

The Kisselgraph

JUNE 1985

Official Publication of the Kissel Kar Klub

P. O. Box 305, Hartford, WI 53027

CAR SHOW 85' AND KISSEL HOMECOMING

The plans are well underway for the Hartford Old Car Show-Swap Meet-Auction, slated for August 17 & 18th, 1985. This year's feature car, a 1923 6-55 Brougham, locally owned by Lyn Schuette and David Wolbrink of Hartford.

The Kissel display again will be located in the main airport hangar. We certainly hope to see more of you and your cars this year. We Need You!

The annual Banquet/Meeting of the Kissel Kar Klub will again be held Saturday evening August 17th at the Country Retreat Restaurant, on the east side of Hartford. The meeting is open to all Kissel owners whether you bring your car or not.

If you are bringing your car, please fill out enclosed form so that I can send you free passes to the show and expedite your car to the special area.

We now have space available to store your vehicle, if you are unable to attend the show yourself and wish to bring the car early. Just let me know.

84' ANNUAL MEETING

For those of you who weren't there, we can tell you that the Hartford, Wisconsin meet last August was again a huge success with 1,200 cars checked in during the two days, with some duplications, of course. Our Kissel Kar Klub's banquet dinner that Saturday evening had all available places occupied; and at \$14 for a standing rib roast dinner second to none, we think we did well by our members and their guests. Although we hope otherwise, we may never again have as big a surprise for our feature or entertainment; for we had a diver from nearby Port Washington there who had shortly before gone down 200 feet in Lake Michigan and, as a member of a team which spent only three minutes there, viewed three Kissel Speedsters, the famous "Kissel Gold Bugs," and one Kissel bus, all 1925 models, on the deck of the S. S. Lakeland which sank off the mouth of the canal at Sturgeon Bay on the north east "thumb" base of Wisconsin December 3, 1924. The ship lay with its bow 160 feet and stern 200 feet down. The Kissels and a quantity of 4-cylinder Rollin cars which had been lashed on deck had slid aft with some damage to all of them, but otherwise appeared to be in good condition despite having spent sixty years in Lake Michigan. Our July 1981 Kisselgraph reported on two other attempts to bring up cars from the Lakeland which resulted in bankruptcy of the key figure in the first and only a wrecked Rollin in a September 1979 attempt by a local group, where the car had been dragged along the bottom to the shore after the winched cable parted. Last we knew, there were no plans for the group to salvage the cars that are on deck as the Rollins, to-day a relatively unknown small car, although a product of White Motors in Cleveland conceived and run by Rollin White, are not known to have

84' ANNUAL MEETING

sufficient value. The diver estimated that the Kissels could be brought up if sold as is, probably with wood body framework disintegrated, for \$25,000 each and of course they are damaged.

MUSEUM PROJECT UNDERWAY

At the 1984, Klub Annual Banquet, I informed those present that the talked about museum might get a real boost. Well it did! After approximately two years of negotiating with the S.S. Pierce Company, final action was taken. On December 26, 1984, I received for Hartford Heritage, Inc. (the museum corporation) the title for the former Seneca Cannery. The building consists of part two story, part one story, and various outer buildings, totaling 165,000 square feet and located in downtown Hartford, on 12.4 acres of land, which is mostly paved. The building had a tax assessed value of \$918,000.

Much work needs to be done to get operational, but I can assure that as long as I'm here it will happen. Of course we need help in obtaining cash contributions - desks - furniture - gas heaters - artifacts - etc, are all tax deductible. If everything goes well, we may be "bare bones" operational by next year. Obtaining heaters is our biggest first need. Some paint has been donated by a local industry and we are doing a lot of trading - work in exchange for materials left when Seneca moved out. Time right now is a bit short for me since, I have to divide my time between the museum, Chamber of Commerce and development corporation. Some changes to this situation are in the works. See the enclosed newspaper clipping for more information.

SOLD & FOR SALE

Last September a 1929 White Eagle Model 8-126 Series Kissel Speedster was acquired on a bid of \$70,000 at the Harrah Collection's auction. This is one of only two of the big 132-inch wheelbase White Eagle Speedsters surviving. Only one of the 125-inch 8-95 Speedsters is known to have survived and being replicated, to our knowledge, on Brougham chassis. In the White Eagle Series of 1929-1930-1931, the other open models were the 4-passenger Toursters, distinguished by noticeable lowness and sleek lines. Only two of these are known to have survived, both on the long 132-inch wheelbase of the smaller Straight Eights (8-95). One has had a completely authentic restoration and will make its first appearance at our meet. The other is similar but with a single spare wire wheel behind the trunk instead of sidemounts, having been one of several exported to Buenos Aires in 1928 and 1929. Two White Eagles were lost when one ship sank off the Virginia Capes in a storm). This 1930 one is an older restoration and lacks its clock and exterior door handles, but otherwise ready for the road. Now in the U.S., it is being offered by dealer Charles LeMaitre, Hardwich, MA. Telephone-477-6422.

