

Official Publication of the Kissel Kar Klub, Rte. 2, Box 92A, Hartford, Wisconsin 53027  
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IMPORTANT ANNOUNCEMENT!

1976 KISSEL Bicentennial Homecoming to Hartford (Wis.)

Sunday, July 11, as part of Hartford's 4-day Bicentennial Celebration. Cars assemble for the morning Concours at Willowbrook Park, adjacent to the Kissel historical marker near the old Kissel factory, now incorporated into Chrysler Outboard Corp., near the city's main business intersection, around 10 a.m. Parade forms at 12:30 nearby, Kissels leading, and proceeds to Woodland Park on the northwest side of this small city. There we will display our Kissel Kars, Kissels, and White Eagles on the parking lot of the CDM Tool and Die Co. whose rest room facilities will be available to us. Hartford has a first class band and an interesting program planned. Leaving time is optional -- Play by ear. Perhaps 4 p.m.

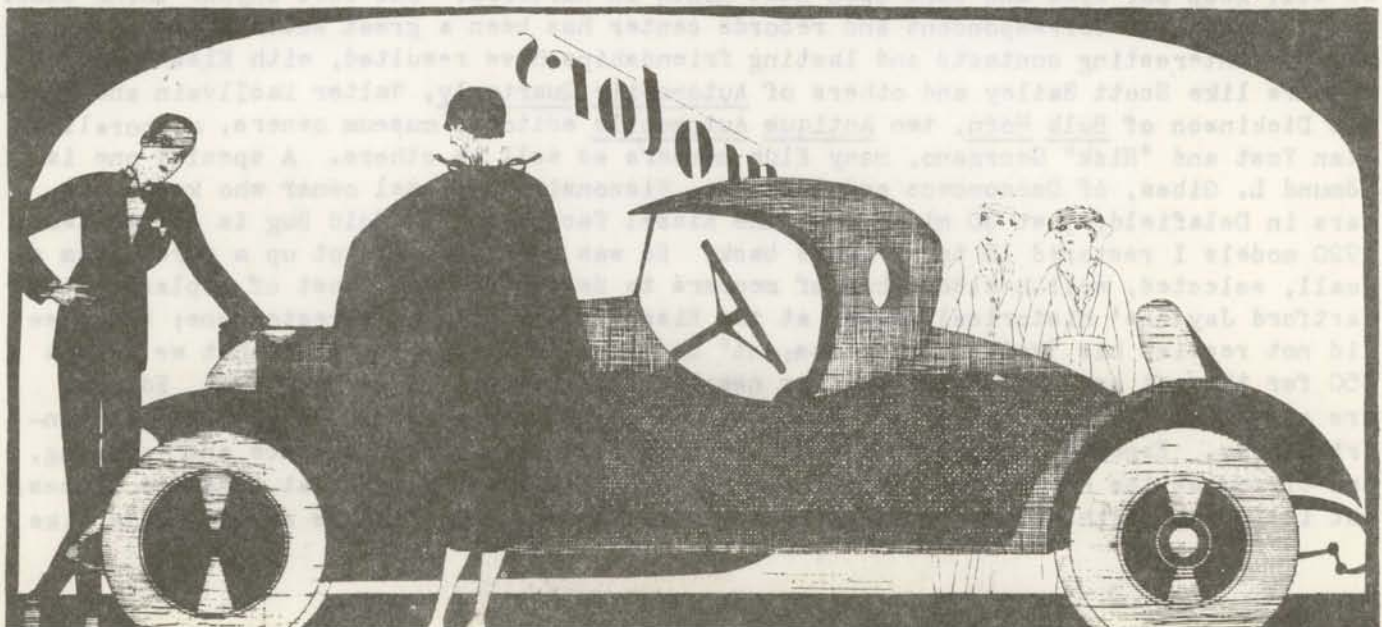
While not obligatory, it might help to send a card to our Klub Chairman for the event, Delyle G. Beyer, at the Hartford address above; just name, year of your car, and its body style. Del puts in long hours in the Milwaukee industrial firm bearing his name and should not be bothered needlessly. But last minute information will be available at his residence; 414 673-2561. An alternate is Jim Schuetz at 414 677-2696. Jim has what may be the largest collection of official Kissel company photographs and is planning displays at the meet.

We expect to call a short Klub business meeting at the meet. One item to take up: Shall we change "Klub" to "Club" as some suggest? After all, the Kissel Motor Car Company dropped "Kar" from the name during WW I, in June 1918, as sounding "too German". (Cont'd. p.2)

The stylized version of a "Gold Bug" below is from the "Reflector", Canadian club publication. It represents the 1920 Kissel Speedster, 2nd in '74.



