

The Kisselgraph

JUNE 1995

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

Telephone: (414) 673-7999

ANNUAL BANQUET MEETING:

As I had mentioned previously, the Kissel Annual Banquet Meeting will be in August and it is scheduled to be held along with the Nash National Meet. The National Meet for the Nash Club will be here Saturday, August 19th and, then, the Kissel Banquet Meeting will follow that evening. At this point in time, I'm not sure where our Banquet Meeting will be held. I know that most people like to have it in the museum and I would like to abide by that, however, it takes quite a few people to make it financially worthwhile to have it catered. So, I guess we'll have to wait and see what attendance may be. If you plan to attend, please do let me know as soon as you can. Also, keep in mind that if you have any interest in Nash, their meeting will be here all during Saturday. The club tells me that there's probably going to be between 100 to 150 cars along with vendors primarily dealing in Nash components. So, don't forget to let me know as soon as you possibly can.

FOR SALE:

Can you imagine, in the May 1995 issue of Hemmings that there were 4, that's right, 4 Kissel cars available for sale in one issue. That's got to be an 'all time' record. Of course, one was owned by Mr. Bob Collins who has passed away and his wife has it available 'for sale'. A couple are owned by Dick Braund and there's one out in California and the other one is in Ohio. I guess the point of the matter is that 15 years ago you hardly ever saw an ad for Kissel in anything and now ads are popping up. This shows that there is a growing interest in Kissel. Kissel is more recognized now than it was and, in theory, the values of the cars that you are holding as owners are continuing in an upward swing. Of course, this all helps insure that more and more Kissels are kept and restored, and more are found. It brings to a point a Kissel that wasn't listed in our roaster. We had lost it for awhile and it was in California. It started out as a fire engine, then was converted to a water truck I believe, and then later on it was converted to a 'Kiddy Ride'. This truck, now, is available for sale. If anyone wants the particulars, just contact us.

Recently, we received correspondence from Chris Bamford, up in Canada, who discovered a 1911 4-passenger Kissel Kar in Dublin, Pennsylvania. Ben Popadek found a Kissel fire engine in Kansas. I did talk to the fire chief of the Kansas Fire Department. He said they had kept most of the old pieces of fire fighting equipment including this Kissel. He liked the Kissel so much that he and his helpers got it running and that now they take it for rides almost daily. So, it is indeed great to hear about more and more Kissels being discovered. We know that they're out there and I appreciate all of your help in locating more.

A. C. BAKER CAR:

Some of you may remember that A. C. Baker took his Kissel to England for a "Down Hill Braking" Contest in which his Kissel Speedster did win a trophy. The car then, after his passing, went to his daughter and the last time I saw the vehicle was in 1981 when the Deloof's owned it. Just recently I saw it again, just two weeks ago when Mr. Phil Renuart and his wife were in the State of Wisconsin and it is well on its way being re-restored.

Along those same lines, there's a party in Iowa that bought the Lazinsky car and is in the process of making a similar effort.

Wally Rank's Kissel, that he formally owned, is in California and I believe the new owner, Bruce McBroom, is finishing the re-restoration of that vehicle.

In the meantime, Chris Bamford, up in Canada, keeps on working on his 4-50 and in his letter he states he's planning on driving it here in 1997. So, I hope that does come true. Maybe in '96, when 100 years of the car is celebrated and 90 years since Kissel started, and, 10 years since this museum opened!

We have been very pleased with all the activity that has been going on in maintaining a good rolling stock and representation of Kissel.

KISSELS NEEDED:

The museum is still in need of more Kissels, in particular, early ones. We've been very pleased to have Earl Young's 1914 Kissel which is just a beautiful car. However, the '14 is the oldest one that we have. The next oldest is the '21. We certainly would like to fill in some of the blanks prior to 1914, and after 1914, to have a better representation. The display presently is heavy towards the '20's Kissels. Maybe you would like to help us out and put your car on display in the museum for a year or so. And, if you don't have a Kissel but have a Ruxton, we'll be more than happy to take the Ruxton for virtually any period of time!

"THANK YOU"

I would like to 'thank' those people in the Kissel Kar Klub that were so kind to send donations to help support the club and to help support the museum. They're genuinely appreciated and anytime you are so inclined, please feel free to mail a donation to us. Every little bit helps.

