

# The Kisselgraph

MAY 1999

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Official Publication of the Kissel Kar Klub  
c/o Hartford Heritage, Inc.  
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Hartford, WI 53027  
Telephone: (414) 673-7999

## ANNUAL BANQUET MEETING

The annual Kissel Kar banquet meeting, unfortunately, will "NOT" be held again this summer. If you recall last year, we didn't know exactly what condition the parking lot would be in, so we were unable to schedule a car show to coincide with the annual banquet meeting. As it turned out, no construction started last year. However, this year is another story. This year construction of the new aquatic and recreation center has begun. The landscaping and modernization to the front of the museum building will probably start sometime this summer, and in general the exterior areas will not be in presentable condition to sponsor anything like a car show for the annual meeting. We did toss around a few ideas for this year, but it was felt that next summer with the grand opening of the recreation center, and hopefully with the grand opening of the Schauer Performing Arts and Activities Center, and with the completion of the parking lot, we will be able to have a grand affair. So, let us plan for the year 2000.

Of course, we always like to see Kissel owners come to the museum any time of the year, and hope that some of you will be able to come during this summer season so that you can see first hand the activity that is going on.

## FOR SALE & SOLD

Leroy Walden, Kissel owner of a 1923 Brougham Model 55, has indicated that the vehicle is for sale. This brings up the point that Kissel vehicles do become available for sale throughout the year. Since this newsletter is not written more than twice a year, it is a good idea for you to have your Kissel on file with us if you are going to sell it so that we can get people interested connected with you. So, if you have any idea that you are interested in selling, let us know.

Some of you may or may not remember seeing the beautiful 1914 Kissel Touring car that was in the museum for a couple of years. This car was owned by Les Helgesen, and later

became the property of Earl Young. The most recent owner is Greg Loftness. We are not real happy that the car has left the museum, however, we are happy that it has stayed pretty close to Wisconsin and we were notified by the seller and the buyer as to the ownership being transferred.

### LOST AND FOUND

The above article about sold cars brings to point that our continuing effort to relocate and find new Kissels that were lost or unknown to us. Recently, a car from California was sold to a party, either directly or indirectly, located in Switzerland. This person has a museum/sales area of classic cars. He did have it down at a special show in Belgium. Fortunately for the club, I have one person that works for Autocollectie Gh. Mahy museum in Belgium, and also Fred Koller who is a Kissel owner (Speedster is now in our museum) who lives in Switzerland. Both of them saw the same car at the same show. We have been reunited with the owner of the vehicle. I do understand that the vehicle is for sale in the Switzerland area. I hope that when it is sold, the seller or buyer would let us know so that we can continue to keep track of vehicles.

### RUXTON SPOTTED

One of our museum board directors, David Uihlein, was recently at an auction in Arizona, and sent me a photograph of a very beautiful red Ruxton. One of the Ruxtons that were built by the Kissel factory went on sale on the auction block, but it was a no sale. If anyone knows of any Ruxtons that are available, please let me know as we would certainly like to have one on display at the museum. I have been advised that Kissel owner Duane Ashmead was also at the Arizona auction along with Kissel owner/museum board director, Delyle Beyer. Ashmead's car has been a multi-award winner, and has been shown all over the United States.

### NEWEST KISSEL ADDITION TO MUSEUM

Late last fall the latest addition to our permanent collection of Kissel Kars arrived from Texas. Beryl Springer and his wife, from Amarillo, Texas, long time Kissel owner, donated their 1926 Kissel Deluxe Brougham with the 8-75 engine. It features eight cylinders, it's the big 4-door, with red artillery wheels, and the body is in black and dark blue. It is a very handsome car, indeed. We are extremely pleased to have it as part of our collection.

### ITEMS STILL AVAILABLE

Under the Kissel logo, the museum still has available:

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|---|-------------|
| Kissel coffee mugs (black with a yellow logo) | \$5.00 each |
| Kissel Gold Bug pins                          | \$5.00 each |
| Kissel Caps                                   | \$8.00 each |
| T-shirts and Sweatshirts                      | * inquire   |

In addition, the Classic Kissel Book, written by Dr. Val Quandt several years ago, is still available from the museum. All that's left are the hard cover versions for \$35.00 including shipping. If you have an interest in Kissel cars, you may have an interest in other Wisconsin vehicles. The Society of Automotive Historians of Wisconsin have come out with a Wisconsin Cars & Trucks book. It was partially written and edited by Dr. Val Quandt. These are also available for \$30.00 including shipping.

