

# The Kisselgraph

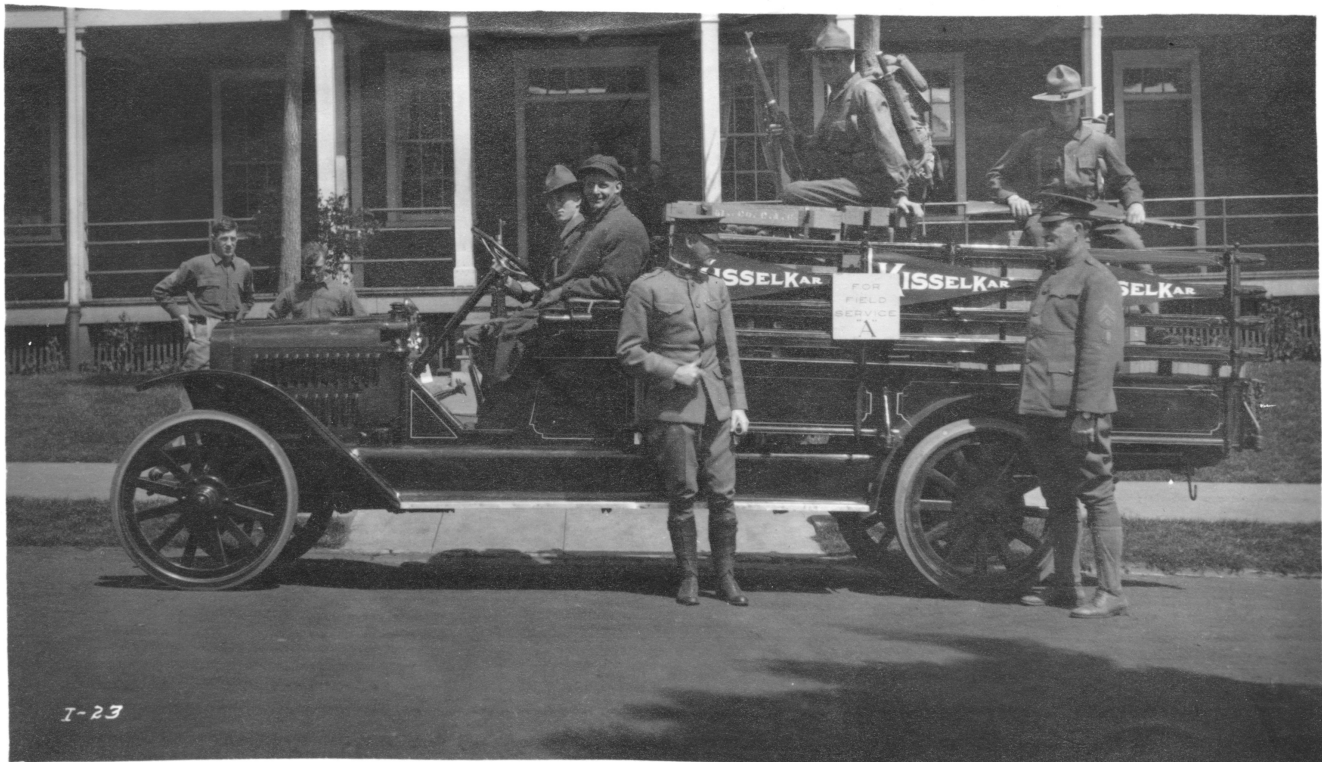
☆☆☆ The official newsletter of the KisselKar Klub ☆☆☆

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## The Kissel Motor Car Company and Early Army Motorization



(Brian Dervin Dillon)

*First Sergeant William T. Dillon of the 61st Coast Artillery Company, Fort Baker, Marin County, California, stands at right, with an unidentified officer at center and some of his enlisted men behind. The soldiers pose with a circa 1913 long-wheelbase KisselKar Delivery Wagon. The civilian driver was probably a representative of the Pacific Kissel Branch, located at Golden Gate and Van Ness Ave., San Francisco*

*Adapted for military use as a “troop hauler” with bench seats in its cargo bed, this vehicle was being tested in one of the earliest motorization evaluations by the U.S. Army. The white sheet of paper pinned to the side reads “For Field Service [Grade] ‘A’.”*

*Brian Dervin Dillon, Sgt Dillon’s grandson, tells us more about his grandfather in this issue.*

**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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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.

