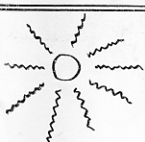
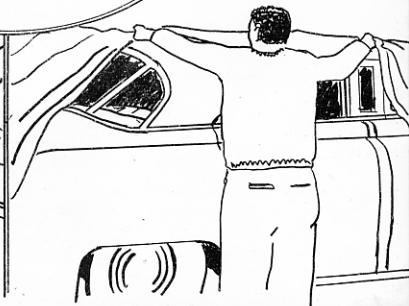
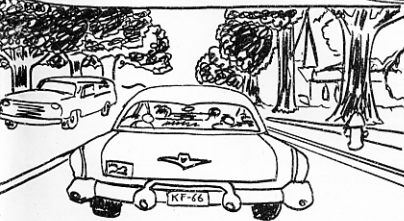




KAISER  
QUARTERLY  
FRAZER



WELCOME KAISER-FRAZER  
ANNUAL CONVENT



KFO

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The Kaiser-Frazer Owners' Club is a nationwide organization. It is an incorporated, non-profit organization, whose sole purpose is the preservation of and promotion of interest in the automobiles manufactured by the Kaiser-Frazer Corporation. Inquiries concerning the nature of the club and its activities should be directed to the club officers.

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Probably most stunning car at '59 convention was Morehart Frazer, placed in stock class.

CONVENTION TIME!! Each year the Kaiser-Frazer national get-together seems to attract more people, cars, and interest than last year's show. Each year seems to bring about a more sensational show of beautiful Kaiser-Frazer automobiles. The first convention was held in St. Louis in 1959. Prizewinning cars were brought by Cal Morehart of Columbus, Ohio; Bill Brown, Wooster, Ohio; Tom Rankine, St. Claire Shores, Michigan; and Dave Krueger, Fond du Lac, Wisconsin. Two members sustained body damage to their cars on their travels, but high point of convention was when Ray Brown, Kerwood, Ontario, tried to pull his trailer through the motel's low breezeway with his '54 Kaiser. In 1960, the the convention went to

Brown's Kaiser, with trailer that was too big.

Entire block in Bluffton was devoted to K-F cars.





Lester Groff brought superb '48 Kaiser to 1960 Bluffton meet

Bluffton parade featured K-F cars at bluffton meet

'51 Frazer lineup at Lima was biggest ever.

Bluffton, Ohio, where the Buckeye region of the Classic Car Club of America was having a show. On Sunday, the group moved to Lima where its meeting was held. From this meet, enjoyed by all, we went to somewhat of a letdown in 1961. Planning on Mendota, Illinois, in the last minute the KFOC was excluded by a prewar-car ruling of local sponsors, and arrangements were hastily made for a meet at the Dunes park on Lake Michigan, in Indiana. At the Dunes we were kicked out of the parking lot near the beach and the inn, and restricted to a blazing hot patch of parking lot between the dunes, far from any shade or rest facilities. We treated rudely by the management, and many members thought it might be well to plan our convention sites a little more carefully. Plans were made for one of our most mammoth conventions, the 1962 Marion, Indiana meet. Don Elliott sponsored the meet, and a fine job he did, planning our meet as somewhat of a festival for the city of Marion. We were given a choice section of parking lot in a shopping center, we had police escorts, (cont.)

Kaisers, Franzers, and Durrins all baked in sun and pavement heat at 1961 Dunes, Indiana meet. Behind cars rises steep Dune.



Convention Review (cont.)

Howard Edmonds, Hastings, Michigan presented first '49 series convertible at a meet, and Bill Tilden also made news with 1955, one of four first '55s brought to a meet, in 1962.



parade, and radio and newspaper coverage, making it an affair Marion and the KFOC would never forget. Prize winners included Ken Lindsey, Galesburg, Illinois (restored '54 Kaiser); Herb Ivie, Shelbyville, Indiana (original '54); Chris Gabriel, Mt. Clemens, Michigan (restored '54); Larry Smith, Davenport, Iowa (custom 2-door Dragon); Ed Hausgen, Elsberry, Missouri (51 Kaiser convertible); and Terry Zeug, who drove his '55 all the way from Canoga Park, California.

