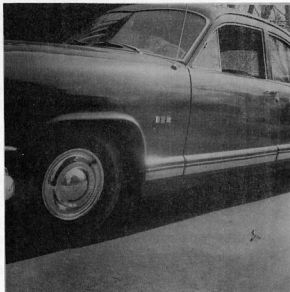
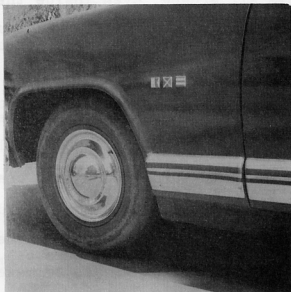


## KAISER FEATURES \* SPECIAL KAISER TRIM

Allan M. Cate, #538, 23 Kingsbury Street, Needham 92, Mass. writes: I am enclosing a couple of pictures showing detail of how I have dressed up the stainless steel trim on my 1951 tudor. This was done with two widths of black plastic tape, and it seems to be standing up very well. The color is 1965 Cadillac maroon, and there is a narrow red stripe under the stainless steel. The interior has been done over in red, including painting the instrument panel with Ramoc. The picture doesn't look it, but that is a 1955 one-piece windshield which I had installed several years ago.



----- KFQ -----

## FRAZER FEATURES - NEWS HOT OFF THE PRESS

We are sure you will appreciate this clipping we received from member Earl Robier, 2545 Lillibridge, Detroit;

THE NEW YORK TIMES, SUNDAY, FEBRUARY 19, 1950.

## 1951 FRAZER EXHIBITED

Models Now on Display in  
Chicago to Be Shown Here

Five body styles in two series comprise the 1951 Frazer line of cars announced yesterday by the Kaiser-Frazer Corporation. The units went on display yesterday at the Chicago Auto Show and will be shown in this city next month.

Prices will be made public after the cars go into production about March 1.

In the Standard line are a four-door sedan and Vagabond utility model, while the Manhattan series consists of a four-door sedan, convertibles, and a "hardtop" sports model with weather-proof nylon covering over the immovable steel mer Russian governments' but his and overdrive will be offered as optional equipment at extra cost.

Powered by a six-cylinder L-head, 115-horsepower "supersonic" engine with compression ratio of 7.3 to 1, the cars have a 123½-inch wheelbase; 211½-inch overall length; 72½-inch width, and 64½-inch height.

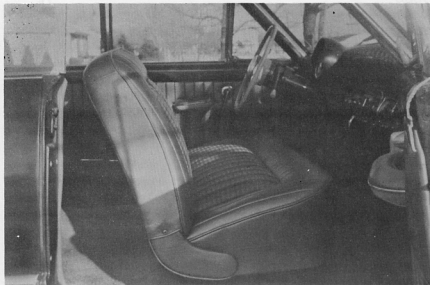
"Sun Goddess" is the name given (evidently by K-F) the two-door hardtop series of the Kaiser car. The pictures tell most of the story. The car is metallic blue, with cream top. The rear windows would go down, but lack mechanisms. The car is entirely rebuilt and is equivalent of new. True to rumor, the car is for sale, and again, true to rumor, the price is \$2500, the amount invested in the complete rebuilding of the car. For more information, contact the Kaiser-Frazer quarterly.



1951 Basic body has 1953 front



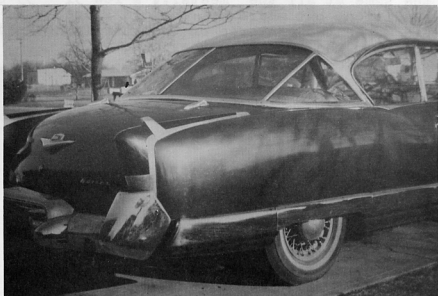
Rear is updated to 54 Kaiser style



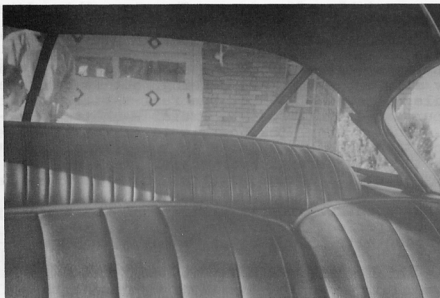
Luxury interior is in blue,  
every part is new and unworn.



## Kaiser Features - Sun Goddess, (cont.)



Contrary to Frazer models, window frames are designed to retract.



Full-view rear window reminds one of 54 model Manhattan

## FRAZER FEATURES - FRAZER FINDS

by Jack Edward, KFOC Pres.

Its the same at all the meets... a few 51 - 53's show up in gleaming condition, but where are the old Frazers?... 'way down the line you see maybe two or three of them hardly noticed and seldom admired with the attention they deserve.

I know, it's the same story with my wife..."Those old body styles, forget it, DON'T you dare bring one of those old things around here!" Sooooo, we all promptly forgot them and took the line of least resistance, and collected the later, more modern models.

The day is coming, and VERY, VERY soon, when the nameplate "Frazer" will not be found in the used car ads OR even the junk yards all over the country.



The 1947 Frazer Manhattan presented a pleasing appearance.

What makes these cars different? How do they outshine most of the Kaisers of even the 54-55 vintage? Did you ever drive a '54 Kaiser with power windows, or all red or blue leather interior? How about that weight? Ever drive a Kaiser with that extra cross member on the frame that the Frazer convertible offered? ... There's nothing like it!

As a "Dragon Master" I never really noticed the "old" Frazer models until I drove my 49 Frazer convertible home for the first time. It only had one shock under it, and the front sway eliminator bar was missing, but it still seemed to handle quite nicely. But the real thrill came when I recently purchased my first 1951 Frazer Manhattan four-door hardtop. What a dream this car is to drive! I was surprised. Since then the Dragon sits in the garage, and I'd much rather take the "old" Frazer everywhere. This personal thrill opened my eyes to a lot of Frazers I never noticed before.

At the recent California spring meet there was without a doubt the most perfect Frazer I've ever laid my eyes on. It was a '49 sedan with 15,000 actual miles on it. No wonder they led the line back in 1949. This car had the old wide white walls which still had tread on them, the rolled and pleated brown cloth interior, and Oakwood brown dash, all in double "mint" condition, as were the interior carpets. I vowed then that my convertible would be done RIGHT.

I also viewed at this same meet that beautifully restored '51 convertible that originally came from Hawaii. This is the bright yellow one with the black leather interior and stick shift with overdrive! (the only '51 known to exist with o.d.)

## Frazer Finds (cont.)

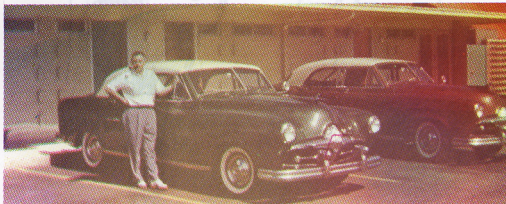
Other Frazers around the membership that bear mentioning would include that '51 hardtop in dark gray and maroon leather with something like 18,000 actual miles.<sup>3</sup> Or how about Dean Moore and his 51 Vagabond, 51 convertible, and brown 49 sedan? They aren't to be sneezed at either! Member #1, George Domer



Frazer front ends were pace-setters of their time. Forty-nine model, (left) was practical and beautiful, became rage of hot-rodders, making grilles difficult to find today. The '51 model (right) had advanced "wind-splitting" design.

knows their worth, too. Just take a look at his lovely hardtop the next time he brings it to a meet. Member Mittendorf has a nice "Manhattan" too. Count all of the hardtops listed in the entire club's membership and you'll still have fingers left over! That's how rare they are! Soooo... if you want to take something to the meet that not everyone has brought, and want the real thrill of driving something you will sincerely enjoy every mile of the way, pick up on the "Frazer Pad". Drive the best on the road... (still)... the "handcrafted" Frazer... in 1966!