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*From the editor*

## Thinking about the Next Klub Meet

By Lynn Kissel

Our June 2020 Meet in Hartford, WI, has been postponed due to the Covid-19 pandemic. With regrets, we have not yet rescheduled a new date.

These people had been working toward making the 2020 Meet a grand success, perhaps one of our best efforts to date. I hope that they will find the enthusiasm and energy to continue the effort once a new date is established.

**Dawn Bondhus Mueller** and the staff of the Wisconsin Automotive Museum have covered registration, meet shirts, banquet, facilities and a zillion other things that are needed for a successful meet. **Doug and**

**Sheila Kissel** have fashioned a special day of touring with a 'touring game', and topped with a closing Wisconsin fish fry. **Ronald Hausmann** was coordinating a (virtual, focused) swap meet. **Mark A Kissel** was coordinating presentations of a technical or historical nature. **Jeanne and Sheila Kissel** were planning a special off-site activity. **Lynn Kissel** was helping where he could. I expect that these dedicated Klub members will be eager to reprise their efforts for our coming meet, but...

We still need volunteer workers and planners. More than just "suggestions," we need workers. Please contact any of us with your offer of assistance. Directors of the KisselKar Klub Board are **Dale Anderson** (exec), **Dawn Bondhus Mueller**, **Doug Kissel**, **Ronald Hausmann**, **John Lewis** and **Lynn Kissel**.

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

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## In Brief...

Find *InBrief* files on the Klub website, [www.kisselkar.net](http://www.kisselkar.net). From the home page, click on the "Members" link, then "The Kisselgraph" to find links to the *InBrief* files.

(<http://www.kisselkar.net/Members/Kisselgraph/InBrief/2020/...>)

**Doug Kissel** has posted a video clip to YouTube with information on repairing and tensioning the snubber shock absorbers on his 1927 Kissel 8-75 Brougham (car# 75-5436).

See [../InBrief/2020/KisselD\\_snubber-repair.pdf](http://www.kisselkar.net/InBrief/2020/KisselD_snubber-repair.pdf)

**Steve Mergele** and your editor have had a running email exchange that started with ears on the jugs of 1913-1914 4-40s, then touched on 'retubing' of rear axles and linkage for steering-wheel controls. Along the way your editor collected two new engine numbers for the Klub roster.

See [../InBrief/2020/MergeleS\\_jugs.pdf](http://www.kisselkar.net/InBrief/2020/MergeleS_jugs.pdf)

**Brian Dervin Dillon** submitted more material for his article "KisselKar: An Early Experimental Military Vehicle," than I can fit in this issue. I've moved the overflow material here.

See [../InBrief/2020/DillonB\\_on-WT-Dillon.pdf](http://www.kisselkar.net/InBrief/2020/DillonB_on-WT-Dillon.pdf)

**Pat Farrell** found this stylish photo of a 1924 Kissel 6-55 Brougham Opera Sedan on Facebook.

See [../InBrief/2020/FarrellP\\_1924-Kissel-photo.pdf](http://www.kisselkar.net/InBrief/2020/FarrellP_1924-Kissel-photo.pdf)

**Doug Kissel** reminds us that Dawn Bondhus Mueller's PBS presentation "Kissel: Wisconsin's Luxury Automobile," May 5, 2015, is available on YouTube.

