

The Kisselgraph

May 2001

*Official Publication of the Kissel Kar Klub
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ANNUAL BANQUET MEETING

The annual banquet meeting for the Kissel Kar Klub will be held August 4, 2001. This is an earlier time than usual, however we want to take advantage of some activities that are going to be held in Hartford Wisconsin, starting that weekend. The Chamber of Commerce will be sponsoring a car parade and car show for Saturday. The parade will form in front of the museum and then will pass through town on its way to Willow Brook Park for the show portion. There are many other activities that will be going on Friday, Saturday and Sunday which will give Kissel Kar Klub members a little bit more to do in town, especially those that will be coming from outside of the area. As usual there will be a brief meeting of club followed by a guest speaker. We have had through the years excellent response to this annual event and certainly hope that you will consider coming this year. Please advise if you are coming and if you're planning on bringing your Kissel Kar with you, so that we can make appropriate arrangements for the proper display of your vehicle.

For your convenience the following is a list of Motels that I would recommend right in Hartford, along with one Bed & Breakfast.

Americinn Motel of Hartford, 1525 E. Sumner Street, Hartford, WI, Phone # 262 673-2200
Super 8 Motel, 1539 E. Sumner Street, Hartford, WI, Phone # 262 673-7431

Jordan House Bed & Breakfast, 81 South Main Street, Hartford, WI, Phone # 262 673 5643

As soon as we hear from you, we will supply additional information about the other activities in Hartford on that weekend.

FUNDS

In the last newsletter to the Kissel Kar Klub I talked about our recent success in obtaining a Grant from the Department of Transportation to revitalize the museum building. I was extremely happy to hear from Chester Krause of "Old Cars Weekly" who kicked off the matching grant portion with a wonderful donation of over \$25,000.00. There were others who also made in donations from that last a newsletter. We are presently at \$29,000.00, but we do need a total \$85,000.00 to completely utilize the grant money. Hartford is a rather small town with many other activities in fundraising recently, which is causing some of our resources for funding to dry up. I believe our best chance to raise the funds will come from our Kissel Kar Klub members, either through direct personal donation or through your business connections

Please consider a donation for this project.

HIGHWAY SIGN

If you were to look at the Wisconsin State Map to go to Hartford, Wisconsin you would discover that the museum is about 8-10 miles west of Highway 41. Over the last fourteen years I have tried to get directional signage on Highway 41. The state laws, and restriction of cash flow, has prevented this from happening. Good news, however is that through the efforts of several legislators in Wisconsin, the museum will have rather large directional signs shared with a State Park site. Not only are we receiving the signs, but the legislators were able to obtain them for us at no cost. We are deeply indebted to the efforts provided by Senator Mary Panzer and Representative Mickey Lehman. Both of these people were also involved in helping us get the \$426,000.00 the "DOT Grant Money". The signs should be in place by early summer according to officials.

MORE SPACE FOR KISSEL

Recent new changes at the Wisconsin Automotive Museum has resulted in expanded space for the display of Kissel cars and trucks. The museum is in the process of going to a two story operation and has made modifications to the lower showroom which now features Kissel and Nash. At the present time we have 20 Kissels on display and room for more. Not all of them are owned by the museum. For those that have not been at the museum I'd like to point out that the front 1930's car showroom will be expanded and the entire eastern portion of the museum consisting of approximately 15,000 sq. feet will be exclusively Kissel. The western portion about 6,000 sq. ft. for Nash 3,000 ft., for cars built from 1920 and earlier, plus a special display area of 2,500 square feet to be used for changing displays.

