

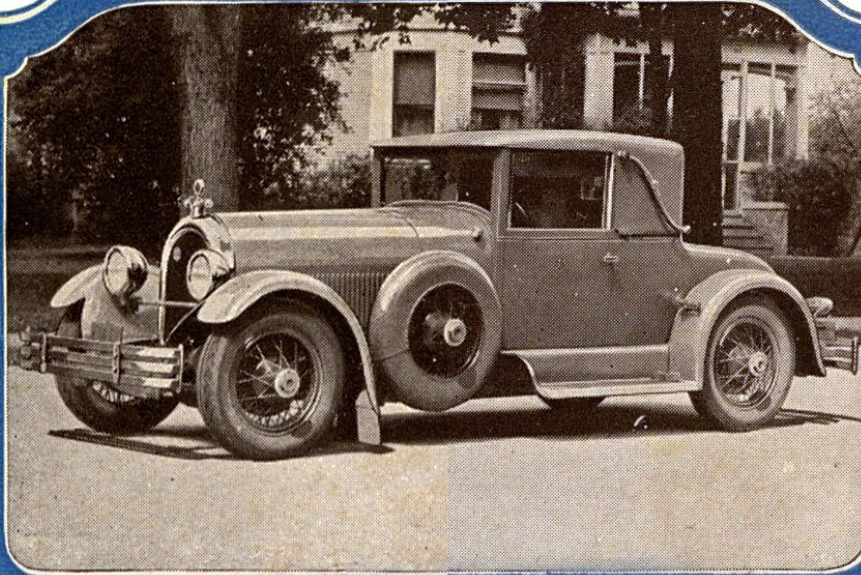
The Kisselgraph

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

VOL. 49 NO. 2

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The New
KISSEL
CUSTOM BUILT
CUSHIONED-IN-RUBBER

Sales literature for model year 1927 states... "Resilient cushions of rubber are interposed between connections points so that motor, spring and other important units are actually sunk in rubber. These live cushions stand the roughest service for 100,000 miles or more. They do away entirely with shackles, spring bolts and working joints, eliminating oiling of these and other places that formerly had a tendency to develop rattles and squeaks. Being cushioned-in-rubber, these new Kissels give a more delightful quality of riding comfort than you have ever before experienced. Ripples and bumps in the road are noiselessly absorbed. Vibration is further minimized. Performance of rare quietness and buoyant smoothness is the net result."

Maybe good for 100,000 miles, how are the nearing 100-year-old rubber spring cushions in Lynn Kissel's 1929 Tourster doing? Inside read more about his efforts to replace the cushions.

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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Through Ronald Hausmann, we continue to receive reports of significant progress by **Patricio Haghenbeck Camara** (Puebla, MEXICO) on the restoration of his 1921 Kissel 6-45 Speedster (car# 45-3501a). Here are some of the latest photos. The car looks great!

A keen eyed observer of Kissel Speedsters will note the fenders on this car. As Lynn Kissel and Ronald Hausmann noted in "Thinking About Early Kissel Gold Bugs" (Kisselgraph 2014-12), these rolled "cycle" fenders were introduced Jan. 2021, in the middle of Kissels 1921 model year.





1921 Kissel at the Boca Raton Concours d'Elegance

By Ronald Hausmann P. E.
Classic Car Specialist

Exhibiting any of our Kissels at a national concours d'elegance or car show is always a treat for my wife Esther and me because we feel like our Kissels are unicorns in most classic car ranks. And these national shows are great reasons to take family trips.

This year's February Boca Raton Concours de Elegance was another such opportunity for us. Held at the world famous Boca Raton Resort in the heart of the gold-coast of Florida, we were able to show off our car and spend nearly a week with one of our daughters and her husband's family, who live in the area.

On February 25 and 26, 2023, we showcased our 1921 Kissel Model 6-45 Sport Tourster (car# 45-3677) at this high end, prestigious event! Our 1921 Kissel is not restored but with 14,600 original miles, she drives and shows well. We were placed in the large "Antique" class with a dozen excellent pristine Classics.

