

The Kisselgraph

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

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(2023-07-17)

10¢ A COPY

Klassiest Kissel

As determined by the Nash Owners



(Dave Nastal)

1918 Kissel 6-38 Roadster (car# 38-5127)

Owned by Sheila and Doug Kissel

Sheila Kissel (driving) and cousin Liza Stewart shown here in "Goldie" on the driving tour. A comment over heard from a Nash owner, "Sheila's was my favorite because she drove it with gusto!"

Sheila says "What a pleasure it was to drive through the rolling hills of the Kettle Moraine in Goldie. It was great fun to join with all the other Kissels at their birthplace for Kissel Meet 2023."

"I get lots of horn honks when driving this car around town. I've been asked if I am allowed to drive this car? I proudly reply that of course I am, she's mine and I call her Goldie! She drives just as smoothly as the family 1952 Ford Pickup that I learned to drive on."

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/>

E-mail: webmaster@kisselkar.net



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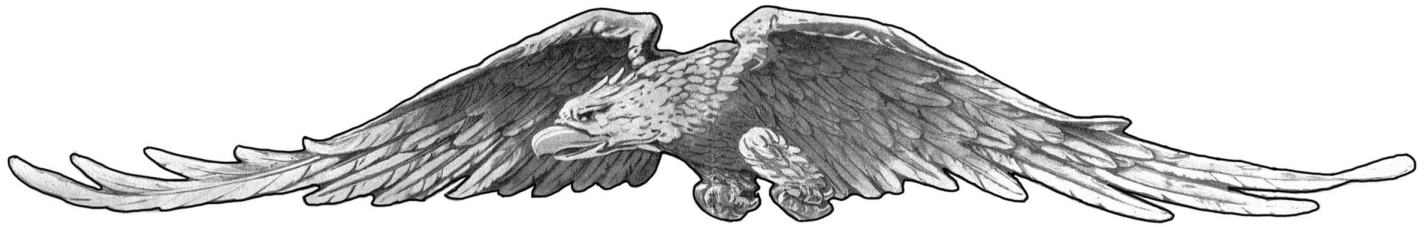
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From the editor

Kissel Meet 2023 is a Wrap!

By Lynn Kissel

Our 2023 meet held on the second weekend in June is now history. You will find some discussion of the meet in this newsletter.

Lee Krombholz has created a gallery of photos from our meet. You can see it here.

<https://kisselkar.net/index.php/gallery/photos-from-2023-kissel-meet/>

I have endearing and enduring memories of our social hours, cruise-in, driving tour, car show, banquet and discussions. I had great fun driving *Miss Amy* (our 1929) on Friday and exhibiting her on Saturday. In spite of winning the *Crispy Critter* award for most trouble participating in the event, I even enjoyed towing the car round trip from our home in California. In the trouble award category, **Ronald Hausmann** receives honorable mention for the windshield shattered in transit on his 1923 Gold Bug.

Something that was important to me, we had a productive Klub board meeting. We elected **Andrew Wilson** as a new board director, **Andrew Wilson and Ronald Hausman as Klub co-presidents**, and laid the foundation for planning of our next meet.

As in recent meets, we were joined by the Nash Car Club. Their presence significantly added to our numbers and energy lev-

els. Thank you for contributing!

Chuck Montgomery gave us an exciting banquet presentation on the history of firefighting and equipment. A former district fire chief and now director of the Hall of Flame Museum of Firefighting in Phoenix, AZ, Chuck managed to bring a tear to my eye as he spoke of Fire Rescue 4, the NYFD truck that survived the Sep 11, 2001 attack on the World Trade Center and that is on display at the museum.

Speaking of presentations, **John Gerczak** gave an excellent technical presentation on rebuilding of Ross steering boxes, used in many of our cars. Winner of our *Noob* award (the newest Klub member at the event), John really impressed me with his careful research and approach to the restoration of his Kissel. I look forward to seeing his 1928 at a future meet.

Another memorable presentation was given by **Earl Pamperin** with the Juneau Fire Department (Wisconsin). That talk was especially effective as he gave it in front of the 1926 Kissel Fire Engine (Car# 52476) that is on loan to the Wisconsin Automotive Museum.

