

The Kisselgraph

NOVEMBER 1995

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

Telephone: (414) 673-7999

1995 ANNUAL MEETING:

Our Annual Meeting in 1995 was quite eventful in that we had the Nash National Meet going on, on the same weekend, which brought in about 200 Nash cars from all over the country. It was a very interesting display and nice people to work with. The Kissel Banquet Meeting was held that evening and was well attended. Some of those that were there came quite some distances. We had the Renuarts from Michigan; Dr. Ken Kissel from Washington, D.C.; the Gilmores, that came all the way from Canada; and, Dan Werner, the grandson of Fritz Werner (the body designer of the Kissel automobile). Bea Schauer and Betzy Kissel Reeder, relatives of the founder of the company, were also in attendance along, of course, with other Kissel owners.

The keynote speaker at this particular banquet was Dick Braund, who is the owner of the Duesenberg II Motor Car Company. He gave a very good speech on building cars and how he got into the business of building cars and his connection with the purchasing of Kissel cars for Harrah's Museum. It was quite interesting and all were appreciative of his comments.

1996:

1996, as I pointed out in an earlier newsletter, is a very important year. We're celebrating not only the 100th Anniversary of the American automobile but, also, the 90th Anniversary of the start of Kissel, the 80th Anniversary of the start of Nash, and, the 10th Anniversary of the Hartford Heritage Auto Museum.

I'm trying to put together several different activities for 1996 and one of them, of course, would be the Kissel Annual Banquet Meeting and Show. Because of other activities that are planned in August, we have been able to narrow it down to two different weekends. It could be either August 17-18th or August 24-25th, depending upon how these other activities are put together.

The most important ingredient, however, is for more people to bring their Kissels to Hartford. We need to get as many as we possibly can so that we will have the largest Kissel Show ever held. This would be good for not only the value of your cars but, certainly, help us celebrate the anniversary of Kissel and the anniversary of the car museum. I'm asking all of you that have restored vehicles to please consider coming to Hartford the middle of August, 1996, to help in our activity. Let me know your plans.

HERSHEY CAR SHOW:

Well, the Hershey Car Show of 1995 is over and for you who were in attendance at this massive event I hope that you have been able to clean the mud out of your shoes by now. The torrential rains certainly put a 'dent' on the fields at Hershey but it didn't stop the showing of two Kissels. Drexel Pentz and his wife were in attendance. I saw them Saturday at the show and they had their beautiful 1915 oil tanker there on the grounds. Fortunately, I was able to find a Kissel car button for his radiator that he needed. So, it was, indeed, a good trip for him. Also, in attendance, Fred Koller from Paris, formally from Washington, D.C., along with the car restoration house that is working on his Kissel Speedster that was previously owned by Spanjar, Ed Gibes, Harrah's Museum, and even Gene Husting owned it for awhile. The car has certainly come along way and made great strides with the replacement engine and quite a few other things that have been done. Unfortunately, it wasn't complete so Fred was unable to have it judged. At least it was at Hershey and it did attract attention. A lot of people hadn't seen a Kissel for a lone time and anyone that went down their aisle certainly saw one that was just about completed. It certainly will be a 'winner' once it is done. Also, I ran into Cliff Morse from New York. He was busy trying to find parts to put together his Kissel and wasn't having a lot of luck but, as you all know, it's getting harder and harder to find parts of that older vintage at car shows. It was certainly nice to see everybody in person again.

NEWLY RE-RESTORED:

I just got some beautiful pictures of the car that Mr. Bruce McBroom, of California, re-restored. This is a very nice car that was formally owned by Milwaukee car dealer, Wally Rank. Evidently, he has had wonderful luck in showing the car and has received many awards at various car shows. He advised me that it is going in the Petersen Museum in California for about 6 months. So, if any of you are in the California area and want to see it, that's the place to go. Also, DeWayne Ashmead fo Fruit Heights, Utah, was is the museum recently to take more pictures and measurements so he can complete the restoration of his vehicle. I'm sure that by the time he gets done it will be a 100 point car. If anyone is looking for a sedan, Al Kadzielski, in Parma, Ohio,

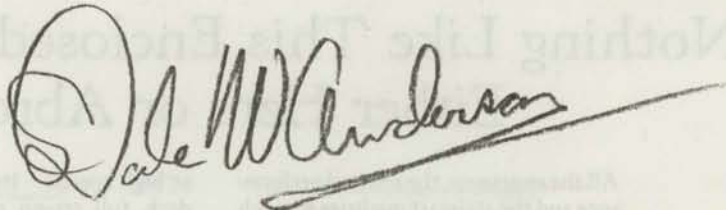
still has his vehicle up for sale. There are a few other cars that are 'for sale', too. I don't want to 'slight' them. If someone is out there that wants more information, let me know.

