The Kisselgraph

MAY 1994

Official Publication of the Kissel Kar Klub
c/o Hartford Heritage Inc.
147 North Rural Street
Hartford, WI 53027

Telephone: (414) 673-7999

ANNUAL MEETING:

The Annual Meeting of the Kissel Kar Klub will coincide with our annual 'Car Sale' that will be August 13th. Last year was the first year that we tried the car sale rather than a car show and it proved to be successful so we will be continuing with that. The Annual Banquet Meeting, then, will follow at approximately 7:00 P.M. on that Saturday evening. I hope that more of you will be able to attend this year. A special note to those who have not been to the Hartford Auto Museum: "It is worth the trip!"

If you think you will be in town or in the area on that date, let me know and I'll get further information to you.

BOUGHT, SOLD, FOR SALE & VISITS:

This past several months we have had quite a few visits from Kissel owners. Mr. Steve Dana, owner of a semi-racer, stopped in on his way back from California. Arthur Spanjar has been here a couple of times. He had recently purchased a Kissel out of Illinois and as I understand it, this particular car was modified by the Powell Engine Company to operate with their Lever engine. Someone had started to put the White Eagle back into shape as a "White Eagle". In the mean time, Mr. George Carr and Kathleen Kissel, of West Minster, Colorado, had purchased this vehicle from Art Spanjar and will be in the process of restoring it. George is looking for a White Eagle radiator and shell. The car is also missing the hand cranks for the windows. We don't have anything like that here at the museum. Perhaps, somebody in the membership may have the necessary parts. If so, contact George Carr directly at: P.O. Box 1646, Broomfield, Co 80038. Also, we had a visit from DeWayne Ashmead from Fruit Heights, Utah. He spent most of the day here going over information that we had on Kissel speedsters. He just recently purchased one that was formally owned by Mr. Johnson here in Wabeno, Wisconsin. Now here's a car that Mr. Johnson give to his daughter in Las Vegas. His daughter sold it to the Imperial Palace. From there it went on 'auction' and the car then went up to the State of Washington. From there it went to Utah and now Mr. Ashmead is restoring it.

I just had recent correspondence from Mr. Morse who purchased a 1918 touring car from Mr. Finelli in Columbus, Ohio. Evidently, he has quite a project on his hands to complete. Also note that a Dave Bayoski is a seller for another party that has a 2-door brougham, 6-55. From photographs here, it looks like a pretty decent car at a pretty decent price. His phone number is 216-544-0242.

Finally, a Bob Collins of Wisconsin. as you may recall from our information list, had passed away. He owned a Kissel Speedster that was redone by Dick Braund of Elroy, Wisconsin. In any event, this car now is for sale by his wife.

DONATED VEHICLES:

Just recently, Kissel owners Lyn and Mary Schuette, and, Luella and Dave Wolbrink donated to us their 1923 Kissel 4-door Brougham Sedan. This vehicle has been in the museum quite a few years and we're very pleased to take over ownership officially in 1994. Another vehicle that they had on display here at the museum and donated is a 1912 Metz. The museum is very pleased to have both.

From Minnesota, a Kissel truck frame reportedly to have been a fire engine from Hartford was donated to us.

A former Kissel owner, Ed Gibes, donated a 1949 Willy's Jeepster. We are very pleased to increase our stock of cars not only for the museum, but in particular Kissels. I wish to, again, thank those for making the donation possible.

PARTS:

I thought it was about time to bring you up-to-date as to what we have available in parts for Kissels. We needed knock-off hubs for our 1930 Speedster and so we have made extras, complete with the Kissel red and chrome insert. They are made to fit wire wheeled Kissels from 1928, 29, and 30. They will also fit Auburn 76, 88, 6-80, 8-90, 6-85, and 8-95. In the case of the Auburn knock-off hubs, we do not have the inserts available. You will have to obtain them. The same hubs may also fit Locomobile, Moon and Peerless. These same companies utilized Dayton wheels. The cost of 4 is $929. A pair is $489, or, they're $249 each. Those of you that may be looking for bigger Auburns, such as the 115, 120 or 125, these will also be available from us sometime this summer. This is a much heavier hub and will sell for $1,195 for a set of four.

In addition, we still have the rubber insert pads to go on the step plates of Kissel cars and we have about five brass unfinished impellers. This water pump impeller was used on alot of Kissel models. They are unfinished, undrilled and cast in brass rather than cast iron. Also, we received a note from Mr. Bamford, of Canada, that he has available, or will make available, unfinished castings for braking systems for the very old Kissel vehicles.

ATTACHED ARTICLES:

Attached with this newsletter is an interesting article about the Kissel 'Double-6' automobile which used a Weideley engine unsuccessfully. Also, attached is an article on a Kissel bus made from a 1914 Kissel car '6'.

I had quite a few comments from the membership that they enjoy these articles. Most of these articles we receive through the courtesy of Mr. Ralph Dunwoodie of Nevada.

