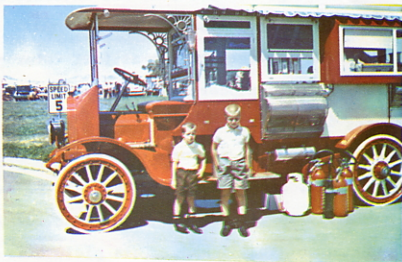




# KAISER-FRAZER

QUARTERLY FALL - WINTER 1965



Dear K-F Club Members:

This Quarterly was started when it looked as if no one would take the job of Quarterly Editor. Near its completion, Tom Wilson was appointed Quarterly Editor. He sent the Winter 1966 Issue to me for printing. Since this Quarterly was nearly complete and Tom's Quarterly was complete in itself, I decided to issue the Quarterlys as two separate issues. You are receiving them both together to save the cost of a separate mailing. Please send all material for future Quarterlys to the new editor, Tom Wilson.

On the cover is the Club's first attempt at full color printing. The picture is William Harrah's popcorn wagon. My two boys, Alan and Larry, are standing in front.

The printing negatives for the picture were made in my basement, using the crudest equipment, imaginable. In fact, I was assured that it would be impossible to get negatives suitable for printing full color with the equipment that I had. This picture is the only one that was useable from several that I photographed.

With the purchase of the proper color filters and a new half-tone screen, it would be possible to print color pictures in our Quarterly of much better quality than this. I would like to hear from you on this. If you would like to have color pictures in the Quarterlys let me know. This will have to be with the approval of Tom Wilson, Quarterly Editor.

Kaiserly,

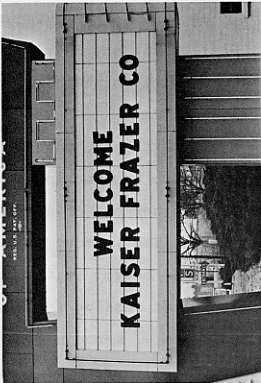
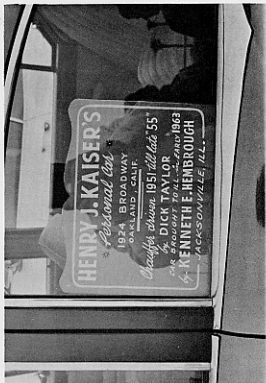
Paul M. Barker  
Rural Route #7  
Crawfordsville, Indiana

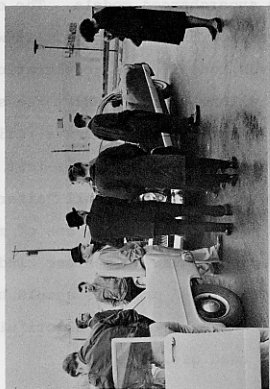
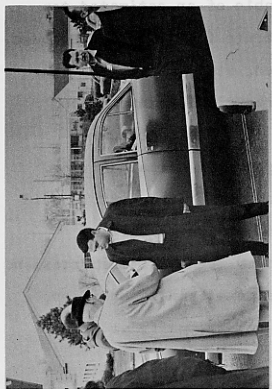
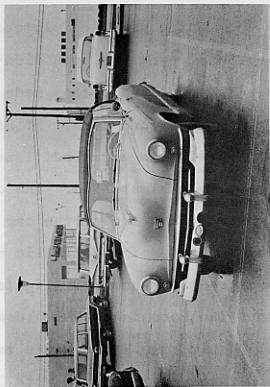
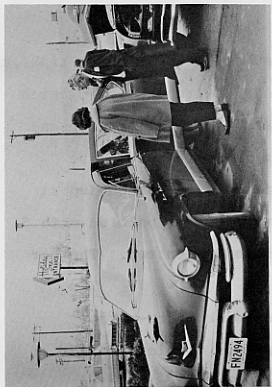
## SPRING MIDWEST MEET

On the following pages are pictures that were taken at the 1965 Midwest meet held on the 3-4 April at St. Louis, Missouri.

