

Full Classics® include some Jordans and Kissels and the Julian from Classic Era

Periodically *The Roadrunner* runs an article about American made Full Classics® and non-classics by the same manufacturers. The last article was about Franklins, Grahams and Hudsons. That was in the February 2004 issue. This time we look at Jordan, Julian and Kissel. We do not include custom cars nor “application considered.”

By Les Jackson

The three makes discussed in this article were all gone from the scene by 1932. Two, Jordan and Kissel were done in by the great depression. The Julian had a very short life.

The Jordan

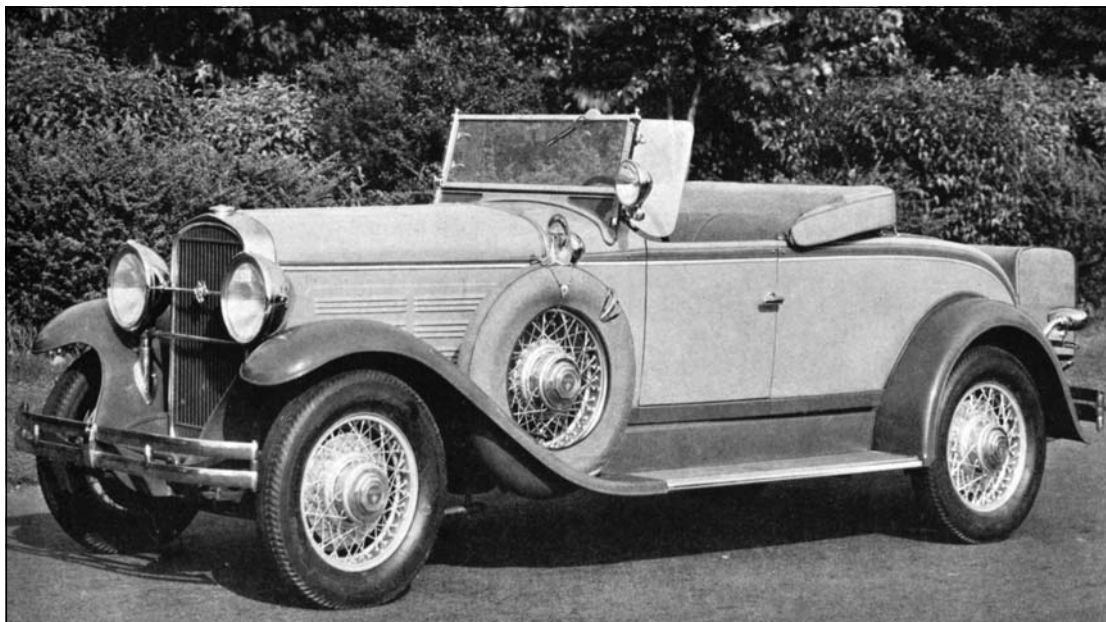
Ned Jordan was advertising manager of the Jeffery Automobile Company before founding the Jordan Motor Car Company in 1916. By 1919 the most famous Jordan, the Playboy, was begun. Mr. Jordan was known for his flowery writing ability.

The Full Classics® in the 1929 to 1931 time frame were Models G, 90, the Great Line 90 and the Speedway Series Z. A few cars were assembled in 1932 with left-over 1931 parts.

When describing the 1931 Jordan Great Line 90 Speedboy the catalog expounded: “A flash of color in the world—a dance of flying shadows on the road—a brawny, graceful thing, full of the vigor of all outdoors—a car for the girl who breaks ninety—or for a man’s man—that’s certain. Yes, of course, it’s a beautiful car.”



About the 1931 Playboy Great Line 90, the message was: “Built in limited numbers for those rare people who love an engagement with the wandering wind—for the girl with a tickle in her accelerator foot—for the boy with an itch in his steering hand. Of course there’s a trunk, mirror, wire wheels, tire covers, spotlights and everything—there’d have to be—it’s the Playboy.”

