

The Kisselgraph

May 2000

*Official Publication of the Kissel Kar Klub
c/o Wisconsin Automotive Museum
147 N. Rural Street
Hartford, WI 53027
Telephone 262 673-7999*

ANNUAL BANQUET MEETING

The annual Banquet meeting for the Kissel Kar Klub, will be held August 19th, which is a Saturday. It has been quite a while since we have had a banquet meeting, due to a lot of construction. The construction is not over yet, however we feel that we can handle an appropriate crowd. There will be plenty of things for attendees to see while here. In addition the AACA National meet is being held at Waukesha a town just south of Hartford. Part of their activities will be held here at the Museum on the Eighteenth of August. Their show day is the Nineteenth. I have checked with them and they say that all AACA members are welcome, and they do not have to register their car for judging, however they do need to pre-register. As usual we will have a guest speaker for the Banquet and tours of the Museum, Art Center, as far as it is completed, and the already completed Recreation Aquatic Center, which shares the adjacent grounds. We encourage you to attend, and if you cannot bring your vehicle, please drop by anyhow, especially for those who have not been here before.

Addresses of three Motels:

Americinn Motel of Hartford, 1527 E. Sumner Street, Hartford, WI, Phone # 262 673-2200

Hawthorn Inn & Suites, W227 N16890 Tillie Lake Ct., Jackson, WI, Phone # 262 677-1133

Super 8, 1539 E. Sumner, Hartford, WI, Phone # 262 673-7431

KISSEL SHORTS

In 1928 Kissel offered 21 body styles compared to 34 styles of previous years. Standard in that year was a wheel base 132 or 139 inches. The equipment that was included with the car, in that year was the Lovejoy hydraulic shock absorbers, bumpers both front and rear, electric clock, automatic windshield wipers, double rear view mirrors, 6 wire wheels with 2 mounted on the side

of the hood, trunks with suit cases with enclosed models, vanity cases, silk curtains on enclosed models, and kick plates. Chaise silk mohair upholstery is used on the enclosed model, and Spanish leather in the open model. Colors are optional at no additional charge. Quite a run down for a 1928!

1914 the state of Oregon had a registration of 24 Kissels. In 1912 the Kissel car truck again won first prize at the California State Fair. In about 1913 the annual inventory and renovation of the main plant of the Kissel motor car company took place during December, and that period being the first during 1913 that it ceased manufacturing. The mid-summer shutdown, common to most plants, was eliminated by Kissel this year owing to the early demand for new cars. During the six of the nine months now past, the employees of the Hartford factory worked overtime, among the improvements to be introduced at the Hartford factory is a new power generating plant, which would increase the present generative capacity from 1,000 to 1,500 HP the new equipment consists of steam turbine with 2 to 250 HP.

OLD KISSEL PLANT

What was left of the old Kissel Plant was recently bought by the Steelcraft Corporation, a local Hartford Company. One of our Museum Board Directors happens to be an employee of that company. We're going to determine if there is enough to look at, for those of you that might want to tour the hallowed grounds of parts of the Kissel Motor Car Company. I have personally not gone through it yet, so I really don't know what the condition of it is, or whether it is worth making a tour out of it. However we will investigate further.

MUSEUM NAME CHANGE

For many years the Auto Museum was called the "Hartford Heritage Auto Museum," and this was primarily because of the Kissel connection to this town and to the Museum. There have been some changes in that we have other Wisconsin products on display on a regular basis. Nash, Briggs and Stratton, and Excalibur. Because of these changes and the fact that the Museum will become a two story facility. We have decided it was a very opportune time to rename the museum. The board of directors several months ago decided that Wisconsin Automotive museum was the most appropriate considering what our collection consists of. The main floor of the museum will basically have Kissel and Nash with one row of Hudson. Hudson while not manufactured in Wisconsin, ceased doing business shortly after Nash bought them out, so we feel that is an appropriate connection. In any event the main floor will house those car lines with the upstairs being a mixture of vehicles. While we would like to call the main floor the "Wisconsin room," we can't really do that because that is quite limiting. By using the new name, "Wisconsin Automotive Museum," we pretty well cover many of the cars and engines and other artifacts that will be on display including locally built outboard engines, and other Wisconsin outboard engines. By the time you receive this Kisselgraph the new name will have been released to the newspapers and other media.