1921 GOLD BUG:

As many of you may recall in newsletters and also in person, that our 1921 Gold Bug was donated to us by Beatrice Kissel Schauer and Frederick Schauer. I'm informing the membership that Mr. Schauer did pass away several months ago. He was quite a supporter of the City of Hartford and through some of his foundations had also supported some restoration work on our 1930 Kissel. His wife still lives in Hartford and is extremely active. She was over here just several days ago and brought along some Kissel buttons that were used as identification for workers at the Kissel plant during the war period. She also felt that there were a few things that needed to be fixed on her 'Gold Bug' to make it more correct and we are going to go forward with the project. I want to 'thank' her for her continuous support.

STATE OWNED '29 KISSEL:

Finally, after all of these years, the 1929 Kissel, that was donated from the Chrysler Corporation back in the 60's, and was kept at the State Historical Society in the basement of one of their buildings, has finally been moved to a place of better recognition. The car has been placed in the new Historical Society's museum located right on the square, right across from the capitol in downtown Madison. Those of you that receive Old Cars Weekly probably read about the account. It was quite a project and I'm very glad to see that people will be able to view it again after so many years of hiding.

ADS - MAGAZINES COPY:

Ralph Dunwoodie, with whom many of you are familiar with, and lives out in Nevada, has continued to supply the Kissel Kar Klub with information that he has available on Kissel cars; in particular, ads and articles from various magazines. This is something Ralph has done for many, many years. I have 'thanked' him directly and I want to thank him through this newsletter for all the effort that he has extended to us in all of the copies of very interesting and important information on Kissel cars that he has been able to supply us on a donated bases.

Along those same lines Kissel owner, Delyle Beyer, who is a local resident and is also on the Board of Directors of the Hartford Auto Museum, has made a large donation of Kissel literature to the museum for research purposes.

Without these kinds of donations of information it is very difficult to help other people with the restoration of their cars, etc. I

would like to encourage all people that may have information that we don't have, to at least 'zerox' it for us so that we can put it in our files. Admittedly, we have probably the best files on Kissel but I know that there is alot more information out there that we don't have yet. So, donations of this type are very helpful in maintaining good historical data on the Kissel Motor Car Company.

MUSEUM ACTIVITIES

NATIONAL ASSOCIATION OF AUTOMOBILE MUSEUMS:

As you may or may not be aware, the automobile museums have gotten together and formed a national association called the National Association of Automobile Museums. I'm very proud to say that the Hartford Auto Museum is one of the founding members of this organization and the original Board of Directors includes not only the Hartford Museum but the Auburn-Cord-Duesenberg Museum, the Crawford Auto-Aviation Museum, the Gilmore-CCCA Museum, the S. Ray Miller Foundation, the Museum of Transportation of Brookline, Massachusetts, the Owlshhead Transportation Museum of Maine, the Henry Ford Museum of Dearborn, Michigan and the Studebaker National Museum in South Bend, Indiana.

One of the primary proposes of this organization is to help disseminate information and to construct and distribute teaching displays for other automobile museums. We have opened up the membership now for other auto museums and individuals. We hope that with this networking that we will be able to accomplish more than what we can do individually. The main purpose of museums is to teach, to provide education, not simply to have automobiles on display or objects on display. To make people aware of the tremendous impact the automobile industry has had on the world. If you would like to join this as an individual or if you receive this newsletter as a museum, please let me know and we'll get you directed to the proper board members.

1886 BENZ:

One of the items that was recently received from the national organization is an 1886 Benz replica. This vehicle is presently on display at the Hartford Auto Museum. There was quite a collection of items donated to the national group which, for the most part, have been sold to capitalize the organization so that educational displays can be made. At the same time, several pieces were retained for teaching displays and the Benz is one of the pieces. I'm very glad to have it here at Hartford because it is an extremely unique vehicle. It is 1 of 25 replicas authorized.

