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Editor: E. E. Husting Vol. 4, No. 1 December 1962

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#### HOLIDAY GREETINGS

to Kissel owners everywhere, from your staff: Editor: E. E. Husting, 39 Pinckney St., Boston 14, Mass. Parts Registrar: Ralph H. Dunwoodie, 1740 F St., Sparks, Nevada. Hartford Agent: Lee A. Hawkins, 530 No. Main St., Hartford, Wis.

1962 has been a great year for Kissel--we might say that this famous make has finally come into its own. Arnold Carlsen's 1927 8-65 Speedster was chosen for exhibition in the Concours of New York's International Auto Show in April, sponsored by Car and Driver magazine and occupied the central position. Publicity in the August '62 issue featured a full-page photo of Arnold and his wife "leading the parade" in their Kissel on the way to exhibit it. Then Robert W. Temple, a former member of Ford's design team who once owned a 1923 Gold Bug, started off a series of drawings for Motor Trend magazine's "Rare Car Collection" with a well-executed drawing of what we believe was his old car, in the September issue of that magazine--a real tribute to Kissel. On page 42 of the January Antique Automobile is a big spread showing G. P. ("Dick") Hovey's 1925 8-75 Speedster which he has owned since new lined up against a Rolls Royce runabout for a quarter-mile sprint. Even though Dick's rear wheels spun at the start, being shod with double-oversize smooth-topped Gehrig tires, the Kissel was the winner. Horseless Carriage Gazette carried a large picture of a 1915 Kissel Kar. And the Sept.-Oct. Bulb Horn, page 17, showed Anthony Musto's 1926 Speedster prominently in an article about a bet in Huntington, Long Island, run for charity (his car is original except that the original drum headlights were changed by the previous owner for flat Ilco Ryan lights such as first appeared on later 1927 models). The AEI Bulletin for January 1962 carried a full-page catalogue picture of a 1925 Straight Eight Speedster. Copies may be available now. Towards the end of last year, your editor's 1920 all yellow Gold Bug, now owned by C. S. (Bob) Ehinger of Kansas City, was the hit of the big New England International Auto Show in Boston. One of six vintage sports cars in a special exhibit which even included the French 1913 Delage which won the Indianapolis 500 in 1914, the Gold Bug still was the main attraction. The folding side seats were of special interest and held "Miss Boston Auto Show" in television publicity. Yes, a good year, and to cap it we were awarded the M. J. Duryea trophy at the February annual meeting of the A.A.C.A. for our "25-Year Kissel History", published in the Sept.-Oct. 1961 issue of Antique Automobile magazine. That issue was a sell-out and copies are now bringing \$5 and more when for sale (your Klub gave away all but two of the 70 with which we started).

We are grateful to J. D. Forney for the color enclosure of his famous 1923 Gold Bug. Since photographing, its restoration has progressed and it has the correct windshield glass now but not the right top cover. His collection of 5 Kissels is the best!

Ralph Dunwoodie is now director of displays and purchasing for Harrah's Collection, Reno, Nev. Lee Hawkins, our new Hartford agent, started with Locomobile in its early days and was later with United Motors (Maxwell, Stoddard-Dayton, and Metz combine), then with Kissel from 1916 until 1926.

Wm. L. Fessler, Sr., 1517 McGee Trafficway, Kansas City, Missouri, a Kissel fan from way back (They were just about the classiest car made at that time") has an inventory of upholstery and top materials and hardware of all kinds. Send 10¢ stamp with year and model of your Kissel if you want samples. His business card pictures a 1916 Apperson with a winter top he manufactured which is very similar to the Kissel Kar "All Year" enclosure.



There are two of the beautiful 1929 White Eagle Model 8-126 Speedsters in the famous Harrah Collection in Reno, Nev. Both have an unusual type of radiator cap which consists of an eagle having thermostatically-controlled wings. They are up in "nesting" position when the radiator is cold, and move down to "soaring" position when warm. We think they must have been accessories but would welcome definite information.

The Kissel Motor Car Co. called its house organ "The Kisselgraph". It was published mainly to keep the boys informed who were in the service during and after World War I. Does anyone think we should revive the name for this paper?

The Klub has Victor gasket parts numbers for 1915 through 6-45 of 1923, kindness of Ron Knepper. Write for information needed.

Famous publisher Floyd Clymer wrote us that he owned a 1923 Gold Bug for about two years when he lived in Denver and had two Clymer spotlights in the windshield. Said he: "What a sap I was to sell it--had I only known I would become involved in the publishing of books on automotive subjects and a fancier of antique and classic cars, I certainly would have kept that one Kissel. It was an intriguing car and certainly with the best styling of any roadster in the early twenties".