OTHER KISSELS IN ARGENTINA

In Argentina are other Kissels. A 1929 White Eagle with a special foreign built roadster or speedster body, its original radiator re-mounted at a slant and spout and cap re-located under the hood, was offered for sale several years ago by one Joel Rahn of Springfield and Longmeadow, Massachusetts, but in Argentina, and still available. There is a 1928 Kissel 8-80 7 passenger Touring for sale there, in what appears from pictures to be in rough condition but restorable. When the 1930 White Eagle Tourster was being cleaned up for shipment here and a new top and trunk fitted, the arrangements were handled by a professional restorer and exporter of cars in Buenos Aires, Hector A. Menizabal, whose address is C.C. 43-1712 Castelbar B in that city. Restoration in Argentina was commissioned by Charles McKesson who was the controller of Shell Oil there. He sold to J.M. Dabrowski, Manager of the Chrysler plant there, who a few years ago returned to the U.S.A. to manage production in Plymouth, Michigan for the company.

OLD CARS ENCYCLOPEDIA

The new Old Cars Encyclopedia is now available from various sources, there are a few mistakes in the Kissel section. I have the corrections here at the office. Write in if you need them. By mail this important book covering 2000 makes is \$29.95 plus \$2 shipping and handling costs, through Krause Publications (Old Cars Weekly) Iola, Wisconsin 54945.

CARS FOR SALE

2039
1927 8-65 2 door Brougham with original trunk and complete, except correct clock. Original upholstery still good. Wood wheels, rear spare. Roadable with Buick engine, original engine included which needs work.
John Lohnes, P.O. Box 503, Union, ME 04862. Telephone 207-785-4848 or 4100.

1929 Kissel White Eagle Brougham. The big 139 inch wheelbase 8-126, a rare car. Only three large 8-126 straight eights are known surviving. The other two being speedsters. This is an ex-Harrah car, 90% restored. Not inexpensive. Located in northern California. Mrs. J. Gunter, 211 19th St. Huntington Beach, CA 92648. Phone 714-536-9704.

1923 Kissel Phaeton, engine # 55312, frame # 105 solid car, although work is needed to complete it. Contact John E. Cannon, 1610 20th St. N.W. Canton, Ohio 44709. Phone 216-453-7934

now listed as a 1919
1915 Kissel 3/4 ton "Flyer" is still available. The present owner purchased it in 1968. Basically the truck is original. However, new brakes, firewall and some other woodwork has been done. Contact Joe Keller, 335 3rd, Idaho Falls, ID 83401.

car # 13431

DONOR TO MUSEUM

Other than the donation of the building to create our museum, Mr. Ed. Gibes of Wisconsin has just made the largest donation to date. The following parts from him are available for sale by the Klub.

White Eagle Parts, etc.

- | | |
|-----------------------------|------------------------------|
| 1-Complete Frame | 1-Transmission |
| 1-Rear Axle & Housing | 1-Trunk Rack |
| 1-Front Axle | 1-Gasoline Tank |
| 4-Shocks | 1-Sedan Window-frame-wood |
| Front End Tie Rods & Misc.. | 5-Gold Bug Wheels |
| 1-Manifold | 1-White Eagle Radiator shell |
| 1-Hood | |
| 2-Front Fenders w.wells | |
| 2-Rear Fenders | |
| 2-Fender Shields | |

Ed also donated a beautiful 17th century "Princess Sleigh" to us, which we intend to restore or use for trades.

Thanks Again Ed!

PAINT HINT

Several owners have wanted to paint designation of Kissels "Desert Sand", which was popular on several models from 1926 to the end. The 1983 Ford color known as "Light Desert Tan" appears to be about the same, 9Q-No. 5852. Has to be clear paint, not metallic.

PARTS NEEDED

Our local fire department which has restored the Hartford fire engine, which was purchased new in 1923, needs a headlight glass and retainer ring. Also needed is a flywheel for it, since some teeth are missing. It is equipped with a 4 cylinder Wisconsin engine. Contact me if you can help!

VOLUNTEERS FOR NEWSLETTER

Kissel owner Del Beyer had a meeting with Kissel owner Bob Troeller. They have discussed the possibility of having volunteers write the Kisselgraph more often and with more technical restoration information. Sounds like a great idea to me. I have had some help with the newsletters; but surely some of you have useful material to send me, especially of a technical nature.

DRAWINGS & ARTICLES

Along with this newsletter you will find various drawings for tire covers of the 20's Brougham trunks and front fender mud flaps and sizes vary from year to year. Charles A. Cummings, 2-Kissel owner, of Columbus, Ohio provided them.

Also included are several old Kissel articles supplied by Ralph Dunwoodie.

KISSEL OWNERS VISIT U.S.A.

Several of our overseas owners have visited the U.S.A. This year John H. Lewis, 17 Bondura Street, Brisbane A170, Australia and his wife toured the south partly to acquire parts for his 1927 Kissel 6-55 Gold Bug, a "standard Speedster"; meaning wood wheels and rear-mounted spare tire on Y-bracket. There was very little other difference except that leather door guards of the deluxe model were eliminated. Mrs. Buddy Beard (Jerrie), who has succeeded to ownership of the 1927 Deluxe 6-55 in Tulsa, the cover car of the Sept/Oct 1961 issue of Antique Automobile Magazine, featuring a 25 year Kissel history and of a parts car, was a principal contact of theirs here. By the way, Jerrie's parts car provided the authentic 3-bar bumpers which unfortunately were not available for this gorgeous Gold Bug when photographed for the magazine. Another couple Lennart Svensson and Brigit, his wife, from Sweden, repeating a visit of six years ago. Their car is a 1929 White Eagle 6-73. All year coupe-roadster. (convertible coupe) Among others they visited, Dr. George Creed in Laurinburg, NC, whose 8-95 6 wire wheel White Eagle Brougham is under restoration, with much to do, is part of a small collection of restored cars and many unrestored ones. The Creeds attended our 1981 meet in Hartford.