In 1963, KFOC met with several car groups in a whopping combined meet at New Hope, Pennsylvania. There was even a beauty contest, with a girl to represent each car club, and Miss Kaiser-Frazer, a tall, blond beauty, won! (sorry, we can't find any pix of her!) We were greatly honored as Mr. Joseph Frazer himself came, inspected our cars, and spoke to the crowd gathered to see the award presentations. Plans were then made for the 1964 meet in London, Ontario. This was to be a K-F only affair, instead of our joining with several other groups, as at New Hope. A few other old cars did show up though, adding variety to the affair. Having our convention

Cars circle around into position, in preparation for parade at 1962 Marion meet (center). Impressive line of winning cars (lower center) was pride of meet. Like-new 1949 Frazer drew jealous much envy at New Hope in 1963 (bottom), had been hastily built up for meet. Paint had been "air-dried" on way to meet, according to owner, Dean Moore of St. Louis.





Lester Groff brought superb '48 Kaiser to 1960 Bluffton meet



Bluffton parade featured K-F cars at bluffton meet



'51 Frazer lineup at Lima was biggest ever.

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Kaisers, Frazers, and Darrins all baked in sun and pavement heat at 1961 Dunes, Indiana meet. Behind cars rises steep Dune.



## Convention Review (cont.)

we are meeting at Starved Rock State Park, Utica, Illinois, on July 30 and 31. According to the Kaiser-Frazer Bulletin, there are many surprizes in store. Our club has many extremely rare K-F cars, some "like new" examples, a large devoted membership, some "large collection" members, national publicity, well-planned activities everywhere, and two regular publications. There is more reason than ever to take an active interest in your club.

Will you be there in your Kaiser, Frazer, Henry J., Darrin, Willys, Allstate, or Jeepster? Will your car and face be among the convention "pix" for 66??

-----KF-----

## SMALL TALK - Deft-Nitions

- Breaking even : driving a Frazer convertible up a 30° slope against a headwind
- War on poverty: finding low-priced K-F parts
- Artichoke : keeping the motor running after a cold winter-morning start
- Hemophradite : '54 Kaiser Special with '55 hood ornament
- Manhattan : Small island in New York state (remember?)
- Bufallo chips : Money spent on your Kaiser
- Glasgow : slamming the door on your airtite 55 Kaiser
- Hydro : what runs the headlights on a Canadian Kaiser
- Peep-show : removing the center manifold nut on K-F car.
- Pancrease : driving over a high rock in the driveway
- The Jerk : modern dance step, or troubled Hydramatic unit
- Open-door policy : owner unable to get new door latches for car
- Gold Mine : barn full of brand-new K-F sheet metal, chrome, and exhaust parts
- Showerbath : ride in Dean Moore's convertible on rainy day
- Graveyard shift : those who stay up after 2:00 a.m. to shoot the bull at convention.
- Miracle : Announcement by Kaiser Jeep that Frazer production is to be resumed.



## CLUB FEATURES - CONVENTION ISSUE - The Dahlmann Portfolio

Convention time is only a few days away. What does convention mean? Lots of sweat, blood, dirty broken knuckles, panicky part searches, paint on clothes, and mostly, lots of money spent. The result? Lots of Beautiful Kaisers, Frazers and other K-F cars... all fixed up beautifully. This series of convention pix was taken at last year's Reno Meet by Ted Dahlmann of San Francisco. Some excellent cars, and I might add, some excellent pictures taken by Ted.



Customized 1952 Kaiser Manhattan owned by J. W. Hutchinson of Winnipeg, Manitoba, Canada. A very unusual car.



1951 Frazer Manhattan convertible. Owner unknown by your editor. Spotless, is it not?



Looks like a 1954 Kaiser doesn't it?



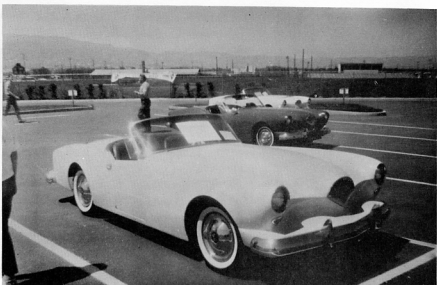
But really it's a rare modification - a 1953 Kaiser Traveller up-dated to being a 1954 model. An eye-catcher at any meet!  
Built by Paul Barker, New Market, Indiana.



1949 Frazer convertible,... owner unknown. You don't see one of these going down the road every day. Better go to the convention... might see one!



1950 Frazer convertible. Owner unknown.



Here is the transportation of our club treasurer, Dick Leimer. It is Darrin #13 (13 is his lucky number) and is white. Looks clean enough to eat your dinner off of.