FULL CLASSIC STATUS POSSIBLE

I just recently received a letter from Jerry Garvin who is a member from Anaheim California, Jerry had purchased a Kissel Model 8-95, 1929 from William Jackson. As you may not know, we tried to get the Kissel 8-95 full classic status twelve years ago. Evidently Jerry Garvin has been more successful as he received a letter from John Lee, chairman of the classification committee. According to John Lee, the committee voted to recommend acceptance of the Kissel 8-95 for full classic status. The process requires the approval of the full board, which also voted for approval. Next is the publication on notice in the CCCA bulletin requesting comment from the membership. This notice should be in the May issue. After that the series is reconsidered by the committee and the full board for final approval. "I hope the publication schedule will allow us to reconsider at the June meeting." Said John Lee, it's great to see that the CCCA has taken this position and we're very happy that Jerry pursued the issue on behalf of all Kissel owners of 8-95's constructed after July 1, 1928 through the end of the company's production.

CAR FOR SALE

I recently received a letter from Bill Mills, Poway, California in which he is attempting to Sell his 1922 Kissel seven passenger touring car, letter states that he is the second owner of the vehicle having purchased it from an estate 1958. The main bearings showed aging, but since Bill was unable find replacement bearing shells he had them babbited and refitted, the distributor was overhauled and all wheel bearings inspected and lubricated. The car is complete mechanically lacking only tires for wire wheels. The top and seat assemblies suffered from storage, but the metal hardware was saved. Most wood sections need replacement. FMC 858, 486, 1846 or www.studemills@fastwave.net.

From time to time other cars become available as to buyers. It may pay to check with us. Last year 3 Kissels were bought and sold because we had the information available.

WATER PUMP FIX

Doug Kissel (grandson of W. L. Kissel) has been very busy touching up the two Kissel automobiles he purchased last Fall. Among other things he has done, was repacking the front water pump seal. This is quite a project if you have never done it before! Doug has supplied complete instructions good for most 6 cylinder Kissel's, along with photo's. Since I thought this may be of interest to many of you I have included the article.



Water Pump Seal Repacking (1925 Speedster)

It is easy to repack the left seal on the water pump. Simply remove the left-hand threaded nut, pull it back, and dig out the packing material. Replace with Teflon 1/4" square packing. Cut 3 strips and alternate the gaps by 120 degrees. Hand tighten nut until no leaks.

It is not easy to repack the right seal. This may have been Kissel Engineering's darkest hour. It may also explain why there is no mention on this subject in the car instruction manual. (Embarrassed?) If you want to stop the leak- read below.

- It is advisable to get the timing to TDC before beginning, however this can be resolved at the end. If you go to TDC, remove the distributor cap and observe where the rotor is pointing (for cylinder number 1). Timing mark info is in the manual p26.
- Remove the fan belt and fan. Next remove the fan belt pulley. Remove cotter pin and grind off the castle nut. This nut is a locking type with tapered threads. There is nothing to hold on to the shaft with to wrench off the nut. (Do not use a pipe wrench on the shaft) No room for impact wrench – must pull radiator- not the way to go. Using a high-speed air driven cut off wheel, grind off most of one side of the nut. This creates plenty of heat, which also helps in the removal. With just a little thread left on the nut, cold chisel the nut and split it, thus allowing it to thread off.
- Next pull the generator and distributor assembly at the belting style coupler (Fig 1). Now the water pump can be unbolted from the engine bracket (3 bolts).
- The shaft with the water pump can now be pulled away from the timing gear case and removed.
- To get to the front packing nut, you must split the case of the water pump. This is a casting, so it's advisable to use a propane torch to slowly heat the gasket/ cement between the pump halves and run a putty knife in between to aid in separation.
- Use a machine shop with hydraulic press to first pull the cast U joint on the end of the shaft. (Part of the coupler) It is press fit with a woodruff key. With that removed, one half of the pump case can be removed from the shaft.
- Next drive out the pin from the bushing (Fig 2). The impeller and bushing can now be pressed back along the shaft for clearance to work. (Not necessary to remove completely from shaft).
- The remaining pump casting needs to be pushed toward the impeller to get clearance for the packing nut to be removed (Fig 2). Slide nut away and proceed to remove and replace packing.
- Blue silicone RTV works great to re"gasket" the pump case together.
- Reassembly is the reverse. When it's time to put the shaft into the timing gear train, you may find difficulty getting the thrust washers to clear and align going into the bearing area. If so, remove the 3 woodruff keys and remove the washers. These must either fit tight to the shaft, or not have too much play to create interference with the ID of the bearing. One can grind or reduce the thrust washer OD's accordingly. (Only the thickness is of concern). After-market bronze washers with a 1"ID and max 1.25" OD to build to the same thickness, is a solution. When correct, it will slide into position. It is not necessary to remove the timing gear cover.
- Use a jam nut (1/2 thickness) with 5/8" fine thread as replacement for the original castle nut. Grind cuts in the nut to simulate castle nut and then add cotter pin. (One could also apply anti seize prior to replacing the nut). Now one can remove it in the future if necessary.