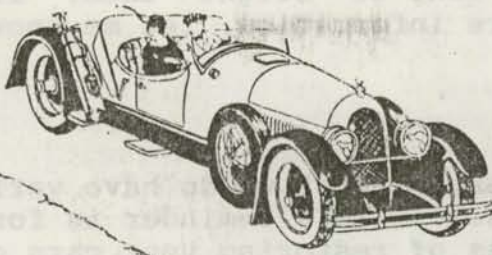
PARTS IS PARTS:

I just wanted to re-remind everyone that we do have various Kissel parts available from the museum. This reminder is for those of you that are in the process of restoring your cars or you just need to upgrade a few items but haven't done it because you didn't know that some parts were available. Basically, we have a few cast-in-brass water impellers, knock-off hubs for the wire wheels that had the knock-offs, step pads, and, now we also have wheel inserts, that's the metal portion that fits into the wheel hub. Two styles are available. The one simply says "Kissel" and has 4 pre-punched holes in it and measures 2 1/4" outside diameter. It's in chrome and the background is painted in red. For those of you that need the inserts that say "Kissel Kar", we do have a few. These are also chrome with a black background and they measure 2 3/4". These do not have any holes in them. You need to drill them yourself. If any of these items are needed by yourself, feel free to let us know.

1995:

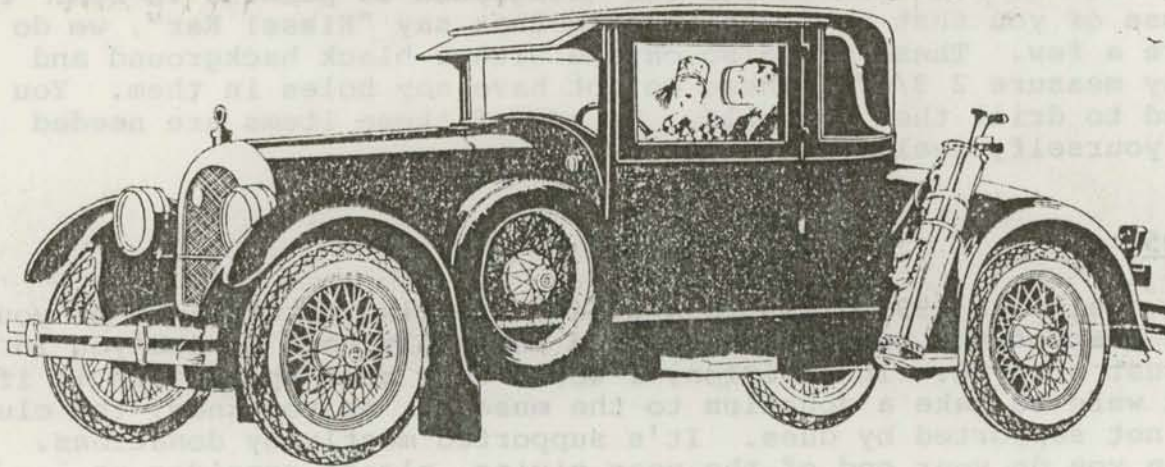
Well, as 1995 draws to a close, I'd like to wish all of you the best of the holiday season and certainly hope to see you in August of 1996. In addition, I would very much appreciate it if you were to make a donation to the museum. As you know, the club is not supported by dues. It's supported mostly by donations. When you do your end of the year giving, please consider us.

A handwritten signature in dark ink that reads "Dale Anderson". The signature is written in a cursive style and is underlined with a single horizontal stroke.



KISSEL

CUSTOM BUILT



Nothing Like This Enclosed Speedster— Either Here or Abroad

All the smartness, the spirited performance and the stalwart qualities so much admired in the famous Kissel Open Speedster may now be had for the first time in an enclosed car.

The Custom-Built Enclosed Speedster, done in Dublin gray with ebony black running gear, bright nicked radiator and crimson wheels, is refreshingly different from anything you have ever seen before.

It is cradled so low that it seems fairly to hug the roadway, and indeed it does, particularly on sharp curves and

at high speeds. Its broad turtle-back deck, full crown rolled fenders, golf bag holder, and the long sweep of hood and cowl are characteristics borrowed from the Open Speedster. The interior, cozily comfortable for three, is luxuriously appointed in exquisite taste.

