

The Kisselgraph

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

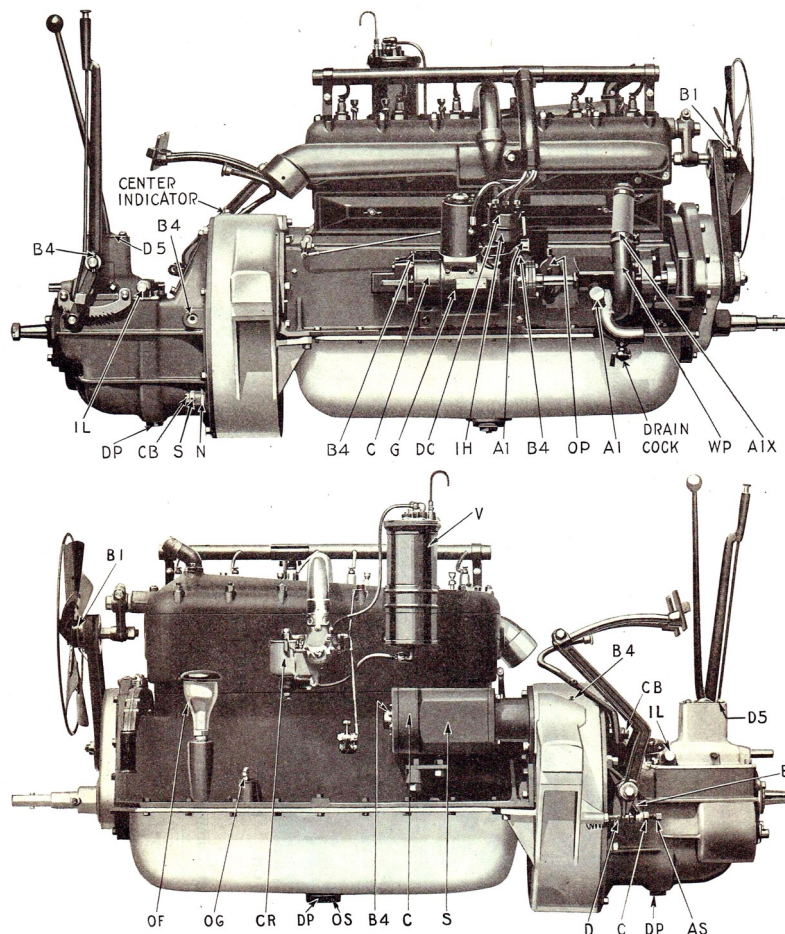
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(2021-01-02)

The Motor in the *Hundred Point Six* (1916-1918)



This illustration is extracted from Kissel Motor Car Company Instruction for Care and Operation KisselKar Hundred Point Six (circa Jan. 1916).

The Hundred Point Six was introduced in the middle of Kissel's 1916 model year and was offered through the end of model year 1918. This long-stroke, L-head engine would evolve into the Custom-Built Six (6-45) offered 1919-1923, then into the Model 6-55 offered 1923-1928.

Ronald Hausmann has up-close and personal experience with these motors. He offers us some of his wisdom in a submission he entitled "The Riddles of Kissel Six-Cylinder Restorations — Part One: Model 6-38." We've stored Ron's article on the Klub website and point to it in our InBrief section.

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+925-667-7087

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

From the editor

Hope Springs Eternal: Planning for Klub Meet 2021

By Lynn Kissel

It takes a bit of faith (backed with member support) to think of planning for a KisselKar Klub Meet in 2021. With the hope that predictions of significant progress against the Covid-19 pandemic by Summer 2021 will become real, we are starting the work to hold our previous, virus delayed meet on **August 27-29, 2021**, in Hartford Wisconsin.

Of course, we will be guided by how the coming months unfold. A note on the home page of the Klub website will reflect our current plans, and direct you to more information needed to make your plans. Point your internet browser to...

www.kisselkar.net

What should you do now? For one, please mark your calendar. I'll be making hotel reservations but will check the cancellation policy.

Of course we will **exhibit and tour** our beautiful and rare Kissel vehicles. It seems that now would be a good time to review what's needed for care-free antique motor-ing in Hartford.