See [../InBrief/2020/KisselD\\_Bondhus-PBS.pdf](http://www.kisselkar.net/InBrief/2020/KisselD_Bondhus-PBS.pdf)



## Is It a 1917 or 1918?

By Doug Kissel

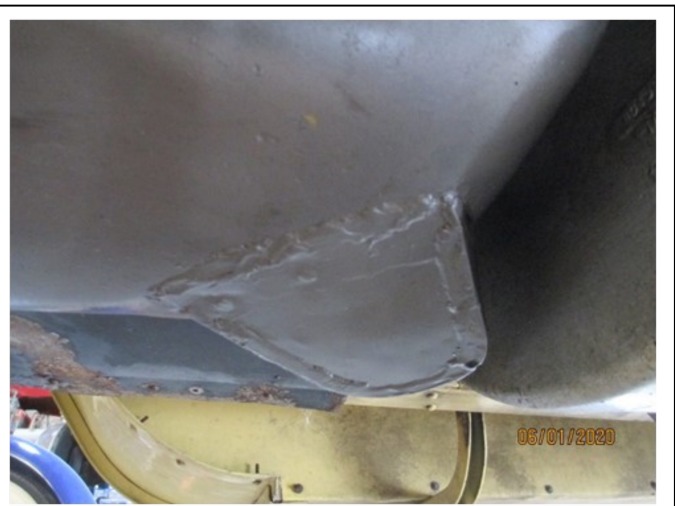
In Feb of this year we found and bought a 1918 Kissel Roadster (car# 38-5127). It was advertised as a 1918. Since this is Sheila's car, she rightly had naming privi-

leges and settled on "Goldie." While completing the deal, I noticed the title had a 1917 date for the car. Unfortunately, the previous owner is in poor health and getting details was not possible.

After bringing the car home, I started to do a complete maintenance check on it. At this point I reviewed the museum cars for similarities and found several clues as to what the true "birthday/year" of Goldie might be.

Goldie has an engine block casting date of 4 10 17. She also has an unusual oil pan. In the rear by the bell housing is a modification on the pan that seems to be a last minute ECO [Engineering Change Order]. Check out the picture.

Since I have not removed the pan yet, I assume they needed room for the oil pump. [As a side note- I encourage everyone to



Aft view of the oil pan on *Goldie*. A last-minute factory modification is thought to accommodate a change to the oil pump.

pull the pan on your car at least once while you own it. The 1927 Brougham that I just went through, had about 1/2 inch of tar like residue on the bottom. New oil, as it warms, does pick up some of this crud.] Now back to the story-

The 1917 Touring car in the museum has exactly the same construction on the pan and look. I could not find an engine date code cast in it. I did find a tag on the timing chain cover with 38-4093. The car and frame number however are 38-3827. The drain plug is quite large and exactly the same for both cars.

Contact Doug Kissel via email to 'Doug.Kissel@kisselkar.net'.

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## Decoding Kissel Models, Years and Serial Numbers

By Lynn Kissel

It often gets confusing when talking about years and models, and *model years* of Kissel vehicles. As the Kissel Motor Car Company's **model year** was nominally **July to June**, there is a built-in uncertainty of plus-or-minus one-half year if one is not careful. To further confuse the

discussion, I've been told that, in the day, a vehicle was sometimes registered with the year that it was first sold, not it's manufacturer model year.

Here's what I've learned about Kissel model years, summarized in Table 1, along with the automobile models that were offered for sale according Kissel's sales literature. In the following, I fill in some of the missing information with my imagination, but will try to warn you when that happens.

I suspect that Kissel's basic pattern for model years was established in July 1906, after of two big events for this young company that had just been created one month earlier. Kissel announced their intention to build 25 runabouts and 15 touring cars in *Horseless Age* (Vol.18, No. 3) and entered into an exclusive contract to supply McDuffee Auto Co. (Chicago) with 100 Model Cs, their entire production of this one model.

Over the life of the company, Kissel did announce new models in mid model year. The famous KisselKar Silver Special Speedster was introduced at the New York Auto Show in January, 1918. But 1918 was an notable year in other ways, as Kissel suspended domestic production from April to November to concentrate on building FWD trucks in support of the Great War.

### ***What do we know about Kissel serial numbers? Branham***

It appears to me that, before beginning production, Kissel reserved a block of serial numbers for each model for a given model year. Serial numbers from that block were assigned separately to both engines and chassis. We see this pattern repeated in most of the vehicles in the KisselKar Klub, engines and car numbers from same block, often close in value.