OTHER KISSELS FOUND

A very interesting White Eagle 6-73 Brougham has come to light in Valencia, Spain. It is a 1930 model with quite beautiful European custom body and faultless proportions, Lucas lights replacing the Ilco Ryan lites, trumpet horns, six wire wheels and whitewall tires, and painted a pleasing black or dark color. The owner has had the work on the car done by the local Mercedes distributor, involving fabrication of a new connecting rod and piston. The trouble was repeated; last we knew they were seeking an original replacement piston and rod, which could be from a 1928 6-70 or 8-80, or 1929-30-31 6-73 or 8-95. Anyone who can help should use this address: Siniba Pascual (owner) Los Centellas, 9a, 46006, Valencia, Spain

Two very low mileage Kissels in the U.S.A. have appeared recently. Most unusual is the 1923 6-55 Phaeton located in RI with only 2,000 miles on the odometer! It can be considered a new car except for faded body color and cracked upholstery. Mark M. Kisiel, of Sherborn, MA, who with his somewhat similar name to "Kissel", had been looking for one for 20 years, bought it last July and drove it home, where it received simply restoration needed.

Then Bill Mills, 15121 Epola Road, Poway, CA, notified us that he acquired a 1922 Kissel 6-45 Touring, a 5 wire wheel standard one, which had been in storage since it was only two years old on a ranch next to Gene Autry's. Wheels do not match and considerable work is needed. It is identical to Chester Krause's which is a "regular" at our meets. Thanks Chet!

Ralph has been involved with the klub since its inception and has been a valuable asset to us. He is a professional appraiser and researcher of cars and literature. If you need help write him at 5935 Calico Drive, Sun Valley, NV 89433, or phone 702- 673-3811.

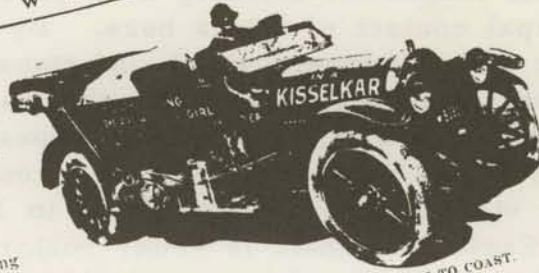
See You In August!

Dale W Anderson

MOTOR WEST

September 1, 1915

Girl to Cross Continent Alone
Miss Anita King, the Movie Star, Will Pilot a KisselKar to Atlantic Without Assistance



ANITA KING, WHO WILL DRIVE FROM COAST TO COAST.

ANITA KING, "The Paramount-Lasky Girl," leading woman with the Lasky Feature Play Co., left Los Angeles, Wednesday, August 25th, to drive alone to New York in a KisselKar. No one has yet driven across the continent absolutely alone; but that is what she will undertake, which, if accomplished, will establish a record, both for herself and the KisselKar. She will have no chauffeur or mechanic; will not even take a dog, but will go it alone, make her own repairs, sleep out on the desert when occasion requires, or camp in pleasant places when opportunity offers. She will drive a regular 42-Six stock KisselKar with no unusual equipment.

ber 14. This route is along the Lincoln Highway. From Omaha, the greater part of the drive will be along the same highway, but there will be a number of cities visited that are off the route, north and south. No attempt will be made for a speed record across the continent, as Miss King expects to visit nearly every city where a Paramount Moving Picture Theatre is in operation.

Manager O. B. Henderson of the Pacific KisselKar branch gave Miss King a splendid send-off in the shape of a fleet of KisselKars driven by their owners who accompanied the fair driver as far as Camarillo. At San Jose Miss King was met by another delegation of KisselKars from San Francisco, under the direction of President W. L. Hughson, and her entry into the Exposition city was a sort of triumphal march.

At San Francisco, she will rest for a few days while the car is put into perfect tune for the long drive. She will leave the Exposition Grounds on the morning of September 1st, and follow the Blue Book Route. Her itinerary, arranged by one day's journey stretches will be as follows, as far as Omaha: Sacramento, Lake Tahoe, Fallon, Austin, Ely, Fish Springs, Salt Lake City, Green River, Rawlins, Laramie, Cheyenne, Kimball, North Platte, Grand Island, Omaha, arriving in the latter city September

