THE OIL
THAT IT FILTERS"**

Exterior View Showing Sturdy Construction
and Precision Workmanship.



To Recartridge—
Remove Cap Nut
And Fold Aside
Cap And Tubing



Pull The Slip Pin



Dump The Contents
No Fuss—No Muss

**AT LAST! An Oil Filter Which Can Be
Cleaned Without Spilling On The Engine.**

ORDER NOW!

OIL FILTER
PART NO. 100280
INSTALLATION
KITS

MODELS	PART NO.
ALL KAISERS AND FRAZERS	100258
HENRY J. - 4 CYL. . . .	100259
HENRY J. - 6 CYL. . . .	100260



Cartridge Gives Perfect Filtration
Increases Oil Life
Reduces Engine Wear

KAISER-FRAZER SALES CORPORATION
KAISER-FRAZER CORPORATION
Willow Run, Michigan, U.S.A.



VOLUME FOUR NUMBER FOUR

WINTER 1964

QUARTERLY

BOX 691 ST LOUIS 88 MISSOURI

PRESIDENT.....HERB SCUTT, 62 Carrell Road, DOVER, NEW JERSEY
VICE PRESIDENT.....GEORGE DOMER, ARROW-MAR, MILTON, PENNSYLVANIA
TREASURER.....RICHARD MASCIOLA, 148 Safran Ave, FORDS NEW JERSEY
SECRETARY LARRY SMITH? PANARAMA PARK, Mounted Rt. BETTENDORF IOWA
BULLETIN EDITOR JACK EDWARD, 6019 Upton Ave S MINNEAPOLIS 10 MINN.
QUARTERLY EDITOR DEAN MCCRE, Bx 691, SAINT LOUIS 88 MISSOURI

MEMBERSHIP

CHARTER...THE CHARTER MEMBERS ARE THOSE 13 ORIGINAL MEMBERS THAT HELPED TO ORGANIZE THE CLUB AT ITS FIRST MEETING IN APRIL OF 1959.

NATIONAL...THIS IS THE STANBARD MEMBERSHIP OF THE KAISER FRAZER OWNERS CLUB. IT INCLUDES ALL CLUB PRIVLEDGES INCLUDING THE MONTHLY BULLETIN AND THE QUARTERLY PLUS THE PERMISSION TO BUY FROM THE CLUB WAREHOUSE. NATIONAL DUES ARE \$6.00.

HONORARY...THESE ARE ESTABLISHED BY THE OFFICERS TO HONCE THOSE PEOPLE WHO HAVE HAD AN IMPORTANT BEARING ON THE KAISER FRAZER AUTOMOBILES. THE HONORARY MEMBERS ARE:
HENRY KAISER JOSEPH FRAZER EDGAR KAISER HOWARD DARRIN

WAREHOUSE SERVICES

THRU THE EFFORTS OF TWO OF OUR MEMBERS WE HAVE ESTABLISHED A PARTS WAREHOUSE AND HAVE ACQUIRED A LARGE STOCK OF PARTS FROM THE KAISER FACTORY AND WAREHOUSES AND OLD DEALERS STOCKS. MORE PARTS ARE BEING ADDED ALL THE TIME AND A PARTS CATALOGUE IS NOT AVAILABLE. THE LAST ISSUE OF THE QUARTERLY LISTED MCST PARTS BY THEIR PARTS NUMBER AND CAN BE USED TO SPEED THINGS UP WHEN ORDERING PARTS. THE PARTS WAREHOUSE IS OPERATED ON A NON-PROFIT BASIS AND ALL EARNINGS ARE PUT BACK INTO MORE PARTS. THE TIME OF SORTING AND MARKING AND WHIPPING THESE PARTS ARE DONE ON A SPARE TIME BASIS. FOR PRICES AND PARTS AVAILABILITIES CONTACT:

GEORGE BUCHINGER 3538 HAWTHORNE FRANKLIN PARK ILLINOIS
PHONE 213- 678 6140

Dr Don Dettcote 807 SUNSET EARLVILLE ILLINOIS Phone 2281

THE KAISER FRAZER OWNERS CLUB HAS ONE NATIONAL CONVENTION EACH YEAR IN AUGUST. THE REGIONAL DIVISIONS HAVE SEVERAL MEETS EACH YEAR. AT PRESENT THERE ARE THREE REGIONAL DIVISIONS.. THE EASTERN... THE MIDWEST... AND THE WESTERN. REGIONAL ACTIVITIES AREPUBLISHED IN THE BULLETIN EACH MONTH.

CHANGES OF ADDRESS SHOULD BE SENT TO THE BULLETIN EDITOR QUARTERLIES WILL NOT BE FORWARDED BY THE POST OFFICE TO YOUR NEW ADDRESS.