On the following pages are pictures of Henry Kaiser's personal car. The car has been flawlessly restored by its proud owner, Kenneth Hembrough, of Jacksonville, Illinois. The car is a beautiful metallic green, with a creme colored vinyl top. Inside the seats are rolled and pleated of the same material, with a pull down arm rest in the front and back seats. The car has a 1949 white Kaiser steering wheel, twin spotlights, and a dash controlled flashing stop light in the back window. The rugs, kick pads, and tunk mat are green Mouton fur. The engine is one of the experimental overhead valve sixes that was built. It is larger than the standard Kaise motor. It is angled in the engine compartment in order to from redesigning the body. The intake manifold is on the driver's side and the exhaust manifold is on the passenger's side. The battery is also on the passenger side. The car has hydra-matic drive. Mrs. Shirley Lindsey is standing in front of the car in the upper right. Directly beneath is the picture of the welcome that Holiday Inn gave us.

On the next page, upper left, Wilf Newell, and Shirley Lindsey??, are talking to someone in a fine looking 1953 Kaise. The upper right is another one of a kind.. Ed Hausgen's 1951 Kaiser two door convertible. The factory only built one. It was hand built for a show car. Ed bought it from the original owner in California. The lower left reading left to right is Dean Moore. Bob Rockwell, Dr. Don Dettore, Kenneth Hembrough and barely visible, Kenneth Lindsey. The lower right, Unknown, Don Grau, Paul Barker, Glenn Wendorff, Howard Johnston, and son, George Buchinger and two Unknown.

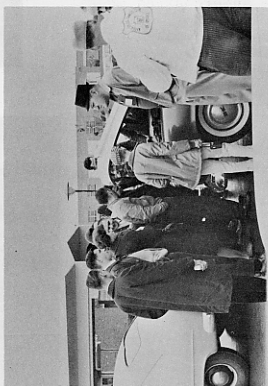
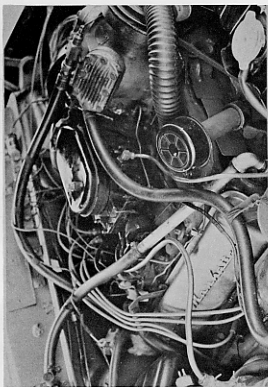
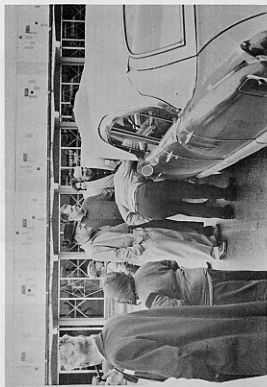


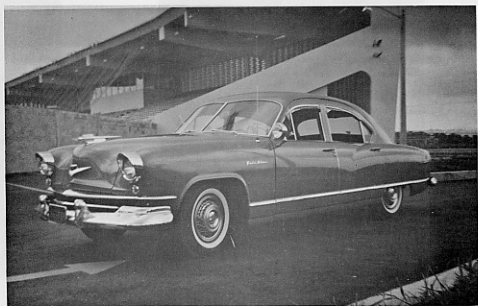


On the facing page are pictures of Paul Barker's 1954 Kaiser Traveler. What, you say, you didn't know they built one? You're right, they didn't. The car is a custom, made over '53. It has rolled and pleated Lizard upholstery and dash. It has a 1954 Kaiser Manhattan dash and steering wheel. An air conditioner has been installed where the radio usually is installed. The car is carpeted with maroon Dupont patio carpet. The top of the car has a natural (it is painted with 5 coats of General Motors metallic maroon) bamboo Dragon top. The car has a '54 front end and tail lights.

Under the hood is a 1959 Oldsmobile motor with Hydra-matic. Directly behind the Hydra-matic transmission is a complete Kaiser standard shift transmission with Overdrive.. Who says that you can't have your cake and eat it too? This setup gives the advantage of an automatic with the gas economy of Overdrive. The motor develops 315 horsepower and is coupled to the Kaiser 3/30 rear end that came on the supercharged models. The car is capable of an estimated top speed of 130 miles per hour. It will accelerate from 0 to 60 in about 9 seconds, and if more acceleration is wanted, it is possible by the use of a long cable to shift the standard transmission into second gear. This changes the drive ratio similar to a two speed axle. The standard transmission is left in third gear for normal driving.

I do not think that all Kaisers should be modernized, but I would rather modernize at least one of my collection and keep driving Kaiser than to use some other kind of car as my regular transportation. I think that K-F products should be restored to original condition, but while they are still plentiful, I would rather modify at least one for road use.