Kissel sometimes continued using a serial-number-block into the next model year, but publications such as the ***Branham Automobile Reference Book*** (Branham, published by the Branham Printing Company, Chicago) often noted serial numbers on both sides of the boundary.

Seems to me, Kissel would pre-assign a block large enough that they wouldn't run out of numbers before the end of the model year. So the reserved blocks represent more, maybe many more cars and engines than Kissel actually expected to manufacture.

In Table 1 is displayed models and model years of Kissel offerings based on sales literature and other information.

An important contemporaneous source of serial-number information for Kissel cars and trucks is Branham. I have seen Branham books with cover dates of 1919-1921, 1923-1924, 1926-1931.

*If you have a Branham with another issue date that has Kissel numbers, please send a scan for the Klub to me?*

In the following MY indicates "model year" and CY indicates "calendar year". For example MY15 is model-year 1915 (Jul 1914 to Jun 1915) and CY15 is calendar-year 1915 (Jan 1915 to Dec 1915).

The Branham books have Kissel serial numbers for cars MY15-CY30 and trucks 1917-1930. Starting with Branham 1924, Kissel's July-to-June model year is explicitly recognized, but Branham sometimes reports serial numbers on CY, sometimes on MY, and sometimes on other boundaries. If unspecified, as for all of their truck reports, I tend to assume CY.

Kissel MY15 is the earliest year with serial numbers reported by Branham. Here's what Branham 1924 reports for MY15.

4-36	36-16001 to 36-16576
6-42	42-25001 to 42-25455
6-48	48-20001 to 48-21000
6-60	60-4601 to 60-5500

For 4-36 and 6-42 models, the ending serial number gives me some confidence that they are not arbitrary and overly inclusive, but numbers for cars or engines that were actually in production. As 4-36 and 6-42 production continued, Branham MY16 serial number start where the MY15 numbers end.

Based on this observation, one might be justified to assert that, maybe Kissel produced 288 Model 4-36s and 228 Models 6-42s in MY15. (E.g., 16001 to 16575 inclusive is  $576, 576/2=288$ )

## ***Are there other Kissel serial number lists?***

**Jim Schuetz**, early and longtime collector of Kissels from near Hartford, WI, prepared an undated 7-page white paper of Kissel serial numbers. Jim synthesized his list using information from Branham, the *National Used Car Market Report*, and Ralph Dunwoodie. Jim includes serial numbers for cars 1907-1931 and trucks 1916-1919 (*Chilton Automobile Directory*, July 1920). Joe Leaf has made some notations on my copy. It appears to me that Jim's list is MY based. Note that Jim's serial number list extends back to 1907, the earliest information that I have seen.

In 1994 Grace Brigham authored ***The Serial Number Book for U.S. Cars 1900-1975*** (Motorbooks International, Osceola, WI). This resource has listings for cars 1912-1931 and specifically notes that serial number ranges are on Kissel's July-June model-year boundaries. I've been cautioned that some of these entries may be of questionable accuracy, but I now wonder if the questions might also be related to this pesky CY/MY difference.

### ***Great, so is the problem solved?***

No, I believe that discrepancies in details from the different sources still exist. Here are some examples.

#### **MY14 Model 4-40s**

Branham has no information for 1914 and earlier. Brigham/Schuetz list serial numbers 40-15001 to 40-15601 as the range for MY14 Model 4-40s.

We have three MY14 Model 4-40s in the Klub: **Andrew Wilson** (car# 40-15068); **John Quam** (car# 40-15314); **Lynn Kissel** (car# 40-15471). These numbers span about 2/3 of the assigned range. It appears to me that endpoint of the range, 40-15601, is rounded up to the next higher hundred, so I speculate that, maybe Kissel produced 250-300 Model 4-40s in MY14

based on the known survivors and Brigham/Schuetz. This example provides some evidence that Kissel built out nearly all the serial numbers for this one model in this one model year.

#### **MY26 and MY27 Model 6-55s**

Looking at MY26 and MY27 as a second example, here are Brigham serial number ranges for 6-55s.

6-55 (MY26)  
55-8934 to 55-12000

6-55 (MY27)  
55-12001 to 55-13600

Branham 1931 reports on a mix of CY, MY and other boundaries so it is not possible to determine in which MY a given serial number falls.

