

The Kisselgraph

☆☆☆ The official newsletter of the KisselKar Klub ☆☆☆

VOL. 40 NO. 1

JUNE 2014

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Der Elephante Witz



**1924 Kissel 6-55 Victoria Coupe
Ron Hausmann, Bloomfield Hills, Michigan**

This car is the only coupe known to survive from 1924. (Other surviving 1924 Kissels include three Speedsters, a Brougham and a Brougham chassis.)

Still sporting much of its 92-year-old Holland Blue, one of Kissel's standard colors in the mid 1920s.

Please see page 3 for some additional comments.

The Kisselgraph is published for the benefit of members of the KisselKar Klub through substantial support from the Wisconsin Automotive Museum.

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A website provides an on-line presence for the KisselKar Klub and features a gallery of member vehicles and other information.

Website: <http://kisselkar.net/>

E-mail: webmaster@kisselkar.net



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**Wisconsin Automotive Museum
147 N. Rural Street
Hartford, WI 53027**

In memory

Henry Ensinger

Also known as Hank or Jerry to his friends and family, KisselKar-Klub-member Henry Ensinger passed away March 18, 2014, at his home in Hillsboro, Oregon. He is survived by his wife of 55 years, Dixie of Hillsboro; son, Sean Ensinger; and grandchildren, Andrew and Elizabeth Ensinger of Tigard, Oregon.

Henry served in the U.S. Marines from 1955 to 1958, returned to Hillsboro and married Dixie Brunswick. He worked as an auto mechanic for 14 years at Damerow Ford before becoming a plumber for Don's Plumbing in Hillsboro. Henry then started his own plumbing business, *Oh Henry's Plumbing*, which he operated until he retired in 1999. A family and friends gathering was held in Hillsboro.

Henry owned a 1917 KisselKar 6-38 Roadster which he had under restoration at the time of his passing.



On the Front Cover—Der Elephante Witz

Ron Hausmann (Bloomfield Hills, Michigan) has recently acquired this interesting example, a 1924 Kissel 6-55 Victoria Coupe.

Apparently Ted Homan, a former owner who lived in Montana, painted the German words that translate to “the elephant joke” on the rear bumper in the 1950-60s. I guess he was amused by his Kissel; it certainly must have been an unusual car for the remote Montana countryside.

Ron says that it runs and “I will probably not restore it, but keep it original.” The exterior has a nice patina, but the top and interior are in very good shape. It has TWO heaters, something that may have been a necessary in the dead of a harsh Montana winter.

This vehicle joins a fast-growing collection of Kissels owned by Ron. I’ve lost track of the full extent of Ron’s collection, but I think it must be in the high single digits by now.

Ron maintains a website wherein he displays some of his vehicles. To view it, follow this link.

<http://kisselsandclassiccars.com/>



Views of the new Kissel-themed t-shirt available from the gift shop. (Wisconsin Automotive Museum)



Three of the new Kissel-themed magnets available from the gift shop. Each magnet is 2-3/8" in diameter. (Wisconsin Automotive Museum)

New Items in Museum Gift Shop

The Wisconsin Automotive Museum has added two new items to the gift shop, Kissel-logged t-shirts and magnets.

The 2-3/8" diameter magnets cost \$5 each. Shipping for 1 to 3 magnets is \$3.50; add \$0.50 for each additional 1 to 3 magnets (\$4 shipping for 4-6 magnets, \$5.50 for 7-9 magnets, etc.).

The red t-shirts have a large Kissel logo on the back, with a smaller logo and text on the front in the upper left. The shirts come in adult sizes of S, M, L, XL and XXL, at a cost of \$20 per shirt. Shipping is \$5 for one shirt plus \$1 shipping for each addi-

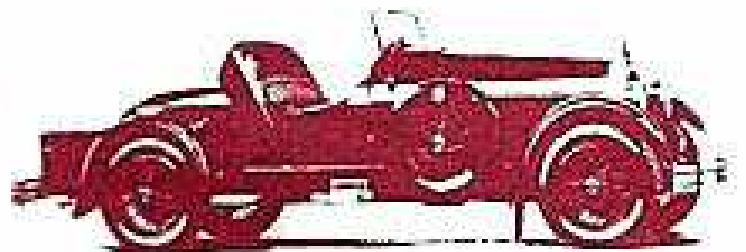
tional shirt (\$6 shipping for 2 shirts, \$7 for 3 shirts, etc.).

