

The Kisselgraph

SEPTEMBER 1996

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

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ANNUAL BANQUET MEETING:

This year's Annual Banquet Meeting turned out to be quite a memorable affair. We had in attendance at the meeting 10 members of the Kissel family and 30 other people from Michigan, Illinois, Washington, Ohio, Tennessee, and Minnesota. In addition to that, the Slacks brought their Kissel from Washington State, Renuarts brought their's from Michigan, Koller brought his from Douseman, and Troller brought his from Madison. (Troller's enclosed speedster will remain on loan at the museum.)

Unfortunately, several members that had planned on coming were unable to attend for various reasons. Of course, this is certainly understandable. We really appreciate those that made this special effort in coming with their Kissels.

Dan Werner, who is the grandson of Fritz Werner, the body designer for Kissel, brought another car full of his grandfather's drawings, equipment, and other worthwhile memorabilia for inclusion into our museum.

The guest speaker was Mr. Dick Quinn, a recognized Studebaker expert and board director from the Studebaker Museum. He gave a very good talk on Studebaker and its 114 year history. The time literally 'flew' during his presentation. I also gave a bit of a talk on Kissel and about our 10 year celebration. I pointed out that the museum board directors and many other volunteers, that work as docents, had been with us for the entire 10 year period.

During the daytime on the museum grounds the Wisconsin Region of the AACA had a President's Cup Judging Meet. It turned out to be quite interesting and, in fact, one of the Kissel owner's did have his car included in the judging.

Tentatively, next year's Annual Banquet Meeting will be August 9, 1997. Hope to see you all here!

1996 KISSEL SOUVENIRS:

Just a note to let you know that there are several new souvenirs available through the museum for your collection of Kissel labeled souvenirs. I have included a sheet of xeroxed copies of the various items. Also, we still have bricks from the Kissel factory which are still available at \$25 each or \$30 shipped.

SPECIFICATIONS:

Just recently a large package of information came to us from Gene Husting's wife out in Long Island. As you probably recall, Gene Husting for years was one of our historic experts on the Kissel Motor Car Company. He is presently in a nursing home but his wife did contact me and sent me some things that should be of benefit to the entire club. A list of specifications which is seen elsewhere in this newsletter is one of the items. I realize that some portions are hard to make out but I think it would be of some value to many of you.

RUXTON:

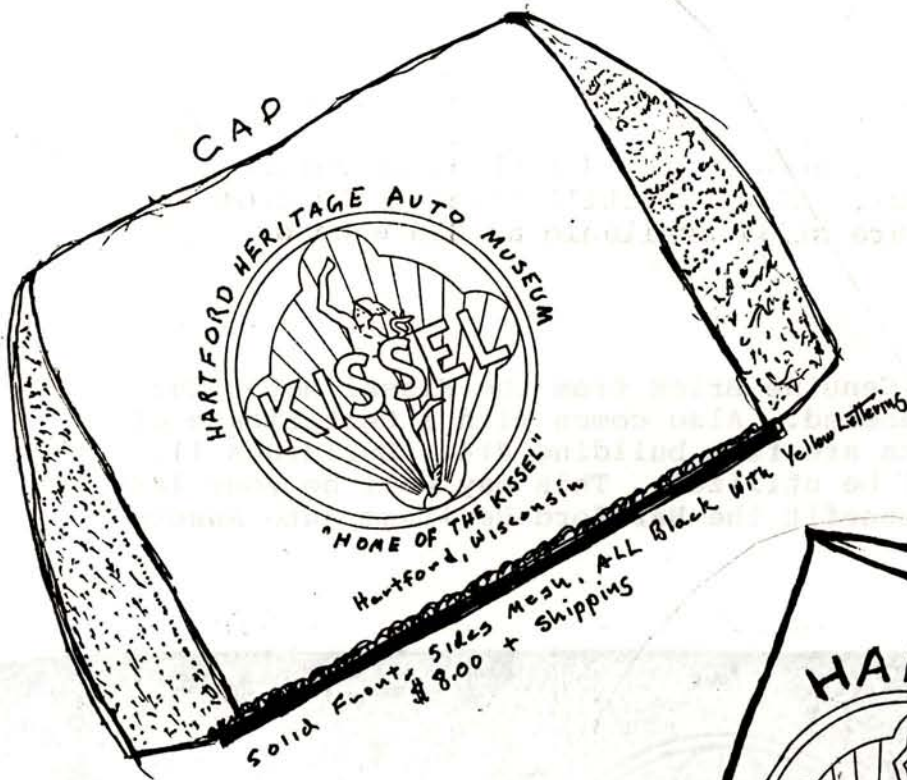
I have just been advised by Mr. Ted Lee from Cherry Hills, Colorado, that he has the 'Alligator', Ruxton No. 2, William Mueller's personal car, which is the prototype of the Ruxton Roadster. This car presently has a '39 Mercury engine in it, however, Mr. Lee advises that he does have a Continental 18-S engine No. 6 which he believes was the original engine in the car when it went around the Indy Speedway in 1930 at 105 miles per hour. The car will be advertised in Hemmings in September. He is asking \$133,000 and will consider any reasonable offer. If you need more information, please let me know or contact him directly via an 800 number that is: 1-800-482-1014.