- When generator assy is replaced, it is advisable to replace the 4 bolts in the coupler assembly with longer ones and drill holes in the ends of the bolts for cotter pins to lock them on. Jam nuts used before the cotter pin is even better. (These have a tendency to loosen and could fly off and damage the body).
- Timing is everything! If you have not found TDC it's time you did (Sorry for the pun). Pull the carpet; gas pedal linkage, and the floor board with the gas pedal. Now you have an opening to the inspection plate for the clutch. As per the book, align pointer to TDC. Next rotate the distributor so that as it rotates clockwise, the points are just opening for cylinder number 1. (Loosen the 2 bolts first). (You should know how to find the wire for cylinder 1)

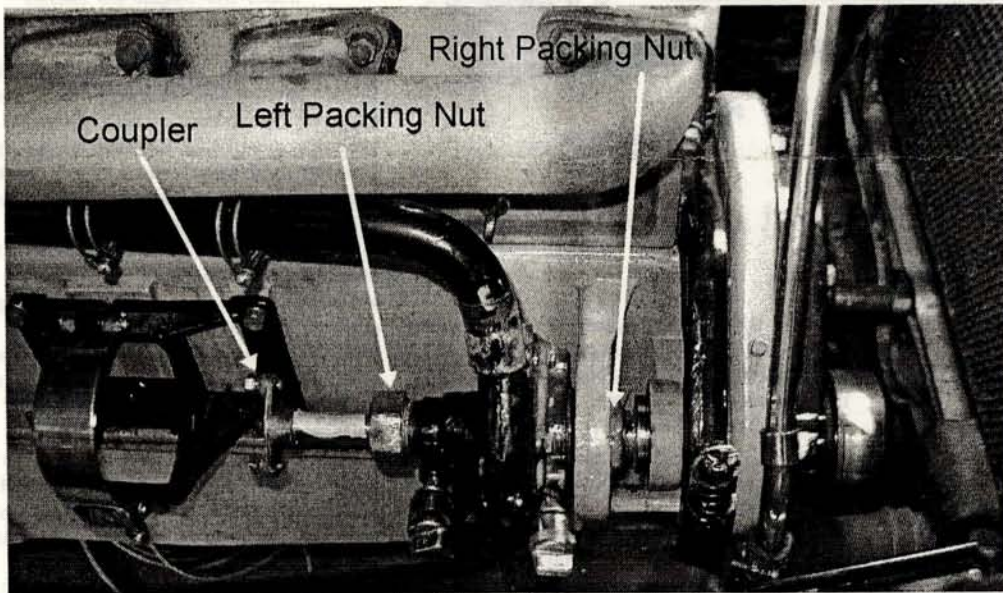


Figure 1

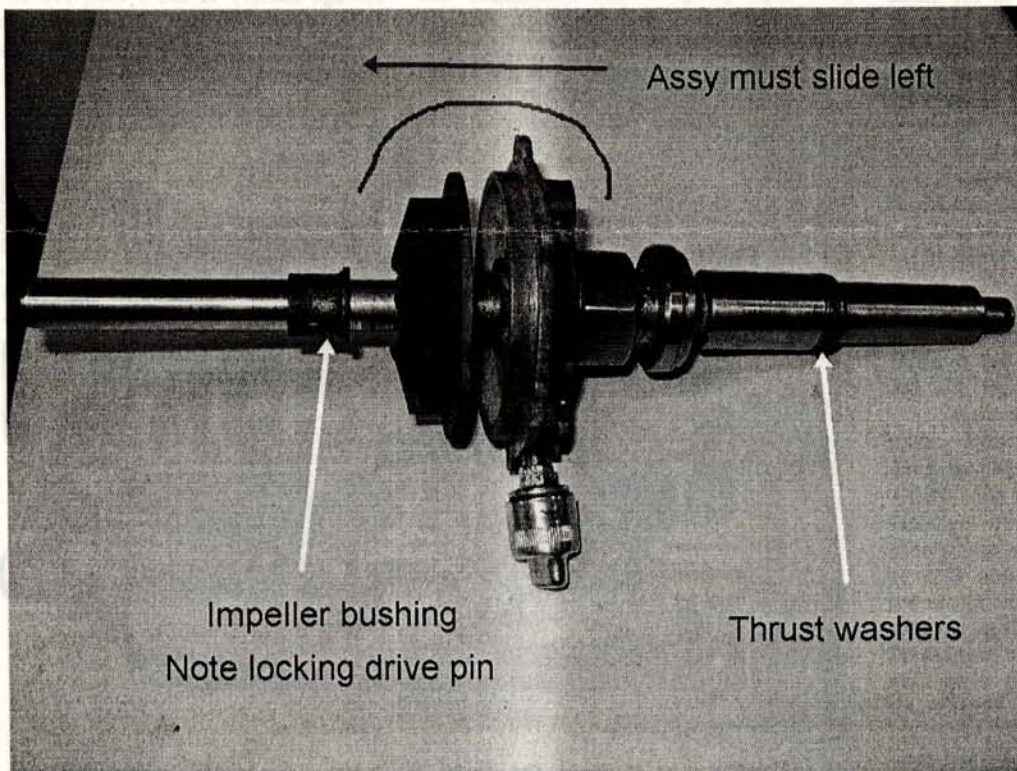
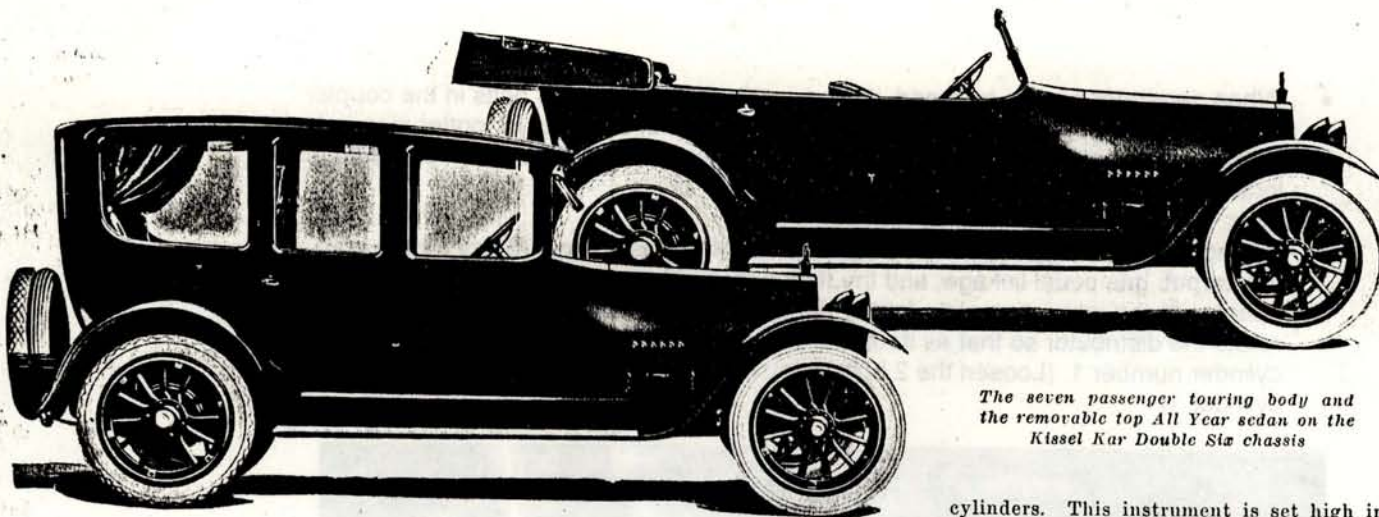


