

The **KISSEL KAR**  
EVERY HINGE A CAR

FREE COPY

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Although many of you, being members of the Antique Automobile Club of America, must have the 5-page illustrated article about the Kissel Kar Klub which appeared in the March-April issue of "Antique Automobile", we are reproducing part of it here with permission, since it will be of interest to all Kissel owners. The complete magazine can be obtained by sending \$1.25 to A.A.C.A., c/o Hershey Museum, Hershey, Pennsylvania. A year's subscription is \$5.00 (six issues, including September 1961 which will contain a complete history of Kissel). Cars illustrated in the Klub article are: Bob Nesmith's 1912 Semi-Racer (has 1914 radiator), Bob DeForest's 1914 4-40 Touring, the late John Searl's 1917 Double Six touring, believed to be the only 12-cylinder Kissel left, Paul Zimmer's 1923 6-55 Brougham, Dr. R. M. Mundle's 1929 8-95 White Eagle Tourster (Canada), and these speedsters: Michael Robinson's 1923 6-55 (New Zealand), the 1925 8-75's owned by Dick Braund, G. P. Hovey, and Virgil Johnson, Joe Murchio's 1926 (has 1927 Ilco Ryan lights), and Herb Scharfenberg's 1928 8-80 originally rebuilt by Braund for Larry Murphy. The above list differs from some of the captions as the printer had some difficulty and we did not read proof. There are several other extremely good articles in the same issue.

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The KISSEL KAR KLUB  
International  
Hartford, Wisconsin

Out of respect for Mr. Kissel's\* wishes, there has been no attempt to form a big group. Rather, the Kissel Kar Klub limits its membership to owners of Kissel-built vehicles, to former officers and employes of the Kissel Motor Car Co. who signify such an interest. Besides the "Kissel Kars", called just "Kissel" after 1918 (since the company thought the other sounded "too German" in World War I) and the "White Eagle Series by Kissel" as the product was termed when the 1929 line was introduced, the following other marques are eligible as Kissel-built vehicles: National-Kissel funeral cars, Bradfield taxicabs, and of course fire department equipment and commercial vehicles bearing the "Kissel Kar" or "Kissel" name.

Purposes of the Kissel Kar Klub have been defined as follows:

1. To preserve and protect the name "Kissel" as applied to vehicles or to an association of owners, all in cooperation with B. M. Kissel (Mrs. George A.) who is the legal owner of the trademarks.
2. To maintain a list of all existing vehicles manufactured by the old Kissel Motor Car Co. together with their engine and serial numbers, photographs, and the names of present owners and any known former owners. In this connection, the hundred-odd Kissels, etc. identified include four in Canada and one in New Zealand for which reason the Klub considers itself an international one. (Two in Australia and one in Mexico located since. - Ed.)
3. To authenticate the model year of members' vehicles. Since almost all records of the old Kissel company were sold as paper scrap in 1944, this has proved difficult and only Branham's Register together with comparisons with photographs in catalogues and advertisements seem to help. The task is further complicated by the fact that Kissel's model year usually began the previous July 1, whereas if business wasn't good that year, some production might not find its buyer and a bill of sale date until months after the next model had appeared.

\* Mr. W. L. Kissel, Secretary-Treasurer of the Kissel Motor Car Company from 1906-1931. He expressed a preference for an informal group, without fanfare or great activity.

4. To assemble pertinent history and to assist historians, libraries, and authors with information; to promote the accuracy of historical data on the Kissel company and its products.

5. To aid owners in restoring their cars, not only with available information but also in arranging contacts with owners of similar models and in locating parts. Thus the Klub keeps track of the location of any new parts which turn up and of vehicles in junkyards which may be cannibalized.

6. To help prospective owners locate the Kissel they prefer or an acceptable Kissel substitute.

7. Generally to promote the memory of Kissels for the kind of quality products they were, usually well-designed and always honestly built, and in due course superior in beauty of lines for which, in the twenties, they won blue-ribbon awards at all shows internationally.

8. To do all of the above without fanfare and without dues or expense to members except out-of-pocket expense for parts or photo-copy work.

Examples of cooperation between members are numerous in lending or making up parts, in supplying photocopies, diagrams and even blueprints, in obtaining parts or hard-to-get materials. With meetings only through the mail or as owners in an area get together at meets of the recognized antique automobile clubs, the Kissel Kar Klub seems to work well like the cars themselves.

