

# The Kisselgraph

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

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## Excellence in Automotive Design in 1918

**KISSELKAR**  
**Sedanlet**

**E**QUIPPED with the exclusive Kissel features the Sedanlet is literally three cars in one—a closed car in stormy cold weather—a convertible car by lowering all the windows except the rear one and an open touring car by entirely removing the ALL-YEAR Top, which is built in, not on—Kissel's original idea that changed the motoring habits of a nation.

*From a 1918 sales brochure  
(Kissel Motor Car Company)*

*On the back page of this issue, we learn that Ronald Hausmann exhibited two of his vehicles at the by-invitation-only 2021 Henry Ford Eyes-On-Design show.*

*Held at the historic Ford House in Grosse Point Shores, the public was invited to view a curated collection of 250 vehicles selected for their relevance to the theme "Marques of Distinction: Significant Designs of Bygone Brands." A champagne brunch was held in celebration at the show.*

*It is an honor to Ronald Hausmann and the Kissel Motor Car Company that his 1923 Speedster (car# 45-7245) and 1918 Sedanlet (car# 38-4944) were invited to exhibit at such a significant event. Called out as a Sedanlet, here, Kissel also called this body style Sedané in period advertising.*

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

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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.

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

E-mail: [webmaster@kisselkar.net](mailto:webmaster@kisselkar.net)



**Yes! I want to help support the mission of the  
WISCONSIN AUTOMOTIVE MUSEUM with my donation!**

My donation is \$ \_\_\_\_\_ I am paying by  Check  Visa  MasterCard

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Send this form and your tax-deductible contribution to:

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

*From the editor*

## **Kissel Meet 2021 is History; Let's Do This Again in 2023?**

By Lynn Kissel

We celebrated Kissel vehicles and their history in Hartford, Wisconsin this last August. Adjusting our activities in response to pressure from the continuing pandemic, 42 Klub members brought 6 vehicles to the Wisconsin Automotive Museum in celebration. To make it even more stimulating, we were joined by 19 members and 9 vehicles from of the Nash Car Club of America. A good time was reportedly had by all. Recognizing the considerable headwinds of the pandemic, this was truly a remarkable showing.

It takes a lot of effort by many people to hold an event like this. Here is an incomplete list of people that deserve recognition for their singular efforts: **Dawn Bondhus; Doug and Sheila Kissel; Chuck Kissel; Mark Kissel; Lynn Kissel; Ronald Hausmann.**

When should we repeat this effort? If we follow a pattern from previous meets, **June 23-25, 2023**, could be a weekend to consider for Kissel Meet 2023. Count you in? If not this weekend, when? Now is a good time to decide on a reasonable placeholder for our calendars.

Welcome **Charles L Kissel** as the latest addition to the Klub Board of Directors. Charles was elected to the board following unanimous approval by the existing board members (Dawn Bondhus, Doug Kissel, Ronald Hausmann, John Lewis, Dale Anderson and Lynn Kissel). Charles brought his family and their beautiful 1930 Kissel Sedan to Kissel Meet 2021 from California. Charles has experience as a non-profit board member,

most currently serving with AMVETS. He is active and engaged when volunteering and serving, never taking his commitment lightly. His focus is always on the best interest and success of the organization, its mission, and its membership. The Klub will benefit greatly from his service on the Klub Board.

Charles wrote "Our 1930 Kissel Brougham Returns to its Birthplace," a report on his experience at Kissel Meet 2021. Find his report on the Klub website.

[https://kisselkar.net/Members/Kisselgraph/InBrief/2021/KisselCL\\_Meet2021.pdf](https://kisselkar.net/Members/Kisselgraph/InBrief/2021/KisselCL_Meet2021.pdf)

Your editor prepared a "State of the Klub" presentation for Kissel Meet 2021. It was delivered at the meet in absentia by Dawn Bondhus. You can find a copy of the slides and Lynn's notes on the Klub website.

