

# The Kisselgraph

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Official Publication of the Kissel Kar Klub  
c/o Hartford Heritage Inc., 147 N. Rural St.  
Hartford, WI 53027  
Telephone: (414) 673-7999

## B U S Y - B U S Y - B U S Y

I'm just like you are, busy with every thing to do and no time to do it! Well, I'm just making excuses for myself because this newsletter is so late this year. Normally it's out in May but here at the museum we had a special car show in May which kept me busy and I wanted to include with this letter how it all came out.

Kissel owners sure have been busy also. According to my records 11 Kissel autos and trucks have been found, bought, or sold. The most activity I have seen in one year since 1981. Hope all of you are trying to help us to keep tabs on other Kissel autos and trucks. We don't know anything about "finds" and "sales" unless some one tells us!

Kissel owner Delyle Beyer tells me that he has an aluminum casting of the speedometer gear housing for Kissel and many other cars that used a Warner T64 transmission. They are very nice castings but need final machining. If you need one send the museum \$75 and it will be shipped without final machining. Delyle Beyer doesn't have a price yet for one with all the machining done. Ed Gibes has been working very hard on finishing his '29 Kissel touring car. It's a real beauty but he needs center hub controls and linkages to the engine. The museums '30 Kissel has the center hub controls but we also need the linkages to the engine. Museum also needs bumper brackets for our '21 Speedster the diamond type bumper. We're also looking for rear split bumpers for '30 Kissel and the proper radiator cap for it. Kissel owner Alfred Koller has been busy working on his Speedster, he is real interested in getting a 6-45 engine for it without having to sacrifice his first born son!

I'm sure much more has been going on among Kissel owners but I can't help much or pass the word if you don't let me know of your needs. Drop us a line. Let me know if anyone out there is reading this! Better yet why not send us a little donation to keep the klub going!



MUSEUM UPDATE

It was a fast trip from a small auto museum to its present 85 car size. So fast we literally have cars in the isles. It really has been a great response from the car owners in providing us with some of the best cars around. Right now we are back up to 13 Kissel autos. The most recent Kissel loans to the museum are a 1930 White Eagle owned by John and Jerry Kissel in Kansas and the 1926 All Year Coupe Roadster owned by Art Johnson of West Bend, Wisconsin. Of course, we have also increased our signs and other auto related parts/artifacts. As of this writing about 10,000 people have toured the museum from 44 states and 11 countries. We are not even 2 years old! We still can't claim the high numbers of visitors that so many other auto museums claim for what I believe are two main reasons: One is we are not that well known yet and two is our location away from any large metropolitan cities, also we are about 8 miles from the nearest part of the Federal "I" system. Our location will pay off though in the long term. There are not many auto museums built in a town that built automobiles!

As I have indicated in the past, the museum is not tax supported. We rely on gifts of cash, artifacts, admissions, and rental of excess space for warehousing and new industries. This income so far has kept us going. However, we need to expand into other parts of the building. We are quite a bit different compared to many other museums in that we have more than enough room, We just have to remodel the rooms. This takes money but not nearly as much as building an addition. Please consider us in your planned giving for 1988. The museum is tax exempt and not run by beaurocrates or operated by a large paid staff. To date staff includes myself, Dale Anderson, one full time secretary, and one full time maintenance man. In addition, we have 45 volunteers including Dr. Quandt, our full time volunteer! As you can see dollar for dollar if you donate to the Hartford Heritage Auto Museum it all goes straight to where it's needed.

PREMIER AUTO SHOW

It was a sunny dry day May 22 in Hartford, Wisconsin and the activity was hot. Seventy-five pre-1949 cars assembled at the first Premier Auto Show held on the grounds of the Hartford Heritage Auto Museum. Along with the eighty two cars featured in the museum, the total show had on display 157 excellent, museum quality cars. About 600 people from all over Wisconsin and other states were in attendance. Some of the rare vehicles that came included: 1917 Dual Cowl Locomobile, 1931 Hudson Boattail Speedster, Allstate High Wheeler, 1926 Kissel, 1911 Mitchell. Others included: Packards, Buicks, REO, Fords, Cadillac, Willys Knight, and more.



PREMIER AUTO SHOW CONT.

The show will become an annual fund raiser for the Museum. The car owners were very impressed with the show and the Museum facility. The general public was equally impressed with the museum and with the excellent quality of the cars brought in for the show. The show produced some profit for the museum, but what really counted was the exposure and good will.