THE EDITOR'S PAGE



QUARTERLY

BOX 691 ST LOUIS 88 MISSOURI

IN THIS ISSUE OF THE QUARTERLY WE ARE REPORTING ON THE NATIONAL CONVENTION THAT TOOK PLACE IN LONDON ONTARIO. PHOTOS OF SOME OF THE WINNERS AND THEIR TROPHIES ARE SHOWN IN LATER PAGES. SOME PHOTOS OF THE WESTERN DIVISION MEETS ARE ALSO SHOWN. A LOOK BACK IN TIME TO LATE 1946 and EARLY 1947 THRU THE ADS OF SEVERAL CAR MANUFACTURERS.

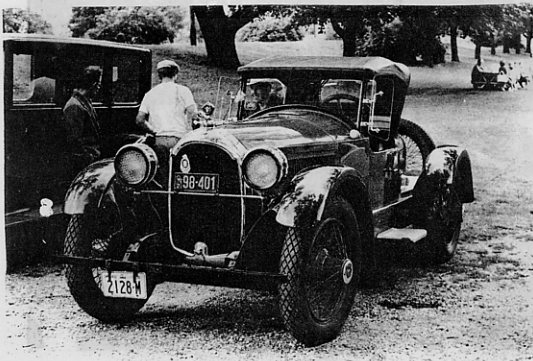
AFTER SOME OF THE RECENT LARGE ISSUES OF THE QUARTERLY THAT NEVER SEEMED TO GET MAILED OUT, THIS ISSUE MAY SEEM SMALL BUT IT IS AN EFFORT TO CATCH UP. AFTER MUCH ILLNESS THIS PAST YEAR I ALMOST FOUND MYSELF A YEAR BEHIND IN THE ISSUE OF THIS QUARTERLY. FROM OUR MODEST BEGINING IN 1959 WITH 13 MEMBERS WE HAVE GROWN TILL WITH THIS ISSUE WE HAVE OVER 800 MEMBERS. THE QUARTERLY IS GETTING TO BE TO BIG A JOB FOR ONE MAN TO WRITE? PHOTOGRAPH? TYPESET? MAKE PRINTING PLATES? RUN THE PRESS? GATHER AND BIND AND STAPLE? AND THEN PUT IN ENVELOPES AND LICK THOSE STAMPS..... AND GET THEM TO THE POST OFFICE. THIS NEXT YEAR WILL BE A TRANSITIONAL YEAR WHEN MORE AND MORE OF THE WORK WILL BE DONE BY COMMERCIAL PRINTERS AND SO THE COST WILL GO UP AND THE QUANTITY WILL HAVE TO GO DOWN SOMEWHAT. I ONLY HOPE THAT I CAN FILL IT AS FULL AS I CAN WITH THE MATERIAL THAT YOU WANT TO SEE. LET ME HEAR FROM YOU WITH YOUR SUGGESTIONS.

YOUR QUARTERLY EDITOR

Dean Moore



IT RAINED ON SATURDAY AND SOME OF OUR ANTIQUE FRIENDS GOT WET.
SUNDAY WAS FINE AND CLEAR FOR OUR PICNIC IN THE PARK.





WE LOOKED UNDER HOODS AS USUAL
WE HAD A PICNIC LUNCH





THE CARS WENT ON DISPLAY AND THE FINE PEOPLE OF LONDON LOOKED.
THE KAISER OWNERS STOOD AROUND AND TALKED.



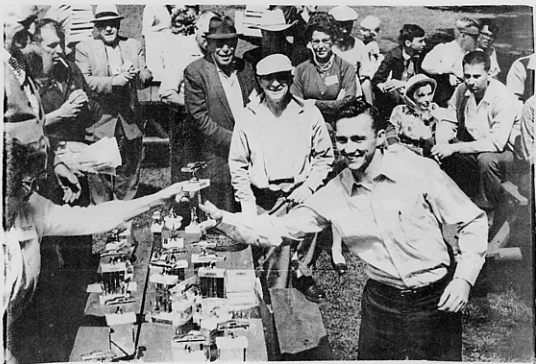


PRESIDENT HERB SCUTT HANDED OUT THE TROPHIES AFTER THE MUCH CUSSED AND DISCUSSED JUDGEING HAD TAKEN PLACE.





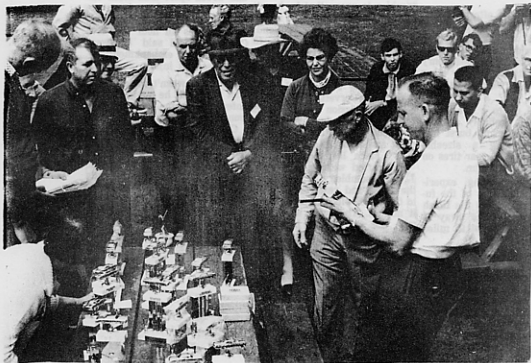


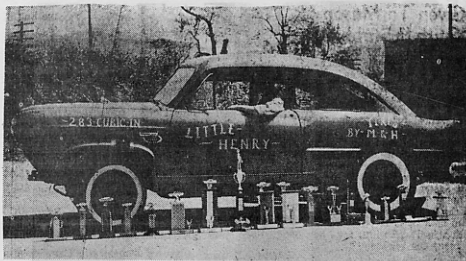






No Clue To Performance Appearance Of '53 Car





HENRY WOULDN'T RECOGNIZE IT — Gayle Field, 28, of 457 Porters Road, is one of the valley's best drag strip racers, and he has seven trophies in addition to the 17 pictured here. His "Little Henry" was fashioned in part from the body of a 1953 Henry J., and Field says, "It's better than a Henry J. ever thought of being, new," adding, as an understatement, "and a little bit faster."

