

The Kisselgraph

JUNE 1989

Official Publication of the Kissel Kar Klub
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ANNUAL MEETING

Last years annual meeting of the Kissel Kar Klub was probably the best attended affair in years. Fifty-four people representing Kissel car owners, Kissel family members, and museum board directors were there. A special speaker from Hartford talked about Herman Palmer and some Kissel family members also talked about Palmer and other happenings at the Kissel Motor Car Company. As you all know the Klub is quite informal and we keep the annual banquet/meeting informal, too. Lots of comradery.

This year the Annual Meeting will be held August 19th, Saturday night. This coincides with the Chamber of Commerce car show held 19th and 20th. We, again, invite you to come. If you can bring your Kissel, please do. We have a special place here to display it! As in the past, please let me know if you are coming. Housing in Hartford is better now for those of you that will be staying overnight:

Motel '8'	414-673-7431	(New Motel)
Silver Bell	414-673-2232	
Jordan House	414-673-5643	(Bed & Breakfast)

If you have difficulty in getting a room, give us a call.

CARS FOR SALE

In past years a list of Kissels "For Sale" was printed in this newsletter. Since the newsletter only comes out once per year, many cars are missed. At the office I do keep a list of what is being offered and for the purpose of exactness, perhaps, it would be far better to call or write us here at the museum for up-to-date information. Those of you that wish to sell your Kissel make sure that you keep us current on description and price. With more and more articles being written about Kissel and the increased exposure of the cars through museum visitation, more people do ask us what is available for sale. Don't forget that if you are not interested in selling, but you want to display or donate your Kissel, call us.

KISSEL'S SHORT-LIVED TWELVE-CYLINDER "DOUBLE-SIX"

An early era of 12-cylinder cars was born in the U.S.A. when the Packard Twin Six was ushered in in 1916 as most of us know. It was followed the next year by Twelves offered by several other manufacturers including Kissel who, like Pathfinder and P.A.L., the latter P.A. Lozier's successor to the famous earlier Lozier cars, chose to purchase the engines from an outside Indianapolis supplier, Weidley. These were overhead-valve, pushrod-operated form with an NAAC rating of 39.7 hp. meaning large displacement and perhaps as much as 70 brake hp. A former owner of a Pathfinder found no fault with the engine in his, but we have heard of the thin pushrods sometimes bending. A contemporary issue of The KISSELGRAPH carried an article describing an Iowa Kissel dealer's "fix" for a problem of starved end cylinders on one whereby he brazed copper tubing leading to the ends of the intake manifolds to admit more of the gasoline vapor charges to these end intake ports. In any event, Kissel discontinued the Double Six, labeled "DB 6", in 1918, in production for less than two years and after having delivered some 180 of them. In appearance they resembled the One Hundred Point Six though clearly larger and with a feature usually identified with luxury cars in the industry in having dimmer or parking lights below the head-lamps and integral with the bezels of these, an attractive touch. Wheels carried 34 x 4½ tires. For comparison, those of the 6-45 line were 32-in. When the 6-45 line of Silver Special Sixes was shown as 1918 models but not delivered in any numbers until that June (1919 models), with World War I is full sway the line was limited to open models at first. But Kissel availed itself of the opportunity to dispose of leftover Double Six bodies, wheels, radiators, and such by offering detachable top "All Year" bodies of the DB-6 on 6-45 chassis or otherwise with 6-45 engines in DB-6 chassis -- which way is not known. But when there were still bodies remaining but not other DB-6 components, they seem to have been offered as the detachable open/closed bodies on 1920 models as well until the razor-enge styling for 1921 closed models took over and Kissel discontinued "All Year" bodies for good. But when Kissel introduced convertibles, first the 1925 5-passenger 2-door version and later the 1926 3-passenger, these became the All Year Brougham and the All Year Coupe-Roadster in Kissel's revival of that term. The aluminum model we have on display at the museum is of a 1920 6-45 All Year Touring with the winter enclosure in place and the second version meaning the new "Fiat-type" streamlined radiator and vents on the hood and cowl.

