

The Kisselgraph

JUNE 1984

Official Publication of the Kissel Kar Klub
109 N Main St Hartford. Wi 53027

1984 KISSEL HOMECOMING

This year's Old Car Show & Swap Meet promises to have a very good representation of Hartford's famous Kissel products, even surpassing 1981's, which celebrated the 75th Anniversary of the founding in 1906 of the Kissel Motor Car Company. We never know until practically the very day which of "our" cars will be on hand for certain. We have "regulars" in attendance, whose cooperation we applaud: Messrs. Wally Rank; Henry Schwister; Delyle Beyer; Chester Krause; Mr. & Mrs. Dave Lanning each with a beautiful one, 1925 and 1926 respectively; Lester Helgesen; Arthur Spanjar; the Fire Departments of Hartford and Juneau, Wisconsin; and of course those others who have not managed to arrive for all of the meets since they became annual affairs in 1981. There was one hard luck case for an earlier meet when Bob Feind, Jr. had two tires go flat while driving his 1912 big 4-50, while his father's Lincoln was struck by a car and considerably damaged coming out of the driveway to escort Bob. We hope that Bob doesn't feel "jinxed" and will try again this year.

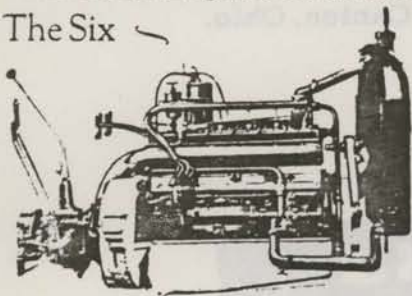
The oldest Kissel Kar to have appeared was Tom Rosenberger's, one time AACA National First Place Winner, a 1909 LD-9 Touring, the "light Chassis" series. Although the first Kissel Kars were delivered to dealers and owners in 1906, they were announced as 1907 model; therefore Tom's car is very early, there being only two known 1908 models left and no 1909's. Berl Springer's 1926 8-75 Deluxe 5 passenger Brougham Sedan has been completely re-manufactured to "like new" condition and is having an enclosure built on its trailer for the trip to Hartford from Amarillo, Texas.

The work was done in the Carney shops, Autos of Yesteryear, Rolla, Missouri, home of an extensive collection, which includes a White Eagle 8-95 Sedan purchased from the company for \$350 in the inventory liquidation by the receiver, and which was kept in new condition by its owner in our area until the owner died around 1965. The museum has outstanding display of Americana in connection, according to some of our members who have visited it, staying in the Carney Motel.

Two cars long in restoration which we are told will be ready for the meet, first time for both, are the 1918 6-38 3-passenger Hundred Point Six Roadster, acquired from Wally Rank by Robert L. Leu before he moved from Milwaukee to Marshfield, Wisconsin. The 6-38 was one of Kissel's most successful lines, appearing for the month of June 1916, only as a 1916 model, then 1917 and 1918 and even leftovers sold as 1919 models after its "Kissel Kar" label had become just "Kissel" as of June 1918. Successor 6-45 engines and their successors, the 6-55 of 1923 into 1928, all Kissel-built, were just improvements derived from the 6-38, so good was its design. All were notable for smooth, near vibrationless performance, although there were those who did not like the intake manifold cast in the block if they had a freeze up.

KISSEL
Advanced Engineered Motors

The Six



A marvelous Advance Engineered Motor that may be driven at 60 to 70 miles an hour continuously. It has a bore of 3 1/4 inches and stroke of 5 1/4 inches — an unusually powerful Six cylinder motor, yet most economical in fuel consumption. Extremely smooth in performance. Accurate balancing of reciprocating parts makes it practically vibrationless at any speed — a feature not found in the ordinary type of Six cylinder motors.

Built to stand up for 25,000 miles and more of travel without the usual need of taking up bearings or replacing any parts due to wear. A motor that has established unbeatable performance records all over the country.