Plenty of outdoor/indoor space is available for up to 300 cars and it is hoped that the second annual Pre 49 show will fill all the spaces May 21, 1989.

The Kissel Klub historian, Gene Husting from New York, was also on hand. He was here to help out the museum on some car restorations and to confer on other matters. Gene a regular at the Annual Banquet/Meeting will not be here this time. His schedule is quite hectic and being here for the May Show worked out best for him.

CAR SHOW / ANNUAL MEETING

This year the Chamber of Commerce operated car show will be held August 20 and 21st. That means the annual get together of the Kissel owners, Kissel family members, and museum board of directors, will be Saturday night, August 20th. The last two years have been well attended with up to 40 people.

The past two years the banquet/meeting has been held in the museum. It has not yet been decided to do that this year. We may go to a local fine restaurant instead. The main reason for the move is associated with your comfort. By August, without air conditioning, the museum does get uncomfortable. Any of you that are planning to come let me know informally so I have an idea of what to expect.

This year our special speaker will talk about Kissel engineers namely Frederick Werner and Herman Palmer. Both credited with much of the advanced designs of the Kissel autos and trucks. Our speaker was a neighbor of both men and had quite a friendship with them. Be sure to bring your questions with you.

While it is still in the planning stages, my understanding is the Chamber of Commerce Car Show is setting aside space for clubs and has set aside a space for the museum.

This year then if you bring your Kissel or any other collector car, you have your choice in displaying it at the show or at the museum. Either way you can park over night here at the museum.

CAR SHOW/ANNUAL MEETING CONT.

I'm sure we will have a good time and again please let me know if you plan on being here August 20th.

BOUGHT - SOLD - FOUND - FOR SALE

I'm sure I will miss listing some of the activity and apologize beforehand if I have forgotten you. So here we go! Otto Meyer's 8-65 Speedster sold to Peter Heller in Ohio. . . The Lakners of South Dakota sold their 1926 Kissel Convertible coupe to Art Johnson of West Bend, Wisconsin. . . Found 1916 Kissel Truck-owner Edgar Cook of Missouri-wants to find recent sales figures for trucks. . . Found 1916 Fire truck in California owned by A. W. Hays. . . Jim Spitzer of Colorado has a 1918 and 1914 Kissel trucks for sale (unrestored), . . Ed Helling of Colorado has a 1915 Kissel. . . Two Kissels have new homes in Washington D. C. area. One is a 1923 6-55 Phaeton Kissel bought by Dr. Ken Kissell of Virginia - the other we're not sure of. . . Henry Schwister's 1924 Kissel - Alvin Kieft's 1925 Kissel - George Carney's 1929 Kissel-all are for sale. . . Jim Leir in Canada just bought a 1914 Kissel. . . Ole Simonsen of Norway tells us he has had a 1927 6-55 Speedster since 1978!. . . R. Howard and R. Wren are the proud new owners of a very rare 1928 Kissel White Eagle from the Harrah Collection.

For \$1 we can send you our latest roster of the Kissel Kar Klub.

OLD ARTICLES

Quite a few Kissel Kar Klub members wrote us indicating that they really enjoyed the old newspaper stories about Hartford and Kissel. Well we aim to please so with this mailing are some oldies and goodies.





HARTFORD PRESS  
Tuesday, October 27, 1908

### WILL HAVE NIGHT SHIFT

At the Kissel Motor Car Company  
BIG DEMAND FOR CARS

Beginning next Monday the shops of the Kissel Motor Car Company will be operated nights. Fifty men will be put on the night shift, most of whom will be new employees. The company expects to make a big run of cars this winter for the season of 1909 and as the putting on a night shift was satisfactorily carried out last winter intend to do the same this year. It has not been decided who will have the superintendency of the night gang. The operation of the shops all night will secure for the users of electric lights an all night service.

Harrison P. Smith of San Jose, Cal., was in the city Saturday and contracted for twenty-five Kissel Kars which he will sell in that vicinity.

H.P. Branstetter of Chicago has taken the Chicago agency for the Kissel Kar, and will conduct the agency for the local machine exclusively. Heretofore the Chicago agency has been held by a agent carrying at least one other machine. The Kissel Kar is proving such a success that an exclusive agency is wanted by the company. Mr. Branstetter who is to look after the Chicago sales was in the city Saturday, visiting the factory.