Walt Collier's Darrin #65, white also.



Al Perry's Darrin #297 in Dark blue. Car was finished just in time for the meet; even partly assembled on the way.



Richinson's red Darrin #232



Here is the "wheels" of "Mr. Darrin" himself, Ted Dahlman. Few people show such enthusiasm for one kind of car as Ted shows for these Darrins. His Darrin #273 has a special hardtop, which is black.



Finally, the Darrin "lineup". Nearest one is Dick Johnson's light green #104. Behind it is Ted's Darrin with the Hardtop.

## CLUB FEATURES - K-F TOURS by Tom Wilson

The rest of our K-F tour is from our "ships log". We hope you find our log entries entertaining. Your comments are appreciated.

Sat 26 June - Drove north from Detroit to Lake Orion, Michigan, to visit Tom's folks & get a few free meals. (being anxious to stay within our allotted budget)

Sunday 27 June - Effected further economy in our camping budget by washing, cleaning, and waxing car ourselves. Materials used: 6 oz. cleaner, 4 oz. wax, 2 lb. linament.

Mon. 28 June - turned in car to local shop for tuneup, servicing, and other minor repairs. Began figuring our how to pay for car service out of \$10.00 a day camping budget.

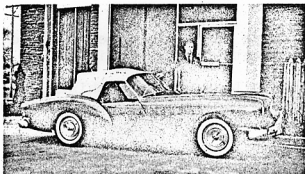
Tues. 29 June - Got car back - repair bill was \$105.00. Threw camping budget out. Left Lake Orion and headed south. Stayed that night at Harrison Lake, Ohio. A beautiful park. (Ed. note: fine sight for some future meet!)

Wed 30 June - Went down to lake and went wading. Tom put wes up on a rock and stood holding him to take a picture. Unfortunately, a crab had chosen that day to go wading too, and he didn't like Tom's big toe under the edge of his rock... Drove on to Indiana and stopped at Logansport to visit an old navy friend and his wife. He had been divorced however, and did not agree to the part about visiting his wife. Drove on to New Market, Indiana, to visit old friend in Kaiser-Frazer Owner's Club Paul Barker and his family. Sat us til 4:15 a.m., talking.

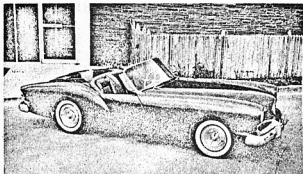
Thur. 1 July - Can't understand it - we overslept this morning.?? Another old friend, Dean Moore of St Louis, had stopped by at the Barkers to visit in his 1951 Frazer. His car need repairs, so we helped out and got it running and off at 1:00 p.m. Then we had to get it running and off again at 5:00 p.m., after an emergency return.

Fri 2 July - Arose bright and early at 10:00 a.m. Departed the Barker home and headed for Hannibal, Missouri. The trip across the rest of Indiana and across Illinois went smoothly. Arrived at Hannibal in the evening. I looked at a city map of Hannibal at the Gulf station and found 18th st. I saw how to get to 18th st., but then I noticed a "better way." We tried the "better way" and ended up getting completely lost. We ended up calling our host, George Richmond. Pretty soon a shiny Kaiser Manhattan appeared to guide us to our destination. It turned out if we had gone the first way, we would have gotten there o.k. The Howard Johnston's were over at the Richmond's house, and we all sat up til 2:00 a.m. talking Kaiser-Frazer talk.

Sat 3 July - Our host and his family took us around the town. The view of the Mississippi river and Hannibal is fantastic from lovers leap - a projecting rock on a hilltop overlooking the town. We went on a tour of the Mark Twain Cave. That night we went to the auto races at Pittsfield, Illinois. It was the first time for our little boy, 3½. One car did a few flips ednd for end in one race. The driver was o.k. though. Seat belts really pay off, I guess.



*Larry Rivers shows off the squat Kaiser-Darrin that was built in limited numbers in 1954, is even rarer today especially in custom form. Power is an F-head Willys 6.*



*With top up or down, the K-D roadster looks far younger than twelve years. Black and white photos don't do justice to the multi-coat Candyapple red lacquer paint job.*

## RETURN OF A VANISHED AMERICAN

*A nearly forgotten car, the Kaiser-Darrin, makes a solo bid for a popularity comeback.*

BY ROGER KILBORN

Twelve years ago a singular automobile was rolling from a limited-production assembly line. Few of the marque were ever constructed, and far fewer still exist today. The car? A Kaiser-Darrin — a combo machine utilizing chassis parts from the now-defunct Henry-J and the superb styling of the master "Dutch Darrin" who had earlier produced those marvelous "swallowtail-door" Packard roadsters and other crowd-stopping specials.