1925 ARTICLE

Kissel Car Factory Running at Record Production. The Kissel motor car company is running on a day and night schedule at their plant in Hartford, Wisconsin. Since the introduction in January of the new Kissel Eight and the new Kissel Six, especially of the Introduction of the new Five Passenger Brougham, at open car cost, there has been such a demand for cars the factory has had to materially increase the size of their working force, and put into effect a 24 hour schedule. Dealer's are ordering cars at such a rate that the factory is unable to make prompt deliveries, and are at all times several weeks behind. Kissel business throughout the country for the first six months of the year was four times that of the same period last year. The Nelson Lynch Motor Company of Minneapolis, the Northwest Distributors of this line, reported very excellent summer business. These people are planning an Exhibit at the Minnesota State Fair.

NEW KISSEL FEATURES

Recently found this short article in "Automobile Trade Journal," of 1925. The story of the article is basically that the Kissel Motor Car Company is presenting a new feature in the 2 door, closed type car ... sliding front seats, which makes entrance and exit to the rear portion more accessible. The driver seat can be readily adjusted from the steering wheel to the pedals (a feature we now take for granted!)

THREE NEW FEATURES ON THE KISSEL

According to an article in "Motor Age," October 1, 1925, Kissel had added three new features to all models. It was announced, September, 1926, that Kissel as standard equipment on all models has three new features, dual oil purifying systems, air cleanser, and gasoline purifier. The most important of these is the adoption of a dual oil purifying systems, which was added only after a series of exhausted test, extending over a period of months. The system has the resemblance of a vacuum tank it draws contaminated oil from the crank case and removes dilution, abrasives, and sludge and sends it back on the job clean. The air cleanser has been a standard equipment on the Kissel aids for some time. Only to its successful performance it now install on the 6's as well, making it standard equipment on all models. The gas purifying system as noted, gas-co-lator, removes all dirt, grit and water from gasoline, and Kissel Engineers claim that it will do much to eliminate motor trouble previously caused by impure gasoline finding its way into the carburetor. These new features are being added at no extra cost of cars being delivered from the factory. Kissel dealers in all sections are being equip to install them on previous Kissel models at a nominal charge, where owner desire them.

FUTURE OF DELIVERY

A Motor Field Magazine, April, 1913 had an article titled Parcel Post to Boost Motors, which is written as follows: "Although I am not a prophet, I am quite willing to make one guess as to the effect of the new parcel post law," says George A. Kissel, president of the Kissel Motor Car Co., Hartford, Wis. "My conviction is that it will cause the early motorizing of all classes of delivery. In the first place, the government itself will use motor trucks to gather and deliver this new class of mail. Horses may be used here and there at first, but it won't be long before their inefficiency will be demonstrated. Then the express companies, in order to compete with the package carrying venture of Uncle Sam, will try to outdo him in efficient service. That means thousands of more trucks.

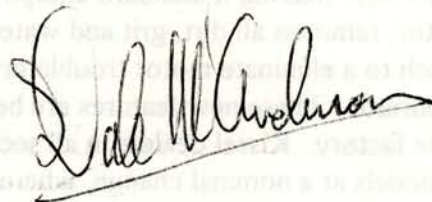
"Now with the 'Sale by mail' fellows enjoying such rapid delivery advantages, the local dealer must meet competition with the same sort of enterprise. His watchword must be service, and service is a synonym for motor delivery. And with the retailer's pace quickened, the manufacturer and jobber who expect to sell him goods must likewise cut out unnecessary loss of time. This motorizing of delivery will bring much wider benefits than the quicker delivery of goods. It means inevitably a speedier realization of national good roads. Thus everyone using highways, whether for business or for pleasure, will praise the day that developed the commercial automobile."