IMPORTANT NEW KISSEL ARTICLESSpecial Interest autos - June 1989 Issue

A pleasant surprise awaited us when we saw on the cover of the current issue of the above magazine a beautiful picture in color of George Newhall's 1926 Kissel 8-75 Speedster, and then beginning on Page 38 an eight-page article with clusters of fifteen photographs plus price and specifications pages and some comparative data on certain competing makes. Author of this excellent article is one with a first-class reputation, Arch Brown. A subscription to SIA is \$17.95 for one year. Single copies are \$2.95 plus postage. There are

NEW KISSEL ARTICLES CONT.

six issues each year. Part of the Hemmings group, the address is Box 196, Bennington, VT 05201.

George's handsome Speedster has been in California since new, and he has been only its second owner, having acquired it in 1974. The missing top and Woodlites, the manufacturer's name for what were nicknamed "Cat's Eye Lights" at the time, do not affect its authenticity inasmuch as the California distributor was allowed to incorporate his special touches in cars his company delivered, this undoubtedly in recognition of his success in finding numerous buyers among top movie stars. His advertisements for Kissel Speedsters in California newspapers showed them with tops removed which suggests that his Speedsters might have been received with loose fasteners all around the sides and back, not just for a flap in back as needed for 1925 and after Speedsters with optional rumble seats. Then, too, the distributor was permitted to substitute his own names for particular models, such as "Hollywood" for White 1929 White Eagle Toursters. The article mentions that George was awarded a First Place trophy at the 1987 Silverado Meet, the only time that it has been shown competitively.

OTHER KISSEL ARTICLES

We believe, as of this writing, that the excellent story by Mr. Karl Zahm covering the Kissel Motor Car Company is appearing in the June issue of "The Classic Car".

On the other hand, I was just informed that a third Kissel article written by another author has been printed in yet another magazine! The informer told me the article was "full of errors". Both typographical and historical.

PARTS AVAILABLE

Kissel owners Dave Spence, of Arizona and Al Koller, of Washington, D.C., have been working on their respective cars and have passed along the following sources for parts:

Olson's Gaskets
3059 Opdal Road, East
Port Orchard, WA 98366

Has in stock or will make promptly, Kissel 6-38, 6-45 & 6-55 gaskets.

Rhode Island Wiring Service
P.O. Box 3737
Peace Dale, RI 02883

Has wiring harnesses for 1916-1918, Hundred Point-Six, 1922 6-45 & 1927 Models.

Pro Antique Auto Parts
50 King Spring Road
Windsor Locks, CT 06096

For 1922 Kissels.

PARTS AVAILABLE CONT.

Special Interest Auto
Keith Blankenship
602 A Street, NE
Ardmore, OK 73401

Has rebuilt starters.

Carburetor Shop
Route 1, Box 230A
Eldon, MO 65026

Rebuilds carburetors.

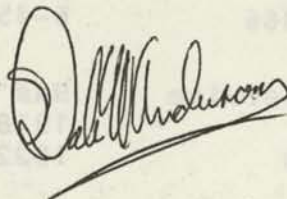
MUSEUM NOTES

Next month the Hartford Heritage Auto Museum will have been open for three years. As you well know, any new business that survives its early years is well on its way to a long term existence. We are all very happy to have made it this far. I want to thank all of the Kissel Kar Klub members for helping, along with so many others.

Specialty museums such as this do not necessarily appeal to all people. Attendance, therefore, is not as high as many other types of museums. I must, however, point out that we have been visited by people from 42 states and 16 countries. The overwhelmingly majority had never seen a beautifully built Kissel before!

Some of you have asked how the museum operates without tax support. Here is a quick overview. Admission is charged to the public. This provides about 16% of our income. Cash donations account for 5 to 7%. The balance is obtained through the rental of our excess space. The museum building consists of 165,000 square feet. About 70,000 square feet is rented at very low rates to local Hartford industries. In addition, we are also involved in local economic development by renting very inexpensive space to starting industries with the goal that once they are established they will buy land locally to build permanent facilities. The breakdown of expenses follows these lines: Admissions and donations are used for the museum operation exclusively. Funds from the rentals are used to pay salaries, heat, light, etc.