[https://kisselkar.net/Members/Kisselgraph/InBrief/2021/Kissel\\_StateOfKlub.pdf](https://kisselkar.net/Members/Kisselgraph/InBrief/2021/Kissel_StateOfKlub.pdf)

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



*Charles & Chuck Kissel's 1930 8-95 Brougham (car# 95-4616) at the 2021 Kissel Meet, parked in front of the Westphal Mansion in Hartford, WI. (Charles L Kissel)*

## Kissel Motor Car Company, 1906-1930 Production

Calendar Year	Total	Autos	Trucks	Funeral Cars	Taxis
1906					
1907	203	193 (1)	10 (2)		
1908	223	212 (1)	11 (2)		
1909	438	417 (1)	21 (2)		
1910	650	619 (1)	31 (2)		
1911	749	713 (1)	36 (2)		
1912	763	727 (1)	36 (2)		
1913	879	837 (1)	42 (2)		
1914	941	896 (1)	45 (2)		
1915	1,232	1,173 (1)	59 (2)		
1916	1,168	1,112 (1)	56 (2)		
1917	1,699	1,618 (1)	81 (2)		
1918	1,278	1,217 (1)	61 (2)		
1919	1,236	1,177 (1)	59 (2)		
1920	2,446	1,398 (3)	1,048 (3)		
1921	829	506 (3)	323 (3)		
1922	891	809 (3)	82 (3)		
1923	2,123	2,024 (3)	99 (3)		
1924	803	748 (3)	55 (3)		
1925	2,122	2,061 (3)	57 (3)	4 (3)	
1926	1,972	1,901 (3)	52 (3)	19 (3)	
1927	1,147	1,021 (3)	50 (3)	76 (3)	
1928	1,068	843 (3)	10 (3)	210 (3)	5 (3)
1929	899	416 (3)	8 (3)	190 (3)	285 (3)
1930	221	93 (3)	2 (3)	77 (3)	49 (3)
<b>1906-1930</b>	<b>25,978 ± 400</b>	<b>22,731</b>	<b>2,332 ± 400 (2)</b>	<b>576</b>	<b>339</b>

### Notes:

- (1) Kimes, Beverly Rae and Henry Austin Clark, Jr. 1996. **Standard Catalog of American Cars 1805-1942**, 3rd Edition. Iola, WI: Krause Publications.
- (2) Truck production estimated as 5% of auto production. Assumed plausible range of 3-10% gives **uncertainty in total production of ±400**. This estimate is informed by 1922-1927 production reported by Kissel, which averages about 5% and varies from 3-10%.
- (3) Kissel Motor Car Company. "Miscellaneous Summaries 1916-1929," updated with 1930 data. (A handwritten internal report in the Wisconsin Automotive Museum archives.)

## New Klub Email Lists

By Lynn Kissel

Effective communications are critical for any organization to be successful. This is especially true for our Klub with members scattered around the globe. Here I detail an experiment with email lists as another way to facilitate member communications. Importantly this scheme is a partnership of the willing and builds on skills most of us already possess. It promises ways for members in the future to re-discover answers to their questions.

### “KisselKar Chatter” List

As the name implies, this list is likely to be, at least sporadically, a chatty exchange. If you are a member of this list, sending an email message to

`<kisselkar-chatter@googlegroups.com>`

is resent to all members of the list.

What information is appropriate for *Chatter*? In my opinion, almost anything remotely related to Kissel vehicles, their history, and ownership. Tell others about shows, tours, or restoration successes or failures. Photos of your family around your Kissel? How did you fix a problem on your Kissel? Do you need parts? Is your Kissel for sale? Have an insight on Kissel history?

### “KisselKar Board” List

This list is focused on activities of the KisselKar Klub Board of Directors. Any Klub member can join this group, but only Direct can send an email to this list.

`<kisselkar-board@googlegroups.com>`

Email to this address is then resent to everyone subscribed to the list, both directors and non-directors.

It is hoped that this list will facilitate and archive the important discussions and de-

isions of the board, and provide some transparency of those activities to the general membership.

### Why Do This?

It is your editor’s opinion that we have more to say to each other than can be handled through our newsletter. I routinely receive emails with information I suspect is important to some members, but lack the time/energy/knowledge to get that information where it is needed.

Using **Google Groups** to implement this plan, the initial message and all the responses are maintained in an archive. For those who are familiar with discussion groups like the **AACA Forums**, searching the email archive offers the promise of re-discovering previous solutions to your current issue.

This scheme is relatively “light weight.” It does not take a lot of training to use or administer, a critical feature.