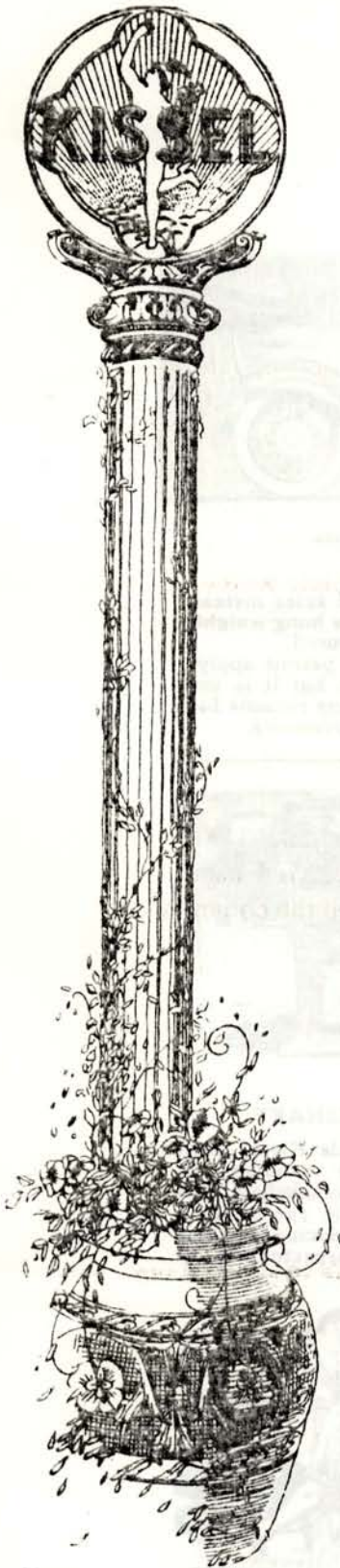
CLOSING REMARKS

That pretty well covers new and old news! If you plan on coming to the Kissel Kar Klub gathering, make sure you let us know ahead. At least one week ahead. Don't forget if you wish to participate in the AACA meet you need to pre-register with them.

Last but not least is our annual request for donations. This period of construction has been very costly to our business. Mainly because it looks like we are all under construction for the last two years! I was recently advised now that next summer the city is going to tear out our feeder road and redo, taking much of the normal peak summer business away again!

Please consider a donation this year. It would certainly help.





Building a Motor Car as You Would Design It

JUST as Kissel's coach work represents far-in-advance designs—with lines of beauty and depth of finish not usually found in automobiles—he has likewise carried into his motor and chassis the custom-built idea—the thoughts and ideals of hand craftsmanship.

For instance—as an experienced owner you want a car that has that comfortable feeling of hugging-the-road, with no sideway, regardless of speeds. This folder shows how Kissel attained the Perfect Roadability necessary to give you this very desirable feature.

Another example—you want that satisfaction of not having to listen to a lot of small, noisy chassis rattles or squeaks. This folder shows how Kissel has reduced this common annoyance to the very minimum, and how the construction is such that it will remain that way.

Also, you want that assurance of no motor trouble when necessary to subject the car to extraordinary work or high speeds. On the inside pages you will see how the Kissel patented Oil Control automatically lubricates the motor under all conditions.

Likewise—you want a motor in which vibration is reduced to the very minimum—a motor impossible to overheat in the hottest weather or under severe conditions and still always be at the right temperature in cold weather. This folder shows how Kissel accomplished everything necessary to give you such a motor.

In addition—you want the utmost in braking efficiency, as well as brakes that are easy and quick to operate and which cannot "freeze" or stick. Again—you want a car in which the pronounced chassis rattles are eliminated easily and quickly. Also—you want a car with doors that stay closed and cannot work loose. You will see on the enclosed pages how Kissel created those engineering items that make these features a reality.