At the top of the facing page I can only make out Dr. Don Dettore of the four men peering under the hood of Wilf Newell's Dragon.

In the center picture are from left to right: Ken Hembrough, Ed Hausgen, Wilf Newell, and Rex Norgard. It looks like Ken and Ed have the burdens of the world on the shoulder. Maybe it was the weather. It was a miserable wet day.

At the bottom of the page is the beautiful 51 Kaiser that belongs to our Puerto Rico member, Santiago Susu Soler. Below is a reprint of his letter to Richard Leimer.

Arecibo, Puerto Rico 12/27/65

Dear Mr. Leimer,

Just a few lines to wish you and all others members of the club a sincere wish for a happy and prosperous Holiday Season.

I hope in the coming year every owner of Kaisers or Frazers preserve these wonderful cars and come to be a member of our Club.

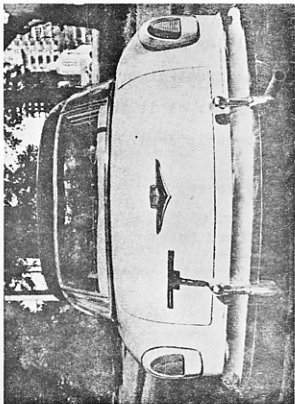
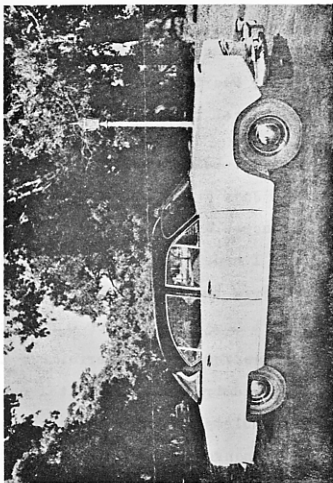
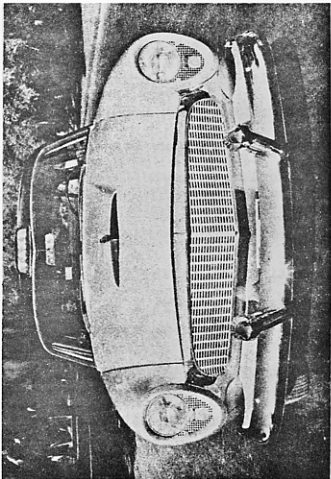
I bought my Kaiser during the year 1951 and during 14 years I preserved this wonderful car like new. All my friends in this place admire it. All that I changed was the front light rims and the emblems. I am sending you a photo of my car as it is today.

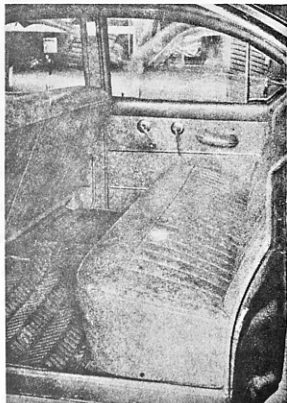
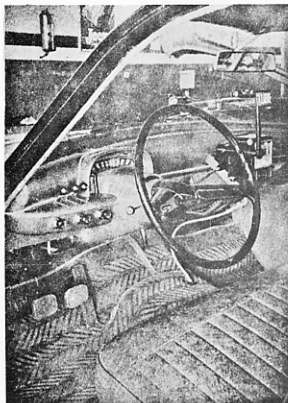
Thanks to you Dick for sending my membership card.

Sincerely yours,

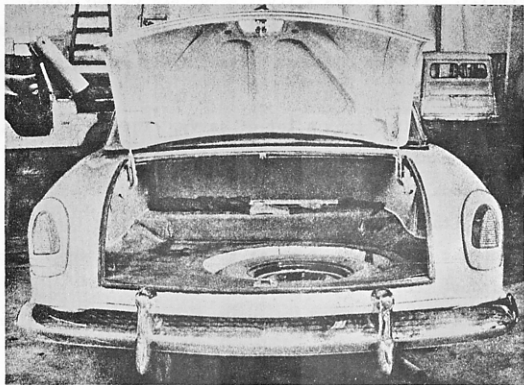
Santiago Susu Soler

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On this and the preceding page are pictures of some of the last Kaiser Carabellas that were built. As you can see they were cheapened on the outside. They were built for taxicab use.