I don't think it would hurt to keep your editor and/or museum director informed of your intentions if you plan to bring a vehicle. I understand the work and expense, but **a car meet is way more exciting when lots of people bring vehicles.**

Ronald Hausmann has agreed to wrangle

the KPE, the **Kissel Parts Exchange**, a swap meet of sorts. I expect this will be more virtual than physical. We are still working the details, but I expect it to involve submitting some photos and text to Ron, that will become something we can view on the Klub website.

Doug and Sheila Kissel are planning a tour and fish fry. I'm hoping that some members will feel moved to make short presentations to be scheduled during the car show. I've asked **Mark A Kissel** to coordinate that activity. **Jeanne Kissel** and **Sheila Kissel** may be persuaded to coordinate an alternative activity during the car show. **Dawn Bondhus** and the museum staff will support our meet in many ways, providing facilities, registration, banquet and more.

Which reminds me, I think Kissel owners should give some consideration of the support that we receive from the Wisconsin Automotive Museum. I can't help but think that institutions like the museum are being disproportionately impacted by Covid-19. We should remember to show our **financial appreciation** from time to time.

I'm proud to note that I was invited to submit an article on Kissel to the *HCCA Gazette*. I'm expecting the article to appear in the Jan-Feb 2021 issue. I created the "model names" graphic appearing in this *Kisselgraph* in preparing the *Gazette* article.

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



In Brief...

Find *InBrief* files on the Klub website, www.kisselkar.net. From the home page, click on the “[Members](#)” link, then “[The Kisselgraph](#)” link to find the *InBrief* files.

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

Pat Farrell points us to a nicely produced video of the *HCCC Dust Off Tour* in Evergreen, CO, on July 19, 2020. Apparently organized by **Mark A. and Linda Kissel**, their **1909 KisselKar LD-9 Touring** (car# 2182) and **1927 Kissel 6-55 Speedster** (car# 55-13239) make prominent appearances in the video.

_____ [DustOffTour-video.pdf](#)

Ronald Hausmann has submitted the first of what he promises to be a series of articles on helpful information for restoration of Kissels. The articles are focused on Kissel Models 6-38, 6-45 and 6-55. This first offering is entitled “The Riddles of Kissel Six-Cylinder Restoration—Part One: Model 6-38.”

This note reflects Ron’s observations and personal experiences restoring his own vehicles. Contact Ron with email to “ronaldhausmann@yahoo.com”.

_____ [HausmannR_6-38.pdf](#)

Lynn and Jeanne Kissel are happy to announce that they are the proud new owners of the **1929 Kissel White Eagle Tourster** (car# 95-1504) formerly owned and restored by Joseph Koller. In this note, Lynn tells us of his efforts to understand and fix issues with the car’s top.

_____ [KisselL_1929-top.pdf](#)

Doug Kissel had a problem with a corroded **radiator cap** that would not seal on his **1918 KisselKar 6-38 Roadster** (car# 38-5127). Eventually he had a new cap machined, and more caps could be made.

_____ [KisselD_1918-rad-cap.pdf](#)

Doug Kissel was disappointed with the 6V options available when he set out to add turn signals to his “driver” collector cars. Following a lead he got from **Dave Spence**, Doug utilized a DC-DC converter to give himself access to 12V lighting options.

_____ [KisselD_DC-DC.pdf](#)

Dawn Bondhus has sent us this link to a video clip on the Wisconsin Automotive Museum’s Facebook page of **Doug and Sheila Kissel** in their 1918 KisselKar 6-38 Roadster in Hartford’s 2020 Christmas Parade. The video brought a smile to my face seeing Sheila’s enthusiasm and energy. The Kissels’ KisselKar is decorated, sporting eyes with lashes, a blinking red nose, antlers and a bag of gifts. Looks to be some combination of Santa’s reindeer and sleigh!