Above shows the Klub emblem, designed by Clifford F. Morse, Rte. 1, Bath, N.Y. 14810. We think it is perfect -- combining the 1910 and later emblems used. A patch this size, blue and white on a yellow background, suitable for an arm band or on a jacket or jumper is \$3 postpaid from him while the supply lasts.



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Accommodations are each one's own responsibility. Holiday Inns on Highway 33, West Bend and in Menominee Falls are convenient. Hartford's less grand motel now being renovated will be ready in time. Others abound in northwest Milwaukee only 30 miles away and en route.

We are on about a 5-year interval for Klub meets. First, when we were eight years along we held one in connection with Harrah's August 1965 Swap Meet in Reno, Nevada. Meanwhile we had always encouraged informal get-togethers at the big meets such as Hershey, at one of which member Gene Zimmerman gave a dinner for 30 of us at his Holiday West motel. Our last (and first) Homecoming to Hartford took place in July 1971, a great success by common consent. Prize for the car coming the greatest distance -- 275 miles -- went to Ben Knepper, whose 1920 6-45 4-pass. Tourster easily cruises at 60 all day. Only exceptional cars could do that in the early twenties. To repeat this year Ron will have to extract the Tourster from the Auburn-Cord-Duesenberg Museum, Auburn, Indiana, who have it on loan. Oldest was Tom Rosenberger's 1909 LD-9 Touring Car, which also came under its own power. One benefit for those attending was conversations with old Kissel factory people who came to see the cars. Not everything some recalled was accurate at this late date. Caution or a double-check advised! Our late patron-founder, Mr. William L. Kissel, made his final appearance with us when he watched the parade form and waved to us with obvious emotion as we passed by. This remarkable man, Number 2 in the company, had all his faculties almost to the end which came peacefully at age 93 on Labor Day, September 4, 1972. He helped us a great deal, for which we shall ever be grateful. And now we continue to operate the Klub low key and without fanfare, in keeping with his wishes. Also as he wished we limit membership to owners and to such of the old Kissel factory or dealer personnel and immediate family members as signify interest.

A new but nevertheless most helpful and enthusiastic member, Clifford Morse (See p. 1), lost his 1923 6-45 Speedster in a fire which totally consumed four cars, sadly. This one, Serial 45-7258, is one that author Hugh Durnford and friend bought in Winnipeg and towed all the way to their home city of Montreal over 20 years ago, then stored. Hugh, a Packard and Canadian-built car fan, finally decided to sell. Though rough and incomplete, somewhat cobbled, the dealer who bought it found that it ran very well, once he "unwelded" a substituted carburetor and replaced it with the correct Stromberg OS-2. Clif then bought a cache of 6-45 parts on a lead the Klub furnished, fabricated some body fittings, and was well on the way to re-creating a mint "Gold Bug" until the catastrophe. He shared his research with us and, as stated earlier, designed our Klub emblem, something we needed. We wish all our members were like him.

We need help or relief. Where your Correspondent has passed the usual mandatory age of 65 for retirement, a successor is in order, and we hope one will come forward. Anyway, we will keep our eyes and ears open next month in Hartford. But lest anyone think otherwise, serving as Correspondent and records center has been a great satisfaction, not a chore. Interesting contacts and lasting friendships have resulted, with Kissel-minded editors like Scott Bailey and others of Automobile Quarterly, Walter MacIlvain and Everett Dickinson of Bulb Horn, two Antique Automobile editors, museum owners, authors like Stan Yost and "Nick" Georgano, many Klub members as well as others. A special one is Edmund L. Gibes, of Oconomowoc and Waukesha, Wisconsin, 3-Kissel owner who keeps his cars in Delafield, just 20 miles from the Kissel factory. His Gold Bug is one of two 1920 models I restored 15 to 20 years back. Ed was busy when we got up a purse from a small, selected, well-heeled group of members to defray the \$315 cost of replacing the Hartford Jaycees' historical marker at the Kissel plant with a corrected one; hence we did not receive his "voluntary assessment" in time. He later insisted that we accept \$50 for the pot and use any excess for newsletter expense. So here we are! Ed, you are a gentleman. But unlike some groups which do not charge dues, we do not seek contributions. Expenses absorbed in some 17 years for heavy correspondence and 'phoning, and of course the newsletters, would pay for a pretty good Brougham at to-day's prices, but it's been worth every cent. There is, nevertheless, one item we would surely like