### OTHER MUSEUM NEWS

The Hartford Heritage Auto Museum certainly did well in the area of donations in the year of 1998. We were the recipient of not only Beryl Springer's Kissel car, but a man from Arlington, Wisconsin donated a 1954 DeSoto, which is the first year that the hemi engine was made available. While the DeSoto has been repainted, it has original miles of less than 37,000. In addition to its originality, even the plastic that originally covered the front and back seats still remains partially in tact on the rear seat. I doubt that anyone has ever sat in the back seat of that car. Also, in addition from the estate of Chuck Hein, we received a 1948 Jeep. This was the civilian version, since it had the power take-offs for the various farm equipment machinery that Jeep provided in their effort to sell these vehicles to farmers for using in the fields. However, the previous owner painted the vehicle in the military colors, and so it is a composite.

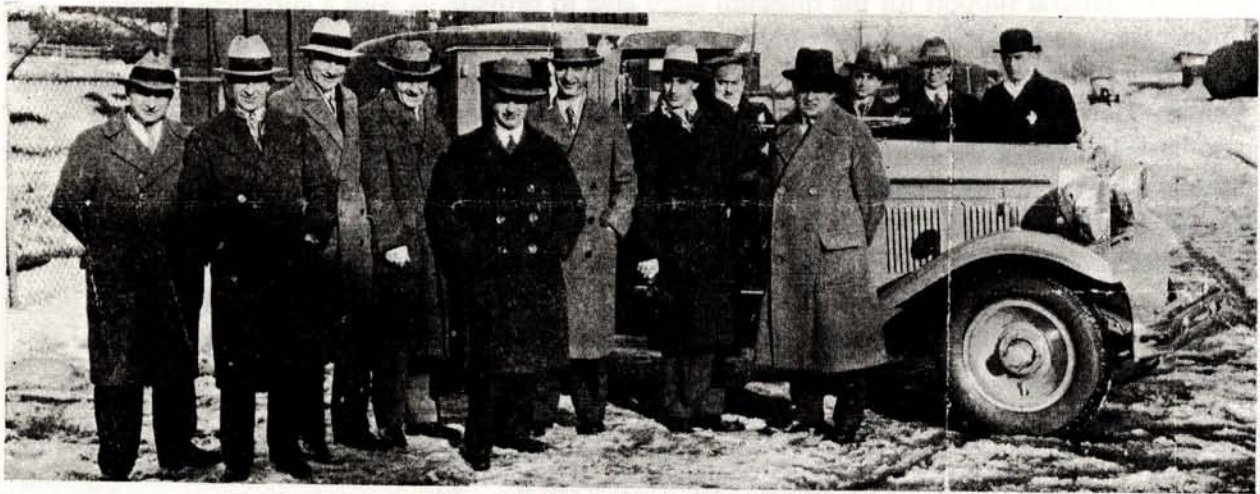
We are also very pleased with the amount of cash donations that we received during 1998. They certainly did help with our situation. As you are aware, we have not been able to rent out warehouse space since we have been holding it for the development of the Schauer Arts & Activities Center, which is really going to be something when it is located here. However, most of the income for the museum is based on rental income. So, obviously you can see a problem could come up. We were very happy that Kissel members and people of general support for the museum were able to provide us with a sufficient amount of necessary cash. 1999 will probably be another year of shortages, caused primarily from the actual construction that is going on for the activities center and the Hartford Recreation Center. Between the two projects, there is an awful lot of construction going on. We will also have to change the front entrance to the museum, and it is my intention to feature the Kissels a bit more prominently with more space around them so that more people can get the full beauty of the local product. Presently, a designer is doing some work for us on a gratis basis. He has worked before in a museum environment, primarily in New Mexico, but he is also an artist. We anticipate that he will be able to help us at probably the lowest possible cost to get the maximum impact. ~~He lives in Switzerland and has his Speedster here in the museum.~~



