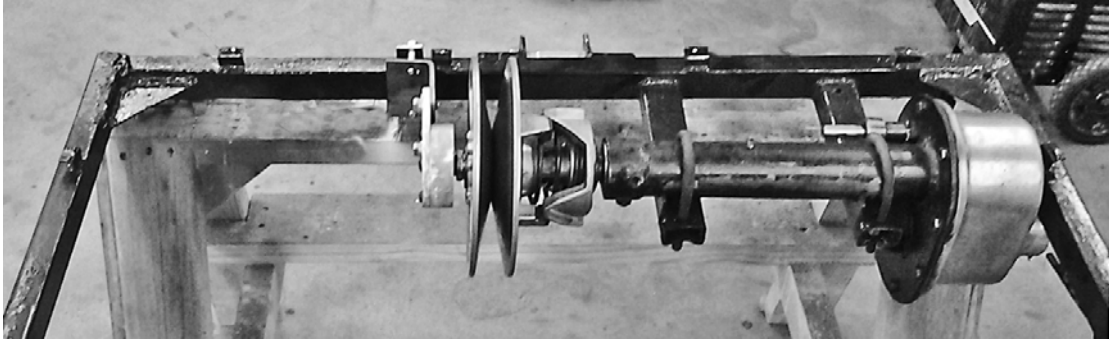


G-13 Smoothing the Power Train *By Paul Gerhardt and Bob V.*

Years of experience in upgrading King Midget power have led to steady improvements in their smoothness of operation. Just the sort of thing Claud and Dale would have done, had they continued to own the company. Here's another step in that direction.

If you look at how far the driven transmission protrudes beyond the two brackets that support it, you can see there's a lot of leverage out there. That can lead to vibration, chatter and ultimately, driveline problems with today's larger engines and Comet drives. The pressure on the transmission's input side can be very high when accelerating, reaching maximum at road speed.



Paul has found that installing a support bearing on the outer end of the shaft makes smoother operation and shifting when starting off. It should also extend the life of the end bearing on the transmission and the whole system.

In order to attach that outer bearing, a longer transmission shaft is required. Any machine shop can make such a shaft, or you can get Paul to make it and even assemble the entire shaft with bearing and support. As this is written, he's just finishing his second set.

This is the sort of incremental improvement in drivability and smoothness of operation that is evident in Midget Motors' progression from production of the first Model 1 to the last Model 3. Had Midget Motors continued in the direction the pace the founders set during their two decades at the helm, King Midgets would have evolved into truly amazing little automobiles. ■