

# The Kisselgraph

MAY 1983

Official Publication of the Kissel Kar Klub  
Hartford, Wisconsin 53027

## LAST YEARS HARTFORD CAR SHOW

The 1982 Hartford Car Show and Swap Meet was another tremendous success despite poor weather on Sunday. More than 800 cars were shown during the two day event and more than 10,000 visitors attended. I won't go into details as you have probably seen the article and pictures in Antique Automobile, page 47 of the November-December issue. The following Kissel owners attended with their vehicles; Delyle Beyer, Chet Krause, David Lanning, Wallace Rank, Henry Schwister, Arthur Spanjar, Walter Lazynski and both Juneau and Hartford Fire Departments. The Kissel Kar Banquet held on Saturday evening was attended by approximately 30. I would like to give special thanks to all of the Kissel owners that were able to bring their vehicles.

## HARTFORD'S CENTENNIAL

1983 marks the 100th anniversary of the City of Hartford's Incorporation. A tremendous amount of activity will take place from May 27th through June 5th. Prior to those dates we have had many parades in which area Kissel Kar owners have participated. The largest parade for the Centennial is June 4th. Kissel Kars will be the official vehicles for this parade and the following club members will be supplying their cars; David Lanning, Delyle Beyer, Wallace Rank, Henry Schwister, Juneau Fire Department and Hartford's Fire Department. If you live in the area, you may wish to attend, in particular, the grand parade on June 4th at 1:00 P. M. Among all of the activities planned and souvenirs available, one of the items that may be of interest to you is the Centennial History Book of Hartford. This history book has been put together by the local Historical Society and others. I hope that the book if it contains Kissel history, which I am sure it will, that it is accurate. I was not privied to the contents of the book and it is already on the press. As soon as they are available, I will have the Kissel history checked for its accuracy, they will be available at the Chamber office for \$5.00@. With the activities that are going on during this period of time, I am certainly glad that Centennials are only held every 100 years. If you have ever been involved in one, you can certainly understand the tremendous amount of work that goes into a project of this magnitude.



## MUSEUM UP-DATE

I am sure you are aware Hartford Heritage, Inc. the museum corporation that was created approximately one year ago, its purpose is to purchase or build a facility to display automobiles and other Hartford industrial artifacts. This project has met with limited success. The building we are primarily interested in is part of the old Kissel factory, which is not much more than a shell, except the main floor that originally housed many of the offices, still has all of its original wainscotting in tact. There is no heat or plumbing in the building and would require considerable amount of money to restore. However, its location downtown would be a tremendous asset. Consequently, this is the building that we have been trying to obtain. It is presently owned by the Chrysler Corporation. We started negotiating in 1979. A tremendous amount of effort went into this project and negotiations accelerated in 1982 and ultimately Chrysler local management and Chrysler Detroit has declined to make this building available. We do have some alternate sites in mind. At the same time we have not given up on our primary choice. The building is presently used for very limited warehousing. Locally our project has been endorsed in one form or another by the museum corporation, Chamber of Commerce, Hartford Area Development Corporation, Hartford Housing Authority, Historic Preservation, Hartford Historical Society, past mayor and a new group that was recently formed called Hartford Foundation, Inc. which is operated by the City of Hartford. The museum is one of their listed projects for funding when available. With that kind of support and backing we will not give up on our efforts.

## CAR SHOW-1983

The annual Old Car Show and Swap Meet will be held this year August 20 & 21, 1983. We have had to make some changes because of the tremendous amount of automobiles that come and of course the viewing public. Changes will be in the grounds layout, and better public parking. The past owner and fixed based operator for the airport was extremely co-operative in the past two years. The airport facility was sold recently to a local party, who has pledged his co-operation in the car show efforts. The only question that yet is unanswered is whether we will be able to use part of his hangars and showroom for the special Kissel Kar display. I hope that I can resolve this problem in the next few weeks. Again this year we will have our annual Kissel Kar banquet on Saturday evening August 20th. The banquet/meeting will be held at a different location than in the last two years. It will be held at the Country Retreat, which is located east of Hartford. The Hartford House where we had held the meetings had a bit of a misfortune, the restaurant portion of the motel burned to the ground and it does not appear that it will be rebuilt. Those of you that stayed at the Hartford House can still do so since the motel portion was not touched. As we have done in the past we will be taking reservations Saturday August 20th during the show. It is open to all Kissel owners, and historians and Kissel family members. You are certainly welcome to attend, whether you bring your Kissel Kar or not. I can guarantee that the service you will receive at the Country Retreat will be far superior to the service we have received at the other location these past two years.