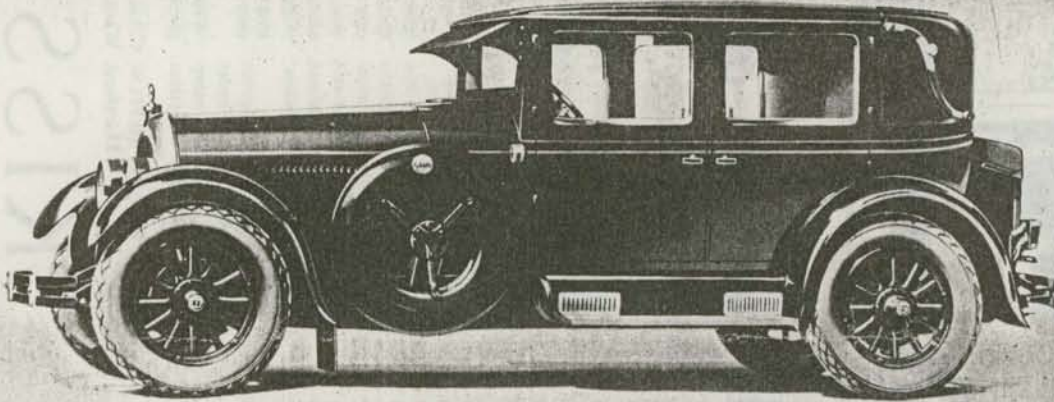
Its Kissel-built sixty-horsepower six is the same that climbed the 5886-foot summit of Mt. Wilson in high, and beat all speed records between Los Angeles and Phoenix.

Balloon Tires and Hydraulic Four-Wheel Brakes at additional cost.

KISSEL MOTOR CAR COMPANY, HARTFORD, WISCONSIN

During the week of May 17, Kissel dealers throughout the country will make a special showing of the newest Kissel creations. Be sure to visit these exhibits.

1925 8-75
Brougham



The New KISSEL Straight Eight DeLuxe Brougham-Sedan

KISSEL

CUSTOM BUILT

STRAIGHT

8

KISSEL beauty is often imitated, but never duplicated. Especially distinctive is the luxurious style and grace of the new custom-built Eight of all Eights. Here is an elegance that until now could seldom be had in even the most expensive automobiles.

And under the hood is magical power at your instant command—power that years and years of driving will not impair.

MODERATELY PRICED

The Eight of
All Eights

H. J. WURZBURGER, Inc.
Eleventh at Hope ... Los Angeles



KISSSEL

Engineering Achievements

designed, constructed and built at the Kessel factories for specific truck power and performance requirements

Surmount Transportation Obstacles

For instance, in the Imperial Valley, 13 1/2 ft. below sea level, with thermometer day, 115, in the most arid parts of sandy soil, 15 Kissel trucks, equipped with the Klockheed motor, in an all other exclusive Kessel features, are working 15 to 18 hours a day.

Such dependability is due to concentrated engineering and construction efforts along specific lines, plus Kessel factory facilities, organization and 11 years' truck building experience.

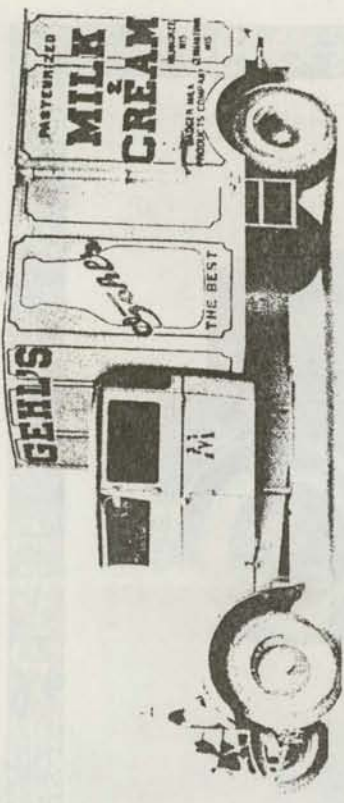
Special distributor transportation engineers located in all principal cities.

Kissel Motor Car Co., Hartford, Wis., U. S. A.

Manufactured at the Kessel Truck Co.

"Landing the famous Imperial Valley, approximately 13 1/2 ft. below sea level, with thermometer day, 115 in the heat, during the winter months, 15 Kissel trucks, equipped with the Klockheed motor, are working 15 to 18 hours a day."

ILLUSTRATION No. 5—Ad from the August 7, 1920 issue of "The Saturday Evening Post."



40 Miles an hour—all Day Long!

With Full Capacity Load

Here's a truck that has "speed with safety." This truck will do 40 miles an hour all day long, day after day. It will stand the use and abuse of continuous rough, tough driving. Sturdy, as only Kessel custom-building can build sturdiness into a product!

Specially designed low hung frame assures safety—better roadability without sidesway—and for still greater safety Lockheed hydraulic 4-wheel brakes! Powered by the great Kessel-built six cylinder engine, it takes steep grades with effortless ease. Dependability, month after month, is one of its strongest qualities. It is surprisingly economical, too. Every attribute that you demand in a truck, you will find in this Kessel.

Write today for complete specifications.

KISSEL MOTOR CAR COMPANY
Hartford, Wisconsin

KISSEL

CUSTOM BUILT

ILLUSTRATION No. 6 Ad from the July 1927 issue of "The Commercial Car Journal."