We were also, likely the only car there with a bullet hole from a gangster being shot in it in the 20's. Chicago mob member Walker Pine was shot in this car in 1922. He survived, so did his flashy car.

We were not strangers to this Boca event. In 2012, we exhibited our 1923 Kissel Gold Bug (car# 45-7245) there at Boca. We were awarded "First in Class". Since then, the level of rarity and beauty of the hundreds of Rolls, Delage, Duesenberg and other very haughty cars at Boca, have made competition a real challenge for Kissels, although Andrew Heller's 1921 Kissel Gold Bug (car# 45-3192) won there in 2019.



While this year, we didn't win, we certainly received our share of curious people attending the event. And the dining and accommodation and family fun there at the Boca Resort are among the best that Esther and I have ever experienced!

Contact Ronald Hausmann
"ronaldhausmann@yahoo.com"





Ron's wife Esther, grandchildren and daughter in Florida for the show



Ron with his 1921 Tourster on the green at the 2023 Boca Raton Concours d'Elegance

On Tour with our 1929 Tourster

By Lynn Kissel

Jeanne and I joined other Classic Car Club of America members on the Pacific-Northwest-Region's *Mountains to Sea CAR-avan XVII*, September 10-20, 2023. We are happy to report that we successfully completed this tour through Washington and British Columbia in our 1929 Tourster. It was a glorious adventure.

The pattern was, we travel about 200 miles to a resort hotel on one day and the

next day we are on our own in an interesting location; drive one day and sightsee the next, repeat 5 times. I savored long stretches of seriously driving the car, then I got to relax with Jeanne and do things on our own schedule in a destination setting. Turns out, I really liked this format.

Here are a few photos that help me relive moments from the tour. I was proud that our car performed well and fit well with the other CCCA Full Classics™.

Contact Lynn Kissel "editor@kisselkar.net".



Jeanne and Lynn Kissel stand with Miss Amy in Sun Peaks Village, BC. Their 1929 Kissel White Eagle 8-95 Tourster (car# 95-1504) recently transported them and their luggage 1,250 miles over 10 days across six resort locations in Washington and British Columbia.

On our "off" day, the tour is encouraged to park their cars in the village as a kind of car show. This photo was captured by fellow caravaner John Kozoil (1942 Packard Touring Sedan), Bend, OR.



Miss Amy upon arrival at the Mountain Lodge, Winthrop, WA, after the first 200-mile day of touring

Starting from near Seattle (wet and green) on the west side of the state, the cars crossed the Cascade mountains into the eastern side of the state (dry and golden).

There were active forest fires in the rugged and unpopulated areas that we traveled. Others said they saw open flames in one of the smokey areas. Even in an open car, the smoke was isolated and not overwhelming.

Without undue stress, Miss Amy completes the hardest climb of the tour. After crossing into British Columbia at Osoyoos, there is a hard, extended climb east on Hwy 3. The lunch stop at Rock Creek was great fun. Lots of outside people were attracted by the parked classics and stop to talk.

This is a shot of many of the cars at the Eldorado Resort, Kelowna, BC. On our free day, Jeanne and Lynn drove Miss Amy along the beautiful residential areas around Okanagan Lake. They thoroughly enjoyed breakfast at the Bohemian Café in the cultural district. In the afternoon they stopped for ice cream and to watch building construction.



After another driving day, the tour camps at the Hilton Resort and Spa, Whistler, BC.

His quest for the perfect breakfast takes Lynn and Jeanne to the South Side Cafe. There they meet three Model A Fords from the Tacoma WA area. An unexpected meeting and happy conversation unfolds as the Kissels also own an "A." In a small-world moment, one of the A'ers, Mike Thoe, sends his regards through the Kissels to fellow caravaner Stan Dickison (1935 Packard Convertible Victoria). Stan really lights up at the evening meal when Lynn passes along Mike's kind regards.

Getting a Better Grip on Kissel Rubber Spring Cushions

By Lynn Kissel

In early April 2023, preparing for the SoCal CCCA Grand Classic® to be held in early May, I discover a broken main leaf of a front-axle spring on my 1929 Kissel 8-95 Tourster (car# 95-1504). A mix of panic and dread briefly engulfs me as I contemplate all the steps needed for a successful repair in the time available!

