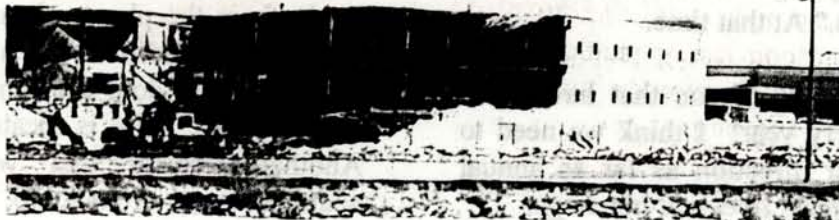


The Kisselgraph

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LAST OF THE KISSEL BUILDINGS

Photo, shows the last portion of the Kissel Original Factory Buildings that was torn down February of 2003. Steel Craft Corporation needed to rebuild a more useful building. It looks to me that part of the old foundation, was used for new construction.

You may recall several years ago that I sent out photos of major portions being torn down, so this one is the last. In addition approximately two years ago the original Kissel house was also torn down that was right across the river, from this factory building.

GATHERING OF THE KISSELS:

The last Annual Meetings of the Kissel Kar Klub ``have not been well attended. I can certainly understand there is tremendous amount of things to do for everybody, every day of the year. To come all the way to Hartford for a Banquet meeting is sometimes just simply out of the question. Unless there is an overwhelming response, I think we will have our next gathering August of 2006. 2006 is an extremely important time for Kissel and the Museum. We will be celebrating 100 years since the beginning of Kissel; we will also be celebrating 20 years that the museum has been open. I would like anyone that has a Kissel with plans to come here, to mark their calendars for **August of 2006**. And we're going to have "**one heck of a celebration**." At that time.

A thanks to all of you that have been coming every year! I think we need to reassess our direction as far as annual meetings versus five-year meetings.

Feel free to give me your input!

RALPH DUNWOODIE:

As most of you are already aware Ralph Dunwoodie of Nevada, one of our Kissel historians has passed away. Many of you knew him with his connection to the Harrah Collection and to his tremendous collection of Automotive Literature and information. He always supplied us with copies of anything that he found in his files that pertained to Kissel and he did it for us at no charge. Anytime he went through his files looking for perhaps, Kaiser or some other K car, when Kissel popped, up he was right there. Might be interesting to note that he was one of the

early mailing addresses for the Kissel Kar Klub He lived right here in Hartford on Sumner not very far from the Post Office, old Kissel Factory, and Museum.

We will surely miss Ralph and wish his family our sincerest regards.

CARS FOUND:

Several Kissel cars have been found recently, Doug Wheeler, of Opotiki, New Zealand, seems to have a very early Kissel Fire Engine, that he is disparately trying to gather the parts for. We have been corresponding mostly through the internet with copy and photos. A similar situation is transpiring with Tulio Veloso, he has quite a good-looking Kissel Brougham that needs very little work, from the photos. It appears to be in excellent condition. It is a 1926 Model 55. It is a four door Brougham with full disc wheels. Tuilo is located in Brazil. Another Vehicle that was recently acquired, came from Ohio, it is a 1925 Kissel 2-door Brougham. It also is in excellent condition. There is a very minor crack in the water jacket, on the head, unfortunately the crack goes through the cast Kissel letters, so the repair may do some damage to that. It would be kind of nice if we could find a Model '55 head for him that was complete. He is also looking for some Firestone Rim Lugs and three interior window cranks. The tail light bezel is not there, the lenses and the body he has, if anyone can help him out, let me know. Don't forget if you have a Kissel for sale or if you are looking for a Kissel to let us know, so that we can keep a record and perhaps help you in your pursuit.

TOM HARRINGTON-KISSEL**OWNER:**

Tom Harrington from Paris, France recently stopped at the museum, along with his mechanic. Quite interesting to note that the mechanic that worked on his Kissel Speedster is in the business of restoring cars. His pamphlet showing all the works in his garage/shop is quite an extensive piece of literature. What is really interesting is how many times he shows the Kissel Speedster. The car really turned out and we are very pleased that Tom was able to obtain the vehicle since previous owner did not do the vehicle any favors. At least now it is in excellent top condition. Since it has been fully restored, Tom has stated that he took it on a cross-country tour, it is called "*The Megeve Simplon*," it's the thirteenth tour, to included 25 pre-war cars.

