

WINTER 1967

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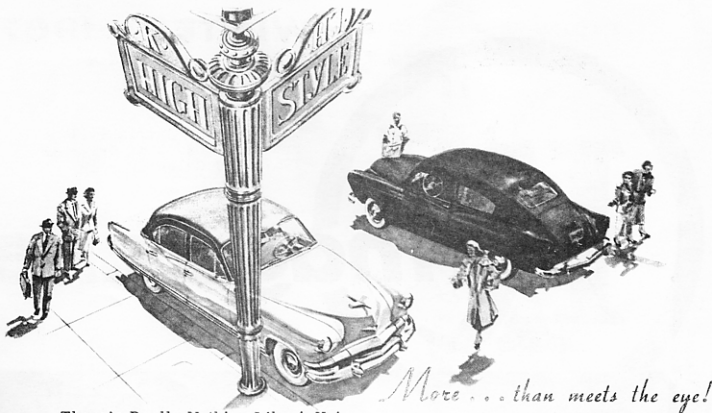
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KF magazine



miss **k.f** contest winner

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There's Really Nothing Like A Kaiser - -

Neither pictures nor words can supplant the thrill of a ride in that high-styled, high-spirited automobile which is the 1953 Kaiser.

Because you're one of those who appreciate and can afford a better car, we've been writing to you these past few weeks. It's one thing for us to tell you about the famous Kaiser Supersonic engine that's ready for any speed assignment at the touch of your toe.

But it's quite a different thing when you yourself flip the switch on that magnificent High-Torque engine and glide from 15 to 50 without the faintest sign of effort. Yes, there's nothing like a Kaiser! And there's nothing like a personal road test to translate glowing words into flashing performance.

Floyd Clymer, famed independent auto-tester, put our words into action. He recently test-drove the dual-range Hydra-matic Kaiser for 1090 miles over desert, mountains and rugged back roads. "I could not make the engine overheat," Clymer reported in Popular Mechanics. "The new Kaiser is one of the finest handling cars I've ever driven and roadability is excellent. The car is very stable at high speeds and on curves." (He averaged 21.9 miles per gallon with Hydra-matic Transmission!)

We have the car and the keys waiting for you too! You're welcome to take it out on the highway for a personal road-test. There's no obligation whatever. So why not drop in to our showroom any hour, any day? Or, if you prefer, just phone and we'll have a Kaiser at your door. Why postpone the pleasure? Call on us today.

CLEM'S K-F SALES, INC.

15631 Plymouth Road (1 blk. west of Greenfield)
Phone VErmont 8-7900 Detroit 27, Mich.

Cordially,

George Brown

My sales man

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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 Corporation. Inquiries concerning the nature of the club and its activities should be directed to the officers of the club.

ADDRESS CHANGES for the K-F magazine should be sent To Paul M. Barker, RR#7, Crawfordsville, Indiana 47933

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"Your unused talents
give you no advantage
over one who has no
talents at all."

LETTERS TO THE EDITOR

by Ted Dahlmann

Dear Mr. Wilson,

I received your pleasant reply to my inquiry, with your invitation to join the KFOG. Since then I have become roster #950. Our Kaiser Dragon is not just a Kaiser to us.; its a family heirloom. I bought this car new, and the way my 12 grandsons feel about that car, it will be in the family a long time, and for that reason I will try to get it back in perfect shape, though the Detroit salt has shown its mark.

Emil B. Voss
Detroit, Michigan

(letters cont. p. 17)

EDITORIAL

Materials for our magazine are arriving at a record rate. We hope this keeps up, so we have a good selection of features for each issue. Three things seem clear:

- (1) Not all materials submitted can be published. If unsolicited, only those materials sent with a return (postpaid) envelope will be returned. Usable materials for which we do not have room will be held over to the next issue.
- (2) Many contributors are sending materials close to deadline time, however the magazine may be almost filled and most space decided upon as much as a month before deadline. It takes time to compose, letter, type, and arrange the whole magazine, and we like to have this done by deadline, so we can send it right off to Crawfordsville. Don't wait, send it now!
- (3) We can use more than the 30 pages we were limited to by the '66 convention. Life spends over a million on 7,000,000 copies and comes out spending 10¢ per copy. But we publish only 700 copies, so at \$350 they cost us about 50¢ per copy. Your \$6.00 per year must cover the cost of four magazines, 12 bulletins, plus all of the ones that have to be resent because the address was wrong, plus mailing costs for club officers, plus convention expenses, plus loss for members who do not pay up and are finally dropped after six months. You could buy a lot more K-F club for about \$10.00 per year, if you wanted. I would rather pay \$50.00 per year if I had to than go back to the days when there was no K-F club!

