

# King Adds Improvements

## *Changes made in transmission, springing, steering, electrical system*

**M**IDGET MOTORS MANUFACTURING COMPANY, Athens, Ohio, who are the makers of the King Midget, announce many improvements in the 1954 model. The chief changes are in the automatic transmission, springing, electric system, and steering. Following the company's policy, they do not make yearly models, but do make constant improvements, which are added during the year—chiefly at the start of the new year.

New developments in friction materials made it possible to develop the King Midget's automatic transmission for '54, making the car smoother in operation and faster in shifting, as well as increasing the life of the frictional materials. The new transmission shifts at from eight to fifteen miles per hour, depending on the driver's operation of the accelerator.

The front springs in the Midget are longer, giving a softer action, and the front

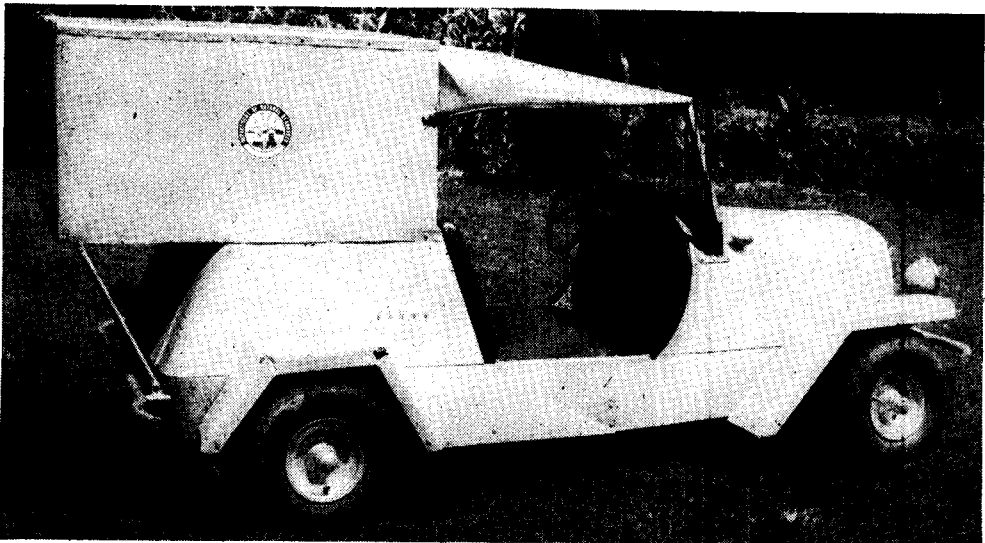
shock absorbers have been increased in size to compensate for greater spring travel. The rear springs have been changed to give a somewhat firmer springing to the rear of the car, resulting in improved riding qualities.

The engine for 1954 has battery ignition instead of magneto. The engineers say this gives improved instant-set timing adjustment, providing a means for setting the timing while the engine is running.

The headlights are larger seal-beam units than formerly and are now a standard size that is more easily obtained at any filling station.

The steering ratio has been changed slightly to give approximately the same ratio as large cars with power steering.

The King Midget was originally designed for use chiefly as a second car for short-run transportation, but it is being used more and more in heavier service for rental use, light delivery, airport, and industrial service, for farm use and on long cross-country trips, with good reports. Although now mass produced, it was originally the dream of two



**VERSATILE!** The King Midget as adapted for use in the Ohio State Park system. Changes

this year are additional improvements rather than a complete overhaul.

airplane designers who visualized a low-cost light-weight car, economical in operation and upkeep. Therefore, the engineers say, the King Midget's engineering follows close-

ly the airplane type of construction and, although the full weight of the car with full equipment is only 550 pounds, it will carry a pay load up to twice its own weight.

## SPECIFICATIONS

**Engine:** Wisconsin air-cooled, single-cylinder, four-cycle, mounted in rear. Bore, 3 inches; stroke, 3½ inches. Piston displacement, 23 cubic inches. Horsepower, 8½ at 3600 RPM. Oil-bath air cleaner.

**Transmission:** Chain through automatic two-speed transmission with reverse. Shifts to high at 8 through 14 MPH. Automatically disengages as engine slows down with no load. Heavy, counterbalanced crankshaft runs on Timken roller bearings.

**Ignition:** Battery ignition with automatic power spark advance, two-jet automotive-type carburetor.

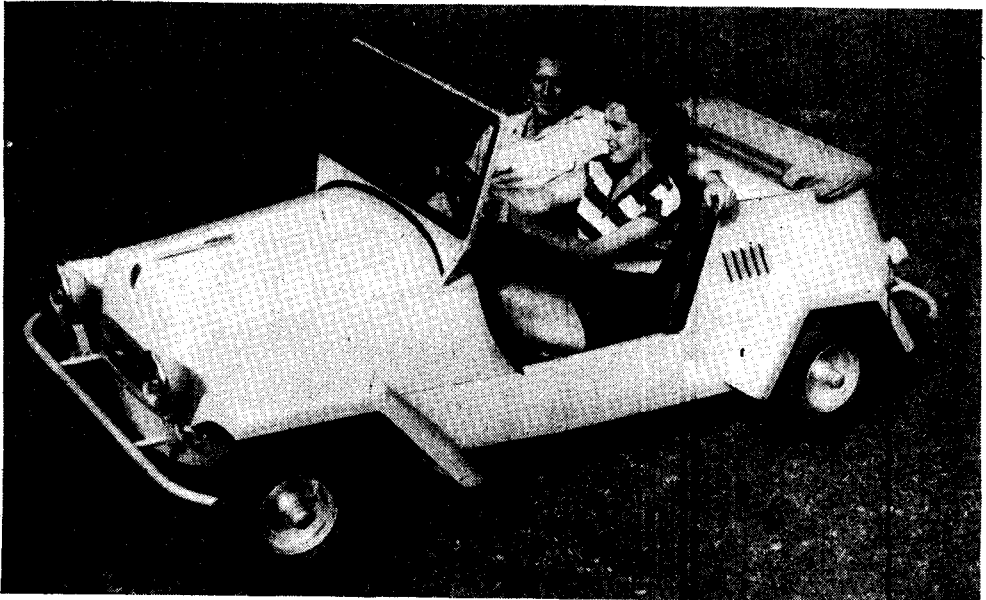
**Frame:** All steel perforated girder-type and aircraft tubing. Body is cold roll steel.

**Springing:** All four wheels independently sprung with coil springs. Front springs integral with oil and shock absorbers. Rear wheels have double coil springs at each wheel; no rear shock absorbers.

**Brakes:** Internal self-equalizing mechanism on the rear wheels. Has hand brake on the left side in addition to service brake.

**Steering:** Geared type with approximately three and one-fourth turns of the steering wheel from lock to lock. Will turn in a circle of 11 feet radius.

**Dimensions:** Wheelbase, 72 inches. Over-all width, 48 inches. Over-all length, 8½ feet. Height (top up), 50 inches; to top of windshield, 44 inches. Weight, about 500 pounds. Tread, 42 inches. Tire size, 5.50 x 8.



**THE KING MIDGET** keeps on increasing its popularity. Originally designed as a second

car for short hauls, it is often used for cross-country trips with good reports.