The K-D on these pages is the transportation of Larry Rivers of Wichita, who acquired the prize piece seven years ago and has spent the ensuing time updating the car with limited but careful modifications.

Power was originally a Continental flathead "6" of the type used in the Checker, but Larry has substituted an F-head Willys 6 with 161 cubic inches originally, but which was bored .080" over. An eighth-inch stroker crank has boosted compression to 9 - 1 in keeping with the higher ratio engines of today.

The car originally had several interesting features which have even today not showed up on Detroit's models. For one, the doors. Instead of swinging open conventionally, long re-

*External modifications from this angle are hard to pick out for one not familiar with the original K-D. The top has been chopped two inches, but still works conventionally.*





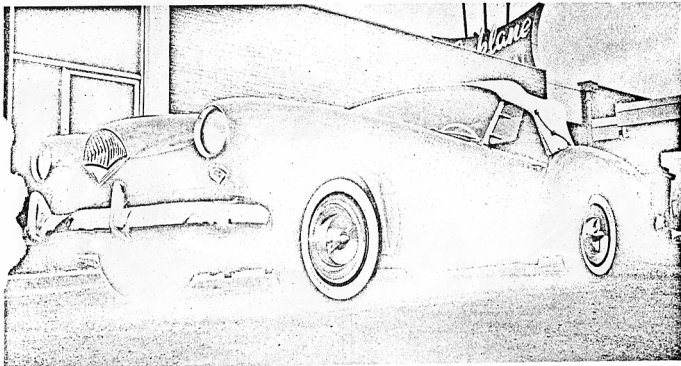
garded as both a nuisance and a danger, the K-D doors slide forward into the front fenders. And the convertible top was of the true landau type; it closes to the windshield, it can be adjusted back halfway to give the driver and his passenger fresh air and sunshine yet retain a closed body appearance, and it will fold all the way down to become fully unenclosed.

Among the customized features of the K-D — those, that is, that weren't originally on the custom built creation — are frenched taillights utilizing '59 Cadillac components, a padded dash with special instrumentation, a racing boat steering wheel, '57 Buick hubcaps, a fully upholstered trunk and a 20-coat Candyapple paint job. The top, incidentally, has been chopped

two inches, yet operates as it did originally — a difficult chore to say the least. And the external landau irons are a functional part of the folding mechanism.

Owner Larry Rivers, and his equally interested wife, are members of the Kaiser-Frazer Club of America. And it can be said with confidence that their wild K-D roadster tops the list of members' cars. Well it should, for both then and now, the mighty K-D is a customized custom.

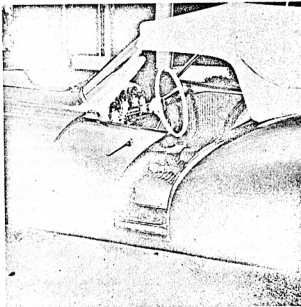
*Tiny grille opening is original with additional air going to the engine compartment via a wide scoop or duct concealed by the front bumper. Headlights have been frenched.*



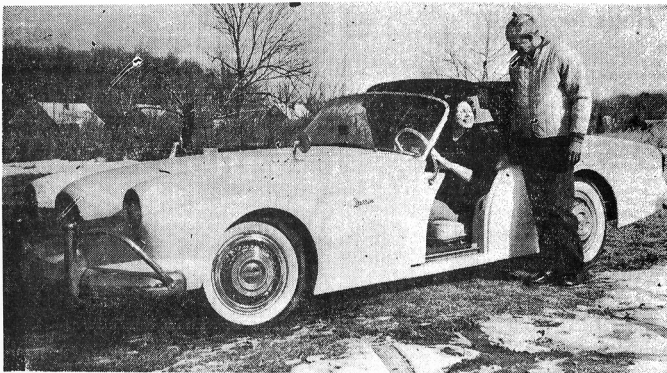
*Sufficient power is supplied by the F-head Willys 6 to keep the roadster in line with today's big V-8s. Original mill was a Continental flathead 6 as used in Checker cabs.*



*Today's cars haven't yet copied "Dutch" Darrin's practical innovation; doors that slide forward for easier and safer entrance and exit from the passenger compartment.*



# Kaiser-Frazer Owners Loyal Breed



Herbert Scutt and his wife with 1954 Kaiser Darrin they own. It is one of 435 which were made by company.