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We are grateful to the "Antique Automobile" magazine, L. Scott Bailey, Editor, for the space given to the Kissel Kar Klub. In 1955 the "Bulb Horn" published an article on the Kissel Motor Car Co. in the October issue. At this late date copies are still available for \$1.25 each from V.M.C.C.A., 15 Newton Street, Brookline 46, Mass.

#### Cooperation

R.W.Schneider of Tulsa, Oklahoma, helped out with the attractive extra page we have for you this time. Dick Braund, professional restorer of antique cars who, as the owner of a 1925 8-75 Speedster, has a specialty of Kissels, is supplying part of our next issue. We would welcome more of this, but would like to read proof before you have your material printed up and sent to us.

#### Lists of Owners

Quite a number of Kissels have changed hands this past year, including seven of the cars listed as For Sale in our last issue. A new list will be ready soon. It will be available free of charge to any member who writes requesting it. Please send us the Engine Number and Serial Number of your car as a check when sending in your request.

#### Obituaries

November 1960 Steven Barczewski, Wilmington, Delaware, owner of a 1923 6-55 Speedster. Anne and family are carrying on with the restoration and will keep the car.

February 1961 John Searle and wife, Rochester, N.Y., result of a motor accident. His 1917 Kissel Kar Double Six (V-12) Touring and two 1915 Hudsons are for sale through Mr. David Fay, Lincoln Rochester Trust Co.

The Kisselgraph

The Vintage Car Club of New Zealand's National Rally last April gave Mick Robinson the chance to do a fast 150 miles (3 3/4 hrs.) in his 1923 6-55 speedster. Car averaged 12 miles per Imperial gallon. Burned a valve -- Mick wants a new set. It was one of seven cars chosen for a vintage motoring fashion show, accenting model Heather Black's costume.

#### Parts

Top bows 4 for \$10 or \$3 each through Turner Kirkland, Sun Works, Inc., Union City, Tennessee. Some parts

Kissel aluminum hubcaps for artillery wheels of the 20s, unused, \$3.95, and most upholstery materials, ring gear and pinion sets, etc. at Burchill Antique Auto Parts, 4150 24th Ave., Port Huron, Michigan.

R.C.Knepper, Rte. 6, Aboite Center Rd., Ft. Wayne, Indiana has splash aprons for 6-45 Kissel (124" w.b.), "football shaped" tail-lights with rim, copies, at \$7.50 each, set of two oval top windows. He has a magnificent 1920 Tourster which is receiving a thorough restoration. Ron is president of the club in Ft. Wayne devoted to the antique car hobby and is editor of the club's newspaper. Ron reports that he corrected up and down play in front wheel spindles on the 6-45 by use of Chevrolet Part 365298, cost 10¢ ea. He bought snubber belting at 38¢ per ft. plus \$1.35 postage from Imperial Mfg. Co., Box 26248, Los Angeles 26, California.

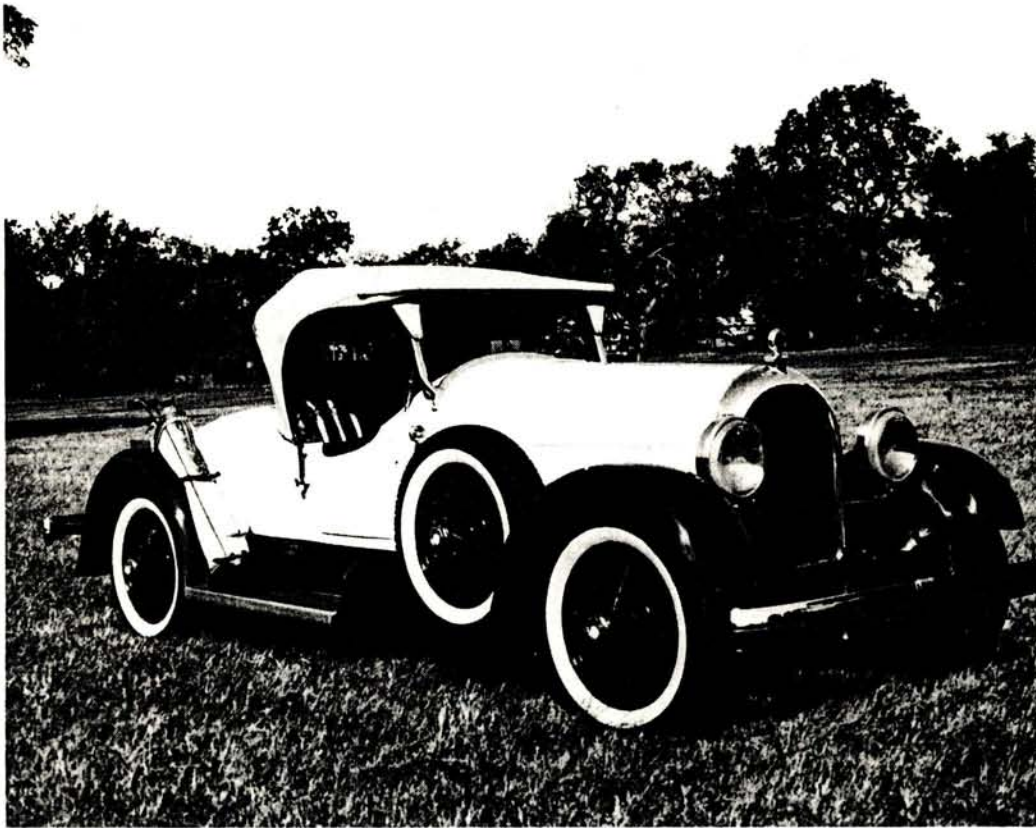
C.A.Johnson, Box 416, Wabeno, Wisconsin, has quite a supply of 6-55 parts, including fenders, headlights, etc., as well as some for Kissel Eights.