Our usual summer fog was developing here in San Francisco at the end of July, and so I decided to take a trip to Los Angeles to pick up some sunshine and heat, (which I found in abundance.) I thought I would try to visit a couple of Darrin owners while there. Little did I realize, I would end up seeing 11 Darrins and spending all my three days there visiting with eight owners of Darrins and Kaisers. After stopping off at Pebble Beach to view the beautiful concours of prewar classics, I ventured into San Luis Obispo. I was told previously of a Darrin in town but could not find it. I did find, however, an ex-Kaiser dealer with two Darrins and a Dragon. Both Darrins had less than 30,000 miles, and had original paint, top, and upholstery. One might be for sale, but would run about \$2,000. The owner is John Boriack. From Mr. Boriack I learned of a 1948 Frazer pick-up truck which was for sale for \$250 and so I got some pictures of that. It is the first Frazer I had heard of being converted.

Thanks to Terry Zeug, I got around to see three more Darrins on my first day in L.A., including that of club member Elmer Schneider. From a Kaiser owner in VanNuys, we learned the approximate location of a Darrin with a hardtop. We found the car half buried in brush. The back window was gone, but otherwise the top was o.k. It was topped with a white gel coat, the same as mine was. (If I got caught in the rain, I would have white streaks down my car sides - that's why I had mine painted.

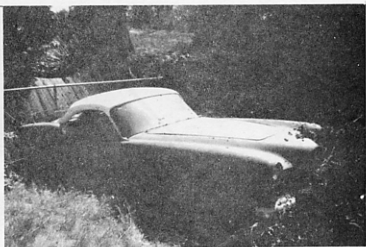
That is two of the Darrin hardtops accounted for, and I have the name of a third owner that I will trace.

Terry and I talked to club member Ray Whitehouse that day, and I got some photos of his really nice 1953 Kaiser sedan with an absolutely original condition interior. I doubt

(cont. p. 18)

A DAHLMANN K-F TOUR

5

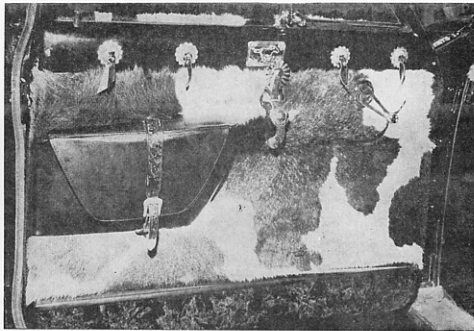


above: Genuine \$250 Frazer pickup
upper: Darrin hardtop in the weeds
right: Whitehouse '53 Kaiser sedan
lower: Broekemeier Darrin in L. A.
below: Prize of Dahlmann K.F. tour





Who would like to pay for restoring an interior like this!



Custom Kaiser Caballero has entire interior in calf skin, hammered silver trim throughout

Special "FURRY" Kaisers

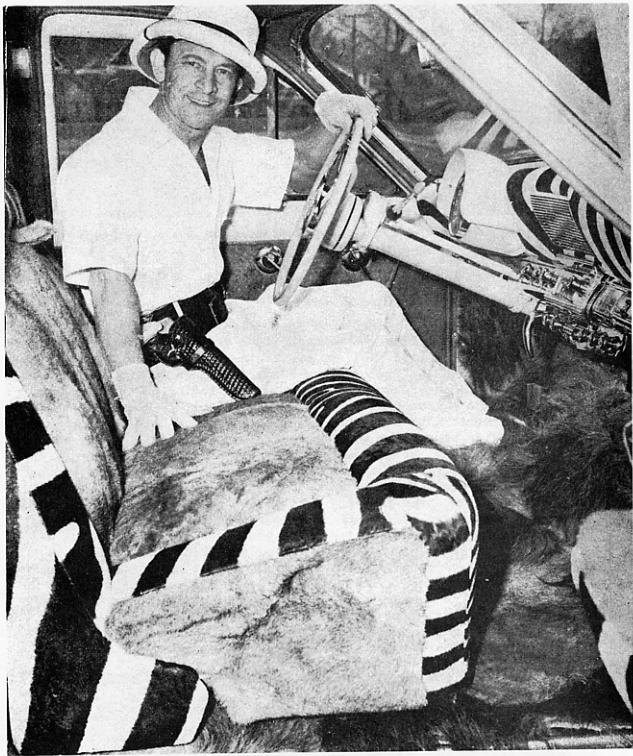
by Tom Wilson.