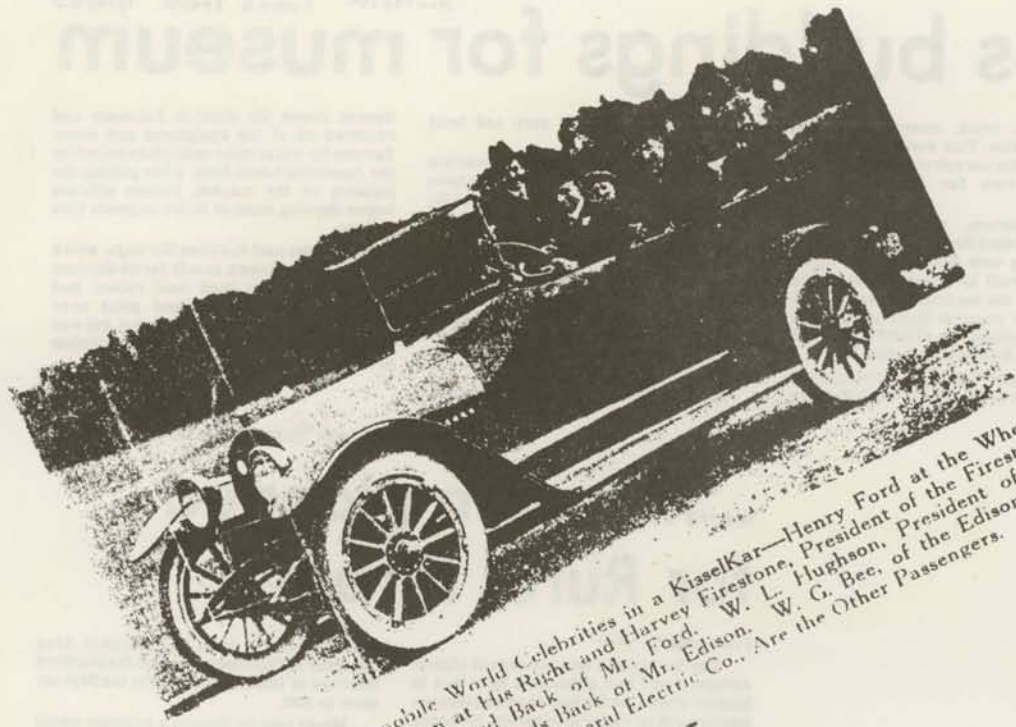
Remarkable Automobile Performance
Automobile Trade Journal 1914

Here are a few of the "stunts" which the two-ton Kissel Kar owned by H. R. Oglesby, of Springfield, Mo., has been doing:
"Hauled 4680 lbs. of oil from Springfield to Buffalo, Mo., pulling more than 40 miles over the roughest grades in the Ozarks, including one 40 per cent. grade, which no other motor truck was ever able to make a stretch of 10 miles, making seventeen stops and returning in one hour and forty minutes. Takes a team in three and one-half to four hours to do it."
"Delivered 40,000 lbs. of potatoes, hauled them ten blocks and put them in store basement, all inside of two hours. Two helpers used."
"Carried one load 12 miles, making nineteen stops and returning in one hour and thirty-five minutes. Used to take a team four hours."

KISSEL KAR CUTS CALIFORNIA RECORDS.

News comes from Los Angeles of another victory for the Kissel Kar on the Pacific coast. After breaking the Los Angeles to Daggett record, it followed up this creditable feat the very next day by setting up new figures for a run from Los Angeles to Victorville, a distance of 105 miles in 3 hours and 50 minutes, and also from Los Angeles to San Bernardino, covering 65 miles in 2 hours 5 minutes.

The Automobile 1908



A Group of Automobile World Celebrities in a KiselKar—Henry Ford at the Wheel, With Thomas A. Edison at His Right and Harvey Firestone, President of the Firestone Tire & Rubber Co., Seated Back of Mr. Ford. W. L. Hughson, President of the Pacific KiselKar Branch, Stands Back of Mr. Edison. W. G. Bee, of the Edison Co. and J. D. Fagan, of the General Electric Co., Are the Other Passengers.

Horseless Age Dec 1, 1915

KISSEL KAR IN JAMAICA

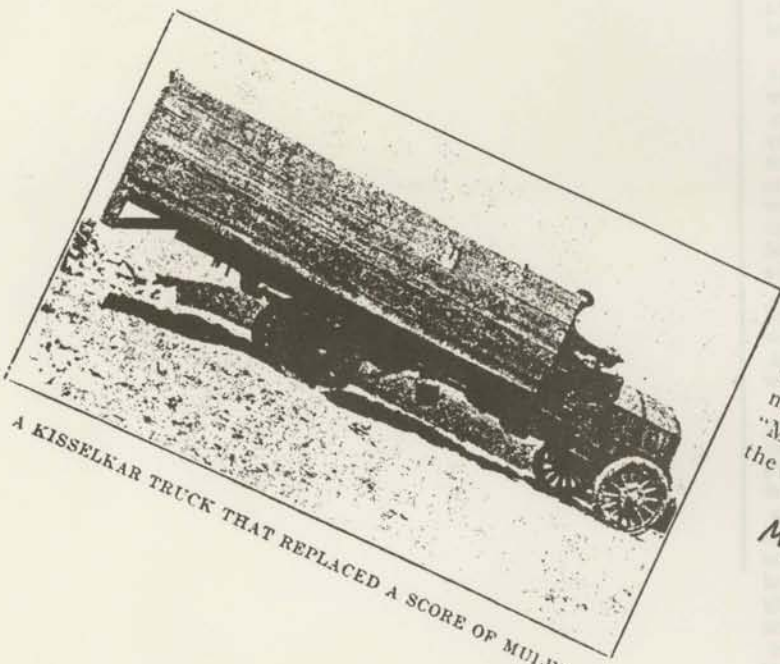
The recent experiment of the Kisel Motor Car Company, of Hartford, Wis., in sending one of their three-ton trucks to Jamaica, was entirely successful. An agent of the company and a chauffeur were sent with the truck, and it achieved quite a little fame on the island. It was used for hauling bananas by a prominent fruit exporting company, carrying heavy loads from the plantations to the wharves. The company stated



Kisel Kar hauling bananas in Jamaica.

that it is invaluable, as the bananas arrive at the ships in better time and in better condition than when the old horse transportation was used, and that they can now handle rush shipments, which they could not touch before.

The enterprise of the Kisel people in sending an agent and chauffeur to the scene to insure that their truck would be operated to its best advantage has been well repaid, for orders for several other machines have been received. *Motor World 1911*



A KISSELKAR TRUCK THAT REPLACED A SCORE OF MULES.