If you want items shipped, send a check payable to the "Wisconsin Automotive Museum." Or you can call the museum and request a credit card transaction.

You can easily contact the museum by telephone at 262-673-7999, or by email to 'info@wisconsinautomuseum.com'. Please contact them with any questions about these, or other items in the gift shop.

Wisconsin Automotive Museum

147 NORTH RURAL STREET
HARTFORD, WISCONSIN 53027



KISSEL



Leonard Jarvis' 1923 Kissel Speedster (left) has won an AACA Senior at the 2013 Eastern Division Fall Meet. Most of us know this event for the associated mother-of-all swap meets, popularly called the Hershey Swap Meet.

1923 Kissel Speedster Wins 2013 AACA President's Cup

Congratulations to Leonard H. Jarvis (Belleview, FL) on winning the 2013 Antique Automobile Club of America's Presidents Cup for his beautiful 1923 Kissel 6-45 Speedster (car # 45-7089).

Robert Baucom (Toano, VA) performed the total restoration of the car starting in 2005.

The AACA President's Cup was established in 1960 and is awarded to recognize the outstanding restoration of the year of a 1921-1942 automobile entered into each Division. This award was for the Eastern Division of the AACA.

As mentioned in note about the award in the March/April issue of the *Antique Automobile*, this vehicle was originally owned by silent film star Fatty Arbuckle. In 1970, the car was abandoned on a farm after suffering a mechanical breakdown, and the owner never returned to reclaim it. Mr. Jarvis purchased the car in 1981 from the owner of the farm on which it was abandoned.



The AACA President's Cup



From the editor

Kissel Parts Lists on CD?

