

The Kisselgraph

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

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1916 KisselKar Hundred-Point Six



This photo is taken on Branch Street near its intersection with South Main Street in Hartford, Wisconsin. The vehicle pictured is a three-door five-passenger Model 6-38 All-Year Gibraltar with its detachable sedan top installed. The January 1916 introduction of the 6-38 was a significant event for Kissel. This long-stroke en-bloc-cast removable-head six will evolve into that used in models 6-45 and 6-55. The descendants of this engine will be in production for 12 years through June 1928.

Behind the car is the stately Westphal Mansion, built by August and Mary Westphal in 1913. It was reported that a three-foot deep fountain was built in front of the mansion in 1917, not seen in this photo. August Westphal was nationally known as the "Cheese King" and was one of the largest cheese manufacturers in Wisconsin.

Company founder William L. Kissel lived in an apartment in the Westphal Mansion. Now a private residence, this building was a lovely bed and breakfast until the Fall of 2021.

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.

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

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

From the editor

Getting Serious About Kissel Meet 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 had by all. Recognizing the considerable headwinds of the pandemic, this was truly a remarkable showing.

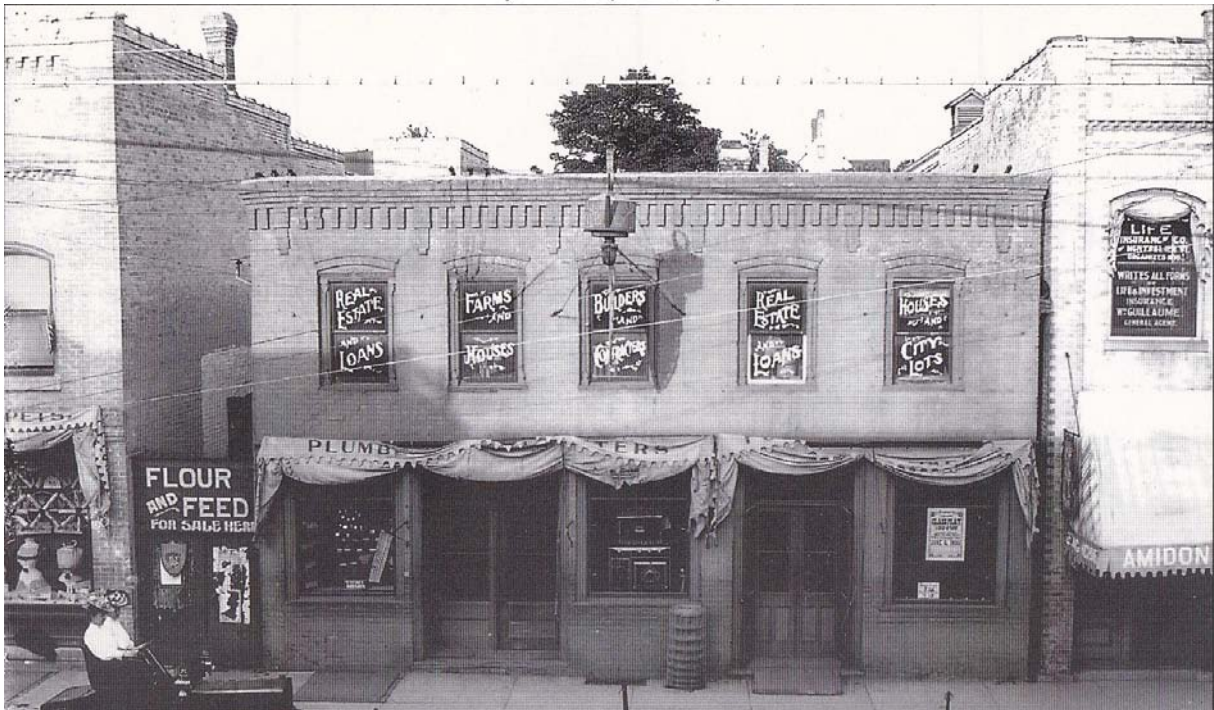
Plans are maturing to hold our next meet in **2023** in Hartford. A critical conflict introduces new uncertainty as to the dates. I'm proposing **June 9-11** but these dates has not been vetted in time for this note.