One KiselKar Puts Score of Mules Out of Jobs
 In former days all the celite taken from the Kieselguhr quarries at Lompoc, Cal., was hauled to the drying yards by mule teams, and eventually the finished product, Silocel, as well. Motor trucks were not used because the digging away of the mountain itself makes permanent roads impractical. A 2½-ton KiselKar truck was put into service, however, and has proved itself capable of taking every grade and every condition of loose roadbed without pause, moving far more rapidly than mule teams and carrying many times as much. The photograph was taken for "Motor West" on the crest of the grade leading down to the quarries.

MOTOR WEST 1915

Seneca gives buildings for museum

Seneca Foods has donated its huge downtown buildings and grounds to a non-profit Hartford organization, setting the stage for development of an industrial and automobile museum long planned as a tourist attraction and centerpiece for the annual car show.

In an announcement Tuesday, Hartford Heritage said it planned to open a fledgling museum this summer in a small part of the 165,000-square-foot of floor space and 12 acres of land it acquired from Seneca.

In an unusual development, Hartford Heritage also said it plans to eventually rent out most of the space in the three buildings

for warehouse, retail, manufacturing and starting industries. That would keep most of the facility on the tax roll and the rent would provide income for the museum's development.

Dale Anderson, who is executive director of Hartford Heritage and did most of the negotiating with Seneca for the three-building site, said he hopes to pattern the museum after the successful Auburn-Cord-Duesenberg car museum that's 10 years old in Auburn, a community of similar size and background to Hartford, in Indiana.

Anderson said Hartford's Kissels would be the museum's showpieces, but will share

the space with other old cars and local industrial momentos.

"Now the real work begins," Anderson said, "since many of the modifications have to be made to make the building suitable for the storage of artifacts and automobiles."

Hartford Heritage, through the work of Anderson, attorney Mary Schuette and accountant Frederick Bossert, were also able to get federal tax exempt status in a speedy 90 days. That laid the groundwork for Seneca's donation late in December and for the future contributions of money, property and relics.

Finding a 75-year local cannery legacy,

Seneca closed the plant in February and removed all of the equipment and many fixtures for use at other operations owned by the Janesville-based firm. After putting the building on the market, Seneca officials began showing interest in the museum idea in June.

Anderson said Hartford Heritage, which is perhaps best known locally for its discount coupon restaurant book fund raiser, had preferred the former Kissel plant near Grand Avenue and Wisconsin Street, but was unable to reach an agreement with officials at either Chrysler or U.S. Marine.

Turn to page 5

Hartford Times-Press, Thurs., Jan. 10, 1985 Page 5

...Museum planned for Rural Street

From page 1

The Seneca site was the second choice. Anderson said that although it may lack in historic character it's barren and cavernous interior will be easier to renovate. He hopes to get an architect working immediately on meeting public access requirements, but he admits progress may be slow.

"Initially, it's going to be a bare bones operation," he said. "I'd like to get in operation at least partially by car show time."

Yet Anderson's convinced he'll have little trouble filling the museum's initial 35,000 square feet or the additional 35,000 in phase two five years from now. He's already contacted a number of car collectors and gotten enthusiastic responses to the possibility of loaning their cars to the museum for display.

"I know there's pieces of the shoe factory and the brewery out there, but up until now no one's had a place to put it," he added.

For many, the museum has been a long awaited dream.

Anderson said he could remember in 1977 when he first interviewed for his job, Hartford's Lyn Schuette and Tony Meckl,

talked about the idea. The Hartford Area Chamber of Commerce created the Hartford Heritage in 1982 and before that the first car show in 1981.

Meckl said he thought a museum would bolster the city's image, attract tourists and rekindle an interest in local days past.

"I think the success of the car show has shown people are interested," he said. "There is a history in Hartford and I think people will certainly appreciate this."

Anderson says the economic benefits will also be spread throughout the community, starting with merchants. "We wanted something downtown so we can generate more traffic downtown and I don't mean more cars, I mean buyers," he said.

Anderson said he's already had some nibbles on commercial use of the portion of the building not used for the museum. He also envisions numerous other ideas for the site, such as locating the auction and oldest car exhibit at the museum downtown and the other cars at the airport during the old car shows.

"That's the beauty of the whole thing," he said. "The possibilities are unending."

EDITORIALS

Hartford Heritage Inc.

Never have so few tried to do so much with success that already is beyond the expectations of all, but those involved. What are we referring to? The things that dreams were made of years ago, Kissel Kars and other metallic and steam driven pieces of what is now industrial memorabilia. They'll have a new home in Hartford, the Hartford Heritage, Inc. Industrial/Automobile Museum.

The museum will be a reality soon at the site of the former Seneca Foods vegetable processing facility in downtown Hartford. It is a reality not only through the efforts of the few people actively involved in Hartford Heritage, Inc., but also through the benevolence of Seneca Corporation in donating 165,000 square feet of buildings situated on about 12 acres of prime downtown lands.

Seneca, of course, was not having the greatest success in selling the property. This way a tax deductible donation will turn what could be blighted property into a thing of sheer beauty.

The Kissel Kar, the one time pride of Hartford, is expected to take center stage as Hartford attracts other early car and

agricultural equipment owners to make the Hartford museum home for their antiques.

Certainly, some of the buildings need repair. A few sections may even be torn down. But the spaciousness of the facility will provide a setting for a great museum and leave ample room to be rented out as storage, shop or business space. This will assist in paying the bills and also should help bring more people to the downtown area.

