

# Metropolitan Manifold

OFFICIAL PUBLICATION OF SO CAL METS

[www.socalmets.com](http://www.socalmets.com)

Mar-April 2013

No. 14



CHAPTER  
OF

## Metropolitan Owners Club of North America

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Vice President	Gwen Tolleson	1949 Smokewood Ave.	Fullerton	714-525-8830
Secretary-Treasurer	Barbra Bauman	1944 Spruce St.	Riverside	951-683-8060
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Membership Chairman	Tony Bilotti	2691 W. Parkside Ln.	La Habra	714-994-3220



# 2013

## SO CAL METS Calendar

Editor's Email: [kconner@socal.rr.com](mailto:kconner@socal.rr.com)

Club website: [www.socalmets.com](http://www.socalmets.com)

Planning Meetings: Every 3 months normally. Adventures: Every Month

<b>Day &amp; Date</b>	<b>Event</b>	<b>Location &amp; Hosts</b>	<b>Start</b>
January 20, Sunday	Planning Meeting & Tech Session	17002 Bolero Lane, Huntington Beach Host: Ken & Judy Conner 714-846-5003	1:30 PM
February 16, Saturday	Tour Nickey Petroleum	With Model T Club in Yorba Linda. Meet at Kramer & Miraloma, Anaheim	9:00 AM
March 2, Saturday	Festival of Whales Parade	On PCH in Downtown Dana Point	TBA
March 29 & 30	Unique Little Car Show	Las Vegas, NV at Sam's Town	TBA
April 13 <sup>th</sup> , Saturday	Cruise to Tom's Farm - Corona	Temescal Canyon Road & I-15	11:00 AM
May 18, Saturday	Visit Stanley Ranch Museum & Village	12174 Euclid St., Garden Grove 714-530-8871	10:00 AM
June 2, Sunday	Annual Picnic Pot Luck	Craig Park, 3300 N State College Blvd. Fullerton 50/50 Raffle, White Elephant Sale Bring quality items for the sale	10:30 AM
June 20th -23rd	MOCNA International Meet	Lincoln, Nebraska See Flyer & Schedule	TBA
July 27, Saturday	Summer Barbeque & Meeting	3725 Blue Key, Corona Del Mar 949-721-1221 Host: Club Member Jeff Gordon	4:30 PM
August 18, Sunday	Lunch & Cruise	Roadside Café 714-283-4901 1822 N. Glassell St., Orange	11:30 AM
September 22, Sunday	Lunch at Ruby's & Cruise	186 N. Atchison, Orange	TBA
October 17-20	Run-To-The-Sun	Lake Havasu City, AZ <a href="http://www.relicsandrods.com">www.relicsandrods.com</a>	TBA
October 27, Sunday	Planning Meeting	28356 Via Anzar, San Juan Capistrano Hosts: John & Anita Fildes 949-429-8848	1:30 PM
November 24, Sunday	Car Show	Original Mikes – Santa Ana	TBA
December 14, Saturday	Christmas Party	In the City of Orange	TBA

Revised: 5-3--2013



International Meet  
Lincoln, Nebraska

June 19th - 23rd

# Musical Mets

*Thanks to MOCNA editor Steve Robertson, "Saving the family Jewel" appeared in the March issue of the Met Gazette. It was written by Marcia Jones. This is a follow up to that story.*

On March third 2013 Marcia Jones with her brother Bruce met with Tony Bilotti at the home of Gwen Tolleson.

This was to be the final chapter of the 'Musical Mets' game that Ronnie Bauman, Gwen Tolleson and Marcia Jones had been playing.

About 10 am Ronnie showed up pulling an enclosed trailer capable of transporting two Metropolitans at a time. For the purpose of this article. The trailer will be known as 'The Stork'.



Ron Bauman and his Pickup Towing "The Stork"

The 'Stork' opened up to reveal two beautiful Metropolitans in two beautiful shades of blue. The 'twins' had arrived!

One of them, Gwen had got from Ronnie Bauman. The other, Marcia had got from Gwen. The girls were bubbling. They reminded me of High School girls getting their First cars!



The Twins-Scooter & Jewel

Keys were traded and appreciations were expressed.



Gwen and Scooter

Marcia and Jewel

The proud new Momma's



The new Moms getting keys to the kids



Gwen getting Scooter from Ronnie



Gwen & Ronnie  
Finalizing the deal



Marcia getting Jewel from Gwen



Gwen & Marcia  
Finalizing the deal

After all the fun and excitement Ronnie and the girls went inside to fill out all of the 'adoption' papers.

After all was said and done. President Bauman and his lovely wife Barbie had to get back to the shop. Work, Work, Work!

He did leave the two girls with "The Mets they always wanted". But poor Ronnie left with a trailer full of 'Post Holes' but a pocket full of change. I guess you have to take the bitter with the sweet.

The girls wanted to take the 'kids' for a walk and included Tony Bilotti in the fun.