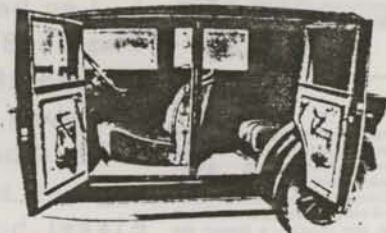
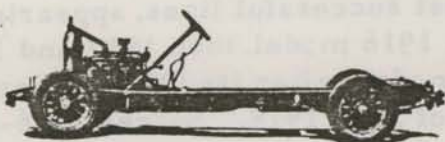
#95-4663 The other is the beautiful and rare 1929 smaller straight eight Model 8-95 4 passenger Tourster, a magnificent, lowopen car with a sporty flair, which Edmund L. Gibes now has in the upholstery shop for final touches before its debut at our meet. Only one other of these is known to exist, and it is an older restoration, not quite complete, for sale by a U. S. dealer but last known to be located in Argentina. A 1928 8-80 7 passenger Touring there, rough is also for sale. Contact us for owners' name if interested. We shall be very much surprised if the motoring press does not pick up Ed's red beauty for a big splash following its appearance. We are expecting Dick Braund's 1925 8-75 "Gold Bug" this year, which Dick, creator and manufacturer of the successful Duesenberg II Lincoln-powered relicars, has owned for almost thirty years. He has left it on display in a car museum in the area, while heavily involved with his Elite Heritage Motors, Inc. manufacturing company.

BACK HOME

#55-1724 Recently Messrs. Lyn Schuette and David Wolbrink local Hartford businessmen, have brought home to Hartford a beautiful 1923 6-55 Brougham, purchased from Richard Schmid of Minnesota. This bright blue and black car has already been seen on local Hartford streets. They have indicated that a few minor items need to be taken care of, however, it will be ready for the reunion. We applaud their efforts in bringing a Kissel back home.

RECENT KISSEL ARTICLES

The October 1983 Cars & Parts, labeled November for news stand sales, featured Ron Fawcett's big and beautiful red 1929 White Eagle Speedster in color on the cover and a fully-illustrated article inside. This car is one of only two 8-126 Speedsters known to have survived. They are the ones with 132-inch wheelbase, whereas the 8-95, identical in appearance, was seven inches shorter, 125 inch. Engines of both were always listed in Motor Magazine annuals and elsewhere as Kissel's own, and that they were although the blocks with crankshaft were purchased from Lycoming. Bore and stroke of the engines were respectively $3\frac{1}{4} \times 4\frac{1}{2}$ (increased $1/16$ inch from bore of 8-75 and 8-90) and $2\frac{7}{8} \times 4\frac{3}{4}$. The author seems to have been unaware of the smaller 8-95 line and of the 6-73 which was offered only with close bodies; only one 8-95 Speedster is known to have survived, new owner being oil man M. B. Belden, Canton, Ohio.



ABOVE - CUT-A-WAY SHOWING SPRING EMBEDDED IN CUSHION OF LIVE RUBBER.

LEFT - THE STURDY KISSEL CHASSIS.

RIGHT - THE ROOMY AND LUXURIOUSLY FINISHED BODY INTERIOR

The New
Smaller
KISSEL
CUSTOM BUILT

Ron is based in Whitby, Ontario.

Antique Automobile magazine's October issue carried a very comprehensive and fully-illustrated article on Kissel commercial vehicles in its section which goes by the name of "George's Truck Stop." We recommend it highly. Since the AACA is such a large club, this magazine can often be found in collections offered for sale at Hershey and other flea markets; or write to AACA, West Governor Road, Hershey, PA 17033.



Membership in AACA is \$13 a year for one person and includes the six issues of the magazine. Many of our Kissel owners are members; we can arrange a proposer's signature on an application form as found in the magazines.

Old Cars Weekly's April 5, 1984 issue carried an article entitled "Kissel Scrapbook Treasures" based on an interview with Mr. Robert Kissel, Sr., Green Bay, Wisconsin with the large scrap-book in hand which his father, the late William L. Kissel, Secretary-Treasurer of the old Kissel company put together in his later years from photographs, articles and other memorabilia he had saved. The name of the pattern-maker who built a 4-cylinder 18 h. p. engine for an experimental car before the company

was organized, requested in the article, is Sam Toles. (We are not certain of the spelling.) Mr. Will Kissel's mind was keen and he was alert almost to the end of his life at ninety-three in 1972. He did, however, confuse the bore of the 8-75, 3 3/16th inches, with that of the 6-45 and 6-55 engines which were both 35/16th, the figure he recorded in the margin of a 1959 Road and Track Kissel article. Those Sixes with their larger bore and longer strokes (5 1/2 in. for 6-45, 5 1/8 in. for 6-55) were almost as powerful as the Straight Eights but did not turn up as fast nor deliver quite the performance and flexibility nor top speeds. The author did not make clear that Mr. Robert Kissel's statement, last sentence in the article, referred to there not being any Speedsters left of the type he was given when he was nineteen: "There just aren't any left. . . ." He obviously referred to the big 1928 8-90 White Eagle Deluxe Speedster, one of a limited edition of no more than 100 8-90 "Specials" on which the "White Eagle" name was first used. In appearance they were the same as the regular 8-90 ones, with the old "Fiat-type" streamlined lined radiator shell but had a 3-lb. eagle with folded wings on the radiator cap. Only survivor of these "specials" is a Brougham with its two spare wire wheels carried at the rear at a sharp angle. Its owner, Dallas Cox, of Redding, California, purchased it in unrestored condition at a Harrah auction, and some of us consider it to have been Kissel's handsomest closed car, unless that honor belongs to the 1923 and 1924 Broughams with the oval window and landau irons in the rear quarter.