The day before we officially started our meet, multiple Kissel owners exhibited vehicles at the *Hartford Cruise Nights*, an informal cruise-in being held in the museum's parking lot. It was serious fun interacting with the local community on their terms. We helped a number of people increase their appreciation of the historical relationship of Kissel and Hartford.

Contact Lynn Kissel "editor@kisselkar.net".

Co-Presidents? Kissel Meet 2026?

At our Klub board meeting, June 9, 2023 (Hartford, WI), we appointed **Andrew Wilson** a *director*. Our thanks to Andrew for agreeing to serve.

Ronald Hausmann and **Andrew Wilson** agreed to act as the Klub's chief executive officers, if we named the position president (co-president if more than one). We all happily agreed. Thank you **Co-President Hausmann** and **Co-President Wilson**!

The board discussed future meet frequency and time of year, agreeing to target the 2nd weekend in June, every 3-4 years. As it will be Kissel's 120th anniversary, and the museum's 40th, we have called for our next meet to be held in Hartford, WI, on **June 10-14, 2026**. Good idea to put that on your calendar?

Hoping to improve on our planning and execution of the next meet, we've decided to create a **meet committee**. Some members that the directors wanted to join them on planning are **Rob and Marie Morris, Mark A Kissel, Chuck Kissel, Lee Kromholz, Jim Nicholson, and John Gerczak**. We hope that you can find time when we call.



(Dawn Bondhus)

Dawn Bondhus sends this shot of the of a Kissel pedal car next to the Anita King tribute car. Currently on display in the Wisconsin Auto Museum, both the American National pedal car (1923 Kissel No.3518D) and the 1914 4-40 Touring (car# 15471) are owned by **Lynn and Jeanne Kissel**.

2023 ROSTER

OF THE
KISSELKAR KLUB

KISSEL

The Custom Built Car

PRICE 10 DOLLARS

THE KISSELKAR KLUB
147 NORTH RURAL STREET
HARTFORD, WISCONSIN 53027

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New Klub Roster

At our June 2023 meet in Hartford, WI, the Kissel-Kar Klub distributed a new, printed roster to the attendees. An updated version of that roster is now available for sale to all Klub members.

The roster has a cover design that mimics a 1920s Kissel instruction book (owners manual) and is printed on simulated aged parchment card stock.

A foreword contains a thumbnail history of the Kissel Motor Car Company and the KisselKar Klub. The main body of the roster is divided into four sections.

- 1) Owners, contact information and vehicles, sorted by the owners last name
- 2) Kissel vehicles, sorted by year of manufacture

- 3) Members who are either direct descendants of the company founders, or special friends of the Klub
- 4) Kissel vehicles that are missing in action—vehicles that were known by the Klub to exist, but whose current location and owner have been lost through the passage of time

Many owners use a car-club roster for making contact with owners of similar vehicles. This can be useful to inquire about parts or for details of the correct restoration of their vehicle.

The roster is only available to members of the Klub.

Your editor keeps the correction copy. Send a not to the editor if you find errors or have other comments. That error will be in the next issue, too, if you don't tell us about it.

While supplies last, you can request a copy by sending a check for \$13 USD paid to the **Wisconsin Automotive Museum**.

Contact Lynn Kissel "editor@kisselkar.net".



Uniformed members of the **Hartford Fire Department** pose with their 1923 Kissel Fire Engine (car# 51890) on the last day of Kissel Meet 2023. This is the third of three trucks that Kissel built for their home town. Now City Hall, this site on Main Street was the department's fire station when their truck was new.

(Dawn Bondhus)

Meet the Directors

Since 2016, when we last shared detailed information, two new directors have been appointed to the Klub Board. Here we share a little bit more about our newest directors, **Charles L Kissel** and **Andrew Wilson**.

A brief visual reminder of our other directors also follows. For more information on these directors see *Kisselgraph* (42#2).

All our directors are to be thanked for their selfless efforts in tending after the interests of the Klub. Each director has demonstrated a keen interest in the Klub's continued success. Members are encouraged to bring any Klub-related questions or comments to their attention.



Director **Charles L Kissel** with son Chuck (right)

Charles D “Chuck” Kissel, Charles the elder owns a magnificent 1930 Kissel 8-95 Brougham (car# 95-4616). Charles and Chuck have extensively exhibited their rare beauty since they acquired it in 2016.