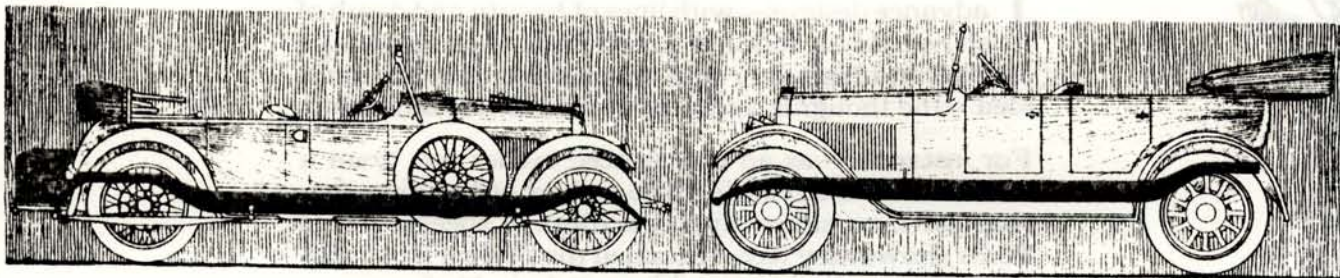
In short—Kissel has created a motor car so finely engineered that it possesses everything necessary to produce the comforts and performances the critical user expects in a high-grade car or a car he would build were he designing it.

Only by your riding in a Kissel Power Coach can you appreciate its finality of engineering developments and coach body exclusiveness. Your Kissel distributor offers you such an opportunity.

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

Originators of the ALL-YEAR Car.

Building a Motor Car
 You Would Design

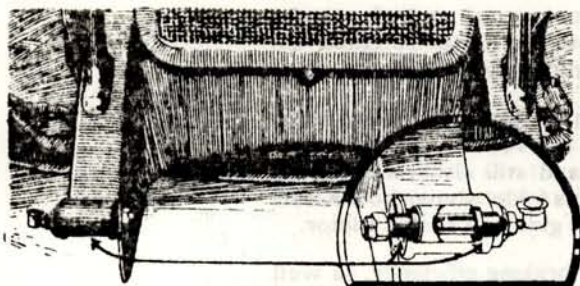


Note frame designs and positions in the two cars above. Compare the high frame position of the conventional design on the right with the special low Kissel frame design on the left.

Roadability in an automobile is composed of those resultant elements or factors—from chassis design, construction and equipment—that enable a car to hug-the-road with no sideways of the rear end, regardless of speed. Kissel has attained unusual Roadability by using a specially designed frame with an exclusive "kick-up" in front that permits a low center of gravity—

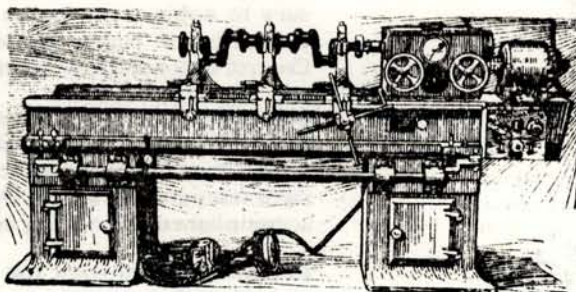
due to the weight being hung between the axles instead of on top or over them. Even with this low hung weight, plenty of spring and road clearance is assured.

Not only does this perfect Roadability permit applying full power without causing swerving, but it is unusually economical on tires, one of the many reasons for Kissel owners experiencing unusual tire economy.



KISSEL SPRING SIDE-PLAY ADJUSTMENT.

Seventy-five per cent of the pronounced chassis rattles are due to side-play developing in the springs. Kissel prevents such rattles—as well as increases the bearing surface about 40%—by equipping the front of both the front and rear springs with a specially designed spring hanger with an adjustable bearing. A simple turn of the adjustable nut by the owner quickly takes up all side-play in the springs. A little device with big results.



BALANCING KISSEL CRANKSHAFT.

Throughout the whole range of speeds Kissel shaft vibration has been reduced to the very minimum, accomplished by bringing every Kissel crankshaft into accurate static (horizontal) and dynamic (perpendicular) balance on the special Carwen Balancing machine (pictured above) before receiving the inspector's O. K.