END OF YEAR:

As I had reported at the Kissel Kar Klub Banquet Meeting, the end of the year would show the museum not necessarily in the black but not real in the red, either. It has not been one of the greatest years as far as attendance is concerned, much of it due to the weather that we had in early Spring and into early July. In any event, I'm proud to say that we have successfully completed our first 10 years of operation here and I look forward to many, many more years with this museum. I hope that in the future things will continue to grow.

I would like to remind you that the museum and the Kissel Kar Klub are non profit corporations and I would very much like to suggest that this year you consider giving a donation to help support the overall operation.





Solid Front, Sides Mesh. ALL Black with Yellow Lettering
 \$8.00 + SHIPPING



Solid Black with Yellow Lettering

\$5.00 each
 \$25.00 set of six
 plus shipping



Gold Color Metal
 \$5.00



Show Full Size
 Gold + Black Pin
 \$4.00

Now In
Stock . . .

. . . A Genuine Brick from the Kissel Motor Car Company. Engraved and numbered. Also comes with a Certificate of Authenticity. These bricks are from building #14. Buildings 11, 12, and 13 remain and will be utilized. This may well be your last chance. All proceeds to benefit the Hartford Heritage Auto Museum.



\$25 - Picked Up \$30 - Shipped
(It's not the brick, it's the thought!)

KISSEL - Kissel Motor Car Co., Hartford, Wisconsin - 1906 - 1931

YEAR	MODEL	ENGINE			VALVES V/R	CARBURETOR		WHEEL- BASE	TIRES	PERFORMANCE		BODY TYPE	WEIGHT	PRICE
		CYLS	BORE	STROK		DISPL	HP @ RPM			MFR.	MODEL			
1930	6-73	6	2.875	4.75	185.0	73 @ 3500	L / 5.15	SCHEB.	SX 359	1	117	6.00x18	3150	1695
	8-95	8	2.875	4.75	246.5	95 @ 3400	L / 5.35	SCHEB.	SX 372	1	125/139	6.00x18	3527	2095
	8-126	8	3.25	4.50	298.6	126 @ 3600	L / 5.35	SCHEB.	SX 316	1	132/139	7.00x18	4680	3885
1931	6-73	6	2.875	4.75	185.0	73 @ 3500	L	SCHEB.			117	6.00x18	3150	1595
	8-95	8	2.875	4.75	246.5	95 @ 3400	L	SCHEB.			125/139	6.00x18	3527	1995
	8-126	8	3.25	4.50	298.6	126 @ 3600	L	SCHEB.			132/139	7.00x18	4680	3785