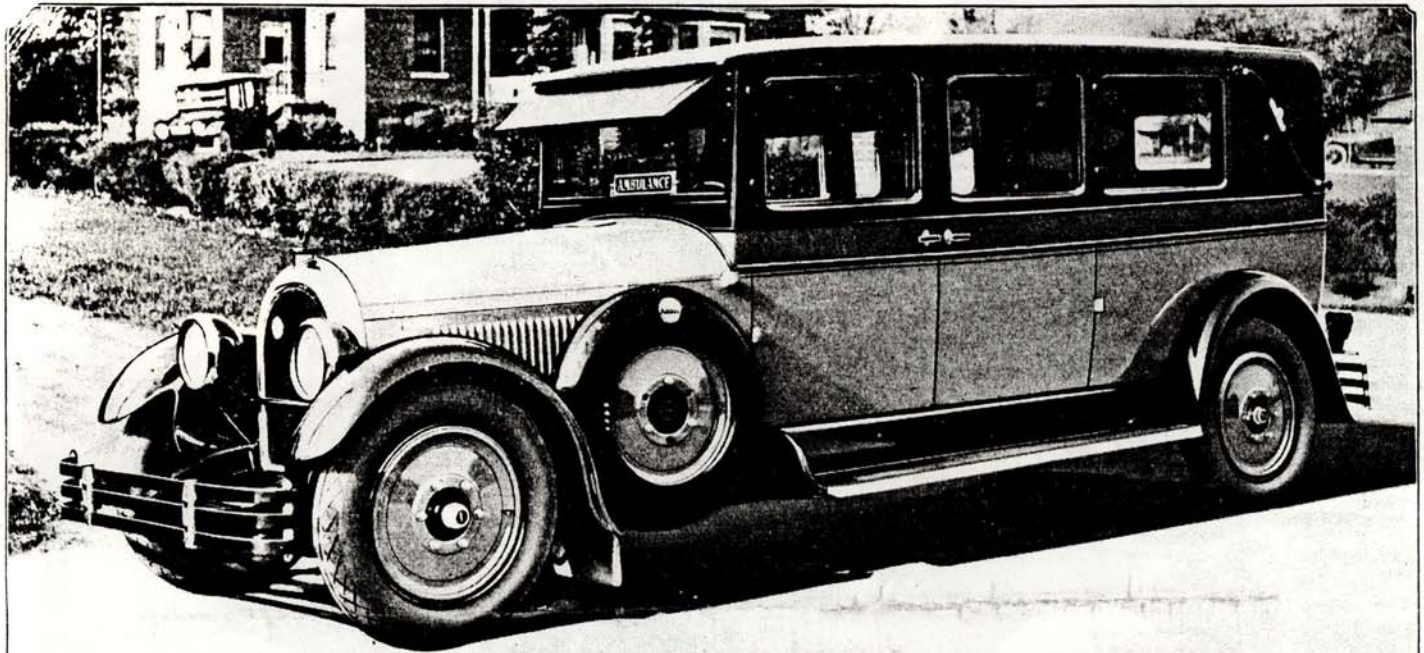
## OTHER KISSEL PRODUCTS



SHOULDERS COMPANY PHOTO. KISSEL CABS AS FLEET OF 50 READY FOR SHIPMENT TO NYC



**K**ISSEL and Bradfield officials with New York taxicab operators who placed an order for five hundred cabs. Reading from left to right they are: A. K. Menzel, Irving Braver, E. G. Knox, W. L. Kissel, G. A. Kissel, J. Davis, N. E. Gold, Benny Rinder, H. C. Bradfield, Robert Alexander, Geo. Daubner and Robert Pain.



## A Combination Hearse and Ambulance of Quiet Dignity, Refinement and Elegance

**E**MBOODYING as it does all the most modern ideas and features of construction, the Kissel Combination Hearse and Ambulance is the type of equipment which every up-to-date funeral director appreciates.

In designing this latest model, Kissel engineers ignored the usual chassis and body of truck-like proportion and instead created a new style of funeral car and ambulance, along the same exclusive lines and advanced engineered mechanical ideas that have made Kissel passenger cars famous for the past twenty years.

The body possesses every refinement, perfection of detail and construction, making it a car of distinction and one that will add prestige to its owners. It is custom-built throughout in the Kissel factories by expert coach builders from the finest materials. Its frame work is constructed of the highest grade, kiln-dried Northern Ash, thoroughly reinforced with steel, so as to eliminate body squeaks or spreading developing. The sturdily constructed frame is covered with heavy gauge sheet steel, making it's body of unusual strength and endurance.

All the windows are exceptionally wide and equipped with noiseless type regulators. Both the driver's and rear compartment may be entered from either side. Extra wide doors are provided, making entrance or egress easily accessible. The rear door opening is 40 inches wide and can be had with either a single or double door. Silk window shades are supplied on all windows, including the rear.