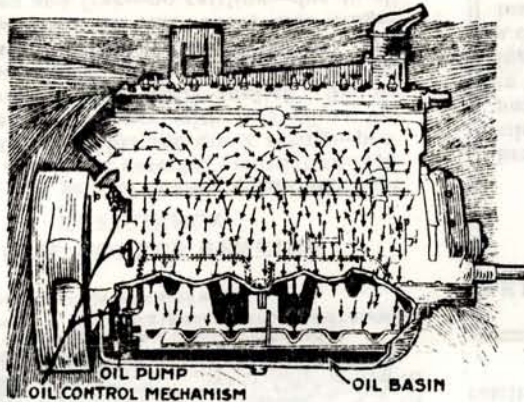
BALANCING KISSEL CONNECTING RODS.

Minimized vibration at the higher speeds is assured by not only having all connecting rods in each Kissel motor weighing the same—but perfect balancing of both ends of each connecting rod insures the piston and crankshaft ends of each rod weighing exactly the same as the corresponding ends of every connecting rod in the same motor.

BALANCING KISSEL CLUTCH PARTS.

Still another reason for minimized vibration in the new Kissel motor is that fine engineering is extended to even the clutch parts which must be in perfect balance before accepted by the Kissel inspectors.

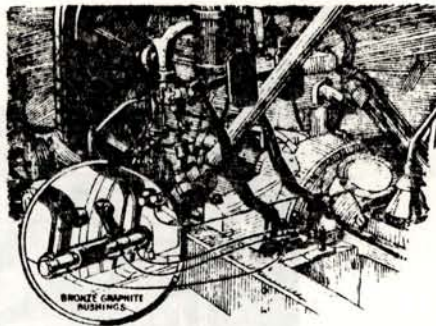




Black arrows indicate Oil Film throughout motor.

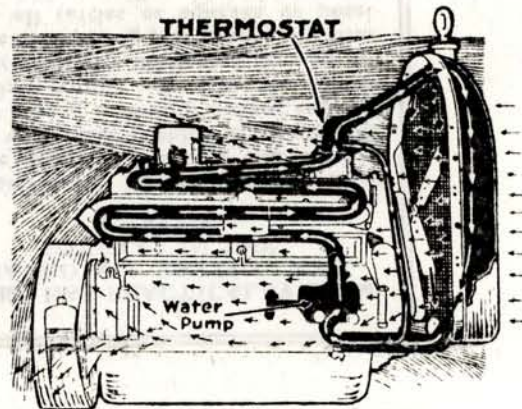
KISSEL PATENTED OIL CONTROL THAT LUBRICATES THE MOTOR AUTOMATICALLY.

THE Kissel Patented Oil Control works with the throttle so that the correct amount of oil is provided according to amount of throttle or power used. No danger of too little oil at fast speeds or too much at slow speeds. In addition to economy in oil consumption—it provides long bearing life—and eliminates necessity of taking up bearings. The Kissel patented oil basin prevents oil piling up at either end on grades—thus eliminating smoking, loss of oil and fouling of plugs.



KISSEL INCREASED BRAKING LEVERAGE.

By designing the foot brake lever a certain number of inches longer, Kissel secures not only greater increased leverage, but makes the foot brake easier to operate. In addition, both clutch and brake levers are equipped with hand-fitted self-lubricating bronze graphite bushings that practically eliminate looseness and rattles—prevent sticking or “freezing” and insure ease and quietness of operation.



White arrows indicate water circulation.
Black arrows indicate air circulation.

KISSEL PERFECT HEAT BALANCE.

A special combination of designing and engineering has enabled Kissel to perfect a cooling system that not only prevents over-heating of motor in the hottest weather or under most severe conditions, but maintains a proper temperature in cold weather. A specially designed pump and a radiator of proper capacity, creates perfect water circulation, while the frontal area of the radiator is scientifically constructed in conjunction with a specially designed fan to attain proper air circulation. A series of exclusively designed inlets and outlets for the heated air were worked out underneath, overhead and on both sides of motor. A scientific thermostat built into the motor maintains a perfect water heat the year around.