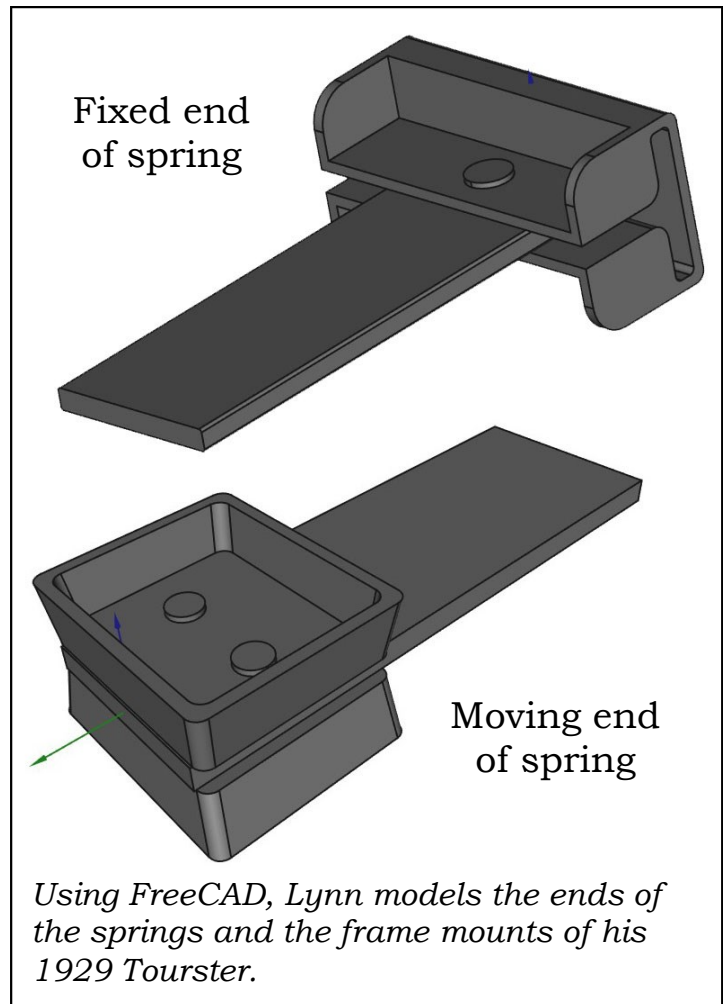
Two days to remove the front springs from the car, Sacramento Spring fixes the spring in another seven days (more than one miracle here, god bless their souls)!

Starting in mid-model-year 1926, Kissel introduced rubber spring cushions to their automobiles. They are described as “insulators” in parts book No. 64. In sales literature for 1927 models, this feature is described as “Cushioned-in-Rubber.”

Expect to find rubber spring cushions on model 6-55 (car# 55-12001 and up), 8-75 (car# 75-5001 and up) and all model 6-70, 6-73, 8-65, 8-80, 8-80S, 8-90, 8-95, and 8-126. There are 60 known survivors listed in the Klub roster that have rubber spring cushions. Nine of them are 1926 models.

As you can guess, the existing 94-year-old rubber spring cushions in my car had converted to broken pieces of carbon. They were unsuitable for remounting the springs. I had no idea what material to use, where to get it, how to shape it or how to install it. While the spring was being repaired, I did some research.

Other Kissel owners tell me of a discussion on the AACA Forums of similar cushions used on Chrysler cars, and that Steele Rubber Products sells a cushion kit for 1927 Kissel 8-75. Reading the forums and Steele site, I learn that a single car can take 2 or 4 different cushion sizes. Steele displays 9 different cushion sizes in their offering for 1927-30 Chryslers.



Steele’s website describes them as Good-year-type spring mount cushions and I have also found references to Auburn/Cord/Duesenberg and Marmon.

Long story short, I buy the Steele kit and struggle. On one end of the front springs, two of the cushions fit with minor adjustments. On the other end, none of the pieces fit. In desperation I ask the ghost of Michelangelo for inspiration as I cut apart two of these expensive cushions. Stuffing the chunks between the spring and frame mount, eventually I get a good fit.