## Staff Correspondent.

**MT. FREEDOM**—They don't make 'em like they used to anymore. In fact, they don't make them at all anymore.

But there's that hard core of Kaiser and Fraser owners, the men and women drivers who feel they got something good going, and want to keep it going.

The Kaiser-Frazer Club not only assures the 850 members they can get K-F parts, if needed, but they can get together four times a year to discuss their chariots, and maybe kick a tire or two.

**TAKE HERBERT SCUTT** of 63 Carrell Road, for instance. He is a past president of the club, which was founded in 1956, and he has a lot of tires to kick—he owns 47 Kaisers

and Frasers. He has eight mint condition autos at his home here, and the rest are on a rear lot of Kevah Konner Motors in Route 46, Pine Brook, where he is service manager.

He said "I call the lot my private Kaiser junk yard, but they aren't all junks. Some are to be restored and some are for parts."

The club members, including one in Sweden, one in Turkey, and two in Puerto Rico, "joined the club to pool resources to keep the Kaisers on the road because they like them," Scutt said.

"I used to be a Ford man," Scutt said, "until I bought my first Kaiser in 1948, and I have had nothing but Kaisers since. My wife has a 1953 Kaiser. I offered to buy her a new car, but she won't have it. She

likes her Kaiser."

**KAISERS AND FRASERS** were built during the auto production years 1947 through 1955. "There are several versions about why they went out of business," Scutt said, "but the one I buy is that the big three auto manufacturers squeezed them out. Kaiser was buying General Motors parts, and GM raised the prices to cut Kaiser out of the industry."

Kaiser moved the auto plants in this country to Argentina in 1955 where a variation of the car has been manufactured since. Included in the Kaiser line were the compact Henry J.; a small model called the All State, made for distribution by Sears Roebuck in 1951-52, and the Darrin, a sporty fiber glass model with

sliding doors that made the scene in 1954 at the base price of \$3,800. Only 435 Darrins were produced.

When Kaiser closed up shop in 1955, the company was obliged to supply parts for 10 years. Its obligation ended last year, so the Kaiser-Frazer Club purchased all the spare parts at nine cents on the dollar ratio.

**SCUTT SAID** "we acquired \$100,000 worth of parts and have them in a Chicago warehouse, and some parts can still be purchased through

THE MONROE EVENING NEWS, MONROE, MICHIGAN, TUESDAY, APRIL 26, 1966

## Kaiser, Frazer Owners To Meet

LAMBERTVILLE — Owners of Kaiser and Frazer automobiles in Michigan and Ohio have been invited to attend a meet Saturday and Sunday at

the residence of Tom Wilson of 7605 Summerfield Rd., Lambertville.

Mr. Wilson said his property is known as the Frazer Farm. The meet is for persons who own Kaisers and Franzers, plus Henry J. Willys and Darren

automobiles.

Its purpose is to let the car owners know about the national Kaiser-Frazer Owners Club which has some 500 members and to organize a "Seaway" chapter of the national club for Michigan and Ohio.

THE INTER LAKE NEWS WEDNESDAY, APRIL 13, 1966

## Kaiser Frazer Meeting

A meeting of Kaiser-Frazer car owners from Ohio and Michigan will take place Saturday and Sunday, April 30 and May 1, at Frazer Farm near Lambertville, Michigan. All persons who own Kaiser, Frazer, Henry J. Willys and Darren automobiles are invited.

Purposes of the meeting are to acquaint the public with the national Kaiser-Frazer Owners Club, which numbers more than 500 members; to give K-F owners a chance to compare notes on where to get the increasingly scarce parts for the cars, and to organize a "Seaway" (Michigan and Ohio) chapter of the national club.

Tom Wilson, a teacher in the Temperance, Michigan, schools, is sponsoring the meeting. Further information

may be obtained by writing him at 7605 Summerfield Road, Lambertville, Michigan 48144, or phoning him at 856-4677.

Camping spots are available at the farm or Wilson will arrange for motel reservations whenever possible.

Frazer Farm is on Summerfield Road between Secor and Sterns roads.

mail order houses, especially Sears, since it handled the All State Car."

Scutt's mint condition cars include a Darrin; one of the three remaining All States known to be in existence; a 1951 Dragon model Kaiser; a 1948 Fraser Manhattan; one of the known 19 1955 Manhattans, and a 1954 and two 1953 Kaisers.