HARTFORD PRESS  
Tuesday, September 15, 1908

### ERECTING TWO NEW BUILDINGS Preparing to manufacture auto bodies NEW IMPLEMENT SHOP

The excavating for the new Motor Car Factory building was completed last week, and the concrete filling placed in the trenches, on which the walls are to be erected.

The stone work was begun yesterday and is being done by the John Haterbach mason crew. This building is to be four stories, and 50 x 130 feet, and will be built of stone and cement blocks with three stone fire walls. P. Mueller is doing the carpenter work and expects to have the building completed by December 1st.

L. Kissel & Sons will erect this fall another two story building, 50 x 70 feet east of the farm machinery building, and will connect the blacksmith shop with the shipping room, there being only fire walls between them. The building will be made of brick and stone. After this building is completed, all of the farm implement manufacturing will be done in the new factory buildings. The old implement plant will be used exclusively for manufacturing automobile bodies.

HARTFORD PRESS  
Tuesday, January 21, 1908

### HYDRAULIC ELEVATOR

Is being installed at the Kissel Motor Car Co.

One of the newest improved hydraulic elevators manufactured by the Kieckhefer Company of Milwaukee is being installed by the Kissel Motor Car company of this city in the three story building at their plant. The elevator is to be used in hoisting the motors to the different floors, the paint shop, and upholstery department being located in that building. The elevator is to be operated by city water. The device is considered one of the best made and safest on the market. The cost of it was one thousand dollars. The company hopes to have it in operation next week, but have been delayed a good deal by striking rock in making the twenty-four foot excavation necessary for the working of the piston.

HARTFORD PRESS  
Tuesday, July 28, 1908

### THE NEW MODELS

The auto notes in the Sunday Sentinel contained the following:

Three new models will come from the Kissel Motor Car Company, Hartford, the coming season, a \$1,350 roadster, a \$1,500 touring car and a new six cylinder, sixty horsepower touring car at \$3,000. Undoubtedly the new \$1,300 roadster and the \$1,500 touring car will make a strong popular appeal. They represent a considerable reduction in price with no compromise in quality, and will possess the same features as the regular \$2,000 Kissel cars, which have made a good showing in competitions with cars costing half or a third more. They will be built smaller but is no reduction in ability, as the cars are lighter, and require proportionately less horsepower.

The big Kissel Kar of 1909 is constructed on the same lines as the regular models, only larger. These cars will be put up on the same general lines as this year's cars only the body will be six inches longer. 36 inch wheels will be used instead of 34 inch.



HARTFORD PRESS  
Tuesday, March 3, 1908

**KISSEL KAR WON TWO CONTESTS**  
In the California hill climbing event  
SPEAKS WELL FOR CAR

A telegram was received here Saturday evening by the Kissel Motor Car Company, from Los Angeles, that gave a great deal of pleasure to the members of the company and all interested in the success of the car which is made in Hartford. The telegram announced that in the Pasadena-Altadena hill climbing contest that day, the Kissel touring car won the event for cars of one to two thousand dollars, defeating the Oldsmobile, Jackson Tourist, etc. The Kissel roadster won the \$3,000 and under roadster event, defeating Stoddard-Dayton, Jackson Tourist, Reo, etc. and made better time than Buick, Elmore, Reo, Pope Hartford, Rambler, Thomas Flyer, Detroit, White Steamer, Thomas Flyer, Reo, and Haynes.

The Kissel Kar was the only car to win two events.

The day after this was announced, Monday, the local company received telegrams ordering four cars on the strength of this record, the orders giving the local company their own discretion as to color, finish, etc., asking only that those giving the order be notified by wire of what specifications the company could give them in filling the order.

There is no doubt that the Kissel Kar is making good wherever it is put to the test. We have been informed personally, not for publication that the company has not one dissatisfied user of a Kissel Kar, and this is certainly something to be proud of, considering the large number of cars the company has sold.

New York auto show, a display of six cars, including a chassis for a thirty horsepower car, a fully equipped four cylinder seven passenger touring car, a forty horsepower car and a forty cylinder and a small touring car, of thirty horsepower. The six cylinder was the finest car ever sent out from the factory.