I make the show and the car is awarded a 2nd place in Senior Division judging. Just like a Jimmy Stewart movie, my emotions went from near despair to exuberance. I tell myself, I will restore the rear axle “when I get some time.”

In September 2023 the car completes a 10

-day, 1,250-mile tour. The bad rear spring cushions are an aggravation. It is metal-on-metal in some places, and bad sounds are emitted when the rear axle is exercised by a bump.

OK, it's time

October 2023, the car goes on a rack and the rear springs are removed for a close examination. Two different kinds of spring ends are identified. Just like leaf springs with shackles, there is a fixed end and a moving end. Each end requires its own specialized spring cushion — one cushion cannot be used on both ends. The rear-axle cushions are larger versions of front-axle cushions. Two copies each of four different spring cushion sizes are needed to restore both axles of my 1929 Kissel 8-95.

Using FreeCAD on a desktop computer, the two different spring ends and their frame mounts are modeled. After assembling spring in mount in cyberspace, one can measure the voids and design a rubber cushion. I conclude that the Steele kit for 1927 Kissel has two usable cushions, but needs two other cushion sizes for my car.

Steele sends more cushions

Steele Rubber Products has been more than helpful after I call them to discuss my dilemma. They help me select two additional cushions to complete a set for my car. The “1929 Kissel 8-95 Springs and Cushions” graphic summarizes the Steele master part numbers needed to replace all the cushions on my car.

I've been told these Steele parts are made with EPDM rubber and have an estimated hardness of Durometer 60A (medium).

Are these the right parts for all 1926-31

Kissels? In the table, I list the Kissel part numbers from selected models for the removable caps of the frame mount brackets. If the caps on your car match the 8-95 part numbers, I'd say yes.

Kissel parts book No.64, the last known parts book, lists part numbers for the caps on the spring mount brackets for 6-55, 8-65 and 8-75. They are different than the those on the 8-95.

If your caps have numbers different than

| Axle | Spring End | Models | Cap Number, Frame Bracket | |
|-------|------------|------------------|---------------------------|------------|
| | | | Left Side | Right Side |
| Front | Front | 6-55, 8-65, 8-75 | 96525-1 | |
| | | 8-95 | 156525-1 | |
| | Rear | 6-55, 8-65, 8-75 | 96527-1 | 96526-1 |
| | | 8-95 | 156527-1 | 156526-1 |
| Rear | Front | 6-55, 8-65, 8-75 | 96523-1 | |
| | | 8-95 | 156523-1 | 156523-12 |
| | Rear | 6-55, 8-65, 8-75 | 96524-1 | |
| | | 8-95 | 156524-1 | |

the 8-95, if it were me, I'd remove the cap and measure the inside width of the frame mount and compare them to the widths in the “1929 Kissel 8-95 Springs and Cushions” graphic. With the weight of the car on the springs, there should be little or no pressure against the caps and they can be removed for inspection.

DIY?

What are the chances that I can make cushions myself? Latching onto suggestions I got from Joe Leaf, here's what I did.

Various bulk synthetic rubber can be easily purchased. Neoprene seems a good choice as it is relatively inexpensive and fairly insensitive to contamination from oils and fuels.

I purchase strips of neoprene rubber, cut them on a band saw; use a bench grinder and utility knife to make finer adjustments. I glue the pieces together with 3M Weatherstrip Adhesive Glue.

The expense of rubber strips goes up dramatically with thickness. I constructed my DIY cushions using 1/4" material for the central strip, to which I've glued top and bottom 3/4" chunks for the pads, and a 3/8" or 1/4" chunk for the center bumper. Home Depot on-line sells small sheets of 60A neoprene in all needed thicknesses.

I found it easier to do the dry fit of the cushion with the smaller DIY pieces, compared to working with the larger Steele cushion. Messing up a smaller DIY part is also less of a financial disaster than trashing an expensive Steele part.