The driver's compartment possesses every advantage of a high grade passenger car. The deep cushioned form-fitting seats makes driving over long stretches a pleasure and without the slightest fatigue. Ample floor space is provided for leg room and three people can comfortably be accommodated. The seats are cushioned with genuine Marshall Springs, and either leather or silk Mohair upholstery can be had.

The rear compartment is much larger than the conventional type and is beautifully finished and perfectly proportioned

in every respect. The hardware is of the highest quality and either Leather or Silk Mohair upholstery is optional. When used as an ambulance, a carpet is provided for the floor, two comfortable revertible seats for attendants are mounted on the sidewall, and a high grade stretcher is furnished. Everything that may suggest a funeral car is thoroughly concealed.

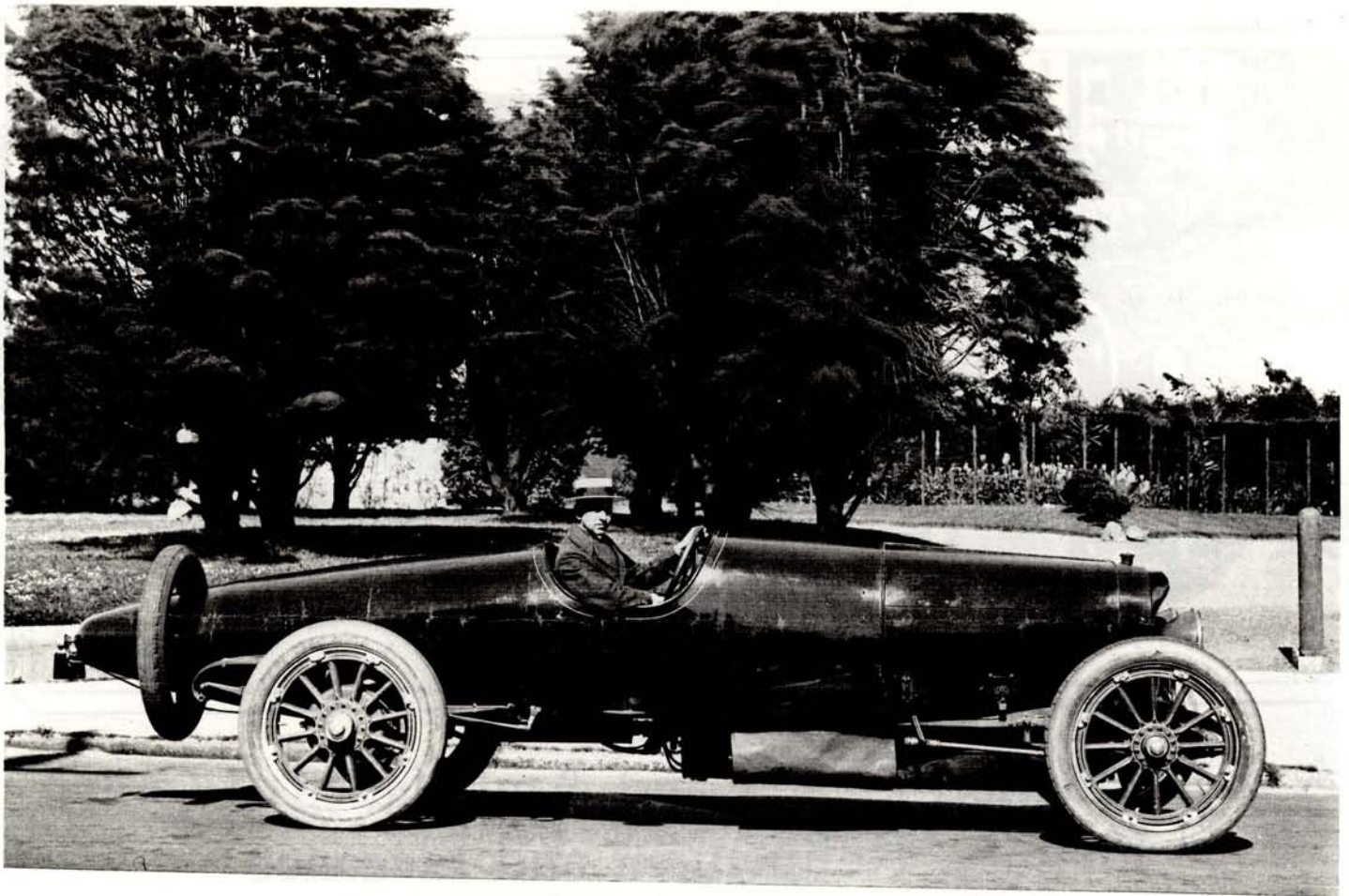
In a few minutes' time the ambulance is converted into a beautiful hearse. The highly polished floor and silvered floor hardware denotes refinement and exclusiveness. A hand-built walnut flower rack provides ample space for floral pieces. The low-hung construction makes the casket floor close to the ground, and a casket can be entered without exertion.