Evidently The Veteran and Vintage Magazine in England approves of the way our Klub is set up. Our listing in their April 1962 issue reads as follows:

"Owners of Kissel Kars and Kissel-built cars are invited to join this loosely knit, informal association which is being run along lines suggested by its Patron, Mr. William L. Kissel. Members correspond with one another and assist each other where necessary and a bi-annual news-sheet is produced containing odd items of interest and notes on spares, cars for sale and members' cars.

"Whilst the club has no meeting of its own, it does try to arrange a Kissel table at the annual banquets of the V.M.C.C.A., the A.A.C.A., and the H.C.C.A. Members are also encouraged to get together at other meetings of these associations. The basic idea behind this policy being a feeling that active one-make clubs tend to nibble away at interest in the main clubs, to the ultimate detriment of the hobby. This is a concept which, one feels, has applications in England as well as the U.S.A."

WANTED

4 cy. 4 1/2 x 4 3/4 engine for 1912 Kissel Kar or rear cylinder pair only. B. X. Goldflies, 2812 Otterbein Ave., Dayton 6, Ohio.

6 Houk 23-inch wire wheels to take 32 x 4 1/2 tires, for 1922 Kissel Speedster. Also 6-45 engine and all dashboard instruments. 1912 running gear. R. H. Dunwoodie, 1740 F St., Sparks, Nev.

The running gear for a 1914 4-40. Also starter generator for my 1913 4-40. John Haartz, 3 Bridge St., Newton 58, Mass.

For 1922 6-45: spark-throttle quadrant, dash light, 2 solid diamond-shaped bumpers, tail light. J. Barnhart, 1765 NW 4th St., Apt. 2, Miami 35, Fla.

FOR SALE

New 6-38 and 6-45 distributor caps. \$3.75 ppd. R. H. Dunwoodie, 1740 F St., Sparks, Nev.

Hubcaps, 1911 through 1928, \$5 ea. Gil Vierra, San Jose, Cal.

Hubcaps for Kissel artillery wheels, 1923 and after, new, \$3.95 ea. Add postage. Robt. C. Burchill, 2316 17th Ave., Port Huron, Mich.

Duckworth #828 6-55 timing chains, new, \$10. Also for several Lycoming 8's. L. G. Parizek, 10 Yarnell Ave., Middletown, R.I.



FOR SALE (cont'd.)

Radiator with emblem, est. 1914 \$100. Rev. L. W. Lieder, First Methodist Church, Eagle Grove, Iowa.

Kissel bumper. Carlton R. Smith, 9 Spring St., Attleboro, Mass.

Ilco Ryan lights, 1927, very good condition. Make offer. Dwight Thomas, 1726 Lane St., Topeka, Kan.

1929 Ilco Ryan lights, mint set of 5, \$75, P. S. Barber, West Mystic, Conn.

Many headlight rims and lenses. Ilco Ryan lights. Bob McCarron, Jr., 31 William St., Wellesley, Mass., Tel. 235-7861.

Kissel bullet headlights \$60, Trippe headlights \$25, Ilco Ryan lights \$60, set of individual fenders. B. S. Wiesniewski, Inc., 215 W. Maple St., Milwaukee 4, Wis.

For 6-45: complete trans. gears, coverless lever, chromed brake lever, universal joints, fuse door. J. Barnhart, 1765 NW 4th St., Apt. 2, Miami 35, Fla.

For Remy distributor #606B, have 5 #806856 arms, 8 #810394 points, all \$2.50 ea.; 1 #810004 cap \$5, Ed P. Ryan, 530 Broadway, Malden 48, Mass.

Manuals: For 1915 Models 4-32, 4-36, 6-42, 24 pages, \$9; 1915 100-Point Six, 18 pages, \$8. R. B. Manville, 2212 California St., Omaha 2, Neb.

Photostats of material from following catalogues \$1 per page, 90¢ if 7 or more: Years 08, 9, 13, 17, 18, 19, 20, 23, 24, 25, 27, 28. R. Pierce, 3517 Dollar Dr., Akron 19, Ohio.

'20 Kissel Tourster mechanical restoration complete \$2,500. 4 good 6-45 pistons, new stainless 3-rib running board mouldings 3/8 x 1", reproductions of original zinc, 40¢ ft. Bullet-shaped 6-45 tail-light copies as used through 1922 models. R. C. Knepper, 8824 Aboite Center Rd., Ft. Wayne, Ind.

Top Bows 54, 56, 60" bent oak \$5 ea. express collect. LaRue, Ltd., Highland, Ohio.

'20 White Eagle 8-95 deLuxe Coupe-Roadster (hard top) with 6 wire wheels, rumble seat. Nice shape, \$1,000. John Ritter, Box 348, New Britain, Conn.

