

The **KISSELKAR**
EVERY INCH A CAR

Official Publication of the Kissel Kar Klub, 530 No. Main St., Hartford, Wisconsin
Address all correspondence to Box 591, Locust Valley, N. Y.

Editor: E. E. Husting

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A K I S S E L K A R K L U B M E E T !
Reno, Nevada, August 7 and 8

It has been our Klub policy not to have separate meets, but instead to encourage Kissel owners to gather at the meets and annual meetings of the main all-hobby clubs: VMCCA, AACA, HCC, and CCCA. This is in keeping with our sponsor's, Mr. W. L. Kissel's wishes, that we function quietly and without fanfare. Also those of us who operate the Klub for you are agreed that one-car-club activity does breed dropouts from main clubs - causes the second or "extra" membership to be dropped. Nevertheless we enthusiastically responded to Kissel fan Bill Harrah's invitation to try a Meet in connection with Harrah's Swap Meet on the above dates. Your editor is flying out with his family from Boston and hopes to borrow a Kissel from one of the four owners in Reno who have a dozen Kissel Kars, Kissels or White Eagles between them. Those owners being: Bill Harrah, Ed Catlett, Ralph Dunwoodie, and S. Heine Cooper.

Regarding reservations for the weekend of August 6, 7, and 8, Ralph Dunwoodie has a block of double rooms set aside at the new Holiday Inn, 5851 South Virginia Street, Reno, and needs to have prompt word from those of you who will stay with our group. Each room has two double beds and rates are charged according to the number of persons in one room, at \$15.00, \$16.00, or \$18.00 a night plus 5% tax. Call Ralph or his secretary at FAirview 2-6911, or write him airmail at P. O. Box 10, Reno Nevada 89504.

The Reno Chamber of Commerce has a circular available listing other motels and hotels, including inexpensive ones as well as a city map. Any of you not staying at our official Holiday Inn headquarters, please leave your Reno address and a \$2 registration fee with me, Husting, at the motel. The fee is to defray costs of this mailing and incidental notices in Reno.

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Last January 22, Chrysler Corporation took title to the old Kissel factory in Hartford, Wisconsin from the West Bend Company which has owned it since 1944, thus acquiring the line of "Shark" outboard motors manufactured there. We understand that the Kissel plant has been the largest U. S. exporter of outboards for quite a while. Recently one of the Kissel-built motors set a new world's record in the 10,000-mile endurance run: 16 days, 15 hours, 41 minutes. For years these engines were designed by Herman Palmer who was Kissel's brilliant chassis engineer starting in 1906. He did not retire until he was 82, a few years ago.

The final issue of the Bulb Horn for 1964 contains, on page 40, a picture of Gene Balcom driving the widow of famous race driver Ralph DePalma to the top of Mt. Wilson in his priceless, big 1909 Kissel Kar 6-60 Semi-Racer. He led the small group of cars that were able to negotiate the old toll road over which DePalma set a record of 25 minutes, 48.85 seconds for the 9.5 miles to the summit. The other cars took the easier Los Angeles Crest route.

You are in for a treat when you see Heine Cooper's 1921^{1911?} Kissel Kar 4-40 Touring. He has driven it all over for the past 15 years--to Pittsburg from the West Coast in 1951, to Cleveland and Cincinnati in 1959, and on three Glidden Tours, plus many trips to Denver, Los Angeles, San Francisco, Seattle, and Phoenix. Several trips covered 6,000 miles and one 9,000 miles. Heine said that a farmer in California used the car for 10 years, then

set the body and frame aside and sawed wood with the engine for 20 years. Heine found the engine to be in perfect shape when he bought it, but he had to restore the body completely. He writes, "The car has never failed me...has never been on a trailer...I think I have the best and most reliable car on the Pacific Coast." Would any company want a better testimonial?

Ralph Durwoodie is selling off some of his Kissel collection, and later some of his Kissel literature, too. Cars range from 1912 to 1927, some being just chassis, and include a rough and incomplete '22 Speedster. Another Speedster is on the market: the late Claude Cato's 1927 8-75 standard type with rear-mounted spare. Although it has smaller wire wheels than original and needs the top covered in Pantasote or Burbank of authentic shape, it will bring a price in the thousands. Write Mrs. Cato at 3223 Tampa St., Houston 21, Texas. Claude was an active HCC member, an interesting and reliable correspondent, and a helpful member who found ways to publicize Kissel widely. We will miss this fine gentleman.

Quite a few Kissels advertised in our last letter have changed hands since. There are several good Broughams, 1925 to 1930 available, and Ann Klein's 1918-1919 6-45 Gibraltar Touring. Write to your correspondent at the address above for leads, and those of you with cars for sale, please send in a fresh notice. (I still reside at 39 Pinckney Street, Boston 14, Mass., but divide my time between Boston and New York and find the address above more useful for Klub purposes). One complaint: too many Kissel owners do not answer mail from the Klub or respond to requests for the Serial Number of Engine Number of their car. This has been true for both high and low, for a head of a listed company or a farm hand, for Canadians or New Zealanders as well as Americans. Where I support this endeavor, I often feel let down. Yet the average is still pretty good. For the reason given, the Owner List promised you free of charge (It will cost others \$15.00, which we hope will cover copyright expense) is still incomplete and pending, 152 cars listed.