He will drive one of them to the national convention in July in Chicago. Divisional meetings are held three times annually.



Scutt at wheel of 1951 Kaiser Dragon model, in first-class condition, which he drives

# Ah, Those Kaiser Cars!

BY WAYNE KING  
Free Press Staff Writer

When you run your fingers over the sleek yellow paint job you know it's not just an automobile.

"Well, it's sort of a love affair, like an addiction, ever since I was 10 years old."

That's how it is when you own a 1951 Frazer convertible.

**'I'VE RIDDEN** in all makes, all kinds of cars," explains 30-year-old Tom Wilson of Lambertville.

"Nothing, absolutely nothing drives and rides and handles like a Frazer. The Kaisers are almost as good. I've owned five of them, and four Franzers, they're wonderful, magnificent. . . ."

Tom Wilson organized the first annual Seaway Regional Kaiser-Frazer Meet. It drew 26 owners from all over Michigan and Ohio Saturday and Sunday, all of them proud and loving.

Describing the get-together, Wilson said:

"Two people came in their Darrins. . . .

"You don't know what a Darrin is?!

"It's a two-seater sports model, fiber-glass body, built in 1954.

"It has sliding doors!"

The newly formed Seaway club for "K-F owners" was sired by necessity, Wilson said.

"The national club has over

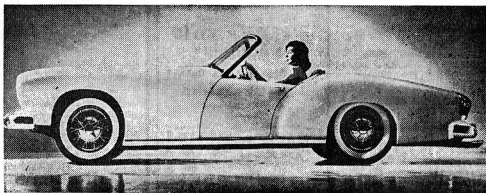
500 members, but the regional meetings are in Iowa or somewhere. We don't like to drive our cars that far. It may hurt them."

The last Franzers rolled off the assembly lines in 1951; the last Kaisers in 1954.

**WILSON GAZED** wistfully out the window of his home, mooning over the dozen Kaisers and Franzers people had driven into his yard.

"That yellow is the brightest yellow in the whole world," he noted happily. "The car originally had a fur interior, an inch of nap and was jet black, with black leather seats.

"It must have been beautiful, really beautiful," he said.



Back in 1953 this Kaiser convertible was all the rage

THE PRESS

Monday, April 25, 1966

## Two states' Kaiser-Frazer buffs to meet

Kaiser-Frazer car owners from throughout Michigan and Ohio will meet on the Frazer Farm in Lambertville, Mich., April 30 and May 1.

The meeting will be held to introduce Kaiser, Frazer, Henry J., Willys and Darren automobile owners with the National Kaiser-Frazer Owners' Club, which now numbers more than 500 members.

The meeting will also give car owners a chance to compare notes on where to obtain increasingly scarce parts for their cars, and to organize a "Seaway" (Michigan and Ohio) chapter of the national club.

## Kaiser-Frazer Devotees to Meet

LAMBERTVILLE, Mich., April 26.—Old cars never die, their owners just form clubs.

Owners of Kaiser, Frazer, Henry J. and Willys automobiles will gather Saturday and Sunday at the "Frazer farm" of Thomas Wilson at 7605 Summerfield road in southern Monroe County near here to organize a Seaway chapter of the National Kaiser-Frazer Owners Club.

The organization has 500 members. The Seaway unit will be for Ohio and Michigan residents.

Detroit NEWS - 4-26-66

CLUB FEATURES - SEAWAY MEET - APRIL 30 - MAY 1st





## CLUB FEATURES - PARTS AWARD

As parts become more difficult to locate, companies that continue to offer certain replacement parts or continue to list Kaiser-Frazer cars among cars that their products may be used on become increasingly rare. Unless these companies are given recognition and make aware of our Kaiser-Frazer club and the hundreds of cars owned by members, too often someone will say "Kaiser-Frazer? Oh there aren't any of those on the road any more -- drop them from our listing!"

Today there are many things we can get for our cars, but how long will this last? Let us act now!

We propose that an award be given to companies who continue to list and make parts for K-F cars. Perhaps this will help our cause. Perhaps some parts will even go back into production. Imagine knowing of a company that offered a complete line of K-F exhaust system parts? Wouldn't that make your life simpler?

example:

The Kaiser-Frazer Owner's Club of America

wishes to commend

Smith-Jones Industries, Portstown, Connecticut

for its continued product service to Kaiser-Frazer automobiles. In return for this product service, the club pledges that the above company's products specifically designated for Kaiser-Frazer Automobiles shall be publicised through the official publications of the club, and that it will encourage the purchase of said products by its members throughout the United States and the world.