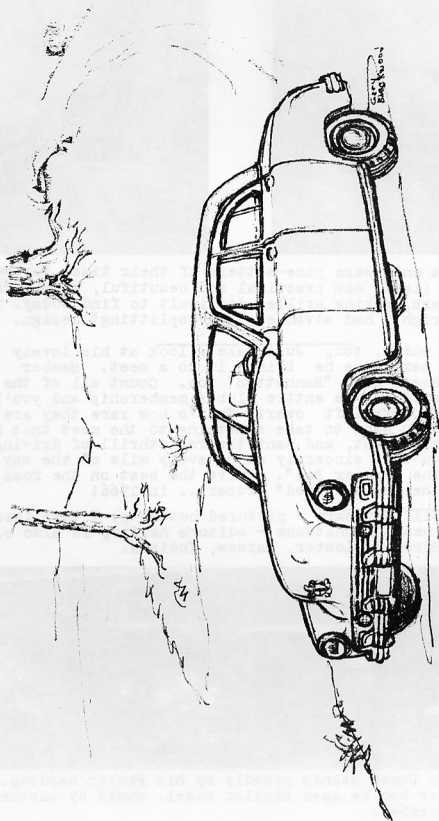
1. Owner: Bill Reinhart - pictured bottom p. 7 this issue.
2. Edwards means Manhattans - editor's hardtop is also o.d.
3. Owner: Byron T. Lester, Warsaw, Indiana.



Member Domer stands proudly by his Frazer hardtop. In rear can be seen similar model, owned by another club member.

## FRAZER FEATURES - A PORTRAIT FOR YOUR COLLECTION

Original Art Drawing by Gary Blackwood



## HENRY J FEATURES - "HENRY WITH A HISTORY"

or

How to be a Success in Murdering Your Car -

by D. E. Robinson, #674

My Henry J shared it's youth with a very fickle owner - it was traded to a local Chevy dealer before its first birthday, still in 1953. I was a college "drop-out" with a new job and a new girl friend, and needing a set of wheels somewhat more dependable than Mother's 1936 Chevrolet. While I had teen-age "hot-rod" interests, the "jade green" gem was an attraction on the car lot maybe for no other reason than its novelty aspect.

How happy the dealer was that someone was interested - he insisted I take it home for the week-end - no obligation, of course. On the following Monday, my Mother, a bank, and I became partners in ownership. As a bit of "romantic" interest, the "new girl friend" became my wife four years later. Esther has been a doll thru the "happenings of Henry" and today our 7 and 8 year old daughters wouldn't miss the chance to take a ride in it. But I'm ahead of the story.

No need to waste time and space here about performance, dependability, etc - the car just kept running if gasoline was added occasionally. The first year alone saw eight states just for fun - and a couple of trips to Canada.

In mid '54 the challenge of driving a "different" car seemed to be a stake - after all - there were a few others just like it. So a local body shop made the first incision of what would become a long series of operations and plastic surgery. Scalpel work was mild at first - remove the hood ornament, deck handle, trim and such. Was then convinced that the absolute "most" would be chopping out the birds "beak" (top center of grille.). The results, with all due respect to Mr. Kaiser's stylists, was beautiful (or so it seemed at the time!) The amount of lead used was staggering - just ask any service station man that ever raised the hood from that day on! I firmly believe it created more demand for chiropractors than any other single event.

Thus with lead holding down the front and lowering blocks on the rear axle, the J's miles kept soaring. Still no mechanical problems but the first unintended scar came from a clown left of center in a narrow bridge - and was I mad! Don't remember now if it was the damage or because I was late getting to my girl's house that nite.

In '54 and '55, Ford produced cars that I was sure would make convertibles a thing of the past - remember the "glass-tops?" Transparent plastic was used for the front half roof section. I couldn't afford to buy one and couldn't be without the latest "in" fad (so I thought) - thus out came a piece of the front roof with a panel of clear plastic back in its place! Only one difference - Ford had the foresight to tint theirs against hot sun, but not me. Ever hear of a sunburn in a closed car?

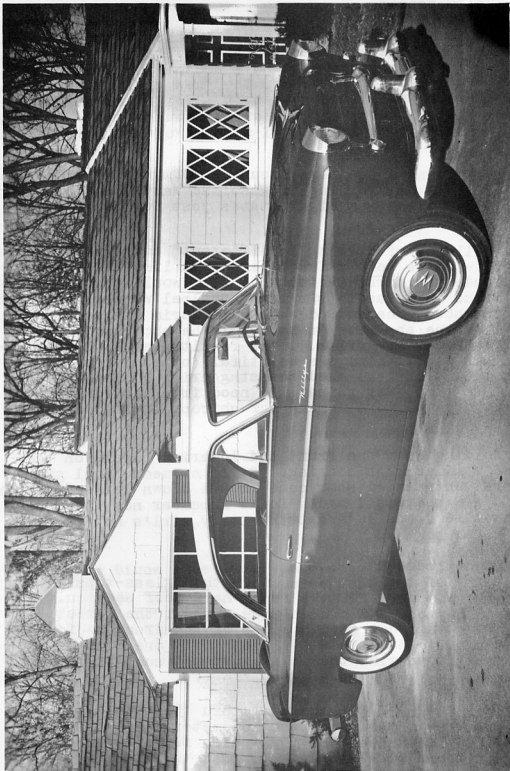
The "J" remained pretty much "status quo" thru '56 and '57 - but running, of course. By this time, the odometer was approaching the century and some idiot used the right side for brakes - after he failed to use his own at a stop sign. Back to the body shop.

(cont.)

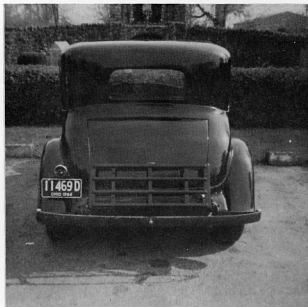


## WILLYS FEATURES - THE MOST BEAUTIFUL COMPACT EVER BUILT

We feel strongly about our article title "The most beautiful compact ever built." Perhaps if the Henry J had been offered in some thing besides the fastback, finned model, it might have rated this title. Certainly the crease-sided, over-chromed, shabby-looking "compacts" of today such as Falcon, Corvair, Valiant, etc., cannot compare with the smooth, clean lines of the 1952 Willys Aero. The appearance of the Willys Aero is so sensible, simple, and beautiful that it need not be described. To picture it is enough, so this issue we are giving you another "portrait for your collection," the 1952 Willys Aero hardtop.



## WILLYS FEATURES - Willys History



Fine example of early Willys product is 1931 "Victoria coupe" owned by Dennis W. Chapman, club member, of Toledo, Ohio.