Demonstrating his keen interest, Charles with Chuck have trailered their car from California to Wisconsin for Kissel Meets in 2021 and 2023. That represents an extraordinary investment of time and energy.

Charles was appointed to the board in 2021. He is a PhD organic chemist with applied engineering experience, and broad interests. He resides in 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.

Kissel ownership is rare. Still rarer are Kissels owning Kissels, there are less than 10 in our roster. Together with son

Charles has contributed extensively to the *Kisselgraph*. “Our Search for the Perfect Kissel” (V42#2, 2016) details their epic acquisition saga. After extensive research, they inspect and acquire a Kissel that was for sale at that time in Denmark.

In “A Kissel Trip Report” (V43#2, 2017), Charles details exhibiting their car at *Antique Cars in History Park*, a storied San Francisco Bay Area auto show.

In “Our 1930 Kissel Brougham Returns to its Birthplace” (V47#2, 2021) Charles submitted an extensive report on their experience at Kissel Meet 2021.

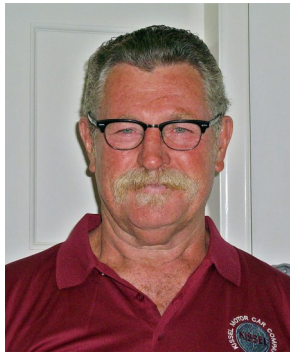


Director **Andrew Wilson**

Andrew joined the Board as a Co-President in June 2023. Andrew was born into a car collecting family. In the Summer of 1982 his grandfather taught him how to drive Okie, a 1933 Packard Twelve Convertible Coupe Roadster and *Herman* the 1914 KisselKar 4-40 Touring (car# 15068) in parking lots around town. Herman has been on display in the Wisconsin Auto Museum since 2016.

Andrew is also very active in the BMW CCA as President of both the Pine Tree and 2002 Forever Chapters and also an Ambassador for the BMW CCA Foundation Museum. Andrew is also the Eastern Director of the BMW Classic CCA and regular contributor to The Ultimate Classic magazine.

In addition to Herman, Andrew and Cindy own 8 BMWs, four of which they tour and show.



Director **John Lewis** has considerable knowledge of late 1920s Kissels and lives in Australia.



Director **Dawn Bondhus** is Executive Director of the Wisconsin Automotive Museum.



Director **Ronald Hausmann** exhibited no less than four-and-one-half of his many Kissels at our 2023 meet.



Director **Lynn Kissel** serves as our Klub editor.



Director **Doug Kissel** is a grandson of a company founder.

And Our 2023 Award Winners Are...

Klassiest Kissel – Sheila and Doug Kissel for their 1918 6-38 Roadster *Goldie*, as determined by the Nash owners

Nicest Nash – Ann Marie Olson, for her 1937 Nash LaFayette, as determined by the Kissel owners

People's Choice – Ronald Hausmann for his 1918 6-38 Sedanlette

Forgotten Treasure – Gary and Sue Kielson and their 1940 Nash, for the most historically significant vehicle at the meet

Ältester (Elder) – Randy Blohm, as the member at the meet who has owned a Kissel vehicle for the longest

Bees Knees – Bruce Fredrick and David Neu for their 1928 8-80S Brougham, as the most highly admired vehicle at the meet by a show of hands

Crispy Critter – Lynn Kissel, who suffered the greatest hardship in preparing for, traveling to, or participating at the meet

“Far Out” Kissel – Liza Stewart, the Kissel family member at the meet who has come the longest distance

Goldest Kar – Sheila and Doug Kissel for their 1918 6-38 Roadster *Goldie*, as the most gold-colored vehicle that was brought and displayed at the meet

Gumption – Brothers Peter and Thomas Klug for their 1929 8-126 Brougham, as the Kissel vehicle that was driven the greatest distance to the meet

Methuselah – Andrew and Cindy Wilson for their 1914 4-40 Touring, as the

oldest Kissel vehicle that was brought and exhibited at the meet

“Nearest” Kissel – Doug and Sheila Kissel, the Kissel family member at the meet who has come the shortest distance

Noob – John Gerczak, as the newest member of the KisselKar Klub at the meet

Wippersnapper – Father and son Charles and Chuck Kissel for their 1930 8-95 Brougham, for the youngest Kissel vehicle that was brought and exhibited at the meet

Wunderlust – Father and son Charles and Chuck Kissel, for the members who has traveled the greatest distance to attend the meet



A close admirer and **Ronald Hausmann** (right) on the running boards of his 1923 Brougham (car# 55-1108) at Kissel Meet 2023

Doug Kissel with his 1929 Coupe Roadster (car# 95-1603) on the driving tour pre-drive. The 1929 Tourster (car# 95-1504) owned by **Lynn Kissel** is seen in the background.



