

FALL

1966

# K&T magazine



BIG DAY AT THE NATIONAL CONVENTION - P. 8

PURISM OR PRACTICALITY - P. 6

THE G - P FRAZER - P. 16

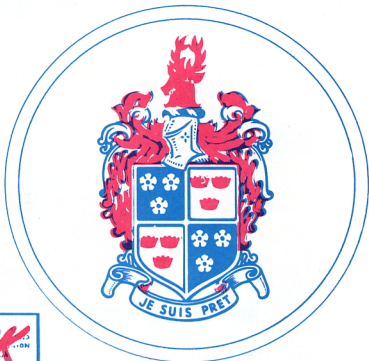
# BOWLING EMBLEMS

for your Locally Sponsored Teams!



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P. S.: Lots of baseball teams everywhere! These emblems will enhance the good looks of the uniforms of grown-ups and kids alike! So, "play ball" with all ball players!



KFOC reprint,  
not known to  
be available



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Make check payable and mail to:

LA FONTAINE-DETROIT, 13639 Elmira, DETROIT 27, MICHIGAN

Date \_\_\_\_\_

Enter our order for the following material. Enclosed is our check for \$ \_\_\_\_\_

\_\_\_\_\_ pair of emblems @ \$1.50 per pair.

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Ship to:

Name \_\_\_\_\_

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City, State \_\_\_\_\_

Signed \_\_\_\_\_ Zone \_\_\_\_\_

(All orders shipped F.O.B. Detroit)

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KAISER-FRAZER OWNERS' CLUB - OFFICERS

President: Jack Edward, 154 Kathryn Dr., Pleasant Hill, Cal. 94523

Vice President: Paul M. Barker, RR #7, Crawfordsville, Indiana

Secretary: Richard Wenzel, 69B Sunset Dr., Watsonville, Cal. 95076

Treasurer: Lynn Ankers, 1622 Grant Rd., Los Altos, California

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KAISER-FRAZER PUBLICATIONSKaiser-Frazer Bulletin (monthly)

Editor: Andy Schroyer, 879 Moreno Ave., Palo Alto, Cal. 94303

Deadline for copy: 25th of month for following month

K-F Magazine (quarterly) Deadlines: 1st of Dec., Mar., Jun., Sep.

Editor: Thomas J. Wilson, Frazer Farm, R#2, Lambertville, Mich. 48144

Both publications are prepared and mailed at 706 E. Jefferson, Crawfordsville, Indiana. Only corrections in addressing of labels should be sent to this address. For all other business, all correspondence should be directed to club officers or editors.

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The Kaiser-Frazer Owners' Club of America is a nationwide organization, founded and chartered in 1959. 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 and the Kaiser Motors Company. Inquiries concerning the nature of the club and its activities should be directed to the club's officers.

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"The greatest undeveloped territory in the world lies under your hat."

## CLUB FEATURES - LETTERS TO THE EDITOR

Dear Tom,

Congratulations to you and Paul for an outstanding publication. In your reply to my letter, p. 24, you state that the Wagoneer Jeep is not a Kaiser, but a Willys. A number of local club members favored my point of view, so I feel it worthy of re-defending. Yet on p. 59, in your own supplement to Mr. Gould's Willys article, you say that the switch to the name "Kaiser Jeep" spelled the doom of the name "Willys." I think you have committed somewhat of a contradiction. Our club Kaisers, as a whole comprise cars designed by Howard Darrin, and produced between 1946 and 1955. However it is worthy of note that the Kaiser car was again produced in Argentina from 1959 to 1962, and (again) that the Kaiser name is still on the road in the Wagoneer. The name is not only "under the hood," but also on the serial door-plate, just as it was in 1946-55. The car's official name, as noted in all K-J brochures, registries, etc. is the KAISER JEEP WAGONEER. You yourself admit that Willys, as a brand name, is dead.

I certainly agree that the Wagoneer bears no resemblance to our beloved K-F line, and, from a "pure" point of view, it is not a Kaiser. However, we live in a world of practicality. When it is practical to refer to the Jeep as a Kaiser, I hardly see reason to turn our backs on the 66 product. If the company, for example, was "not anxious to tout the Kaiser name" as you say, would they then insert "Kaiser" into all their printed brochures, etc.? I fail to agree. From our point of view, the existence of the vehicle today renders such things as insurance within the realm of attainability. Since writing my letter, I have received my comprehensive coverage, based on the present existence of the Kaiser marque.

(Regarding the reprinting of original materials) I do see your point in not wanting a "deluge" of reproductions of brochures floating about. However (1) the KFOG exists to promote interest, among other things, in K-F history, and (2) many works of art of far greater status than a car brochure undergo mass reproduction annually without any loss of value to the original. As an example, the renowned "Mona Lisa", through reproduction, has given countless thousands a chance to appreciate DaVinci, whereas only a relatively small amount of people have been privileged enough to behold the original. I suggest a compromise. Reproduce, but label each reprint clearly, on all surfaces, such as "KFOG reprint!" This would eliminate any possibility of the reprint being taken for an original, and still offer the membership a chance to personally possess a copy of rare old K-F lore.

The award for parts companies still stocking K-F parts was a great idea. Let's do it! J. C. Whitney is a prime example.

Dick Langworth  
Gloucester City, N.J.

\*Dick's arguments are well made. We especially like the idea of labeling reprints as such. Reader response such as this is

(cont. p. 28)

## EDITORIAL

## CLUB FEATURES

At the recent national convention, it was decided in a closed caucus of club officers (and some non-officers) that the club would have to work on a budget. Although exact costs of putting out our quarterly magazines and our bulletin could not be predicted, it was decided that, considering club income, the bulletin would be limited to four sheets (8 pages), and the magazine would be limited to 15 sheets (30 pages).