to eliminate, and that is the cost of the extensive detective work when a member sells his car and does not send us the name of the new owner. Or he may even respond to our inquiry by stony silence. The search after a "silent sale", letters, phone calls, the reluctant bothering of some big-club member in the seller's town, advertising expense -- these are all painful. If the shoe fits, put it on. Our Register seems to us to be our single most important activity -- and it is mostly up to date. For quite a lot of this we owe great thanks to Ray Wolff, prominent Milwaukee Duesenberg man. As a director of several clubs and a museum and busy man at many meets, Ray has wide contacts and has used them repeatedly to get results for us. We wouldn't be nearly as far along otherwise. Useful extracts from the register are available to our members as copies at 25¢ per page plus postage through the facilities of the winter office of Henry Austin Clark's Southampton Automotive Museum, near us. For example, we have a 3-page list of Speedsters available, also a list of all Kissel articles that have come to our attention.

Here are the contributors to the Kissel historical marker: Ote Corriher; J. Don Forney; Harrah Collection; Holiday West (Gene Zimmerman); Wally Rank; Henry Reimers; myself. There was one "jumbo" -- double the next highest. Thank you, men!

G.N. "Nick" Georgano, already mentioned, visited us from England for several rainy days last fall. Some will recognize him as a staffer at the Lord Montagu museum at Beaulieu there which holds its big swap meet ("Autojumble") this year on Sunday, September 12th. We have information for anyone who may be interested. Nick, editor of the big Automobile Encyclopedia which many of you have, is completing a similar work for trucks and assembled a good Kissel section while here. Watch the automobile press for the announcement.

Ralph Dunwoodie, our very knowledgeable Parts Specialist in the Klub, resigned from his long-time connection at Harrah's and is now a private consultant on car restorations, with some of his assignments still at Harrah's. If you can use his services, write to him at Box 7774, Reno, Nevada 89502. Whenever we have a "tough one", Ralph is always the man who comes through. We know of two museums who tried to bring him in as manager when he made the change, but the Dunwoodies just can't bring themselves to leave Reno. Pretty good evidence, I would say, that Ralph's work is worth the price.

Standard on early Kissel Speedsters,  
needed because there was no l.h. door

*...then why tolerate  
it in your car?*



YOU wouldn't stand for the inconvenience in your home—a table just inside the door that you have to squeeze past every time you go in or out. Why then squeeze and twist to get in and out of your car? Install a Neville More-Room Steering Wheel—(slides up out of the way)—and walk in and out with ease.

Handsome black walnut and polished aluminum. Standard equipment on many of America's finest cars. Made for every make. At your auto dealer or write us.

NEVILLE STEERING WHEEL & MFG. CO.  
610 NORRIS STREET, WAYNE, MICH.

No Car is Completely Equipped Without A—  
**NEVILLE**  
MORE-ROOM STEERING WHEEL

One-time LeBaron custom body man Hugo Pfau published an excellent article on Kissel's Body Dept. in the April 1975 Cars & Parts. A later issue carried this from friend Dr. Earle Huwatschek, life-long Kissel fan:

The Kissel article a bit earlier brought several letters, one of the most interesting from Dr. E. G. Huwatschek, a dentist in Port Washington, Wisconsin, who worked in the repair department of the Kissel Motor Car Company during a summer vacation in 1926. He says:

"Fortunately that summer I was able to live with the Gordon B. Davey family at Hartford. Mr. Davey was the Commercial Vehicle Department sales manager and had been with the Kissel firm since 1907. 'Fritz' Werner lived next door to the Daveys, and during those pleasant summer evenings I used to visit with him. He was quite an artist, there was no question about that."

At other points he writes, "A department you failed to mention in which they did outstanding work was the Kissel plating department. When those radiator shells came out of there they were really plated." And again, "Somehow I got into the paint department where varnish was still in vogue. I saw a man wetting down the entire floor with a sprinkling can to settle the dust." Now those are indications of the kind of care that produces true quality.

Dr. Huwatschek also refers to the five Kissels his father owned at various times, beginning with a 1918 Hundred Point Six with the Gibraltar body. This was bought as a touring car, and later had the winter top fitted converting it into the "All Year Car" that I described. Unfortunately, the family did not keep any of the Kissels, the last one, a White Eagle Sedan, having been traded for a 1939 Packard Six Sedan. But it seems the Packard is still in their possession.

From Milw. Sentinel  
"50 Years Age To-Day"

William S. Stewart, 527 Adams St., Manchester, Conn. 06040 provided the nice card pictures of his 1927 8-75 Brougham-Sedan, enclosed\*.