LIFE IS A DRAG

Appearance Of '53 Car No Clue To Performance

Life is a drag for Gayle Field, and he wouldn't have it any other way.

Every Sunday afternoon this summer, Field, a 28-year-old sheet metal worker, will climb into a hybrid mechanical creation that looks like a 1953 Henry J. on the outside, but any other resemblance to which ends right there.

He'll pull up to a drag strip starting line, probably at Winfield, accelerate and burst forward, leaving a sizeable quantity of his \$50 rear tires on the asphalt behind him.

And, if past racing experience is an indication of the future, Field will cross the finish line a fifth of a mile away 13 seconds later at about 95 miles an hour.

Field is a representative of a group of drivers to whom "dragging" is a way of life, to whom hours spent conditioning racing cars have long since become ineluctable and who believe that after-midnight drags on MacCorkle Avenue are second-rate amateurs who don't have the guts to demonstrate their alleged skills on a track.

Field has been driving in races since 1957, and he has 24 trophies to prove that he hasn't exactly been a failure at it. He set a track record at East Bend, N. C.—a quarter-mile track, 13 seconds, 106 miles per hour.

But Field is most proud of his car, the "Little Henry," which combines the '53 Henry J. body with a '63 Corvette engine and a '57 transmission and rear end. The finished product represents hours of work "almost every night and 16 or 18 on the weekends" since last August.

He started with a \$40 Henry J., disassembled it, replaced the parts and restored the car to the \$2,000 piece of machinery it now is. The work was done with the sanction of his boss, William S. Endres, owner of Dougherty Mechanical Contracting Co., for whom he also has restored a '32 Ford coupe and a '48 Rolls Royce.

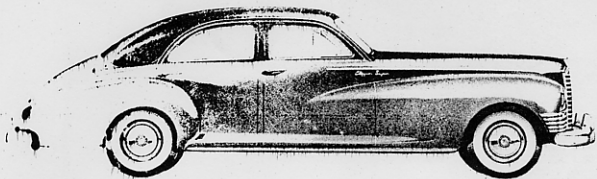
Three of his trophies were won in Endres' cars.

His drag racing, less of a sport and wreck sport than stock car racing on an oval track, nevertheless has its dangers. Driving at 106 miles an hour in North Carolina, Field said he went over a 20-foot embankment.

He escaped injury, somehow, but the car wasn't so fortunate. Just the same, he made repairs, entered again the same day and won two trophies.

Commenting on the late-hour dragging on Charleston streets that often puts young drivers in traffic court, the hospital or the funeral home, Field made this observation and recommendation:

"The drag strip is the proving ground. That's what it's there for, and it's open every Sunday."



PACKARD SUPER TOURING SEDAN

Note to car-hungry Americans:

The selection of a new motor car is a decision you haven't had an opportunity to make in almost five long years—so choose wisely!

And remember that today—more than ever before—it is sound judgment to

"Ask the man who owns one!"

How are you going to buy your next Car?



The KAISER Convertible

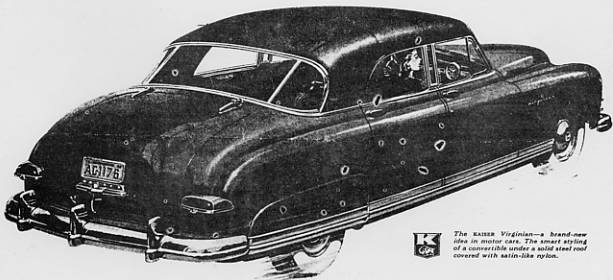
2 SHOPPER? Shop them all. Let the salesmen tell you their stories. Sure, the Kaiser salesman will be most convincing! Why not? He knows that dollar for dollar his product *has what it takes*—in economy, in trouble-free performance, in lasting value. More than a quarter-million satisfied owners agree—after more than 3 billion value-proving owner-driven miles!

1 LOOKER? Look wherever you will, you'll find the Kaiser way ahead in advanced styling, in advanced engineering and mechanical features, in roominess and comfort. Look at the Kaiser's years-ahead design. As other "new" cars are announced the Kaiser keeps on being America's most copied car.