Figure 2



The seven passenger touring body and the removable top All Year sedan on the Kessel Kar Double Six chassis

Kessel Makes a Twelve

Weidely Powerplant in New Double Six

KISSEL has joined hands with the builders of twelve-cylinder cars. The newest offering of the Kessel Motor Car Co., Hartford, Wis., is officially titled the Double Six. First announcement of this car was made in the Feb. 1 issue of *MOTOR AGE*. The new model is now ready for delivery; in fact the factory is producing at this time five a day.

It is in the engine that the most radical departure in Kessel practice is found. The rest of the chassis is more or less founded on Kessel design as embodied in the sixes. It marks this manufacturer's adoption of the overhead valve engine. The engine is of course a twin type and it is built up of four blocks of three cylinders each with the V at an angle of 60 deg. The bore is $2\frac{1}{8}$ and the stroke 5 in. and with this rather unusually long stroke, brake horsepower tests have shown a performance of 82 hp., with the N. A. C. C. rating at but 39.7. This engine is Weidely built.

Weidely Twelve in Brief

The valves are completely housed inside the cylinder blocks and are operated from a single camshaft. For those not familiar with the Weidely twelve design, the following brief description will answer:

The gas intake header, water outlet header and the oil filler are cast integral. The heads are cast in blocks of six. Therefore each head fits over two cylinder blocks, inasmuch as there are two blocks of three cylinders each on each side of the V, as previously stated. The heads are removable. The crankshaft is a forging with three bearings of die-cast crankshaft metal. A running balance is given the crankshaft, which practically absorbs all vibration.

Because of the small bore and the compact design of the entire powerplant it is

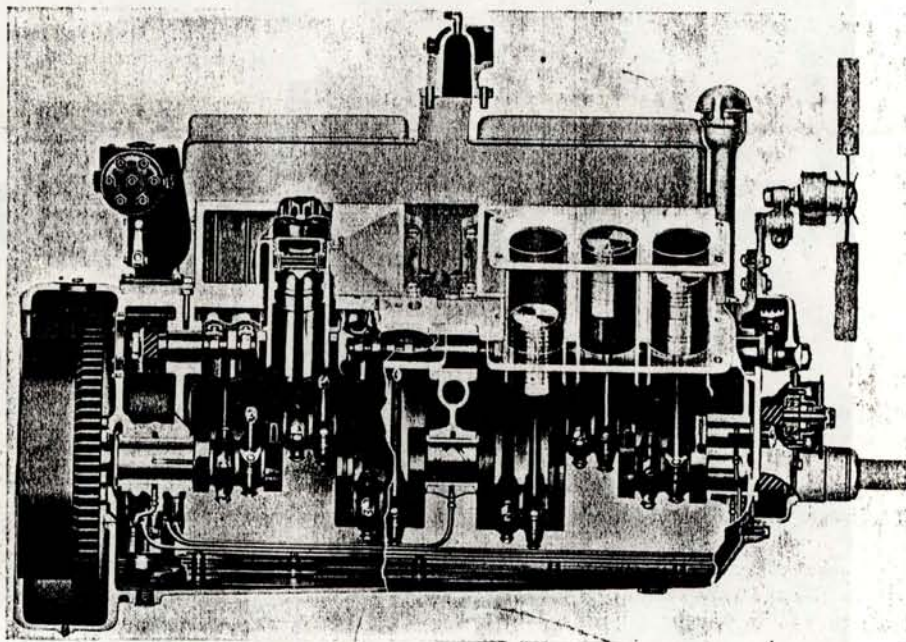
claimed that the crankcase is shorter than in any other twelve-cylinder engine. The lower section may be removed without disturbing other parts. The single camshaft is an alloy-steel drop forging and runs in phosphor bronze bushings. The pistons used are of semi-steel. Scientific distribution of metal makes these pistons of light weight. They are fitted with three non-leakable piston rings. Wrist pins are of steel tubing, $\frac{5}{8}$ in. in diameter. The engine is oiled by pressure from a positive gear type pump to the crankshaft and lower connecting rod bearings and by splash to other parts.