These lists are private, by invitation only. The emails are accessible only to the members who subscribe; they are not made available to the general internet public. You can gain access only through an invitation from the Klub.

Still, if you understand digital “wild west” that is cyberspace, you should commit information to things like this as if they will be made public. To err is human, but it takes a computer to really mess things up.

### Make It Stop!

Concerned **not** to become another source of annoying email that clogs your “in basket” with tripe, this is a conspiracy of the willing. You must “opt in” to join the fun. If you decide to give this a try and discover you regret it later, you will be happy to hear that simple instructions for removing yourself from the lists are included at the bottom of every message sent.

And it’s not just an OFF or ON switch. You

have some control over the volume and frequency of the message you receive. For example, there is “digest” subscription mode, wherein no more than one message is sent to you every day.

There is even a “no email” mode. As strange as this might sound for a subscription to an email list, it can make perfect sense for those with a Google Account. In “no email” mode, you receive no emails, but you can easily review the archive of messages and responses with a web browser whenever you have interest.

## OK, How Do I Opt In?

Send an email message a list manager and request membership in the *Chatter* and/or *Board* lists. Current list managers are...

*'editor@kisselkar.net'*

After confirmation of Klub membership in good standing, you will be sent an email invitation to join.

Your subscription mode can be “every email” (default), “digest” (at most one email per day) or “no email” (access via a website with your Google Account). Members with a Google Account can switch between these subscription modes without the help of a manager.

## Volunteer Managers Solicited

One or more Klub members are respectfully requested to volunteer as additional list managers. Being a manager is not hard, but it requires a Google Account. With it, there is a clickable website to manage the lists. It is a simple task if you have at least one oar in the digital water, and it will help offload the editor.

## Don't Change The Subject!

Google Groups collects the original email and all responses to it in a folder in the archive using the **subject line** of the original message. If you send a email to the *Chatter* list with the subject “How to fix a whatsit,” another member’s reply “Re: How

to fix a whatsit” will be included in the archive along with the original inquiry. Then, years later, other members can discover how to fix their whatsits by searching the archive.

However, if a member sends a note with the subject “This is a better way to fix it,” this message will be filed under a different folder in the archive, unassociated with the original message. Point here is, don't change the subject.

## Gmail Address Not Required, But It Helps

A valid email address is the only requirement to participate. While it is not required, the richest experience will be through a Google Account, gaining you access to the website archive of messages.

If the added wrinkle doesn't bother you, you can subscribe to the lists with your non-Gmail address and a Gmail address; correspond with the non-Gmail address; browse the archive with your Gmail address. That's what I do.

## Some Content Guidelines

I think postings to the Klub email lists should be, at least tangentially, related to Klub business or Kissel vehicles and their history. It will be left to the sole discretion of list managers if any decisions are needed on inappropriate activity.

I'm reminded of some guidelines that were given to stage coach passengers in 1877.

*“Don't discuss politics or religion nor point out places on the road where horrible murders have been committed if delicate women are among the passengers.”*

*“Don't imagine for a moment you are going on a picnic; expect annoyance, discomfort and some hardships. If you are disappointed, thank heaven.”*

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

## 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" link to find the *InBrief* files here.

<https://kisselkar.net/Members/Kisselgraph/InBrief/2021/>

**Mika Suominen** has told us of the national awards he has received with his 1928 Kissel 8-80 Brougham (car# 80-3004).

[\\_\\_\\_\\_SuominenM\\_NatlPrize.pdf](#)

The honors were received after a complete overhaul of the Kissel's engine. As an extra treat, Mika also forwarded a 60s video

of the car navigating the Finnish country side. The "flapping" of the wings on the radiator mascot was a delight.

[\\_\\_\\_\\_SuominenM\\_Kissel-ride.mp4](#)



## Why is Your Motor DULL and LISTLESS ?

**P**ERHAPS it's your spark plugs. If you have used them more than 10,000 miles, they will have been subjected to the stress of millions of explosions. The electrodes will have become pitted, obstructing a free flow of current. Then the glazing will have burned off the insulators, and the porous substance underneath will have become impregnated with fine particles of carbon. This condition invariably causes current leakage.