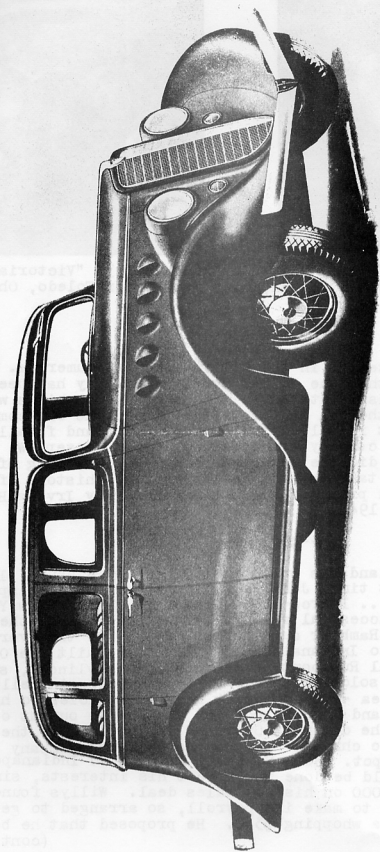
by Tom Wilson

Reasons for interest in the Willys line are numerous. Aside from the fact that the Willys Overland company has been taken over by the Kaiser interests, the Kaiser automobiles were last built in the USA in the Willys plant, the old company's present product is called the "Kaiser Jeep," and finally, for a time the company was headed up by Mr. Joseph W. Frazer. While we did the actual writing and composing of this article, it is taken almost entirely from a history of Willys Overland prepared for the company by Irving B. Gould in March 1947.

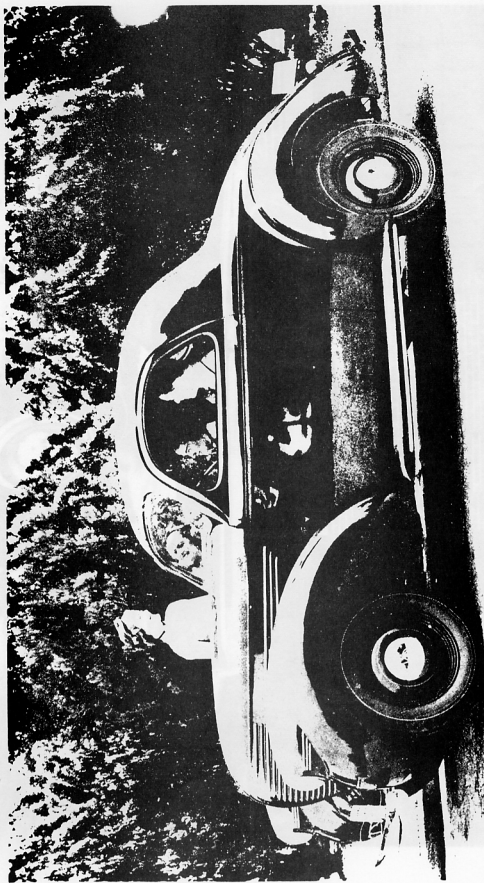
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The first Overland was built in 1902 in Terre Haute, Indiana. At that time, John N. Willys was a bicycle, sporting goods and ... Pierce-Arrow dealer in Elmira, New York. Willys was a successful auto salesman, and took on the selling of the Rambler automobile. Meantime, the Overland company moved to Indianapolis. In 1906 it built the Overland model 16 Special Runabout, which was a two-cylinder, seven-horsepower car, sold for \$600. Willys' success in selling gave him an idea - to establish regular agencies to handle a make of cars and to contract for the entire output of a company, which he did with Overland in 1907. Later the same year an economic crisis brought the Overland company into a bad financial spot. John N. Willy hurried to Indianapolis to see what could be done to protect his interests, since he had put up \$10,000 on his new sales deal. Willys found the company unable to make its payroll, so arranged to get the amount paid - a whopping \$350. He proposed that he be

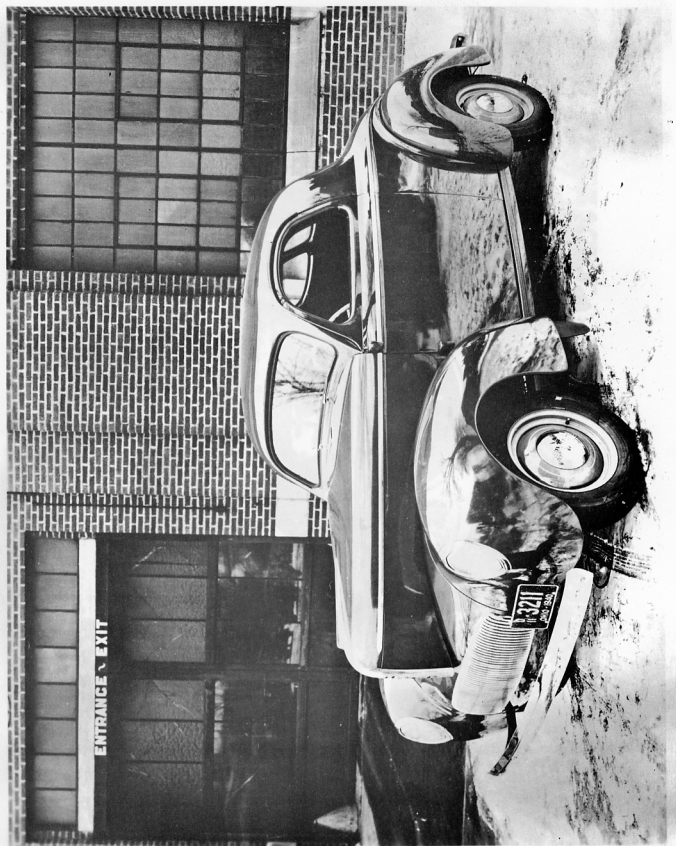
(cont.)



1935 Willys "77", called the "Potato Digger."



1939 Willys Coupe



1940 Willys "Americar" coupe.



## SPECIAL FEATURES - SERIAL NUMBER BREAKDOWN

By Dan Koert

These are the listings of Kaisers and Frazers, as used at the Iowa Registration Bureau. They have a lot of information, as you can readily see. Listed are all of the different models available from year to year, list price, weight, and so forth. These prove interesting, as they point to the different assembly plants. The 1952 listings are interesting too; they show the Virginian series: Special and DeLuxe - both series show two-door and four-door, business coupe, two-door and four-door Traveler. These were the '51 leftovers." Then the '52 DeLuxe and Manhattan series: They show for the DeLuxe only a two-door and four-door, and for the Manhattan also a Club Coupe. But there are no Travelers at all, (even though they were in the folders!)

Now for the 1953's: It shows for all series starting and final serial numbers - 2277 - 1001 = 1276 total Dragons. Also it shows that there was only a four-door Traveler, and only in the DeLuxe series. And for 1954: Only two-door and four-door sedans in the Manhattan and Special series, but nothing about early and late specials. And for 1955 - those funny numbers 51367 (four door) and 51467 (two-door).