The KAISER Special

3 DRIVER? Put the Kaiser to every test you know. Learn what the *highest-compression engine* in its price class will do. Take the *roadworthy Kaiser* over bumps and around curves. A satin-smooth ride, minimum side-sway and vibration! *Triple-control steering* brings a new thrill to driving. You'll like it—for keeps!



The KAISER Virginian—a brand-new idea in motor cars. The smart styling of a convertible under a solid steel roof covered with satin-like nylon.

Hear! Hear! Hear! *Walter Winchell* Every Sunday...same time...same station!



**MOST OF THE DE SOTOS EVER
BUILT ARE STILL RUNNING**

Right?
Wrong?

Right! And in a recent survey among 1941-'42 De Soto owners, 8 out of 10 said "Most satisfactory car I ever owned" and added that their next car would be another De Soto.

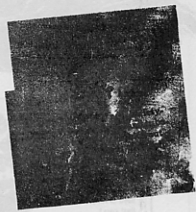
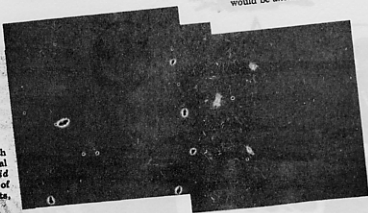
QUIZ for car buyers

(De Soto owners know the answers—)

**NO CAR CAN RUN
WITHOUT A METAL FLYWHEEL**

Right?
Wrong?

Wrong! In the new De Soto with Fluid Drive there is no metal flywheel. Instead, a fluid connects the flow of power, prevents jerky starts.



8 out of 10 say



again.*

The demand for De Soto is so great that in spite of all our efforts some delay may be necessary before your dealer can make delivery to you. But if you do have to wait, you'll be glad you did!

DE SOTO DIVISION
OF CHRYSLER CORPORATION
DETROIT, MICHIGAN

*Based on a survey of 1941-'42 De Soto owners.

"FORD'S OUT FRONT

WITH CROSS-COUNTRY
COMFORT!"



The only 100-h.p. V-8 in
the low-priced field!

Only Ford gives you
100 h.p., only Ford gives
you the extra smooth-
ness of the eight, only
Ford gives you a "V"
type engine—the kind
used in America's cost-
liest cars!



A day behind the wheel of the big new Ford will show you what real comfort means! Here's a car with solid sureness on any road... a car that's easy to handle, fun to drive. The stabilized chassis rides steadily even in cross winds and on curves. New multi-leaf "Rest-ride" springs cushion the miles. Deep, soft, correct-posture seats give you perfect relaxation. Plenty of room all around you. And that flexible, smoother, quieter, more powerful Ford V-8 engine levels the hills and thrives on distance! See your friendly Ford Dealer today!

Tune in... The FORD Sunday Evening Hour—ABC, Sundays, 8-9 p.m., E.D.T.

Ford

FUTURE



The *Oldsmobile habit* is always in style . . . with America's smartest people. They like the flowing smoothness of Oldsmobile's lines . . . modern . . . streamlined . . . in perfect good taste. They enjoy the gliding comfort of Oldsmobile's ride . . . cradled on Quadri-Coil Springs . . . steadied by 4-Way Stabilization. They respect Oldsmobile's reputation as a "thoroughbred" . . . the latest and greatest product of America's oldest motor car manufacturer.

Forward-looking people particularly appreciate Oldsmobile's engineering leadership . . . so well exemplified in GM Hydra-Matic Drive. Gears shift automatically through all four forward speeds. There's no clutch pedal in the car. Driving becomes amazingly simple . . . all you do is step on the gas and steer.

It's *smart* to ride in an Oldsmobile . . . *smart* to drive one . . . especially if it's a new Oldsmobile with General Motors' *new and finer* Hydra-Matic Drive. (Optional at extra cost on all new models.)

KEEP AMERICA'S HIGHWAYS SAFE—DRIVE CAREFULLY

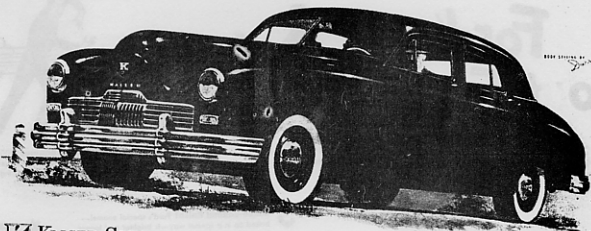
"Driving Habit"

YOU'RE SURE TO LIKE, TOO !



Oldsmobile

A GENERAL MOTORS VALUE



K KAISER SPECIAL
PRODUCT OF KAISER-FRAZER

*Two Cars
You Should
KNOW!*

...The KAISER SPECIAL and the FRAZER

Here are two new 1947 cars you'll want to know all about before you buy any automobile. You will find the KAISER SPECIAL and the FRAZER as exciting in performance as they are in beauty. Their design was unhampered by any pre-war tools or dies. They were engineered against a background of wartime experience. The result is refreshingly different—really modern transportation.