The following is a list of motels in the area, if you require overnite housing.

Hartford House  
720 Grand Ave.  
Hartford, WI 53027  
(414) 673-2232

Holiday Inn  
N88 W4776 Main St.  
Menomonee Falls, WI  
(414) 255-2500  
800-238-8000

Stoneridge Inn  
5660 Hwy 45 So.  
West Bend, WI 53095  
(414) 334-2321

This years featured car will be Del Beyer of rural Hartford's 1923 Phaeton. This picture will be used on most all of our advertising and souvenirs that we will be producing.

### NEW HARTFORD POSTCARD

The Chamber of Commerce has just come out with a Hartford postcard depicting a 1927 Kissel Speedster and a 1925 Kissel Enclosed Speedster. The accompanying photo shows these postcards and are available through the Chamber office at a cost of 25¢@ including shipping. If you wish to obtain a large quantity, please contact me directly.

### KISSELS FOUND & NEW OWNERS

J. H. Lewis Brisbane, Australia  
Charles Harris, Cape Girardeau, MO  
Larry Gunning, Phoenix, AZ  
Elliot Atkins, Stockton, CA  
Henry Zwiener, Corwensville, PA  
Bob Troller, Madison, WI  
Ward Gandy, Redding, CA

1927 8-75-Sedan  
1920 Tourister  
1927 8-75 Standard Speedster  
1911 LD-11  
1915 2½ Ton Commercial Truck  
1926 8-75 Deluxe Brougham Sedan  
1911 Western Special Baby Tonneau



### KISSEL KARS FOR SALE

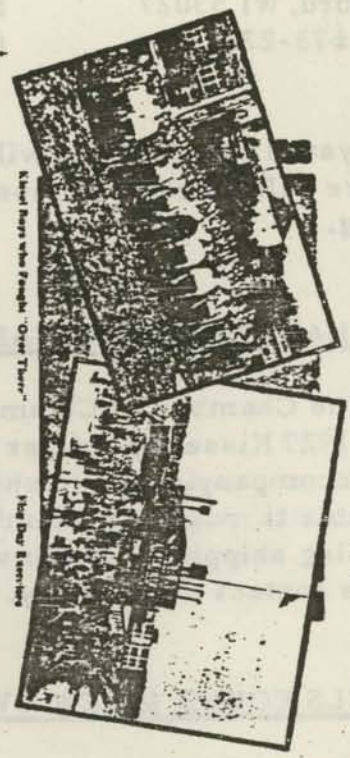
The following are the last known active listings of Kissel Kars offered for sale.

1911 LD-11 Unrestored but complete. Mr. Elliott Atkins, 1415 Briarwood Way, Stockton, CA 95209 Phone 209-957-4233

# 55-6507 1925 6-55 Enclosed Speedster w/6 wire wheels. Dr. Fred Simeone 242 South 3rd, Philadelphia, PA 19106

# 12087 1927 6-55 All Year Coupe' Roadster(Convertible Coupe') Harrah Collection, Reno, Nevada-open for bid above \$25,000, Color picture in Automobile Quarterly, Volume 9 Number 3 June 1971.

**KISSSEL TRUCK SALES MANUAL.**



**The Part the Kissel Motor Car Company Played in the World War**

By Capt. M. E. Perrot, U. S. Army, in Charge of War Work at the Kissel Plant, 1918-1919.

From my arrival in Hartford in January, 1918, I found a much larger, better equipped and better organized factory than I had expected to find, which greatly pleased me. The Kissel factory was on practically 100 per cent commercial work with not even a blue print of the Government War Trucks, which they were to build. In fact, their \$8,000,000 contract for 20,000 of these trucks had not arrived, but with the energy and push of true Americans, the preparations for 100 per cent war work went on steadily and, during the month of April, 1918, the first Kissel-built army truck was running on the streets of Hartford.

1—All castings, forgings, etc., had to undergo a most rigid inspection upon arrival at the factory. A Government inspector was placed in charge of the receiving room and all material expected to be fabricated was passed on by each inspector, after which it was sent to the rough grinding department and then to the machine shop.

2—After going through the various operations necessary to complete these parts, it was passed to the Inspection Department to receive a final inspection before being turned over to the assembly forces. Also, it was necessary to maintain an inspection department for all finished material, employing 8 to 10 inspectors at all times.