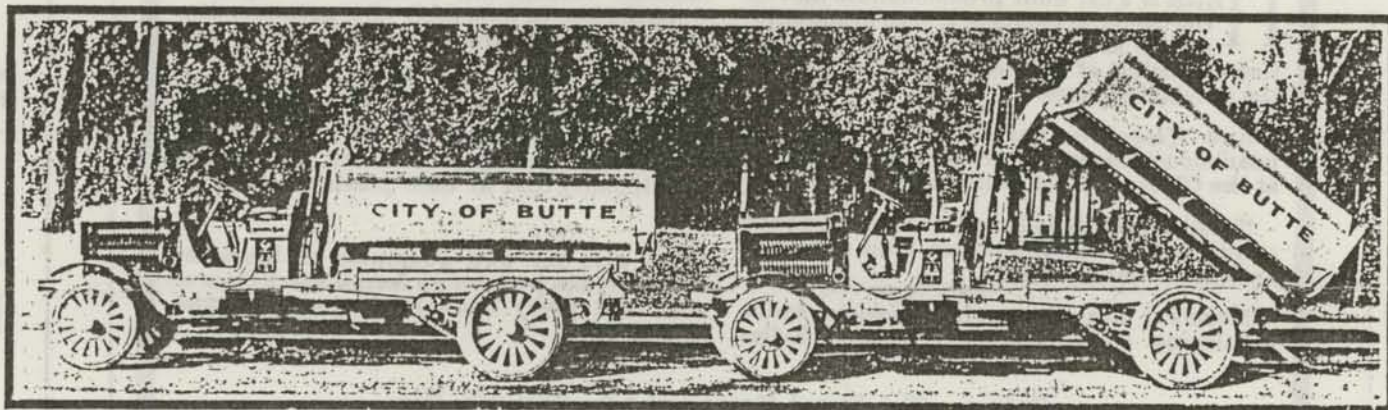
GRANT APPLICATION:

As I'm sure you are all aware the Hartford Heritage Auto Museum is a non profit, non tax supported, private museum. For the first time in our nine year history we have applied for a state grant. The state grant, if we do receive it, is going to require matching funds up to 20% of the total funds that are awarded. None of those funds will be used for operating. They will all be used, if we're going to receive

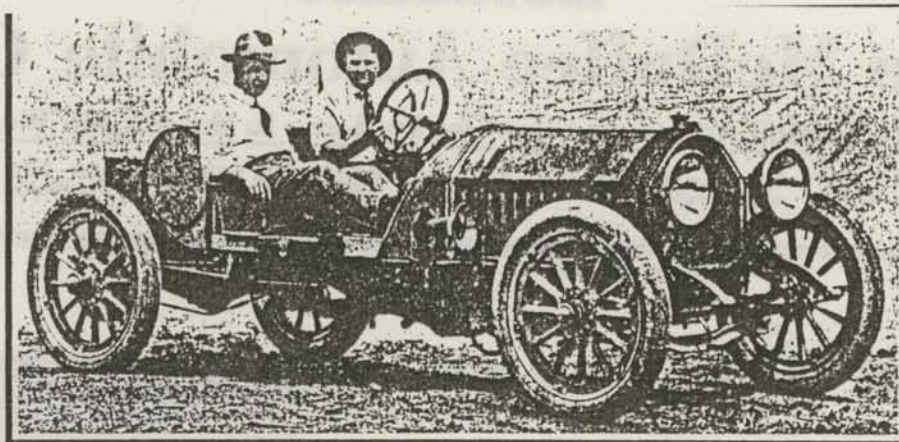
the grant, to update our building, to repair and re-do the parking lot, to tear down some of the buildings on the property that are marginal or simply need to be removed, and, to replace windows that have been blocked up. In general, we want to make the facility a much better looking facility to the general public. If awarded, this grant will take approximately 3 years to implement all of the facets. We certainly hope that it does come through. If you have any influence with the state legislators in Wisconsin, give them a 'good' word. Also, if we do receive it, I hope that I could count on the Kissel Kar Klub to help by supporting the 20% that we would have to come up with.

One of the side bars to this grant application is that a requirement had to be met and that is that we had to receive a local Historic Landmark Designation. After meeting with all of the powers-to-be of the City of Hartford, this museum has now been declared by a resolution to be a local Designated Historic Landmark. This is very important because of the people that were involved with this facility which, if you don't recall, was a cannery since 1905. An awful lot of very influential people were part of this operation and you find their names intertwined with Kissel and some of the other names that made Hartford the city that it has become. So, we're very pleased to have received this designation.

Dale W. Anderson



KISSELKAR 3 1/2-TON GRAVEL TRUCKS, USED BY THE CITY OF BUTTE, MONT.