In 1951, K-F turned out a number of specially-upholstered Kaiser sedans. As far as can be determined, these cars were made for publicity purposes. The K-F Quarterly, Winter 1964, p. 17, lists six such cars. There were three "Caballeros," an "Explorer," a "Safari," and a "South Seas." Some were driven by famous persons, but it has been indicated that the cars were released on a loan basis only. One "Caballero," pictured above, had a calfskin interior and spur-type interior handles. This may have been the car that was reportedly used by Roy Rogers. A letter to Mr. Rogers has brought no reply, so it remains for a student of Kaiser lore to determine this. Another "Caballero" had a palomino interior, and another had an "Arabian Stallion" interior. One of these might have gone to Gene Autry, but I cannot find any evidence of this either. The "Explorer" appears as a standard '51 Kaiser four-door DeLuxe with a white, canvas-padded top. Inside, however, the seats are covered with beautiful white polar bear fur with a 4" nap. The back of the front seat is done in walrus hide, the carpets in sealskin, as I recall. This car was reportedly built for Frank Buck. We saw it four years ago, and actually sat in the back seat. The car was under the surveillance of a club member who hoped to purchase it. The "Safari" is well covered by the reprint on this page, sent in by Steve Clark, Rockford, Illinois and a larger picture from your author's collection appears on the next page. The "South Seas" Kaiser was custom built for Mrs. Kaiser, and was upholstered with a fushnet headliner, seashell door panels, and reportedly included a map table in the rear compartment.

Is the "Explorer" the only one of these cars still in captivity? What a tragedy it would be if one of these cars were to be junked out and its lovely interior torn out to be put in a hot rod, or even worse left in the car to burn on the scrap heap. Who will step forward to begin the search for these precious gems?

"Safari" Kaiser

CLYDE BEATTY, here shown in his working clothes, drives this special Kaiser from town to town at the head of his circus troupe. Car is known as the "Safari." It is a stock '51 Kaiser except for the upholstery which is plainly not stock. K-F press releases tell a burrowing story of a special safari organized to bring back animals from Northern Rhodesia's Luangwa Valley Veldt for the express purpose of decorating the interior of this car. Lioness skins were used for the flat surfaces of the seats and side panels, with zebra as trim. To line up the zebra stripes on the dash, four zebra skins were culled over. The flooring is male lion skin complete with mane. The male of the species was given the position of honor on the floor because his skin has longer and tougher hair.



Clyde Beatty smiles at us from his racy "Kaiser Safari."

CLUB FEATURES "MISS K-F" CONTEST

Judging for our photo contest was done on November 26 and 27 by the following persons:

Mr. Gordon Ponceby
Auto Salesman
Brondes Ford Sales
Toledo, Ohio

Mrs. Sunne Miller
Editor
The Sylvania Sentinel
Sylvania, Ohio

Mr. Michael Connett
Color Technician and
Photographer
Toledo, Ohio

Mr. Douglas Moore
Press Photographer
The Toledo Blade
Toledo, Ohio

Each photo entry was judged on composition, clarity, interest, car condition, attractiveness of subject, and overall appearance, and rated in each as excellent (4 points), good (3 points), fair (2 points), or poor (1 point). Thus each entry could score a maximum of 96 points (4 judges x 6 categories x 4 points max.) None of the contestants or models were personally known by any of the judges prior to the judging. Each entry was given a number, and the numbers are listed below, followed by contestant's name and the score for that photo entry.

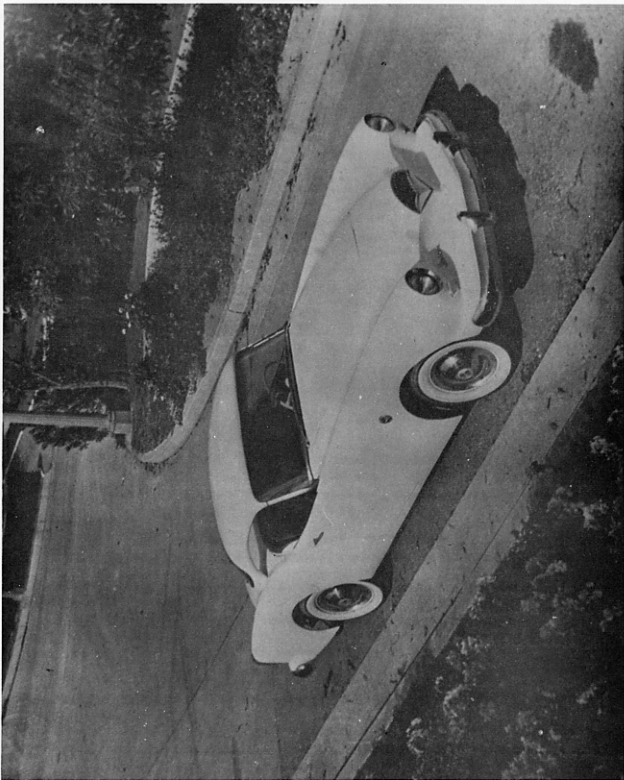
1. F. Staub	68	9. K. Mericle	65
2. T. Wilson	62	10. T. Wilson	52
3. N. Gilgenbach	67	11. R. Spalding	77
4. T. Wilson	52	12. N. Gilgenbach	55
5. N. Gilgenbach	56	13. T. Wilson	63
6. T. Wilson	69	14. R. Spalding	80
7. F. Staub	75	15. N. Gilgenbach	51
8. R. Spalding	88	16. R. Spalding	76