3—Next came the U. S. Accountants with several assistants to take charge of the large

volume of accounting, which was necessary under a contract of this nature.

4—Following this the Stores Inspection of the Ordnance Department was found necessary, with several men to check the quantity of material coming into the plant, making three distinct Government offices—Inspection, Accounting and Stores.

5—A most up-to-date assembling system was inaugurated, with the main truck assembly line housed in a building 525 feet long with a capacity of 25 cars in process of construction at one time.

6—Working the large machine shop of the Kissel Company in three shifts of 8 hours each, was found adequate to the demands placed upon it.

7—As the completed cars were driven off the assembly line, they received a very rigid inspection by Government Inspectors, after which they were turned over to the block testing crew, whose duties it was to see that these trucks always received a thorough block test, after which the road testers drove the trucks over country roads, most of which were almost impassable to ordinary trucks.

8—If the trucks ran through these tests under such extraordinary conditions and came up to the standard set by the Inspection Department, they were O. K. 3 by the road testers, after which they were cleaned and painted.

9—From the Paint Department they were again turned over to the Government Inspectors,

who carefully went over each truck and, if found satisfactory, it was O. K. 4 for shipment. Shipments left the factory daily, the largest one consisting of 40 ammunition trucks at one time.

10—To meet the demand for storage purposes, a new building 375 feet long was erected where trucks were painted and equipment boxes attached. In addition, another large storage shed was erected 400 feet long for storing tires, wheels, radiators, barrels of oil and other material.

11—Owing to the completeness of the Kissel factory, the Kissel Company during this war work made practically the entire front and rear axle assemblies, except the differential, which was purchased outside. In addition, all castings were bought in the rough and machined here, as well as the majority of forgings.

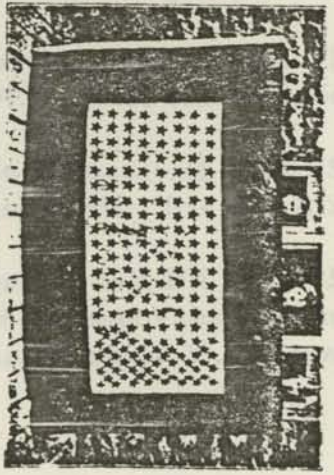
12—Government trucks manufactured by the Kissel Company had a carrying capacity of 6,000 lbs. and were fitted with steel ammunition bodies weighing 1,200 lbs. each. Some of the trucks were camouflaged at the Kissel factory, the colors being black, green and orange and yellow—put on in irregular lines and broken by a black stripe to make the trucks blend in with foliage, making it almost impossible to distinguish them.



Classified U. S. Government 3 Ton Truck Mill at Kissel Plant for Service "Over There"

13—Being able to operate an assembly line of 325 feet long, all material which entered into the construction of the cars during the process of assembly was stored along this line at the point where they would be attached to the chassis. This materially helped in the speeding up of the assembly line, and had not the

Assistant been signed, the production of the Kissel plant on these war trucks would have been 20 to 25 a day during the winter months.



Kissel Factory Service Flag

14—On the four Liberty Loan drives, as well as the Victory Loan, the Kissel Motor Car Company and its employees "went over the top" each time.

15—On all drives put on by the Red Cross, War Savings Stamps, Salvation Army, Knights of Columbus, as well as numerous war activities in each instance, the Kissel employees gave 100 per cent participation.

16—One hundred eighty-two employees of the Kissel Motor Car Co. joined the colors, and on the Kissel Motor Car Company's service flag there were six gold stars on Armistice day.

17—The entire company of volunteers was composed of boys employed in the Truck Operating, Testing and Service Departments. Their ability was so marked that the Government sent them to France as soon as they became "company men." Ammunition Truck Train—a company that distinguished itself in some of the most important battles of the war, including Chateau Thierry, the Marne Sedan and Argonne Wood.

18—To keep the Kissel boys over there in touch with the deans in the Old Home Town the Kissel Motor Car Company published the Kissel Graphic, a 16-page newspaper, every two weeks, containing all the gossip and news of Hartford and the factory, and mailed free of cost to every Kissel employee in uniform. It was indeed an honor to be associated with such an aggregation of 100 per cent American patriots—the kind of workers that were materially responsible to the successful conclusion of the war.