GEORGE A. KISSELL AND O. W. KERN (AT THE WHEEL) IN KISSELKAR WHICH KERN WILL DRIVE IN LOS ANGELES TO SAN FRANCISCO ROAD RACE, JULY 4.

D.A. R.D.

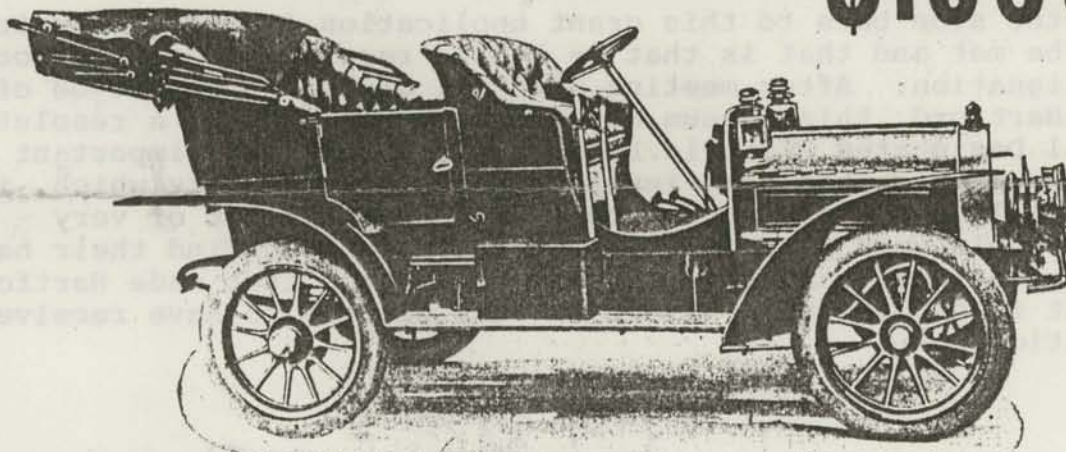
2/07

MOTOR FIELD.

Kisselkar

The High-Grade Car
of 1907 at Low Price

\$1850



Four Cylinders . 30 Horse Power

HERE is a car built to demonstrate that all the essential points of a high grade automobile may be embodied in a construction consisting of only one-half to two-thirds the prevailing prices.

And *Kisselkar* has proved it. This was unanimously conceded by experienced motorists at the Chicago Automobile show.

No other four cylinder car of such all round quality and completeness has been offered at anywhere near the figure.

Kisselkar has a powerful noiseless motor developing 30 horsepower, Timken Roller

bearings throughout, selective sliding gear transmission, in fact, ALL the necessary features of any standard automobile. And it sells for \$1,850.

We are proud of *Kisselkar* not only for its strength, speed control, and durability, but for its *artistic finish* as well. It has a smart individuality that at once pleases the critical eye.

We give our own guarantee of *Kisselkar* unreservedly, because we *know* every piece of steel and every stick of timber that goes into it.

Makers: The Kissel Motor Car Co., Hartford, Wis.

Address all Correspondence to

The McDuffee Automobile Co.

Also Selling Agents for the Car De Luxe in the Middle West

CHICAGO Michigan Avenue
at Fifteenth Street

MILWAUKEE 228 - 230 - 232
Wisconsin Street

When Writing Advertisers Please Mention "Motor Field."

The Beginning

I
E
B
B

W
No
T

BOST
B
At
pe
FC
So

MILWAUKEE KISSEL DEALERSHIP
ADVERTISING POST CARD 1912-13



THEY ARE
GOOD TO LOOK AT
But you must ride in a 1913
KISSEL KAR

To know the real pleasure of motoring in luxurious ease

THE Beautiful Lines OF
THE Kissel Kar ARE

Its first striking attraction and its road manners are perfect

(SEE OTHER SIDE)



YOU CAN
FLIRT WITH THEM ALL
(The other cars)

and put them back of your shoulder
if you please, when driving a

SIX - SIXTY KISSEL KAR ROADSTER

(SEE OTHER SIDE)