WINNER: no. 8, by Russ Spalding, with 88 points. The model was Miss Linda Lauch, of Toledo. Note that ^{Russ's} four pictures took the four top places. Russ is photographer at Kaiser Jeep Corp. Spalding will receive a year of free membership.

RUNNER-UP: no. 7, by Ferdinand Staub, with 75 points. (placing behind Spalding's entries) Model was Miss Terry Gamble, of Turtle Creek, Pennsylvania. Staub receives a small collection of K-F literature from K-F magazine's files.

our 1967 KFOC calendar

Entries for our "Miss K-F" contest were used to make up a 1967 KFOC calendar, which begins on page 19. Take it out, hang it up on the kitchen wall, be reminded of Kaiser-Frazer cars, club, and activities year 'round!! Pictures for the calendar were selected by the editor, and are numbered according to their entry number. (For example, May is no. 8, the contest winner.) Would you like to have another such contest? Should we have used original publicity shots. or perhaps just cars without the models posed by them? Would you rather have the months devoted to an equal cross section of makes and models, no matter what? (there are no Henry Js in our calendar, because we did not get any!) Do you want to have a calendar with your Winter issue each year? Your cards and letters will help us to decide. (an entry for next year will be considered a vote for the contest, and filed.



Darrin with sleek hardtop appeared in Motor Trend in 1955.
Note the unusual forward-facing door handles and "Darrin"
front name-script. photo from Dahlmann collection

HARDTOP YOUR

Darrin

SPORT CAR

by Ted Dahmann

A friend of mine in San Diego sold his Darrin a few years ago and sold me the top off of it separately. It was unfinished inside and had a white "gel-coat" outside. The back window was a piece of $\frac{1}{8}$ " plexiglas.

It had three suitcase-type clamps fastened to the front with screws, for attachment to the windshield header. There were three L-shaped brackets on the back, for mounting to the top compartment lid. Each of these was drilled for a $\frac{1}{4}$ " bolt. I was told that the top came with the same captive wing bolts that were used on the soft top, but that these were sold with the car.

Fastened to the header were three aluminum "J"-shaped clips, which were each drilled for two no. 6 screws. The brackets on the rear of the top were also aluminum. All of these pieces looked so bad that I had them all duplicated at a sheet metal shop in town.

At a fastener supply house I obtained self-tapping screws for mounting the rear brackets and the #5 fine thread screws for the windshield clips, all of stainless steel.

I was fortunate to obtain a brand-new set of three of the original chrome-plated wing bolts from Ray Brown, in Canada.

My work was in progress just before the club bought all Kaiser parts from Willys (K-J), and so I was able to get two new deck lid chrome-plated retainers through my local dealer. The hold-down bolts on the sides of the hardtop are farther forward than on the soft top, for better bracing, so the car had to have five retaining sockets for both tops.

From where I work I was able to get the necessary retaining rings for the wing bolts to make them captive, that is they could be loosened but not removed.

Finally, I had the top painted black on the outside and flocked in red on the inside, both over a covering of fiberglass for the prevention of cracking.

All told, I had seven sources of supply just to insure that the top was mounted in its original manner and be properly finished.

Bob Darrin says he can still make new hardtops for the Darrin automobile. Do not expect it to be a shelf item, and the tops do require some time to fabricate. They are worth waiting for. The price he gave me is \$250, but that is unfinished, as far as paint and trim are concerned. A back window of plexiglas is provided, but not the hardware. The brackets on the rear and on the windshield header, and the clamps will have to be obtained separately. Maybe Bob knows where to find some of these.

Those who wish to find out more about buying one of these genuine Darrin hardtops should contact Bob Darrin at his address:

Bob Darrin
130 Ocean Way
Santa Monica,
California



"I am unreservedly proud of the car to which I have given my name. You will find it brilliantly engineered, smartly designed, and honestly built."