The body is finished in hand-polished Duco which gives it a rich satin lustre. An assortment of attractive soft color combinations are offered to select from. Heavy deep crowned fenders rolled by Kissel's special process are used and mounted with a three-quarter length running board, they add to its artistic lines.

An exclusive Kissel feature is the CUSHIONING-IN-RUBBER of all major units. Resilient cushions of rubber are interposed between connecting points so that motor, springs and other important units are actually sunk in rubber. They do away entirely with shackles, spring bolts and working joints, eliminating oiling of these and other places that formerly had a tendency to develop rattles and squeaks.

Mounted upon an extra strong and rigidly constructed chassis of long wheelbase—powered with Kissel's well-known "Advance Engineered Six Cylinder Motor," and equipped with hydraulic Four Wheel brakes and balloon tires, the Kissel Limousine Hearse-Ambulance, not only presents a handsome and impressive appearance, but has no equal from a mechanical and safety standpoint.

In performance it lives up fully to the Kissel reputation.



So is it a KISSSEL just because it has KISSSEL KAR hub caps!



Note the bias of thought then.  
(sorry I dont have whole artical)

MAY 14, 1925



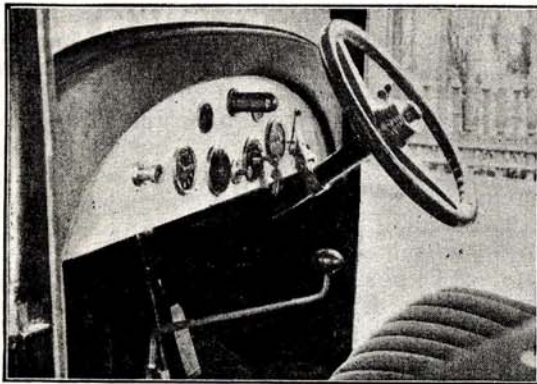
CARS ON THE ROAD

By EDGAR N. DUFFIELD

CXXII.—THE 26.3 H.P. KISSEL "SIX"

ALTHOUGH America builds some very fine motor-cars, she builds so many "others," and we have received so large a proportion of these "others," that I am not an American enthusiast. My experience suggests that only a minority of American cars are at all fairly comparable with really high-grade British cars, and most of that minority cost a great deal of money, bought in England—so much, indeed, as to make them

Kissel was in the Locomobile, Marmon, Paige, Packard, Mercer, Stutz, Pierce-Arrow, Peerless, Chrysler class, of course, but I expected to meet a car which would be just as costly as it was refined, doubting very much that America can teach Europe much in motor-car production, except as to that section of it which profits by extremely quantitative output, and evolves serviceable, useful machines of very low price because the individual specimens carry only about ten cents of "overhead" apiece.



The Kissel instrument-board is completely equipped, and the gear-shift lever is handily placed.

I must confess, however, that Mr. Nash has advanced my education quite usefully. He having driven a *de luxe* brougham-sedan Kissel down to my home, I asked him to carry on, while I absorbed general atmosphere and asked questions. He told me, as we proceeded out of London, that the L-headed motor's six cylinders have bore and stroke of 84.1 by 130.2, giving a tax-rating of 26.3 h.p., and a piston-displacement of 4,326 c.c., that the cylinder-block and the upper half of the crank-case were integrally cast, that the pistons were of Lynite, with skirts slotted to eliminate slap when cold, and quadruply ringed, and that the gudgeon-pins are of 7/8 in. diameter. By the bye, the pistons weighing 15 1/4 ounces, my young friend tells me that the con-rods weigh but 3 ounces more.