Both of these new 1947 automobiles are now being shown in many large cities, and are rapidly being supplied to our more than 4,000 dealers from coast to coast.

FRAZER
PRODUCT OF
GRAHAM-PAIGE



KAISER-FRAZER CORPORATION

Ford's out Front with... 1



1 "Rest-Ride" Springs! New multi-leaf construction! You get a level, relaxed ride—even over rough roads—and new steadiness on curves!



2 Your choice of engines! 100 h.p. V-8 or 90 h.p. Six. Both engines with new balanced carburetion and new 4-ring aluminum pistons to save on gas and oil!

3 Baked-enamel finish! Ford's special enamel—baked on in a special way—is brighter and longer lasting! Because it is better bonded to the metal. That's why Ford cars keep their "showroom complexion."



4 "King-size" brakes! No other car in Ford's field has such big brakes! They're self-centering hydraulics... give you smooth, straight stops with gentle pedal pressure.



5 "Lifeguard" Body! For extra safety and longer life. Ford bodies are heavy-gauge welded steel, "phosphate-coated" in Ford's special rustproofing process. Doors have double steel walls. Even the floor is steel!



There's a *Ford* in your future





QUARTERLY

BOX 691 ST LOUIS 66 MISSOURI

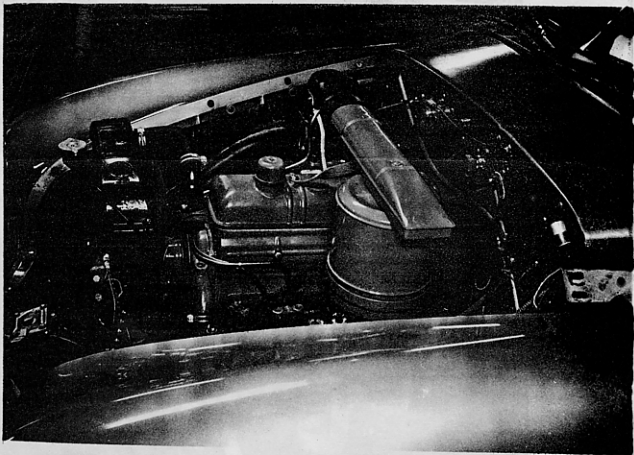
We have all heard about all the various engines that might have gone into our cars. Howard Johnston Jr of Poughkeepsie New York sent the following:

Dear Mr Moore,

In one of the recent Bulletin's I noticed an item indicating that there "was Rumored" that an OHV V8 engine had been considered for K/F cars. The accompanying Photographs prove this rumor to be true. A former K/F Tool Engineer, a Mr A H Bauman, most graciously let me have the enclosed photographs for the enlightenment of our Club. He said the pictures are of the 49-51 vintage and that lack of tooling Money killed the project a burning. As he remembers, the 6 cylinder OHV job had 7 mainbearings crankshaft (Latest 63-64 GMC AMC thinking seems to verify the soundness of this type of construction)- the V8 generated close to 200 HP. Mr Bauman works closely with me in I B M. He is a fine tool engineer and proves that K F cars had excellent backing.... No wonder they were such superb cars. Keep up the good work on the Quarterly.

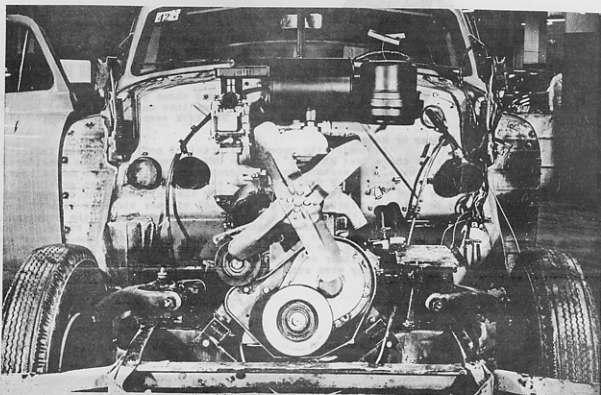
Yours truly,

Howard T Johnston Jr



KAISER-FRAZER EXPERIMENTAL ENGINEERING
TITLE 304-220-1-4 ENGINE INSTALLED IN 8-4084 - LEFT SIDE.

NEGATIVE NO. 1A-222
PROJECT NO. 8F-11-211-1004

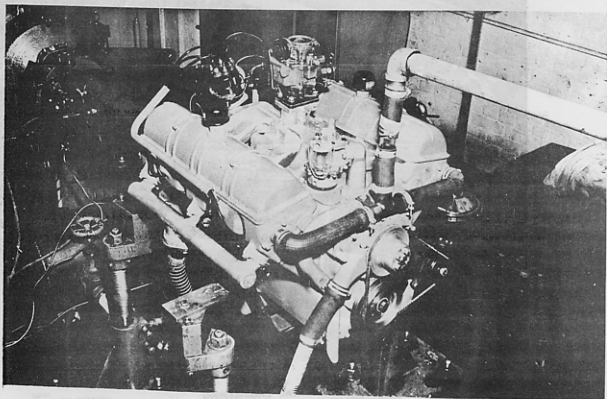


KAISER-FRAZER EXPERIMENTAL ENGINEERING

TYPE F PRODUCTION ELBOW TYPE AIR CLEANER ON W-6 1A 8-1062.

