

The Kisselgraph

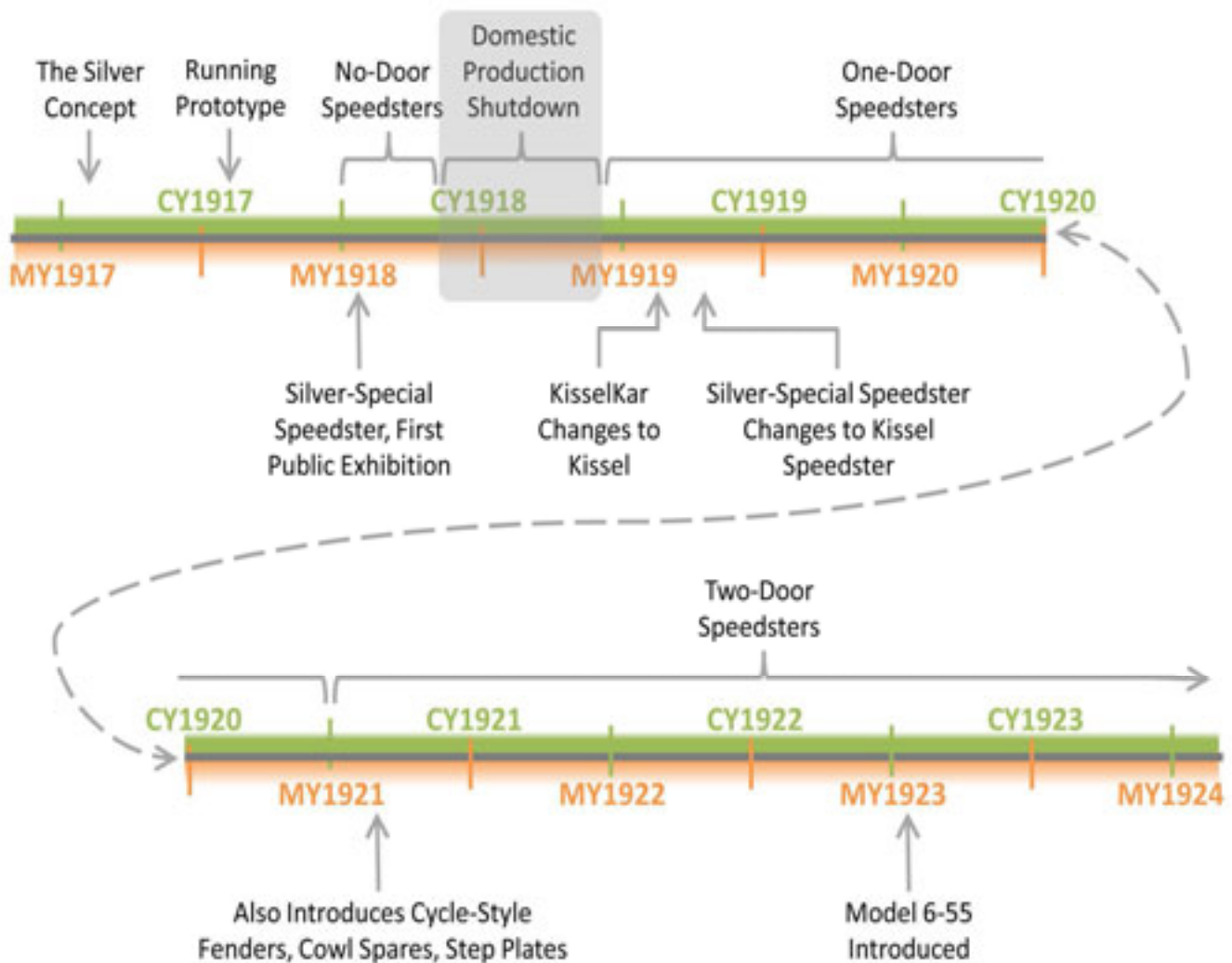
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Thinking About Early Kissel "Gold Bugs"



This graphic summarizes the plausible timeline for early Kissel Speedster development and production developed by Lynn Kissel and Ronald Hausmann. (See the extended article starting on page 6.)

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

Website: <http://www.wisconsinautomuseum.com/>

E-mail: info@wisconsinautomuseum.com

Telephone: 1+262-673-7999

Postal address: 147 North Rural Street, Hartford, WI 53027, USA

Please forward Kissel-related activities, proposed articles and other KisselKar Klub correspondence to the editor, Lynn Kissel.

E-mail: editor@kisselkar.net

Telephone: 1+530-672-1282

Postal address: 4431 Spring Meadow Road, Cameron Park, CA 95682-9629, USA.

Our website is an on-line presence for the KisselKar Klub and features a **gallery of member vehicles**, back issues of *The Kisselgraph* and other information.

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

E-mail: webmaster@kisselkar.net



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From the editor

How Many Kissel Speedsters Were Built?

By Lynn Kissel

In this issue of *The Kisselgraph*, Ron

Hausmann and I, with input from other Kissel owners, team up to create a plausible timeline for the development, exhibition and production of early Kissel Speedsters. Popularly known as the “Gold Bug,” this is the iconic vehicle for which Kissel is remembered today.

How many Gold Bugs were ultimately built over the 13 years they were produced? This question has been often asked, but I don’t think that anyone alive today definitively knows the answer. Still, with my former training as a physicist, I can’t help but try to make an informed estimate. My SWAG[†]? I estimate that about 2,700±600 Kissel Speedsters were built.

What information do we have to make such an estimate? In Will Kissel’s Scrapbook, he notes an early batch of fifty no-door Speedsters. I’ve assumed that this represents the entire calendar-year 1918 production.

