

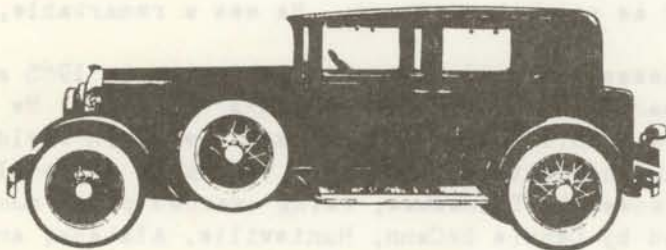
Official Publication of the Kissel Kar Klub, R.R. 2, Box 92A, Hartford, Wis. 53027  
Editor and Correspondent: E.E.Husting, Frost Pond Road, Locust Valley, N.Y. 11560  
Vol. 9, No. 1  
May, 1971

It seems a poor way to start out a newsletter by apologizing for tardiness; however, even though this is a voluntary activity of your editor's, with no charge for members, an apology is certainly in order. We can only plead for understanding with many claims on the small amount of free time available, what with moving, setting up a new business activity, working with editors on Kissel articles and publicity, and handling reams of correspondence. In respect to the latter we are told that our reliability and promptness are at the top of the list among the clubs. If so, let us hope that this reputation can be maintained.

First, you should know that the current issue of Automobile Quarterly, Vol. 9, No. 3 features a 7,000-word Kissel history, fully illustrated with pictures of some of our members' cars, those belonging to Messrs. Antrim, Beyer, <sup>Balcom, Schepeler,</sup> Forney, Harran, and Lester. Del Beyer's 1923 6-55 Phaeton is a large fold-out. Copies of certain ones of them may be purchased for \$2 each, if wanted for framing. Those of you who do not subscribe to this outstanding hard-cover publication can buy individual copies for \$5.95 each by writing to the publishers at the following address: 245 West Main Street, Kutztown, Pennsylvania 19530. There is a special subscription offer available to our members by mentioning the Kissel Kar Klub in ordering: the "Kissel issue" as a bonus (five issues for the price of four), total cost \$17.95.

#1964 "Gold Bug" fans who don't see Cars & Parts will want to order the February 1971 issue which features Ed Gibes' all-yellow 1920 Kissel Speedster as "Car of the Month", on the cover and on page 76. Copies are 50¢ post paid from P.O.Box 299, Besser, Illinois 62884. We recommend a one-year subscription for \$4.00 as one of the best values in the hobby among the classified ad types, including articles and reproductions of desirable brochures from former years. Undoubtedly a subscription could be dated back to the February issue.

Note the new official address for the Klub which is that of Delyle G. Beyer, mentioned above, only two or three miles from the old Kissel plant (now Chrysler Outboard Corp.). Del has a new house there, near a building he built on some of the most beautiful glacial terrain in the U.S., to house his small but choice collection. Del's offer to help is much appreciated, and his address should give us the permanence we require besides fulfilling the requirement of a location in Kissel's home town. We are in the early stages of planning a Kissel meet, tentatively set for Sunday, July 18 as part of Hartford's "Cavalcade of Music" event. Once arrangements are final we will send notices to Kissel owners within 200 miles. Those interested in attending from beyond that radius should notify Del in order to receive the announcement. His telephones are Code 414, Business 774-6881; Residence 673-2561. A message may be left if he is not available; however a card or letter is advised. Lee Hawkins, loyal old employee in Kissel's executive ranks, has heretofore allowed us to use his address in Hartford as that of the Klub, and we are most grateful. Del has consented to help in other ways and is in a position to do so, which will be a help all around.



THE KISSEL

The foreign appearance of this sedan is interesting and distinctive and the absence of a sun visor is offset by the downward slope of the roof which eliminates the direct glare of the sun

Two 1928 8-80 Brougham Sedans like this one are for sale in the \$5,000 range. Write for details.