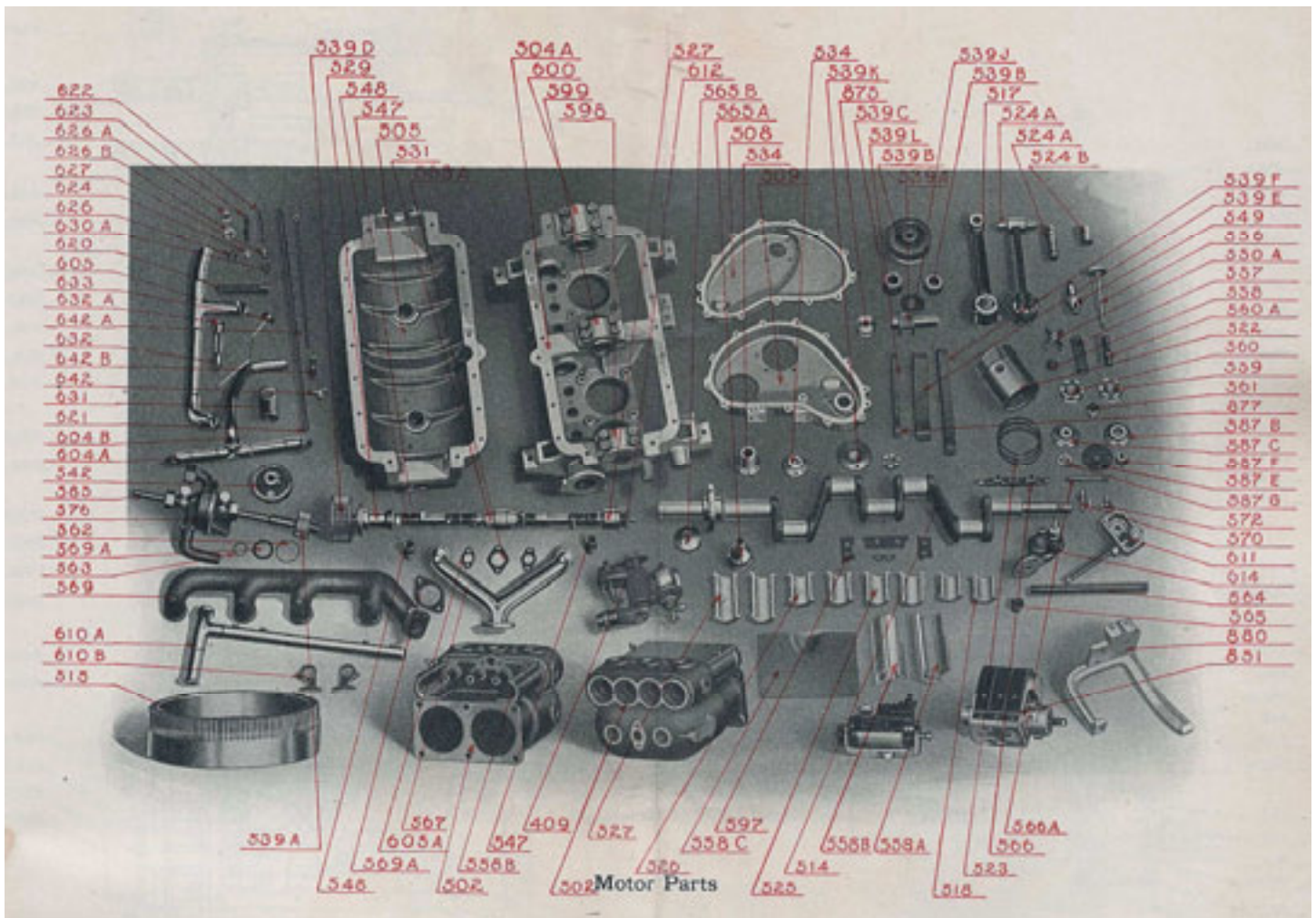
By Lynn Kissel

In this issue of the *Kisselgraph*, Joe Leaf writes on how he has used Kissel parts lists to authoritatively resolve a restoration detail on his 1922 Speedster. I add to his note a few important uses for the parts lists that I have found. Maybe you have discovered others uses? These examples demonstrate that a Kissel owner's literature collection is not complete without a copy of the associated parts list.

In the best of all worlds, we can acquire original literature to support ownership of our vehicles. But in many cases, this literature is very difficult to find, and if found, very expensive to own. A next-best alternative is a readable copy.

From trips to the Wisconsin Automotive Museum and from other Kissel owners, I have collected electronic copies of many Kissel parts lists. The year released, title and a description of each parts list follows.