6-55 (9 mo. MY25 + 3 mo. MY26)  
55-4500 to 55-8933

6-55 (9 mo. MY26 + 1st half MY27)  
55-8934 to 55-13037

6-55 (2nd half MY27)  
55-13038 to 55-13600

Was Kissel toying with an Oct-to-Sep model year?

Schuetz designates these MY26 and MY27 serial numbers for 6-55s.

6-55 (MY26)  
55-8934 to 55-13037

6-55 (MY27)  
55-13038 to 55-13600

Schuetz was able to separate Branham's numbers along MY boundaries and these numbers disagree with Branham's on the MY26/MY27 boundary.

The Klub roster lists 9 MY26 6-55s with serial numbers 55-10866 to 55-12695, and 6 MY27 Model 6-55s serial numbers of 55-13022 to 55-13251. These MY designations agree with Schuetz. (Maybe no accident)

## Is Sheila Kissel's 6-38 Roadster a 1917 or 1918?

Let's consider the vehicle (car# 38-5127) that is the subject to **Doug Kissel's** question in this issue, "Is it a 1917 or 1918?" Branham 1924 and Brigham give these ranges with many individual serial numbers included/excluded.

MY17	38-351 to 38-4541
MY18	38-4541 to 38-6140

Scheutz gives quite a different listing.

MY17	38-101 to 38-454
MY18	38-3171 to 38-4540
MY19	38-5957 to 38-8000

I suspect that Scheutz's listing is badly in error for these entries. Model 6-38 was a mid-year introduction in MY16 and serial number 38-101 is the beginning of number of that series, I believe. So I discount Scheutz in this case and based on Branham/Brigham, Sheila's Roadster is a 1918.

As a bit of corroboration, MY18 sale literature notes introduction of a gear-type oil pump, replacing a plunger-type pump. Doug noted the apparent add-on sump at the rear of his oil pan — apparently to accommodate the new oil pump.

### Serial numbers apparently out of chronological order

There are random scatterings of sequential serial numbers in different model years. For example, Branham lists 93 Model 6-38 numbers that are excluded from MY17 and included in MY18; there a lot more examples. My guess is that Kissel assigned the numbers in one year, but completed work in the next. As a result, there can be cases where a lower serial number is a later model year than another, higher serial number.

### Models 6-38, Custom-Built 38, and 6-45

An email exchange in 2018 involving **Joe Leaf** and **Ronald Hausmann** alerts us to another irregularity. Kissel initially used

"38-" as the serial number prefix for Model 6-45s in MY18 and part of MY19. Later in MY19, Kissel moved to the "45-" prefix.

For MY18, Branham denotes two models, the "100-Point" (6-38) and "Cstm. Blt. 38," the latter becomes "Custom Built" (6-45) in MY20. My guess is Kissel decided in MY20 that its "Custom Built 38," with the larger bore and stroke engine, was actually a whole new model 6-45.

### Would you please wrap this up?

My conclusion is that there is a lot of agreement between serial number list of Branham, Brigham and Scheutz but some important differences. Branham appears to me to be the authority, but that source doesn't always break along MY boundaries and doesn't cover Kissel for 1907-1914.

Scheutz covers the entire 1907-1931 range for Kissel and seems to fix some Branham model-year issues, but has issues, too.

Please drop me a line if you have corrections or additions to this discussion. I will try to include your fixes in the version that is saved in our on-line archive.

### Acknowledgements

My thanks to **Joe Leaf** who sent me a more detailed tabulation he calls his "model designations." I've also used Kissel sales literature found on the KisselFiles Project DVDs, and the Kissel histories by Gene Husting and Val Quandt.