Naturally any obstruction or leakage of current causes a weak spark. A weak spark causes incomplete combustion. Incomplete combustion causes loss of power, decline of quick responsiveness, waste of gas, and premature deterioration of motor oil. That's probably the reason why your motor has slowed up. That's why it is a



decided economy to change your spark plugs after 10,000 miles, even though the plugs appear to be firing perfectly.

The cost of making this change is slight—if you send your order to us. While our Champion plugs (threaded just right for Kissel motors) retail regularly at 75c each, we'll furnish them, complete with gasket, at only 45c each, or at \$3.10 per set of 6. If a set of 6 Champion plugs is \$2.35 wanted, the price will be but . . . \$2.35

**SPARK PLUG CABLES**—Oil-soaked, greasy spark plug wires cause "shorts" and should be replaced. We offer a set of new, heavily insulated Packard cables, with terminals, for 8-cylinder Kissels, at \$2.55. For 6-cylinder models, our price is \$1.95 per set.

THE KISSEL MOTOR COMPANY, HARTFORD, WIS.

Courtesy of Dawn Bondhus (Wisconsin Automotive Museum)

## New Items at the Museum Store

### Metal Sign

An impressive, embossed, 12-inch, metal sign is now available from the Wisconsin Automotive Museum.

This is a supersized replica of the 3-inch radiator emblem that appeared on Kissel vehicles from about 1912 to 1918.

This striking sign costs \$20 plus \$7 shipping.



### Kissel Meet 2021 Shirts

A few shirts from the Klub Meet of last August are still available. Reduced to \$30, here are the sizes.

One Ladies SMALL

Two Ladies XLarge

One Mens Large

Four Mens XLarge

Two Mens XXLarge



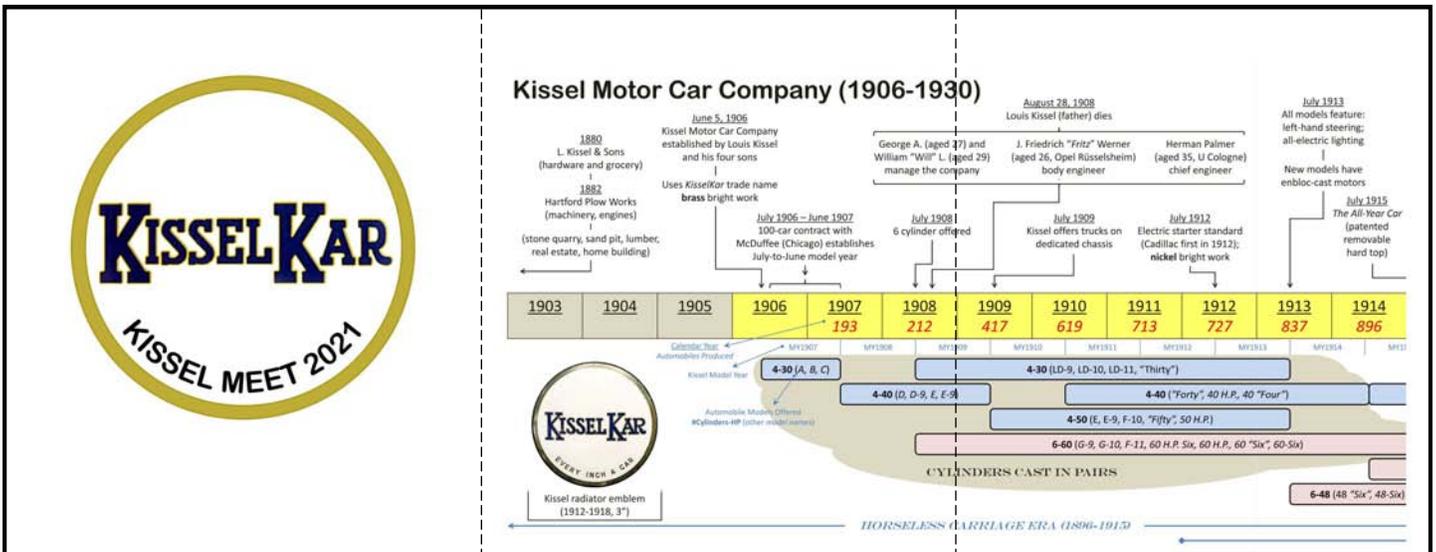
# "Pocket" Tri-Fold Kissel Timeline

For Kissel Meet 2021, your editor prepared a nine-foot-long poster with a concise time-line for the Kissel Motor Car Company with events from 1880 to 1944. The timeline illustrates the production dates for all Kissel automobiles as well as major events for the company.