- 1911—**KisselKar Price List—Parts** (34 pages). Covers: 1907 Model C; 1908 Models D and E; 1909 Models D9, E9, G9, LD9; 1910 Models LD10, D10, F10 and G10; and 1911 Models LD11, D11, WS11 and F11. Includes five pages of illustrated parts, plus four pages of mechanical drawings of transmissions and steering gears. This document also features five introductory text pages with assorted operating and maintenance information. (*Source was photocopy of poor quality, a better source is desired.*)
- 1913—**KisselKar Price List of Parts, Pleasure Cars 1912-1913** (36 pages). Covers Models 30, 40, 50 and 60. Includes five pages of part illustrations, plus six pages of mechanical drawings of transmissions, steering gears.
- 1916—**Price List of Parts, KisselKar, 4-32, 4-36, 6-42, 1916** (64 pages). Includes one page of part illustrations and 22 pages of mechanical drawings.
- c1917—**Price List of Parts, KisselKar Hundred Point Six** (55 pages). Also designated Model 38 or 6-38. Includes one page of part illustrations and 19 pages of mechanical drawings.
- c1917—**KisselKar Price List of Parts, Hundred Point Six for The All-Year Car, BODIES** (4 pages). Includes one page of body-part illustrations.
- c1919—**Price List of Parts, Kissel Custom-Built Six, Parts List No. 60** (66 pages). Also designated Model 45 or 6-45. Includes 13 pages of part illustrations and 12 pages of mechanical drawings.
- c1923—**Parts List, Kissel Model Forty-Five, Model Fifty-Five, Parts List No. 62** (120 pages). Also designated 6-45 and 6-55. Includes 31 pages of part illustrations and 13 pages of mechanical drawings.
- 1923—**Price List of Parts, Kissel Trucks, "The Flyer", "General Utility", "Freighter", "Heavy Duty", "Dreadnaught", "Special", Parts List No. 80** (116 pages). Includes four pages of part illustrations, 30 pages of mechanical drawings and 3 pages of price changes dated Dec. 15, 1923.
- 1925—**Parts List, Kissel, Model Fifty-Five, Model Seventy-Five, Parts List No. 63** (120 pages). Also designated 6-55 and 8-75. Includes 6 pages of part illustrations and 35 pages of mechanical drawings.
- 1927—**Parts List, Kissel, Model Fifty-Five, Model Sixty-Five, Model Seven-**



An illustration of motor parts from the 1913 Kissel parts list.

ty-Five, Parts List No. 64 (119 pages).
 Also designated 6-55, 8-65 and 8-75.
 Includes 39 pages of part illustrations
 and four pages of mechanical drawings.

Kissel did not explicitly date much of their literature, so the publication date that I've associated with each list might be soft by a year.

I am willing to create a CD with a copy of these parts lists and mail them to you. Send a note to me with your return address and a personal check for 20 \$US. Address the note to:

Kissel Parts List CD
 4431 Spring Meadow Rd
 Cameron Park, CA 95682-9829
 USA

The careful reader will note a missing Parts List No. 61. Has anyone seen this list?

I have no parts lists for 1928 and later. Does anyone have these lists to share with the Klub?

An exclusive offer to owners of parts lists that are not in my collection! In exchange for sending me a high-quality scan of your document, or sending me your list to scan (which I will promptly scan and return to you), I will send you an updated disk with all my lists plus your list. Think of it as helping the other owners and contributing to the Kissel community!

Contact Lynn Kissel via email to editor@kisselkar.net.



Ruxton Automobile Book to be Published

By Dawn Bondhus Mueller

The upcoming book *The Ruxton Automobile: History and Authenticity Guide* will likely prove to be of interest to Kissel owners and anyone interested in automotive history. Author Jim Fasnacht is not only a Ruxton owner, but an expert on the car and its short production.

The front wheel drive Ruxton was the idea of William Muller, an engineer for Budd Manufacturing Company in Philadelphia. Budd made automobile bodies, and would produce the closed cars bodies for Ruxton. New Era Motors was formed to manufacture the car, and included the Kissel Motor Car Company and the Moon Motor Car Company of St. Louis, Missouri. Initially Kissel was to produce the transmissions

and drive axles for the vehicles, while assembly occurred at the Moon plant. However after Muller toured the Kissel plant and saw that it was superior in many ways to that of Moon, it was decided that Ruxton assembly would take place in Hartford as well. There were rumors that all assembly was to be transferred to the Kissel plant, but this never happened as both companies went into receivership within weeks of each other in late 1930.

Fasnacht estimates that a total of 96 Ruxtons were produced, with 20 of them being Kissel made in Hartford. Three of those Kissel made cars survive, including Kissel co-founder Will Kissel's Phaeton, one of only two phaetons made. A total of just 19 Ruxtons are known to exist today.

The book release is set to coincide with the Pebble Beach Concours d'Elegance in August, where the Ruxton will be one of the featured marques.

Dawn Bondhus Mueller is director of the Wisconsin Automotive Museum in Hartford, Wisconsin. You can contact Dawn via email to 'Dawn.Bondhus@kisselkar.net'.