Hugh Durnford reports that the following individual has a stock of engine and chassis parts for cars of the teens and 20s, including quite a few for Kissels: Richard Percy, 2424 West 13th Ave., Vancouver 9, B.C.

If you need a windshield, top, and boot for a 7-pass. touring of the teens, Jack Dorman, 1005 17th Ave., Rock Island, Ill., has these in original packing, believed to be Kissel Kar but subject to check. \$150.

KEEP US POSTED! THANKS.

## FEATURE CAR OF THE MONTH



1927 KISSEL

By Bob Schneider

Back in 1958, Jack Parker gave me the lead on this car. He left the impression it was a sedan or coupe. One day he came to me and asked if I had ever run down the lead on the Kissell. My reply was "No", as he had left the impression it was a closed car. He then stated it was an open car of some kind. My ears stood straight up when he said that. I immediately called Mr. Elser at Berryville, Arkansas, and found he was in Ohio. I called him there and he said the car was for sale. He sent pictures and his wanted price, and gave a very good description of what the car was like. I again called him back and asked when I might see the car, and he said he would be home Thanksgiving. We left the night before, as we couldn't wait until Thanksgiving morning. We spent the night in a Motel in Berryville, awoke the next morning, and was at his place before he got up.

After looking it over very closely, we decided to try and start it. We ended up pulling it and finally succeeded. It sounded real good, but as a safety precaution, we had taken along a chain, blanket and heavy coat, as this car had no top, and in November it gets real chilly riding 150 miles in an open car.

I spent about two hours trying to run the car down and buy it for less money. Finally I counted the offer out in cash money and laid it in his hand. The conversation continued for about an hour, and I thought he was sold, so I said if he would produce the title, I had better get on the way. His answer was, "I haven't said I would accept it yet." So we talked for about another hour, and he finally gave in and let me have it at my offer.

Before starting the trip back home, he said I should have the oil changed, and grease it, as it had been setting for several years. I stopped in Berryville, and asked a station attendant if he would do it, and he informed me he did not have time. He really missed a good one, as this car held 9 quarts of oil and 17 gallons of gas. We went on to the next town and found someone there to do it.

My wife followed me in her car, and everytime I stopped, she complained about not being able to see out of her windsheild very good, and when she turned the wipers on, it got worse. What was happening, the Kissel used 5 quarts of oil, and I think throwing most of it out on the front of her car. I had to have it washed in kerosene when I got home. Everything went real good, till within about 8 miles of home, and the motor started sputtering. A quick check told me I was out of gas. I had driven 140 miles and used 20 gallons of gas, so you can see if Mobil don't give us some gas, I will have a bad time keeping it running.

I parked it when I got home and left it in the barn till the Fall of '59, and then began the restoration. We found the right steering wheel in Rapid City, S. D. We found a few more parts we needed from an old hearse in a junk yard at Liberal, Kansas. My extra wheel was at last located in New York, after many letters were written, etc. The top was made from measurements and pictures sent me by other Kissel enthusiasts. We took the car clear down to the frame and rebuilt it as we re-assembled it.

We drove it to our first Meet in Wichita, then to Ponca City. We took first place at both on restoration.

We are quite proud of this car, and are looking forward to many more pleasant trips in it.