In addition to these additions, we find that we can never learn too much. Recently, a fellow came in the office with a collection of Kissel photographs, all factory photographs. They were from his mother-in-law who is in her nineties. Most of the pictures we had never seen before. In particular, one really surprised us. It is the one of Kissel's attempt to build an electric car. This picture is included with this newsletter. Frankly, we have not found any solid reliable information in any publications that Kissel was seriously going to build electric cars. However, this photograph bears out the point that they were definitely experimenting with it. As near as we can tell, the date on this Kissel Electric is around 1912. We're trying to identify the fellow that's studying the car from the engineering department to see if we can glean more information.

MEMBERSHIP:

As all of you that have been members of the Kissel Kar Klub are aware, this organization is operated by the Hartford Heritage Auto Museum. The organization has never had a dues structure nor does it have any form of governorship. The director of the museum becomes the director also of the club. In any event, there are expenses incurred by the Kissel Kar Klub and I would like to ask you to please make a donation to help defer some of the costs involved with club activity. Donations made to the club are fully tax deductible.

Hope to see more of you this year at the Annual Banquet Meeting August 13th!

Kissel Building Luxurious Buses

THE first of a large fleet of buses being built by the Kissel Motor Car Co., Hartford, Wis., for an Indiana bus operator, was delivered by the factory recently.

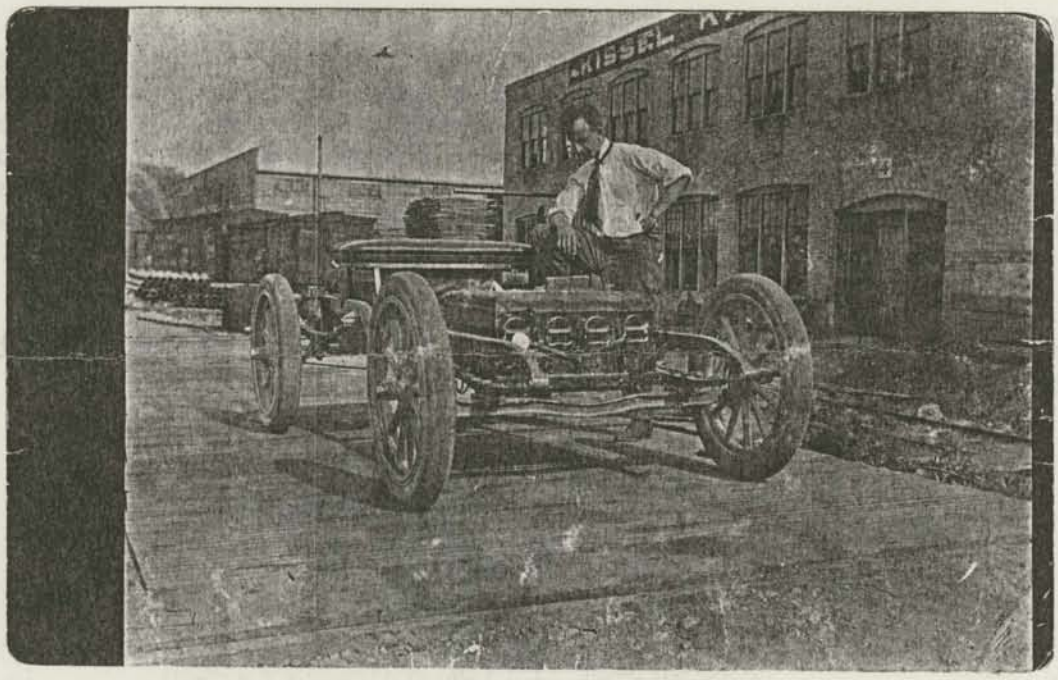
The new Kissel bus is designed along the same lines as a luxurious sedan. The seats are of the passenger car type, being deep cushioned, form-fitting and upholstered in Chase Mohair. Accommodations are supplied for 10 passengers, and the cars will be used for long trips as well as interurban service.

The body is Kissel built and mounted upon a specially designed chassis which is low-hung and makes the entire weight close to the road. The Kissel six cylinder Model 55 engine is used, which it is claimed supplies a surplus of speed and power, even when loaded to full capacity.

The entire chassis is cushioned in rubber. Rubber insulators take the place of spring and shackle bolts and eliminate oiling of these and other points that usually have a tendency to develop rattles and squeaks. The engine is also mounted in cushions of rubber.

Ryan headlights are used, a three-quarter length running board, wide rolled fenders and four wide doors on each side, that operate the same as the passenger car. Space for luggage is provided on a specially built deck on top, which is covered with canvas in rainy weather. The color combination used is ivory, black and orange.

New Kissel sedan bus



How Uninterrupted Transportation Came To Industrial America

By George A. Kissel

What Uncle Sam Taught Us

"Saw a Kissel-built truck at the front and it's a bear," wrote a Kissel soldier boy with the American E. F. last Fall, and we here at the factory breathed a sigh of relief for we had wondered if our 24 hour pace was giving results "Over There."

"We had been building motor trucks for over 200 different lines of business since 1908—nearly nine years before that day when Uncle Sam examined our factories, inspected our equipment, analyzed our capacity and decided 'Your factory, organization and equipment are just what I need to manufacture government War Trucks,' and gave us an order for a large daily output at short notice.