Our stated legal purpose is to make available to the public artifacts from Hartford's auto heritage. Our methods, while they may be quite "untraditional" by museum standards, is working and accomplishing our purpose.



THE HARTFORD TIMES, FRIDAY, JUNE 18, 1915
KISSELKAR KNEWS, AT HOME AND ABROAD

HITS KISSEL SIGN

Hank Gowdy, the super hero of last year's World's Championship baseball series, is the latest of the Boston Braves to hit the Kissel sign in Fenway Park. Hank is the third Brave to accomplish this feat and thus add \$25 to his perfectly legitimate income.

TO CONTINUE ALL YEAR CAR

The Kissel Motor Car company will of course continue to feature the All Year Car in its campaign for the 1916 season. Despite the fact that marked mechanical advantages distinguish the current Kisselkar models, the detachable top has rather overshadowed all other talking points for these popular automobiles.

KISSELS MAKE FOREIGN SHIPMENT

Eighty trucks left the factory of the Kissel Motor Car company in one train load last week. The entire train was made up of flat cars, two trucks being loaded on each car. The shipment was consigned to the government of Serbia, and consisted of thirty ambulances and fifty heavy service vehicles for commissary use.

EXTENSIVE AUTOMOBILE TOUR

Carrying with them almost everything necessary to set up light housekeeping and enough stories of "wild and wooly" experiences to charm the imagination of the most enthusiastic outdoor adventurer, Mr. and Mrs. E.H. Welch, and Mr. and Mrs. J.H. Wise of Kansas City arrived at the Pacific coast before returning to Kansas. They claimed to have hit two feet of snow passing thru Flagstaff, Arizona and doing as much as 225 miles in a day. On the car were packed a good sized tent, two double sleeping cots, a gasoline stove, an ice box, full equipment of dishes, and a rifle. Much time was spent in hunting and fishing, the entire party being delighted with the big fat frog legs enjoyed all along the way. The entire cost of the trip to Los Angeles was \$120.

THE HARTFORD PRESS, FRIDAY, SEPTEMBER 24, 1915
NEWS FROM THE KISSELKAR FACTORY

"The increasing announcements of so-called convertible cars justify the predictions of last winter, that Kissel's invention, the All Year Car, would be generally imitated," says H.S. Daniels. "Therefore a review of that great step in automotive body design is perhaps timely."

"In May of 1914 the Kissels introduced for the first time in America the touring body design known as the corridor car, a car with divided front seat and only two entrance doors. The favorable reception of this two door design suggested the All-Year car, a plan scarcely feasible in connection with a four door touring body, because of the necessarily of the makeshift appearance of the forward part of the car with the top attached.

"The All Year car, which is now an established Kissel trade name, was first announced in August, 1914, and deliveries began almost immediately afterwards. It was an instantaneous success and constantly grew in favor until, at both New York and Chicago last winter it was one of the most widely discussed features of the automobile shows among members of the industry as well as the public at large.

"It kept the Kissel plant running overtime during the usually lean months of winter and this season's indications are that it will be in universal demand. The new Kissel designs include a Coupe as well as a Sedan top. Both are built in the Kissel shops as an integral part of the car, which is largely the reason they are different from any other convertible type. The All Year is just as complete, convenient and refined as a touring car. We do not believe yet that it has serious competition."

YEAR JUST CLOSED MOST SUCCESSFUL IN AUTOMOBILE HISTORY
BY GEORGE A. KISSEL, PRESIDENT KISSEL MOTOR CAR COMPANY

The year 1914 witnessed the highest in production and sales since the inception of the automobile industry. Think of it! With general industry nothing to boast of and the air charged with pessimism and caution a so called luxury looms with big sales increase.

The deduction is plain. The motor car is positively and conclusively not a luxury but a real necessity in carrying on the affairs of this high geared century. Indeed the term, "pleasure car" commonly used to distinguish passenger automobiles from commercial vehicles conveys an erroneous and entirely misleading impression. The keenness of competition in the world of work as it is carried on today makes success largely dependent upon the conservation of time. The minutes count and automobiles save hours of it daily.