Kissel—1923, Model 45, 6-3 1/2 x 5 1/2, serial approx. 45-6001 to 45-9000. 1923, Model 55, 6-3 1/2 x 5 1/2, serial approx. 55-100 to 55-3340. 1924, Model 55, 6-3 1/2 x 5 1/2, serial approx. 55-3341 to 55-4500 and 55-10001 to 55-21000. 1925, Model 55 Standard, 6-3 1/2 x 5 1/2, serial 55-4500 to 55-8933. 1925, Model 55 Deluxe, 6-3 1/2 x 5 1/2, serial approx. 55-4500 to 55-8933. 1925, Model 75 standard, 8-3 1/2 x 4 1/2, serial approx. 75-101 to 75-2333. 1926, Model 55 Standard, 6-3 1/2 x 5 1/2, serial approx. 55-8934 to 55-12000. 1926, Model 55 De Luxe 6-3 1/2 x 5 1/2, serial approx. 55-10001 to 55-13037. 1926, Model 75 Standard, 8-3 1/2 x 4 1/2, serial approx. 75-3501 to 75-5045. 1926, Model 75 De Luxe, 8-3 1/2 x 4 1/2, serial approx. 75-3501 to 75-5045. 1927, Model 55, 6-3 1/2 x 5 1/2, serial approx. 55-13038 to 55-13600. 1927, Model 75, 8-3 1/2 x 4 1/2, serial approx. 75-5046 and up. 1927, Model 8-65, 8-2 1/2 x 4 1/2, serial 65-1000 and up. 1928, Model 55, 6-3 1/2 x 5 1/2, serial 55-12001 and up. 1928, Model 70, 6-2 1/2 x 4 1/2, serial 70-1001 and up. 1928, Model 80, 8-2 1/2 x 4 1/2, serial 80-2501 and up. 1928, Model 90, 8-3 1/2 x 4 1/2, serial 90-5501 and up.

Above summary of Serial Numbers, 1923-1928 incl., will help in dating cars correctly. Write Klub for other years.

We have long wanted to place a register of surviving Kissels in the hands of all owners; however there is little point in doing so unless it is correct and up to date. To do that we need the name and address of the next owner when any of you sells his car. Your cooperation with this information will be very much appreciated. Unfortunately AACA's \$2.00 Register of Antique Cars has a very incomplete and inaccurate Kissel section. To try to prevent this result we offered our own Klub records to the committee, but the idea was lost in the shuffle. A few of you sent AACA the Part Number, the firing order, or a casting number supposing it to be the Engine Number. Kissel affixed a plate to the crank case, left side, on which the Engine Number was stamped. Earlier Kissel Kars have the number stamped on the rear motor-leg, left side.

Parts Wanted: By Ralph Dunwoodie, P.O.Box 10, Reno, Nev. 89504, any 6-60 parts for 1909 and after, especially an engine; also for Model 6-55 a crank hole cover and fuse box door. By James Schuetz, R.R.1, Slinger, Wis. 53086, Delco-Remy generator Model 955-H used on 6-70, 6-73, 8-65, 8-80, and 8-95; also 3-bar bumper and 1928 steering wheel or parts car; also literature on stationary farm engines. By Jackson Barnhart, 1765 N.W. 4th St., Miami, Fla. 33125 points for 1922 6-45, also 6 23-inch Houk wire wheels. Several members desperately need black rubber radiator caps of the teens and early 20s. Where have all the Kissel radiator caps gone?

Parts for Sale: 6-45 Touring body parts and top \$40, Marvin Ray, 4242 Mountain View, Las Vegas, Nev. Head gaskets \$4; new pistons, pins, valves, connecting rods 1914 on from Alvin Anderson, 173 Hotchkiss, Jamestown, N.Y. Hex wrenches for 1924/5 Buffalo wire wheels from C.A. Cummings, 1374 Presidential Dr., Columbus, Ohio 43212. Intake & exhaust manifolds 1927 and later 8 cyl. \$100 (state length required); No. T-64-J-I-A transmission top plate and stick assemblies, same years, Robert Futterman, 606 E. Orange Grove Blvd., Pasadena, Cal. Tel. 449-0901. Perfect reproductions of Kissel tire cover decals as used in the 20s, \$3 ea. from Lyle Beyer, RR2, Box 92A, Hartford, Wis. 53027 (Specify body color). 1920 Kissel ads \$1 ea. plus postage, M. Bohman, 2930 N. Parker Rd., Dexter, Mich. New and used hubcaps 1915/1925 \$1 and up, Dick Zacks, Box 1054, Erie, Pa. (Also has some flat fan belts). Note: the Klub has lists of parts that have been advertised and will check your needs against them if you will write and enclose a self-addressed stamped envelope. We would like to know of anyone who could use a complete 1914 4-40 body and windshield or the rear half of the All-Year Gibraltar Touring body for a 1918 6-38 Hundred Point six incl. front & rear seats.