## HIS KINGDOM FOR A KAISER

By Roger Maserang of The Journal

There it stood in the moonlight, sleek and exciting, complete with a trunk of spare parts.

It was a 1954 Kaiser.

As it turned out the moonlight was more becoming than sunlight. But I had bought it by then and it wouldn't have mattered anyway.

"This is a rare car," I murmured to my shivering companion.

"Does it have an automatic shift?" she said hopefully.

After I bought it, my pop said:

"I never did like them. I only knew one person who drove a Kaiser. He finally wrecked it."

I showed him the book where Kaisers and Frazers, those post-war wonders, were lovingly described as special-interest cars. He flipped a page and found a Franklin.

"If you had one of those, you'd have something," he said.

Normally, my pop doesn't trust used cars of any kind. Especially the ones with fancy accessories that could break down. But he will tolerate an old enough car. So all we had to do was wait.

Buying the Kaiser took a lot of savvy. They were asking \$175, and I finally managed to buy it for \$175.

But it took them a while to wear me down.

"Look at that dented fender," I said. "Look at that rust. My God, look at all of it! Look at that chrome! Look at that cracked window! Look at that red warning light!"

The owner quipped, "Look at that new battery, good muffler. Besides, it's a Kaiser."

Then why did he let it get into such a plight? Except for mechanically, it was one or two steps from the junkyard. If it fell into the wrong hands, that's where it would end up. I couldn't let that happen. Not to a Kaiser.

"How many people that you know own a Kaiser Manhattan," I beamed, on the way home.

Virtually all of the Kaiser and Frazer production was between 1947 and 1954, although Frazer quietly dropped from the line in 1951. Features of this model included the padded dash and recessed instruments, sporty appearance, and of course the optional super-charger.

"What's making that little red light burn on the instrument panel?" my companion blurted.

"Probably the same thing that's making the headlights get dimmer and dimmer," I said breezily.

But we made it before the darkness closed in, and the next day I replaced the worn generator brushes and hoped that for once I had guessed right. As it turned out, this was about the only thing wrong with the car from a mechanical standpoint.

Then I peeled back the water-soaked carpeting. It was a revelation, the first of many.

My baby from Toledo, Ohio, had floor plates of solid rust. If only they had been solid.

Clearly, the former owner had used my car to drive to work. My fiend said he must have taken the river route.

"Along the bottom," she chirped.

After I had figured up the cost of restoration, I kept it to myself.

But I still thought it was a bargain.

After all, it was a Kaiser.

## INSTRUCTIONS FOR INSTALLING A CHEVY V-8 ENGINE IN A KAISER

Submitted by Terry L. Zeug #207, 6528 Farralone Ave. Canoga Park, Cal.

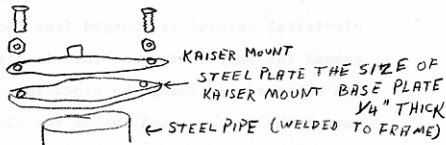
### Parts Needed

1. Chevy 283 cubic inch Engine V-8
2. Adapter Plate and accessoried (Hodser Products Co. in Pendleton, Oregon can supply this for about \$45.00).
3. Chev V-8 Pickup Truck Bellhousing W/Slave Cylinder.
4. Ford Dump Truck Hydraulic Clutch Master Cylinder.
5. A6-12 Volt Battery (Can be purchased through your Firestone Dealer).
6. 1 - 54 Chev 6 volt generator.
7. 1 - '55 Pontiac battery case.
8. Several pieces of  $\frac{1}{4}$ " thick steel.
9. A piece of 2" diameter pipe at least  $\frac{1}{2}$ " thick and 13" long.
10. 1 - Chev 6 volt regulator.
11. 1 - extra Kaiser drive shaft or a drive shaft of equal diameter.
12. 11" Chev V-8 truck clutch, flywheel, pressure plate, shifting fork, pilot bearing.

Description on installing a 283 cu. in. Chev V-8 into '51-55 Kaiser with standard shift with or without Overdrive.

1. Remove hood and (optional) front fenders.
2. Remove engine and transmission.
3. Assemble Chev engine with Chev truck bell housing (with slave cylinder and shifting fork on right hand side), and then install adapter plate. Next install special sleeve for Chev pilot bearing on transmission main shaft. Next install Chev 11" truck clutch, flywheel, pressure plate, and pilot bushing (special made) and pilot bearing. Attach transmission. Now you should have complete engine and transmission ready to install.