Kissel Parts Available from the Wisconsin Automotive Museum

Did you know that the museum has selected Kissel parts are for sale? Even if they don't have the part you need, they can often connect you with others that might have just what you need.



As examples, the museum has rear and front axles from multiple 1920s cars. They also have received the remains of Gordon Harris' 1911 KisselKar 4-40 Touring that was destroyed by fire. While all of the wooden and aluminum parts are gone, there are some salvageable parts available. Contact the museum by calling 262-673-7999 or emailing 'info@wisconsinautomuseum.com'.

“For Sale” Area Added to KisselKar Website

From time to time, your editor is told of parts or complete vehicles for sale. To help spread the word, we have created a “For Sale” link from the members area of the website.

<http://kisselkar.net/Members/>

Within each of the webpages for-sale items is a file named “aaa_README.txt”. Open (click on) this file to display additional information about the items. Typically it contains contact information for a responsible individual.



1917 KisselKar 6-38 “Gibraltar” Roadster Project

In the memorial statement for Henry Ensinger, it was noted that he had an active KisselKar restoration project underway at the time of his passing. The family has decided to find a new home for this project and is soliciting interest from KisselKar Klub members.

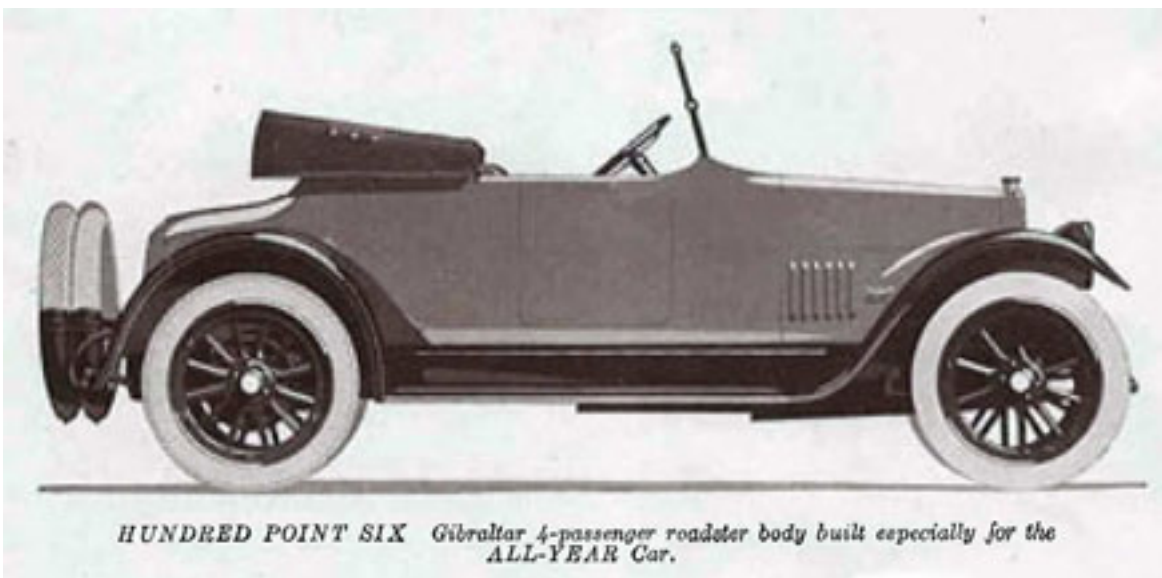
The project is a 1917 4-passenger All-Year Roadster Coupé, represented as “90% complete,” with “all new ash and oak body framework, complete running gear. All original fenders, aprons and doors. New ash wheels, 6-cylinder engine. Numerous extra parts. Great restoration project. \$12,000.”

Bryan Baxter (503) 320-6967 is representing the family for this sale.

We’ve placed 15 photos and this information on the KisselKar website.

<http://kisselkar.net/Members/ForSale/1917-KisselKarRoadster/>

It would a tribute to Henry for a member of the Klub to get his KisselKar project onto the road!