A Stromberg carbureter feeds gas to the

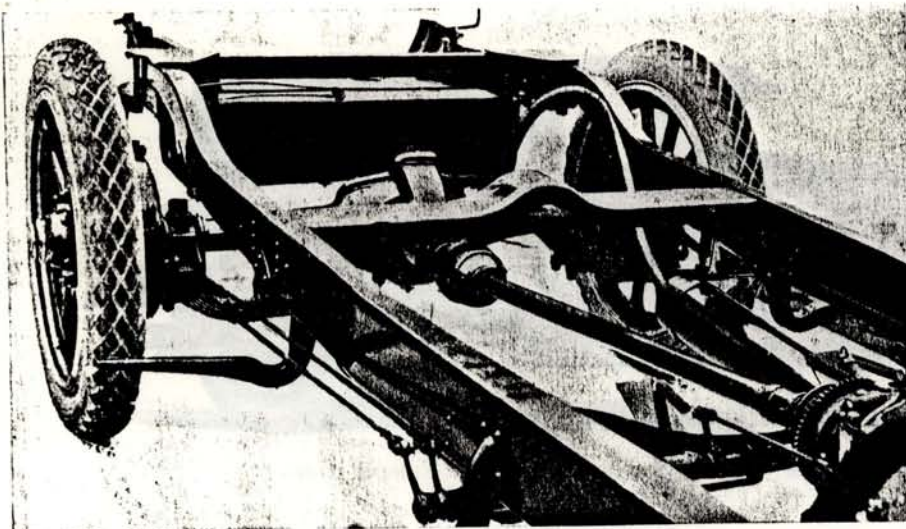
cylinders. This instrument is set high in the V between the cylinders. It is the new type of Stromberg which automatically provides a suitable mixture at all speeds. The fuel is drawn from a 16-gal. tank supported in steel brackets at the rear, by the Stewart vacuum feed tank.

A feature found in the twelve which was originally introduced in the Hundred Point six is the elimination of all but two grease cups in the entire chassis. Moving parts which formerly required grease cups are now lubricated by oil bolts. It is necessary only to squirt oil into the cups of these bolts at intervals.

Starting, lighting and ignition is handled by Delco units. The generator is driven by gear from the camshaft and the current output is controlled automatically by the Delco third-brush system. The starting motor engages the flywheel ring gear through Bendix drive. A Willard storage battery of the 6 volt, 108 amp. hr. type completes the equipment. In the arrangement of wiring is found another following of features introduced on pre-



Phantom view of Kessel Kar Double Six engine. The stroke is unusually long compared to the bore



As in other Kissel Kar models the frame of the Double Six is unusually solid. The rear axle is Kissel designed and made

vious Kissel models. All electric wires terminate at a central station on the front of the dash under the hood. This permits quick location of trouble and allows the complete removal of the body without cutting wires. The engine is ignited by the Delco distributor system with spark advance semi-automatic. Current to the distributor is of course supplied by the Willard battery.

Progressing from the engine to the rear axle, there is a dry multiple-disk clutch with asbestos-faced mats driving against hardened and ground steel plates. The gearset, which together with the clutch is in unit with the engine, is the selective type with three speeds forward and a reverse. The case is attached to the engine crankcase with a light bell housing.