John Lewis (Brisbane, Australia), a Kissel owner and more than a bit of a Kissel historian, was on a tour of Hartford, WI, that included a visit to the former home of George A. Kissel, one of the founders of the company. While others were busy examining the house, John was excitedly studying some Kissel Company literature that was found by the new owners. This material included some detailed production reports for 1920 and 1921. The quick thinking Australian had the presence of mind to photograph the reports, providing two critical data points for this estimate. The 1920/1921 Speedsters represent 20%/21.7% of the total car production for these years.

Calendar Year	Cars Produced	Speedsters Produced
1918	1217 [1]	50 [3]
1919	1177 [1]	~240±60 [4]
1920	1398 [2]	280 [5]
1921	506 [2]	110 [5]
1922	809 [2]	~160±40 [4]
1923	2024 [2]	~410±100 [4]
1924	748 [2]	~150±40 [4]
1925	2061 [2]	~410±100 [4]
1926	1901 [2]	~380±90 [4]
1927	1021 [2]	~200±50 [4]
1928	843 [2]	~170±40 [4]
1929	416 [2]	~80±20 [4]
1930	93 [2]	~20±5 [4]
Total		~2,700±600

- [1] Trombinoscar—<http://trombinoscar.ifrance.com/classics/kissel2902.html>
- [2] Kissel Files, Wisconsin Automotive Museum
- [3] Will Kissel’s Scrapbook, Wisconsin Automotive Museum
- [4] Assumed 20±5% of cars produced, rounded
- [5] John Lewis (private communication) from Kissel production reports found in the former house of G.A. Kissel

For the missing years in the table, I’ve assumed that Speedsters were 20±5% of the total car production, rounding the results.

[†] SWAG — “scientific wild-ass guess”, which differs in some details from the much more popular WAG.

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



Auto Museum Receives Awards at the Milwaukee Masterpiece

By Dawn Bondhus
Mueller

On September 23, 2014, the Wisconsin Automotive Museum brought back two awards from the Milwaukee Masterpiece Concours d'Elegance held at Veteran's Park on the lakefront. The museum's automotive entry of a 1923 Kissel Phaeton received an **Award of Excellence** and the museum staff received an **Auto Chic** award for best coordination of apparel and automobile.

Two other automobiles on exhibit at the

museum were invited to the show and also won awards. The 1914 Kissel Semi-Racer and 1937 Peugeot each won **Best of Class**. These cars had been award winners in a previous year and were invited back to compete in the anniversary show.

The high caliber Kissel automobile was manufactured in Hartford starting in 1906 to 1931. Kissel was the second-longest car manufacturer in Wisconsin. The Wisconsin Automotive Museum currently has 110 vehicles on exhibit including 25 of the fewer than 200 remaining Kissels.

The Milwaukee Masterpiece Concours d'Elegance is an invitation-only event celebrating its 10th anniversary this year. Inaugurated in August 2005, The Milwaukee Masterpiece has accomplished a good deal in just nine short years, making itself a destination for local residents as well as regional travelers.



Peter Klug (left) and Dawn Bondhus Mueller proudly stand next to the museum's 1923 Kissel Phaeton (car #55-1739) at the Milwaukee Masterpiece Concours d'Elegance. Both the humans and the car received awards at the show.

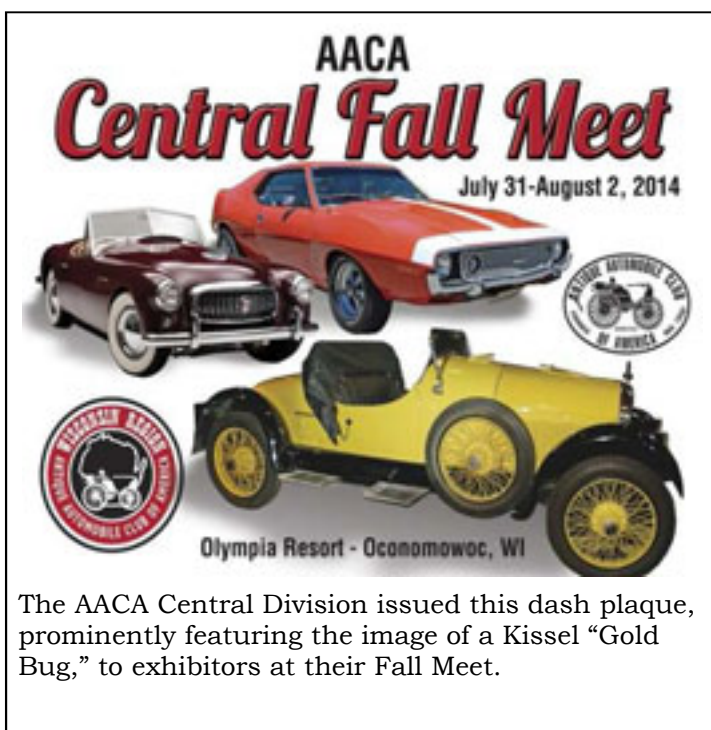
The Milwaukee Masterpiece takes place on the shores of Lake Michigan at Veteran's Park, a spectacular venue situated between the Milwaukee Yacht Club and the stunningly modern Milwaukee Art Museum.

More than 200 unique motorcars and motorcycles are selected from all over the world and invited to celebrate automotive art and history. Related events include Saturday evening's Style & Speed Social held in an historic Milwaukee landmark.

Proceeds raised by The Masterpiece benefit social and medical service programs.

Attendees can expect to see award-winning vehicles that placed in other major shows such as Pebble Beach and Amelia Island, with owners from countries as far flung as Italy, Switzerland and Canada, as well as U.S. states from Florida and South Carolina to Utah and California.