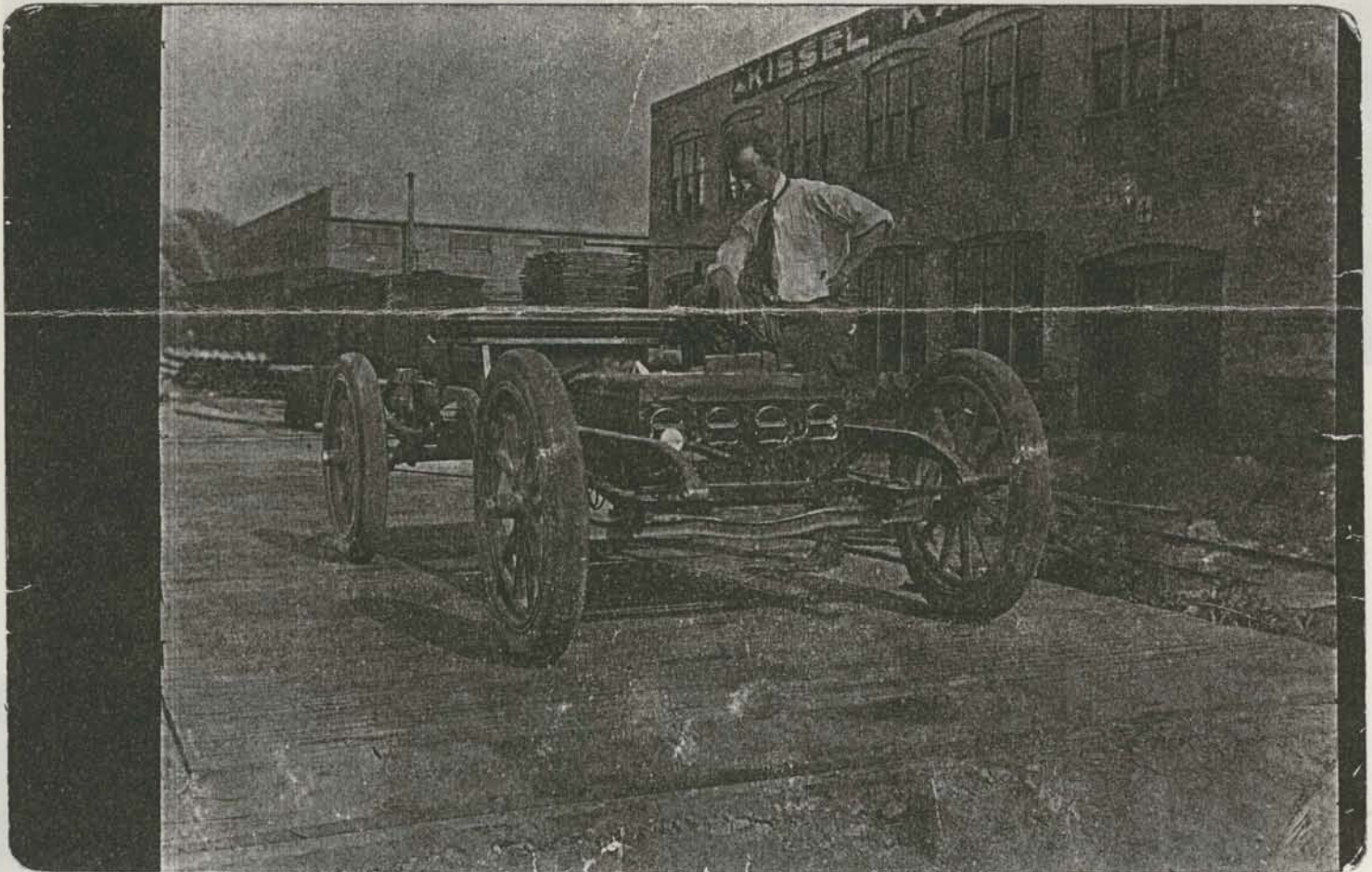
There will be good cause for
CONGRATULATIONS

in your accounting department if
you will put a

KISSEL KAR TRUCK

on that hauling or delivery job

MILWAUKEE KISSEL GRAPHIC
ADVERTISING POST CARD 1912-13



EXPERIMENTAL KISSEL ELECTRIC CAR

CONGRATULATIONS
 as your experimental
 you will see a
 KISSEL CAR TRUCK
 on the market in 1912

YOU CAN
 BLIND WITH THEM ALL
 and put them back of your
 if you want, when driving a
 SIX SIXTY KISSEL CAR ROADSTER
 1912 STREET LIGHT