Joseph W. Frazer, Chairman and President
Graham-Paige Motors Corporation
Newsweek; September 24, 1945



FRAZER
PRODUCT OF
GRAHAM-PAIGE

by Jeff Godshall

All right, here's a simple little quiz for all you sharpies out there: When did Graham-Paige build its last car? 1940? 1941? Well, would you believe January, 1947? For an almost forgotten fact of automotive history is that the first Frazer cars were designed and built, not by Kaiser-Frazer corporation, but by its progenitor and Siamese twin, the Graham-Paige Motors Corporation. During the three-year period following the assumption of control of Graham-Paige by Joseph W. Frazer and his associates in 1944 to Graham's sale of its automotive assets to Kaiser Frazer in 1947, Graham-Paige played a significant role in the early history of the Kaiser-Frazer effort.

To trace this role, we must begin in August of 1944, when Joseph W. Frazer was elected chairman of the board of directors of Graham-Paige. He and his associates had purchased 530,000 shares of Graham stock.

from company founder Joseph B. Graham with options on 300,000 additional shares of unissued stock, giving the new group working control of the 35-year-old motormaker. Immediately Frazer announced that Graham would re-enter the new car field after the war with a completely new automobile, and that Frazer's company, Warren City Manufacturing Co., would operate as a Graham subsidiary, both companies concentrating on defense work for the remainder of the war.

This event culminated the lives of the two men involved, Mr. Graham and Mr. Frazer. Founded by the three Graham brothers out of the old Paige-Detroit Motor Co. in 1927, Graham's peak year was 1929, when 77,000 units were produced. But this promising beginning was not fulfilled, however, as production dwindled steadily during the 1930s despite the introduction of many new streamlining features. Known primarily for their advanced styling and economical superchargers, the last Graham cars, 1941 Hollywoods with modified Cord bodies, came off the line in September, 1940. In November of that year, the company announced it had suspended automobile production indefinitely to concentrate on vastly more profitable defense contracts, and the Graham car passed from the automotive scene. With the sale of his stock in 1944, Mr. Graham's career in the automobile business ended and he retired from the Graham-Paige board in February of 1945.

But for Mr. Frazer, control of Graham-Paige meant the fulfillment of a cherished dream - after years of selling other people's cars, Joe Frazer could finally make and sell his own automobiles. In assuming command,

Frazer brought to Graham-Paige a wealth of experience gained from his years in the industry. After working at Packard, General Motors, and Pierce-Arrow, Frazer moved to Maxwell-Chalmers in 1923 to begin a long association with Walter P. Chrysler that was to lead to several top sales positions with Chrysler Corporation. During this time Chrysler rose from a minor independent to be the second-largest automobile company in the United States. Joining Willys-Overland as president in 1939, Frazer helped get that company back on its feet with the pert little American car, and secured for Willys what ultimately became its most successful and famous product - the Jeep. Because of disagreement with Willys chairman Ward Canaday over postwar plans, Frazer left in 1943, taking over the Warren City firm which he successfully reorganized. With the chance to acquire Mr. Graham's stock, Frazer returned to the automobile industry with high hopes and ambitious plans.

For in addition to a brand-new postwar car designed to be "years ahead of its time," Frazer announced that Graham would build a line of farm equipment as well, including the Rototiller, power tiller and a new conventional tractor and implements. This the company was to return also to tractor production. Some of you may remember the Graham-Bradley tractor built for the Sears, Roebuck company during 1937-39.

Ever optimistic and fired with enthusiasm, Frazer was off and running, and Graham-Paige began making headlines across the country. Plans were laid for a dealer organization of 3500 to 4000 outlets, (compared to Graham's 460 dealers in 1940) and press releases glowed with predictions of 100,000 cars a year. Lavish advertising admonished America to "keep watching the news from Graham-Paige," and Wall Street did so much watching that Graham became the most

(cont. p. 14)

traded stock on the big board during 1945.

Knowing that appearance would be a prime selling point, Frazer selected noted custom car stylist Howard A. Darrin to design his new car, and by the summer of 1945, the design of Graham-Paige's postwar automobile had pretty much been completed, insofar as basic engineering and styling decisions were concerned.

While the design of the car was being developed, Frazer continued looking for sources of new money for an expanded Graham-Paige company. His search led to the west coast and a fateful meeting on July 17th, when Mr. Frazer met Mr. Kaiser. It was love at first sight, and in an apartment overlooking San Francisco Bay, the two men exchanged dreams that were to capture the hopes of thousands across the country.