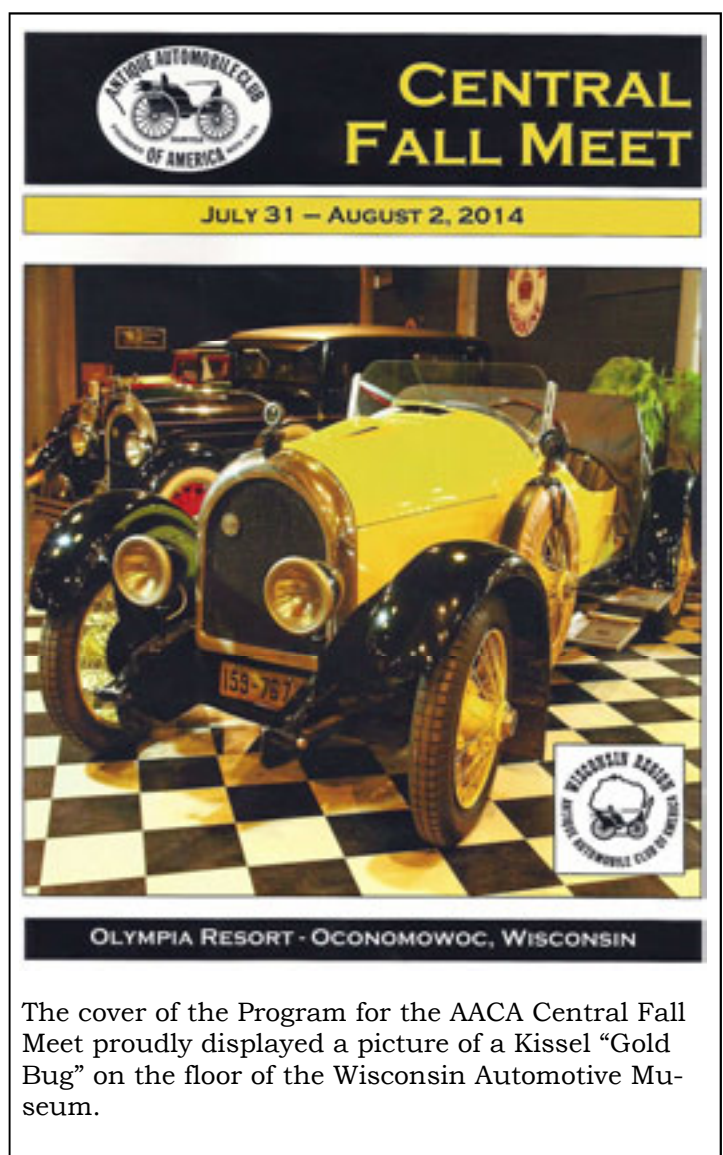
Dawn Bondhaus Mueller is director of the Wisconsin Automotive Museum in Hartford, Wisconsin. You can contact Dawn via email to 'Dawn.Bandhus@kisselkar.net'.



The AACA Central Division issued this dash plaque, prominently featuring the image of a Kissel "Gold Bug," to exhibitors at their Fall Meet.

Fall Comes Early to the Wisconsin Automotive Museum

The Wisconsin Region of the Antique Automobile Club of America hosted the 2014 Central Division Fall Meet. Associated with the car show on August 2, were two days of old-car tours through rural Wisconsin. The first of these two days included a stop at the auto museum in Hartford, "home of the Kissel." The participants took in the museum's Kissel vehicles as well as



The cover of the Program for the AACA Central Fall Meet proudly displayed a picture of a Kissel "Gold Bug" on the floor of the Wisconsin Automotive Museum.

it's large collection of other vintage cars, trucks, engines and steam locomotive.



Lynn Kissel (left) and Ron Hausmann, together at the Historic Gathering of Kissel Speedsters at Greenfield, MI, on Sep. 12, 2010.

Thinking About Early Kissel “Gold Bugs”

By Lynn Kissel and Ron Hausmann P.E.

Last year, one of us (RH) acquired four Kissel chassis, three engines and other parts from long-time Kissel collector, Cliff Morse. This parts cache contained many engine and body parts for Model 6-38 and 6-45 Kissels from 1917 to 1923. It also included a rusty Kissel Speedster body, complete with its iconic pull-out outrigger seats.

We wondered, was this Speedster body from an early “Gold Bug,” as the Kissel Speedster was popularly referred to starting about 1919? How could we tell? What do we know about early Speedsters?

In the remainder of this note, we document what we’ve found searching the Kissel Files at the Wisconsin Automotive Museum, rereading written histories of the Kissel Motor Car Company, and communicating with other Kissel owners. We: 1) outline a plausible timeline for early Speedster development and production; and 2) provide a bibliography of our primary sources of information for this article with selected comments.

When referenced in the text, items from our bibliography are enclosed in square

brackets, “[]”.

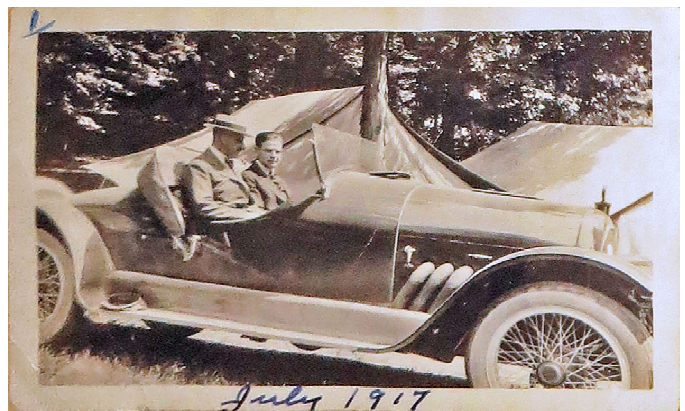
In a table we list some distinguishing characteristics of early Kissel Speedsters as compared with later examples.

Do you have something to add to this discussion? Please contact us and share any additional information to help us illuminate this important chapter in the Kissel story.

