

# SHOP NOTES King Midget Maintenance and Restoration

## A-15 M2 Owners Manual Part 2 *By Bob V.*

Midget Motors came at the automotive business almost from scratch. They were smart guys but they had a lot to learn. They learned on the job while building cars. That's what your editor is doing; learning about King Midgets while writing about them.

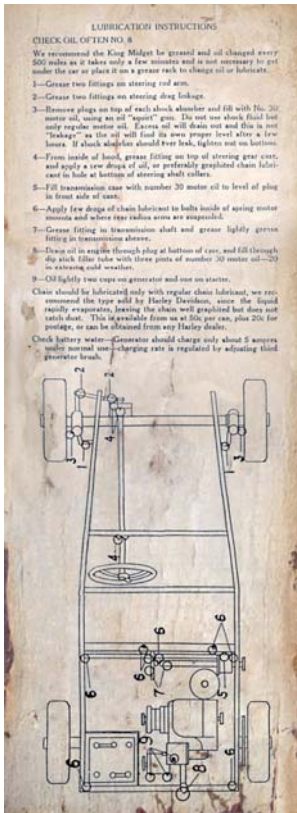
Last issue included copies of the "Owner's Manual" for an M2, reproduced with the help of George Hallstein. I offered copies to anyone wanting to restore his or her M2 seatback.

Bill Klaehn took me up on the offer, and then I couldn't find the darned thing. I sent Bill a preliminary version suggesting he patch it up himself. Us geezers are known to have such problems, and I figured I'd misremembered fixing it up in PhotoShop.

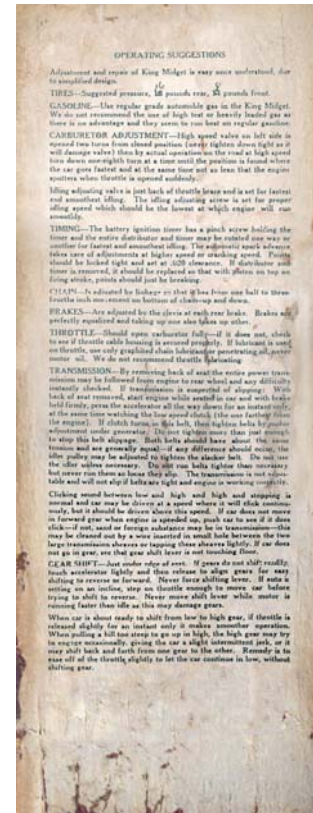
Gary Wood noted that the copy (which I forgot I'd published) in last issue differs slightly from the one in his M2 (believed to be a '53). That sent me scrambling through my messy files seeking other copies, because Gary's was far from complete. In that process, I found the copy I should have sent Bill and corrected my error, also sending a copy to Gary.

Also in the files, stuck in a photocopied M2 manual of the type mailed out in droves, was a much reduced photocopy of the seatback manual. It's quite different from the one in George's car.

A little detective work suggested I got that item from Doug Doty many years ago, and he believes he got it from Tom Kinsey, even further back in the mists of KM time.



*Above, a photo of Gary's M2 seatback, showing the location where the two sheets were installed. Apparently one on each side of the area that tends to get blackened from bits flying off the wearing belts? Note that the lubrication panel goes on the left, opposite how I showed them last issue.*



Using PhotoShop, I cleaned up that old photocopy, blew it up and diddled around with the background to give it a patina comparable to the one done for George.

The Doty copy is similar, but a bit different yet from Gary's. Gary believes, and I agree, that it is a slightly newer version than the one on his car. Here's why. His is quite similar but has one added paragraph, from which I shall attempt to quote:

[If your transmission begins to] jerk and grab [when] starting out or changing [speeds or clutches] do not seem to release [prop]erly, apply a few drops of [lubricating] oil driving [b ???] a few drops in each drum.

### A. Identification

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[That will flush] out any foreign matter and [more] than one application may be necessary to thoroughly clean. [Do not] oil unless needed. After cleaning the clutches will slip exces[sively f]or a few starts but this will soon remedy itself.

If I'm reading that properly, it seems a bad idea. Newer manuals caution to avoid lubricating those clutches, and for good reason. It's very difficult to lube them effectively without getting oil on the linings. Any oil beyond a tiny amount could cause difficulty that would not remedy itself "soon" or maybe not at all.

The copy in the Winter 2015 issue appears to be the newest version of all, is most complete and notes the clutches are designed to run dry.

So now there are three versions of these instructions available. The one shown in the last issue, the one from Doty in black and white (most readable) or the "doctored" version shown here.

Let me know if you'd like a copy, and which one.

### **A. Identification**