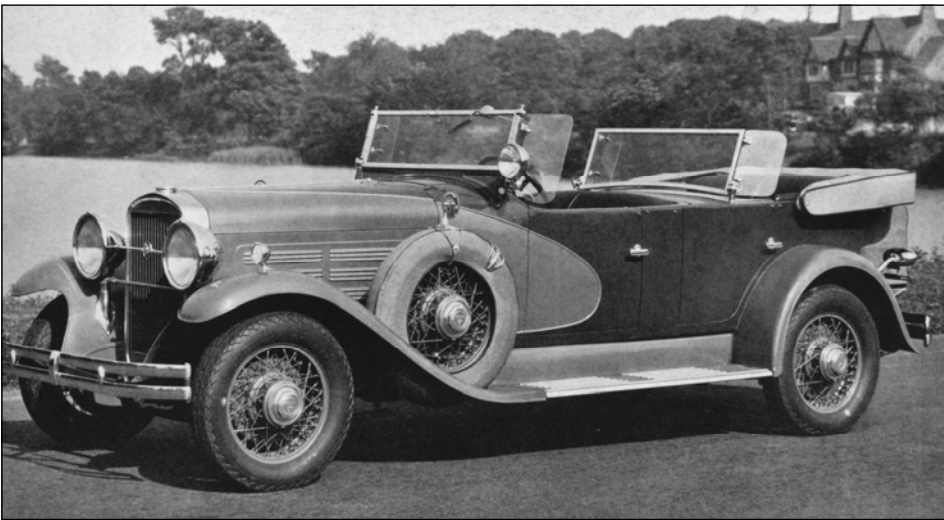


Probably the most famous Jordan was the Playboy, shown here as the 1931 Great Line Ninety. It had an eight cylinder engine with a reported 85 brake horsepower at 3200 rpm. Bore was 3 inches, stroke 4¾ inches. The fuel tank held 17½ gallons. The wheelbase was 131 inches.

Jordan also produced a number of non classics during the Classic Era from 1925 through 1931 including model 80 in 1931.

The Julian

Julian S. Brown started the Julian company, at first building automobile engines. In 1925 he built a highly unusual car. It had a rear mounted radial engine of six cylinders. The body was of aluminum by Fleetwood. Upholstery was of the Vic-



One of the most spectacular 1931 Jordans was the Speedboy, a dual windshield phaeton. It rode on a 125" wheelbase. Jordan in 1931 also produced several other body designs in the Great Line Ninety series including: 7 passenger touring, 5 passenger sedan, convertible coupe with rumble seat, 3 passenger coupe with rumble seat, sport sedan, limousine and seven passenger sedan.

torian style. The driver was in the middle in the front with a two passenger seat behind the driver and two additional folding seats. Brakes were on the rear wheels only.

The *Standard Catalog of American Cars 1805-1942 third edition* by Beverly Rae Kimes and Henry Austin Clark, Jr., reports that although six cars were reported to have been built, "it is more likely that only the prototype was built."

The pictures of the Julian in this article were taken at the National Automobile Museum (The Harrah Collection) in Reno, Nevada. The car is a dark green and black and with limited lighting it is difficult to see the true uniqueness

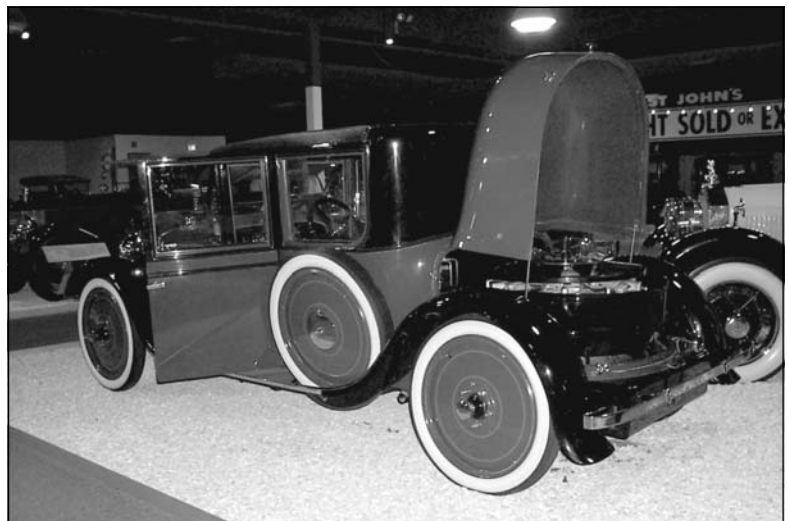
of the car. This may be the only Julian ever built.