I wait to glue the lower pads to the center strip until after the cushions and springs have been installed in the car. This positions the pad exactly where it is needed, accommodating for small errors in its construction.

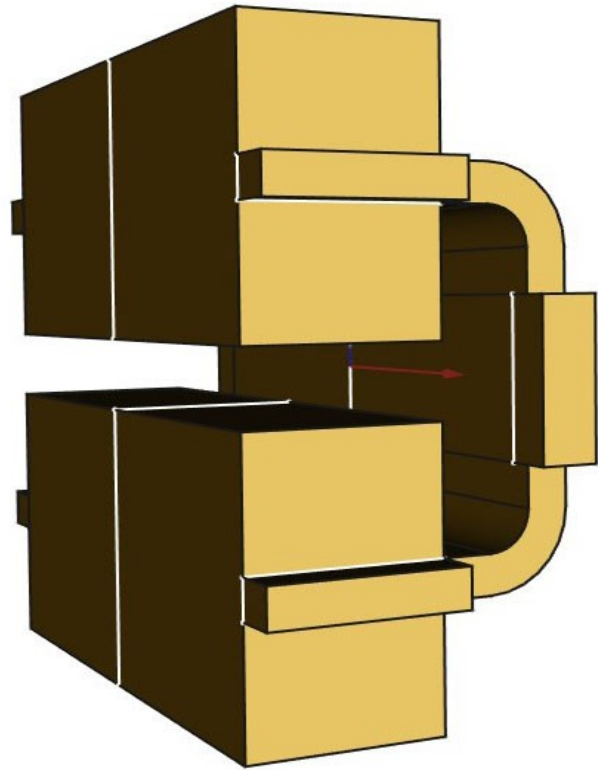
Installation Notes

With a better understanding of how they work, what sizes are needed and with multiple choices for replacement cushions, I reinstall the rear springs using DIY Type 3 cushions and Steele Type 4 cushions on my rear axle.

I was able to lower the car onto the springs and cushions. Giving just a little encouragement with screwdriver and pry bar, everything just settled into place. I actually hear one of the cushions "pop" into place.

I found it best to install both springs at the same time, with the springs attached to the axle; I found it too difficult to hold and align the springs when trying to install them individually.

I dry fit the cushion separately to the bracket and end of the spring, using a



Measuring the voids in an virtual assembly of the moving spring end and frame mount, Lynn creates this virtual cushion for his car's Type 3 ends. The dimensions of this part closely match Steele part# 40-0529-98.

For his DIY effort, Lynn creates this cushion by gluing chunks of rubber on a 1/4"-thick center strip of rubber.

utility knife and bench grinder to shape the rubber. As a final dry fit, I installed the cushion (with no spring end) in the bracket and put on the cap.

For final assembly I used soapy water as a lubricant (Murphy's Tire and Tube Mounting Compound, or Dawn Dish Soap). Everything moves into place as the car is lowered onto the springs and cushions.

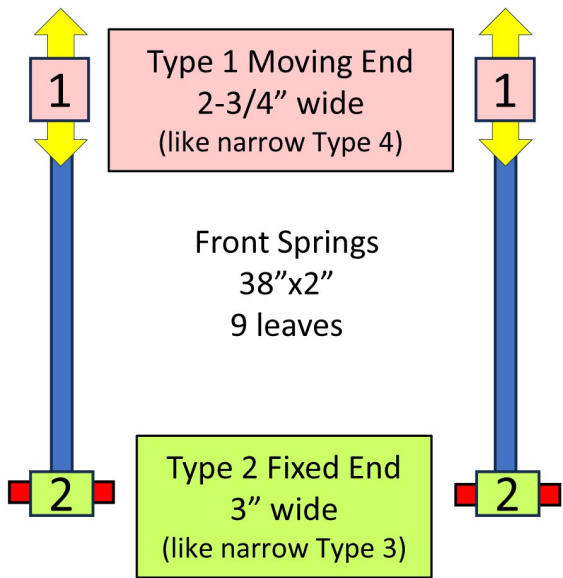
Please contact me with any additional information that adds to this narrative.