## MYSTERY CAR

Those of you who have Old Cars Weekly would have seen in the "Laramie" column, Page 26 of the February 17th issue, a reference to a 1929 White Eagle Speedster with a Lever engine which car was for sale in Oak Park, Illinois in 1965. This must have been the very car which Lee Carlson has owned for many years which was there at the time. Lee's car is a 1929 White Eagle 8-95 All Year Coupe'-Roadster (the convertible coupe') and has been a "mystery car", where its body bears evidence of being an updated version--slanted windshield, and different rear deck, two combination tail lamps resembling those on 1932 Cadillacs and Buicks, and the car also has a Miller racer type grille. Thus it may have been built up or rebuilt in 1932 by Kissel Industries, Kissel's successor firm, where the Lever project was having its experimental work with Lever engined cars continued on contract. Now the car has a normal 8-95 engine. Oak Park had been Lever's headquarters at one time.

We consider the title to the article unfortunate: "Please Don't Call It a "Gold Bug." True, the official company name for the snappy 2-Passenger cars of 1918 on (called 2-4 passenger when with pull-out or with rumble seats) was "Speedster." Kissel's management and most company, even dealer personnel would use "Speedster." Nevertheless ever since the Milwaukee Journal in 1919 publicized the nickname, "Gold Bug," the yellow ones were affectionately known as "Gold Bugs" to most people regardless of the catalogue name. The Speedster illustrated in the article can easily be identified as the original 1918-19 type, not 1920 as labeled. Those earlier ones had streamlined D-shaped radiator cores, transparent cowl ventilators to admit light over the pedals, and short top boots, all changed in 1919 for 1920 models.

E. E. Husting

## PASSED AWAY

# 75-2324 H. D. (Tommy) Thompson recently passed away and part of his estate included a 1925 Kissel 6-55 Brougham. The auction was held April 24th by Kruse and we are trying to find the name of the new owner. → *Julian Dunbar → Walt Helms*

While we are on the subject of auctions, we are also trying to locate a 1925 8-75 Kissel Speedster that was auctioned in September by Kruse at Auburn, IND. It seems that most of the auctions when held, auctioneers will not provide the names of the new owners. Therefore, it does make it quite difficult to locate the vehicles as they are sold. If you have any information regarding new owners, please contact us.

## OLD CARS EVERYWHERE

It is quite interesting to note that since our car shows began in Hartford, a tremendous amount of local interest in old cars has certainly been spurred. It seems that just about any day you can drive down any of the city streets and country roads in this area and find one vehicle or another available for sale on display. Some are restored and some are not restored. In any event, interest is certainly high in old cars in Hartford.

1930 8-95 White Eagle, 5 wire wheels, Tourister, Older restoration, in Argentina, few items missing. Mr. B. Paul Moser, 3250 Braemar Road, Santa Barbara, CA 93109

1928 6-70 Coupe' Non Kissel Body. Scott Goodsir, 6 Lorwal Court, Mooloolah Q'Land, Australia 4583

PARTS NEEDED

Berl Springer, Southwestern P. S. Co., Box 1261, Amarillo, TX 79170  
(Mark Personal)- 4 hubcaps for artillery wheels on 1926 8-75 Brougham.

# 65-2039

John Lohnes, P. O. Box 503, Union, Maine 04862  
1927 8-65 Engine. 8-95 would be the same last we knew had Buick engine in car and had kept crippled 8-65 engine.

75-6024

Ottar Myhre, Langmyrveien 24, Oslo 8, Norway  
Connecting Rod for 1927 8-75, 7 passenger Sedan, Engine 75-6013, Ser. # 75-6024

95-1050

Lee Carlson, 6018 N. Winthrop Ave., Chicago, IL60626-For 1929 White Eagle All-Year Coupe' Roadster(Conv. Cpe)  
Two front fenders, Aprons and running boards, Steering wheel and hub levers, Front bumper, Inside hardware, handles and window cranks, or loan of samples of these., Identification plate for 8-95 and other parts attached to firewall, and wood wheel hubcaps.

Jackson Barnhart, 1765 N. W. 4th St. Miami, FL 33125  
6-45 or 6-55 Kissel Engine for 1922 Gold Bug

75-3527

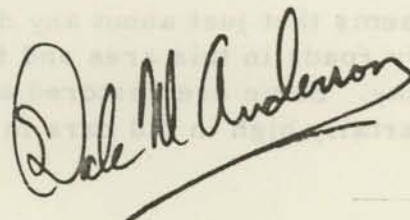
Fred Simeone, 242 South 3rd, Philadelphia, PA 19106  
Bowl shaped parking lights for a 1926 8-75 Speedster

7 J. H. Lewis, 17 Bundoura St., Morningside, Brisbane, Australia 4170  
2 Connecting rods and rubber spring inserts for a 1927 8-75 Sedan.