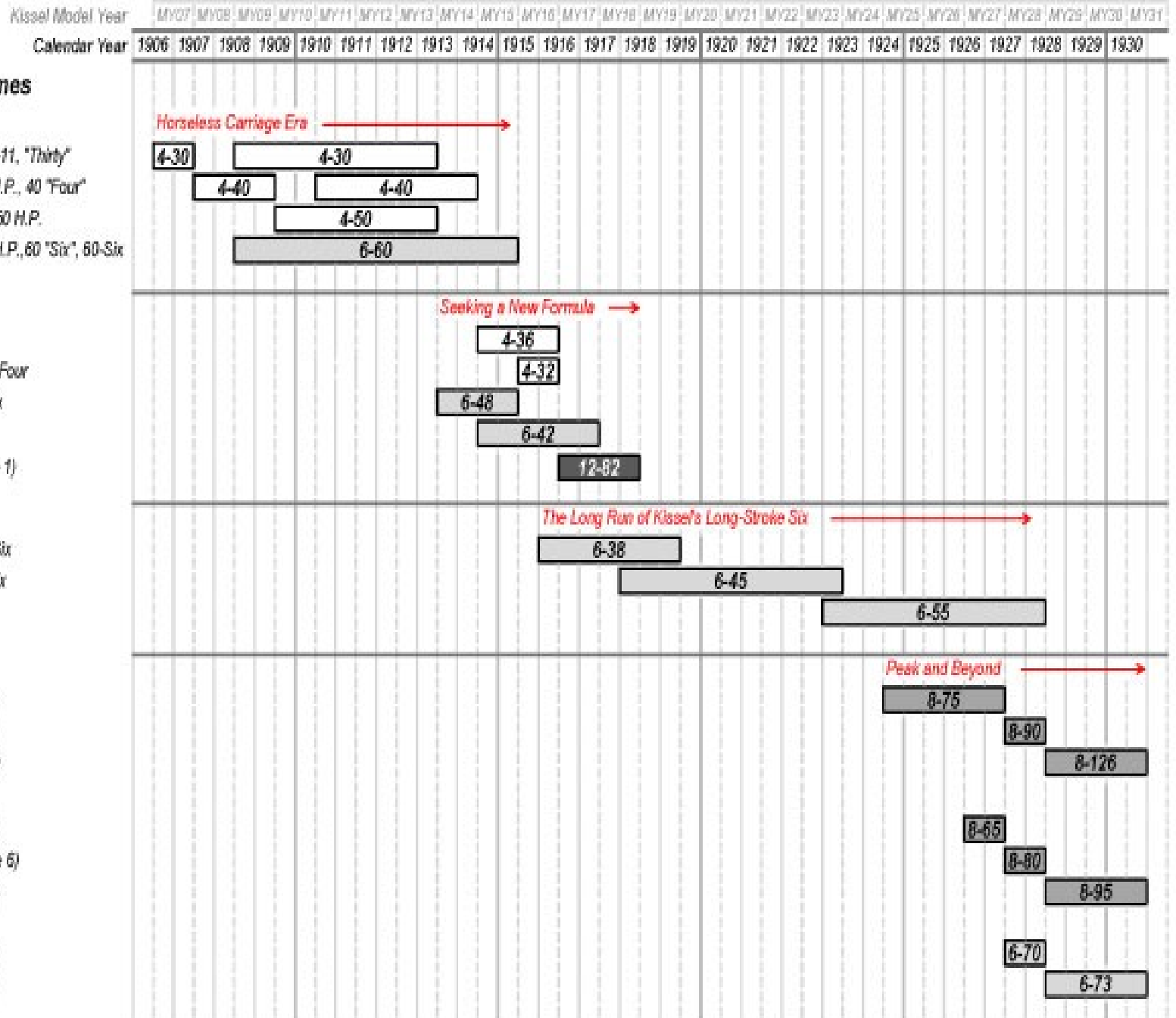
_____ [BondhusD_parade-video.pdf](#)

Ronald Hausmann has fabricated replacement “**Kissel**” **medallions** for the hubcaps of wire wheels. He made additional examples that he is offering for sale. In Ron’s notice, he shows the **design and dimensions** of these nicely crafted, 3D faceplates. If these match the ones in your wheels, this is the time to contact Ron.

_____ [HausmannR_hub-discs.pdf](#)

Doug Kissel warns us to be careful using some modern “super” gasket sealers with our old cars. He needed to use an extreme amount of force to separate the pan from the block, after using a super gasket sealer.