An analysis of 1914 Kissel sales were bought for a carefully compounded economic purpose. Business houses have found that thru the use of cars they can multiply the efficiency of their outside force, not only enabling them to enlarge their base of operations but to cover the old ground in a fraction of the time. The professional man has long recognized the economical use of the automobile and is plainly handicapped without it.

Observe that I have considered only the "pleasure cars." The motor truck has just as big or larger value. The great European war has shown what a wonderful utility the power drawn vehicle is, not as I am glad to say as a means of destruction but principally as first aid to the commissary and hospital forces. Its possibilities are still unknown in much of the world and unappreciated.

The Kissel Kar is receiving some good advertising in Chicago during the performances of Ringling Bros. Circus in the Coliseum. It is being used in one of the attractions where two strong men hold up a platform, resting on their legs, over which the Kissel Kar passes filled with passengers and driven by a chauffeur in a uniform. Before going over the platform a circuit is made in the arena with the selection of the Kissel Kar attached to the penants. The selection of the Kissel Kar is made of the Ringling's stay in Chicago was made without solicitation on the part of the Kissel Motor Car Co., or its agency in that city from whom it is being loaned. It is certainly a great ad for the Kissel Kar.

THE HARTFORD TIMES
Friday, April 22, 1910

KISSEL KAR IN CIRCUS
Ringling Bros. Use Touring Car in One of Their Attractions

THE HARTFORD TIMES, FRIDAY, JAN. 7, 1915
WHERE KISSELKARS ARE TESTED

Built in the little city of Hartford, Wisconsin the KisselKar is tested over a most picturesque bluff that extends from Green Bay on Lake Michigan to a most beautiful view of the Mississippi river. Most of the drive is a most beautiful view of the Mississippi river. Most of the drive is a most beautiful view of the Mississippi river. Most of the drive is a most beautiful view of the Mississippi river. Most of the drive is a most beautiful view of the Mississippi river.

THE HARTFORD TIMES, FRIDAY, APRIL 23, 1915
KISSELKAR KNEWS, AT HOME AND ABROAD
FARMERS TO BE LIBERAL BUYERS

In a few years it is predicted that farmers will be among the most liberal buyers of motor trucks. The truck is doing wonderful things for every farmer who owns one. It saves much time, delivers it load in fresher and better conditions than horse drawn vehicles, and is more dependable and efficient.

CONGESTION AT KISSEL PLANT

The Kissel Motor Car Company records an unprecedented congestion at the plant. The plant reported that March was the largest production of Kissel Cars on record in a month, and the April schedule should exceed March. Much of this extraordinary success is due to the Kissel All Year Car, whose success has caught on.

Analyzing the replies received, the Kissel Motor Car Company find the following percentages in favor of the different leading points of a recent questionnaire: Manufactured car as against an assembled car 85 per cent, reputation of the company 82 per cent, facilities and experience 78 per cent, detailed comparison with higher priced cars 74 per cent, Kissel built motor 80 per cent, low repair bills 77 per cent, the All Year Car 87 percent, appearance and comfort 90 per cent, this canvas was the almost unanimous The most significant results of this canvas was the car is a vital expression that the appearance and comfort of the car is a vital consideration and the scarcely preponderant view that the Kissel All Year combination touring and Sedan is an indispensable talking point.

THE HARTFORD TIMES, FRIDAY, 19 March, 1915
KISSELKAR KNEWS, AT HOME AND ABROAD
WORTH UNDERTAKING ?

A rural undertaker with a keen sense of utility writes to the Kissel Motor Car Company, asking if it is possible for the company to build for him a combination hearse and pleasure car. He hastens to explain that people object to the auto hearse. They are not used to it yet. Now if you can supply a hearse that looks like other pleasure cars it would be OK.