1) A plausible timeline for early Speedster development, exhibition and production

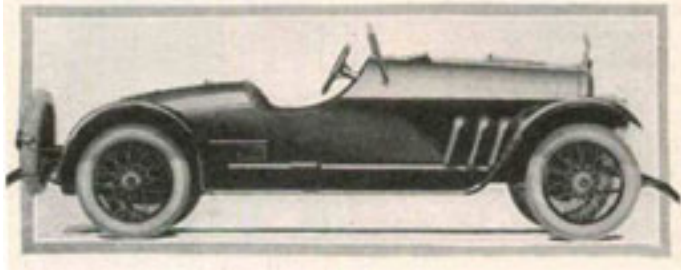
Here we propose a narrative for the evolution of early Kissel Speedsters, selectively drawing from the written and oral information that is available to us. A summary of our proposed timeline is shown in the timeline visual and it helps sort out the calendar-year vs. model-year ambiguities.

Recall that Kissel’s model year ran from July to June. So for example, July, 1917 was the beginning of Kissel’s 1918 model year. We attempt to clearly distinguish between the calendar year (CY) and model year (MY) in our narrative.



This photo of a prototype of the KisselKar Silver-Special Speedster is dated July, 1917 [Kissel c1960].

Taken at Little Cedar Lake, WI, this photo has W.L. Kissel (left) and Eddie Ott seated in the car. Note the exposed exhaust pipes, lack of full windshield frame and painted radiator surround. Someone’s cap (Eddie’s?) sits on the running board.

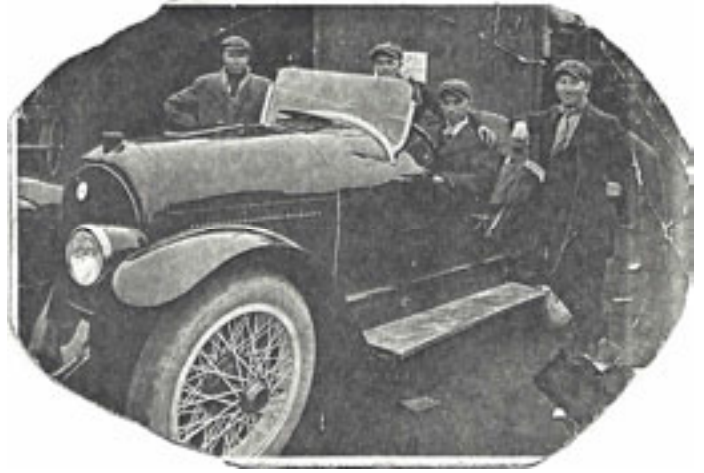


This artist concept of a KisselKar Silver-Special Speedster was used in early publicity for the vehicle, including the *Automotive Trade Journal* (January, 1918, page 231A) article announcing its first public exhibition.

A handwritten note by Gene Husting on a copy of this image in an article from *Horseless Age* (January 15, 1918) states "According to the late W.L. Kissel, only the first three KisselKar Silver Special Speedsters had exposed exhaust headers. Statue on the radiator cap was a C.T. Silver touch." [WAM Kissel Files]

We have noted inconsistencies between artist drawings used in advertizing and sales literature with photos of vehicles that were actually built. We speculate that these artist drawings were likely produced before or concurrently with early production efforts. As a result, the artist drawings may depict design concepts that were eventually discarded, perhaps as they proved impractical or uneconomical in actual production. In artist images developed for the Kissel Speedster, we find features that have not been seen in photographs of actual vehicles.

Also remember that the Great War (a.k.a. World War I) was in progress during the early part of this timeline. The Great War started July 28, 1914, and ended November 11, 1918. The USA entered the war on April 6, 1917, but initially had a small army. After passage of the Selective Service Act, 2.8 million men were drafted and by mid 1918, 10,000 American men per day were being sent to France. It is against this backdrop of a world at war that the Kissel Speedster was developed.



1918 KisselKar Silver Special Speedster. Captured at the Kissel factory, this is an image of the first, or one of the first, production Speedsters. The men are Kissel employees (left-to-right): Al Schafel; Rodge; Roetler; and V.W. Danielson (who preserved the photo). (Private communication from Gene Husting to Cliff Morse)

It is not easy to discern in this scan of a photocopy of a photograph, but the radiator has a "D" horizontal profile at the bottom. That is, the forward face of the radiator is not flat in the vertical plane, but wider in the forward direction at the middle of the base. This D-shaped radiator was soon replaced by a core with a flat, front face (due to the production cost?).

Also of note are the 27 cooling louvers at the sides of the hood. Later 6-45 and 6-55 Speedsters had 19 louvers per side, 8-75 Speedsters had 24 louvers, 8-95 Speedsters had 2 sets of 9 louvers, and 8-126 Speedsters had 2 sets of 11 louvers.

Husting states that the 6-38 chassis (unmodified/modified?) was used for the MY1918 Speedsters.

The Silver Concept — Early CY1917

C. T. Silver, a sophisticated and creative auto dealer, became the New York distributor for Kissel cars in 1917. Early in 1917, Silver brought his concepts for sporty vehicles with a European look to Will Kissel and Fritz Werner in Hartford, WI [Husting 1961].