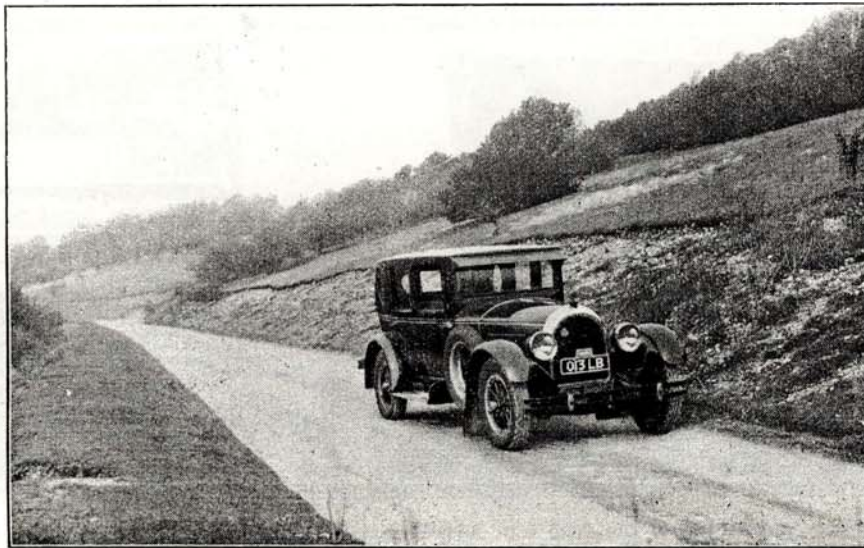
quite as high-priced as many, and more so than some, British cars of really the first flight.

Only three bearings are given to the crankshaft, as to the camshaft. All are abnormally large, of course, both as to diameter and length, but three bearings do not seem a prodigal allowance for a shaft of apparently 3 ft. in length.

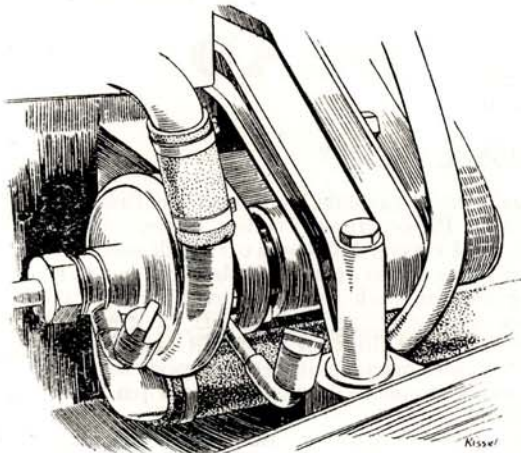
Thus when Mr. Stanley G. Nash, sales manager to Messrs. Ware and De Freville, of Walmar House, Regent Street, Oxford Circus, invited me to try a Kissel Model 55, recently, I agreed to do so far more from respect for him—he having learnt the motor-car business in association with the Napier—than from any anticipation of a good time. I knew that the

Engine lubrication is by pressure, to main, connecting-rod and camshaft bearings, as also to the distribution gear. The rods are of the same material as the pistons. Distribution is by silent chain, cooling by a centrifugal pump, assisted by a cellular radiator and four-bladed fan, with thermostatic control. The water-pump can be bodily detached, for the repacking of glands. A Stromberg carburettor is employed,

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~ The 26.3 h.p. Kissel "Six," with a brougham-sedan *de luxe* body, sells at £750 in London. It is a car of quite "super" performance-refinement, very completely equipped. Though finished in grained hide, the "head" of the body does not lower, and the head-irons are purely ornamental.  
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Autovac-fed from an 18-gallon tank, suspended aft. Ignition is by a Remy installation, which also takes care of engine-starting and lighting, supported by a Willard battery rated at 120 a.h.



The Kissel water-pump, with grease-cups for spindle lubrication, and its belt-drive.

A dry-run plate clutch is fitted, the flywheel housing and gear-box being bolted direct to the crank-case. Lifting the floorboards, one finds that the gear-box is positively Lilliputian in appearance, as also is the transmission brake. Three forward combinations are provided, and control is centralised; but both the gear-lever and that operating the transmission brake are very handily disposed, though not at all in the way of the driver's seat-companion.

The propeller-shaft has mechanical joints at either end, and final drive is by spiral bevels, the torque as well as the drive being put through the rear springs. These are of semi-elliptic pattern, as also are the forward pair. By the way, an unusual feature of the Kissel is that its frame has a *double* rise, being up-swept over the fore as well as the rear axle. This obviously permits the use of a very low frame-level, improving stability and at the same time allowing abnormal head-room to be given (in enclosed body-work) without greater overall height than is customary.