*Husting, E. E. 1961. "25 Year History, Kissel." **Antique Automobile** 25 (5): 308-360 (19 pages).*

*Husting, Gene 1971. "The Kissel Kaper, A history by Gene Husting." **Automobile Quarterly** 9 (3/Spring): 318-341.*

*Quandt, V. V. 1990. **The Classic Kissel Automobile**. Kissel Graph Press, 147 N. Rural Street, Hartford, WI 53027.*

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

**Table 1. Automobile models by model year offered by the Kissel Motor Car Company**

<b>Models</b>	<b>Model Year</b>	<b>Starts</b>	<b>Ends</b>	<b>Notes</b>
A, B, C	MY07	<u>June 5, 1906</u>	June 1907	Kissel Motor Car Company forms on <u>June 5, 1906</u> ; Announces plans for 25 runabouts, 15 touring; A (4-30), B (4-30), C (4-30); 4-30 → 4 cyl, 30 HP; <u>July, 1906</u> , Kissel enters into exclusive contract with McDuffee Auto Co (Chicago) for 100 Model Cs
D, E	MY08	July 1907	June 1908	D (4-40), E (4-40)
LD-9, D-9, E-9, G-9	MY09	July 1908	June 1909	LD-9 (4-30), D-9 ( <u>4-40</u> ), E-9 (4-40), G-9 (6-60)
LD-10, D-10, F-10, G-10	MY10	July 1909	June 1910	LD-10 (4-30), D-10 ( <u>4-50</u> ), F-10 (4-50), G-10 (6-60)
LD-11, D-11, F-11	MY11	July 1910	June 1911	LD-11 (4-30), D-11 ( <u>4-50</u> ), F-11 (6-60)
4-30, 4-40, 4-50, 6-60	MY12	July 1911	June 1912	
4-30, 4-40, 4-50, 6-60	MY13	July 1912	June 1913	
4-40, 6-48, 6-60	MY14	July 1913	June 1914	
4-36, 6-42, 6-48, 6-60	MY15	July 1914	June 1915	
4-32, 4-36, 6-38, 6-42	MY16	July 1915	June 1916	<i>Hundred-Point Six</i> (6-38), midyear introduction but little production in MY16
6-38, 6-42, 12-82	MY17	July 1916	June 1917	<i>Double Six</i> (12-82)
6-38, 6-45, 12-82	MY18	July 1917	<u>April 1918</u>	<i>Custom-Built Six</i> (6-45) War production 2nd week April-to November, 1918
6-38, 6-45	MY19	<u>Nov 1918</u>	June 1919	
6-45	MY20	July 1919	June 1920	
6-45	MY21	July 1920	June 1921	
6-45	MY22	July 1921	June 1922	
6-45, 6-55	MY23	July 1922	June 1923	Model 6-55 introduced midyear
6-55	MY24	July 1923	June 1924	
6-55, 8-75	MY25	July 1924	June 1925	
6-55, 8-75	MY26	July 1925	June 1926	
6-55, 8-65, 8-75	MY27	July 1926	June 1927	Model 8-65 introduced January, 1927 Model 6-55 discontinued June, 1927
6-55, 6-70, 8-80, 8-80S, 8-90	MY28	July 1927	June 1928	<i>White Eagle Deluxe</i> (cars# 90-7500 to 90-7600), higher performance, limited edition
6-73, 8-95, 8-126	MY29	July 1928	June 1929	Entire automobile line now called <i>Kissel White Eagle</i>
6-73, 8-95, 8-126	MY30	July 1929	June 1930	
6-73, 8-95, 8-126	MY31	July 1930	<u>September 19, 1930</u>	Kissel enters receivership on <u>September 19, 1930</u>