The plan was ambitious three years ago when the first car show was proposed. Some laughed. Some were skeptical. Some now are eating crow.

When this possibility was first mentioned several months ago, we harbored doubt that Hartford Heritage, Inc. and its small band of loyalists could put it all together. We don't have the slightest doubt now. The greatest of obstacles was acquiring the building free of charge. Right now it would be folly to doubt that this will not be the biggest and best museum ever. This group surpasses every goal ever set.

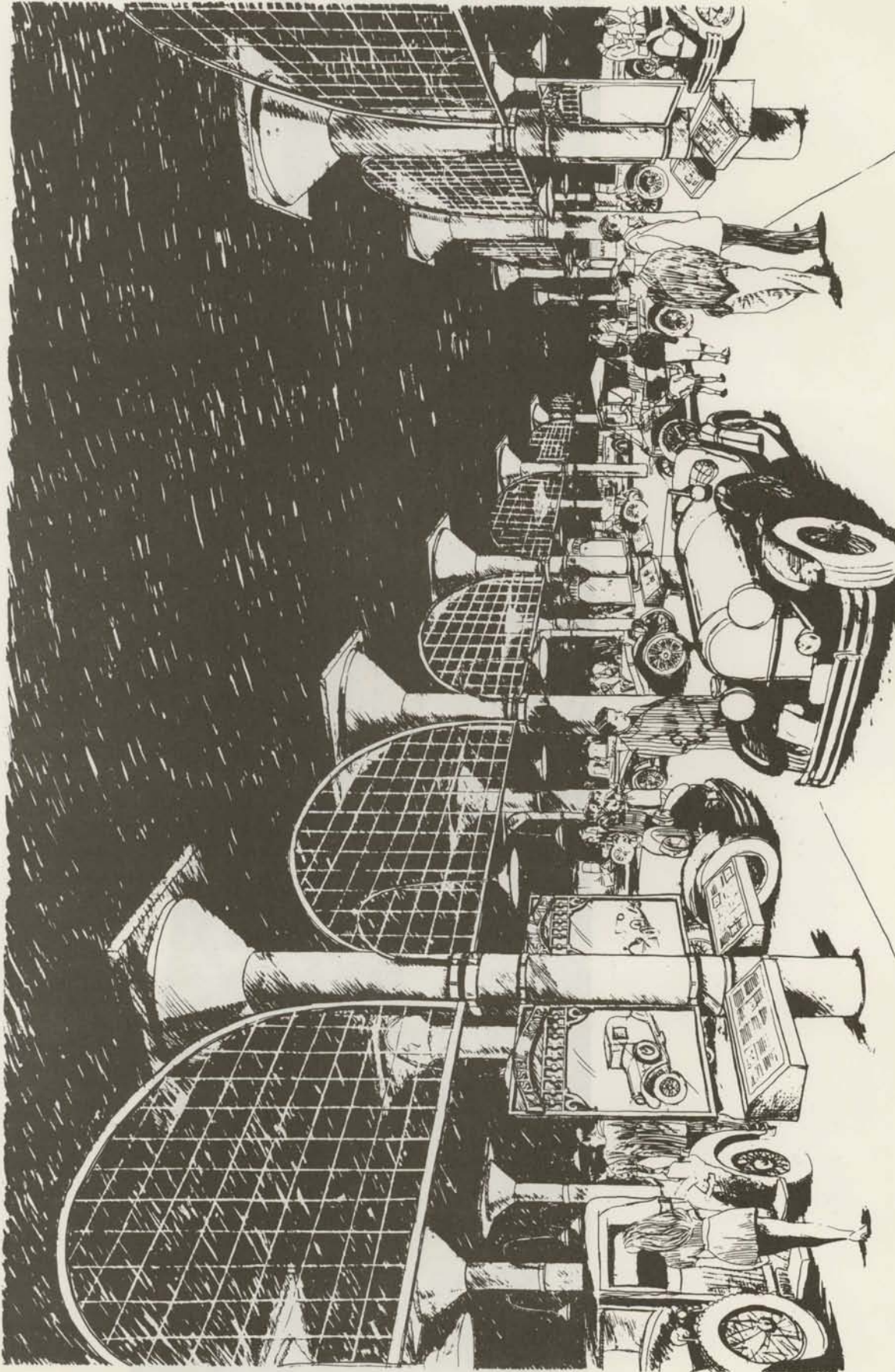
The ultimate rewards should accrue to the entire Hartford community.



