

Kaisers, Frazers, Darrins, Henry J's, & Willys Galore!

By Bill Wurzell, Editor

What a pleasant diversion to attend a large classic car gathering during the week. Chesapeake Region's resident Kaiser expert, Dr. Jerry Ross invited Dr. Tom Kenney and myself (not a doctor and I don't play one on television... either) to accompany him to the annual Kaiser-Frazer National Convention and meet in Gettysburg, Pennsylvania.

The convention was held at the nicely refreshed Eisenhower Hotel & Conference Center which is nearby Gettysburg National Military Park, Eisenhower National Historic Site, the David Wills House and many shops and restaurants. Excellent venue for a car meet; I've been to several of them at the 'Eisenhower.'

The three of us met in front of the Mall of Westminster at 8:30 am, July 30. Tom and I climbed into Jerry's spotless 1954 Kaiser Manhattan with factory 'Supercharger.' Jerry's Kaiser might have a supercharger, but it doesn't have 'air-conditioning.' That's okay, on this day we didn't need it. The morning air was cool and the humidity was low. With all the windows open and plenty of fresh country air, 'who needs A/C?' It reminded me of so many rides back in the day in various family cars with many different family members.

Are we there yet?

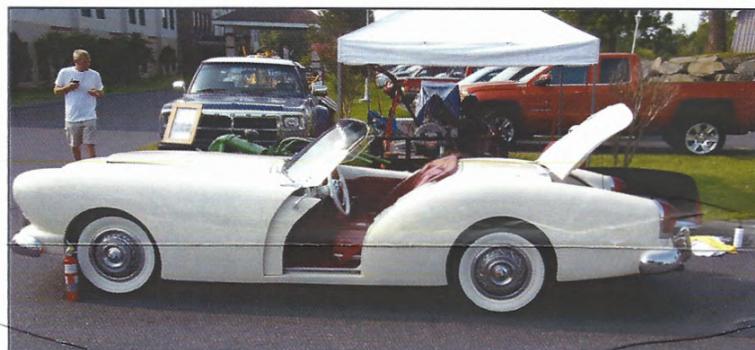
Sooner than you could say, 'Kaiser-Frazer' we were at the entrance to the meet. As Jerry drove directly onto the showfield, which was actually part of the hotel's parking lot in front and on the side of the main building, all eyes were upon us. Everybody was giving Jerry's white over metallic blue sedan serious eyeballing. *Ah ha, competition!*

Jerry parked the car in the designated space with other '54 and '55 Kaisers. Showfield cars ranged from the early 1946 models, that were really the first newly designed automobiles to hit the car market after WWII. Hit the market they did and with a big splash. It didn't take long for a crowd to form around the Kaiser and Jerry was 'peppered' with questions, especially after the crowd caught a glimpse of the 'supercharger' on top of the six cylinder motor. There was only one other Kaiser present that had the option. Jerry, Tom and I were joined by Dan and Terry Materazzi who drove up in their new Toyota Avalon...no, they probably didn't have the windows down.

I haven't seen so many K-F cars since it was the featured marque back in 2004, at 'Das Awkscht Fescht' in Macungie, Pa. Dozens of Kaisers and Frazers along with Kaiser Darrins, Henry J's, Willys, a Sears 'Alstate' and even a 1962 'Carabella.' The (Kaiser) Carabella was manufactured in Argentina from the tooling that was shipped from Toledo, Ohio, after Kaiser Corporation folded in 1955. The 'Carabella' continued in Argentina from 1956 until 1962 when the stamping dies wore out. Thus



The crowd gathers around Jerry's (right of center, red ball cap) 1954 Kaiser Manhattan and is intrigued by the 'supercharger' atop the motor. Jerry is being quizzed by other owners and spectators. -Bill Wurzell/Photos



One of about a dozen Kaiser Darrins at the Gettysburg meet. The iconic, sporty 'Darrin' 161 roadster: A feature of the Darrin is the sliding, 'pocket' doors. Left and right doors 'slid' into the front fender. The car had side curtains in place of roll up windows. The Darrin also featured fiberglass body and panels ala the Chevrolet Corvette. Only 135 Darrins were produced in 1954.

ending what was once a promising line of cars.

The ride back to Westminster was uneventful until the sky darkened and let go with a cloudburst. We had a pleasant late lunch to top off a perfect Thursday in Gettysburg. *(Jerry wins! See page 1)*

Spotted In Ellicott City...