5ps = 5 pass. sedan
7ps = 7 pass. sedan

C.R. = Compression ratio
SCHEBLER
↑
Barrels or venturi
↑

KISSEL—Kissel Motor Car Co., Hartford, Wisconsin 1906-1931

YEAR	ENGINE				CARBURETOR				WHEEL BASE	TIRES	BODY TYPE	WEIGHT	PRICE	
	MODEL	CYLS.	BORE	STROKE	DISPL.	MFR.	MODEL	IGN. MFR.						WHEELS
1920	45 #	6	3.3125	5.50	284.4	Own	LB3	Remy	Wire	124	32 x 4.50	7pt	3500	2575
1921	45 #	6	3.3125	5.50	284.4	Own		Remy	Wire	124	32 x 4.50	5pt	3600	2775
1922	45 #	6	3.3125	5.50	284.4	Own		Remy	Wire	124	32 x 4.50	5pt	3600	2675
1923	45 #	6	3.3125	5.50	284.4	Own		Remy	Wire	124	32 x 4.50	5pt	3500	1885
1924	55	6	3.3125	5.125	265.2	Own		Remy	Wood	121	32 x 4.00	5pt		
1925	6-55	6	3.3125	5.125	265.2	Own		Remy	Wood	121	32 x 4.00	5pt	3295	1585
1926	8-75	8	3.1875	4.50	287.3	Lyc. Own		Remy	Wood	126/137	33 x 6.00	5pp	3040	1585
1927	6-55	6	3.3125	5.125	264.8	Own		Remy	Wood	126/137	33 x 6.00	4pp	2980	1585
1928	8-75	8	3.1875	4.50	287.3	Lyc. Own		Remy	Wood	126/137	33 x 6.00	5pp	3190	1985
1929	6-73 +	6	2.875	4.75	185.0	Own		DRemy	Wood	125/132	32 x 6.00	5pb	3030	1695
1929	8-95 +	8	3.1875	4.50	287.3	Lyc. Own		DRemy	Wood	125/132	32 x 6.00	5ps	3150	1995
1929	8-126 +	8	2.875	4.75	185.0	Own		DRemy	Wood	125/132	32 x 6.00	5pb	3220	2185
1929	8-126 +	8	2.875	4.75	246.5	Own		DRemy	Wood	117	30 x 6.00	5ps	3065	1495
1929	8-126 +	8	2.875	4.75	246.5	Own		DRemy	Wood	125/132	30 x 6.20	5pb	3345	1995
1929	8-126 +	8	2.875	4.75	246.5	Own		DRemy	Wood	125	30 x 6.00	5pb	3540	1895
1929	8-126 +	8	3.1875	4.50	287.3	Own		DRemy	Wood	131/139	30 x 6.20	5pb	3671	2295
1929	6-73 +	6	2.875	4.75	185.0	Own		DRemy	Wood	117	30 x 6.00	5ps	3160	1595
1929	8-95 +	8	2.875	4.75	246.5	Own		DRemy	Wood	125/132	30 x 6.00	5pb	3495	1995
1929	8-126 +	8	3.25	4.50	288.6	Own		DRemy	Wire	132/139	30 x 6.75	5pb	3990	3185

57
61
63
61
63
61
52

70 @ 2900
55 @ 3100
52 @ 2900
55 @ 3200
125 @ 3400

Also called CB-L (Custom Buick) 1928
This model is known as "White Eagle" as were the 1925 and 1926 models.
The engine used in the 1926 and 1927 Model 8-75 are given the most satisfaction as "Own".
The engine used in the 1927 Model 8-75 are given the most satisfaction as "Own".

* * * 32 x 4.50 on some models
* * * 32 x 4.50 on some models

note: Kissel purchased all Straight Eight "Block" blocks from Locomotive less oil pump and some moving parts and built up own engine (6-70 x 6-72)