Thus it was that in August of 1945, one year after Frazer came to Graham-Paige, a flurry of news announcements proclaimed these dreams to an automobile-starved America. First of all, a new company - Kaiser-Frazer Corporation, with Frazer as president and Kaiser as board chairman, was formed by Henry J. Kaiser and the Graham interests to build a low-priced car, possibly on the west coast. It was simultaneously announced that Frazer had become president of Graham-Paige in addition to his position as board chairman, and that the car which Graham would build in its Detroit plant would carry the Frazer name and coat of arms. Up to this time, it was unclear whether Graham's new car would bear the corporate name or some other.

Now Frazer was the head of two automobile companies and his plans to shake the postwar automobile market moved into high gear. By the end of September, negotiations for

the lease of the vacant Willow Run bomber plant had been completed and Frazer announced that both Kaiser-Frazer and Graham-Paige would share the cavernous plant under the terms of a complex joint operating agreement between the two companies which provided for joint use of plant, personnel, equipment (including tools and dies), and sales and service outlets. Because production was scheduled at two Kaisers to one Frazer, Graham was entitled to use up to one-third of the Willow Run plant for production of its automobiles and farm equipment and was therefore responsible for one third of the operating expenses. The now-unwanted Graham-Paige plant in Dearborn was sold to Chrysler Corporation (May 1946), and Graham's Warren City subsidiary was disposed of so that all available money could be directed toward car production. Many Graham-Paige executives also assumed similar positions at Kaiser-Frazer, thus serving both companies at the same time. The net result of all this maneuvering was the meshing of the Kaiser-Frazer and Graham-Paige companies into one twin-company, with Frazer still in the driver's seat and Henry Kaiser riding along in the back.

By this time, the design of the two automobiles was almost finished, with the Frazer-Darrin body design adopted for the Kaiser, too. A third car, designed by William B. Stout of pre-war Stout Scarab fame, was also under consideration as a second Graham-Paige offering, possibly bearing the Graham nameplate. Sporting a unique body made of fiberglass and featuring a rear engine, this radical automobile never reached the production line, although a prototype of it still exists and can be seen at the Detroit Historical Museum.

But Joe Frazer's big day came on January 20, 1946, when the first hand-built prototypes of the Frazer and Kaiser automobiles were

placed on display at the Waldorf-Astoria Hotel in New York. Police had to be called to control the crowds, for when the show closed, over 155,000 people had pushed and shoved each other to catch a glimpse of the low, sleek cars as they revolved on turntables, their paint glistening under the crystal chandeliers. Mounted on a 123-inch wheelbase and powered by a 100 hp. Continental six-cylinder engine, Graham-Paige's new Frazer, with its sleek Darrin styling introducing a smooth body side unbroken by fenders, was just the dreamboat that Americans had been hungering for. On its gleaming hood was mounted Frazer's coat-of-arms, containing the proud motto, "Je Suis Pret" - "I am Ready." In contrast to the conventional Frazer, the Kaiser exhibited featured front-wheel drive and torsion-bar suspension, experimental designs that could not be made to work. So when the production model finally appeared, it was little more than a stripped-down Frazer. The two cars were an immediate hit, and by the end of April, both companies reported orders for over 666,000 automobiles.

Of course, with orders pouring in, the main problem was production, and despite the optimistic predictions of Mr. Frazer, it was not until June that the first cars rolled off the assembly lines and then only in relatively small numbers. In fact, volume production was not reached until 1947.

By the time Graham-Paige and Kaiser-Frazer celebrated their first anniversaries at Willow Run, in November of 1946, over 1,000,000 orders had piled up and it looked as if the entire operation was going to be a huge success.

But for Graham-Paige, time was fast running out. While the magic of the Kaiser name had been able to

raise nearly \$55,000,000 for Kaiser-Frazer through the sale of stock, Graham had been able to raise only one-fifth that amount, so that by mid-October, it became apparent that the company needed an additional \$5,000,000 to carry on its part (33.3%) of the Willow Run operations. Although Frazer and his directors explored several possibilities for raising the money, conditions of the financial markets at the time prevented this, and so it was decided to sell Graham's automotive assets to the interlocking Kaiser-Frazer company, since that company was better able to continue production of the Frazer car. An agreement was therefore drawn up between Kaiser and Graham on December 12, 1946, which provided for the transfer of all of Graham's automobile properties (including tools, dies, equipment, and the rights to the Frazer car) plus a certain amount of cash to Kaiser-Frazer Corporation, in return for 750,000 shares of K-F stock plus Kaiser-Frazer's assumption of Graham's long-term indebtedness arising out of its automobile operations at Willow Run. Graham would retain its profitable farm equipment business, but Frazer warned that unless stockholders approved the deal, the company would be able to finance only 12.5% of the cost of producing cars in the huge plant. So it was that on February 5, 1947, the sale agreement was approved by the stockholders of Graham-Paige Motors Corporation, thereby transferring the Frazer car to K-F as of January 31st. During 1946, Graham had incurred an operating loss of nearly \$7,000,000 on automobile production.