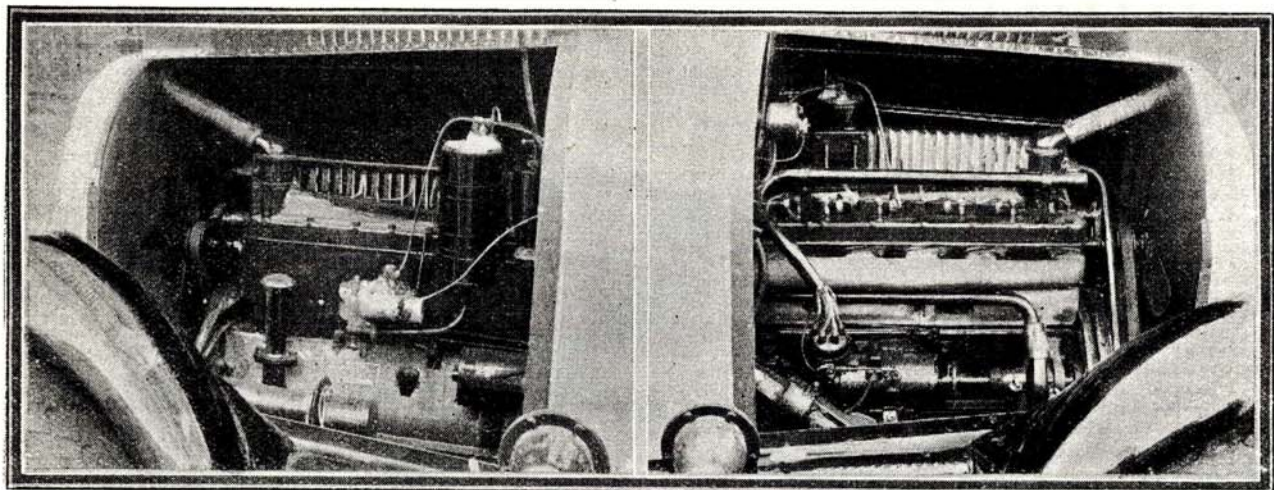
A Kissel adaptation of the Lockheed "hydraulic" braking is applied to all four wheels, the frictional surfaces having a diameter of 14 and a width of 2 ins. One gets tremendous braking efficiency by using the pedal drastically, but can apply the brakes very gently, very progressively. There is a very great deal to be said for this hydraulic operation of brakes. Even in its least expensive presentment it is good, and as fitted on the Kissel it is excellent.

Everything on the chassis moving in or against anything else is provided with graphite-loaded sleeves, and the attention to little things like the shackling of springs, and the prevention of side-play at leaf-ends, is very thorough. The way in which all wiring, piping, and such-like is handled is similarly commendable. In fact, the Kissel shows one that America can and will do things nicely if one allows her to do so, by paying for nicety. The body-work is very good, too, with capital seating accommodation, front and back, first-rate buffering of doors, good "pull-ups" for the rear passengers, to help them in getting out, and an infinity of little refinements.

33 by 6 ins. cord tyres (Goodyears, if I remember rightly) are standardised. A *leelle* on the pillowy side, to my taste! An inch less of section, or 10 to 15 pounds per inch more of inflation, would have given splendid steering a better show; but the tyre size and the type of wheels fitted (which I never did and never shall admire) are the only things with which I could find fault.

Mr. Nash having driven the car up Putney Hill, on top gear, at 2½ miles per hour (to the manifest disgust of the Trappist monks in blue), and shown me, on the level, how the engine would accelerate from a standstill, on the same gear, and stunted with the brakes, and demonstrated the bump-swallowing capabilities of the tyres on a convenient kerb, and so forth, I posted my letters in Kingston and got to work.

The motor of the Kissel is a beautiful machine. It is naturally and properly very trans-Atlantic in appearance. There seem to be lots of pieces, but it certainly performs excellently. AUTO readers know precisely how much use I have for one-gear cars, but people who like them would love the Kissel. Her speed indicator was not coupled up, but she is clearly a 2½ to 65 m.p.h. car, and she handles very



On its near side the motor of the 26.3 h.p. Kissel carries the Autovac, Stromberg carburettor and feed-pump for the oil circuit of the Lockheed-licence four-wheel brakes. Remy generator and distributor, also the water-pump, are located on the off side.