#### CBIUARIES

Herman David Palmer, chassis engineer in charge for the Kissel Motor Company from 1906 until the end, died in Hartford, Wisconsin October 29, 1969, six weeks before his 90th birthday. A graduate engineer from the University of Cologne, in Germany, he came to the U.S. in 1903, cello in hand, and at first followed a musical career for which inherited talents had fitted him well. In 1906 he joined the brand new Kissel company and thereafter engineered all future Kissel products, reporting to Mr. William L. Kissel, secretary of the company and head of production. When the company was reorganized in 1931, he continued as head engineer with each successive company until he retired at age 78 the end of 1956. His interest in music endured throughout his life, the more enjoyable because of a family quartet with Mrs. Palmer as the pianist. An engineering manual of which he was co-author with a professor at Purdue University is used as a textbook there. He was a remarkable, fine man.

Donald W. Anderson, Murphreesboro, Tennessee, Kissel owner and beginning in 1965 a national director of the A.A.C.A., died in February 1968 after a five months' illness. He was with the Dept. of Agriculture for 30 years as a soil conservation specialist. In World War II he saw service abroad, attaining the rank of captain. He was a leader in regional AACA activities and worked for antique car licenses in Tennessee, being awarded plate number 1. His 1927 Model 8-65 chassis was acquired by Dennis McCann, Huntsville, Alabama, and is being professionally restored by Dick Braund in Elroy, Wis. as a Speedster.

Dr. Anthony Simeone, Philadelphia, Penna., during 1970, a winner of 100-point awards for his restorations, accomplished despite a busy medical practice. His 1925 Model 6-55 Enclosed Speedster passes to his son to complete a restoration according to Anthony's standards.

1925 655# 55-6507

#65-1253

Speedsters:

1923 Gold Bug, believed to have been Fatty Arbuckle's. Stored in Longview, Texas. Owner prefers telephone inquiry. Lucas J. Gomolak, Code 817 756-2611. Residence 722-5454.

#5-7089  
1923 Gold Bug, unrestored but nearly complete. Offered at \$8,000 firm last year by Hugh Durnford, 128 Percival Ave., Montreal West, P.Q., Canada.

Cal # 55-1660  
1924 6-55 Gold Bug, restored, \$1,500 spent on it last year. Right hand drive could certainly be changed if desired. Michael J. Robinson, 4119 Great North Rd., Glen Eden, Auckland, New Zealand.

# 126-1071  
1929 Model 8-126 White Eagle Speedster. Mechanically perfect but body rough. One of only two, the other being a widely publicized car in the Harrah Collection having an unusual radiator cap on it, purchased outside (not a Kissel item). This car or the smaller Model 8-95 in the Gene Zimmerman collection might be used to make patterns for missing body items. Allen Bittner, 10,200 Tatum Blvd., Phoenix, Arizona ~~XXXXXX~~ 85028. Tel. 608 948-2145.

#95-1139  
Enclosed Speedster (coupe with bumble-bee rear deck, like that on regular Speedsters)

1924 Model 6-55. Fully restored. Needs only a few minor things for complete authenticity. Edmund L. Gibbs, 4205 Buchanan Road, Oconomowoc, Wis. 53066.

Note: All of the above cars have side mounts, six wire wheels.

1918 Kissel Kar Model 6-38 Hundred Point Six 2-Pass. Roadster. \$1,800, and 1925 Kissel 8-75 Brougham Sedan. Both require additional restoration. Wallace Rank, 4200 North Green Bay Ave., Milwaukee, Wis. 53209.

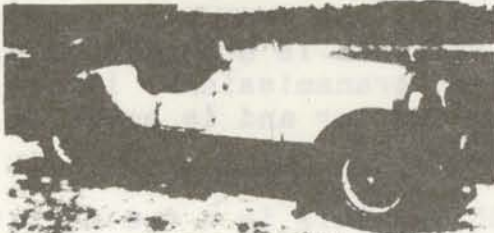
1918 Kissel Kar Model 6-38 Hundred Point Six Sedan, also known as a Sedanlet. A close-coupled 4-passenger 2-door touring, very sporty, having separate sedan top for winter which, however, is in pieces. Car runs and restoration is partly done. Year authenticated by numbers. Leonard Finelli, 1717 Milford Ave., Columbus, Ohio 43224. Catalogue picture follows:

**MAY 22, 1971 — 10:30 AM**  
**FOURTH ANNUAL ANTIQUE AUTO AUCTION**

At The Museum of Transportation, Larz Anderson Park — Brookline, Mass.