NEGATIVE NO 14-875

PROJECT NO #1-11-21-1806



KAISER-FRAZER EXPERIMENTAL ENGINEERING

KAISER-FRAZER W-10-200 ENGINE.

NEGATIVE NO 14-827

PROJECT NO #1-11-23-1520

KAISER CLUB MEETING - WESTERN DIVISION

Six Darrins, 1 Frazer, 1 Jeepster, 1 classic Lincoln, and 10 Kaisers arrived at Alvarado Park in Richmond, California on a warm and windy Sunday, September 13, 1964 for a combination picnic and car show. Seventy-two people--proud owners, families and guests--accompanied the cars. The cars, all shined up in their Sunday best, took up one entire parking lot at the park and made a really impressive display--so impressive that most of the participants had to be dragged off to the picnic area to eat and to tend to the business part of the meeting.

Each family brought its own picnic lunch. Coffee was furnished by Dick Allen and his trusty camp stove, home-made icecream by the Andy Schroyers, and several delicious home-made cakes by the wives of the Peninsula members.

After lunch, when no one could move anyway, Dick Wenzel, the Western Division director, conducted a short and informal business meeting.

Chief items of business were:

1. Correspondence from the Albany, Calif. Chamber of Commerce inviting the group to show the cars in its annual city festival. The letter came too late for this year's planning, but they asked us for next year.
2. A letter from James F. McCloud, who helped set up the Kaiser plant in Argentina, informed us that the plant there had made no Kaisers since 1962 but was turning out Ramblers. He stated that they did have an ample supply of parts available for the '54s.
3. Lynn Ankers described a half acre fenced lot which he has rented where members can store cars on which they are working or cars which they are using for parts. This will relieve many a driveway, garage and side yard, and also allow more parts cars to be accumulated.
4. Exchange of information about cars and parts for sale or wanted.
5. Decisions on a meeting schedule for next year. Plans include a dinner and car show next spring (April), the fall show at Albany in September. Members who live near areas sponsoring local auto shows are encouraged to participate in these in the name of the club.

Then everyone went back to the cars to look and compare notes once more before it was time to go home at the end of a very happy, friendly, successful car show.

Those attending were:

Mr. and Mrs. Bill Reinhardt, who drove their Darrin all the way up from Costa Mesa especially for the meeting--a round trip of over 1000 miles.

The Hil Proberts from Larkspur. Hil was the first Kaiser dealer in California. He still has several cars, lots of parts, and some literature on almost every model. He is planning to become a member of the club. He brought a 53 Dragon to the picnic.

Ted Dahlmann from San Francisco drove his coral Darrin.

Steve Boyd came over from Belvedere in a Darrin.

The Dick Leimers of Los Altos drove their Darrin while his brother drove his 54 Special.

The Lynn Ankera brought their 49 Frazer convertible from Los Altos.

The Andy Schrovers of Palo Alto came in their 53 Traveler, one of the 15 Kaisers he owns.

Dick Allen drove down from Napa in his 51 with stick, one of his 11 Kaisers.

The Jim Sharmans of Mountain View drove their 54 Manhattan, as did the Dick Wenzels of Watsonville and Al Fisher from Lodi.

John Stoll of Mill Valley brought a 53 Manhattan. So did Dana Headley from Lodi and Al Gonzales from Newark.

The Bob Schenks drove a 53 Special from Palo Alto.

Dan Redmond of Emeryville brought his 55 Manhattan, but not his wife.

We all wish her speedy recovery from her operation.

The Walt Colliers, who live in Richmond, just a few blocks from the park, brought a 54 Manhattan, the Jeepster and a Darrin.

The Les Haworths of Concord came to sell their Darrin, but left undecided. They may keep it and join the club.

Nels Anderson from Oakland still thinks he will sell his 51 4 door DeLuxe.

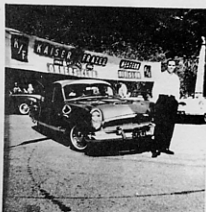
Norma Larsen, a Stanford coed and a car buff, just bought the 52 Virginian that she drove.

Bob Wisgerhof from Novato drove down in his 52 Special. His daughter, Terry, looked longingly at the Darrin, which they had sold to the Leimers last Spring.

The Ken Thompsons drove their classic Lincoln, and they had to park it 'way off to one side!

We all had a wonderful time and we hope to have as big and enthusiastic a group at our April meeting.