Following the pattern of recent meets, I expect that we will have a driving event on Friday, a exhibition of vehicles and banquet on Saturday, and farewell discussions at the museum on Sunday morning. In between I hope that we will have lots of time for stimulating discussions and socializing.

One feature of last year's meet that I hope we will repeat is the presentations by members. An owner led discussion next to individual vehicles is always a treat. Reflections on events, ownership, preservation or restoration would be welcome. Please consider what information you have to share and offer to lead a discussion when the call is raised.

It takes a lot of energy by many people to hold an event like this. When we publish a list of efforts needing attention, please consider helping to make Kissel Meet 2023 a gathering worth going to and remembering.

Contact Lynn Kissel "editor@kisselkar.net".



A photo of the Louis Kissel hardware store in Hartford, Wisconsin, circa June 1906. This site would become the location of the First National Bank of Hartford in 1907. Is that a giant tea kettle on display above the center window?

Giving LEDs a Second Glance

By Lynn Kissel

Some years ago when I first noticed their availability, I eagerly tried LED replacement bulbs in my older vehicles. I understood that Light Emitting Diodes used much less power than filament bulbs, but I was very disappointed with their optical performance. The light from these LEDs was emitted in a very narrow and directional beam that did not fill the lamp with light like filament bulbs. When I used them as a taillight, for example, only a portion of the red lens was illuminated by a circular spot of light, not a look I welcomed. I declared that LED lights were not for me.

Now a new generation of LED lights have changed my mind. Using SMD (Surface Mount Device) technology, these LEDs have multiple small, flat light-emitting diodes that can be positioned in varying orientations, creating more omnidirectional illumination. I concede that they are not identical to a filament bulb, but they are good enough for me to use them on the road for all the lamps in our 1929 Kissel 8-95 Tourster (car# 95-1504). Since they are plug compatible with the filament bulbs. I can easily restore the filament bulbs if authenticity is important.

Number 1129 is the original equipment headlight bulb for our car. When absolute authenticity is not critical, I run with #69549 LED lights from LEDLight.com. As

with the OE bulb, the LED bulb has a BA15S base and operates on 6V; they cost \$9 each, quantity one; I see new 1129s priced at \$7. The LED has 60 SMDs mounted on a pillbox shaped base and radiates enough “warm white” light (3000°) to fill the 12” Ryan headlamps on our car.

OE stop and backup lamps on our 1929 Kissel call for #87 bulbs; I use #78845 (13 SMDs, \$3.50). OE tail, instrument and cowl lamps use #63 bulbs; I use #65874 (8 SMDs, \$4.50).

More than 30A is drawn when all the filament lamps are lit on our 1929 Kissel. With all LEDs on there is only about 3A drawn. That’s a welcome 10x reduction in power needed for arguably brighter lights.

These LEDs come in different colors (green, blue, yellow, red) and different color temperatures (white 6000K, warm white 3000K). I’ve tried both whites and while the 6000K seems a little brighter, I feel that the 3000K looks more appropriate with the old car.

—
Contact Lynn Kissel “editor@kisselkar.net”.



Two #69549 lights (right, LEDLight.com) and a #1129 bulb (left, AutoZone.com).

Dawn Bondhus has this letter in the museum archives. Note that this letter is dated 2-1/2 years after Kissel entered receivership. One thing I found interesting is the relatively low cost of a valve job, comparable to a wax job. Both of these are considerably less expensive than a brake job.

Kissel Industries, Inc.

Service Division

Hartford, Wisconsin

April 15, 1933.

SUBJECT: Automobile Service and Repairs.

Now that we know that we have passed the low point of this depression and that business is on the up move, there is nothing more important than to have your car in good condition and looking well and there is no better time to have this done than right now.

We are continuing to give Kissel owners the benefit of these ridiculously low prices on service and will do so for awhile longer with the men willing to do the work at these very low rates.

Compare some of the following with similar work elsewhere and it will give you an idea of these very low prices:

- To simoniz and polish your car - - - - - \$ 5.85
- To grind the valves in a six cylinder motor - - - - - 4.90
- To grind the valves in an eight cylinder motor - - - - - 5.90
- To put on a high grade brake lining on all four brakes - 8.50

If it is not convenient for you to bring your car here, we can get it and deliver it to you at only the cost of transporting.