Sponsored By and Conducted For The Museum of Transportation and featuring a superb collection of antique and vintage automobiles, many of which are in mint restored condition as well as other exceptional unrestored vehicles. A few of the vehicles included are 1913 Georges Roy touring car, 1913 Ford touring car, 1916 Chevrolet touring car, 1918 Cadillac touring car, 1922 Wills St. Clair roadster, 1923 Studebaker four-door touring car, 1925 Kissel-Speedster, 1925 Packard Roadster, 1926 Franklin Tourer, 1929 Austin convertible, 1930 Ford popcorn truck, 1931 Cadillac Roadster, 1933 Austin convertible, 1934 Lagonda open sports car, 1934 Ford pickup, 1935 Bentley convertible, 1937 Packard convertible, 1938 Jaguar roadster SS-100 1940 Packard station wagon, 1940 Cadillac four-door sedan, 1941 Buick four-door sedan, 1951 MG-TD roadster, 1952 MG-TD Midget, 1954 Mercedes Benz four-door convertible, 1958 Nash two-door convertible, 1959 Mercedes Benz Sedan 300 D. There will be many additional vehicles as well as automobilia offered in this auction.

Illustrated Catalogue \$5.00 a copy (By Mail — \$6.00)



1925 Kissel Roadster Speedster



HUNDRED POINT SIX—Sedanlet four-passenger Gibraltar body, built especially for the ALL-YEAR Top, equipped with the new Semi-Victoria Style Summer Top.

1912 6-45 7-passenger staggered-door touring having walk-through Gibraltar body and summer top. Winter All Year enclosure missing. Rare transitional post WW I model, restored but nickle has been stripped to brass. Roy D. Gosford, 189 Kirk Drive, Thornhill, Ontario, Canada.

1912 4-40 Semi-Racer (A fully-equipped brassy runabout type). National First Prize winner AACA and best professional restoration prize 1967. Similar to Kissel Kar pictured on December page of Humble Oil's big 1971 antique car calendar but painted red. Lester Fire Co., Box 46348, Bedford Heights, Ohio 44146.

**RICHARD A. BOURNE CO., INC.**

Estate Auctioneers and Appraisers

Corporation Street — Hyannis, Massachusetts

(1/2 Mile West of Airport Rotary Circle on Rte. 28)

Telephone (617) 775-0797

Mail: P. O. Box 141, Hyannis Port, Mass., 02647

Note: Original drum headlamps on the Kissel were replaced with Ilco Ryan Lites from a '27 model.



# The Kissel Motor Car Co.

Hartford .. Wisconsin

March 31, 1931.

Now that Spring is here, we naturally give some thought to our automobile needs. Possibly you may be in need of service, or you may even be considering the purchase of a later model.

If you require service, why not take advantage of our factory facilities for service. We operate an extremely large and efficient service organization for the convenience of Kissel owners and as a result of our mechanics' years of experience in both manufacturing and servicing Kissels, (specialists, so to speak), we can take care of your wants in a superior way, and economically. Better let us check your car and determine just what is needed and what the expense would be.

On the other hand, if you wish to consider a later model, here too we can save you money, both on brand new 1931 merchandise or in a factory re-built cars.

In line with our previous endeavors to keep you posted on available factory re-built cars, we list the following:

1930 Model 8-126 DeLuxe Brougham Sedan, \$1450.00. Here is the finest car we build; retails for \$3355.00; run only about 11,000 miles, but in spite of this little mileage it has been completely re-built, re-tired, re-polished, etc. In fact, it is a duplicate of our present 1931 model. It has a four-speed transmission - latest type body with ventilating window in the rear quarter and is equal in appearance and mechanically to a new automobile.

1931 Model 8-95 Sedan at \$1185.00 This is a demonstrator - run only 2000 miles, hardly enough to even break it in. Retails for \$2145.00.

1930 Model 8-95 All Year Coupe Roadster at \$1050.00 A DeLuxe model, side carriers, six wire wheels, etc. Also a demonstrator, nevertheless completely re-built, like new. Including new tire equipment. Retails for \$2400.00.

1928 Model 8-90 Coupe Roadster - - - - - \$550.00  
1927 Model 8-75 Four-Door Brougham Sedan - - - - - 550.00  
1927 Model 8-75 Four-Door Brougham Sedan - - - - - 650.00  
Several 1926 Model 6-55 Brougham Sedans at \$150.00 to \$250.00.

If interested in any of the above, come in immediately, because these can only be offered subject to prior sale.

Very truly yours,

THE KISSEL MOTOR CAR CO.