"For over a year we were a part of the most highly specialized and 'efficiencized' manufacturing organization that human ingenuity and money could perfect. Our organization went through a most gruelling training course in this particular work—building to U. S. War Specifications—the most minute, strictand accuratemeasurements in the World. This 'toeing the mark' under a veritable military régime made different men of us—we became experts—a highly specialized organization trained to the minute—

"And then November 11th dawned—the armistice wassigned—hostilities had ceased!

"Since that day we have been gradually getting back to peace-time work—and it is with the same spirit of enthusiasm, knowledge and co-operation that characterized our 'Building to U. S. War Specifications' that we now are 'Building to U. S. Re-adjustment Specifications.'"

Building to Business Specifications

The business men of the United States have before them one of the greatest and gravest problems of the age—the herculean task of not only feeding and clothing at least one-half the population of Europe, but producing and delivering an endless variety of supplies, materials and equipment necessary to build up the millions of acres of devastated land and the thousands of destroyed towns.

In short—while in war time Production was the question of the day—in peace time Distribution is the problem of the day—with the motor truck as the logical solution.

Transportation delays must be eliminated—shipping efficiency must be increased—an endless chain must connect the source of demand with the source of supply.

This situation which has been apparent to careful observers since the dark days of August, 1914, calls for something more than the ordinary truck—it calls for a truck built to U. S. Business and Industrial Specifications—at least so thought Kissel when he brought to bear his eleven years of motor truck designing and construction experience to produce the kind of motor trucks the experienced truck owner would build were he designing the trucks to solve the new transportation problems.

Determining Factors

Every business man who understands what a motor truck should do under varying conditions knows that first—to produce a well performing truck, it is of the greatest importance to properly select and combine the factors which govern the design properly; second—that with the capacity of the vehicle determined, the most important factors to be considered are the total weight of the truck, motor size, motor speed, rear axle ratio, tire size, speed of the vehicle and low gear ratio in the transmission; third—that only the proper selection and combination of these factors in any size truck and for any line of business will give the owner the results he looks for and which are—well balanced power transmission from motor to rear tires—good performance ability on levels and grades and a low fuel consumption.

These are the determining factors that have always guided Kissel in producing Kissel motor trucks.

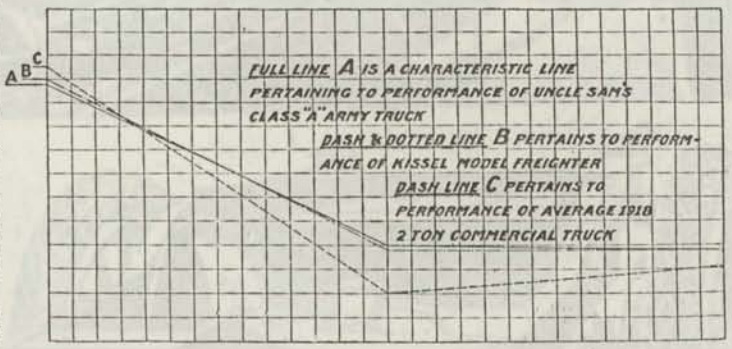
Analyzing the Results

On account of its adaptability to practically every transportation requirement, the two-ton truck is the most popular capacity.

When Uncle Sam was designing his type "A" Army truck he mobilized the Nation's greatest engineers to design a trouble-proof two-ton truck of unusual ability for military service.

At the same time the Kissel engineers had been developing a highly perfected truck of the same capacity and qualifications for commercial use.

When the motor sizes, gear ratios—in fact the whole power transmission from motor to rear tires—were compared, it was found that these factors were almost identical in both jobs, resulting in the Kissel Freighter more closely equaling the power, economy, hill-climbing and heavy road-pulling ability of Uncle Sam's truck than any other truck of like capacity. The performance chart above shows first the "A" line—obtained by selecting and combining the governing factors of design in type "A" U. S. Army truck; second, the "B" line, showing the performance line resulting from the design of the Kissel Freighter truck; third, the "C" line—showing the performance line resulting from the design of the Average 1918 Two-ton truck model. The performance of these three trucks, their running ability on the level and on grades are convincing, and are very similar as the illustration shows.

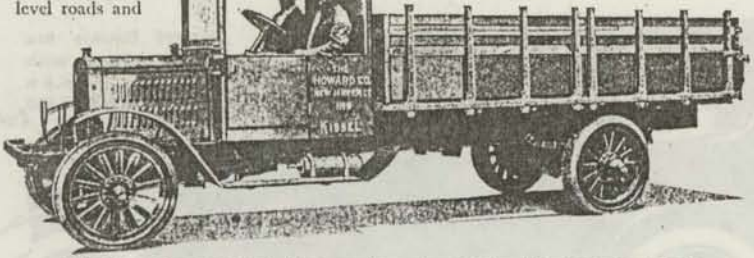


Performance chart shows how a Kissel "Freighter" truck compares with new type "A" U. S. Army truck after comparison of motor sizes, gear ratios and other units, was made.