FUNDS NEEDED

The Kissel Kar Klub continues to operate without a formal structure, nor a dues structure. We have been operating on a donation basis. Last year seven individuals donated a total of \$ 210.00. Our expenses include postage, copies, and some supplies. Our expenses totaled \$ 228.54

May I ask you this year to feel free to submit a donation to the museum corporation, which is tax deductible. Make checks payable to: Hartford Heritage, Inc. 109 North Main Street, Hartford, Wisconsin 53027





# Hartford Area Chamber of Commerce



## Old Car Show & Swap Meet

# AUGUST 20-21, 1983



'22? '23 6-55 Phaeton owner Del Boyer

What better place could there be to host a yearly car show than Hartford, Wisconsin, home of the Kissel Kar! Haven't heard of a Kissel Kar? . . . read on!

For 25 years, from 1906 to 1931 the Kissel Motor Car Company in Hartford produced passenger cars, trucks, ambulances, funeral cars, taxi cabs and fire trucks. Much of the factory still stands as it was 77 years ago. Many of the present roads were used for testing cars!

Last year's show brought many restored Kissel Kars back to Hartford, along with Hupmobiles, Rolls Royce, Hudson, Durant, Ford, Bentley, Studebaker, Oldsmobile, Chevrolet and many, many others. More than 800 cars were on display during the two day event, and 10,000 people viewed these automobiles. Plenty of old time

music. Food and beverages were provided in a park-like atmosphere by the Hartford Rotary, Jaycees, Lions, and Fire Department.

The 1983 Hartford Area Chamber of Commerce Car Show and Swap Meet will be held August 20 and 21, 1983. We invite all car collectors and auto enthusiasts to come. The location will again be at the Hartford Municipal Airport.

When you're planning your vacation, include our car show and see something really special.

For more detailed information, write or call: Hartford Area Chamber of Commerce, 109 North Main Street, Hartford, Wisconsin 53027, 414-673-7002.

**Hartford, Wisconsin**  
**"Home of the Kissel" 1906-1931**

# HARTFORD AREA CHAMBER OF COMMERCE CAR SHOW - SWAP MEET

## EARLY ARRIVALS

- Show Car Owners and Sellers can set up late Friday afternoon if desired, just let us know.
- No Food or Beverages to be sold other than by Chamber approved Service Organizations.

## ENTRANCES

- Participants gates will be open at 8:00 A.M.
- Public entrances will open at 9:00 A.M.
- Grounds will close at 8:00 P.M. Saturday - Sunday 6:00 P.M.
- One runway will be open if you wish to fly in.
- Limited public transportation available from Downtown Hartford to Airport.
- No motorcycles, mini-bikes or bicycles in the show or swap areas, in motion, during the show.

## SWAP AREA

- 90% of items offered must be auto related.
- We have available space for up to 400 sellers.
- Sorry no indoor space available this year.
- Space is on good grassy land.

## SHOW CARS

- Dash plaques awarded to the first 400 show cars that pre-register and show. Cutoff for pre-registration Aug. 18.
- We have space for over 800 cars this year. If your club wishes to be together, let us know and we will try to arrange it.
- Special area will be set up for Kissel Kars only.
- Limited security will be provided.
- No Camping or Selling parts in the Show Car area.
- Free admission for show car driver and one passenger.
- Other features to be announced.

## CAMPING AREA

- Primitive — no electricity.
- Water and portable sanitary facilities provided.
- Camping provided only for those people participating in the show.

Come to  
Hartford, Wisconsin  
and enjoy a taste of  
"the Good Old Style Days"

Adults \$2.00,  
Kids 12 & under free.

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## REGISTRATION FORM

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### SWAP MEET

Swap spaces approximately 10' x 30'. \$15 each.  
Early arrivals can set up Friday Afternoon.

Please reserve \_\_\_\_\_ at \$15 each

Name \_\_\_\_\_

Address \_\_\_\_\_

City/State/Zip \_\_\_\_\_

### CAR SHOW

We are coming with \_\_\_\_\_ cars

Make/Model/Year \_\_\_\_\_

Make/Model/Year \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

City/State/Zip \_\_\_\_\_

PLEASE MAIL TO:  
HARTFORD AREA CHAMBER OF COMMERCE  
109 N. MAIN STREET, HARTFORD, WIS. 53027