Your editor agrees to this policy and wishes to reassert the need for such planning and limitations. In the past, we have had no way of knowing just how much it would cost to have the magazine printed, assembled, and mailed. For example, the Spring issue cost about \$350.00. However, our Summer issue was twice the size (60 pages, where the Spring issue had been 30), and also had color. Readers should know that a black and white page must be run through the press only once, but a color page must be run through once for every color; red, blue, yellow, and black; thus instead of running 700 sheets for a given page, they must run 2800 sheets (700 x 4), plus changing the plates three times. (Yes, a sheet printed full color on both sides would make EIGHT trips through the press!) And so, the Summer issue which your editor blithely made up cost your club around \$700! (And it was a bargain at that!)

We have now learned much about making up our magazine. We recently visited Mr. Barnett, our printer, and Paul Barker, who is responsible for much of our photoprocessing and who is the "brains" behind our color picture program. Our discussions helped a lot in coordinating our work.

Beginning with this issue, we are instituting changes in our "K-F Magazine" which will (1) reduce the amount of work to be done in its preparation, and (2) give you what we hope you think will be a better-looking, more interesting magazine. Watch for color, and watch for improvements!

## SMALL TALK SECTION

Coming Next issue:

Follow-up on the G-P Frazer, with historical facts, by Jeff Godshall

A special feature article on Darrin hard tops, by Dahlmann. Stunning, full-page photos of the special Kaiser cars, the Galalero and the Safari. If ANY member has pictures of these cars and the others (explorer, seven seas, etc.) send them in to be included in this feature. They would have been in this issue, but the make-up was too far along to do it.

A new club membership bonus that may be an "annual" event if the members like it.

"\$:&\*@%\$# where the ----- is the technical section this issue?" you say as you read this issue. I'll tell you friend, it is laying on your bookshelf, or on your workbench, or under the hood of your junker, or maybe even in your mind. I did not get anything, so neither did you! Boy, do we need a technical editor!

# PURISM or

by Dick Langworth

The Kaiser-Frazer Owners' Club, as an organization dedicated to the preservation of certain old cars, rightly lays great stress on original restorations in the products of members. One faction of its membership carries the philosophy further, and considers only "completely original" K-F valid restorations. Other circles often tend to vary in their approach to restoration, and often disagreements arise as to the aesthetic privilege to do this. Such conflicts often occur in special interest groups like ours. Tropical fish fanciers are divided over the use of colored (versus natural) gravel; sportscar buffs fight over the pros and cons of "traditional" (versus modern) sportscars; K-F fans find much controversy in the various directions of their restoration projects. This article is written in an attempt to resolve our feelings on this important subject, and is being drafted BEFORE the convention, to allay any claims of "sour grapes." Perhaps our convention experiences will serve to resolve the debate; anyway, this is an attempt to "get the ball rolling."

Restoring a fine old Kaiser, Frazer, Darrin, or Henry J is, in most cases, a labor of love. Almost all of us want our finished product to resemble the original as closely as possible, when feasible. "Feasible" is the crux-word, though, for along the way, many short-cuts, detail changes, or wholesale facelifting occurs, often drawing the wrath of the alleged "purist faction" within the KFOC. Thinking the matter over, I've arrived at a number of points which, below stated, will hopefully elicit additional constructive response from the membership. Ultimately, the sum total of this, I think, will aid and broaden our thinking about restoration in general, and individuals in particular.

1. ORIGINALITY: Kaiser-Frazer and Kaiser-Willys built wonderful, advanced products, many of which are still unequalled. That the club should exist to maintain restored originals of the K-F marques is its prime responsibility. Whenever possible, especially regarding the rarer models, e.g. the Frazer Manhattan, members should attempt to make every reasonable effort to retain original specification.

2. SUBSTITUTION; Strong as they are, many component parts of our beloved cars do show the strain, after eleven to twenty years of life. Cardboard is a typical example. When your beautiful 53 comes back from the shop, chrome shining and paint gleaming, what do you do with that ratty, warped, torn package shelf and kick-panels under the dash? These can be made up by upholstery shops, but will never be exact matches, and the amount of waiting time may be prohibitive. Some members have found the answer in the various brands of plastic "contact paper." A hard-paper template may  
(cont. p.26)

## P R A C T I C A



Barker custom has "a bit of everything"

John Haller calls his car "My 1954 Virginian"

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# kf CONVENTION

FOR THOSE WHO MISSED THE SHOW



Crowd starts to gather  
on Friday afternoon.

The registration table.



Kaiser trunk capacity was demonstrated.

Saturday - cars roll in and line up



The lineup seemed endless





This year's convention set a new record of 91 cars - or 91½ if you count Hutchinson's camper. Things started earlier than usual with bull-sessions, parts-swapping, and parts-installing on Friday afternoon. If the lodge we stayed at was a typical Indian dwelling, those American Indians sure (cont. p. 27)

(more pictures on p. 10.)

Many hard-to-find parts were brought. Many parts were put on.



Mericle's clean Traveler (l); and we see our first Carabela (r).

Close-up of that Carabela (l); and Dillenberg's Golden Dragon (r).





A rest in the shade helps  
a hot K-F meet Saturday



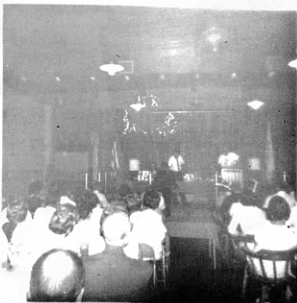
Like-new 48 Kaiser - H. Johnston

Crowd eyes Henry'k's personal car.