Kissel fan Harry Pulfer, P. O. Box 526, La Crescenta 9104, Calif., has assembled a variety of emblems and nameplates, and he supplies reproductions at from \$5.00 each for small pieces such as serial plates or hub cap discs to \$10.00 for the very rare 1912 KK emblem and \$15.00 for the blue on white KK emblem used through 1918. He has the cadmium-plated 1919-1927 "Mercury-type" radiator emblem in stock at \$7.50, or \$10 if silver plated; however an example we saw was not sharply-enough etched. All other types were most suitable. In our experience with others in having emblems copied or repaired, some "orange-peel" is to be expected. Consult the Klub as we have rubbings, or write Harry, enclosing a stamped envelope.

"Jackson" Barnhart, 1765 N. W. 4th St., Miami, Florida 33125, will help with parts while our official Parts Registrar is heavily involved with Harrah's Swap Meet and later events. He reports that he needs a rear main oil seal gasket for his '22 6-45 and a spare #357 Fitzgerald head gasket, probably in his hands by now through B. S. Wisniewski, Inc., 215 Maple St., Milwaukee (\$15.00). Jackson's telephone number is FRanklin 1-5191.

Mr. Will Kissel, who will be a hearty 86 on August 1, is now an Honorary Member of Horseless Carriage Club which will soon carry a Kissel article in its Gazette. Veteran Motor Club of America was the first to honor him in this way in 1957, and Antique Automobile Club of America, about 1958. While building Kissels his brother George, President and he were members of the various industry associations; later he joined the invitational Automotive Old Timers--and, may we add, the Lincoln Continental Owners. The Reflector, published by the Antique and Classic Car Club of Canada, featured Kissel in its February 1965 issue which had Eliot Wiener's First Series 1921 6-45 Gold Bug on the cover. The author, Peter A. B. Weatherhead, informs us that an issue in the mail soon will carry follow-up material, by way of augmenting and correcting the original text, for which he did not have access to the principal Kissel articles. One issue will feature Mr. John McDougald's 1922 Gold Bug a popular car in Toronto events. We hope to inspect the Wiener car which needs an authentic

channel-iron type front bumper to replace its Biflex. Eliot "glamorized" it in reds in the restoration, since he already had a yellow Mercer Raceabout and didn't want two yellow cars.

J.T.Carlin Box 365, Wallingford, Iowa, advertised a Kissel Motometer for \$15 recently.

PARTS WANTED

Fenders as used 1919-1921, not cycle type, Stromberg carb., distributor, starter, gas tank, switch, radiator cap, and other 6-45 items--Otho Corriher, Box 92, Landis, N. C.

For 1925-1926 8-75, steering wheel and complete small spark-throttle-horn button assembly, one step plate, owner's manual, wheel cylinder brake parts--Al Kieft, 1140 Washington St., Grand Haven, Mich.

Wooden steering wheel, 1923-1927 type--Virgil Johnson, Cokato, Minn.

Headlight rims and lenses for 1918 6-38--Wm. D. Henry, 3251 Kenyon Road., Columbus, Ohio

Phinney-Walker clock, 3" diameter--A. C. Johnson, Box 141, Wabeno, Wisc.

For Sale--Complete picture sets of original Kissel Kar Factory beginning with bird's eye view to final assembly for shipping--each set contains 18 3 1/2 by 5 pictures--\$7.50 per set --Also set of 12 3 1/2 by 5 photos of Kissel ambulances, hearses, and combination car--\$5.50 per set--Send check or money order to: R. E. Rose, P. O. Box 4, Eden, Wisc. We pay postage. Allow four weeks shipment. (I recommend this purchase, having bought a set of the larger prints at the previous higher price--EEH)

Word came to us very late that movie-star Anita King (Mrs. Timothy McKenna) died at 74, June 1963. The newspaper articles mentioned that she drove from Los Angeles to New York alone in her Kissel Kar roadster (It was a Hundred Point Six Touring) in 1916 to become the first woman to drive across the county. The car carried advertising like Cannon Ball Baker's cars, and the trip was widely publicized.

I have three 18 by 6.50 used tires for sale (1928-1931 models), Ilco Ryan Lights, and a White Eagle instrument cluster and radiator core.

SEE YOU IN RENO, AUGUST 7 AND 8

B. E. Husting
Box 591, Locust Valley, N.Y.

Fill out and mail application to:

RENO SWAP MEET AND OLD CAR SHOW
August 7 & 8, 1965 Wooster High School (Near Airport)
RENO, NEVADA

Ralph Dunwoodie,
Harrah's Automobile Collection
P.O. Box 10, Reno, Nevada.

For additional information, also
contact the above address.

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I will exhibit car at Car Show - Entry Fee of \$1.00 enclosed.

(A recent picture of each car entered must accompany entry.

I wish to reserve _____ swap spaces at \$1.00 each.

Enclosed is \$ _____ entry fee for Swap Meet spaces.

Owner _____

Address _____

City _____ State _____

Year _____ Make _____

Model _____ Body Style _____ No. Cyls. _____

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