The axles are Kissel built both front and rear. The front is an I-beam forging with chrome vanadium steel steering knuckles and arms. The rear is of the floating type, and in this the axle shafts are of chrome-vanadium steel. Spiral bevel gear and pinion carry the drive from the main shaft to the differential. There are two Timken bearings on the pinion shaft. The final drive is Hotchkiss with drive and torque taken through the rear springs.

Brakes Are External

Both service and emergency brakes are external. This will be recognized as another original Kissel feature. There are four contracting bands on the rear wheel drums, each having a 14-in. diameter with a 2-in. face.

The chassis is suspended on springs of chrome-vanadium steel. Semi-elliptics with a 2-in. width are used in the front and three-quarter elliptics with a 2¼-in. width in the rear. These rear springs are long and flat to minimize sidesway and choppy road shocks.

The bodies are built in the Kissel shops and each one is built to withstand the strains that would be imposed upon it by the use of an all-year top, whether these

tops are furnished with the job or not. These bodies are built up with a selected ash frame over which is carried the paneling of silver finish pressed steel. There are twenty-two body finishing operations and all the bodies are interchangeable.

There is a corridor between the front seats. The standard bodies are upholstered in long grain hand-buffed leather over deep springs and genuine curled hair. Special material which will be furnished when specified is a mohair at \$50 extra or a tapestry mohair at \$100 extra. The bodies are painted Kissel blue with a hair-line stripe. Special jobs will be made up for \$25 extra with enameled hood and fenders and \$50 extra with specially painted hood and fenders.

The tires furnished as standard equipment are Goodyear cord, size 34 by 4½. Wood wheels are standard with an option of wire wheels at \$100 extra. The Double Six carries as standard equipment a Boyce

Moto-Meter, Stewart-Warner speedometer, Sparton motor-driven horn, ignition lock, ammeter and a complete complement of tools. The wheelbase is 128 in. The price with open bodies is \$2,250 and with an All-Year detachable top \$400 additional.

INSURANCE WITH EXTINGUISHER

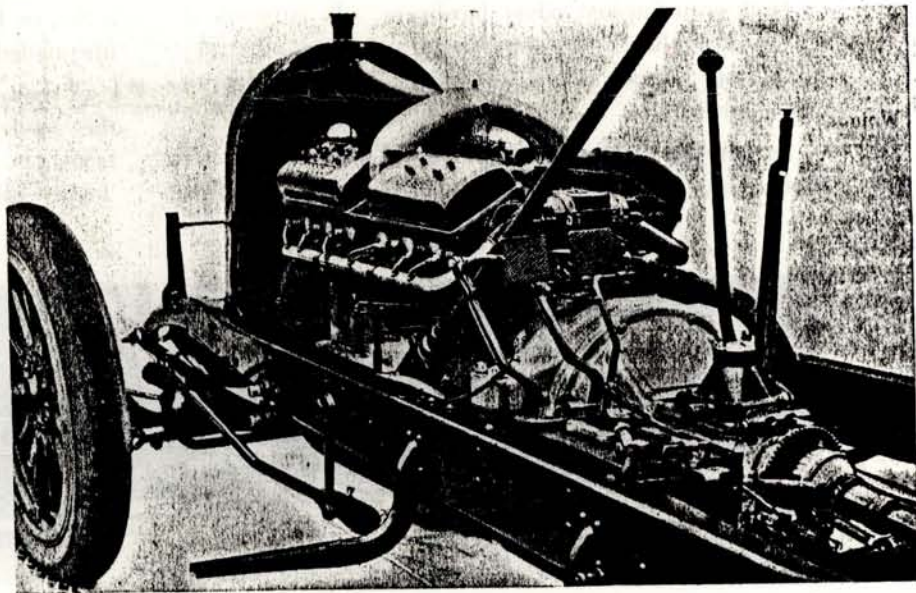
New York, March 17—Great is progress! One may not only insure his house, his factory and his motor car from loss of fire, but now he may insure his fire extinguisher from being stolen.