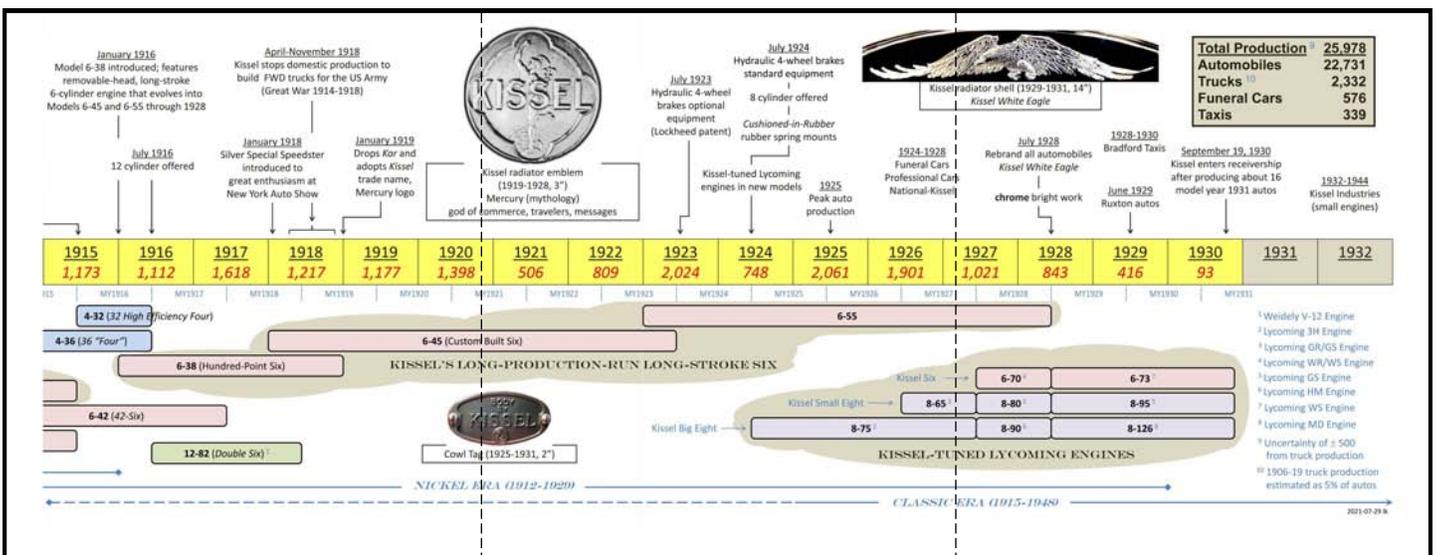
A tri-fold "pocket" version was included as part of the registration materials at the meet. Additional copies of this handy desk-top reference are available from the Wisconsin Automotive Museum for \$2 each (plus shipping and handling).

One item of note from this timeline is a new estimate for Kissel vehicle production by calendar year, cars and trucks. A tabular version of this new production estimate is displayed elsewhere in this issue for your reference.

Measuring 3-1/2"W x 4"H folded (11"W x 4"H unfolded), this timeline helps sort the sometimes confusing dates for all automobile models offered by Kissel.



Front side of "pocket" timeline



Back side of "pocket" timeline

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

**ADDRESS SERVICE REQUESTED**

**Congratulations, Ron!**



*This 1918 Kissel 6-38 Sedanlét (car# 38-4944), owned by Ronald Hausmann, was invited to exhibit at the 2021 Henry Ford Eyes-On-Design concours. In addition, Ron was also invited to exhibit his 1923 Kissel 6-45 Speedster (car# 45-7245) at the show.*

*The show was held Sunday, September 19, 2021, at the historic Ford House in Grosse Pointe Shores. The show was billed as an opportunity to enjoy some of the rarest and most spectacular examples of automotive design and it included two Kissels!*