'23 6-55 Brougham, rough but nearly complete, running, \$250. D. E. Carlson, 135 New Britain Rd., Kensington, Conn.

'23 6-55 Phaeton, like new \$1,500. C. Munn, Box 358, Knowlton, P.Q., Canada

'29 or '30 6-cyl. engine No. 73-1022. Instruments included, \$250. K. McDowell, 924 Loa St., Lansing, Mich.

We hope to have 3 color pictures of 1921 Kissels reproduced in the Automobile Quarterly. These were found by Stephen Kissel, of the Kissel family. Subscriptions to Automobile Quarterly are now \$21 per year and we think well worth it.

Mr. and Mrs. Virgil Johnson are a 2-Kissel family--own a '25 8-75 Gold Bug replica and a '23 6-55 Brougham, both very desirable. Here is Mrs. Johnson's account of the long trip they took in the Gold Bug: "Slow Way to the World's Fair".

"Our ambition has always been to take a vacation trip in one of our antique cars. That has now been realized, as we have just returned home from a 4,500 mile trip to the World's Fair and the West Coast in our 1925 Kissel "Gold Bug".



"Last January while helping with our display of antiques at the Minneapolis Auto Show the men, in talking and answering questions, wondered how far our various cars would go. Just daydreaming a trip was suggested (a 500 mile trip). Then at our annual meeting a group from Duluth had decided on a trip to the World's Fair, leaving June 15. Anyone was welcome as long as he drove an old car.

"Several months later after a trip to Duluth to get details we came home to prepare for our venture.

"The Kissel had to have new tires and some sort of side curtains. As there wasn't time for good ones, we manufactured some temporary ones. Camping equipment had to be collected; as each car was to be independent so if we became separated we could go on alone.

"On June 14 the tent and camping equipment was packed on the back rack and the luggage in the rumble seat. Luggage space was at a premium so every inch had to count.

"We left Cokato at 12 noon on June 15 for Crookston. There we met our party of three 1931 Model A's with eleven passengers. After a supper and a quick look at Breed's cars we were off. We left Crookston at 10 p.m. and drove all night. Too excited for any sleep.

"Our first trouble was a loose light bulb in the tail-light but that was easily remedied. Our most serious trouble was the first day. A fan blade broke on one of the Model A's but digging into the luggage soon produced another and we were on our way again.

"At Williston, North Dakota, we were flagged down for an interview on radio.

"Fort Peck, Montana, was our first campsite after driving 866 miles. Next day on to Glacier Park and the snowbanks. At Logan Pass our young people had a good time snowballing. It was spring in the Park. With the top down on the Kissel we soon had two very sunburned noses.

"From Glacier on across Idaho and Washington to Tacoma and the Fair. Still no serious trouble. After giving our cars a check and a few days' rest we were off for the Pacific Ocean. After a run on the hard sands of the beach, we headed back inland along the Columbia River, across southern Idaho and into Yellowstone Park. In Yellowstone we crossed passes 8,500 feet up, but our highest pass was yet to come. We had to climb to 9,666 feet (Powder River Pass) in the Big Horns before we started to come down.

"In Cody, Wyoming we visited the Henry Coe home to see his Kissel (we obtained his name from the Kissel club listing) and found he had many more beautiful cars besides the Kissel; and a huge St. Bernard named Bilko.

"From there on to the Black Hills. After 20 days and 4,500 miles we arrived home. Even storm and flooded highways didn't detain us.

"Our only casualty was a hub cap. While we were eating supper in Pendleton, Oregon, someone stole it. Now we have two Kissels and six hub caps. Does anyone have a spare? The small aluminum cap with "Kissel" printed on a red background. We came on to our Gold Bug while looking for a fourth hub cap for our Brougham to replace the one we had lost."

Eva Johnson

#### OBITUARY

Joseph Murchio, once famous driver who raced four times at Indianapolis, among other famous tracks, and broke many records, December 4, 1961, at age 73. He was the intimate of Kissel-owner Jack Dempsey and other greats of the prize fighting ring, having settled at Greenwood Lake, N.Y., across from the fight training pavilion after landing an airplane on the lake while he was a barnstorming pilot. He was a member of leading veteran car clubs and a director of A.A.C.A. He was a connoisseur among restorers whose collection included two Kissels (1926), recently turned over to a friend of the Murchios, Tony Musto of West Hempstead, Long Island. To wife Helen our deepest sympathy. We express the hope that the interest in Kissels which she shared with Joe will continue undiminished and that she will find it possible to maintain the Murchio Museum of Automobiles and Americana in his memory.

KEEP US POSTED! THANKS.