It is indeed ironic that less than one month before withdrawing from the automobile business, Graham-Paige had on its books orders for over 275,000 automobiles (nearly four times as many cars as it had sold during its peak year) worth over \$420,000,000, plus orders for an additional

(cont. p. 16)

\$40,000,000 worth of farm equipment. Adding to the irony is the fact that the Frazer dealer and distributor network of nearly 4400 outlets gave Graham (and K-F) the fourth largest dealer organization of any U.S. automobile company at that time. Forced to give up its automobile production on the verge of what promised to be its greatest success, Graham-Paige managed to build only 6,476 Frazers from June 1946 to January 31, 1947, when K-F took over. On that same day, Graham withdrew from the Automobile Manufacturers' Association, ending over 38 years in the automobile business.

Actually, the exact reason Graham quit automaking remains somewhat of a mystery. Although the company was badly in need of working capital, you would think that with orders for over a quarter of a million cars, someone would have loaned them the money. It is reported that Henry Kaiser wanted a complete merger of both companies, but that Frazer was against it. In a letter to me, Mr. Frazer stated that a merger of G-P and K-F was impossible at the time because of certain financial obstacles inherent in the structures of the twin motormakers. At any rate, the withdrawal of Graham-Paige from the automotive field was the high-water mark of Frazer's influence at Willow Run. Before the sale, he had been firmly in control; after the sale, his influence gradually diminished while the Kaisers took over. By 1949, Frazer had given up the presidency of K-F and held the innocuous position of "vice-chairman of the board," a title he retained until the Kaiser-Willys merger in 1953. When the last Frazer car rolled off the line in November, 1950, Mr. Frazer's dream ended.

Looking back, it is clear that Frazer thought of himself, and perhaps not unlikely, as another Wal-

ter P. Chrysler. Just as Chrysler came to Maxwell-Chalmers, brought out his Chrysler car, and founded his own corporation out of the old Maxwell company, so Frazer came to Graham-Paige, brought out his own car, and founded Kaiser-Frazer out of the Graham company. But when Frazer made his move, the time was past when one man could shove aside the competition and make a place for himself in the tough auto industry. Frazer failed, and so ultimately did Henry Kaiser with all of his millions. But in the final analysis, Joseph W. Frazer was no failure. No man who in the space of thirty years was the president of three well-known automobile companies and a top executive of one of the "big three" can by any stretch of the imagination be considered anything but a resounding success.

And what of Graham-Paige? Moving its farm equipment division from Willow Run to York, Pennsylvania shortly after the sale of its auto business, the firm continued to produce farm machinery until 1949, when all manufacturing operations were ended. By the end of 1951, Graham-Paige had sold all of its K-F stock and transformed itself into a closed investment company, dropping the word "Motors" from its corporate title. Finally, in 1962, Graham-Paige Corporation changed its name to that of its principal operating subsidiary, Madison Square Garden Corporation, and is today busily engaged in building a new Garden over Penn Station in New York City.

Graham's contribution to the Kaiser-Frazer effort was certainly a major one, for it was at Graham-Paige with Graham-Paige money that the Frazer car was designed and its tools and dies paid for, and it was this car that put Kaiser-Frazer into the auto business. Indeed, the Graham influence lasted through the 1950 model year, which marked the last use of the original Frazer body design. Who knows, if Graham had continued to make the Frazer, the final outcome at Willow Run might have differed.

THUMBNAIL SKETCH - ROCKFORD, ILLINOIS

(ed. note: We wonder how many club members are keeping track of the K-F products in their area as well as this one.)

I am a brand-new member of the club, and I would like to acquaint you with the K-F situation in Rockford, Illinois, where I live.

First of all, until Sep. '65 there was a '55 Kaiser Manhattan in town. It suddenly disappeared, and I do not know where it went. It was a four-door sedan and it had all the usual extras, plus POWER WINDOWS, and a PADDED NYLON TOP! :

Then there is a '54 Special, in good condition, owned by one of your members, H. Anderson, a friend of mine.

Then there is a mint '53 Kaiser Manhattan that is for sale at \$500. If anyone is interested in it, the owner is H. Beckett, 6614 Forest View; tel. 398-4032 (area 815).

Then there is a '52 Manhattan owned by a high school kid. It is in terrible shape.