Some of the performance features of these three designs are: Uncle Sam's type "A" truck will climb a 5½% grade on a hard macadam road on direct drive with capacity load. The Kissel "Freighter" will climb a 5¼% grade under the same conditions. The Average 1918 Model Two-ton truck will climb a 4½% grade under these conditions.

Again Uncle Sam's truck will climb a 32% grade on a hard macadam road on low gear with capacity load. The Kissel "Freighter" will climb a 31% grade under the same conditions, while the Average 1918 Two-ton truck will climb a 22% grade under the same conditions.

Thus by carefully studying conditions at a time when truck performance was a vital necessity to the business world, the Kissel "Freighter" was so designed that it is a truck satisfactory in fuel consumption, showing great ability on level roads and grades, and well performing in every line of haulage work.



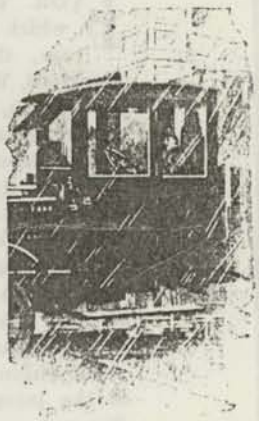
The kind of motor truck the experienced motor truck owner would build were he designing it to solve the new transportation problems.

This ability to properly select and combine the governing factors in design is found in all Kissel truck models.

The "General Utility" has a chassis capacity including body of 4000 lbs.—the "Heavy Duty" with a chassis capacity including body of 8600 lbs.—the "Goliath," a giant in strength and power, with a chassis capacity including body of 11,800 lbs.

In addition, by June 1st Kissel will produce the new "General Delivery" truck designed to meet the many urgent requests of present Kissel truck owners for a ¾ to 1 ton delivery truck to sell at a price that is moderate, but consistent with highest quality.

This new model will be built especially for retailers and merchants who want a quick delivery truck; manufacturers and wholesalers who want a light truck for use as an auxiliary; farmers who want a reliable light delivery truck equipped with a good loading space and ability to carry a capacity load at a proper rate of speed.



The All-Year Cab in Cold or Inclement Weather.

Among the many structural and mechanical Kissel truck features are—the powerful Kissel-built engine, designed and built at the Kissel factories for motor truck power purposes; amidship transmission on the "Freighter," "Heavy Duty" and "Goliath," eliminating a long propeller shaft and the possibility of whipping; rear axles of the most perfected type of worm-drive construction; frame of pressed steel, subjected to special tests and counter-tests for enduring strength and rigidity of construction; radiators of cast iron, rigidly constructed with ample cooling capacity. And so on—

Result—perfectly balanced trucks—weight, size, dimensions, power, all related to one another in exact harmony—giving an incomparable chassis of perfectly balanced moving and fixed units, headlined by the powerful Kissel-built engine—trucks in which the haulage and delivery requirements of over 200 different lines of business are built-in at the beginning—trucks that maintain schedules because they are built to overcome obstacles unsurmountable with trucks of less development and experience.

The All-Year Cab

The necessity for uninterrupted transportation throughout the winter months prompted Kissel to originate the ALL-YEAR Cab—that protects truck drivers in wet and stormy weather—increases efficiency of the driver—and keeps trucks in operation the year around. In winter it is entirely closed. In summer, by removing the winter attachments, it becomes a cool, open housing—

Never before have the dependability, adaptability and economy of motor truck transportation become such a national business necessity as today. The unusual days ahead make it imperative for every business man—every manufacturing and industrial executive—to realize the vital importance of choosing the right make of trucks—which is the moral of this story.

Such men should have the 1919 Kissel Truck Catalogue, showing how Kissel Trucks will fit their individual requirements by supplying them with the Three-way Kissel Truck Performance Range—over-supply of power, unusual ability for continuous service, and low operating cost.

Kissel Trucks are sold in all principalcities, where specifications and catalogue may be received, or direct from factory.

KISSEL MOTOR CAR CO.

HARTFORD, WIS., U. S. A.

Kissel Double Six Ready

New Twelve Uses Weidely Engine—Chassis Resembles That of Six

FOR the twelve-cylinder model, which is to be known as the double six, the Kissel Motor Car Co., Hartford, Wis., will use the Weidely engine which, it will be remembered, is an overhead valve type with the cylinders in four blocks of three. With 2⅞ bore and 5-in. stroke the displacement is 389 cu. in. and the maximum power is stated to be 82, or equivalent to just over 0.2 hp. per cubic inch. The engine is not modified in any important particular, and fits neatly in a chassis which is almost the same as that of the Kissel six. As to engine equipment, the carbureter is the latest type of Stromberg with Stewart vacuum fuel feed and three separate Delco units, generator, motor and ignition distributer, comprise the electrical system.

In the arrangement of wiring is found another following of features introduced on previous Kissel models. All electric wires terminate at a central station on the front of the dash under the hood. This permits quick location of trouble and allows the complete removal of the body without cutting wires.

A dry multiple-disk clutch is used, and the gearset is attached to the engine crankcase by a light bell housing.