AUG. 25, 1925

APPLETON, Wis. W. L. Kissel, head of the Kissel Motor Car Co. of Hartford, Wis., was testing one of the automobiles his firm produces when he was arrested for speeding on Highway 26 near Appleton by Motorcycle Officer Elmer Rohm. Kissel allegedly was traveling 65 miles an hour, a new record for speeders in Outagamie County this year. Kissel was fined \$10.

(Will knew what the cars would do! He liked the 4-pass. Tourster for his own use).

As evidence of gratitude to Hartford's Bicentennial Committee for some fine cooperation, we would like to see all our U.S. members contribute some amount, however modest, to the "Hartford ARBC" and send it to the City Hall, Hartford, Wis. 53027. Please identify with Kissel Kar Klub.

It turns out that the widow and son of Kissel's president, George A. Kissel, Sr. (d. 1942) screened the old company records when she sold her "Kissel Industries" to a friendly West Bend, Wis. company in 1944. Important papers and records were preserved and are lodged now as archives easily available at the U. of Wisconsin's Milwaukee Division Library on E. Hartford Ave, with more on microfilm at the State Historical Society in Madison. Mrs. K. and George, Jr. now live in Florida's Ft. Myers. Among other facts these papers show that there was a feeble effort made in 1934 to raise Government money to bring out a streamlined car earlier designed by J. Frederick Werner, head of the body dept. before 1930, on a Reo chassis but with a Lycoming engine, this advanced car to be marketed through Reo's 1200-strong dealer organization as the "Royale". Now in recent months Reo, too, has failed, long after concentrating on just trucks and lawn mowers.

Cars for Sale: If interested, contact the Correspondent for information. 1924 6-55 Enclosed Speedster, mint restored, 6 WW, \$15,000. 1925 same, dismantled, extra engine, body professionally restored but not upholstered, offers considered. Both rare type. 1926 6-55 All Year Coupe-Roadster (Convertible Coupe), mint restoration, 6 new whitewalls, extras, \$17,000. 1918 6-38 100-Point 6 Sedan, sporty close-coupled 2-door with removable All Year winter top; chassis sound, body partly restored, price reflects rarity. 1923 1½ ton truck, exc. orig., \$1,250. FWD WW I Weapons carrier, Kissel-built, like new, \$4,000 or trade for hearse. 1920 6-45 Tourster, older restoration, not cheap. 1926 6-55 Brougham, orig. uph., easy restoration, \$3,500. 1928 6-70 parts car. 1927 8-65 2-door Brougham, not perfect. Owners of other cars for sale, please send details.

Parts Wanted. Formerly we ran such a section; however the list of "wants" furnished to our Parts Specialist and to the Correspondent is too large to continue. We are giving consideration to running an ad instead in Cars & Parts; however we strongly urge members to advertise their wants on their own in such publications, Hemmings and Old Cars especially. These all have wide distribution and are sure to reach most of our members who, after all, have not been able to be too helpful heretofore.

The Klub has four 8½x11 "AEA Tune-Up System" cards for sale at \$5 each postpaid, or copies at \$1 ea. These are: 1929 6-73 to Ser. 73-2500; 1930-31 6-73 (both WS engine); 1930-31 8-95 (G engine) from 95-3501 up; 1929-30-31 8-126 (MD) engine. Letters are Lycoming engine types. Bear in mind that Kissel substantially modified engines purchased first for the 1925 Straight Eight line so that they lost their Lycoming identity when described in the trade. Kissel built its own 4 and 6 throughout (except small ones '23 and after and larger truck and bus types) but used a Racine, Wis. foundry for blocks. Continental may have made some of the last 6-55 engines, filling in for the last big six option of the '28 line. We would welcome more information on this. Recent Lycoming feature in Old Cars for May 18 was deficient as to Kissel, and nothing is available at Lycoming or Continental, records gone.

Obituaries: Mr. William L. Kissel, long-time Secretary-Treasurer and co-founder of the company, manager later of Kissel Industries until 1944, September 1972, greatly missed. Walter Grotz, Hartford, Wis., considered Kissel's best test driver and a long-time employee, 1972. Reuben G. Freitag, Advertising Manager in the twenties who went on to big success in the same capacity at Briggs & Stratton, Milwaukee, May 1973. Earl Wanecek, Aug. 5, 1972, prominent Milwaukee attorney and corporation director, close friend of Will Kissel's in same Masonic lodge, who bought the 1920 "Gold Bug" now in John Price's Roadster Museum in Salt Lake City mainly so that Will could drive it. His widow, Barbara, donated Earl's Kissel literature to the Klub. Earl is greatly missed here, along with the others, a true friend.  
\*Unless sent to you before.