HARTFORD PRESS  
Friday, December 25, 1908  
KISSEL KAR FOR NEW YORK SHOW  
Sent to the east last Saturday  
SIX DIFFERENT STYLES

HARTFORD PRESS  
Tuesday, March 24, 1908

**THE KISSEL KAR BROKE RECORDS**  
Telegram was received last Saturday  
THIS IS GOOD NEWS

Another pleasing telegram was received Saturday from Los Angeles by the Kissel Motor Car Company of this city. The dispatch said: "Kissel Kar yesterday broke Los Angeles to Dagget record, today broke Los Angeles to Victorville record 105 miles in 3 hours, 50 minutes. Los Angeles to San Bernardino record, 65 miles in 2 hours and 5 minutes, watch us grow." Signed Leon T. Schettler

The California record of the Kissel Kar is becoming something fine in the vicinity of Los Angeles, and the coast is especially being brought into competition with some of the finest cars there made. The way the Kar is making good there ought to be very pleasing to its manufacturers.

HARTFORD PRESS  
Friday, February 21, 1908

Returned from Eastern Trip  
Will make two more styles of autos

**FOUND A GOOD MARKET**

Geo. A. Kissel of the Kissel Motor Car Company, returned on Wednesday from his eastern trip in the interest of the Kissel Kar. Mr. Kissel went first to New York city where he had arranged to meet prospective agents from Boston, Rochester, Albany, Auburn, and Buffalo, and also from Trenton, and Plainfield, New Jersey. He closed the contracts with these agents, and also with the New York house mentioned some time ago, and a Brooklyn firm.

From New York he went to Pittsburg and Philadelphia, in both of which cities he arranged agencies.

The trip added two more styles to the Kissel Kars turned out at the local factory, for in New York City Mr. Kissel took an order for a taximeter cab and in Philadelphia he received an order for a new style roadster, known as the interior operating body which has a closed body. One of these latter will be seen on the streets of our city in a short time, as Mr. Kissel intends to have one of these for his own use.

Mr. Kissel says he found the market for autos very good, and the company will have a busy season before it. A shipment was made to Toronto this week, and another will be made to San Antonio, Texas in a short time two extremes.



HARTFORD PRESS  
Tuesday, July 7, 1908

ABOUT THE KISSEL KAR

The victories give it a new name in the west

In speaking of the opening of an automobile sales headquarters in the Abresch garage in Milwaukee, by the sporting page of the Evening Wisconsin says: The nearness of Milwaukee to the Kessel factories at Hartford will be greatly advantageous to the Kessel Motor Car Company of Hartford company through the Milwaukee headquarters will exercise supervision over the Kessel Kars in Milwaukee, keeping them in top notch appearance and repair. Particularly on the Pacific Coast the Kessel Kar is nicknamed "The Two Thousand Dollar Success", which is due to the records held and victories over cars costing \$3,000 and more. Kessel Kars are made in Hartford. All parts from wheels to glass fronts are made in Hartford. An important factor in producing the Kessel quality that wins victories over cars costing half and a third more than \$2,000 the price of Kessel Kars.

HARTFORD PRESS  
Tuesday, February 28, 1908

ADD ANOTHER DEPARTMENT  
Motor Car Co. will make bodies here  
WILL NEED MORE ROOM

The Kessel Motor Car Company is now making preparations for manufacturing their auto bodies. A part of the wood work factory of the Hartford Plow Company will be turned into the automobile body department for the present, or until new buildings can be erected for this department. They do not expect to make all the bodies they will require for the next year, as this would necessitate a building of considerable size. Zimmerman & Sons of Waupun made about one third of the bodies required by the company this year, and Abresh of Milwaukee the balance.

With their increased lines of automobiles and the additional number of motors they expect to manufacture next year, it will require several fair sized factories to make the bodies. All the upholstering and painting will be done at the home factory. The limousine, taximeter, and interior operating bodies will be made here.

This will require the employment of a large number of additional mechanics such as body makers, wagon makers, carpenters and cabinet makers, and will be of great benefit to our city.

HARTFORD PRESS  
Tuesday, October 13, 1908

HERE FROM HONLULU

During the past week the Kessel Motor Car Company has had a visit from their Honolulu agent, Mr. Harvey, who contracted for twenty-five next year's cars. A. T. Wilson, their Denver agent, placed an order for forty cars to be ready for the 1909 season. Mr. Wilson visited the factory Saturday to place the order.