Here is an excerpt from his letter:

Dear Dale,

Hi. I just wanted to tell you that I have come back from a 2,000-mile tour in the Kissel; which went very well. The more miles we did the better the Kissel ran. It also came in Third in the "Concours d'Elegance"! This happened despite my not playing very well the "period dress" requirement. There were Bugattis, Hispano-Suizas, Bentleys, Delages, Delahayes, etc. My 1932 Nash Phaeton also did well, coming in fifth.

The tour was in France, Switzerland, and Italy: and included mountain passes as high as 2500 metres. We were on switchbacks that required two and three maneuvers to turn, and the Kissel never overheated. The brakes were adequate as well, but of course I relied on the

engine brake much of the time. Up to 70 MPH at times and we went through the Mont Blanc tunnel.

Sincerely,

Thomas M. Harrington

FACTORY PICTURES:

Recently I was going through our collection of factory pictures and decided to install them on our computers for safekeeping. While I was doing that I thought there should be no reason why we couldn't share the CD's to those that maybe interested in the photos. They're in jpg format, and one CD has 35 photos from World War I, when they were building vehicles for the army and the other CD has photos from basically "*The Twenties*," 48 photos on that CD. We're selling them for \$12.50 each, including shipping. If you have an interest in one or both, just send a check!

To: Wisconsin Automotive Museum.

This is a reduced price for Kissel Kar Klub members

NEW WEB PAGE:

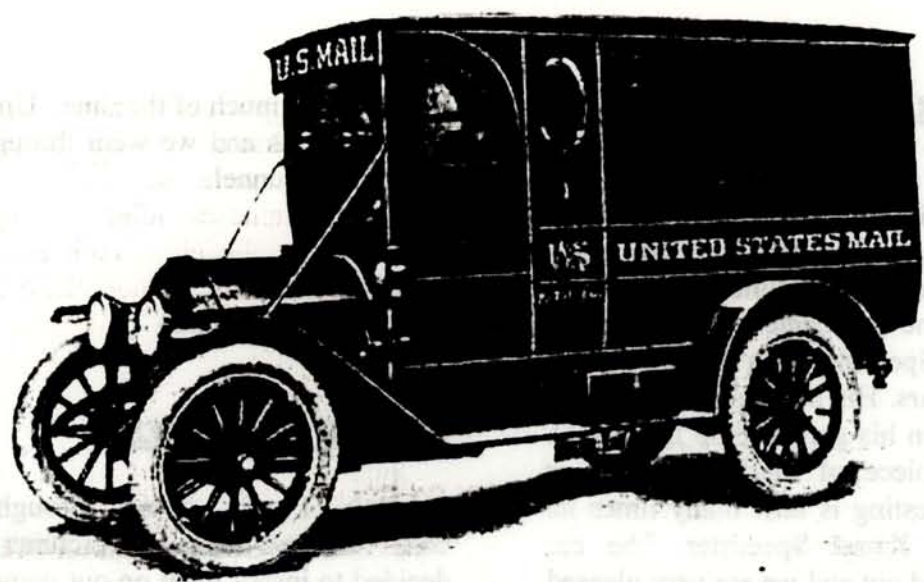
The Kissel Kar Klub has now been included on **the new Web Page** for the museum. The following is our official web page

www.wisconsinautomuseum.com

Our new e-mail address is:

info.wisconsinautomuseum.com

However, you can still click on the old e-mail address too.



1500 Lb.—Parcels Post

URBAN MAIL TRUCKS:

Got a recent article from a party in Milwaukee, that talks about United States Mail, and the motorizing urban area delivery system. We've copied most this entire article for your information as it contains some very nice words about the Kissel Trucks.

Article as follows:

With 202,000 vehicles currently on the road, the United States Postal Service has the largest vehicular Fleet in the world. These vehicles drive 847 million miles per year. That is a far cry from the way things were a little less than a century ago when the first fragile-looking motor car was tested by the Post Office Department in 1899.

This scrapbook of archival and contemporary photographs highlights as much a possible the evolution of the nation's motorized mail vehicles some steps in this evolutionary process are not

included because no photographs of these "missing links" have been found. For example, it is known that Detroit successfully used three automobiles over the 1902 Christmas holiday to collect mail. This was a significant step forward for the Post Office Department because one of the vehicles completed a trip in 40 minutes that typically took a horse-drawn mail wagon two hours to complete. The postmaster of Detroit, F.B. Dickerson, was so excited by the results of this test that on December 29, 1902, he wrote to Post Office Department headquarters saying "The machines were given a very severe test. Inasmuch as during the two days that they were in operation we had a very heavy snowstorm. The results of the trial of these three machines were simply surprising. They accomplished so much more than we anticipated they would." Dickerson asked for permission to conduct other tests, and was promptly advised by Second Assistant Postmaster General W.S. Shallenberger that "The Department is interested in learning all it can of these tests, and will be glad to

have you report if such tests as are proposed are found to be successful."