4. Take a steel plate  $\frac{1}{4}$ " thick by 10" by 4" and cut hole in it for mounting so that the engine and transmission ass'y will sit 2" farther forward than the 6 cyl. engine sat. (This is done to eliminate cutting into firewall.)
5. Next take and remove original motor mounts and brackets from "A" frame and arc weld two pieces of 2" dia. pipe  $\frac{1}{4}$ " thick and 6" long onto the spot where original brackets were welded. Next weld two plates the size of the base plate of a Kaiser motor mount to the top of the pipe. Drill mounting holes into plate to accept Kaiser motor mounts. It should look like this:



Note: When welding pipe in place make sure it is spaced correctly so that the brackets on the Chev block will sit on the motor mounts evenly.

6. In order for your engine to clear the steering column you will have to use a '55 Chev left hand side exhaust manifold. This solves the problem competely.
7. Next install engine and transmission. The whole works should now be sitting 2" forward of the original 6 cyl. engine.
8. Remove battery from present position and mount on right hand side of engine using a 1955 Pontiac battery case. (This is very easy if it is a Kaiser that had the supercharger, because the box will mount easier where the air cleaner mounted.)
9. Next fabricate a bracket for use of the '54 Chev generator. Then mount.

10. Install Chev 6 volt regulator in place of Kaiser regulator.  
(Note: The reason for mounting Chev 6 volt reg. and gen. is due to the Chev being negative ground where the original Kaiser parts are positive ground.)
11. The Kaiser coil may be used.
12. Take driveshaft and cut off at rear universal joint. Take extra driveshaft and cut a 2" section out and arc weld to your driveshaft making sure it is in alignment. Weld universal back on, take to a speed or engineering shop for balancing.
13. Hook up all necessary electrical equipment, etc. Note: when the electrical current is changed from positive ground to negative ground the only instrument that is affected is the clock. This can be cured by taking the clock to an auto clock shop and they can change the wires around inside the clock.  
Note: In my case I used the Chev V-8 fuel pump. I would recommend the use of an electric fuel pump. Either is satisfactory.
14. The outlet on the radiator (bottom) will have to be changed to a slightly larger outlet. Note: The radiator cooling capacity is Excellent. Note: All gears including differential, transmission, overdrive, etc. are plenty strong enough to handle the V-8 power.
15. If you want to stay with the column shift you will have to rebend the shifting linkage to make up for the transmission being moved 2" forward. In my case I eliminated this problem by going to a Hurst floor shift made for a 52-54 Ford.
16. To eliminate the clutch linkage problems I used a hydraulic system. Figure where to mount the hydraulic cylinder (master) so that when pedal is pushed in the eye bolt on the linkage pushes into the cylinder. Run a copper tube from the master cylinder to the slave cylinder on the right hand side of engine. Bleed system.



17. Note: There is no resistor used on the points as is normally used on the Chev V-8 12 volt system. Also the only thing that will be 12 volt is the starter and starter solenoid. When you turn the key in the ignition all the way over to "start" the battery shoots 12 volts to the starter. Once it starts the battery cuts back to 6 volts due to the built-in solenoid in the 6-12 battery.

Information on salvaging a badly mutilated Darrin. The following is information submitted by member Dale E. Newman, formerly from Waveland, Indiana. His current address is unknown at the time of this printing.

When I got my Darrin, the entire rear had been cut off about 14 inches in front of the rear bumper. This was quite a job to replace, but we did get a professional looking job of it. We laid a piece of very thin plastic over the part we wanted, on another Darrin, first wetting it very well under the plastic so it would stick close to the body, then we laid a piece of fiberglass cloth over the plastic and painted it with the fiberglass paint. Let it harden. With the plastic under the glass, it will not stick or damage the car you are taking your pattern from. After it has hardened, carefully lift off and put another piece of fiberglass on the underside and paint it again. You can then put as many coats of paint on as you want to get the desired thickness.

Editor's note: I have seen the car after it was restored. It is impossible to tell that the rear end of the car was ever missing. When I first saw the car, I thought it was a hopeless case, now it looks like new.