A side lamp on the 1921 Kissel 6-45 Tourster owned by Mike Barry. This is believed to be the factory-correct lamp for Mike's vehicle and the earliest known example of the bullet side lamp with jewel and courtesy light.

Using Kissel Parts Lists to Authoritatively Answer Questions

By Joe Leaf

Don't laugh when I tell you that Kissel parts lists make fascinating reading! I find that is an underappreciated fact among Kissel owners that they are filled with important and detailed information about Kissel vehicles that cannot be found anywhere else. The parts lists are indispensable pieces of factory literature that sometimes answer a restorer's question directly. Other times the parts lists demand more effort, and one must dig deeper or read between the lines to find enlightenment. *In every case they are a factory information source that helps to establish the indisputable basis for an authentic restoration.*

To illustrate my point, let me relate a recent experience wherein the Kissel parts lists helped me sort through a thorny restoration detail.

I acquired from Kissel owner John Lewis (a Kissel owner/historian in Brisbane, Australia) a pair of bullet shaped side lamps used on some 1921 and 1922 Kissel model 45 body styles. These lamps have a faceted glass jewel in the back end, red for left (port), green for right (starboard), and a clear underside opening that serves as a courtesy light.

Among surviving Kissels known to the KisselKar Klub, these lamps are first seen on the cowl of the very original 1921 two-door Tourster (car # 45-3677) owned by Mike Barry. The lamps on this car have both the jewel and the courtesy light. Period photos for 1922 show the side lamps placed between the front and rear doors on the four-door Toursters and Tourings and on the cowl of the Speedsters. Of the four surviving 1922 Speedsters with the bullet shaped headlights, one does not have any side lamps, one has evidence of side lamps being originally installed but removed in a prior restoration, and two currently have cowl side lamps. For a variety of reasons, none of these cars provided a full and certain answer to the question "*Are jeweled side lamps correct for my 1922 Kissel Speedster?*"

The first known parts list for the Kissel Custom-Built Six, now known as the Model 45, is Parts List No. 60. This parts list does not indicate side lamps for any of the body styles.



The side lamps that John Lewis sent Joe Leaf. [Ed: Note that Joe powered the lamps to make it easier to see the courtesy light and colored jewels.] (Joe Leaf)



Joe Leaf owns two Kissels and lives in Poulsbo, Washington. You can contact Joe by email to 'Joe.Leaf@kisselkar.net'.

Editors Note:

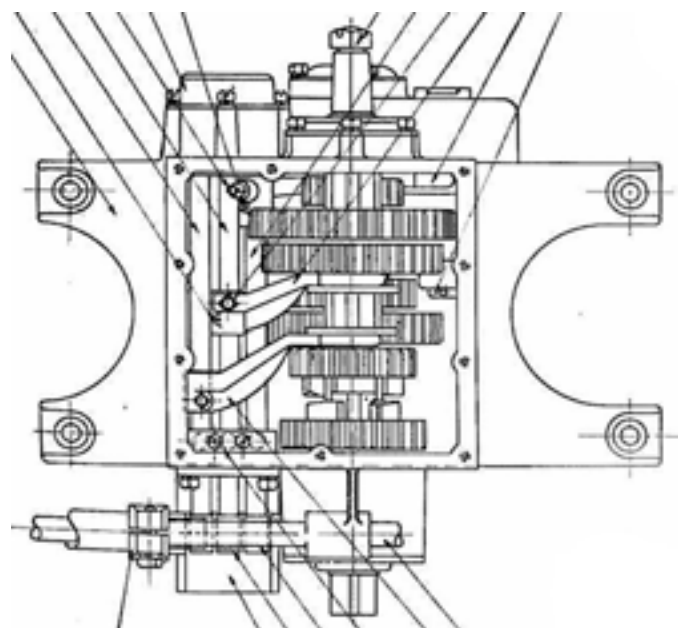
Joe Leaf has helped me in more ways than I can count with the ownership and restoration of my Kissel cars. He's repeatedly told me about the importance of consulting the parts lists and it took him multiple tellings before the advice stuck with me.