Kissel Forum Reboot

By Lynn Kissel

Our last attempt at offering a Kissel-centric forum was overwhelmed by tens of thousands of non-Klub members. As a result, we've chosen to wipe the slate clean and start over. Unless you were one of the eight accounts that survived our purge, you will need to reapply for an account here.

<https://kisselkar.net/index.php/community/>

I plan to focus my future Kissel-related discussions on the **Kissel Forum**. For me, the most important feature of the forum is its better archive of our conversations. It is far superior to the newsletter for technical matters.

This ever happen to you? You have a automotive issue and you search the web, then the *AACA Forums*. More often than not, bingo, there's an answer! And if not an answer, I always come away a little wiser with more background on the problem. That helps me. Let's help ourselves?

You may ask, why not just use the AACA Forums? We do! But that forum is too public for some of our conversations. I feel and respond differently when addressing the world as compared with sitting in a café having coffee with friends.

We've had many good technical exchanges on our [KisselKar Chatter] email group. Maybe we'll have some more. But the archive it creates is low quality, flat and lifeless.

There ARE technological hills that need to be climbed to use the Klub Forum, for example, ***you need a Klub account*** — unfortunately a necessary evil. Accounts are limited to recognized Klub members.

To someone with one oar in the digital ocean, the forum screen is certainly scary. My suggestion? Do what most kids do with a new toy, press every button and pull every lever and see what happens. Most things on the forum screens respond to being poked and few of them bite. Watch your cursor as it changes over clickable items; remember your "back" button. I don't think you can break it. We might get a strange initial post from you. I think you can edit your own posts and they can be deleted.

Remember, you're with friends.

Kissel Forum administrators are

Lee Krombholz

"lee@krombholzjewelers.com",

Jim Nicholson

"jim.j.nicholson@gmail.com",

Doug Kissel *"dbkissel@gmail.com".*

Contact Lynn Kissel *"editor@kisselkar.net".*



Kissel Parts

By Ronald Hausmann P. E.
Classic Car Specialist

Throughout its short life, Kissel Motor Car Company created or bought many different engines and chassis for its various car models. The Kissel-made 6-cylinder engines and accompanying chassis components used from 1916 thru 1926, however, were arguably the most well known and numerous of all surviving Kissels. These models were the 6-38 (1916-1918), 6-45 (1919-1923), and 6-55 (1923-1927). These engines share a common Kissel design and many parts interchange or can be substituted.

Restoring one of these rare surviving Kissel 6-cyl. cars is a challenge. That is because many of those parts and components are unique to Kissel, and also because there are hundreds of minute differences between each 6-38, 6-45, and 6-55 specimens, and oftentimes between each 6-45 6-55 sub series.

I have fully or partially restored six Kissel 6 cyl. Model 6-38, 45, and 55 cars, and have assisted others in a half-dozen restorations. I've also disassembled another dozen or so Kissel 6 parts cars. In doing so, I've learned about a number of parts substitutions and commonalities between these several models which can aid in restoring other Kissel 6 engines and chassis.

These ideas are my own and are not meant to encourage one's use of improper components from one car to another. However, if your wonderful Kissel car is "dead," for example, because you cannot find a Warner T60 clutch/transmission or Remy 912 Generator, this listing will help to guide you to other options, like a Warner T64J clutch/transmission (which is quite common!) or a Remy 230 Generator,

to get your Kissel on the road! And in the case of our Kissels, there are likely only a few people in the world, (and no judges), who would know or even care about such differences!

Starters

Model 6-38 cars used a Kissel made, unique starter. It will not work on nor fit on a Kissel 6-45 or 6-55 engine.

Model 6-45 cars used Remy 303C and Remy 720D starters. These Starters will also fit onto Kissel 6-38 and 6-55 engines and match the flywheel.

Model 6-55 engines used a Remy 720D starter (up to car #12000). This model starter will also work on a Kissel 6-38 or 6-45 engine and perform just fine.