PARTS NEEDED

Recently the Mercedes-Benz dealer in Valencia, Spain, informed us that they are the owners of a 1930 6-73 of the White Eagle series by Kissel, so called in Kissel's advertising at this time near the final days of the company. They ask our help in obtaining two connecting rods and an owner's manual. The rods they need are from cars with 2 7/8 in. bore and could be from either Sixes or smaller Straight Eights, whether passenger cars, funeral cars, or ambulances. Thus they could be from a 6-70 of 1928 or another 6-73, or 8-65, 8-80, or 8-95. Address is Auto Catala, S.A., Apartado 1311, Valencia -5- Spain, Tel. 374-88-11.

PARTS NEEDED

John H. Lewis, 17 Bundara Street, Morningside, Brisbane 4170, Australia, owns a 1927 6-55 Standard Speedster for which he needs the following parts or otherwise patterns or scale drawings for them: rubber front and rear engine mount pads; information as to mounts, if any, for the fuel tank; rubber inserts for both ends of the four springs, front and rear as in the 1927 through 1931 models. He owns a 6-55 Brougham-Sedan parts car from which some parts could be supplied to other owners who need them and knows of a 1928 6-70 open car.

Ottar Myhre, Langmyrveien 24, Oslo, 8, Norway needs a connecting rod for his 1927 8-75 7-passenger Sedan, Engine number 75-6013 and Serial No. 6024. This would presumably be Kissel's Rod No. 130006. Also, if any member knows of a shop that reproduces these rods, Mr. Myhre would surely be grateful for the name and address.

Lennart Svenson, Hjortsjovagen 41, S-560-12 Vagge-ryd, Sweden needs the correct combination oval-shaped tail lamp as used on White Eagles of 1929-30-31. He has a 1929 6-73 4-door Sedan, Serial No. 73-1073. Mr. and Mrs. Svenson shipped a rare early Volvo here this spring with less than 40,000 miles on the odometer and used it to travel about 4,000 miles through the East down to the Florida Keys during five weeks here. In a previous trip here they traveled in the Middle West as well and have visited a few other White Eagle owners. This was in 1979, and included a stop at Sherman Hodgson's in Monroe, Wisconsin before he sold his White Eagle to the Wetmore, Kansas Kissel family. They still speak warmly of the fine reception accorded them by Sherman.

NOTE: Sometimes a want ad in Hemmings Magazine, Box 945, Bennington, VT 05201 can help discover parts. Others with large circulations are Old Cars, East State St. Iola, Wisconsin 54945 and Cars & Parts, P. O. Box 482, Sidney OH 45367. For a car club member AACA, VMCCA, HCC, at al. will print want ads free or at reasonable cost.

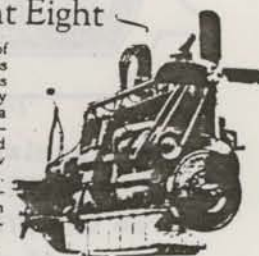
Clifford F. Morse, R. D. 1, Bath, NY 14810, Tel. 607/776-2259 has acquired several body shells and other parts from Kissel Speedsters of the early 1920s, in the process of restoring his 1923 "Gold Bug" which was severely damaged in a fire. He has a 100-Point Six 6-38 engine, frames, wheels, and fenders, some not needed to complete his Kissel. When writing it is customary throughout the hobby to enclose a stamped and addressed envelope in inquiring of other owners.

The Straight Eight

A tremendous surge of power — instantaneous get-away — spontaneous acceleration — velvety smoothness without a trace of vibration — seemingly unlimited speed — such is the new Kissel Straight Eight. It is a motor supreme — a distinct revelation in eight cylinder performance.

Here is speed to satisfy the most exacting. As high as 75 miles an hour or better in the Closed models and on up to 85 miles per hour in the Kissel Speedster is easily possible.