While reading Joe's article, several of my uses of the parts lists come to mind. I add them to Joe's article in the hope of reinforcing his subtle, but powerful message.

One immediate use of the parts lists is to look at the pictures, very helpful for a missing or broken part. The parts lists also have many mechanical drawings of assemblies (engines, carburetors, transmissions, differentials).

I've discovered factory differential ratios that were offered and diameter of standard and optional wheels for a car I own.

See the offer of Kissel parts lists on DVD in my editorial on page 3. — Lynn Kissel



Drawing of four-speed transmission for selected 1910 and 1911 models from the parts list for 1907-1911 KisselKars. (Lynn Kissel)

The title page of Parts List No. 60, scanned by the editor from the files of the Wisconsin Automotive Museum. (Lynn Kissel)

Parts List No. 62, which covers both models 45 and 55, has a section entitled "Side Lamp and Tail Lamp." On page 59 this list gives two part numbers (96037-10 for RH and 96038-10 for LH) for the bullet type side lamps for "all models except Speedster". On page 58 the list shows a single part number (96037-1) for RH or LH for the bullet side lamps of "Speedster only". *Thus the Speedster right- and left-side lamps are identical and do not have the red or green jewels or the courtesy light feature.*

For an authentic restoration of my 1922 Speedster, I will need to close the underside opening and remove the jewels on the lamps that I got from John Lewis.



Academy of Art University Buys Kissel Speedster at Auction

By Lynn Kissel

A beautiful 1920 Kissel 6-45 Speedster (car #45-1964) has been added to the extensive and exquisite automobile collection owned by the Academy of Art University in San Francisco, California. The Kissel joins a large collection that contains

some of the finest examples of automotive art in the world. The Speedster was purchased on June 1, 2014 at Bonhams Greenwich Concours d'Elegance Auction. This car was most recently owned by Chuck Swimmer, San Diego, California.

The Academy of Art University is a privately owned art school that was founded in 1929 by Richard S. Stephens. His son, Richard A. Stephens became president in 1951 and is now retired. Granddaughter



Don Redmon (left) and Jonathan Buck are going through the mechanicals of the Academy of Art University's new Kissel Speedster. Don holds the water pump, removed for refurbishing. (Don Redmon)

Dr. Elisa Stephens is now president. Both Richard A. and Elisa are avid auto enthusiasts.

Richard A. has been informed and is pleased of his membership in the Kissel-Kar Klub. Asked why he and the Academy acquired the Kissel for their collection, Richard A. said "This Kissel Speedster was selected to provide Academy of Art University Automotive Design students, yet another outstanding example of early American automotive design and technology in the *sporting* car class. It will offer students a rare peek into the past and provide inspiration for their own future designs. It joins an outstanding collection of significant and prime automotive examples located in San Francisco."

It is indeed a pleasure to learn that a Kissel Speedster has been added to such a prestigious collection and being presented as an outstanding example of early automotive design. You can view about 120 of the Academy's auto collection on-line here.



<http://www.academyautomuseum.org/>

Lynn Kissel owns two Kissels and lives in Cameron Park, California. You can contact Lynn by email to 'editor@kisselkar.net'.