James P. Howell president  
P. J. Blinck editor K-F  
Quarterly

R. F. Quill secretary  
K. F. Bull editor  
K-F Bulletin

Like the idea? If so, let us know, and we'll have our printer print some copies of this form, and they can be sent by our officers to any company recommended by a club member.

Tom Wilson

## CLUB FEATURES - STUDEBAKER JOINS THE RANKS

It is with great sadness that this publication acknowledges the death of the Studebaker automobile, by virtue of its discontinued production. We wish to thank LEJG Richard M. Langworth, USCG, Gloucester City, N.J., for sending us a copy of an article from the Philadelphia Evening Bulletin, Monday March 14, 1966. We quote portions of the article.

".. at the age of 64, one of America's most famous names in automobiles will become before the year is out just another inscription on a marker in the mythical auto industry graveyard..... Byers A. Burlingame, president of Studebaker Corporation., announced the death of the automobile March 4. He gave as the cause steadily failing economic health."

Searching our files and scrapbooks, we cannot find a suitable studebaker picture to publish in recognition of this event. We do offer the following list of studebaker accomplishments, however:

- Competed with K-F for first modern postwar design. (1947)
- First car with true wraparound window. (Starlight coupe '47)
- Hill holder
- First stock car with the new "sport" proportions (1953 coupe designed by Raymond Leowy - we predict this car will someday be considered a "classic")

We also wish to credit studebaker with excellent styling over the years, with the possible exceptions of the finned Hawk models and the Lark.

A moment of silence please, then a tip of the hat to the Studebaker Drivers Club of America. Amen.

-----KFQ-----

1947



1962



## CLUB FEATURES - EDITORIAL PAGE

This is the page I have set aside for shooting off my mouth, (probably prior to members shooting me).

First of all, I would like to thank our president, Jack Edward, for appointing me KFQ editor. I have always enjoyed doing work for the Kaiser-Frazer Owners' Club, and this afforded me the opportunity to become active in club affairs once more. It (editing the Quarterly) has turned out to be a job I enjoy immensely. Each part of this job seems more interesting than the next, and greatly enhances my enjoyment and interest in Kaiser-Frazer products.

Response to the launching of a new Quarterly has been great, and I now seem to have more mail laying around than I can keep track of. At first we were going to personally respond to every contributor, telling him when his material would be published, however this is now out of the question, considering the volume of material we are receiving.

But do keep it coming. You people who have sent in materials for this Quarterly have made it one of the largest, and (it is my hope) most interesting K-F magazines of all time. Don't stop now! Read this issue carefully, decide what might make good reading, and send in something now... what have you?

Thanks are in order for Paul Barker, past club president, secretary, and one of the club founders, who is doing the photoreproduction and other technical aspects of the Quarterly.

Also, we should commend the Barnett Printing Company, Crawfordsville Indiana, for printing our magazine and handling the assembly and mailing of it. The quality seems to be excellent, and the price must be very reasonable... if KFQC can afford it!

All pictures sent to us will now be kept for a club "morgue" unless the sender specifically requests return. With these and pictures specifically ordered by and paid for by the KFQC we hope to eventually decrease our expenditures on ordering photos for a given need.

Tom Wilson

## CLUB FEATURES - Letters to the Editor

Dear Tom,

In "The Kaiser Today" (KFQ, Winter 1966) you have built up an impressive article favoring the position that there is no Kaiser, but may have unwittingly hurt many members. I was unable to obtain comprehensive insurance coverage through my normally cooperative firm because my car was a "discontinued make." I wrote to the company, explaining that the Kaiser was still in existence in the form of the Wagoneer, and that Kaiser dealers were still able to obtain many parts. I also explained that the warehouse stocked large inventories of same. I am hoping to receive confirmation of my sought-after comprehensive (fire-theft) insurance. Members with such problems could refer to club officers for confirmation, and possible obtain coverage that would normally be denied.

Dick Langworth  
Gloucester City, New Jersey.