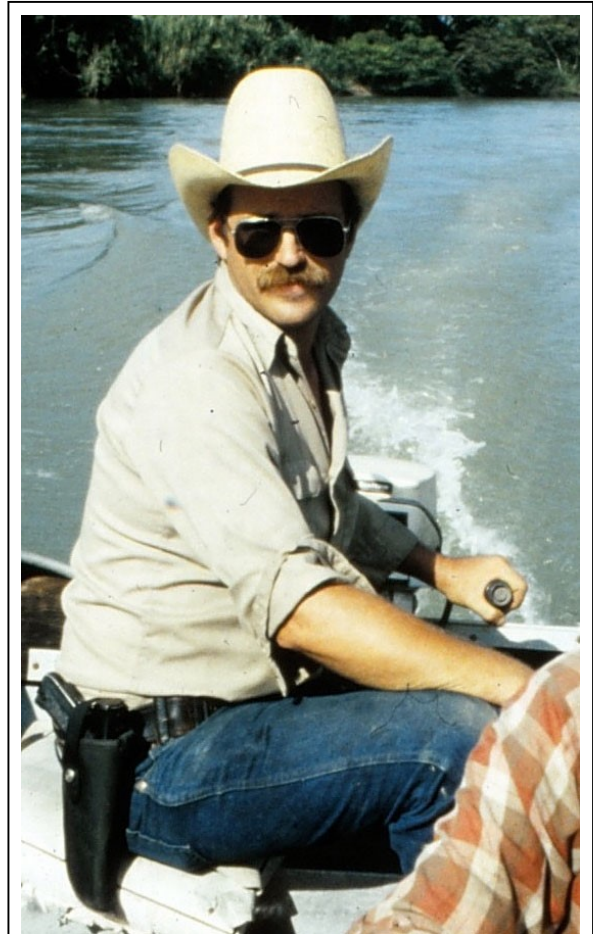


## KisselKar: An Early Experimental Military Vehicle

Brian Dervin Dillon, Ph.D.

The earliest use of motor vehicles by the U.S. Military was during the post-earthquake fires in San Francisco on April 18-21, 1906. Private automobiles were commandeered by officers and non-coms from the Presidio and the Marin Forts for use by the Dynamite Squads blowing up portions of the city as fire-fighting measures. My grandfather, Sergeant William T. Dillon (1869-1938), led one such Dynamite Squad six years before the photograph on the front cover was taken.

Medal of Honor recipient General Frederick "Fighting Fred" Funston (1865-1917) was an early, and influential, convert to military applications of automobiles. Second-in-command at the San Francisco Presidio at the time of the 1906 earthquake, he assumed lead responsibility during the absence of the base commander. Funston seemed to be everywhere in the burning city, rushing from one crisis spot to another by automobile. Innovative and imaginative, he was nationally famous as the officer who captured Emilio Aguinaldo, bringing most of the fighting in the Philippines to an end in 1901.



On my daily commute to a Guatemalan archaeological site I have been working for the past 45 years



Grandpa Dillon's No.1 Gun, "Big Betsy" in action. Image captured around 1912 or 1913, the time of the KisselKar experiment.

Later experiments with motorizing the most technically-advanced branch of the U.S. Army, the Coast Artillery, were encouraged by Funston and by his protégé John J. Pershing. One of the most enthusiastic early military experimenters was my grandfather, First Sergeant W.T. Dillon. A university drop-out (from electrical engineering) my grandfather fought on four different continents (Africa, the Americas, Asia and Europe) over a 30-year career under three different names. Beginning in 1898, he fought first in the infantry, then the cavalry, and finally the artillery. He spoke four different languages (English, Spanish, French and German) and led the highest-scoring big gun artillery crew within the entire U.S. Army for four years running, from 1910 through 1913. He came to the attention of both Funston and Pershing by consistently hitting moving targets at six miles range offshore with the largest coastal guns (12 inch) in the U.S. inventory. He fired them from the highest-elevation big-gun emplacement in the United States, Battery Spencer. A quarter-century later, the Golden Gate Bridge would be built just below where Grandpa Dillon used to fire his cannons. An accomplished high-speed telegrapher, my grandfather was also an inveterate tinkerer, amateur blacksmith and mechanic, who liked to take engines apart in his spare time and figure out ways to improve them.

The first large-scale use of a wide range of motor vehicles by the U.S. Military was during the Mexican Punitive Expedition of 1916, commanded by General Pershing. The lessons earlier learned in San Francisco and at the Marin Forts were now employed south of the border. Jumped from the ranks by General Pershing in 1917, 1st Sergeant Dillon was made an “instant officer” and commanded both American and French artillery units during World War I.