A feature of the twelve which was originally introduced in the six is the elimination of all but two grease cups for the entire chassis. Moving parts which formerly required grease cups are now lubricated by oil bolts.

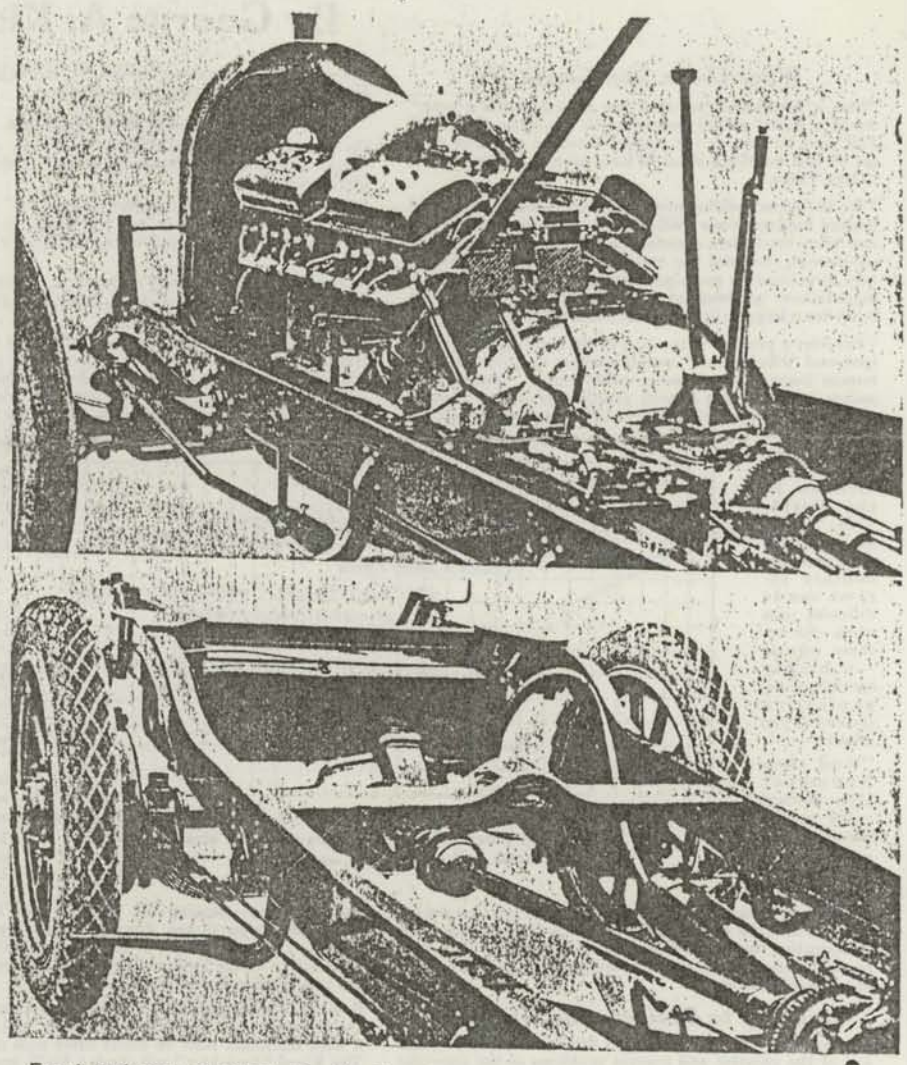
The axles are Kissel built, both front and rear. The front is an I-beam forging with chrome vanadium steel steering knuckles and arms. The rear is of the floating type, and in this the axle shafts are of chrome vanadium steel. Spiral bevel gear and pinion carry the drive from the main shaft to the differential, there being two Timken bearings on the pinion shaft. A Hotchkiss drive system is employed.

Both hand and foot brakes are external, which has been another Kissel feature. There are four bands on the rear wheel drums, each having a 14-in. diameter with a 2-in. face.

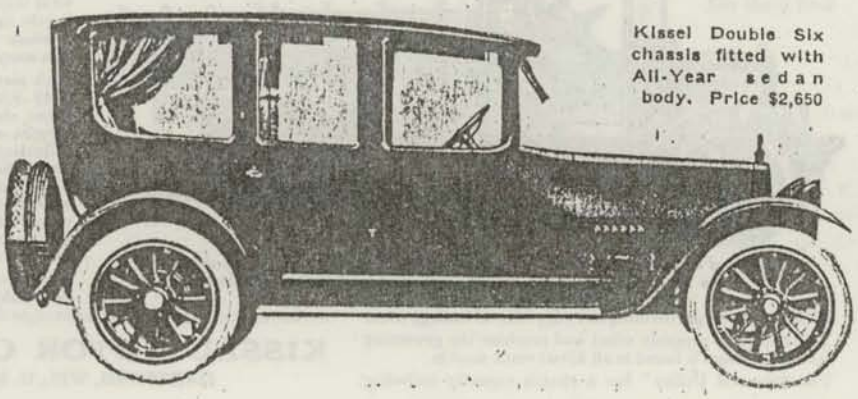
The chassis is suspended on chrome-vanadium semi-elliptic front springs 2 in. wide, in front, and three-quarter elliptics, 2¼-in. wide in the rear.