In these cases if you substitute, you may need to bend the carb control rods a little to accommodate the modest dimensional differences between those different starters.

Generators

Model 6-38, 6-45, and 6-55 Generators (up to car #12000) are possibly the rarest and hardest to locate parts for any Kissel restoration. They are I believe unique to Kissel.

Model 6-38 engines used a Remy 245B Generator/Distributor. This assembly should also work on a Kissel 6-45 or 6-55 (up to car #12000) engine. To do that you would have to lengthen the spark plug loom connections.

Model 6-45 engines used a Remy 230B and 912B Generators. Kissel 6-55 engines used a 912B Generator/Distributor (up to car #12000.) These two Generator/Distributors can be interchanged with each other. And these Generator/Distributor units can be made to work on a Kissel 6-38 engine with a small modification of the loom wires.

Also, two other Kissel Owners have pub-

lished articles showing how one can modify a Buick Remy Model xxx to work on a Kissel 6-45 and 6-55 engine.

Water Pumps

Kissel manufactured its own water pumps. These are very hard to find. And once found, these are usually highly corroded, but may be repairable to some degree. To resurrect a pump, one needs to know that the internal parts from Kissel 6-38, 6-45, and early 6-55 (up to engine number 6000) water pumps all do interchange and are identical. Only the rear-facing casting to which the rubber hose connects, differ a little from one another.

I've found that a Kissel 6-38, or 6-45, or early 6-55 (up to engine 6000) water pump will interchange with one another.

Carburetors

Model 6-38 cars used Stromberg LB-1 carburetors. More easily tuned Stromberg OS-1 carbs can be used as long as you alter the carb connecting rod connections. The carb breather tube also will require some adjustment for the preheater type manifold.

Model 6-45 cars initially used Stromberg LB-2 carburetors while later model 6-45 models were equipped with Stromberg OS-2 units. Model 6-55 cars (thru car #12000) as well used Stromberg OS-2 Carburetors. These two model Strombergs LB-2 and OS-2 can be interchanged provided the carb control rods are adjusted.

I prefer the OS models always as these are more easily tuned.

Clutch/Transmission Units

On Kissels 1916 thru 1926, the "Clutch/Transmission Assembly" which I refer to, is the entirety of Clutch Housing, Flywheel, Clutch, and Transmission. I will use "CTA" for short. There are four such CTA's used by Kissel 1916 to 1926. These are as follows.

Model 6-38 cars used a Warner Model T229 Transmission and cone clutch assembly.

Model 6-45 cars used both this Warner T229 initially but later changed to using a Warner Model T 64-B Transmission and disc clutch unit.

Model 6-55 cars used this Warner T64-B transmission/clutch units thru car #950 and Warner T-64-J units thru car #8500.

In my experience, these four units can be interchanged in their entirety, with some modifications. Such mods include alterations of floorboards and trim to accommodate differing trans towers and emergency brake dimensions. Also, the Warner T-64-J transmission has an emergency brake band attachment at its rear, which is superfluous if this unit is used on earlier Kissel cars.

Dimensionally, when measured from the clutch housing mount on the engine, to the Spicer output flange on the transmission, these four different Kissel CTA's are essentially the same length. However, internally, there are major differences in the clutch housings and flywheels and transmission cases. So you must change the entire CTA if you are going to attempt a switch.

Switching CTA's between may be found to be a practical Kissel necessity, since only Kissel used the relatively rare Warner T-229 and T-60 CTA types. Indeed, the Warner T-60 is a hopelessly complicated CTA which is terrible to service! The dimensionally equivalent Warner T-64-B and J types used on Kissels 1924 and later however, are quite common since these were used on many other antique cars marques. And these are a much simpler dry plate clutch system.

—

*Contact Ronald Hausmann
"ronaldhausmann@yahoo.com"*

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

ADDRESS SERVICE REQUESTED

Nicest Nash
As determined by the Kissel Owners
At Kissel Meet 2023



(Ann Marie Olson)

1937 LaFayette owned by Ann Marie Olson

LaFayette Motors was purchased by Nash Motors in the mid-1920s. From 1934-1936, LaFayette was marketed separately from Nash. The 1937 Nash LaFayette was the first to be branded and sold through Nash.