Our Sunday dinner



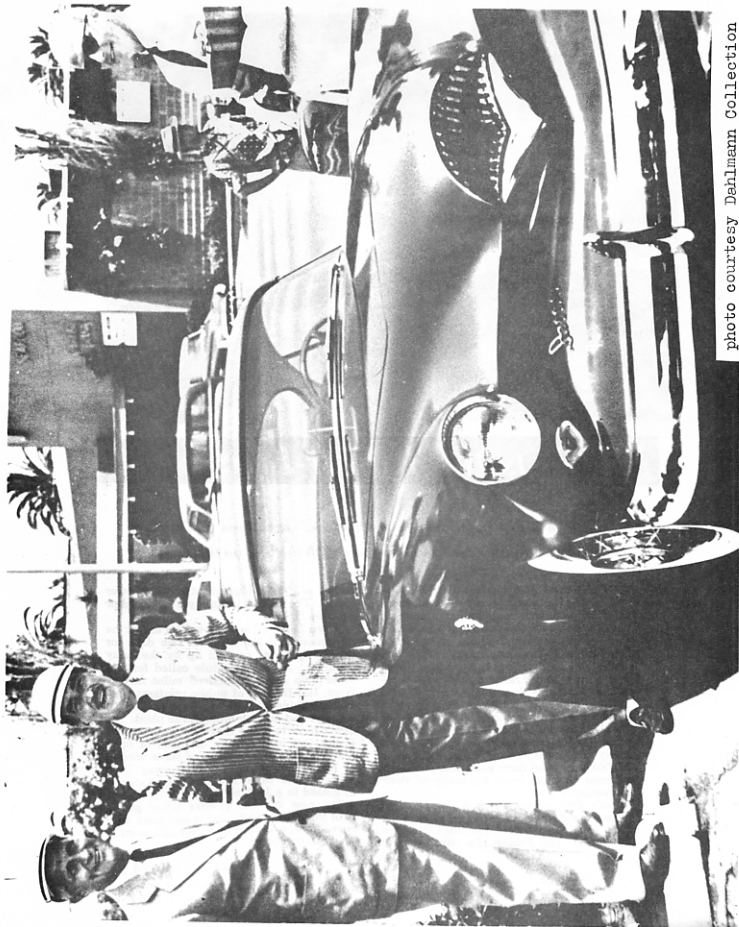
Our meeting (r).

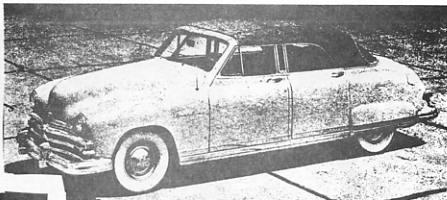


... and our goodbyes.

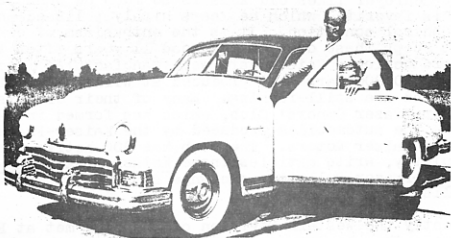
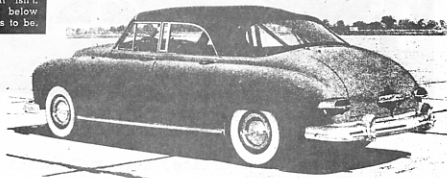
A PORTRAIT FOR YOUR COLLECTION

Howard Darrin, Walter Fidgeon, and the new Kaiser Darrin





Hardtop Fraser, above, with canvas-covered steel roof, looks like a sleek convertible—but isn't. The four-door convertible below is exactly what it appears to be.



"Lower Look" Manhattan seems to be built closer to ground. It's not, though—another Fraser trick. Below, 14-inch-wide arm rest may also serve as a seat for Junior.



## KAISER FEATURES

"KAISER AUTOS NEVER DIE - THEY SIMPLY RUN LIKE NEW"



the 1947 Manhattan model, posed by the Manhattan skyline

abridged from "Home Office," Kaiser Industries house organ

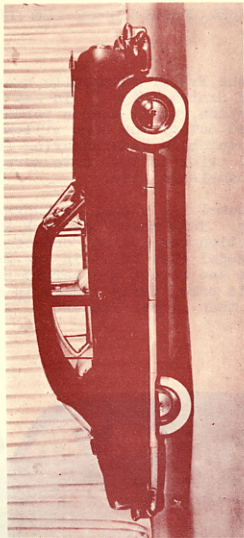
Andy Schroyer likes old Kaisers so much he owns 52 of them. One is his favorite, which he keeps highly polished and in superb mechanical condition. It is the enthusiasm of owners like Andy that keeps these cars on the road 11 years after they went out of production. Kaiser cars were manufactured from 1946 to 1955. About 750,000 cars were produced at Willow Run, of which several thousand are still running. Many of their drivers belong to the Kaiser-Frazer Owners' Club, which was formed in 1959 to preserve the automobiles produced by the Kaiser-Frazer Corporation and by Kaiser Motors. The club has 900 active members who meet regularly, write articles in the Kaiser-Frazer Magazine and the Kaiser-Frazer Bulletin, exchange spare parts, and dream of establishing a car museum.

Recently the Western Division of the club met at El Cerrito Plaza. The gleaming cars were lined up on the plaza while the members gathered in a restaurant to conduct business, watch color slides of Kaiser-Frazer cars in the Grand Canyon and in Washington, D. C. and debate such technical problems as installing a Chevy II engine in the Kaiser body.

The club Bulletin carries advertisements such as "154 Manhattan w/super charger, 6 tires, \$350." or "Wanted: Henry J door handles."

The annual national rally is being held this year at Utica, Ill. Western members plan to meet at Reno and form a caravan across the country. One of the cars at the national meet will be a green Kaiser used personally by Henry J. Kaiser from 1951 until 1955 and now owned by Kenneth Hembrough of Jacksonville, Ill.

A PORTRAIT FOR YOUR COLLECTION



THE 1951 KAISER DeLUXE 2-DOOR

..... WHATEVER HAPPENED TO THEM ? .....

# THE **g-p** FRAZERS

ONE OF THE RAREST CARS IN AMERICA TODAY ?

Early brochures on the Frazer automobile state that the car is a "product of Graham-Faige." In May 1946, Graham-Faige Motors Corporation, until then a partner with Kaiser-Frazer, pulled out of the huge Willow Run assembly plant and left automobile manufacturing for good. All Frazers manufactured prior to this date were officially products of the Graham-Faige firm.