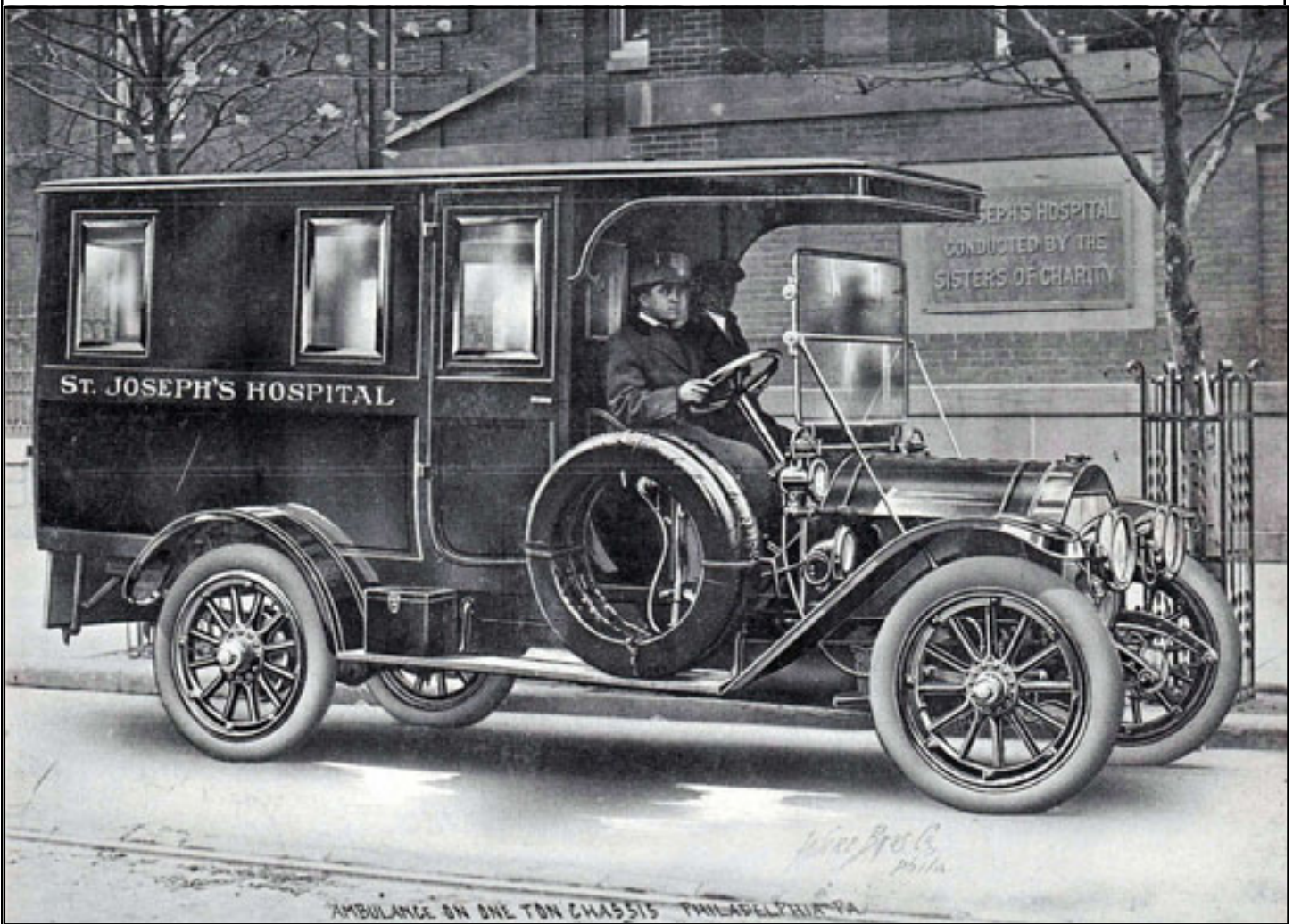


This photo of the Kissel Speedster appeared in the Bonhams auction catalog

The KisselKar Klub
c/o Wisconsin Automotive Museum
147 North Rural Street
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1913 KisselKar Ambulance



This ambulance was built in 1913 by the Kissel Motor Car Company for St. Joseph's Hospital in Philadelphia, Pennsylvania. This illustration is signed by Ware Brothers Company, Philadelphia. The ambulance is mounted on a one-ton KisselKar truck chassis. (*Car&Parts* Vol 12, No. 7, Apr. 1968; reprinted with permission of Cars & Parts Magazine, copyright Amos Press, Inc.)