Silver had a history of producing European-styled vehicles on US-produced chassis. He produced custom-bodied vehicles on Apperson, Chalmers, Dort, Kissel, Over-

Selected characteristics of early Kissel Speedsters

Number of Doors	<p>No doors – first batch of 50 produced in MY1918 (starting in the second half of CY1917 through the second week of April, 1918)</p> <p>One right-hand door – produced in MY1919 through mid-MY1921 (starting Nov., 1918 through about Dec., 1920)</p> <p>Two doors – introduced in mid MY1921 (starting Jan., 1921)</p>
Rear Springs	<p>3/4-elliptical – used on cars through 45-3000 (see, for example, Kissel Parts List No. 62), includes 1/4 upper scroll spring</p> <p>Semi-elliptical – used on cars 45-3001 and later (announced in <i>The Kisselgraph</i>, Vol. 1, No. 12, June 1, 1920), upper scroll spring replaced by frame horn/extension</p>
Spare Wheels	<p>Single spare mount – at rear between springs through about mid MY1921 (about Dec., 1920)</p> <p>Dual spare mounts – mid vehicle, on both sides of the windshield cowl starting about mid MY1921 (about Jan. 1921)</p>
Passenger Entry	<p>Running boards full-length running board through about mid MY1921 (about Dec., 1920)</p> <p>Step plates – two step plates on each side starting about mid MY1921 (about Jan. 1921)</p>
Steering Wheel	<p>Neville up-sliding steering wheel – to mid MY1921 (Dec., 1920)</p> <p>Four-spoke steering wheel – starting mid MY1921 (Jan., 1921)</p>
Armrest	<p>Center armrest– to mid MY1921 (Dec., 1920)</p> <p>No armrest – starting mid MY1921 (Jan., 1921)</p>
Fenders	<p>Crowned – less pronounced roll, through about mid MY1921 (about Dec., 1920)</p> <p>Bicycle – heavy roll, starting about mid MY1921 (about Jan., 1921)</p>
Headlights	<p>Bullet-shaped – used on Speedsters through MY1922 (through about June, 1922)</p> <p>Drum shaped – introduced in MY1923 (July, 1922) [Quandt 1990]</p>

land, Peerless and Willys chassis. He also co-branded vehicles known as “Silver Spe-

cial.” His automotive concepts resulted in the Silver-Knight, Silver-Peerless, Silver-

Apperson and Silver-Kissel (see, for example, www.Coachbuilt.com).

A Silver-Apperson Speedster was proposed but was never built. In the blueprints for this car, one cannot help but recognize the strong similarities to the Kissel Speedster. Upon the death of Kissel's lead body engineer, Fritz Werner, a drawing of the Silver-Apperson Speedster with penciled in dimensions for adapting it to a 124" Kissel chassis was found in his artifacts [Husting, 1971].

Running Prototype — July 1917 (beginning of MY1918)

Will Kissel's scrapbook shows several photos of a Speedster prototype dated July, 1917 [Kissel c1960].

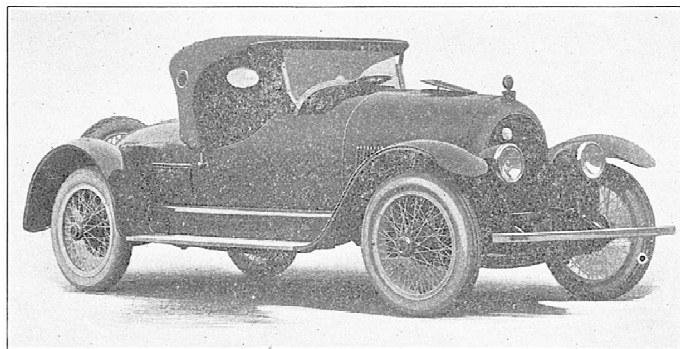
First Public Exhibition — January, 1918 (mid MY1918)

In a trade-journal report on the January 1918 New York Automobile Show, the first public exhibition of new KisselKar Silver Special Sixes was reported (*Automobile Trade Journal*, January, 1918, page 231A). There were three body styles exhibited, Speedster, Tourster and 7-passanger Touring.

The report goes on to note features of the new models.

- New chassis with 124-in. wheelbase
- New Kissel-built motor with a 3-5/16" x 5-1/2" bore x stroke
- Hood ventilator at the top of the hood and on the cowl
- Rounded, nickel-plated radiator shell of distinctive design with a special filler cap
- Bullet head lamps and tail lamps
- Wire wheels with cord tires and one spare mounted at the rear of the frame
- Straight body lines giving a racy effect

In its coverage of the New York show, *Motor* (February, 1918) noted the dramatic impression that the **no-door** Speedsters



This artist concept accompanied an article entitled "Details of the New 1919 Custom-Built Silver Specials," that appeared in *The Kisselgraph* Vol. 1, No. 8 (January 25, 1919). [WAM Kissel Files]

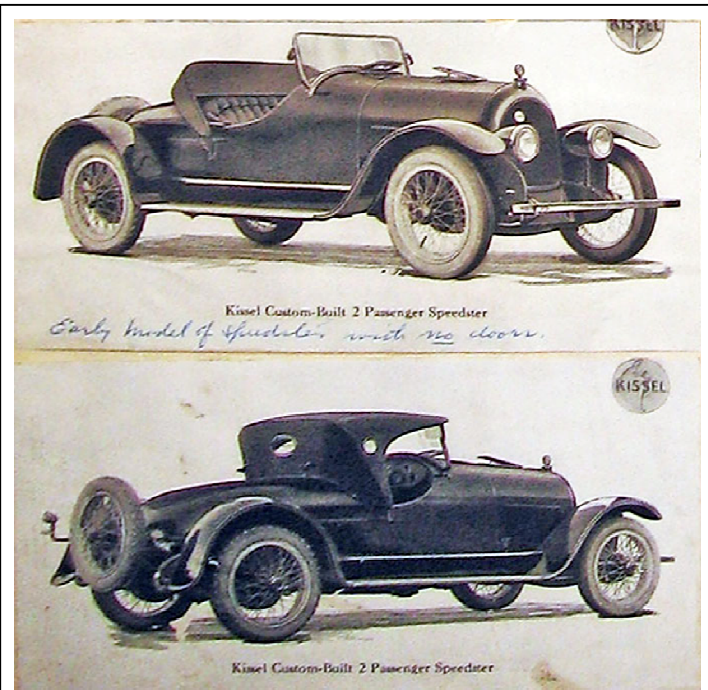
made on the press and public. Will Kissel in his scrapbook noted the difficulty women in tight skirts had entering or exiting the car.