## TRAVELING TO RENO WITH THE PAUL BARKERS

On Tuesday, August 3, we loaded up the Kaiser-Traveler and set out for the long journey to Reno, Nevada. The first day of our trip, we stopped at Ed and Ida Hausgen's and had Ed put a front bushing in the air conditioner pump. And of course, we ate dinner there. We can never refuse Ida's good cooking. We camped all night at a state park in Missouri and really had to fight the mosquitoes away. We stayed in motels most of the time, but four nights, we slept in the Kaiser-Traveler --- yes all six of us. Paul took two pieces of plywood and put one end on the back of the front seat and the other end on the dash board. We covered this with a piece of foam rubber and a sheet and the three small children slept there. Our oldest son slept in the front seat and we had a foam rubber mattress in the back of the car for our bed when we folded the seats down.

On Wednesday morning, we visited the Harry Truman Library in Independence, Missouri and then we were on our way to Reno. The weather was real hot and the road was almost deserted when we went across Kansas, so we drove late into the night and stayed at a motel.

Thursday, we enjoyed the beautiful scenery and mountains in and around Denver, Colorado. We stopped in Georgetown and saw the old Hammill House and took pictures. We ate dinner in the Arapahoe National Forrest and it was real cold, there in the mountains. When we went through Loveland Pass, we stopped and Paul climbed up the mountain in the snow and took pictures.

Since we were running short on time, we drove late into the night and stayed at a motel again.

Friday, we drove across more desert in Utah. The land was so flat and empty that you could see for twenty miles at a stretch. We kept seeing something up ahead of us that looked like water. Paul said that it must be what they call a mirage, but when we got there, it was really water and it had been across the road. This was really our big day. We had a prairie hen fly at the car and break a headlight, the brakes got hot and we had to stop and let them cool off, and about two hours from Reno, the generator burnt out. The closer we got to Reno, the heavier Paul's foot got and we made the last 10 miles in six minutes.

When we got to Reno, we couldn't find a motel with vacancies for Friday and Saturday nights, so we stayed at the Nuggett Lodge Friday night and had to change motels on Saturday. We unloaded the car, took baths, had something to eat and then we had time to visit with friends in the club that had arrived before us. Oh yes, Paul also had to give the Kaiser a bath. We didn't get to bed until quite late that night as there was a lot to talk about with most everyone having so far to go that most all had something happen on the way there.

Saturday morning, we had to change motels as soon as we got up, since we were supposed to be on the parade field by 10 O'clock. Then there was the problem of getting a generator for the car. Mr. Sloveskey, from California, knew the local junk dealer and took Paul there. With Mr. Sloveskey's help the car was soon as good as new. Our thanks again to Mr. Sloveskey.

Saturday was really hot for us, as we Hoosiers are not used to the dryness of the air out west. Our meet was held at the school grounds in a paved parking lot, with one small tree for shade. For a change, the Barker's were prepared for the day. We had a thermos jug of ice water, and lots of paper cups, and a cooler full of ice and cokes in the car and plenty of food. I passed out ice water all day as long as the cups lasted and then some of them were used more than once. The men looked at the cars and judged them and the women visited and tried to keep cool. Even then, several of us ended up with some pretty sore sunburns.

In the evening, all of us had our much needed baths and dressed up and went to eat. We didn't eat at the banquet meal this time as it was just too expensive since we had our four children with us. We ate with Tom Rankine at a nice restaurant, then went to the hotel for the business meeting.

The election of officers didn't take too long and when that was over the fun began. There was quite a lot of squabble about how the warehouse was being run and who it really belonged to.

By the time the business meeting was over, all four of our children were stretched out on the chairs sound asleep. The Newells and the Scutts helped me get the children back to the motel, while Paul stayed for a meeting with the other club officers.

Early Sunday morning, we got ready to leave the motel and Paul backed the car up to leave and scrunch went the rear fender of a 1964 Chevrolet that had parked that night after we had and the car was at a different angle than ours. This was just all we needed. Worse yet, the car belonged to a couple that had just gotten married.

We had to wake them and explain what had happened, then wait for the police to arrive to make out the accident report. There wasn't much damage done to our car (remember its a Kaiser), just a slight scratch to the rear fender and bumper, but you should have seen the poor Chevy. The left rear fender was caved in.