With its 3 1/4 bore and 4 1/2-inch stroke, it is larger and far more powerful than the average motor of this type. Extremely economical on gas and oil. Being of the most modern and approved design and embodying all of Kissel's Latest Advance Engineering features it is the Eight of all Eights.



1925

KISSEL

A CAR THAT WINS FRIENDS AND HOLDS THEM

KAR

KISSEL MOTOR CAR COMPANY, Hartford, Wisconsin

AGENTS

Webb Jay Motor Car Co., Chicago and central territory; J. H. McDuffee, Watrous, N. Mex., territory west of the Rocky Mountains; Maxfield & Rice Bros., Minneapolis, Minn.; H. C. Stratton Co., Boston, Mass.; J. L. B. Willbide, Baltimore, Md.; Lima & Curry Co., Darryan, Conn.; F. A. Bennett, Portland, Ore.; L. T. Sheiler, Los Angeles, Cal.; A. T. Wilson, Denver, Col.; Shoemaker & Lynn, Missoula, Mont.; Gavitt Auto Co., Newton, Kan.; R. S. Rutherford, New Albany, Ind.; Sweeney & Nail Auto Co., Brooklyn, N. Y.

1407

HARTFORD MUSEUM

Where are we in our efforts for a Museum in Hartford? At this point in time we're not sure. The building that we wanted to use was part of the Chrysler Marine complex here in Hartford. In late 1983, Chrysler sold out to U. S. Marine, a division of Bayliner, headquartered in Washington state. We have had one meeting with the new owners since their take over. In effect, we are starting all over from square one in the negotiating process. I have been told from sources within that U. S. Marine had talked about razing said building, but they have decided not to for now. From my understanding product and labor negotiations are presently on the front burner and all else is on hold.

NEWSLETTER/KLUB STRUCTURE

This years newsletter may be the largest yet. Information has been supplied by several sources including Klub Members, many letters we have received this past year, other published articles and myself. Interest in the Kissel is rising rapidly. The klub still is operating on an informal basis with no officers or dues structure. As I have in the past solicited donations for the klub and its operations, I am doing so again this year. The klub does have expenses, printing; postage; telephone; labor is paid by the Chamber of Commerce. A non-profit organization has been set up to receive money-memorabilia-real property. This is fully tax deductible under Federal laws for a 501(c)3 corporation. Donations should be made out to Hartford Heritage, Inc., 109 N. Main Street, Hartford, Wisconsin 53027.

ANNUAL MEETING/BANQUET

The annual gathering is scheduled for Saturday night August 18th, at the Country Retreat. Whether you bring your Kissel or not, all Klub members are invited. The food and comradery has been excellent. If you plan on attending, please let me know. Details will be available prior to the show.

FOR SALE

65-2039 1927 8-65 2 Door Brougham, wood artillery wheels with rear spare, trunk. Car is complete except one flat Ilco parking light and clock. Upholstery in unusually good condition for age. Has Buick Six engine in place and can be driven anywhere, with it the original engine threw a rod and is included with machine shop report of work needed. Needs 5 33x6 tires. Price \$ 7,000 neg. John Lohnes, P. O. Box 503, Union, Maine 04862.

PASSED ON

Following the 1981 auction at the Auburn-Cord-Dusenberg Museum, Auburn, Indiana, we determined that a '20 Kissel entered in it was acquired by Charles N. Harris, widely known leading citizen of Cape Girardeau, Missouri, the Peterbilt truck dealer there. His philanthropies were many, his collections of cars and Americana famous. We received a good letter from him last June but were dismayed to learn a month or two later that he had died and that his collections would be auctioned as planned before he suffered a heart attack. The auction received wide coverage in the press and attracted such nation-wide interest as even to have been covered briefly on network TV. Where auction firms as a matter of policy do not give out the names of purchasers, we again have encountered difficulty in tracing it; however, Ron Knepper of the A-G-D Museum who had owned the car for 20 years and restored it, determined that one A. or arthur Miller of Elkhart, Indiana is the new owner. There are six or more people of this name in the Elkhart phone directory; thus we need help from anyone who can let us know which of them has the car and his address. We are very sorry to lose Mr. Harris from our roster and extend sincere sympathy to Mrs. Harris and family.