Today, only one Graham-laige Frazer is known to exist among our membership. This makes the "G-P Frazer" the single rarest production (excluding "one-of-a-kind non-production models) model ever built in the K-F line. The statement that it is the rarest K-F car is paradoxical, of course, since this rare, early Frazer is a product of a Corporation other than Kaiser-Frazer!



BRILLIANTLY ENGINEERED • SMARTLY DESIGNED

Here is your handy guide on how to identify a G-P Frazer. Pack up a lunch, get the family in the car, and let's go G-P hunting today!

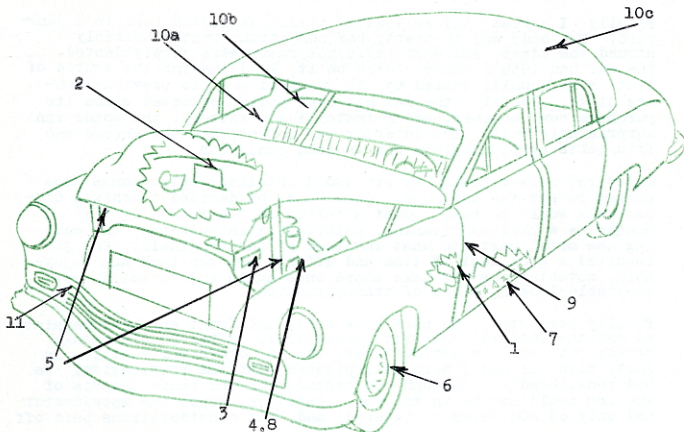
**POSITIVE DIFFERENCES FROM K-F TYPE FRAZER:**

1. Serial plate on door post
2. Body plate on fire wall

Frazer  
serial number  
F 47 - 000000  
Graham Paige Motor Corp.  
Willow Run Mich.  
USA

GRAHAM PAIGE MOTORS  
other usual information

3. Engine number starts with letters "GP."
4. Engine name plate (under oil filter) has "GP 6226-0000000."



**FAIRLY POSITIVE DIFFERENCES FROM K-F FRAZER**

5. Hood has telescoping supports when opened.
6. Hub caps have "FRAZER" stamped into them.
7. Door sill plates have "FRAZER" embossed on, instead of pattern.
8. Engine plate has "Continental;" and red seal, instead of "Kaiser-Frazer" and world with buffalo on top of it.

**ADDITIONAL INFORMATION (possible proposed differences)**

9. None were Manhattans
10. Typical characteristics of "plain" Frazer models
  - a. Very plain interior
  - b. No arm rests built into seats
  - c. No two-tones, all one color
11. Contrary to many pictures (including one on opposite page), grille was chrome plated. Evidently only prototypes had painted grille.



## SPECIAL FEATURES:

## FUGITIVE FROM A JUNKYARD

by Tom Rankins

One day I met a prospective member passing through the Junction. We had a lengthy and interesting conversation. He told me the following story, which I felt would be of interest to club members. The story begins:

Some years ago, Jim Martin, a friend of mine, owned - and had owned since new - a 1954 Kaiser. Jim took great pride of ownership in his Kaiser and constantly prodded me to join him in his Kaiser hobby.

Finally I agreed, and we located a similar 1954 Kaiser in a junkyard. The body was in pretty bad condition, rusted horribly around the edges, and what parts not rusty were sorely dented. The car had 1959 license plates on it, so I imagine the source of dents were equally shared by the junkyard and its previous owners alike. Overall, the car had been badly neglected since its purchase new, however, after installing a battery, the motor ran surprisingly well. The interior was intact, and the chrome and trim parts still complete and in good condition.

Two tires were missing, so Jim and I obtained replacements good enough to get the car home. Once home, we decided a general disassembly would be best. Over a period of the following six months we worked on cleaning, painting, straightening, and welding new metal parts to what remained of the originals. The job required a good deal of time and effort, but the task was enjoyable, watching the car take shape once again into a solid, respectable-looking piece of transportation.

Finally completed, the bare body shell and front end were repainted and the interior and trim reinstalled. After an oil change, grease job, and new set of tires, the car drove quite well. In fact, both Jim and I were well pleased with the restoration. We had considered all through our restoration the basic chassis of the car could not be in too bad condition, since the speedometer had only 63,000 miles registered; and, our considerations paid off.

My wife and I drove the Kaiser out to dinner one evening shortly thereafter, and after parking our completely refurbished car, we stood at a distance admiring it. The jet black body against the stainless steel and chrome trim, set off the spotless white-wall tires; the car really looked good.

In an attempt to obtain a complete history of the car, prior to what the Kaiser may have thought to be its final trip to the boneyard, I began tracing previous ownership to a local family. The father, Mr. Olneskey, explained he had seven children and had everything he could do to keep the car running, let alone take care of it. Mr. Olneskey purchased the car from a Ford dealer used car lot when it was two years old, then turned the Kaiser in on a Chevrolet four years ago. Mr. Olneskey said the Kaiser was in pretty sad shape when he sold it, so I assumed the Chevrolet

dealer had junked it.

I showed the Kaiser to Mr. Olneskey, and although not particularly interested, he stated his sixth child had been delivered in the back seat, and that I had done a commendable job of restoration. His only other comments were that he always thought the Kaiser was comfortable and steered well.

Intending to trace the car's origin completely, I contacted the Ford dealer Mr. Olneskey had purchased the Kaiser from, who looked through their records and explained they had purchased the car from a Mr. Harry Lawson, whose father once owned Lawson Kaiser-Frazer Sales. I looked Mr. Lawson up in the telephone directory and while talking with him he explained the Ford dealer bought the car from Lawson's K-F used car lot. He explained that the car was a demonstrator originally, driven off and on by prospective buyers and salesmen, then released to the used car lot at the end of the model year from whence I assumed the Ford dealer had entered the picture. So much for the archives.