The Pyrene Mfg. Co. has entered into an agreement with the National Surety Co. to insure its fire extinguishers from being stolen from buildings, motor cars and so on. The Pyrene company attaches an application for insurance with a coin mailer and envelope addressed to the National Surety Co. on every extinguisher. All the buyer has to do is to place a quarter in the mailer, fill out the blank and mail the envelop.

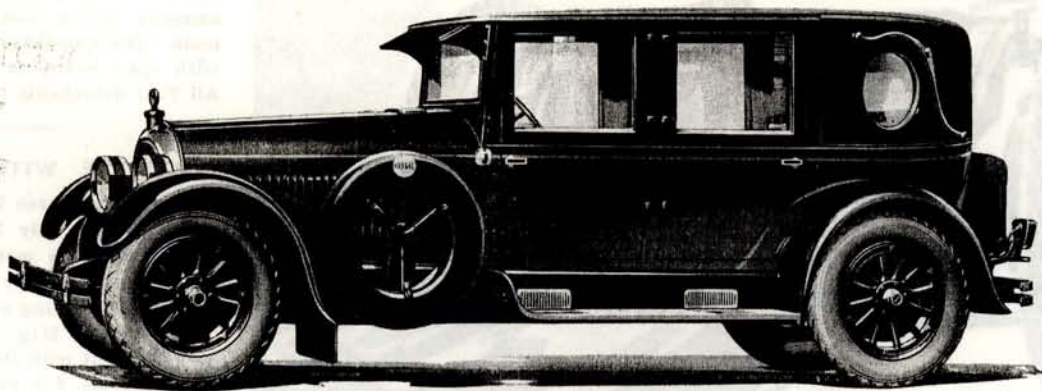
The policy runs for 2½ or 3½ years, depending on the date issued. The extinguisher will be replaced on proof of loss to the surety company. As the Pyrene Mfg. Co. sold 350,000 extinguishers last year, the field of this insurance is by no means small.

FRANKLIN TESTS COOLING ABILITY

Syracuse, N. Y., March 16—Icy roads were no serious handicap to the 100-mile low-gear run in Iowa made when a Franklin touring car left Des Moines Feb. 16 on a trip to test the cooling ability of the air-cooled engine. Though the car slipped and skidded at times, it averaged 13½ m.p.h. on low gear without stopping the engine. Examination at the end of the trip showed no sign of overheating or other trouble.



Powerplant setting of the Kissel Kar Double Six. The motor is one of the shortest twelve made. Note layout of exhaust piping



The Kissel Special Eight Passenger Sedan for Funeral Use

An Ideal Funeral Car



As a passenger car for funeral purposes the Kissel Sedan illustrated above is exceedingly well adapted. Its unusually roomy and comfortable interior provides seating capacity for eight passengers including the driver without anyone being crowded.

The auxiliary seats are exceptionally wide, deep cushioned and restful, and fold neatly behind the drivers seat when not in use.

The luxuriousness of its silk mohair upholstery and the refined details of its handsome interior appointments are features of this model which appeal strongly to persons of discriminating taste.

Dull satin-finished silver hardware, silk curtains at all windows, handsome dome lights and many other details lend a touch of harmony and distinctiveness to the interior.

In exterior appearance this special Eight Passenger Sedan has a certain dignity and impressiveness that

is noticeable to even the casual observer. It is designed and built according to the highest standards of Kissel craftsmanship established over a period of 19 years devoted to the manufacture of fine cars.

All of the special features for which the Kissel is famous are incorporated in its chassis including a motor of the latest advance-engineered construction, low hung frame, side play adjustment to take up wear in the springs, automatic chassis lubrication, etc. Due to its long wheel base and specially designed fully stabilized frame with kick-up over both axles this model is exceptionally easy riding.

It comes fully equipped with hydraulic four wheel brakes and balloon tires and is furnished with either a Six or Eight cylinder motor, both of which have an unequalled reputation for performance.

A motor livery firm in St. Paul has standardized on this model and their large fleet, which is illustrated below, is used extensively for funeral work in the Twin Cities.