Partial View of Museum + Grounds

Partial View of Museum + Grounds

Partial View of Museum + Grounds

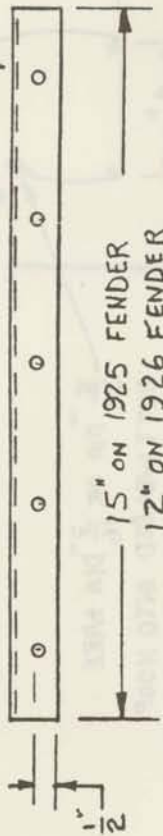


Hartford Auto Museum to visit today

Hartford Auto Museum

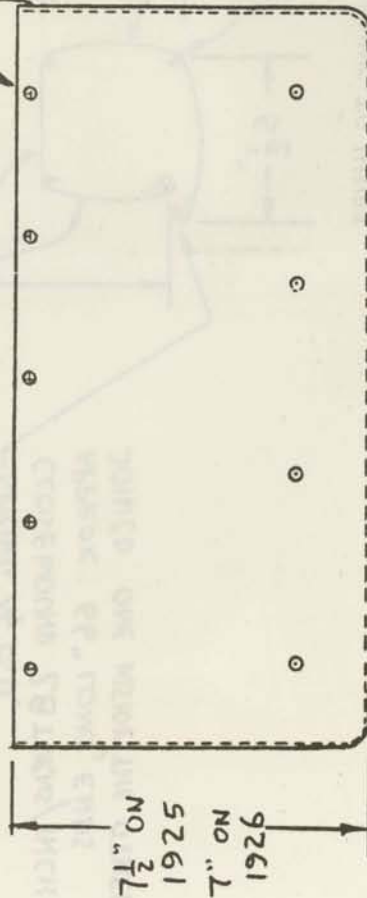
*Artist Rendering
Inside View*

5 HOLES $\frac{1}{4}$ " DIA ON 1925; 4 HOLES ON 1926
LOCATE HOLES TO MATCH FENDER



"KEEPER" 20 GAUGE STEEL 1 REQ'D PER FENDER

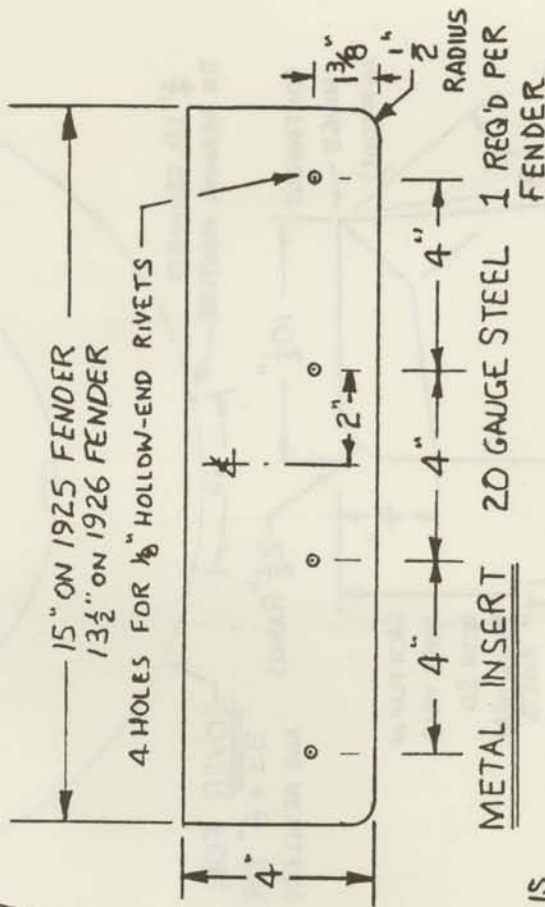
LOCATE $\frac{1}{4}$ " DIA HOLES TO MATCH KEEPER & FENDER
(SPACING VARIES FROM CAR TO CAR)



FLAP HEAVY, SMOOTH-SURFACED BLACK
ARTIFICIAL LEATHER

APPROX. $\frac{3}{4}$ " RADIUS, TO CLEAR
RADIUS ON METAL INSERT

EDGES FOLDED INSIDE
AND SEWN ALONG
3 SIDES



METAL INSERT 20 GAUGE STEEL 1 REQ'D PER FENDER

INSERT IS
HELD IN PLACE
WITH $\frac{1}{8}$ " HOLLOW-END
RIVETS, HOLLOW END
TO FRONT OF CAR

KISSEL FRONT FENDER

MUD FLAPS

SCALE: ONE QUARTER

1925 FENDER IS CROWNED

(1923-24 BELIEVED SAME)