JUST THE BEGINNING

The Jitney is just at the beginning of its career says George A. Kissel, President of Kisselkar. The fact that a small pleasure can offer a ride at five cents a person and make a profit is attracting the attention of the capitalists of our nation. You will soon see the Jitney organized and systematized and a real live competitor of the street railway. In not many years you will see it replacing the rails with many fine spacious motor buses that do not tear up the streets or offend the eye. It is the logical thing and bound to come. In fact it is already a firmly established fact in Europe.

FOOD FOR THOUGHT

The national income tax returns offer a lot of food for thought, according to Frank J. Edwards of Kisselkar. It appears that of the cars registered in the United States only about 400,000 are persons having an annual income of \$3,000 or more, while about 887,000 have a lesser earning. Most owners find that the expense of an automobile is met by pruning other expenses, and that the auto is essential to their daily living.

THE HARTFORD TIMES
FRIDAY, APRIL 15, 1910
TENT FOR AUTO FACTORY

The Kissel Motor Car Co. has had a large tent, 40 x 70 feet, erected in front of its factory and is creating quite a curiosity to people passing by, on trains. The tent was made for the firm by Joys Bros. of Milwaukee, and is being used for repairing autos and also giving autos and is being coated of paint being tested. The factory is now turning out on the average of seven complete machines per day and first crowded for room, that the tent had to be ordered as an emergency.

THE HARTFORD TIMES
FRIDAY, APRIL 22, 1910
TESTING AUTO TRUCK WAGON

The Kissel Motor Car Co. is testing a large truck wagon which is powered by a 30 h.p. gasoline engine. It has wide cushion tires, the two rear wheels having double tires. The truck weighs 7,000 lbs. and is supported to have a capacity of about four tons. The firm intends wagon in the near future.

THE HARTFORD PRESS, FRIDAY, NOVEMBER 19, 1915
NEWS FROM THE KISSELKAR FACTORY
INTERESTING ITEMS FROM THE BIG FACTORY

A feature of the visit of Thomas E. Edison and Henry Ford to California and the Exposition was their trip in a KisselKar, valley which Mr. Ford declared to be the most charming stretch of country in the world. The party made the trip in a KisselKar, which Mr. Ford drive part of the way. President W. L. Hughson, of the Pacific KisselKar branch and president Harvey Firestone of the Firestone Rubber Company were members of the party.

Careful inquiry by leading KisselKar dealers in various parts of the country recently disclosed that more than eight five percent of KisselKars are regarded by their owners as utility as well as pleasure. Next to the increasing employment of cars for business purposes, the All Year Car has been a potent in the automobile trade," says H. S. Daniels. It is evident that it has brought to the industry a continuous demand, in place of the earlier live and dead seasons. Before the advent of the All Year Car, and the many convertible cars that have followed it, dealers used to give up trying to sell cars at the first sign of cold weather. Now they can keep on doing business all winter.

THE HARTFORD PRESS, FRIDAY, OCTOBER 29, 1915
PARAMOUNT GIRL VISITS AT FACTORY
MISS ANITA KING VISITS PLANT, ENDING COAST TO COAST TRIP

Miss Anita King, the Paramount Girl, visited the Kissel factory on Tuesday, the 26th of October. She was hosted at the factory by Pres. George A. Kissel, the press, H.S. Daniels the publicity manager, J.A. Tarkington plant supervisor, R.T. Fisher of the Indianapolis agency, and G.V. Martin of the Milwaukee agency. He was described as well dressed, pretty, attractive, and enthusiastically interested in the motor that carried her safely from coast to coast, or Koast to Koast using the "k" inflection in Kar still further. She commented on having the "the daily companionship of my motor. You cannot realize how close we seemed. There were many, many times in my long and tiresome trip, when had my motor failed me I would certainly have perished as I was miles beyond help." She continued with President George Kissel smiling at her side, "You see I am called the Paramount Girl, but I call myself the 'KisselKar Girl' and I am, ain't I?" Commenting on her wonderful reception in New York she added, "but I am hurrying away from it all to begin work on my new play, 'The Paramount Girl,' which will be produced soon with many thrillers, many based on my trip in the KisselKar from Los Angeles to New York."