I've seen pictures of 'Delahayes' but I don't ever recall seeing one in the flesh. This 1948 Delahaye 135 by Figoni et Falaschi Cabriolet was on display at the Classic Automobile Club of America show at Turf Valley Golf Club & Hotel in Ellicott City, July 25. The car lives up to its reputation as being 'spectacular', especially in exterior design. I had many questions about the car but trying to get answers from anyone wasn't easy. A 'French' made automobile with right-hand drive? Well, it could be for the (J) market. The Delahaye drew lots of attention from the sparse crowd, many of which were owners/drivers of about three dozen 'drop-dead gorgeous' classic cars on the showfield. I visited the CACA website for information on the show, all it listed was a car show on July 25; nothing about fine or place. -Bill Wurzell/Photo



MICHAEL AND ROBERT NATALE 'OFFICERS OF THE DAY'

Large Turnout And Pleasant Day For The Maryland Fire Museum Show

By Bill Wurzelt, Editor

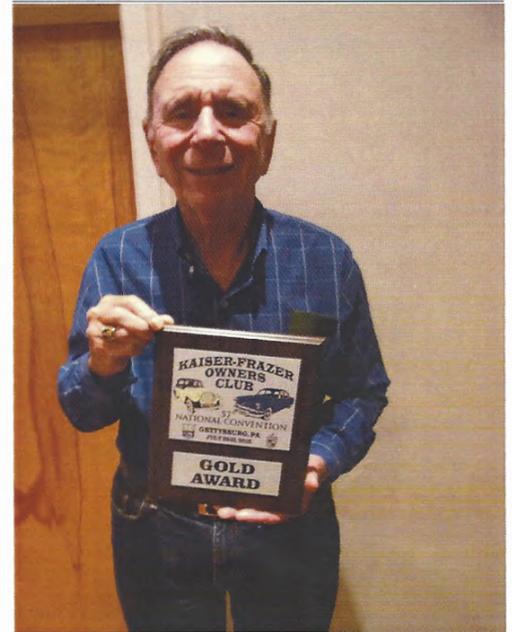
Members that attend this show regularly are a wily bunch. Even though the day wasn't overly hot and the humidity was tolerable, being in the direct sun is not...cool? Ah, c'mon, pun intended! This bunch heads for the tree-line at the east end of the museum's main parking lot. The trees provide shade mostly all during mid-afternoon.

Michael and Robert Natale were recruited to be the designated 'officers of the day.' They did an outstanding job of keeping order, registering members and co-ordinating with the Maryland Fire Museum officials on selecting the recipient for the sponsor's choice award.

There were 19 vehicles and 27 members; two attendees were affiliated with another car club.

Those attending: Ed Butte; 1985 Mercedes 500SE hardtop; Peg Ritter; 1956 Chevrolet Bel Air; Jim Ritter; 1966 Chevrolet El Camino; Dale Phillips; 1921 Franklin 11B; along with Edward Fowler and Mark

Straitz; Ron and Julie Siegrist; 1951 Oldsmobile '98' convertible; Robert Natale, 1965 and 1973 Buick Rivieras; Brady Ziegel, 2010 Dodge Challenger; G. Hernandez, 2010 Chevrolet Camaro; Bill Wurzell, 1954 DeSoto Firedome; Paula Ruby, 1937 Packard; Gary Ruby, 1985 Buick LeSabre hardtop; Buz Diehl, 1990 Chevrolet Corvette; Nick Prevas, 1966 Chevrolet Corvette; Bud Currey, 1965 Pontiac Gran Prix; Willard Eysmon, 1967 Cadillac convertible; Mary & Ed Allen, 1957 Chevrolet Bel Air convertible; Jim Turner, 1953 DeSoto Firedome; Bob Lenio, 1968 Plymouth Sport Suburban station wagon; Pau Habicht, 1993 Lincoln Town Car; Levis & Wanda Mendenhall, 1959 Hudson Super 6; John Horn, 1953 Buick Wildcat; Jerry Ross, 1951 Kaiser Manhattan; Ruth Synodinos, 1967 Cadillac sedan; Beth Sluscedere, 1916 Ford Model T; Dan Denham, 1966 Ford Thunderbird convertible; Andy Gershmeyi, 1966 Chevrolet Corvair Corsa convertible; William Ayd, 1930 Pierce-Arrow 'B'; Vince Truant, 1938 Buick Century convertible.



Jerry Ross Wins 'Gold Award' At The Gettysburg, Pa., Kaiser-Frazer Meet

Not surprisingly, a few days after returning from the Kaiser-Frazer National Convention and Meet in Gettysburg, Pennsylvania, Jerry Ross received in the mail a 'Gold Award' plaque from officials of the show.

Not surprisingly? Because Tom, Bill and even Jerry had a good feeling about how well Jerry's 1954 Kaiser Manhattan would do going against some strong competition. Although Jerry's Kaiser didn't win 'best of show' it placed very high in judging. Being one of only two Kaiser Manhattans at the show with the highly desirable 'supercharger' option could have made his car more appealing to the judges. Jerry has owned his Manhattan for decades and is continuously making improvements.

CONGRATULATIONS, DR. JERRY!

Be sure to read the piece on page two about Jerry's trip to The 2015 Kaiser-Frazer Convention along with Tom Kenney and Bill Wurzell!



Vince Turaru's 1938 Buick Century Rumble Seat Convertible is the Sponsor's Choice Award



Paula Ruby & Gary Hartner present the award



Gary Harfner accepts 'Collector Car' Proclamation from Paula; Mike, Nick and Robert look on



The participants. A pickup softball game broke out during the picture taking. Paula is the umpire, Nick Prevas is catcher. Strange huh?