The Kissel

The Kissel was produced from 1907 to 1931 in Wisconsin. Full Classics® were all 1925 and 1926 models. In 1927 the 8-75 qualified; in 1928 the 8-90 and 8-90 White Eagle; in 1929-1930 the 8-95 White Eagle and in 1929-31 the 8-126.

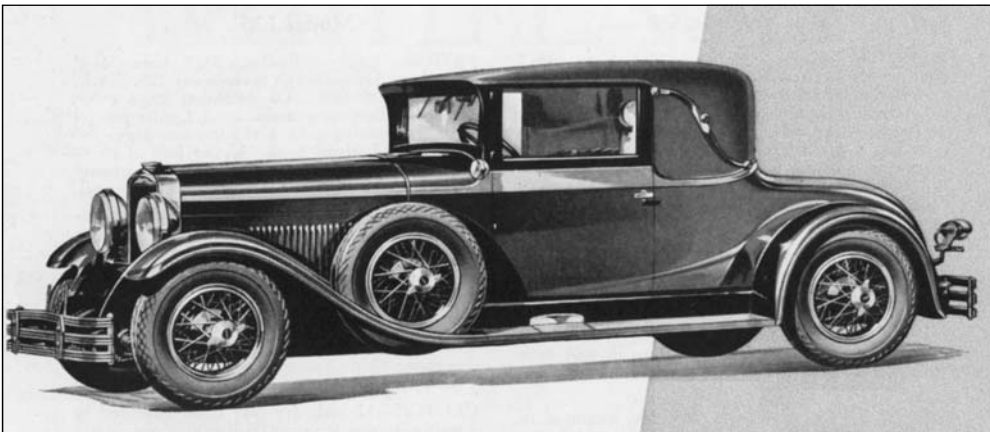
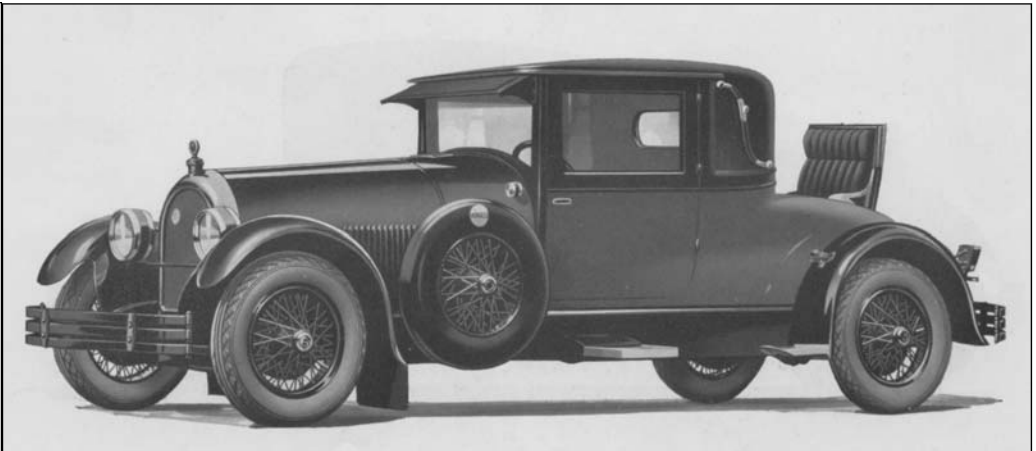
The company went into receivership in 1930 and the last cars were 1931 models of which there were only 16.

In addition to the Classics, Kissel also produced a number of other non-classic models from 1925 to 1931. The last Kissels, sold as 1931's, were produced in November 1930. There were 93 cars made that year.



The Julian had an interesting clamshell opening for the rear mounted rotary engine as seen in the photo above. Note also the location of the spare tire. The interior of the Julian (left) was a throwback to the Victorian era with its elaborate design and heavy brocade upholstery.

This is the 1927 model 8-75 enclosed speedster by Kissel, claiming to seat four. It appears that either the front seat handles three or the rumble seat is for very small people. The 8 cylinder engine generated 71 horsepower with 287 cubic inch displacement. List was \$2,585.



This is the 1929 Kissel Model 126 White Eagle all-year coupe-roadster with a folding top. The engine was rated at 126 brake horsepower with 298.6 cubic inch displacement. The wheelbase on this model was 132". Tires were 30 x 6.75. The closed models had silk curtains on all windows. Spanish leather was used as upholstery on open models. The selling price of this model was \$3,185.