Lee Carlson, one-time well-known and knowledgeable dealer in antique car parts with a warehouse on the Chicago north side died recently after having coped with health problems in and out of the hospital for years. With the assistance of a friend and considerable effort, Lee attended our meet last year but had to limit his stay to one hour. His interest in Kissels and dedication were admirable. Besides a few other classics he has for some years owned a 1929 Model 8-95 White Eagle convertible coupe, which Kissel called "All Year Coupe-Roadster" his car being a historic one in having been identified in the Tim Howley "Laramie" column in Old Cars Weekly as the A. L. Powell Power Company's test car in and after 1932, when fitted with a lever engine which that company tried to put across over a period of 30 years. See Elcar-Lever article in the July-August Antique Automobile 66. Our guess is that the car was one traded to the company or owned by someone associated with it. In any event it had been updated with a slanted windshield and otherwise and disguised with a radiator grille with a rounded front and horizontal chrome-plated bars much like that of Miller racers, DuPont sport models, even some DeSotos. See our last Kisselgraph for more about this car.

J. T. Dunbar, of Jackson, Tennessee, has reported to us that he bought the 1925 8-75 Brougham from the estate of H. D. "Tommy" Thompson, prominent Jackson citizen, much loved and admired in the area. We regretfully reported his demise last year after learning that the car had been sold at an auction. Again we could not obtain the name of the purchaser of 1925 8-75 Speedster auctioned last year which we suspect may be the wood-wheel replica built on a very sound Brougham Chassis thirty years ago by the late Virgil Johnson, Cokato, Minnesota, and Mrs Johnson without reducing its wheelbase to the correct 126 in. from 137 in. We would appreciate hearing from anyone who knows the name and address of the new owner.

Dale M. Anderson



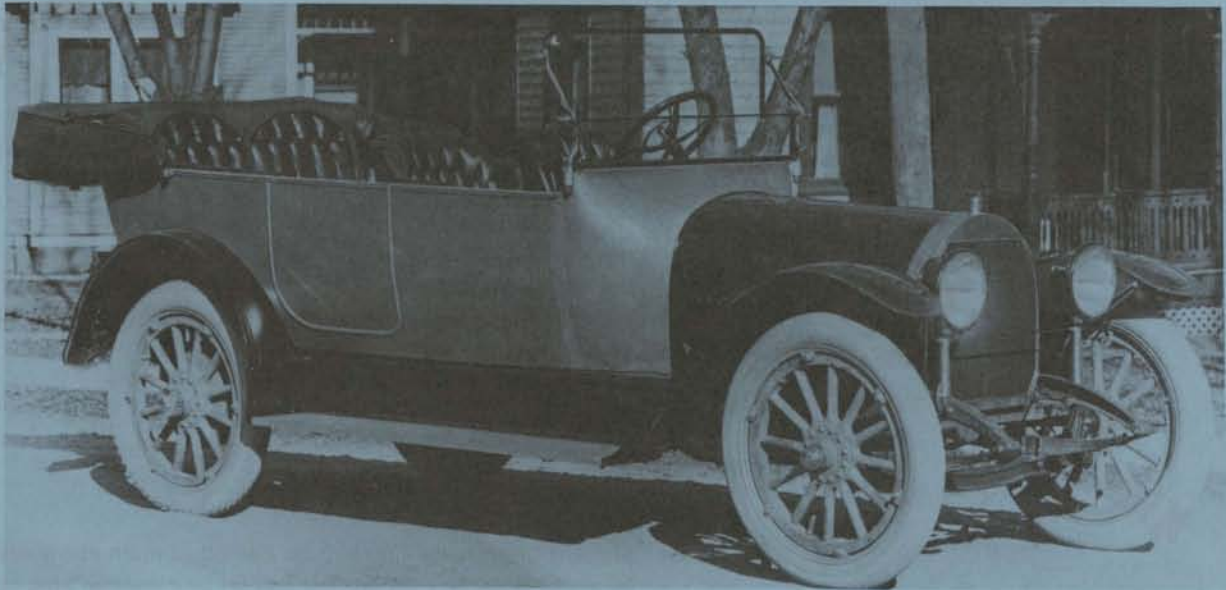


Light



Hartford Area Chamber of Commerce Old Car Show & Swap Meet

AUGUST 18-19, 1984



1914 Kissel Kar

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 1984 Hartford Area Chamber of Commerce Car Show and Swap Meet will be held August 18 and 19, 1984. 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.

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

SWAP AREA

- 90% of items offered must be auto related.
- We have available space for up to 400 sellers.
- 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. 13.
- 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.
- Other features to be announced.
- Show room quality cars will be placed in main show area.
- Partially restored cars will be placed in a special area at the discretion of a review committee.
- Special drawing to be held at 3:30 P.M. each day for 12 commemorative plaques.

*Adults \$2.00
Kids 12 & Under Free*

REGISTRATION FORM

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