Your editor disagrees in a number of points here. 1) The Kaiser "Jeep" is not a Kaiser, but is, by make, a Willys. Because Kaiser Industries has purchased the Willys facility, this does not turn its products into Kaisers. If fact, the product is not touted as a Kaiser, nor does the company seem anxious to promote the Kaiser name. 2) All persons should be aware that K-J dealers provide no body parts (accidental damage) for K-F cars, and only mechanical parts that are for the famous 6-226 (continental) engine. A recent bull session at an auto supply in Toledo, (home of K-J) revealed the fact that the local Jeep dealer got his 6-226 parts at an independent auto supply! 3) Insurance companies will use any excuse they can dream up to get out of paying a claim. If an insurance company found out that you had insured under any kind of false pretenses, they would use this to void your insurance, or at least to jack up your rates. 4) Very few members (if any) to our knowledge bother with full coverage, or comprehensive insurance on K-F cars. Limited use, body repairing done by the owner, low cost of secondhand parts, and ease of repair have brought the repair costs down to where it is a waste of money to pay for full coverage. A given repair may be done for less than what insurance would have cost for that year, plus the years when no repairs are needed cause the insurance money to be lost. In addition, replacement cars are relatively cheap. The biggest loss, (in a total smack-up) is the sentimental loss, and money does not help this! Ed.

Dear Tom,

I have a copy of Tom McCahill's test article in which he tests the '49 Kaisers and Frazers, from *Mechanix Illustrated*, December, 1948. You may or may not be interested in it for the quarterly. I have not been a member of the club (cont. P. 55)

KAISER FEATURES - THE TEST CAR

At White's Auto Parts, Flat Rock, Michigan will be found what is probably an important piece of history. Some of the most valuable relic cars are the ones used for various tests. Will this one be lost to the scrap iron pot?







## KAISER FEATURES - THE KAISER DRAGON

by Dick Langworth

The present age is one of "limited-production", a term applied, falsely or truthfully, to cars of small quantity-high quality calibre, designed with the discerning enthusiast, or automotive connoisseur, in mind. The forerunner of many automotive innovations, Kaiser-Frazer became a leader in the creation of such cars in 1951, when the firm announced the Kaiser Dragon.

Custom-designed for formal presentation at the 1953 Concours d'Elegance at Cannes, France, this elegant motorcar virtually "stole the show" from Europe's finest vehicular masterpieces. The 1953 model was the second and last vintage of the car, which was discontinued temporarily in 1952, and finally in 1954, but not before it established a glowing reputation that former owners still recall. I'm tracing mine now ('53 Dragon K530 007372), and as near as I can figure, here is what I will get when I talk to the lucky guy who bought it new:

"Yep, I remember the Dragon, all right ... bought 'er new in '53... had to wait six months, but what a car! Amazing upholstery ...



*Dragon Interiors Are Handcrafted in New Patterns of Fabric and Supported Vinyl*

## Kaiser Features - The Kaiser Dragon (cont.)

...kind GM's hollering about nowadays... sort of bamboo stuff, it was, and mine had a nubby vinyl insert too; cost me an extra \$100 over the cloth. I remember the cloth too ... what they called "Marie Nichols" ... beautiful stuff with sort of a square design to blend with the car color. You know, I had that thing eight years, and never did I see a stain I couldn't scrub off - no tears, either.

"The thing even had a nameplate with my name on it ... just like a custom-Rolls, you know? Carpets all around, even inside the trunk. Another thing amazed me... that bamboo stuff was even upholstered into the fenders, all around the carpet in the trunk yet! Never see that anymore. Package shelf had it too, not cardboard, like most of 'em.

"They called it the "Safety car" in them days. Whole driving area was figured to do you as little damage as possible if you wrecked ... padded dash, recessed knobs ... even the window fell out if you hit it with over 35 pounds pressure. Then it had arm rests, both seats, that folded out. - Sort of held you in place, you know?"

"Run? Man, I'll never forget it. Used to turn around with one sweep in front of my place. Can't do it with the Dodge. Go around corners like it was painted on the road, and the ride was just like a caddy. No mine didn't have power steering, but it made no difference. Light as a feather anyway. Engine was no powerhouse, but strong as the devil. Burned some oil, but I didn't mind ... averaged 22 to the gallon of gas to make up for it.

"Gee, I dunno what happened to it...sold it to some school kid in '60. That's it - that one there? God what happened to it? Oh, you're restoring it. Just finished the nuts and bolts side, huh? Metallic green? Should look just like new. You know, I loved that car. What'll you take if I throw in my dodge?"

Smith Dragon of Davenport, Iowa offers something K-F never bothered with - two doors. Car is custom-built, represents highest standard of Dragon quality.