These are all of the cars that are still running. Now for a list of the ones that are in junkyards:

- 1951 Henry J.
- 1955 Kaiser Manhattan 4-dr.
- 1954 Kaiser Manhattan 4-dr. (three)
- 1952 Henry J. Corsair
- 1952 Manhattan
- 1953 Willys Aero Lark
- 1955 Willys sedan

Do you know of any place where I can get one of those signs that hung outside K-F service departments?

Steve Clark
2510 Whitehall Lane
Rockford Illinois
61107

Letters to the editor (cont. from p.4)

Dear Tom:

Friday, I received my copy of the new K-F Magazine. I especially enjoyed the re-cap of the convention. The photograph of Darrin, Darrin, and Pidgeon is classic, especially knowing that the photo is an original '54. The Kaiser name has been glorified, perhaps more than we think, by the efforts of KFOC. The Kaiser Industries know of our operations and it may well be between the success of the Jeep Wagoneer and dignity to which our club has given the products of the Kaiser-Frazer Corporation, plus Mr. Kaiser's own good name in the industrial world will be found the reason for the return of the Kaiser name to four-wheel vehicles.

T. Rankine
Apache Junction, Ariz.

* Reputable sources here in the shadow of the Kaiser-Jeep firm have indicated that part of the "deal" when K took over Willys was that the Willys name would not be dropped for ten years, and if this is true, the sudden change to "Kaiser Jeep Corporation" about two years ago would live up to this.

Dear Tom:

I like the pictorial documentation you added to the article (Purism or Practicality?) and here's what I had the fun of finding on your custom: '47 Frazer grille, early hood and fenders, 53-5 caps, 53-5 Manhattan script, 54 hood scoop, 52 Allstate emblem, '55 DeSoto (hah - thought you'd fool me?) V8 emblem, 51-5 trim steel, 51-5 front door and roof, 51 club coupe rear window (side), 54 Darrin rear roof,, 51 Frazer rear fender, 51 Virginian continental, 51 Frazer fender chrome trim, 53 Dragon script, 53 wire wheel, and 49-50-51 Traveler-

(cont. p.18)

Letters to the editor (cont. from p.17)

-Vagabond rear deck door. Did I miss anything? Enclosed are the lyrics to the K-F music you had in a previous issue.

R. Langworth
Gloucester City, N.J.

*The only thing you missed was the fact that the car had a modified 29 Essex rotor button in the distributor. Many thought that I had drawn the picture, but actually it was taken directly from an x-ray plate made by an ear specialist who was examining Jack Edward's head. The song lyrics are to the Kaiser and Henry J songs, which we now have on tape. We made the tapes directly from the original records, most generously loaned to us by Herb Ivie. A future issue will include the full lyrics, plus an arrangement where members can purchase a copy of these thrilling tunes.

Dear Tom:

Motor Annuals confirm Willys Americars 1941 models. The 1940 Willys had the divided grilles, and the "Americar" name was not used until 1941, so the ones in the Summer issue were '41s. (re Fall K-F Magazine,) 1947 Frazer colors were listed in a trade paper of May 6, 1946, and included five colors, all singles. Two-tones were to be offered later.

Jeff Godshall
Royal Oak, Mich.

Dahlmann K-F Tour (cont. from p. 4)

if there could be a better one around. His 1949 Kaiser Vagabond is excellent, too.

The next day I visited with Frank Broekemier (and his Darrin) and we drove in his car to where another one was in a used car lot. The motor was gone, and the car was pretty sad. About all I can say for it is that it has the body number next to mine.

The third day I found Walter Huber's Darrin in Covina. It was for sale, and the price was right, so I decided to buy it. Two weeks later I returned by train and drove my second Darrin home. Kaiser seems a bit reluctant to build a new Darrin, so I figured I'd better buy a second old one. I also visited with the Darrins at home and got some more information on their family cars - three Kaiser Darrins, two of which are for sale - and also some history of the original cars.

It was a very enjoyable trip, but I think Next trip I will try to spend a little more time sight-seeing!

-----KF-----

SMALL TALK

Coming up next issue:
Increasing talk about what is going on and what should be going on "down at the factory."
Darrin-Dahlmann Features

GRAHAM-PAIGE SUPPLEMENT (to article on p. 12)

The total production of G-P Frasers built at Willow Run, month by month was:

<u>1946</u>	June..... 4	September..473	December..1281	<u>1947</u>	January..2397
	July.....30	October... 724			
	August..203	November..1364	TOTAL		6,476

Beginning Frazer serial number was F47-1001 and motor no. GP-10001. Effective with serial no. F47-2940 or 9940 (depending on source) and motor no. F-50120, the prefix GP was discontinued and replaced by prefix "F." J. Godshall