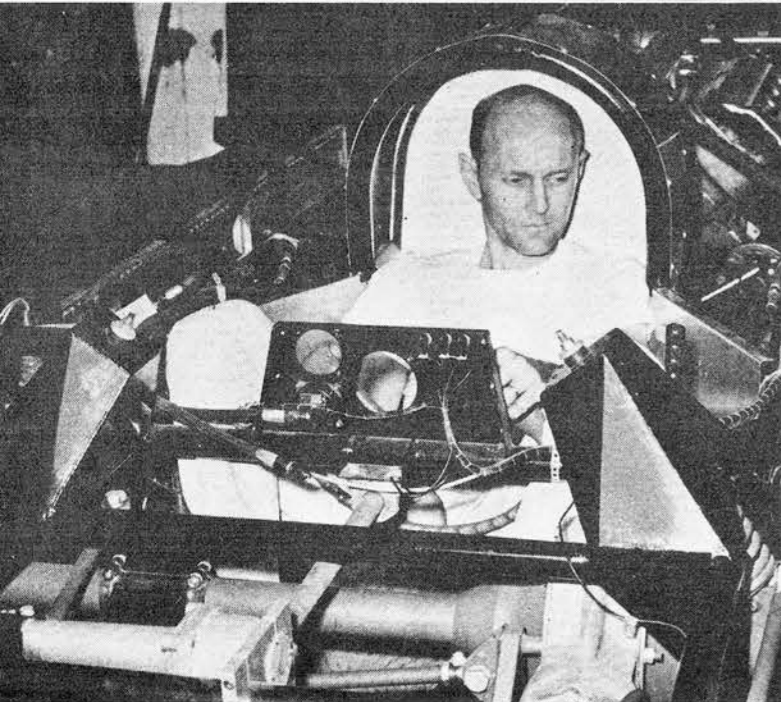
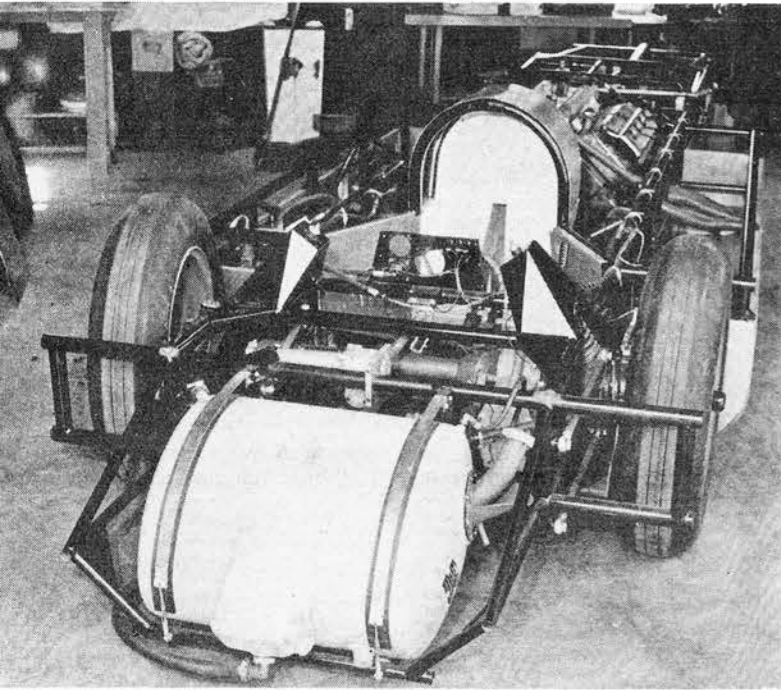


Four-Wheel Drive Contender

BOB HERDA is the head of the Aerodynamics department of Hiller Helicopter. From this background he has drawn an attention to detail and technical skill that have resulted in this well-built streamliner that is aiming at the class B FIA records. Running a 454-cubic-inch Chrysler engine with a crank-driven Potvin blower, Herda conservatively estimates a capability in excess of 300 mph. The rear suspension incorporates swing axles with leading arms and torsion bars. The coil spring shock front suspension has trailing arms and solid axle with Halibrand quick-change.