Dick Wenzel, Western Div. Director
69A Sunset Drive, Watsonville, Calif



"Now don't get excited, honey. It's just a fender"

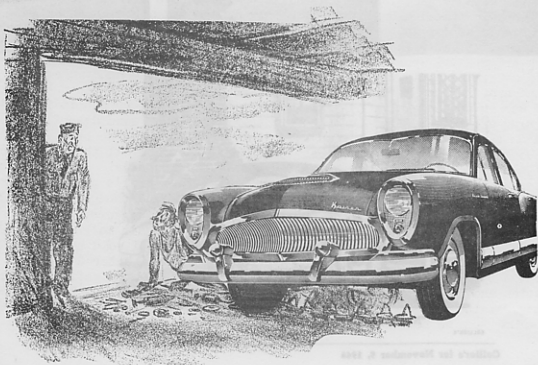
COLLIER'S

CHARLES FRANKS



This was my '53 Manhattan after 2 derby races. My safety door latch modification held the doors shut though the car was really torn up. This is the last Kaiser I raced or will race. The front end was really squashed - you can see where the wood ended up. The right rear was shoved forward a couple feet - sort of a compact design.

6 races - no safety catches - the right doors went inside - the front went in far enough to bend the dash in. I'm glad it got hit hardest on the right side! Care to give an estimate on the body work? I made \$15 profit with it.



"There's boiling water, pumice, and steel wool in the washroom, in case you want to freshen up a bit before lunch."

Jan. 9. 1964

Dear Dean,

Finally I found time to write something about my K-F products:

It all began in Sept. 1958 when I purchased a \$120 '51 K. 2dr., I kept her until May of 1960. I bought this first machine while a Junior in high school so naturally I was ridiculed for not getting a Ford or Chev or something else on the same order. I never wanted to be an "Organization-man" type so I kept my heap. On August 31 I washed her up and decided to go for a drive in the country. I got 50 miles away from home and I decided to go whole hog and visit some friends whose summer place was 200 miles north of St. Paul. I got in their general area about 7:00 PM but I didn't know exactly where they lived. While searching for their cabin I became lost in the woods--then I got stuck in the sand on a shoulder--I couldn't back up so I went forward--across a corner of a field and I hoped I'd have momentum enough to get me back onto the road. Unfortunately I hadn't checked the route first and I plowed into a three-foot deep ditch. I was rather annoyed because I was lost, no one at home knew where I was, my car was hung up on the frame with the front wheels hanging in the air and the rear ones buried up to the hubs in loose dirt. It was dark and getting cold and me with a short-sleeved shirt. I sat for an hour and a half waiting for someone to come and no one did. Finally I got up enough courage to go looking for help. I armed myself with a shovel and followed a phone line about 2 miles till I found a cabin. I called home with all the good news, thanked the cabin dwellers for the use of their phone and hoofed it back to my car with my mind at ease--Ma knew where I was and there weren't any animals around likely to want me for dinner. I spent a cold night trying to keep on the seat because of the angle of the car--I solved that by tying a seat-belt around myself. When morning came I walked five or six miles to town and borrowed a bumper jack and after a couple busy hours I got my car out of the ditch and on the road. I found my friend's place an hour later and had a good time. The following spring I spurned my trusty '51 for a painted Jezebel--a '53 Manhattan h/door. I got lots of fine service out of this machine and I took many trips in her. My girl went to school 165 miles away so I sometimes drove her up there. One New Year's trip was memorable because I got stuck in the snow in the school's parking lot. While trying to get out I got onto a block long grass slope--my Manhattan gracefully tobogganed in the snow downhill with my girl looking on and it went sideways over a three foot wall and narrowly missed a building. The only damage was a broken shock and the doors seemed harder to operate. I thanked whoever watches over old Kaisers and drove home. I later installed a Frazer Vagabond rear seat so I'd have a bed on camping trips and I spent many a night in comfort. Unfortunately the back-rest would make like a flyswatter on hard braking much to the annoyance of my rear seat passengers. I once parked on a hill and put the trans in R because the parking brake was on another car. My girl who knew nothing of cars put it in neutral while horsing around. I gazed on in horror as my two loves sped downhill to certain doom (a few miles per hour anyway) Christine figured the best way to stop it would be jamming it into R again--she did and it stopped. All the rear engine mounting bolts busted and the engine tilted crazily to one side. I was mad to say the least. I had promised to take her 240 miles to a girl's camp where she was to have counseled--I chained the engine to the frame and though she made lots of wierd noises she made the trip up and back with five passengers, all kinds of luggage and got over 24 m.p.g. on the way back. I never again matched that mileage. A bus rammmed in her right side and she was badly rusted so I sold her for \$40; I bought her back in two weeks and used her for parts and I entered her in a "Destruction Derby" where she did remarkably well. I tested my safety-door latch modification and none of the doors popped open though the body was badly twisted. I sold her remains for ten bucks in Sept. of '61. (I do hope my using "she" when refering back to both my car and my girl isn't too confusing)