Two years passed and my wife and I cared well for the Kaiser. It still looked nearly new since its restoration. And, at this time, I lost my job due to a cutback in personnel. My wife was working, so we decided that she would bring in the bacon while I attended college. My interest and previous experience was in accounting, so we sold everything we had, including our late model Chevrolet; Helen then quit her local job, and we climbed in the Kaiser and headed for Dallas, Texas.

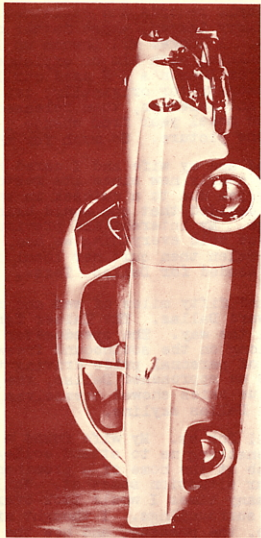
Seven hundred and fifty miles of wet and rain followed as we headed west toward Dallas. The Kaiser fared well, and did not miss a note all the way. The speedometer turned 100,000 miles as we rolled along on the southbound freeway into Dallas. I had a warm feeling of personal pride driving the Kaiser along the freeway, and as we approached Dallas, the rain ceased, the clouds rolled away, blue skies showed themselves, and the sun sparkled off the distant Dallas skyline.

Things went well for us. My wife found a good-paying job with a truck line, enabling me to attend college as planned. I got an afternoon job at the home of a prominent Dallas industrialist, which helped our situation somewhat. While working around the estate grounds, many times I would look over at the Kaiser parked in the stately surroundings. I thought of its futile past before its restoration, the present, and how the classic styling seemed to blend perfectly with the costly home and grounds.

A year and a half in Dallas and the Kaiser's motor began to shake a little when it idled. My first thought was to tune the motor with a new set of contact points and spark plugs. The new points and plugs did not remedy the shake. The Kaiser had to have the valves ground. I removed the head and manifold, thence the valves, and had them refaced. I reassembled the motor, and to my complete delight, it ran so incredibly smooth I could idle it slow enough to count the fan blades while it ran.

(cont. p.22)

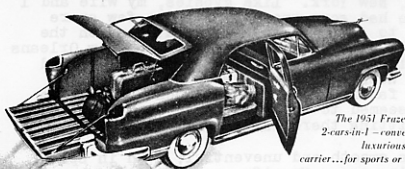
A PORTRAIT FOR YOUR COLLECTION



THE 1951 HENRY J

FRAZER FEATURES - reprint from July 1950 National Geographic

*The 1951 Frazer 4-door Sedan shows the clean, new beauty of the spear-motif design. Its wondrously low price makes the Frazer the fine-car buy of '51!*



*The 1951 Frazer Vagabond—the famous 2-cars-in-1—converts in 10 seconds from luxurious 6-passenger sedan to spacious carrier...for sports or business equipment!*

*five new handcrafted  
body styles* **1951**  
**FRAZER**

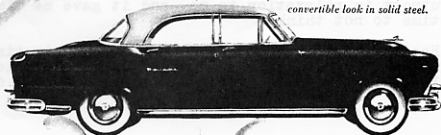
Truly built to better the best on the road, the 1951 Frazers are handcrafted—with regally rich interiors in a wide variety of exclusive colors and fabrics. All models are powered with the new Supersonic High-Torque Engine. Hydra-Matic Drive, optional at extra cost.

*The Pride of Willow Run*

*The 1951 Frazer Convertible America's only 4-door convertible has added convenience, comfort, spaciousness and visibility...of course a fully automatic top!*



*The 1951 Frazer Manhattan comes in two models—one with its metal top coated in glamorous colors, the other with its top covered in shimmering nylon. Either way enhances to the utmost the convertible look in solid steel.*



That summer, friends of ours invited us to spend a week in Chicago. So, at nearly 120,000 miles, the Kaiser was again cruising the highways and byways. The Kaiser ran effortlessly toward the impressive Chicago downtown. I thought to myself as we rolled along the Calumet Skyway, this car almost seems to enjoy motoring. Its sureness and dependable feeling almost seemed to say "thank you" for bringing it back to being a part of where the action is, not withering in some worthless junkyard. Chicago and back again ... trouble free!

After completing my education in Dallas, I obtained employment with a firm in Buffalo, New York. Like gypsies, my wife and I headed for Buffalo. We had some spare time and a few spare dollars, so we decided to drive through the Southeast on the way to Buffalo. Through the hot, narrow streets of New Orleans then on east into Florida, where we loafed on the sea-washed beaches of Miami for a week. The hotel we stayed at was on Collins Boulevard, not far from the ocean. When we drove to the beach, the Kaiser seemed to enjoy the warm sun and sand as much as we did, just sitting there waiting for us.

Our trip to Buffalo was smooth and uneventful, even in spite of the Kaiser's gathering age. My wife, now expecting our first child, felt uneasy traveling long distances now, and we welcomed our entrance on highway 90 north into Buffalo.

An apartment was not easy to find in Buffalo, but we finally located one in the east part of town. The apartment was not particularly clean, and killing bugs seemed to become almost a pastime.

One wintry week before we decided to move, the apartment overhead caught on fire. We woke up and rushed about gathering what few things we could carry and fled the burning building. In an attempt to get my wife out first and fast, we clasped hands, dodging falling debris, and headed for the doorway. Just as we reached it, the roof fell in. Carrying her, I rushed outside and lay her on the back seat of the Kaiser, then drove as fast as the dark, snowy streets would permit.

At the hospital, the doctor gave me the staggering news that both wife and child-to-be were dead.

I had been in Buffalo about six months. My mind was a complete blank the day after the fire, and time was all I could think about. My employer forced me to take the day off, although I had not wanted to. I wanted to work, to keep everything - anything - out of my mind.

A week passed, and I began to concentrate on what to do next. The most difficult thing I found to do was to try and use my imagination and concentrate on the future. Then, I made the decision to leave Buffalo. Driving along the highway was the utmost in relaxation to me, and it gave me time to think and time to not think.

Heading west on route 66, I began concentrating on exactly where to settle. I had a vague idea before leaving Buffalo that I would go to California, but only as a direction.