Note that these initial cars were called the **KisselKar** Silver Special Speedster. The company had not yet changed its branding to Kissel.

The "New" Kissel-built Motor

The early publicity for the MY1918 KisselKar Silver Special Sixes (for example, *Automobile Trade Journal*, January, 1918; *Horseless Age*, January 15, 1918) stated that these vehicles had a "new" Kissel-built motor with a larger bore and stroke. This engine later became known as the Custom Built Six or the 6-45. According to the *Branham Automobile Reference Book* (1924 edition), only fifty-three MY1918 Custom Built Sixes were produced (all body styles, maybe mostly Speedsters?), and noted the larger bore and stroke 6-45 engine. Yet Husting states "Whether the [MY]1918 Silver Specials actually had the [new, 6-45] engine or used the [old, 6-38] engine in those first 53 cars has been impossible to determine." [Husting 1961, p.320] We don't have any new information that goes beyond that found in these sources.

So how different was this "new" 6-45 engine compared with the 6-38 that preceded it? Was it an all-new engine, or just a "bored and stroked" 6-38?



These artist concepts of an early Speedster are from Will Kissel's Scrapbook [Kissel c1960].

There are at least several odd items found in these images. The sales literature for the Speedster typically describe it as a four-passenger car (counting the two pull-out seats), but it is called a two-passenger Speedster, here. Also note fully framed windshield that has not been seen in any other images of the Speedster.

While depicting a no-door Speedster (that we think were all manufactured in MY1918), the use of the trade name "Kissel" (rather than "KisselKar") and lack of the "Silver-Special" designation anticipates developments that were announced in mid MY1919.

Announced in early CY1915 and used in MY1916-MY1920, the Hundred Point Six (or **6-38**) was a Kissel six-cylinder power plant that would, with modifications, be used by Kissel for 13 years; in MY1918-MY1923, it became the Custom Built Six (or **6-45**); in MY1923-MY1928 it became the **6-55**.

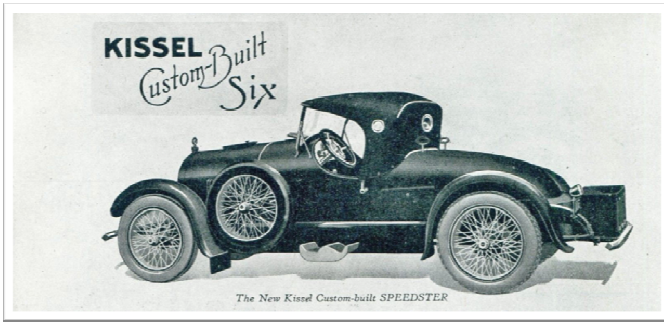
The bore x stroke of these engines were: 3-1/4" x 5" for the 6-38; 3-5/16" x 5-1/2" for the 6-45; and 3-5/16" x 5-1/8" for the 6-55. There was overlap of production of the 6-38 and 6-45 for MY1918-MY1920 and of the 6-45 and 6-55 in MY1923.

Throughout this period, this Kissel six-cylinder motor underwent continuing improvements beyond its change in displacement. Later in the series, Kissel carefully documented these changes in its parts lists, noting the serial number when a feature and part number changed. From numerous examples we note these items: push rod guides introduced (starting 45-3001 and all 6-55); change from straight-bevel to spiral-bevel oil-pump drive gears (starting 45-6447 and all 6-55), full-pressure oiling (starting 55-5001); change from timing gears to a timing chain (starting 55-6001); move of the carburetor from the left to the right side of the motor (starting with motor 55-12001).

Kissel parts numbers had two components, a primary part number and a revision number, separated by a hyphen. For example, the part number for the block of the 6-38 was 90001-3 while that for the early 6-45 was 90001-10. So these are the same primary part, but some revision or revisions to the part were made (maybe 7 revisions?).

Comparing the part numbers for the **block, head, timing gear cover, crankshaft, connecting rods, wrist pins and pistons** for the 6-38 and the early 6-45, we find that all these items **have the same primary part number, but differing revision numbers** (*Price List of Parts, Kissel-Kar Hundred Point Six, and Parts List No. 60*). We find that the **oil pans have differing primary part numbers**, indicating a major change in this component (perhaps because of a change in the oil pump?).

So the 6-45 appears to be largely a "bored and stroked" 6-38 with mostly revisions of, rather than wholesale changes to the engine components. This conforms to our general impression of a gradual evolution of the engine over its 13-year production.



This artist rendering of a revised Speedster first appeared in a Kissel advertisement in the January 27, 1921 issue of *Motor Age*. A color version of this image was used on the cover of Val Quandt's book.

Note that the spare-tire mount has moved from the rear of the car to the cowl, and a single, deep-sculpted, dual-valley step plate has replaced the running board. No photographs of actual cars with this step plate have been seen.

According to James Scheutz's white paper [WAM Kissel Files], the single step plate per side on this artist's concept was replaced by two, less-deeply-sculptured step plates on the production Speedster.

Three Special-Order Speedsters — about January, 1918 (mid MY1918)

The image used in the earliest announcements and sales literature for the Speedster showed exposed exhaust headers and a tall statue-like mascot atop the radiator cap. According to a handwritten note from Gene Husting [WAM Kissel Files], only three of these special-order cars were produced especially for C.T. Silver.

Aside from the 1917 prototype and the three special-order Speedsters, exposed exhaust headers are not known to have been produced on any other Kissel Speedsters.