## KAISER

Year	Model	Style	Weight	List Price	Fee 1st-8th Reg.	Fee 8th Reg.	Fee 7 & 8 Reg.	Fee After 9 Reg.
1947—		Spc Sed 4 Dr 6 Pass	3,340	1,645	30.00	26.00	22.00	14.00
		Cus Sed 4 Dr 6 Pass	3,295	2,301	37.00	31.00	25.00	14.00
1948—K-481		Sed 4 Dr	3,295	1,967	33.00	28.00	23.00	14.00
	K-482	Sed 4 Dr Cus	3,295	2,301	37.00	31.00	25.00	14.00
Starting Serial Number K491-1001—K491-052740								
Long Beach, Cal. K491-044601—K491-A050009								
1949—K-491		Sed 4 Dr Sp	3,280	2,091	34.00	28.00	23.00	14.00
		Sed 4 Dr Trav	3,456	1,957	34.00	29.00	24.00	15.00
		Sed 4 Dr Taxi	3,431	2,216	37.00	31.00	25.00	15.00
Starting Serial Number K492-1001—K492-045050								
K-492		Sed 4 Dr DeL	3,305	2,248	36.00	30.00	25.00	14.00
		Sed 4 Dr Virg	3,496	3,008	45.00	37.00	29.00	15.00
		Sed 4 Dr Vaga	3,501	2,152	36.00	30.00	25.00	15.00
		Sed 4 Dr Conv	3,726	3,016	46.00	38.00	30.00	16.00
Starting Serial Number K501-1001—K501-60000								
1950—K-501		Sed 4 Dr Spec	3,400	1,900	32.00	27.00	23.00	15.00
		Sed 4 Dr Trav	3,500	2,000	34.00	29.00	24.00	16.00
		Sed 4 Dr Taxi	3,500	2,300	37.00	31.00	25.00	16.00
Starting Serial Number K502-1001—K502-50000								
K-502		Sed 4 Dr DeL	3,400	2,100	34.00	29.00	24.00	15.00
		Sed 4 Dr Vaga	3,600	2,200	36.00	30.00	25.00	16.00
		Sed 4 Dr Virg	3,600	2,900	43.00	36.00	28.00	17.00
		Sed 4 Dr Conv	3,800	3,100	46.00	38.00	30.00	18.00

Effective Date November, 1949.

Year	Model	Style	Weight	List Price	Fee 1st-5th Reg.	Fee 6th Reg.	Fee 7 & 8 Reg.	Fee After 9 Reg.
<b>Special</b>								
Starting Serial Number Willow Run, Mich. K511-001001								
Starting Serial Number Long Beach, Cal. K511-A001001								
Starting Serial Number Jackson, Mich. K511-B001001								
Starting Serial Number Portland, Ore. K511-C001001								
1951	K-511	Sed 2 Dr Spec	3,200	1,900	31.00	27.00	22.00	14.00
	K-511	Sed 4 Dr Spec	3,200	1,900	31.00	27.00	22.00	14.00
	K-511	Cou Bus Spec	3,100	1,800	30.00	25.00	21.00	14.00
	K-511	Trav 4 Dr Spec	3,300	2,100	34.00	28.00	23.00	15.00
	K-511	Trav 2 Dr Spec	3,300	2,100	34.00	28.00	23.00	15.00

**DeLuxe**

Starting Serial Number Willow Run, Mich. K512-001001  
 Starting Serial Number Long Beach, Cal. K512-A001001  
 Starting Serial Number Jackson, Mich. K512-B001001  
 Starting Serial Number Portland, Ore. K512-C001001

K-512	Sed 2 Dr DeL	3,200	2,000	32.00	27.00	22.00	14.00
K-512	Sed 4 Dr DeL	3,200	2,000	32.00	27.00	22.00	14.00
K-512	Cou Club DeL	3,200	2,100	33.00	28.00	23.00	14.00
K-512	Trav 4 Dr DeL	3,400	2,200	35.00	30.00	24.00	15.00
K-512	Trav 2 Dr DeL	3,300	2,200	35.00	29.00	24.00	15.00

Effective Date August, 1950.

**Virginia Series**

Starting Serial Number Willow Run, Mich. K521-1001001  
 Long Beach, Cal. K521-A-1001001  
 Jackson, Mich. K521-B-1001001  
 Portland, Ore. K521-C-1001001

**Special**

1952	K-521	Sed 2 Dr	3,200	2,000	32.00	27.00	22.00	14.00
	K-521	Sed 4 Dr	3,200	2,100	33.00	28.00	23.00	14.00
	K-521	Cou Bus	3,100	1,900	31.00	26.00	21.00	14.00
	K-521	Trav 4 Dr	3,300	2,200	35.00	29.00	24.00	15.00
	K-521	Trav 2 Dr	3,300	2,100	34.00	28.00	23.00	15.00

Year	Model	Style	Weight	List Price	Fee 1st-5th Reg.	Fee 6th Reg.	Fee 7 & 8 Reg.	Fee After 9 Reg.
Starting Serial Number Willow Run, Mich. K522-1001001								
Long Beach, Cal. K522-A-1001001								
Jackson, Mich. K522-B-1001001								
Portland, Ore. K522-C-1001001								

**DeLuxe**

1952	K-522	Sed 2 Dr	3,200	2,100	33.00	28.00	23.00	14.00
	K-522	Sed 4 Dr	3,200	2,200	34.00	29.00	23.00	15.00
	K-522	Cou Club	3,200	2,200	34.00	29.00	23.00	15.00
	K-522	Trav 4 Dr	3,400	2,300	36.00	30.00	25.00	15.00
	K-522	Trav 2 Dr	3,300	2,200	35.00	29.00	24.00	15.00

Effective Date December, 1951.

**DeLuxe & Manhattan Series**

Starting Serial Number Willow Run, Mich. K521-1200000  
 Jackson, Mich. K521-B-1001001  
 Portland, Ore. K521-C-1001001

**DeLuxe**

K-521	Sed 2 Dr DeL	3,200	2,300	35.00	30.00	24.00	15.00
K-521	Sed 4 Dr DeL	3,200	2,300	35.00	30.00	24.00	15.00



## Serial numbers (cont.)

Starting Serial Number Willow Run, Mich. K522-120000  
 Jackson, Mich. K522-B-1001001  
 Portland, Ore. K522-C-1001001

**Manhattan**

K-522	Club Cou								
	Manhattan	3,200	2,400	36.00	30.00	24.00	15.00		
K-522	Sed 2 Dr								
	Manhattan	3,200	2,400	36.00	30.00	24.00	15.00		
K-522	Sed 4 Dr								
	Manhattan	3,300	2,400	37.00	31.00	25.00	15.00		

Effective Date March, 1952.

**KAISER**

Year	Model	Style	Weight	List Price	Fee 1st-5th Reg.	Fee 6th Reg.	Fee 7 & 8 Reg.	Fee After 9 Reg.
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**Hardtop Dragon**

Starting Serial Number Willow Run, Mich. K530-091001 to K530-092277								
1953—	K-530	Sed 4 Dr	3,400	2,500	38.00	32.00	26.00	16.00

**DeLuxe**

Starting Serial Number Willow Run, Mich. K531-001001 to K531-009082								
	K-531	Sed 4 Dr	3,200	2,400	36.00	30.00	24.00	15.00
	K-531	Sed Club	3,200	2,300	35.00	30.00	24.00	15.00
	K-531	Trav 4 Dr	3,400	2,500	38.00	32.00	26.00	16.00

**Manhattan Series**

Starting Serial Number Willow Run, Mich. K532-001001 to K532-022176								
	K-532	Sed 4 Dr	3,300	2,500	38.00	31.00	25.00	15.00
	K-532	Sed Club	3,300	2,400	37.00	31.00	25.00	15.00

**Carolina Series**

Starting Serial Number Willow Run, Mich. K533-001001 to K533-002312								
	K-538	Sed 4 Dr	3,300	2,200	35.00	29.00	24.00	15.00
	K-538	Sed Club	3,200	2,200	34.00	29.00	23.00	15.00

Effective Date October, 1952.