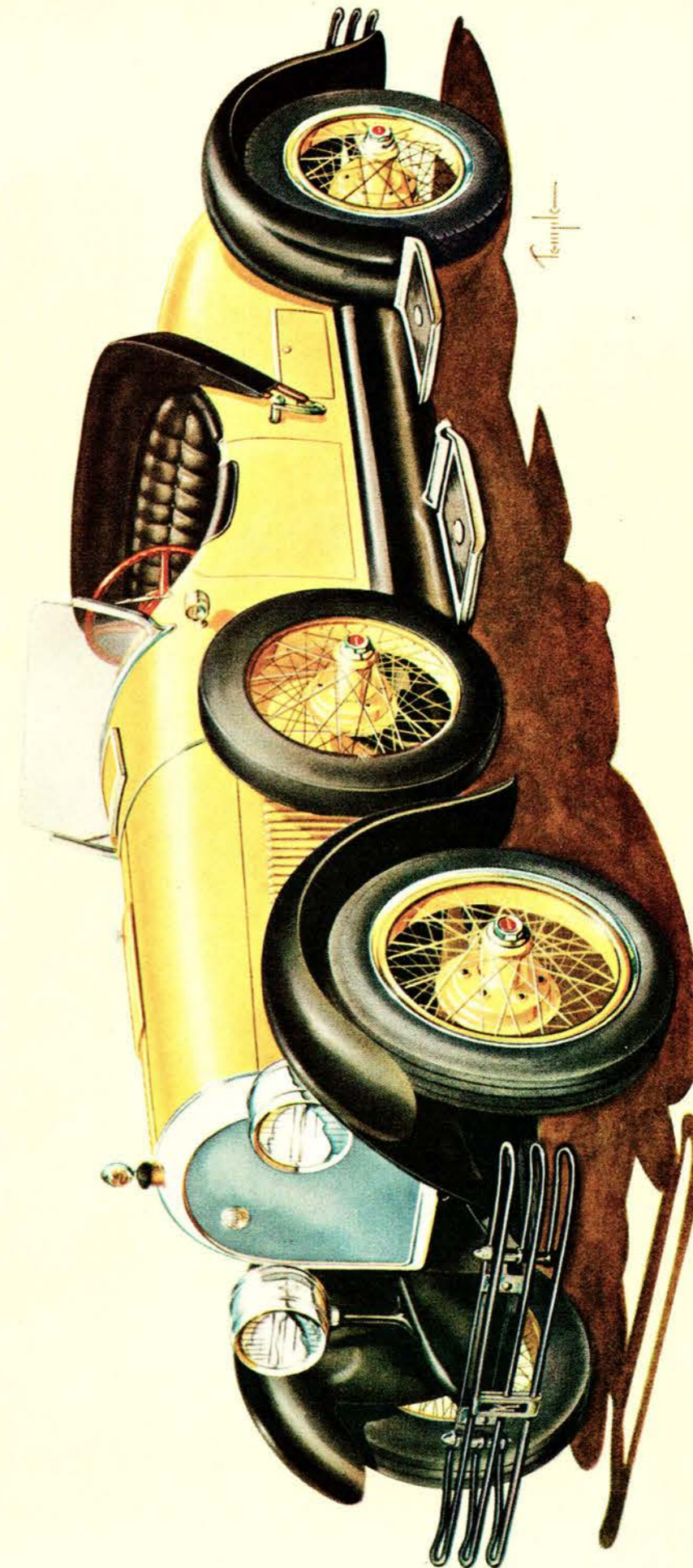
Builder-driver Herda took two years to construct this new machine. It can be set up for power by using two engines.



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Kessel Gold Bug Speedster 1923
FROM THE MOTOR TREND RARE CAR COLLECTION



MOTOR TREND RARE CAR COLLECTION

1923 Kissel Gold Bug Speedster



BACK IN THE '20s, the snappiest roadsters around were the Kissel "Gold Bug" Speedsters. "Gold Bug" was an affectionate nickname bestowed upon the car by the racoon-coat set, inspired, no doubt, by the smooth body contours, rounded deck and bright chrome yellow paint. The name was unofficial but it stuck.

Standard bumpers on the 1923 Kissel were a simple affair, which resembled a piece of water pipe with caps on the two ends. Then as now, there were numerous accessory manufacturers, and somewhere along the line this Kissel was fitted with a magnificent set of spring steel rod bumpers. Contact with these bumpers was something to see; they would gently absorb the impact and then catapult the offender back down the street.

The drawers in the sides of the speedster turtle-deck were an interesting feature—they pulled out to form a one-passenger seat with a folding back and armrest. A passenger sat outside the body with feet on the forward step-plates. Sixty miles an hour on the narrow dirt roads of the day while sitting in one of these seats provided all the thrill that anyone would require. The reasons for the later evolution to the conventional rumble-seat are fairly obvious.

Another feature of the rear deck was two lids. In the bottom of each of the two small compartments were two more lids. The space under each of these lids was about the right size for a "fifth." All that dust and prohibition too!

Kissel started out as the Badger in Hartford, Wisconsin, in 1906. Other manufacturers also chose the name Badger, so about a year later the name was changed to Kissel Kar and the name remained until 1918. In 1918, the

"Kar" was dropped because the name sounded "too German" during the war years, and the Hartford cars became Kissels.

The Kissel Company was one of the most progressive of the early automobile manufacturers and also one of the most self-sufficient. Bodies, engines and chassis were virtually all designed, engineered and manufactured in Hartford. Even real estate, such as the building, selling and financing of employees' homes, was handled by the company.

Credit for the initial speedster design goes to Conover T. Silver, who was the New York distributor for Kissel and had the first one built for his personal car in 1917. The design carried with minor modifications clear through to Kissel's demise in 1931. The design was exceptionally clean for the era, with beautiful, full crown fenders and with all body hinges concealed. The fenders were not die-formed but rolled in pairs on a special machine built for Kissel.

The Kissel Company apparently did not own a press. All body contours were either rolled or hammered to shape. The clean lines and uniformity of the bodies are a tribute to the craftsmen who manufactured the car. Lack of the means to stamp all-metal bodies and the great depression of the '30s were contributing factors to the loss of Kissel from the American automotive roster.

Since 1944, the Kissel facilities have served as a branch of the West Bend Aluminum Company.

Color Yellow
Seating Capacity . . . Two
Wheelbase 124 inches

Tires 32 x 4½ inches, pneumatic cord; non-skid

Brakes Service, contracting on rear wheels
Emergency, contracting on rear wheels

Engine Six-cylinder, vertical, cast en bloc, 3¾-inch bore x 5½-inch stroke, head removable; valves in side; horsepower 26.33 (N.A.C.C.)

Lubrication Splash with circulating pump

Crankshaft Three bearing

Radiator Cellular

Cooling Water pump

Ignition Storage battery

Starting system Single unit

Voltage Six

Wiring system Single

Gasoline system Vacuum

Clutch Dry multiple disc

Transmission Selective sliding

Gear changes Three forward, one reverse

Drive Spiral bevel

Rear springs Semi-elliptic

Rear axle Full floating

Steering gear Screw and split nut

Standard equipment includes speedometer, ammeter, electric horn, clock, two extra wire wheels, bumper front and rear, and trunk rack.