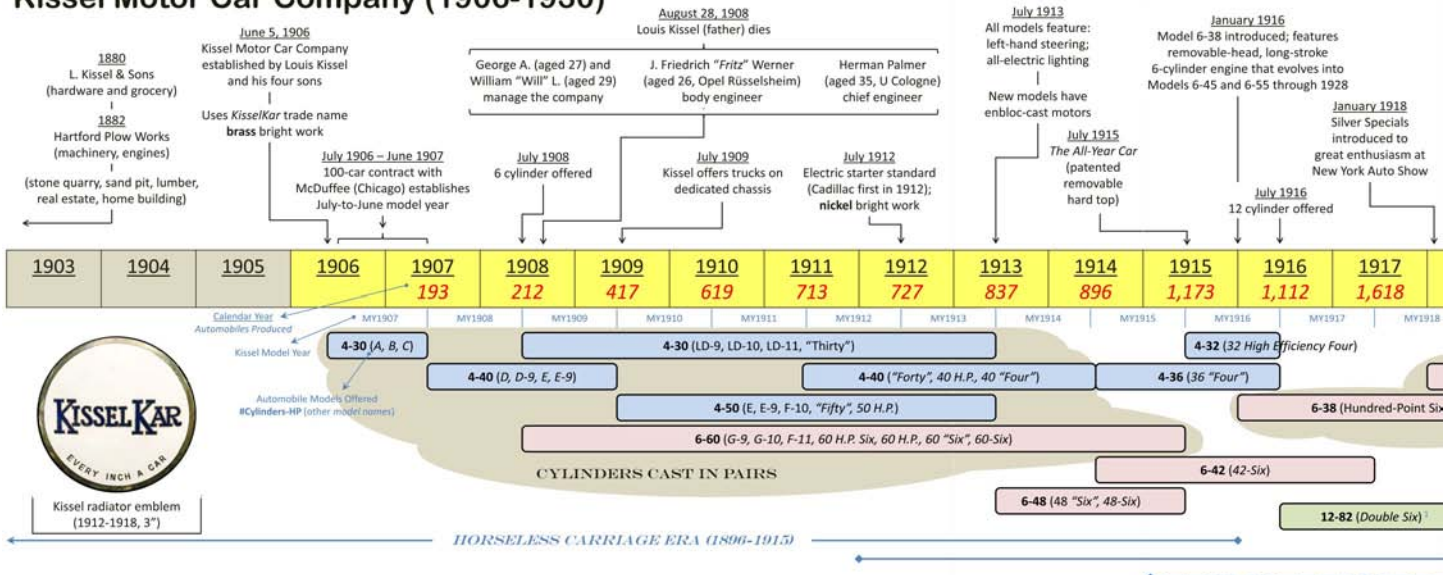
We will appreciate hearing from you and hope you will take advantage of having this work done at this time.

Yours very truly,



GAK:PK

Kissel Motor Car Company (1906-1930)



Corrections to Our Concise History of Kissel

At Kissel Meet 2021, a nine foot wide poster was presented with a concise history of the Kissel Motor Car Company. A smaller "desktop" version was also distributed and copies are available from the Wisconsin Automotive Museum gift shop. I refer often to my copy.

I notice one error in the 2021 version. I don't find that Kissel offered a 4-40 in model year 1911 sales literature (July 1910 through June 1911). That error has been corrected in the version shown here.

Have you found other errors? If so, please send a note to me with the details. I would welcome the opportunity to correct our reference copy.

Contact Lynn Kissel "editor@kisselkar.net".