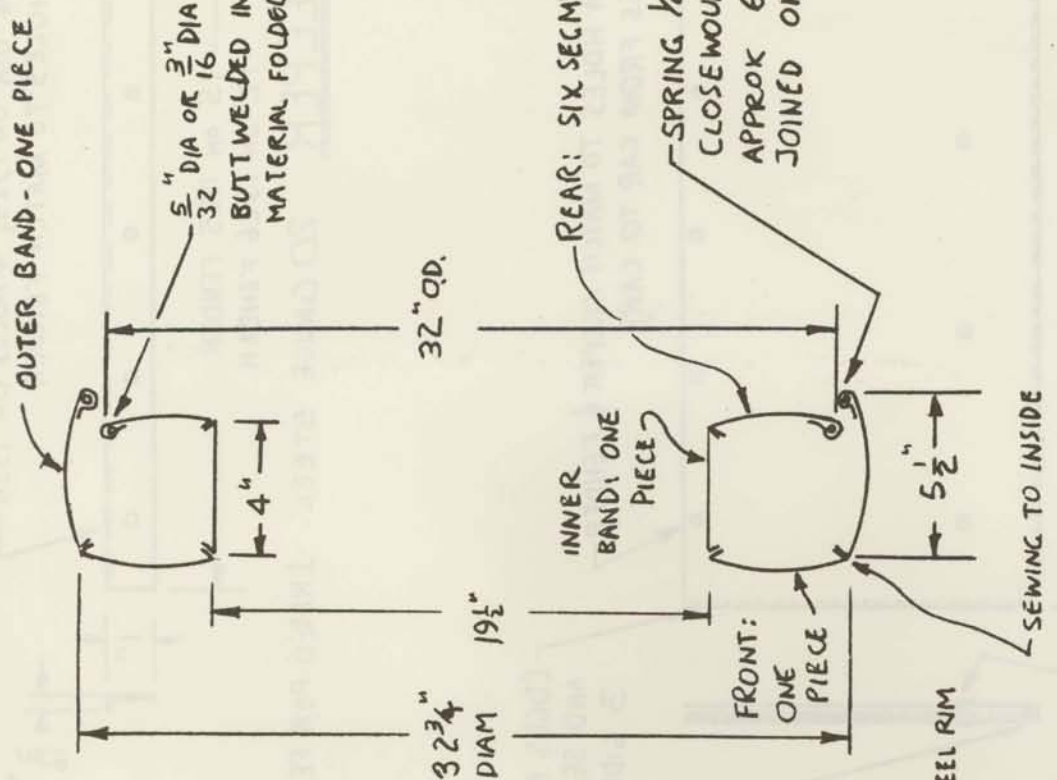
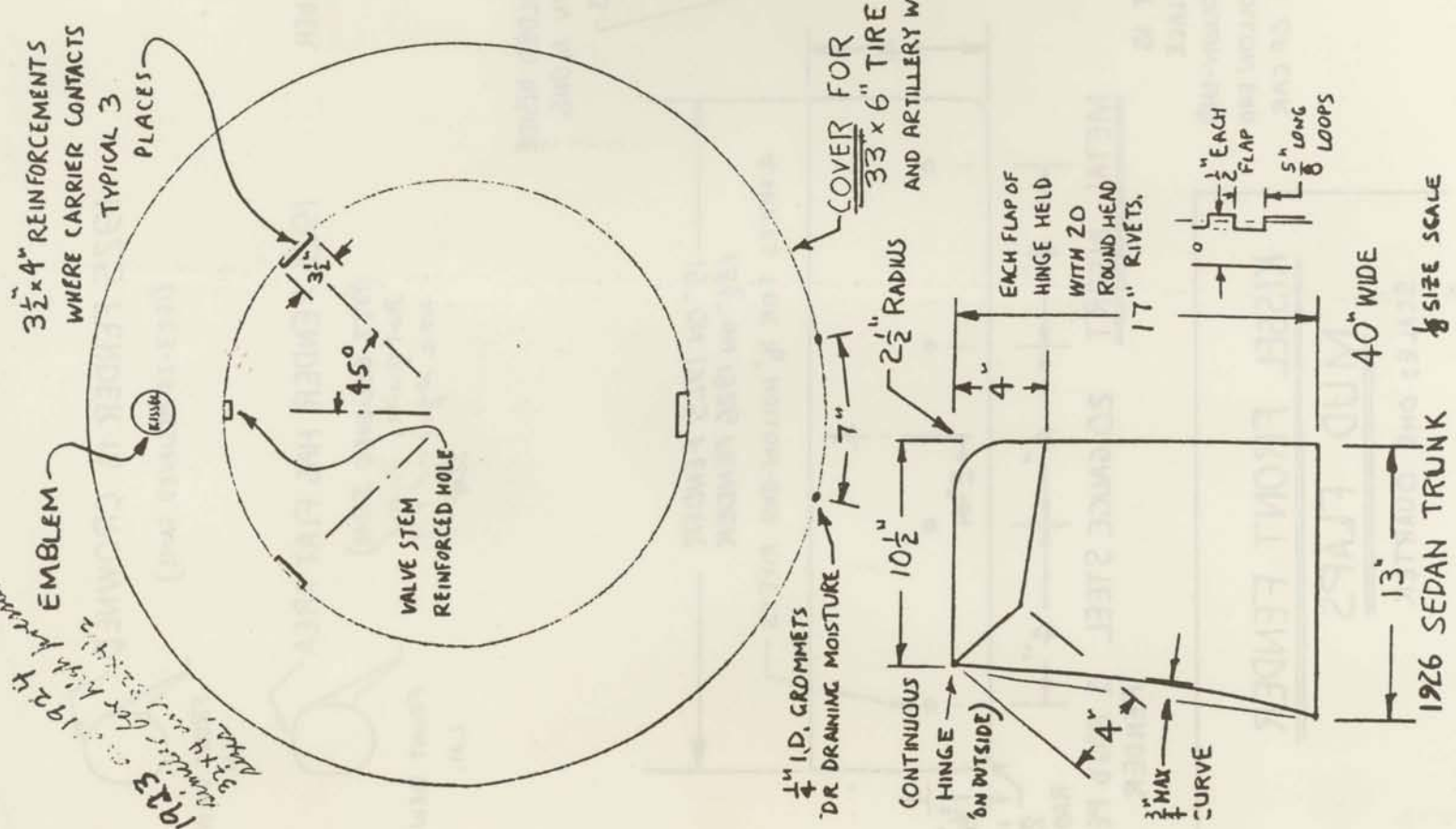


1926 FENDER HAS FLAT AREA

(1927 BELIEVED SAME)

*Not specified. Front
was approved by
E.H.H.*





CROSS SECTION

MATERIALS: TRUNK: 1/2" THICK WOOD, SMOOTH-SURFACED BLACK ARTIF. LEATHER
 NICKEL-ON-BRASS HINGE, RIVETS, HASPS AND CORNER PROT.
 COVER: SMOOTH-SURFACED BLACK ARTIFICIAL LEATHER
 NICKEL-ON-BRASS GROMMETS, STEEL SPRING & HOOP

KISSEL DETAILS