Another "missing link" involves the Los Angeles post offices use of an auto mail wagon" early in 1910. This makeshift vehicle was used to pick up mail from boxes in all parts of the city between 11 a.m. and 9 p.m. The vehicle accommodated four clerks who canceled and sorted mail en route. No photographs of the vehicle, or those used in Detroit, have thus far been found, if any were ever taken.

Contractors Were First

The earliest mail trucks were operated by private contractors who furnished vehicles under contract to the Post Office Department. Such contracts usually were for several years, often required the contractor to provide the driver, and typically called for at least two vehicles to be provided (one served as a backup). More often than not, the type of vehicle that was used was specified in the contract. That certainly was the case with the contract for Norfolk, Virginia, for the period from April 1, 1915, to March 31, 1918. The contractor holder, Howard S. Meyer, was to furnish "One (1) Maxwell automobile wagon, with one in reserve, without chauffeur, to be used eight (8) hours each weekday, and as many hours on Sunday, not exceeding eight (8) as may be necessary."

The first government-owned mail trucks were acquired in 1906 for use in Baltimore, Maryland. Other acquisition followed sporadically, including five 1,500-pound "KisselKar" delivery wagons that were purchased by the Post Office Department in February 1913 for use in conjunction with Parcel Post Service in Washington, D.C. These 35-

hp light-duty trucks, manufactured by the Kissel Motor Car Co. of Hartford, Wisconsin, were selected by postal service engineers after seeing them exhibited at the New York auto show. The engineers were not alone in their opinion of the Kissels. At that time one leading newspaper reported that at such car shows. "The Kissel was a firm favorite with visitors."

Such small purchases of government-owned trucks were commonplace until the Post Office Department's 1915 appropriation was passed. Under that appropriation Congress authorized the establishment of the postal service's own "Motor Vehicle Service." This enabled the Post Office Department to go on its second major buying spree (the first came with the establishment of Parcel Post). As a result of this the use of contractor versus government-owned vehicles shifted dramatically.

NEW LITERATURE:

Wisconsin Automotive Museum after many years of utilizing pretty much the same literature, since it first opened in 1986, has gone into design and publishing a brand new brochure. We're very happy that Wisconsin Chapter of the Society of Automotive Historians donated the funds for us to do this printing, and redesign. Any one that would like some literature, or could pass it on to interested party's feel free to contact us. Of course, you can always print it off your computers, from our web page.

REMODELING:

Again we are under going remodeling at the museum. We have removed a wall opening up additional display space. We are getting a new roof, finally. Hopefully

later, this fall, new windows, cleaning and tuckpointing of the face of the building, and the changing of our entranceway, will be completed.

Thanks to those that made donations, to the remodeling project, we certainly appreciate that. Anyone else that has an interest in making a donation to this project feel free to do so, with a check made out to Wisconsin Automotive Museum. While I am talking about donations, The Kissel Kar Klub has never had a "dues" structure and will probably not use a "dues" structure, as long as the membership continues to make donations to "The Kissel Kar Klub". We appreciate the donations; they do help our cost of printing, etc. Feel free to send a check to "The Kissel Kar Klub".

MODEL TRAINS:

Recent addition to the museum, has been a Lionel Model Railroad Layout, this layout was designed in 1949, by Lionel engineers to sell product. The Lionel design occupied a place of prominence at a New Jersey Lionel factory location. We've discovered that there has been a lot of interest in this layout by many people, including car people. And it fits quiet well with the museum, since it's a transportation museum. We also feature a full size Steam Locomotive of a 250-Ton category. The model train was built with funds that were raised by a volunteer group of model train enthusiasts. It took them eight months to build the layout. Most of the rolling

stock and engines are owned by one or more people. We've have been actively seeking other donations of Lionel trains, so we don't have to rely on others to keep the model railroad functioning.

A BIT LATE

Well this newsletter is a bit later than we have had before. Lots of time has been taken trying to get the remodeling project of the museum done. The Performing arts center adjacent to the museum has been doing very well. Lots of bookings and full house sell outs. This all adds to our ability to keep our doors open along with donations made by so many people. This year over all single visitors has been down. Car club visits have been up so we are a tad ahead over last year.