Finally, we were on our way to William Harrah's auto museum. He has the worlds largest collection of automobiles. He has over 1000 cars with nearly 400 of them restored to better than new. I say better than new, because the finish on the cars are surely more perfect than the production models had on them. He has complete restoration facilities, with separate shops for the various operations necessary to make the cars like new. He employs over 70 people to restore and maintain the automobiles. He also has a large collection of motorcycles, boats, and airplanes on display. The museum is free to the public, with free tickets and free bus service available at Harrah's in downtown Reno.

**EDITORS NOTE:** At the present time a book is being prepared for printing on Harrah's automobiles. It will be published by the Little Brown & Company publishers. The book will be about 224 pages, size 10 by 13 inches. It will have 150 full color pictures with text describing each automobile featured. The advance press sheets are beautiful. I have seen them, since I work in the department where the actual preliminary work is being done, at the plant where they are going to be printed. The book will definitely be a collectors item since only 15,000 will be printed. The only catch is, they will cost approximately \$25 each.

We took leave of Reno about 4 P.M. Sunday evening. We drove until about 10 P.M. and put up for the night in a motel.

Monday morning, we were driving along and looked up and saw a pretty silver convertible in a roadside park. We turned around and went back and found Dan and Irene Danyo. We were both going to Yellowstone Park, so we decided to travel together. We arrived at the Grand Teton National Park late Monday evening. All the regular camp grounds were full, so we finally ended up at the back of the overflow camp ground. I am sure that we got the last space that was available. We didn't have a table, so we took our two pieces of plywood and put them on top of our suitcases. Danyos had a gas stove and so did we, and within minutes we were eating steak, instant mashed potatoes, corn, cottage cheese, sliced tomatoes, and coffee, and iced tea. And was it good.

Tuesday, we arrived at Yellowstone National Park. Before long we saw our first bear. This was a big thrill for the kids. And then we soon learned that every time there was a traffic jam, there would be some kind of animal on the road. We went to see "Old Faithful". We arrived there just ten minutes before it was to erupt. From there we went to see the "Bubbling Paint Pots". I don't know who was the most scared at this place, our kids, or Danyo's dog. We took several pictures here and throughout the park. Every time we would see a bear we would stop and take pictures until one time, a bear put his paw on the side of the car and then Paul had had enough. He was afraid the paint would get scratched on the car. We left the park after dark and Danyos started their way for home and we went toward our home.

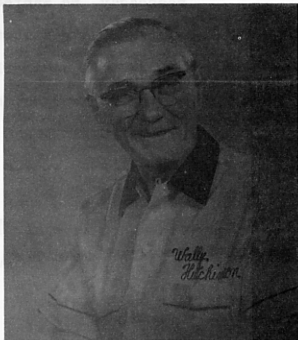
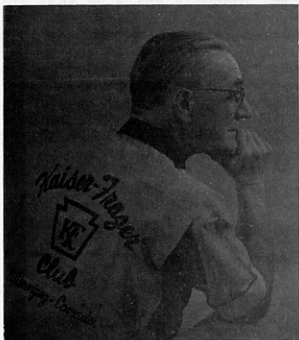
Wednesday, we wanted to see Mt. Rushmore while we were that close. We stopped at a gas station and asked the best way to the park. The man told us that we should take the scenic route. So we followed his directions and went up and down and around and around those mountains. The rear universal joint on the car was getting worn and it kept growling a little louder and one of the kids got car sick and we were getting tired. Finally, we came to a look-out point on top of a mountain where we could look across the way and see the faces. So we stopped and took pictures and called it good enough.

We stayed all night at a camp ground. The next morning after breakfast, Paul unloaded the car, jacked it up and changed the universal joint. He had taken a spare one along on the trip just in case.

We drove to Mitchell, South Dakota and stopped and took pictures of the "Corn Palace". We also had some Root Beer which we really were glad to get. The temperature was 110 and the air conditioner in the car had quit. We stayed all night 22 miles west of Des Moines, Iowa.

Friday, we drove hard all day and arrived home about six P.M. We had an exciting time and saw a lot of sights, but Indiana looked pretty good to us by then.

We are glad that the next national meet is going to be closer to home for us, because we have attended every national meet since the club started in 1959, and we hope we never have to miss any.



Official West. Div. Shirt Yellow and Black Available to ALL club members

Price about \$12

Contact

Dick Leimer  
1677 Middleton Ave.  
Los Altos, California 94022