The bodies are built in the Kissel shops and are all strong enough to carry an All-Year top, whether these tops are furnished with the job or not. There are twenty-two body finishing operations and all the bodies are interchangeable.

The front seats are divided and the standard bodies are upholstered in long grain hand-buffed leather over deep springs and genuine curled hair. Special material which will be furnished when called for is a mohair at $50 extra or a tapestry mohair at $100 extra. The bodies are painted Kissel blue with a hair-line stripe. Special jobs will be made up for



Front and rear of Kissel Double Six chassis, showing the mounting of the Weidely engine and the rear spring suspension



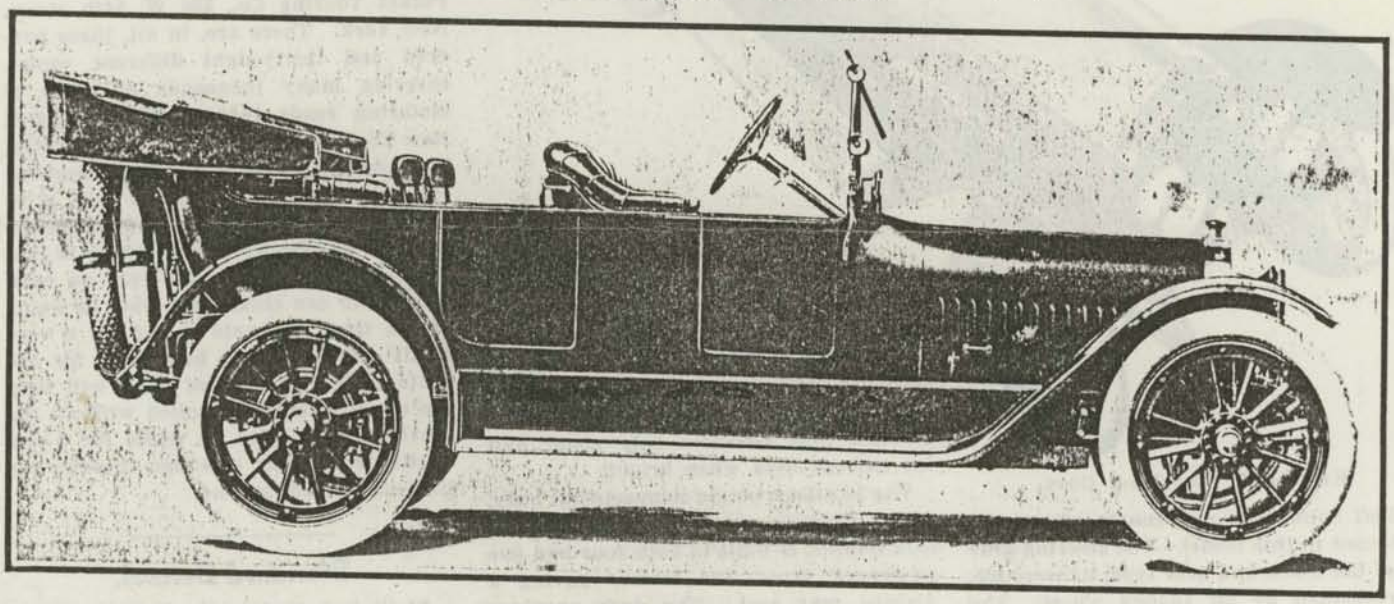
Kissel Double Six chassis fitted with All-Year sedan body. Price $2,650

Interesting even if not complete!

D.A.
R.D.

New Vehicles and Parts

Kisselkar 48-Six



KISSELKAR 48-7 PASSENGER TOURING CAR.

A touring car with a new two door body was exhibited at the shows last winter by the Kissel Motor Car Co., Hartford, Wis., but details of chassis construction were kept under cover at that time.

This new Series B, 48-Six, is provided with a new block cast six-cylinder motor having 4-inch bore and 5½-inch stroke. The valves are all on one side and are said to be of uncommonly large diameter. The entire valve mechanism is enclosed, and a new feature is that the valve push rod guides are clamped in place inside the valve enclosure instead of being pressed into the cylinder or crank case. This makes them accessible without removing the cylinders.

Lubrication is by force feed through the bored crank shaft, to all bearings and working parts. The oil is supplied from a self-contained reservoir, and is drained back from the pistons to prevent smoking and carbonizing. The Stromberg carburetor is provided with water jacket and with an air inlet shut off, for starting in cold weather.