Klub Forum Is Now Live

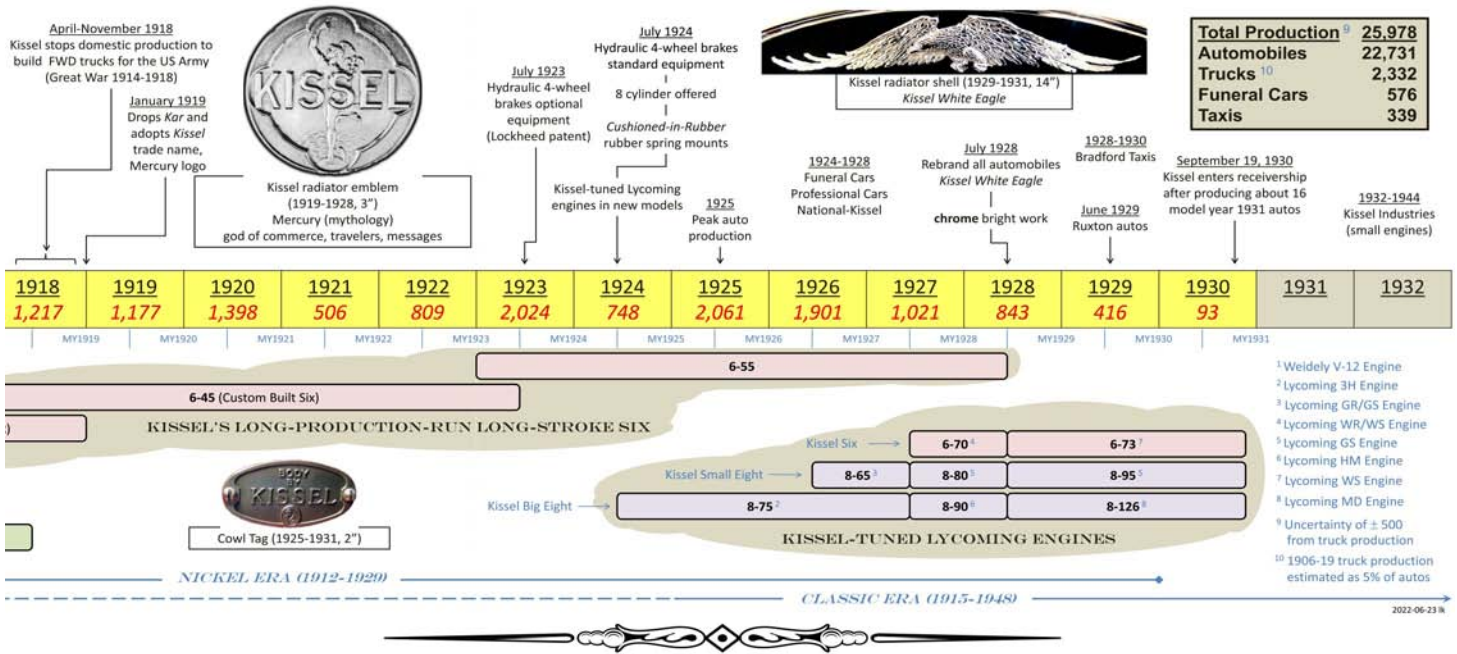
Over the last year, Klub webmaster **Lee Krombholz** has made great strides in refreshing the Klub's website (kisselkar.net). Thanks for all this effort, Lee. It is a tremendous aid to the Klub.

An exciting new feature that has recently become available is a "forum," a place where registered members can review and post messages. Many of us are familiar with how helpful these forums can be. I cannot count how many times my searches of on-line forums have answered an im-

portant automotive question for me. Because the Klub lacked this capability, we created several email groups a year ago to partially and imperfectly attempt to fill the void.

Now we have our own forum and the membership is encouraged to give it a go. Your editor has registered and plans to post more to it in the coming days. Won't you give it a try, too?

Contact Lee Krombholz "lee@krombholzjewelers.com".



1913 KesselKar Semi-Racer For Sale

We're reminded that this colorful KesselKar 4-40 Semi-Racer (car# 15340) is looking for a new home. Currently registered as a 1913 and sporting 1914 and 1913 components, there are more details and photos on the classified ads section of the HCCA website (hcca.org). The vehicle is located in Kaleden, British Columbia, CANADA.

Contact Brenda Leir "bleir@outlook.com".



IDNET2020

By Lynn Kissel

Jeanne and I joined others from across North America on IDNET2022. The Idaho Nickel Era Tour that was run out of Moscow, Idaho, June 6-10. We drove our **1929 Kissel White Eagle 8-95 Tourster** (car# 95-1504) and had a great time. Here is a bit about the tour as seen through my tunnel vision.

This tour was sponsored by the Nickel Era Touring Registry of the HCCA. We've experienced memorable tours with this group in the past and IDNET2022 was no exception.

John and Cheryl Manifor have been the central organizing force behind the NETR since its inception, and they drove their "new" 1931 Model A Town Sedan. Before the tour, John told me there were 39 cars and 88 people who had signed up for the tour.