No-Door Speedster, first production — Late CY1917 to April, 1918 (MY1918)

Will Kissel's scrapbook mentions that no-door Speedsters were initially produced starting in 1917. At least one example had

to be produced in time for the January, 1918 New York Auto Show; perhaps production on several were started in late CY1917.

We hypothesize that these no-door Speedsters were produced through the 2nd week of April, 1918, when domestic production was stopped for war production, representing the entire MY1918 production.

One-Door Speedster — about November, 1918 through December, 1920 (MY1919 through mid MY1921)

Apparently the no-door Speedsters caused some embarrassment for entry and egress of women with tight skirts at the New York Auto Show. This prompted Kissel to redesign the Speedster to add a **single right-side door** [Husting 1961].

Because of the Great War production effort, Kissel built no passenger cars from the 2nd week of April until November, 1918 [Husting 1961]. Even if work started immediately after the 1918 New York Auto Show, it would take some time to redesign and retool to add a door to the existing no-door model. So it seems unlikely that there were any one-door MY1918 Speedsters produced.

When car production restarted in November, 1918, Kissel was producing MY1919 vehicles. We think that it is plausible that the one-door Speedsters were first produced starting then. Production continued through to about December, 1921 (end of the first half of MY1922).

KisselKar changes to Kissel — January, 1919 (mid MY1919)

Because of the growing anti-German sentiment in the USA due to the Great War, Kissel decided to change its branding from **KisselKar** to **Kissel** starting in early CY1919 (mid MY1919). The Mercury radiator emblem using the trade name **Kissel**

rather than **KisselKar** was introduced in an article entitled "New Custom Built Radiator Emblem," *The Kisselgraph*, Vol. 1, No. 8 (Jan. 25, 1919).

Silver Special Speedster changes to Kissel Speedster — by April, 1919 (mid MY1919)

The "Silver Special" attribution is evident in the January 25, 1919 *Kisselgraph*, but missing in the April 15, 1919 issue. So while the Silver Special Speedsters spanned two model years (MY1918 and MY1919), they were apparently available for about 15 months or less.

According to a white paper by James Scheutz [WAM Kissel Files], Kissel Silver Special models continued in MY1919 while the Silver name dropped in MY1920.

Speedster with two doors — January, 1921 and beyond (starting in mid MY1921)

In January, 1921, Kissel announced a "new" Speedster (*Motor Age*, January 27, 1921). We suspect that this marked the introduction of the second, left-side door. The changes also included cycle-style fenders, moving the spare wheel mount from the back of the car to both sides of the cowl, and replacing the running boards with two step plates on each side of the car.

2) A bibliography of selected Kissel sources

Here we provide an extensive but not exhaustive bibliography of references on the history of the Kissel Motor Car Company. The references below provide the general background and detailed material we used in developing this article.

There is a lot of conflicting information in the written histories about Kissel, so they should be treated with a degree of caution and skepticism. We offer comments and

our perspective on some of these sources.

[Beardsley 1959] "The Golden Kissel", J. L. Beardsley, *Road and Track* (June 1959).

[Beardsley 1970] "Rare and Racy, the Kissel Gold Bug", J. L. Beardsley, *Car Classics* (April 1970)

[deBeaumont 1953] "The Kissel Gold Bug," P. S. deBeaumont, *Modern Man*, June 1953.

This article incorrectly states the wheelbase of the 1921 Speedster #45-3192 as 117". Pete Heller, current owner of this car, recently measured the wheelbase and confirms that it is 124".

[Duerksen 1971a] "Free Wheeling", Menno Duerksen, *Cars & Parts*, Vol. 15, No. 2 (November 1971)

[Duerksen 1971b] "Free Wheeling", Menno Duerksen, *Cars & Parts*, Vol. 15, No. 3 (December 1971)

[Duerksen 1972] "Free Wheeling", Menno Duerksen, *Cars & Parts*, Vol. 15, No. 4 (January 1972)

[Husting 1955] "The Kissel Story", Gene Husting, *The Bulb Horn*, Vol. 16, No. 4 (1955)

[Husting 1961] "25 Year History, Kissel," by E. E. Husting, *Antique Automobile*, Vol. 25, No. 5 (1961).

Some hold the works of Gene Husting in higher regard than other second-hand sources. Husting had an enormous advantage of direct interviews with Will Kissel and some other former Kissel employees in the 1950s. Note that these interactions predate the production of Will Kissel's scrapbook.

[Husting 1971] "The Kissel Kaper, A history by Gene Husting," *Automobile Quarterly*, Vol. 9, No. 3 (1971).

[Kissel c1960] William L. Kissel's scrapbook, on display at the Wisconsin Automotive Museum, 147 North Rural Street, Hartford, WI.

One of our few first-hand sources is Will Kissel's Scrapbook, on display at the Wisconsin Automotive Museum. Will was one of the company founders and he was intimately involved throughout the entire life of the company. So, one might expect that his scrapbook is a rock-solid source of information. Yet the scrapbook was prepared circa 1960, 30-to-55 years after the events in question. Errors are evident in Will's recollections so a reader must be careful even with information from this first-hand, but after-the-fact account of events.

[Sklarek 1973] "Restorer Feature," Clifford Sklarek, *Antique Motor News*, April (1973)

[Quandt 1990] Val V. Quandt, *The Classic Kissel Automobile*, Kissel Graph Press, 147 N. Rural Street, Hartford, WI 53027 (1990)

Val Quandt's book on Kissel is the most expansive source of information on the company and its vehicles. Yet Quandt did not have the same benefit as Husting of first-hand interaction with Will Kissel, who died in 1972; George Kissel died in 1942. Quandt began his extensive research at the Wisconsin Automotive Museum in 1985 or 1986, after the death of all of the Kissel founders. His book was published in 1990.