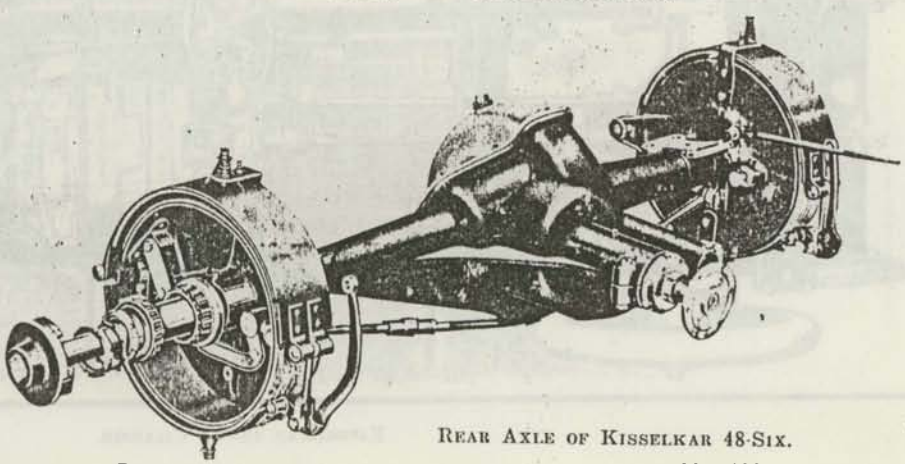
Ignition, starting and lighting are provided for by separate electrical machines. The starter is put in operation by a foot plunger. Cooling is by means of a Mayo radiator of Mercedes shape, assisted by a fan and a centrifugal circulating pump.

The transmission, which is of the sliding gear selective type, is in the same unit with the engine, and encloses both clutch and universals. This unit power plant is supported on a special sub-frame, with bearings in front, rear, and on either side. The clutch, which is of the leather faced cone type, with adjustable spring inserts, is reached without disturbing any other part. The transmission affords four forward speeds and a reverse, direct drive being on third speed.

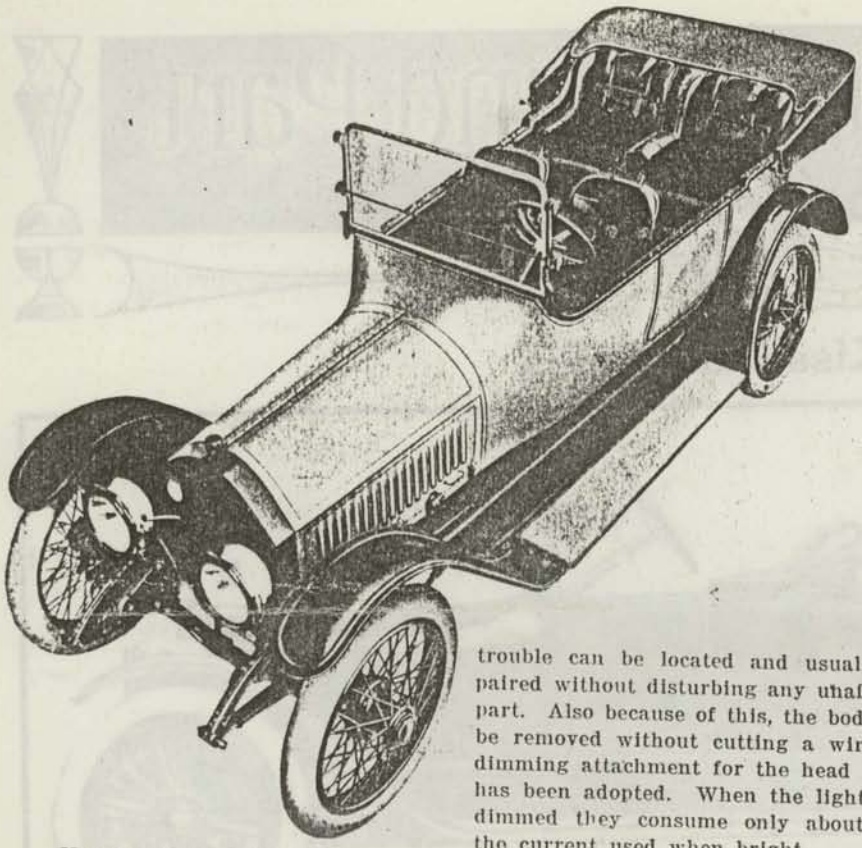
Between the transmission gear and rear axle are two Spicer universal joints. A rod beside the propeller shaft supports the torque reaction, and the rear axle thrust is carried by the springs, which are not shackled at their front ends.

The rear axle housing is a single piece casting containing bearing seats for both the differential and the pinion shaft. It is reinforced by a truss rod and closed at the rear by a sloping aluminum cover. Each wheel is mounted on two Timken bearings and the shafts are floating, with jaw clutches at their outer ends.

The contracting foot brakes are equalized, and their width is extreme—5 inches on 14-inch drums. Expanding hand emergency brakes operate upon the same drums. Springs are ¾ elliptic at the rear and semi-elliptic in front, the former being 52x2½ inches and the latter 38x2¼. Hardened steel bushings are fitted for the bolts.



REAR AXLE OF KISSELKAR 48-SIX.



KISSELKAR TWO DOOR BODY.

Left hand drive and centre control are retained in this model. The steering gear is of the worm and gear type, irreversible, surmounted by an 18-inch wheel. The gasoline tank of 24 gallons capacity is at the rear, as are also the brackets for spare tires.