Effective Date for the model Carolina Series March, 1953.

**Darrin**

Starting Serial Number 161001001								
1954—	161	Sports Car	2,300	3,400	43.00	34.00	26.00	12.00

**Special**

Starting Serial Number 001001								
	K-5454	Sed Club 2 Dr	3,300	2,200	35.00	29.00	24.00	15.00
	K-5451	Sed 4 Dr	3,400	2,200	35.00	30.00	24.00	15.00

**Manhattan**

Starting Serial Number 001001								
	K-5424	Sed Club 2 Dr	3,400	2,500	38.00	32.00	26.00	16.00
	K-5421	Sed 4 Dr	3,500	2,500	39.00	32.00	26.00	16.00

Effective Date December, 1953.

**Manhattan**

Starting Serial No. 51367-5001								
1955—		Sed 4 Dr	3,500	2,600	40.00	33.00	27.00	16.00 <sup>1</sup>
Starting Serial No. 51467-5001								
		Sed Club	3,400	2,500	38.00	32.00	26.00	16.00

Effective Date December, 1954.

## FRAZER

Year	Model	Style	Weight	List Price	Fee 1st-5th Reg.	Fee 6th Reg.	Fee 7 & 8 Reg.	Fee After 9 Reg.
Starting Serial Number Willow Run F515-001001								
Starting Serial Number Long Beach F515-A001001								
Starting Serial Number Jackson, Mich. F515-B001001								
Starting Serial Number Portland, Ore. F515-C001001								
1951—	F-515	Sed 4 Dr	3,500	2,300	37.00	31.00	25.00	16.00
		Vagabond	3,600	2,300	37.00	31.00	25.00	16.00

Effective Date March, 1950.

F515-001001  
F515-A001001  
F515-B001001  
F515-C001001

F-516	Sed 4 Dr	Manhattan	3,800	2,900	44.00	36.00	29.00	18.00
	Sed 4 Dr	Manhattan Conv	4,000	2,900	45.00	37.00	30.00	18.00

Effective Date August, 1950.

1947—		Sed 4 Dr 6 Pass	3,370	1,795	31.00	27.00	22.00	14.00
		Sed 4 Dr 6 Pass						
		Manhattan	3,375	2,550	39.00	33.00	26.00	14.00
1948—	F-485	Sed 4 Dr	3,340	2,152	35.00	30.00	24.00	14.00
	F-486	Sed 4 Dr						
		Manhattan	3,375	2,550	39.00	33.00	26.00	14.00

Starting Serial Number F495-1001—F495-017169

1949—		Sed 4 Dr	3,332	2,321	37.00	31.00	25.00	14.00
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Starting Serial Number F495-1001—F496-011750

		Sed 4 Dr	3,337	2,573	39.00	33.00	26.00	14.00
		Manhattan						

Starting Serial Number F496-1001—F496-011750

		Sed 4 Dr	3,726	3,109	47.00	39.00	31.00	16.00
		Manhattan Conv						

Starting Serial Number F505-1001—F505-20000

1950—	F-505	Sed 4 Dr	3,500	2,300	37.00	31.00	25.00	16.00
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Starting Serial Number F505-1001—F506-11000

F-506	Sed 4 Dr	Manhattan	3,500	2,500	39.00	32.00	26.00	16.00
F-506	Sed 4 Dr	Manhattan Conv	3,800	3,200	47.00	39.00	31.00	18.00

Effective Date November, 1949.

## SPECIAL FEATURES - K-F POETRY - THE LIMERICK DEPARTMENT

"Good grief" said Jack, "A Golden Dragon!"  
 "There are great possibilities for this wagon."  
 He killed a live 'gator  
 And \$5,000 later,  
 He had "mint" seats but the rockers were still draggin'!

A tycoon named Joe built a car  
 Whose power was decidedly under par  
 "They'll simply go wild,  
 Because it's Darrin styled"  
 But one day his car got stuck in soft tar.

There was a young man from L.A.  
 Who hopped up his Henry J.  
 A Caddie V-8's no crime,  
 But he did 90 through Anaheim,  
 Now his Henry's in the police pound to stay

We parked our Kaisers and Frazers in line,  
 For the meet the weather had to be fine!  
 But the skies of gray,  
 poured forth that day  
 Making London our wettest meet, I opine.

Farmers that need a truck to haul manure,  
 Need a Barker Kaiser pickup for sure.  
 It'll carry a good bit  
 of that word we'll omit  
 So their crops will grow and endure.

Tom's convertible made a terrible roar  
 So he took it down to the Midas muffler store  
 "You have the parts?" said Tom with wonder  
 But afterwards he looked under  
 The exhaust pipe had weld spots galore


The Kaiser buffalo, if my research is not wrong  
 On the hood of the Kaiser does certainly belong  
 It gives the car class  
 And even saves gas  
 Its the buffalo that pulls the Kaiser along!

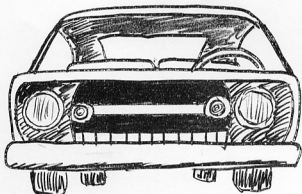
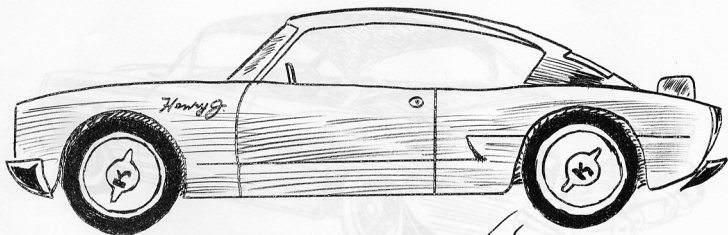
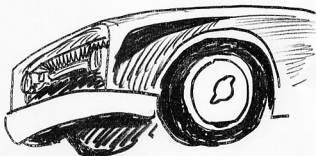
"An Allstate is such a fine car,"  
 Said George, "and mine's without a mar."  
 "Its the K-F brand,  
 And with a fresh rubber band  
 It'll outrun a motor scooter by far!"

(more on p.53)

If you think these are bad, you should have seen the ones we didn't print! Creative poets arise! Send us your masterpieces.