_____ [KisselD_super-glue.pdf](#)

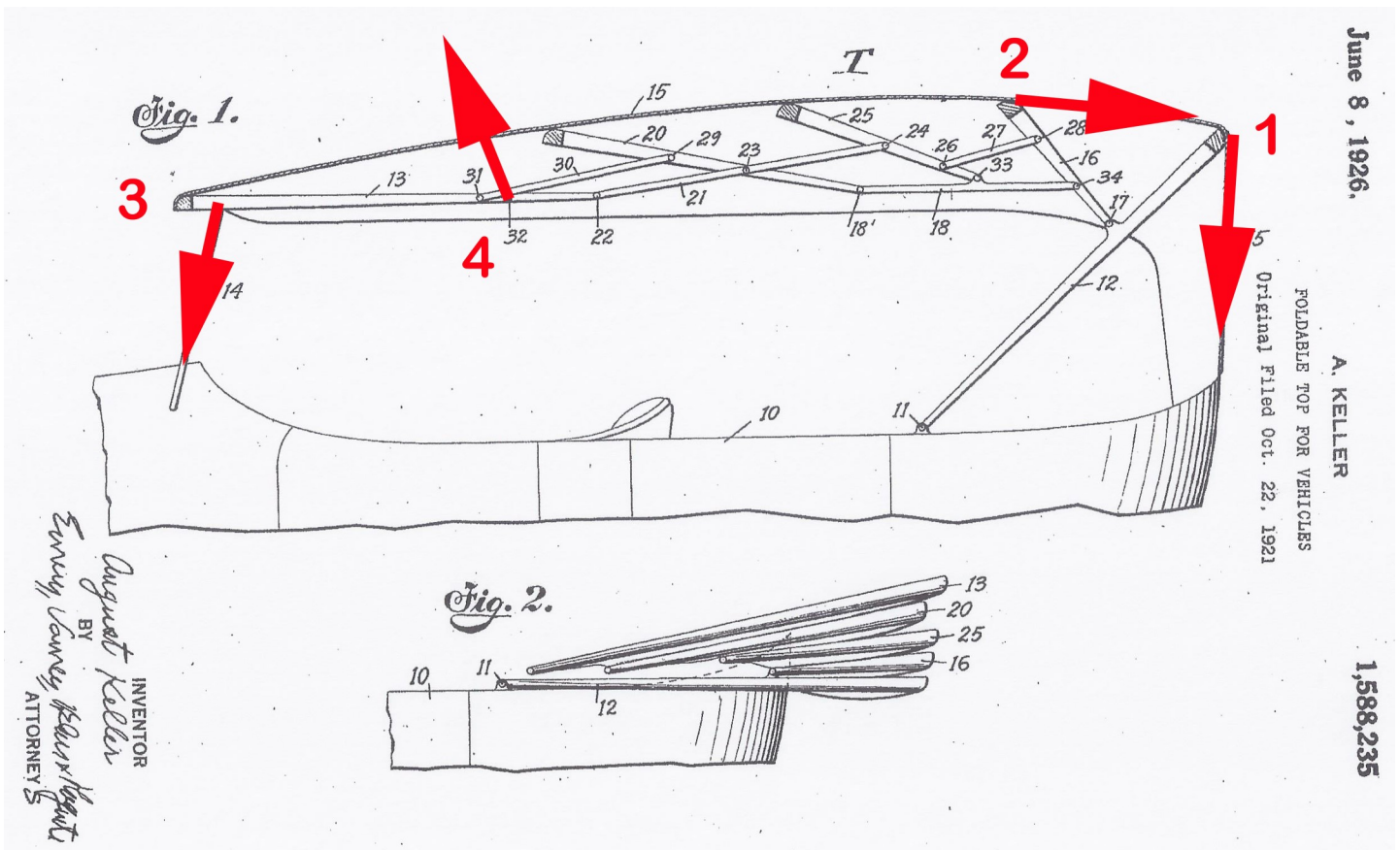


Notes: 1) Weidely V-12 Engine; 2) Lycoming 3H block; 3) Lycoming HM block; 4) Lycoming MD block; 5) Lycoming GR or GS block; 6) Lycoming GS block; 7) Lycoming WR or WS block; 8) Lycoming WS block.

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

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What keeps this top erect?



These are the figures for a patented folding top (August Keller, 1926). Lynn Kissel thinks that this is the design of the top on his 1929 Kissel White Eagle 8-95 Tourster (car# 95-1504). In an InBrief submission, Lynn investigates long-standing damage to the top. To understand its repair, Lynn needed to learn how it worked. The red overlays illustrate his key understanding of the critical adjustments and tensions that rigidly locks the top when deployed.