All indicating and operating instruments are mounted in a straight line on the cowl, and are illuminated at night by lamps concealed under a cornice. The gasoline gauge on the tank is illuminated through a bull's-eye in the tail lamp.

All electric wires are centralized on a control panel attached to the front of the dash. Through this construction, wire trouble can be located and usually repaired without disturbing any unaffected part. Also because of this, the body can be removed without cutting a wire. A dimming attachment for the head lights has been adopted. When the lights are dimmed they consume only about half the current used when bright.

The two-door, single compartment body, which promises to be most popular on this chassis, is built in both four and five passenger types, the former having a divided rear seat. The door openings are 26 inches wide and the passage between the two front seats is eight inches wide. Black hand buffed leather over 11-inch cushions is used for the upholstry, and the lining throughout is of the same material.

For those who prefer the four door body it will still be built in five and seven passenger styles. The extra seats in the latter can be folded out of the way. All four bodies are of graceful stream line design.

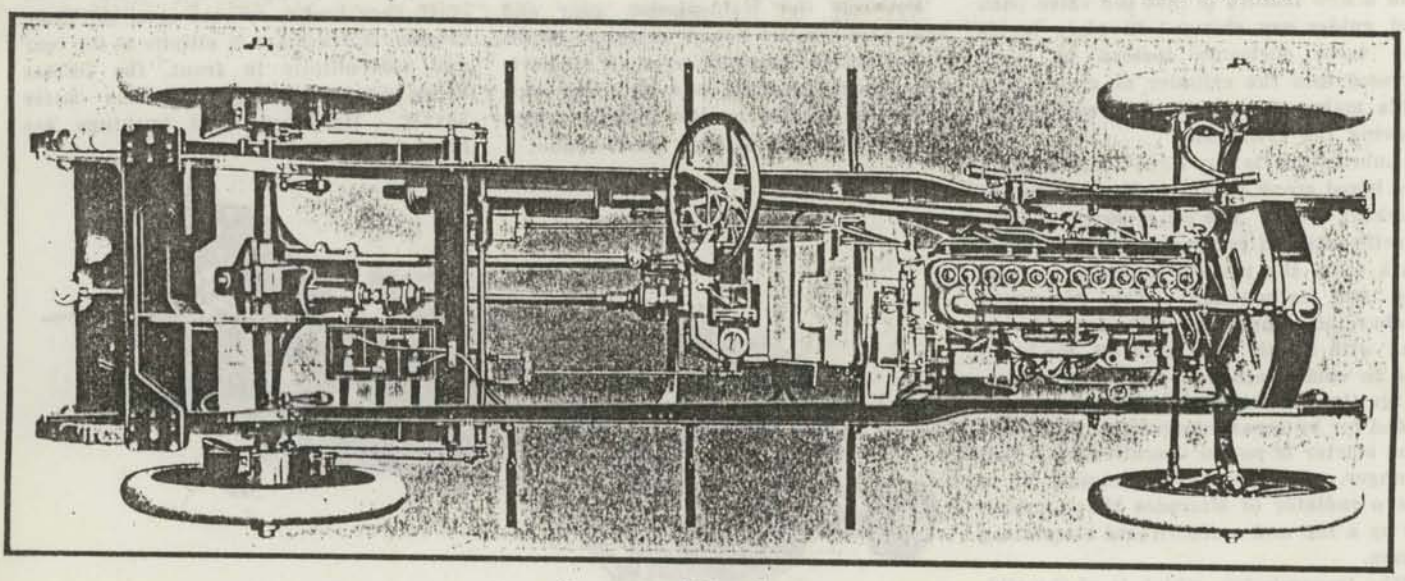
Everything usually implied in the term "full equipment," goes with this Kisselkar, the top being of the Golde one man type. The price of $2,350 is uniform with any of the body types described.

Touring Information in Handy Form.

Motorists who contemplate touring this year will be interested in the handy little route cards, about the size of an ordinary playing card, published by the Vest Pocket Touring Co., 250 W. 54th street, New York. There are, in all, three hundred and thirty-eight different routes, covering many thousands of miles of motoring roads through New England, New York, New Jersey and Pennsylvania. The average card has running directions for about seventy-five miles and gives every detail of the road. An advantage claimed for the Vest-Pocket card is that the car owner who makes only an occasional tour can obtain just what he wants at the time he wants it and for a very small sum, the cards being sold for five cents each. A dozen of them will keep the average tourist supplied with all the touring information he needs for a two weeks' trip in any direction through our Eastern touring ground.

Standard Benzol.

At its last meeting the Technical Committee of the Automobile Club of France adopted the following definition for standard commercial benzol: "Commercial benzol used as a fuel in explosion motors is a mixture of hydrocarbons; it contains approximately 84 per cent. of benzene, 15 per cent. of toluene and 1 per cent of xylene; this mixture is called 90 per cent. benzol if 90 per cent. of it passes over on distillation below 100° C. It must be free from sulphuric acid and from all sulphuric and cyanuric products.



KISSELKAR 48 SIX CHASSIS.