## CLUB FEATURES - YOUR K-F DREAM CAR


 customer name Wm. L. Logan  
 address 123 G. Bush St. Hammond  
 make Henry J. model new year 1966  
 body 2-door H/T color midnight blue  
 engine V-8 transmission STD. W. O.D.  
 interior blue leather options R. P. S. CONT. SPARE  
 price \$2000.00 + 1 year Chrysler

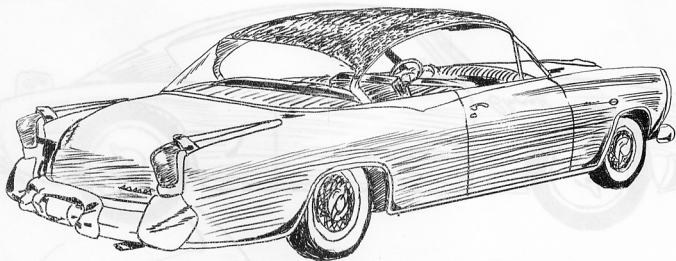



## Dream Car (cont.)



customer name PETER D. HOLLINSHEAD  
 address 319 SPRING VALLEY RD., SPRINGFIELD, PA.  
 make KAISER model MANHATTAN year 1955  
 body 2-DR W/ SPORT CPE color CANDY WILD CAMEL  
 engine V-8 WITH SCUNGER transmission R/WARN 4 SPEED  
 interior BLACK LEATHER WITH OPTIONS WIR & WIRELESS (FLOOR MOUNT)

COVERS, A BARTH EXHAUST SYS., PIRELLI  
LENTURATO TIRES, DISC BRAKES, NOTE:  
CUSTOMER SKETCHED OWN HAND-DRIVEN DRAWING.





customer name - Jack Edward  
address - nearest 50¢ hotel  
make - Frazer model - 4 door limousine convertible year - 66  
body - (see model) color - dark "Maltese" gray metallic  
engine - not specified, so leave out transmission - twin hyd.  
with o.d.

interior - Horseshoe shaped rear seat, bucket seats in front,  
all leather in maroon. High pile carpeting, hi-fi, radio,  
heater.

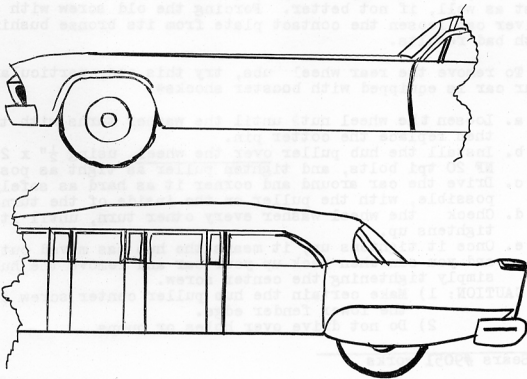
options - power steering, brakes, seats, and windows, including  
vents, plus factory air conditioning.

Notes: - I'd like the top to be just like the original 49-50  
models... white "satin" with red underside and the three win-  
dow rear section. Please install the power equipped center  
dividing glass and automatic door locks. Please exclude all  
the rear cigarette lighters as the children play with them.

Price - \$3800.67

Bill: Car came from factory with Bubble  
shirts. This guy looks like a sucker, so just leave  
them and pack another \$400 into the deal  
to cover them. M.C.

P.S. Deliver the car in installments, just like this  
cheatskate will probably pay for it!



## TECHNICAL FEATURES - Tips on Servicing the '54 Manhattan

By Ben Lamboy, San Juan, Puerto Rico

#1 Stick to the Carter instruction leaflet on the carburetor adjustments. Motors Auto Repair Manual is somewhat confusing. Before reassembling the carburetor, check both sides of the metering adjustment. ( They can differ by as much as 0 - 010" )

#2 Re-check the timing each time the carburetor is replaced. The steel vacuum tubing often disturbs the setting of the distributor.

#3 When adjusting the timing, loosen the bolts holding the distributor adjustment and adjust by gradually shaping the vacuum tubing while watching the marks under the timing light.

#4 Some power timing lights become overexcited, particularly with high voltage spark coils, and flash repeatedly and irregularly, causing the timing mark to jump back and forth. Often the flasher works well by just placing the pickup probe close to the connection at the spark plug without direct contact.

#5 To adjust the '54 Manhattan carburetor without so many burns to your knuckles, buy a 5/16 screwdriver with a 3" long handle, then cut the blade to 3" length and grind the tip to proper shape.

#6 Mixture and idling RPM adjustments somehow interact. Recheck one after working on the other with both the tachometer and the gas analyzer, if possible, simultaneously.

#7 If the slot of the distributor contact holding screw becomes too wide, you can use an 8-32, 1/4" allen head screw in its place just as well, if not better. Forcing the old screw with a screw driver can loosen the contact plate from its bronze bushing, with bad results.

#8 To remove the rear wheel hubs, try this one, particularly if your car is equipped with booster shocks\*:

- a. Loosen the wheel nut\* until the washer turns with the fingers, then replace the cotter pin.
- b. Install the hub puller over the wheel, using 1/2" x 2" NF 20 tpi bolts, and tighten puller as tight as possible.
- c. Drive the car around and corner it as hard as safely possible, with the puller on the inside of the turns.
- d. Check the wheel washer every other turn, until it tightens up.
- e. Once it tightens up, it means the hub has moved out, and you can then jack up your car and remove the hub by simply tightening the center screw.

CAUTION: 1) Make certain the hub puller center screw clears the lower fender edge.

- 2) Do not drive over holes or bumps

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\*Sears #9051 works

## TECHNICAL FEATURES - STEERING COLUMN BEARING CHANGE

by Dan Koert

The steering column bearing is a hard item to replace on the Manhattan and late Special (1954). To get to it, the steering wheel has to be removed, to get to the snap ring that holds the rubber boot in which the bearing is mounted.

Release the clamp on the upper part of the flexible joint under the hood and slide column and bearing up. The bearing is pinned to the shaft with a pin, mounted off-center.

Time for a commercial: The bearing is available from

Koert Kaiser Service 2125 E. Kimberly Davenport, Iowa
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the Koert Kaiser Service for \$3.00 plus 25% handling & mailing. There are 25 left - first come, first served.

The rubber boot should be reinstalled on the bearing the same way it came off, and the bearing pinned to the column. Grease it good (like your bearing should), as you cannot reach it once it is assembled.

This bearing locates the wheel radially and longitudinally. The \$3.00 seems high, but as this bearing is the only thing that will work, and was made specially for Kaiser, I figured I had better get them to help fellow members out. Also, it is hard to make this repair in any other way.

-----KFK-----

K-F Poetry (cont. from p. 48)

Once I bought a rusty car  
 from a man in town.  
 A hardtop with two windows  
 that never did go down.  
 'tween the side doors they were,  
 on each side, I found.  
 Stoutly bolted in their place,  
 and not meant to go down.  
 Hard I worked, restoring it,  
 until the body was sound.  
 Many came, admired, and asked:  
 "Does that little window go down?"  
 We drove to the opera house,  
 my love in a lovely gown.  
 Pulling up, our doorman asked,  
 "Does that little window go down?"  
 Once I entered an auto show,  
 with classics from miles around.  
 But the judges said, marking me off,  
 "Those windows won't go down!"

"THE WINDOW"  
 (a horror poem)  
 by the club poet laureate\*

One Friday night at the drive-in,  
 the hoods were all around.  
 One's brother had such a car,  
 and "Fixed those to go down!"  
 Now I've had my car some time,  
 and driven all around.  
 It's given me lots of pleasure,  
 and the windows never went down.

\*who wishes to remain anonymous,  
 and judging from the quality of  
 his work, we can see why!





Henry J Features - "Henry With a History" (cont.)

By now, I was getting the story "Are you sure you want it fixed-- they don't make these any more, you know."