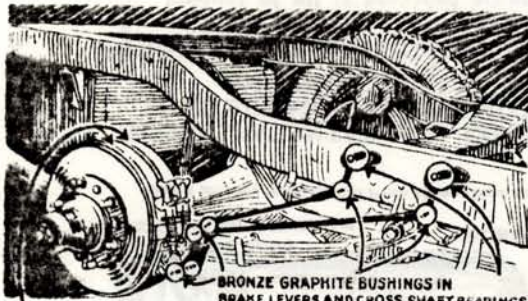
BALANCING RECIPROCATING PARTS IN KISSEL MOTOR.

Not only are all reciprocating parts in the new Kissel motor perfectly balanced to reduce vibration to the unusual Kissel minimum, but each assembly is made up of carefully selected units of the same weight. Note illustration showing how each piston assembly must weigh within $\frac{1}{8}$ of an ounce of every other piston assembly in each motor.



KISSEL CUSTOM-BUILT DOORS.

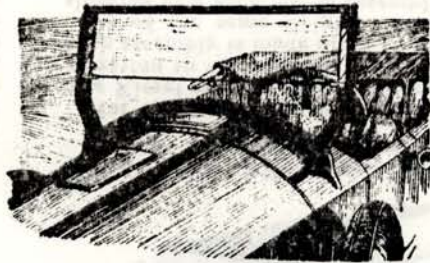
A non-rattling close-fitting door that will stay closed—no matter what position the chassis is in! Kissel triple-offsets his doors so they dovetail deep into the triple-offset pillar-post like the door on a bank vault. Two special plug and socket anti-door rattlers and a double catch door latch positively prevent rattles or up and down play.



BRONZE GRAPHITE BUSHINGS IN BRAKE LEVERS AND CROSS SHAFT BEARINGS
TWO EXTERNAL BRAKES ON EACH REAR WHEEL

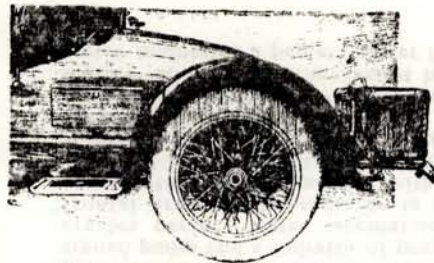
KISSEL DOUBLE BRAKING EFFICIENCY.

Kissel's two sets of brakes (hand and foot operated) are of the external contracting type—the most dependable and quick acting—providing greater leverage with less effort because power is more easily applied. Simple in construction—all adjustments are external and consist of turning a thumb screw. Impossible to stick or wear loose and drag—always open and free—no rattling—due to all working parts being equipped with hand-fitted, self-lubricating bronze graphite bushings.



EXCLUSIVE KISSEL CUSTOM-BUILT WINDSHIELD.

The distinctively designed Kissel windshield is hand-fitted to each cowl. Impossible to wear loose and rattle because fastened with special anchor bolts to cowl supports. Also it is set at an angle that eliminates mirror effects.



DISTINCTIVE KISSEL CUSTOM-BUILT FENDERS.

Even the fenders are of exclusive design and custom-built to each body! To attain a distinctive full width deep crown design with graceful curves that harmonize with the body lines—Kissel uses a special fender steel, cut and hand-rolled (not stamped) by exclusive Kissel machinery. Special anchor irons insure rigidity and prevent loosening and rattling.

KISSEL HAS PRACTICALLY ELIMINATED ALL RATTLES AND SQUEAKS IN THE CHASSIS.

How?—By inserting hand-fitted bronze graphite bushings that form a silent velvet-like cushion at all working points having a bearing surface exposed to a slow motion. Because these bushings are graphite lubricated they permit a close hand-fitting that practically eliminates all rattles or squeaks or possibility of "freezing" or sticking.