[WAM Kissel Files] Kissel Files at the Wisconsin Automotive Museum, 147 North Rural St, Hartford, WI

In addition to their extensive collection of Kissel vehicles and other artifacts, the museum contains several cabinets of paper information. These Kissel Files are an important resource collected by Dale Anderson (founder of the Wis-

consin Automotive Museum and executive director of the KisselKar Klub) through donations from Ralph Dunwoodie, Gene Husting, Val Quandt, James Scheutz and many others. However, the information in these files is not a complete and coherent resource. Efforts to improve the organization of these files and to make them more accessible are ongoing but proceeding slowly.

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*Lynn Kissel is editor of the **Kisselgraph**, owns two Kissels (including a Speedster) and lives in Cameron Park, California. You can contact Lynn by email to 'editor@kisselkar.net'.*

Ron Hausmann owns six complete Kissels (including two Speedsters) plus additional engines, bodies and parts. He lives in Bloomfield Hills, Michigan. You can contact Ron by email to 'Ron.Hausmann@kisselkar.net'.

Mint Condition 1912 Kissel Sales Brochure, FOR SALE

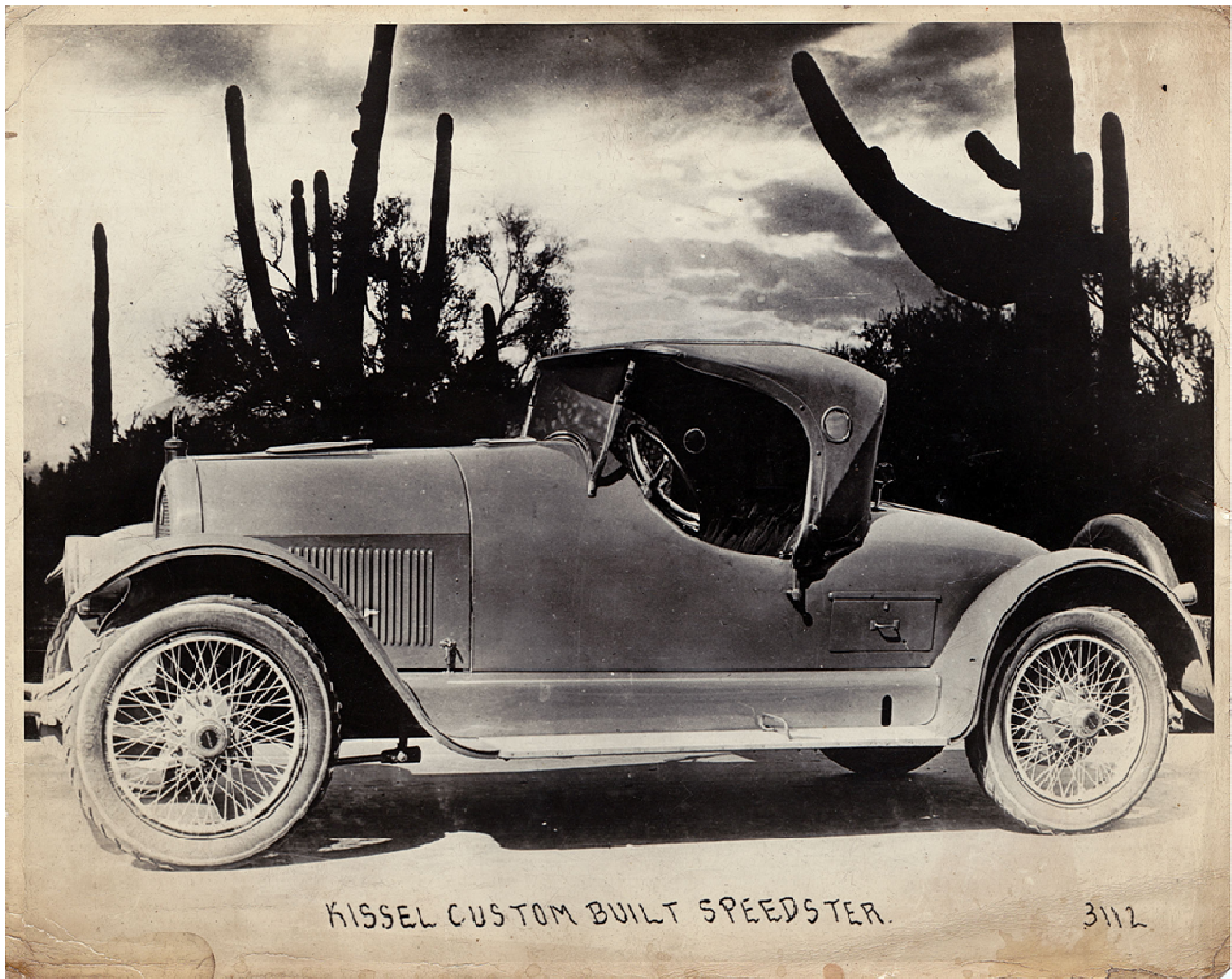
Delyle "Del" Beyer has written to your editor, noting that he has a 36-page, 9"x12" 1912 Kissel sales brochure looking for a new home. It comes with an original envelope that has a tear from doing its job for 102 years, protecting the brochure from the ravages of time. Del is asking \$500 or best offer for this item. Contact Del by phone at 262-844-1269.



The KisselKar Klub
c/o Wisconsin Automotive Museum
147 North Rural Street
Hartford, WI 53027

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The Kissel Custom-Built Speedster



Kissel Motor Car Company official photo of an early Speedster. Use of “Kissel” (vs. “KisselKar”) and Custom-Built Six (vs. “Silver-Special Six”) suggests a date after about April, 1919. The full-length running boards and rear spare-wheel mount suggests a date before January, 1920. While not visible in this photo, the car is likely a “one-door” Speedster. The background suggests that the image was captured in the Southwest USA, perhaps Arizona.

(See the extended article starting on page 6.)