While I still had my '53 I paid \$25 for a nice '51 for my dad. He has used this Special Hdr. since March '61 daily for work. She's caused no trouble since her oil pump went bad one winter and a short-block had to be installed. I've taken many trips in her and she has a Frazer Vagabond rear seat. I recently put on a rust-free '53 front end I got in Colorado and I think we'll keep the thing another 3 years at least. In the spring of '61 I also got a beat-up '49 Kaiser for \$10, made \$15 in the Destruction Derby and sold her for \$15 after six races. She outlasted two Chevys which held up for two races each and was stopped only by a broken starter. Unfortunately people admired her will-power and in the following weeks several other Kaisers were torn up in front of gloating boards which probably resembled those who filled arenas in Roman times. I entered the army in Oct. of '61 and when I came home on leave I bought a real nice '51 Frazer Vagabond for \$40. I made one long trip up North and then stored her till May of '62 when I drove her all the way to Colorado in 22 hours. Not a speck of trouble until July when six of us tried to take her up to St. Paul--she got 15 miles when the drive-shaft broke and I pushed her off the road and hitch-hiked home. I returned to her a week later with a used drive-shaft--installed it and drove her back to Ft. Carson, Colo. Once four of us took the Frazer up in the Rocky Mountains and the engine overheated. It never ran right and I was almost broke so I used her for parts and the junk-yard got the rest. (See K&F Bulletin-Feb.'63) I then bought a rust-free '53 Traveller for \$50 in Nov. '62 and used it till April '63 when I brought it up to St. Paul with no trouble out-side of the flywheel cover falling off. I'm redoing the car and I've installed a '51 front end. I plan to make a beautiful machine out of her someday. During June of '63 I bought a beat-up '52 Deluxe for \$70 and a '51 Manhattan for \$35. I drove the '52 all summer in Colorado and then used her for parts. Christine came to visit and the two of us drove it up to Denver; on the way back a tire blew at 70 m.p.h. and I scraped her on a couple guard rails. I averaged one or two flats a week because I couldn't afford tires. One happened in the mountains where I had to roll it for 3 miles as I had no spare. I got satisfactory service out of her and in Sept. my Manhattan was ready to go. I got a real nice one for \$35 though she needed the '52's regulator generator, starter, and misc. other stuff. I drove all over central Colorado with no trouble and then in Oct. '63 my army time was up and I made the 940 mile trip in 19 hours with three or four hundred pounds of stuff and me inside. I got a shade over 20 m.p.g. and it was the most pleasant trip I ever took. I've made several long trips and since I've had the '54 I've spent \$14,80 on repairs---a used generator, starter and a new "u" joint. I've got a \$19.80 investment and a month ago a bus rammed her doing about \$166.00 damage. I collected \$100 and fixed the damage myself so I'm \$50.20 ahead as of now. I will definitely keep the '51 and '53 for years to come. I would consider parting with the '54 in trade but I'm beginning to think of also restoring her. I've had loads of Kaisers and I look forward to many years of enjoyment with my present possessions and possible future additions to the "family"

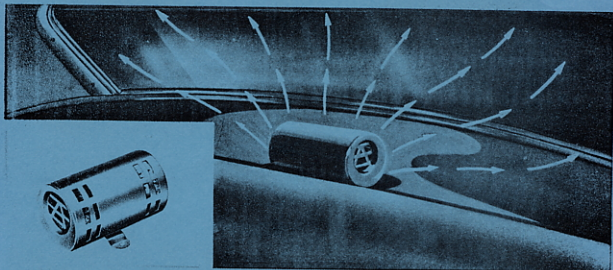
Dean,
I hope you can decipher my typing--I'm a bit of a practice, I hope you can use the photos I'm sending and I promise I won't wreck anymore Kaisers in the Derbys! I've had many other memorable experiences but I pretty well covered the highlights. For the sad news dept. while I was in Colo. a girl up here sold a '51 Dragon for junk -- it ran lousy but the interior was mint. A neighbor lady let her 22,000 mile '51 special h. door go for \$100 -- you couldn't tell it from new. She wanted me to have it but my ma said I was gone and probably wouldn't want any more cars at the time. Oh well,

Yours truly,

Tom Erickson

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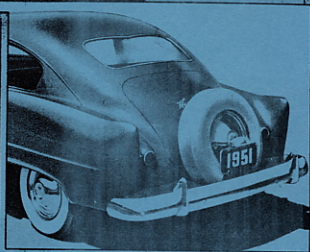
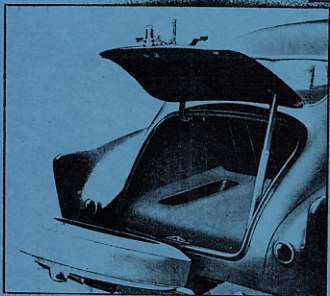
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