By early '58 the J-Bird had become our "second" car and was over due for work in the engine room - at 117,000 miles. Certainly a major overhaul is not the "do-it-yourself" project that made "do-it-yourself" popular. But ignorance is bliss, so a brother-in-law and myself started the chore that was to put new life back in the 6-hole piece of cast iron that I knew so little about. Some time later (ashamed to admit how long), we lowered the engine back in place, connected the necessary things and much to everyone's surprise, it ran. Only one thing - it hammered worse than before we started! Five times the engine was pulled - with damaged main bearings! An "honest-to-goodness" mechanic came to the rescue - found we had been putting the inserts in upside down - and these only have an oil passage in the upper half!

The ultimate "trial by fire" came in '59 when the decision was made to convert poor Henry to a roadster. By this time my auto interest centered around sport cars, but the pocketbook centered around paying for a home - an incompatible situation unless you improvise. So improvise it was! Do you know it hardly takes an hour or so to get a top off? I was amazed - and I was also amazed at how the doors sagged, at how the windshield leaned, and at how the rear fenders tilted! Didn't seem like such a project to start with but fir anyone considering it, here's two points of advice; (1) don't cut a "J" - sell or give it to a KFOC member who will restore it, and (2) hook the house and buy a Darrin!

Covering empty space where the deck was and reinforcing, saw the car sitting idle for some time. I felt better by one fact - a former KF engineer told me the frame would not require stiffening. He must be right - so far it hasn't broken in two! Finally got some sheet metal over the back end and drove the car a year with no top - usually within the city limits. A standing rule was to keep the garage door open and the driveway clear - in case the weather would change. Didn't make it a couple of times and the way people stare at someone driving an open car in the rain can create a complex!

I guess the pressure of society (and the need for a dry seat) prompted a crash program to get a folding top finished in '61 - again by the "do-it-yourself" method. First the metal work - pivot points, fasteners, welding, etc. - then a paper pattern converted to canvas, my mother and Esther sewing, and finally the seals - (almost resorted to chewing gum here). So a top was born and the "J" returned to the streets to face all elements. Except for the snow that blows in from behind and the rain that enters around the side windows, it wasn't bad - well, at least the glove box stays dry!

So again a period of inactivity for Henry - except as dependable transportation, humiliation of a hit-and-run driver picking on a rear quarter, and someone else backing into the left side. I was convinced the problem must be the color - maybe no one could see it - or couldn't stand to look! And by this time, the years, rust, and blind drivers had taken their toll. The day was past due for

(continued on p.55)

Henry With a History (cont.)

new paint - and what could be more readily seen than Mustang Poppy Red! By now, the car's appearance was such a far cry from the original that Kaiser is probably glad I used Ford paint.

Body work had now become a home project - and took most of the summer. Our daughters were old enough to help with sanding - but not old enough to stick with it more than five minutes at a time. Esther did masking, fixed coffee, used rubbing compound, and fixed more coffee. I learned what acrylic lacquer would do in damp weather and what it wouldn't do on the wrong primer - but in spite of such odds, the "J" still got its new orange-colored lease on life.

It sits in the garage today - waiting for the warmer days of summer. I've vowed never to part with it even though a few misguided souls have made drastic and appealing offers (as high as \$25). I have often wondered if one of these prospective buyers wasn't appointed by a neighborhood cleanup committee. A status symbol it's not - but four wheels with 13 years of memories it is!

Oh yes, there is an anti-climax - we've now acquired a '48 K, but the top will remain firmly in place, I promise - also the stock gray color. Esther has coffee on and the girls do a fair job with polish - at least for five minutes.

-----KFO-----

Letters to the Editor (cont.)

very long, so I don't know whether this article has already been reprinted in the Quarterly. I'd be glad to lend it to you, or send a typewritten copy.

Kaiserly,  
Roger Maserang  
Belleville, Illinois

Your editor has sat on this one for some time, not being sure just what to do. Generally, we feel that we should publish current-interest articles, historical facts and opinions, features on the K-F cars then and now, and useful technical information. We are somewhat against indiscriminate duplication of original historical materials. Your article, as an original publication dealing with K-F products, is worth a certain amount, and is historically significant. If we were to publish several hundred photocopies of the article, we would be depreciating its value, though only slightly. In addition, as time goes on, people tend to confuse reprints with originals. For example, recently, reprints of the K-F "1946" (early 1947) brochure, featuring the FWD Kaiser and the painted-grille Frazer were offered for sale for \$1.00. (cont.p.59)

## Willys History (cont.)

allowed to take over the company's financial affairs, to avoid catastrophe. A meeting of the company's creditors accepted a hastily-gathered token payment and agreed upon John N. Willys becoming president, treasurer, general manager, sales manager, and purchasing agent! While the company remained the Overland Automobile Company, the name "Willys-Overland" evolved from this move. Willys kept the company running on a "hand-to-mouth" basis, and gradually built it up until it was in the black. By 1909 business had multiplied 10 times in each of the last two years and Willys was looking for another plant. He bought the plant and all assets of the Toledo Motor Company (Pope-Toledo) for \$285,000 and went to Toledo. Profits were poured into plant expansion in Toledo, and by 1912 the company had completely closed its Indianapolis plant and built its production in Toledo alone to that of second-largest producer in the auto industry. In just four years, Willys had built the company to a booming success from the brink of disaster, and he had collected some \$8,000,000 in salary and dividends from the company which he now wholly owned! Willys' booming company brought much business to Toledo, the plant was further expanded, and the Overland plant became the largest plant in one area.

Around 1916-17 W-O produced the Overland 90 (\$665), and the Willys-Knight (\$1,950) which represented the bottom and top cars of the line. By 1916 the company manufactured over 100,000 cars and employed some 15,000 people. Around World War I the company took war contracts, but they were all for non-automotive products. About \$11,000,000 was lost in a venture in the Moline Plow Company, labor trouble arose as the industry's workers became organized, and many sales were lost as W-O products were unavailable due to strikes.

In 1919, the Willys Corporation, a separate organization owned by John Willys, planned to build a light, six-cylinder car, to be marketed by W-O, and proceeded to build a plant in Elizabeth, New Jersey. Another economic crisis, that of 1921 caused this separate company to go into receivership, and its product was never built. Facing many difficulties, the company brought in Walter P. Chrysler, who took over as executive vice-president and general manager. A "house cleaning" took place, and many personnel changes occurred. The company was still in serious financial trouble, and came under the supervision of a committee of bankers to whom the company was in debt. This group made Henry L. Thompson acting chairman of the board, and removed Walter P. Chrysler. Unfortunately, Chrysler took key engineering personnel and the plans for a six-cylinder car that Willys was to have built, with him. John N. Willys went back to his best talent, selling, going on the road to build up the dealer organization, while the bankers' committee ran the main plant. By 1923, Willys-Overland was in the black and operating at a profit, John N. Willys once again took over its operation. During these difficult years the company had produced only the Overland 4 and the Willys Knight model 20. W-O now diversified to meet an improving auto market, and put out the four-cylinder Overland Roadster (less than \$500), and other models ranging up to the Willys Knight Great 6 Town Car (over \$4000). This latter model helped improved company prestige.

## Willys History (cont.)

In 1925, plans were made for a "European type" small car. Next year this car, the "Whippet" came out. Success of this car and others made by W-O brought the year's (1926) production to a whopping 300,000! Toledo plant facilities were expanded and a Pacific plant was constructed, increasing the company's plant area by over 1,000,000 square feet in a single year! The years 1925-29 were difficult ones, however. Profit per vehicle changed to a loss, as the product was evidently priced too competitively.