*My special thanks to fellow owners **Joe Leaf**, **John Lewis** and **John Gerczak** for their valuable advice on this project.*

Contact Lynn Kissel "editor@kisselkar.net".

1929 Kissel 8-95 Springs and Cushions

FRONT



Steele 13-0007-98 (K-4A)

Overall: 7"L x 2+1/2"W x 2"H
End Pads: 1+1/2"L x 2+1/8"W x 2"H
Center Bumper: 1"L x 2+1/8"W x 1/2"H
(A narrower version of 13-0008-98)



Note: "Moving," shackle-like end of the front springs are to the front. This is opposite of many other autos with longitudinal leaf springs. One might speculate if this makes any detectable difference in the ride quality and handling of the 1927-1931 Kissel compared with earlier examples.

Steele 40-0528-98*

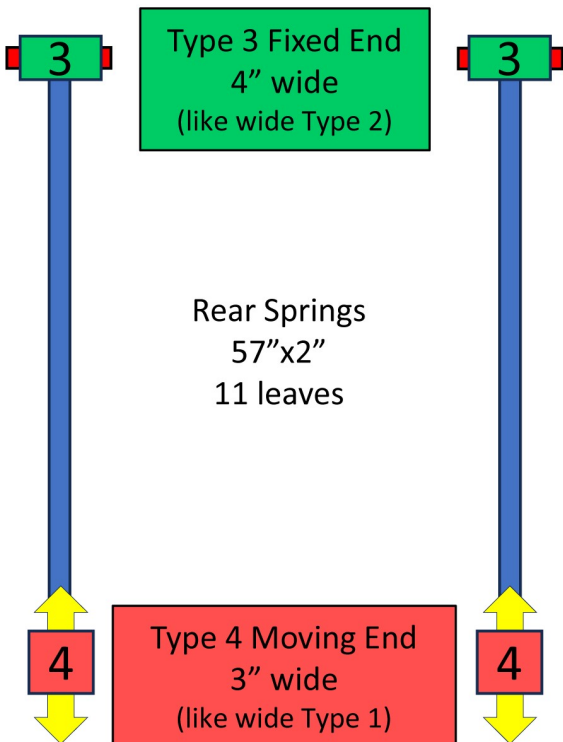
Overall: 6+1/4"L x 3"W x 1+7/8"H
End Pads: 1"L x 3"W x 1+7/8"H
Center Bumper: 1"L x 2+1/2"W x 1/2"H
(Trim bumper to 3/8"H)
(A narrower version of 40-0529-98)



LEFT

RIGHT

*NEW INFORMATION IN YELLOW HIGHLIGHT



Steele 40-0529-98 (CH-7033)*

Overall: 6+1/4"L x 4+1/2"W x 1+7/8"H
End Pads: 1"L x 4"W x 1+7/8"H
Center Bumper: 1"L x 4"W x 1/2"H
(Trim pad to 4"W, trim bumper to 3/8"H)
(A wider version of 40-0528-98)



The spring ends come in two designs, fixed (Type 2,3) and moving (Type 1,4). Rear-axle spring ends are wider versions of front-axle spring ends. Left-side ends are mirror images of right-side ends.

Steele 13-0008-98 (11 0015-33, ACD-15)

Overall: 7"L x 3"W x 2"H
End Pads: 1-1/2"L x 2-5/8"W x 2"H
Center Bumper: 1-1/4"L x 2-5/8"W x 1/2"H
(A wider version of 13-0007-98)



REAR

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

ADDRESS SERVICE REQUESTED

Miss Amy Arrives at the Hotel Bellweather (Bellingham, WA)



This is the termination of the 2023 CCCA Pacific-Northwest CARavan for Lynn and Jeanne Kissel and their 1929 Kissel White Eagle 8-95 Tourster (car# 95-1504). The Kissels have just completed a 10-day 1,250-mile progressive tour through Washington and British Columbia with 40 cars of the Classic Car Club of America. Read more about the tour inside this issue.

Earlier this year, Lynn had replaced the rubber spring cushions on the front axle of this cushioned-in-rubber Kissel. Inside read about his efforts to complete the job on the rear axle.