Once when I was in the army I had been to San Diego, and it was pretty nice. Maybe I could settle there. Then I began to wonder if the old Kaiser, now approaching 175,000 miles, could still make a trans-continental trip. The car ran fine, and in spite of its mileage, was using surprisingly little oil, which, if nothing else, was an indication that the motor was still relatively sound. To make sure I had no difficulty, I seldom drove over 55 miles an hour.

West we went. Out route 66; Oklahoma, Texas, New Mexico, Arizona ... then I decided to visit the Grand Canyon, so headed north. Then up through Las Vegas, and into the steaming heat of Death Valley, where the Kaiser mired through the plateaus for seven hours at 130 degrees; a commendable sojourn in August for even a brand-new car.

Then, just as I thought I was losing some of the bitterness of the past, the whole picture of the past month or two would appear in my imagination. I felt so alone sometimes I could not imagine how easily I could forget one minute and remember so clearly, the next.

Then I was on to the California coast. San Francisco did not appeal to my settler's fancy in the least, nor did Los Angeles. Maybe I just did not know what I wanted. Anyway, I continued on to San Diego, and after a month of walking the streets, I found work. I did not know if I could forget, but a better opportunity would perhaps never come again.

By this time, the Kaiser was getting shaky. The transmission would quiver sometimes on an upgrade, but in spite of the occasional quiver, the old car purred along the straightaway in perfect rhythm.

Two weeks in San Diego and I finally felt I was slowly coming back to reality. Two months later, and a rod bearing began to hammer, so the Kaiser was nearing the end of its reign. 187,000.

And so, life goes on. Trade the Kaiser in? Junk it? Not on your life! It was far too full of memories, good and bad. It was tired, and looked tired. It had a long-earned rest coming, and was going to get it. I located a garage and stored the Kaiser there until I could once again refurbish it. The restoration would not have to be near as extensive as the first, more a general refinishing.

Just before putting the Kaiser in the garage for storage, I looked at it. There it stood. Just a car. Just a manufactured piece of steel on four wheels. But being a part of nearly everything its owner did gave this car a personality. This Kaiser had lived as I had lived; carried us to memorable places near and far. This Kaiser had been the parapsychological companion and silent helper in times of fun and sorrow. Disposing of the Kaiser would be like throwing away a souvenir or keepsake. Keeping it, I could experience the nostalgia that would otherwise be lost. To some people, such a story may not make much sense. To them all I can say is that you do not have to have a solid gold Cadillac or a yellow Rolls Royce to have a car with a history.

## MI Tests the K-F Cars (cont. from p. 12)

first night out I drove it just over 500 miles. The so-called super tires gave me trouble until I put 30 pounds in the front, instead of the recommended 24. This made steering easier and riding smoother.

The real test came when I found myself running through a record heat wave in Wisconsin. With the temperature well over 100, I drove from Milwaukee up the peninsula and back at speeds close to 80 mph. This was a test under unusual conditions, and if the new Kaiser had any bugs, they would have come out then. At no time during the run did the engine temperature go above 180 degrees F. and never was there any indication of a heat ping or lag. When I returned to Willow Run some days later, I had gone nearly 1,500 miles.

The Kaiser proved to be a top-flight road car; it will cruise hour after hour with the best on the road when equipped with overdrive. The visibility is superb - sloped and rounded hood makes it possible to see the road within a couple of feet of the car. The angle and design of the windshield seem to hold oncoming headlight glare to a minimum, making the car perfect for night driving.

Comfort is a strong feature. The seats are wide and well pitched, and the interior is excellent in finish, fabric, and color.

The only engine performance fault I detected was quite a bit of torque agony at low speeds in high. The car I was driving was equipped with everything from undercoating to full leather upholstery. This weight makes itself felt if you crack the throttle wide at exceptionally low speeds. However, as soon as you build up a few rpm, she levels out.

The 1949 engine, with an added 12 horsepower, makes this year's models faster than last year's. It has a top speed between 86 and 89 mph (no relation to speedometer readings. You can cruise it all day long at over 70.)

An odd thing to get used to when first driving these cars is the lack of ornaments on hood and fender. On most cars, some sort of radiator design serves as a sight for steering the car and keeping it on a straight line. In the Kaiser and Frazer, the hood and fenders are denuded of any decoration, leaving little to sight with. I admit this is a peculiar criticism but until you have driven the car awhile you are not really certain of its exact center.

One thing I would like to stress: these cars are definitely not substitutes, filling in a gap until there are plenty of the major manufacturers' cars to go around. Frankly, they are far superior to some of the offerings of the Big Three. I was so surprised with the way the Kaiser took my test run that I did some investigating on my own.

On the way home, I stopped two emergency trucks on the Pennsylvania turnpike. The men told me that no car gives them less

## SPECIAL FEATURES - POETRY DEPARTMENT

## I WALKED UPON A WINDSWEPT HILL

I walked upon a windswept hill  
 the day was bright and clear  
 I was glad to be free to do my will  
 and travel far and near

I walked upon a windswept hill  
 and saw a ghastly thing  
 A rusty, unused automobile  
 missing a fender, some tires, and a spring

I walked up on a windswept hill  
 and wondered what kind of man  
 Would let his car be forever still  
 and mar the wonder of nature's land

I walked upon the windswept hill  
 and thought of this car being new  
 Paint gleamed, upholstery was clean, rattles nil  
 and a ride for but a select few

I walked upon a windswept hill  
 meditating this auto's fate  
 Perhaps with a new fender, and rechroming the grille  
 the car might be saved - its not too late!