Jim and Susan Stutzman (Lewiston, ID) were our tour leaders and they drove their 1929 Franklin 6 Sedan. They arranged wonderful accommodations in a conference hotel on the edge of the University of Idaho campus. We had a large, designated parking space for our old cars at the hotel. Two blocks away, a parking lot at the university was devoted to our trailers. Some of our trouble-truck crew stayed in a camper providing additional security for our vehicles.

I recognized other Kissel owners on the tour, although they were driving other marques.

Keene and Chris Brewer are owners of a 1910 KisselKar D10 Toy Tonneau (eng#

1353); they registered with a 1912 Abbott Detroit Touring.

Rob and Tamie Williams are owners of a 1923 Kissel 6-55 Speedster (car# 55-3356). They registered with a 1932 Ford Sedan, but I'm fairly certain that they were driving a Ford Model A Sedan.

Jeanne and I drove **Miss Amy**, our 1929 Kissel Tourster. I was delighted by the car's performance; I wallowed in all the attention that our car attracted.

One man, who heard a part of my parking lot Kissel sermon early in the week, found our car on-line. He returned later that week and talked with me further, expressing considerable joy on connecting with this unique, living piece of history. He helped me better appreciate Miss Amy by sharing his vision.

Prior to the tour I had readily volunteered to give a talk about Miss Amy. At the tour I distributed an eight-page pamphlet "Reflections on Miss Amy and the new White Eagle Series by Kissel." I was honored with a big crowd at the car and felt I earned the "show boat" nickname earned years ago with another club.

What to tell people that missed this tour?



Miss Amy at a coffee break in front of the Pie Safe Bakery in Deary, ID. We were inviting people to sit in the car.



Miss Amy at Victory Ranch.

Another vivid memory was Victor Haenny, owner of Victory Ranch, an open-air museum with an astonishing collection of wagons, buggies, sleds and sleighs. Someone with a horse drawn carriage was giving rides. Dressed in western attire, Victor explained and showed me the difference between a buck board and a spring wagon. I saw a stage coach that ran a route out of Auburn, CA, a gold-country city near our home.

The importance of the rolling wheat fields was driven home in multiple ways. I thought about the war in Ukraine and the cost of fuel. I talked with farmers in the parking lot. We visited a farm equipment dealership and I inspected a million dollar combine. The dealer told me the cab had A/C, GPS, onboard computers, a refrigerator and an entertainment system including Sirius-XM. Not much like the combine my grandfather towed behind his Ford Model N tractor.

Here are a few of my random memories.

The roads on lush green and gently rolling hills were an absolute delight. Light to no traffic, well maintained and marked roads with many places to pass, the pressure from modern traffic was minimal. I never felt hassled behind the wheel of our 1929.

On one segment we toured on a deserted 4-lane divided highway. I recognized that the highway was engineered to standards that greatly exceeded the speed performance of any of our cars. So what did I do? I opened the throttle on Miss Amy to see what she would be good for. I didn't go for maximum speed, but looked for a sweet spot at which she cruised comfortably. She happily settled at 60 MPH on her speedometer (computed as 2700 RPM).

One day we drove the Old Lewiston Grade, the "Spiral Highway," "Idaho's windiest road." Over the course of 8 miles, this road has 64 curves and climbs 2000 feet. There are now modern bypasses so probably most of the traffic is tourists such as ourselves. It was something to see all the old cars parked at the vista overlooks at the top of the road. None of the pictures I captured did justice to the sights. Google "Old Spiral Highway" for better shots.

The hotel parking lot became a car show of sorts. As the week progressed, more and more "locals" heard of the cars and came for a look. I spent hours talking with farmers, students and others about our old cars and our hobby.

I observed local drivers pull off the road, or wait at intersections to get a better look at our cars when we passed. Unplanned before the event, two local assisted living facilities requested and we did parking lot "drive byes" so residents could observe us from their rooms.

Yes, we greatly enjoyed IDNET2022 and driving our 1929 Kissel in northern Idaho.

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Contact Lynn Kissel "editor@kisselkar.net".

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Kissels on Tour with their Kissel



Jeanne Kissel is pictured with her 1929 Kissel White Eagle 8-95 Tourster in Kendrick, Idaho. This image was captured at a coffee break on the Idaho Nickel Era Tour (June 6-10, 2022). A brief report on that adventure is contained inside this issue.