His long service was rewarded after the end of the Great War with the command of one of the very first fully-mechanized American Field Artillery units at Fort Lewis, Washington. Captain Dillon’s 59th Coast Artillery Company used giant Holt tractors to move heavy, 8-inch guns around, and four-wheel-drive trucks, Dodge touring cars, and Harley-Davidson motorcycles as support vehicles. In 1919 my grandfather was riding the crest of the future, and that future had started with a KisselKar Delivery Wagon at Fort Baker, California, late in 1912.

## REFERENCES

- Dillon, Brian Dervin. 2018, “American Mechanized Artillery, 1917-1919.” *Blue Press* (314/Aug) 78-81.
- Dillon, Brian Dervin, Richard H. Dillon and John Dervin Yi An Dillon. 2012a. “Sergeant Dillon with the Dynamite Squads: 1906. Part 1.” *California Territorial Quarterly* (91/Fall) 4-35.
- . 2012b. “Sergeant Dillon with the Dynamite Squads: 1906. Part 2.” *California Territorial Quarterly* (92/Winter) 4-31.
- Brian Dervin Dillon is a 5th generation Californian, an archaeologist, and both the son and the father of historians. All three Dillon generations were educated at the University of California, Berkeley. Brian’s Ph.D. in Maya archaeology was at age 25, the youngest in the history of the department. You can contact Brian D. Dillon, Ph.D. via email to ‘briandervindillon@gmail.com’.*
- [Ed: Brian submitted more interesting material than could fit in this issue. Find the overflow historical photos and descriptions in an InBrief document stored on our website.*
- See ../InBrief/2020/DillonB\_on-WT-Dillon.pdf

*Brian Dervin Dillon tells us more about his grandfather...*

## First Sergeant **William T. Dillon** (1869-1938)

Grandpa is pictured in 1914 while running 3.2 inch cannon on the Mexican Border. At the time he was the top non-com of the 61st Coast Artillery Company: the family still has his campaign hat, his spurs, horse's bit, and his .45 Colt Auto pistol, in its original cavalry swivel holster. Four years later he was a Lieutenant Colonel in France, running railroad guns in WWI.

William T. Dillon was born in Wisconsin, hence, perhaps, the origin of some affinity to the Kissel Motor Car Company from Hartford, WI.

He left home in the 1890s after an irreconcilable break with his father, who was a no-nonsense badly wounded Civil War vet (shot 5 times on the last day of 1862 at the Battle of Stones River, TN, and left for dead on the battlefield for 3 days). We Irish are, as the saying goes, "very good haters" and my grandfather never spoke to his own father again.

Unlike the later Hippies, he came to San Francisco to make war, not love, and "laundered his identity" by enlisting first in the Infantry, then the Cavalry, and finally in the Artillery, under slightly different names each time. He used his mother's maiden name Dillon in good Irish fashion, replacing his birth surname of Dervin.



(Brian Dervin Dillon)

Such name-switching was as Irish as Guinness Stout; the legacy of 800 years of English occupation of the Emerald Isle, simply transferred to the U.S. of A. Grandpa Dillon successfully "covered his tracks" and was even given credit for time previously served under different names by the Irish Non-Com Mafia of the U.S. Army.

He was decorated by the U.S. Military with many campaign medals, and by four foreign governments as well, France (Croix de Guerre and Verdun Medal), Belgium, Mexico (for his Border Service as a translator between the U.S. and Mexican military) and even Russia, for his Western Front service.

He is buried in the San Francisco Presidio Military Cemetery under a stone with a false name, false birth date, and false birthplace. And he is in very good company, as a great many others nearby are too.



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

**ADDRESS SERVICE REQUESTED**

### 1918 KisselKar 6-38 Roadster (car# 38-5127, eng# 38-5058)



(Doug Kissel)

*Sheila and Doug Kissel (Hartford, WI) have recently acquired this marvelous vehicle. Doug says that this is “Sheila’s car.” With that comes naming privileges and Sheila calls her cute car **Goldie**.*

*In this issue, Doug Kissel asks the question, “Is it a 1917 or 1918?” Turns out, this question is easier to ask than to answer. Lynn Kissel tries to answer this question, and perhaps cure your insomnia, by telling us what he knows about Kissel models, model years and serial numbers.*