I ran down the windswept hill  
 toward the farmhouse that was near  
 The owner accepted a ten-dollar bill  
 and would tow the car with his John Deere

I walked back up the windswept hill  
 and patted the faded hood  
 I picked up a "Buffalo K" and some stuff until  
 the area was neat and looked good

We towed that car from the windswept hill  
 and now many a week has gone by  
 A door handle and some hubcaps are needed still  
 but it gets noticed by passers-by

Today I drove out to that windswept hill  
 to watch the pastoral scene  
 I took my pride, that old automobile  
 with its new coat of Linden Green

I walked upon the windswept hill  
 but look - something new I spy!  
 Another old car, with a T-shaped grille  
 and looking back, I saw that buffalo wink an eye

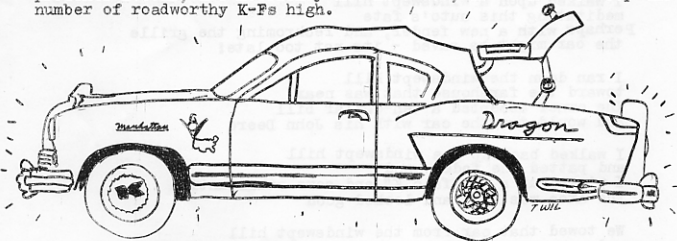
The club poet Laureate has received a number of requests - mainly that he stop writing this horrible trash. This request will be granted, since the poet laureate was killed early in August. He was road testing a '48 Kaiser with a 3500 hp Lycoming engine he had just built up when he hit an abutment on highway 63 four mi. south of Riverton. His will, in which many club members were mentioned, is now being executed. His collection includes several mint condition



## Purism &amp; Practicality (cont. from p. 6)

be cut to fit, the contact-paper attached and trimmed, and the whole unit glued or screwed into place. The result is a covering that is washable, clean, neat, and close, but not completely original. The result may be ridiculed by the purists; however, the alternative is the original, and in most cases, dishevelled cardboard.

**3. MAJOR COMPONENT SWAPS:** The purist segment often criticizes the switching of major components, like interiors into cars which originally had no such thing inside. Their argument is that this destroys the originality, hence supposedly the value-appeal, of the series. A good example is the Dragon's remarkable alligator or bamboo-boucle vinyl, which often finds itself inside Specials, Mannhattans, even an occasional two-door. Such exchanges, while not the cup of tea of our "authenticists," may be the only answer to the limited budget K-F enthusiast with, say, a good running '53 Manhattan, interior shot, and a wrecked-and-rusty Dragon, interior mint. In many cases, this may be the only method to keep the Kaiser-Frazer car on the road. Thus the question resolves itself as to whether this individual should (1) swap interiors, making one good one out of two "baddies" or, (2) leave both cars in the back yard, awaiting funds which may never be available. I submit that swaps of this nature, when no alternative for keeping the original intact presents itself, are necessary and in order, if we are to keep the number of roadworthy K-Fs high.



**4. ENGINE SWAPS:** The number of "semi"-authenticists, who stalwartly demand the maintenance of all that once was on the outside, but will think nothing of ripping the guts out of the inside, is amazing. Recently a good friend in KFOG expressed shocked horror when I mentioned using non-KF carpets in my 1954 Manhattan, while stating, in the next breath, that "I can't wait to get a V8 into one of my Kaisers." O.K., let's face it, the 226 is no powerhouse, super-charger notwithstanding. Many club members use Kaiser exclusively, and find the need for more modern power. Others use one of their cars on long, hot journeys, and have gone to the appalling unorthodoxy of installing, of all things, an air conditioner! Personally, I think such installations are sometimes necessary or preferable, from the owner's point of view, and should not engender such strong objections. Paul Barker, for instance, has "sinned" twice (air conditioning and V8) interior-wise, and then compounded the "crime" by bringing his '53 Traveller exterior up to '54 specifications. Shades of George Barris! Despite the cries of the original-prone,

K-F Convention (cont. from p. 9)

lived in style! Saturday we registered at the parking area with our convention sponsors, the Dettore and the Buchingers, and were given a gift package of trinkets obtained by Mrs. Buchinger. We were given our new membership books, beautifully prepared by the Schroyer family. Our business meeting was on Sunday, following our dinner at the lodge, and for the first time, featured a ladies hat contest! This event was won by Florence DeVault with a stunning creation - a Frazer steering wheel topped off by one of Fred's cigars. Many awards were given, and a top rating in the judging was given to Ken Lindsey's Kaiser. Although Denver, Colorado was proposed, the majority favored Hamilton, Ohio as our 1967 Convention site. We will meet as part of the regular old car festival which is held annually at Hamilton. The festival will be on July 22, next year. Since we got off to such an early start on Friday this year, it was agreed that we would officially have a three-day convention next year. Those who can come on Friday will have something to look forward to next year! Remember, July 21-22-23, 1967 is the date. If we used the whole 30 pages of this issue, we could not find room for pictures of all of the wonderful people and wonderful cars at the 1966 convention.

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the result is a roadworthy, high-speed touring car with year-round comfort and station wagon convenience. There is a lot to be said for it.

5. **ARMAGEDDON: THE CUSTOM:** Boy what a blast the purists have on this one! That Virginian of John Hallers, for instance, has enough changes to render him a Communist, to say the least! Customs, when it's all said and done, add interest and diversity to the club, and we might as well own up to it. Tom Wilson's "K-F Dream Car" article gave some of us artistic types the chance to express what, in our opinion, K-F should have done, say in 1952 (Frazer) or 1956 (Kaiser). Why shouldn't the less artistic, but more mechanically inclined, actually build the car of their dreams? There are many of these around and usually they are cleanly, carefully built, and enjoyable to examine. Furthermore, the owners of K-F customs are usually seasoned restorers looking for something new along K-F lines; having already restored a number of standard series to original perfection. My opinion is: more power to them, and though I haven't personally reached this state, I still think a lot about a 1954 "Kaiser Dragon".....

6. **SUMMATION: ENJOY LIFE:** Everyone in the club should have at least one original or near-original. After all, that's primarily what we exist for, and it is probably the best way to add fame for the marque at mixed meets, and promote eventual pronouncement of the line as classics, when the proper age is reached. Rare models, especially the 1951s and earlier, do not lend themselves very easily to change anyway, and there really aren't enough of them to allow us this luxury. But the 53s and 54s are relatively common, and if a member with two or three of them wants to make one over into his own idea of how it should have been, let's not sentence his effort to eternal ridicule. The nature of success and solidarity in our club, with all the varied approaches to K-F restoration we have is, and rightly should be tolerance.