HARTFORD PRESS  
Tuesday, April 14, 1908

SIX CYLINDER AUTO

The first of the large six cylinder autos of the Kessel Motor Car Company was out on the streets the past few days, and gives every indication of being an unusually fine machine. It is 65 horsepower, and intends to increase the number to five very shortly. A write up of the Kessel company and their various industries, appeared in the Sunday Edition of the Milwaukee Sentinel, with a picture of the plant.



TELEGRAM FROM PACIFIC COAST

Gratifying news to the Motor Car Co.  
FASTEST STATE RECORD

The Kissel Motor Car company was much gratified on receiving Sunday a telegram from their Pacific coast agent Leon P. Shetler of Los Angeles regarding a recent run made by the Kissel Kar. The telegram read as follows:

"Tobasco No. 1, (Mr. Schettler's Kissel Kar racer) today captured Los Angeles to Santiago record formerly held by Franklin Six, in 4:28. Our time 4.16, distance 131 miles. Average over 33 miles an hour. This is the fastest road record in the state. We are mailing papers."

This record is very pleasing to the local company, as in California where the roads are so fine rapid time is very common and the good autos numerous. Mr. Schettler has made reports previous to this of the good record of the Kissel Kar in road tests, hill climbing tests, and other auto events, but nothing of quite so pleasing a nature as this. When the new big six cylinder racer arrives in the west which has been tested out in the factory the past week, we expect to hear some wonderful reports from its record in California.

The prospect for the Kissel Kar in the coming season is almost unlimited. A number of changes have been made in minor details which will tend to improve the car but the engine has always been about perfection, according to those who have used the Kissel Kar. With the added lines they will build there will probably be a large field open to the machine.

HARTFORD PRESS  
Tuesday, June 23, 1908  
VISIT MOTOR CAR FACTORY  
F. A. Bennett, of Portland, Oregon and Mr. Blowing of Ogden, Utah, were in the city last Saturday to inspect the Kissel Kar for 1909. Both gentlemen will act as agents for the Kissel Kar in their respective localities. Mr. Bennett also received a visit this week from O. F. Elefson, of Tomah and J. C. Lewis of Antigo, both of whom contracted for Kissel Kars and will sell this machine next season. The visitors were all well pleased with their visit to the factory. The prospects for the season of 1909 are very bright for Hartford and were greatly interested in the auto factory. The prospect for the coming season is almost unlimited. A number of changes have been made in minor details which will tend to improve the car but the engine has always been about perfection, according to those who have used the Kissel Kar. With the added lines they will build there will probably be a large field open to the machine.

HARTFORD PRESS  
Tuesday, November 3, 1908  
NIGHT FORCE NOW AT WORK  
300 Men now employed at Kissel factories  
NEW MEN TAKEN ON

The Kissel Motor Car Company commenced night operations at the shops of their auto factory Monday evening, the night shift working from six in the evening until half past six in the morning. A large number of new men were put on yesterday, many of whom came from Milwaukee. There are forty six in the night shift, under the supervision of Carl Kiroten, who has been with the Kissel Motor Car Company for some time. A large number of men are also being taken on for day work. They had many applicants for jobs. Over four hundred men are now given work by the company in their different departments. The plant was shut down at noon yesterday for the balance of the afternoon, in order to give the men an opportunity to

HARTFORD PRESS  
Friday, December 18, 1908  
NOW RUNNING FULL FORCE  
A number of changes at the factory  
THREE AUTOS PER DAY

Quite a number of changes are being made over at the factory of the Kissel Motor Car Company. The new four-story building is about completed and the office rooms have been placed onto the second floor of this building, leaving the former office rooms for a drafting room and use of the heads of the departments. The new offices will be much larger and more convenient than the former ones. The new building is located west of the other buildings and is 50 x 100 feet.

The two story building of the Plow company is also completed, and the offices of that company will be moved to that building on the second floor. The one story building between the molding room and the former machine shops is finished except for the cement floor which is now being laid by Ernest Menzel. All the machinery of the old Plow factory will be moved over to the brick buildings being erected for them at the Motor Car plant, about the first of January. After that time the old plow factory will be used exclusively for the manufacture of automobile bodies.

The auto plant is running full force in all departments and turning out autos at the rate of three a day. The factory is running day and night. The implement factory is also more rushed than it has ever been, and some nights the force is kept on until nine o'clock. The plant is now a large one and a credit to the company and the city.