In 1929, John N. Willys retired from the auto business. His interests in the company were sold for ...\$21,000,000. This prior to the stock market crash! Mr. Willys was then made ambassador to Poland. From 1929 until after Mr. Ward N. Canady took over, (1937) W-O did not operate at a profit during any year. Mr. Linwood Miller served as the company's president. The 1929 crash brought difficulties greater even than those faced by others in the industry, including a 70% sales decrease. Mr. Miller attempted to save the company in a deal for making light trucks for International Harvester. These came out in 1932, but the company still did poorly, and Mr. Willys returned to help save the company. He paid \$2,000,000 into the company, and also arranged a bank loan, but the bank folded, the company went into receivership, and (guess who?) Mr. Willys was appointed receiver, along with Mr. Miller! He kept the company going, manufacturing the IH trucks and the Willys "77" small auto. On August 25, 1935, Mr. Willys died, while his company was in its most difficult time.

W-O was then some \$8,000,000 in debt. A complicated set of legal and financial maneuvers, in which Mr. Ward Canady was instrumental, took place, and the company was juggled from its precarious position of debt to a total of \$15,000,000 in assets, and the company was again ready for business in 1936. An improved version of the Willys "77" sold well, and the company operated at a profit.

Mr. Joseph W. Frazer became president of W-O in 1939. Sales continued to increase, and Willys-Overland had a few more good years. Then the war came, and Willys began efforts to bring out a small military reconnaissance vehicle. The "jeep" passed its tests with the army, over 10,000 were produced for the army, and the Willys-built model became the standard for army use, even to the point of the same vehicle being built by other manufacturers, according to Willys plans. In 1942 the Willys Americar was discontinued in favor of all-out war production. During the war the company built jeeps, airplane parts, shells, and bombs. The company produced some 361,000 jeeps, and over \$700,000,000 in war products. In late 1943, Mr. Frazer left his post, and Mr. Canady became president, as well as board chairman. Next year, Charles Sorensen became president of the company.

At the end of the war, the company realized there was a market for its "jeep" in peacetime, and so brought out its "universal jeep" for civilian use. From a wartime low, the dealer organization had to be rebuilt, and many executive changes were made, in an effort to get the company moving again. (cont.p.58)

## Willys History (cont.)

A special stock issue was made, talent from other auto companies was recruited, and plans were made to again increase the facilities and diversify the line, including production of jeeps, station wagons, passenger cars (?), and trucks. The company emphasized its line as "America's most useful vehicles." By the end of 1946, business was booming again, and the company had made almost 78,000 vehicles

(At this point, Mr. Gould's article ends, thus the remainder of the article has been pieced together by myself, with information from a variety of sources, chief of which is Mr. Arthur Wrightman, Ann Arbor, Michigan. The information is subject to challenge from all quarters, and indeed, we invite and welcome letters from any persons connected with, or having information of the W-O or K-F operations. Ed.)

The company did well, as all companies did, in the car-hungry postwar market. Success of the jeep-styled, popular station wagon led the company to introduce the "Jeepster." Clinging to a possible theory that any jeep-characterized car would sell, the company had added a slanted back, angled collapsable top, rear fenders styled after the front fenders, and passenger-car trimmings, probably in an effort to corral more of the passenger-car market. This car was offered in 1948, lasted about three model years, and was finally abandoned in the face of an increasingly competitive market. Production of jeeps and station wagons continued, but nothing resembling a passenger car was offered.

About 1950-51 another rash of "small cars" (they were not known as compacts then) came out, including K-F's Henry J. and Nash's Rambler. So, Willys followed suit in 1952 with its renowned "Aero" series. A practical, beautiful, yet sensible car, it was designed by Clyde Patton, of Science & Engineering Corporation, Detroit. Sales justified continued production...

But there was trouble at Willow Run. The still-young Kaiser-Frazer corporation, now having dropped its Frazer line and without its co-founder Mr. Frazer, was having a tough time selling its cars, and was considering bold moves, ... or demise. Possibly a smaller facility than the mammoth Willow Run bomber plant, possibly a necessary outlet for parts, to comply with government regulations, in case the Kaiser automobile should perish... So an offer was made to buy (controlling interest in) the Willys firm. The deal was made, and the Reconstruction Finance Corporation, to which K-F was heavily in debt, was to hold all stock in the new company. Edgar F. Kaiser, who had succeeded Joe Frazer as K-F president evidently worked with Ward M. Canady who "headed" the new firm, to be called "Kaiser Motors." This took place in late 1953 or '54. Dies for Kaiser autos were shipped to Toledo, Kaiser auto headquarters were set up in Toledo, and Kaiser went into production alongside the Willys. The Henry J was abandoned, and the Willow Run plant, home of Kaiser-Frazer for so many years was resold to G.M. to use as a transmission plant to replace its recently-burned Livonia plant.

## Willys History (cont.)

Things did not go well, however. The public seemed increasingly disinterested in the Kaiser automobile, and now this was rubbing off on the Willys. Willy outsold the Kaiser, however. Both cars had been given extra ingredients in the engine department, Willys a new engine, Kaiser a supercharger, both were heavily adorned with chrome, but these did not do the trick. Shortly after the introduction of token 1955 models, Mr. Edgar Kaiser announced to the employees at the Toledo plant that auto production could no longer be continued. Emphasis was to be placed on the still-popular jeep line of vehicles, universals, station wagons, and trucks. At the time the Kaiser name seemed to disappear, the products continued to be known as "Willys Jeeps" and (We believe) the company was known as "Willys Motors." About 1957, the company managed to secure a legal right to the exclusive use of the term "Jeep." This wise move enabled the company to now stress the favorable name "Jeep" with its continual strong sales record, and to avoid the names "Kaiser" and "Willys" now of dubious value due to their association with now-extinct cars. Possibly this move paved the way for the company daring to change its line of vehicles, or at least offer a new face, the "Wagoneer" which was heavily tied to the jeep concept, even though it was a completely new vehicle. This is likely, since the new Wagoneer was heavily laden with "Jeep" nameplates, but bore the Kaiser name only under the hood. There something new was found... "Kaiser Jeep Corporation," it said, bringing the Kaiser name back on the road - but only under the hood! The success of the new station wagon Jeep model was phenomenal, and the sales switch was so great that the veteran jeep station wagon was discontinued. The new "Wagoneer" style was offered in station wagon and truck bodies. Bearing the name "Kaiser Jeep Corporation," this vehicle spelled the final doom of the name "Willys." With Mr. Willys no longer living, no Willys models produced, and the name of the company changed, the Willys era came to an end... everywhere but in Toledo. There, fashionable homes still line the Willys Parkway, kids play ball at Willys Park, and somewhere... somewhere there is a neighborhood bar called the "Aero Bar."

-----KFQ-----

## Letters to the Editor (cont.)

These brochures are recognizable by their brown color - the originals are black & white. They are certainly not worth \$1.00, since hundreds (perhaps thousands, I can't remember now) were printed by AEI, Auto Enthusiasts International. In addition, we feel that if we commenced to reprint every brochure that K-F made, we might tend to dull the interest value of a true original, when a member did see one. Your editor would like to hear from club members in this matter, and will continue, for the meantime, his policy of not printing original historical materials. (Please excuse the exception of the reprint of the Frazer announcement article from the New York Times, that we decided to print, typographical error and all!)