Letters (cont.)

extremely valuable to your editor and helps to formulate the policy of this publication and this organization. Ed.

Dear Tom,

In the Summer Quarterly you mention how difficult K-F parts are to get, especially exhaust system parts. J. C. Whitney & Co. of Chicago, Illinois offers many K-F parts, including a complete line of exhaust system parts. They even sell fiberglas fenders, hoods, & trunklids for Henry J. These parts are sold by mail. The address is 1917 Archer Ave, Chicago 60616.

Jerry Johnson  
Chicago, Illinois

\*Whitney, (or Warshawsky, its sister-company) does offer many K-F parts. I have been purchasing from this company for years, and can testify that orders are received in about one week here in Michigan. My current catalogue does indeed list the Henry J. body parts, but lists mufflers for all years of Kaiser, tail pipes for 52-54 Kaiser, and exhaust pipes for 52-54 hydramatic only. This latter part I recently ordered, but my order was returned unfilled. Ed.

Dear Tom,

Dropping this note to let you know that I am in favor of the award idea mentioned in the K-F Quarterly, p. 21. My nominees for the award include the well known Warshawsky & Co., and the related J. C. Whitney Co. In Chicago, Ill. Congratulations on an excellent K-F Quarterly.

J. M. Zornow  
Newark, New York

Dear Tom,

The photo of the Aero Willys in the latest Quarterly is a 1954, (not a '52). This is indicated by the one-piece rear window, the two-piece (section) tail light, and the hoods over the headlights.

A. Sedmont  
Rome, New York

\* Your editor stands corrected; these minor changes distinguish the later model from the basic '52 model. Help keep your editor on the ball! Ed.

Dear Tom,

When you say you don't want to publish printed matter on Kaiser products, I think you are doing the club a great disservice. Such things as ads, road tests, descriptive articles, photographs, & perhaps even catalogs are all that we have to refer to in

(cont. p.

order to restore our cars unless each of us can manage to obtain original material. As the years go by, fewer & fewer cars are going to be restored to original condition because the owners cannot get parts or simply do not know what parts to try to get because they do not have the necessary information. By running photos of only modern remnants of K-F products, you will of necessity be showing mainly modified vehicles - as witness the Darrin article in this last Quarterly; and the more unoriginal cars you show, the more you encourage others to deviate from stock on their cars. By running original photographs, drawings & descriptive articles, those who are attempting to faithfully restore their cars will benefit from them. To leave rare material purely in the hands of a few individuals is detrimental to the club. If the individuals want to keep this material to themselves, that is their privilege, but if they want to pass on their information to the club for reproduction so that others may benefit, then I think it is the club's responsibility to do so. After all, these persons will still have the original publication and can still rightly claim so, while others will only have duplications in print. I hope no one is hoarding items for monetary value. They will have a long wait before anything becomes rare enough to be valuable. Yet, as info for restoration, their material is very useful.

The 1951 Frazer (KF, Summer, 66, p. 7) was Bill Rienhardt's. The 1949 Frazer (p.9) was Lynn Ankers! The 1950 Frazer came from Oregon, that's all I remember.

Ted Dahlmann  
San Francisco, California

\*Again, only through such letters of constructive criticism can our KF magazine be operated in the manner that best serves the club membership. Beginning with this issue, we will reprint a carefully selected number of materials made available to us by members and others. Let us know how you like what we put or do not put in your magazine. Ed.

#### MI Test (cont. from p. 24)

trouble than the Kaisers and Frazers. This was a real stamp of approval. At several service stations along the same route, the managers told me the same story - very little Kaiser or Frazer trouble. Later, I visited a large body shop which specialized in repairing wrecks of all kinds. Here they told me that Kaisers and Frazers use top grade steel and can really take a smashup with any car - and better than most. I was convinced!

So, the next time you hear somebody whispering about the lemons being turned out by the Willow Run plant, ask for some solid proof. The chances are you won't get any because Kaiser and Frazer are putting out fine cars which can certainly hold their own in the competitive automobile market. Not only that - they'll probably make a lot of established cars now on the road eat dust.

KF

Next issue: K-F tours return, with a Dahlmann expedition, plus "Thumbnail Sketch - Rockford, Illinois" a lesson for every K-F bug.

# Where are you?

WHO?



THAT'S WHO!

HERE IS A CONTEST FOR PHOTOGRAPHERS, BOTH PROFESSIONAL AND AMATEUR!

contest rules:

1. Submit photo of one reasonably attractive female, posed with K-F car.
2. Photo must be 5" x 7" or larger
3. Car must be obviously K-F.
4. Name and address of contestant and subject must accompany picture.
5. Different poses or themes are possible. Suggestions: sitting on car, standing by car, sitting at wheel, laying on roof, washing car, working on car, shoveling car out of snow, posing by car in fashionable surroundings.
6. Subject female may be clad in any attire suitable for your entry picture, anything from a coverall to a bikini or shorts to a formal. Sorry, no nudies, please.
7. PRIZES: 1st: (subject will be Miss K-F) Full year's free membership, or one plaque for your car.  
2nd: small portfolio of K-F literature from club files
8. Submit as many entries as you like.
9. Entries will be judged by unbiased persons, probably chosen from outside our club.
10. Entries will be judged on:
 

a. overall appearance	d. attractiveness of subject
b. composition	e. condition of car
c. clarity	f. interest
11. There is no entrance fee or anything else to send
12. Entries should be sent to: K-F Magazine  
7605 Summerfield Rd.  
Lambertville, Michigan 48144
13. Contest closes November 15, 1966.
14. Winning photos will be published in K-F Magazine, in the best interests of the club and in keeping with the dignity and purpose of the Kaiser-Frazer Owner's Club of America, Inc.