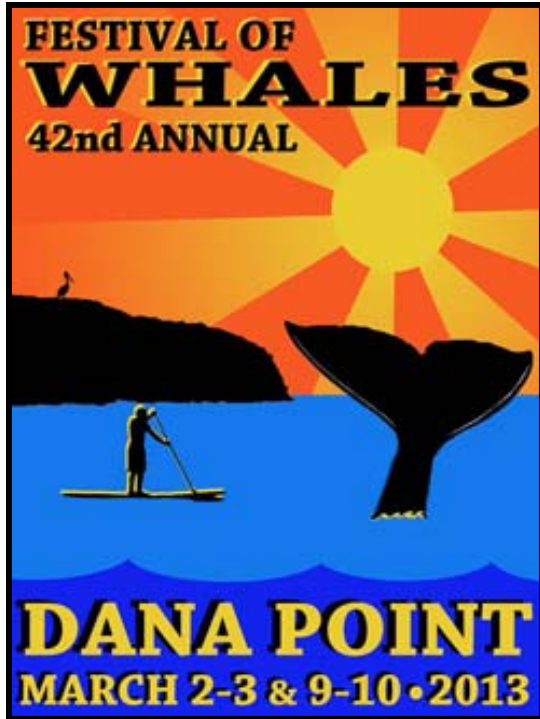
We went out for a little 'walk' and had lunch.

All in all, it was another great time with the Metropolitans! Like Ronnie Bauman likes to say. "It's all good"!

Tony Bilotti  
MOCNA 9884



Taking the new kids for a walk  
Tony Bilotti---Chaparone



Five club Metropolitans participated in this year's Dana Point parade. They transported Ed & Betty McCallister, John & Anita Fildes, Ken & Judy Conner, Marcia Jones & Tony Bilotti.

As always we first decorated our Mets where Selva Road ends at the scenic ocean bluff top. This year we were placed near the end of the line up and followed a wind buffeted Orca balloon. The Orca was slowed down by a square dance troop which *do-si-do*'ed in place at lot and since the first half of the parade route is uphill our clutch heated up and started slipping. If we would have been asked to stay after the parade and display our

Mets along the Marina walkway, as in the past, it would have been a more enjoyable event. One other Met was in the parade supporting a canine theme. They were nice folks from San Clemente.







## Dale Carrington's April tech tip:

### Installing (or replacing) the differential

The differential solves at least three mechanical problems. First, it changes the direction of applied power from the engine (from a straight line to right angles from that line = a "T" configuration); second, it allows the two rear wheels to travel at different speeds so one wheel doesn't drag as the car turns a corner and; third, the ratio of the pinion gear (from the drive shaft) to the ring gear (to the axles) (called "gear ratio") determines the power (torque) applied to the rear wheels.

Mets used three differentials of differing gear ratios. The '54 A series to E-11001, used a 4.63-1 gear ratio. This is a very "low" gear ratio that limits road speed but provides very strong power for going up steep hills. It is well suited to low speed driving. The '55 B series use a 4.56-1 gear ratio – a little bit of a speed improvement. Then the '56-'62 4.22-1 ratio which increased driving speeds from 45-50 mph to a comfortable 60mph but now required more down-shifting on steep hills.

All this said, should you want to choose another gear ratio, the MG Midget and Sprite (those with solid wheels – not the spoked wheels) offer a bolt on swap in 3.90-1, 3.72-1 and 3.5-1 ratios successively increasing speed and mileage, but decreasing power to the rear wheels. The 3.90 is the most popular of the swaps for the "1500" Metropolitans. The downside is the Midget differentials don't have a filler plug on the differential case. So if your Met rear axle doesn't have a filler plug on the axle housing banjo (big round thing in the middle!) you'll have to fill the differential with 80-90 wt oil by unscrewing the axle breather (a small hole indeed). You will not be able to periodically check your oil level either, and would have to drain and refill in the proper amount to ensure adequate lubrication.

Differential removal and installation is pretty easy.

What you'll need: differential paper gasket, rear axle shaft to hub paper gasket (Mets prior to E-26882) or rubber O ring seal (Mets from E-26882), 2.25 pints of 80-90wt gear oil, cleaning materials as needed.

- Lift the rear axle and put the car on good jack stands. I suggest the stands be positioned on the frame just to the front of the forward leaf spring perches to allow the rear axle to "hang" down to its lowest level.
- Start the differential draining (I use a 3/8" drive ratchet to loosen the drain plug) while you remove the 4 bolts/nuts holding the drive shaft to the differential (mark a locating line from the drive shaft flange across and onto the pinion flange so you can put it back together where it was) and drop the drive shaft
- Clean the differential and the axle banjo as much as possible
- Remove the rear wheels and brake drums and set them aside. *This is a good time to look your brake shoes over for wear, your brake cylinders for any leakage, your axle hubs for any axle lube leaking past the rear hub seal. Correct any problems found before driving your Met again. If everything is just covered in dust, plain water will clean everything nicely – DO NOT use chemicals of ANY kind on the brake shoes.*
- Remove the single screw that holds each axle (half-shaft) in
- Slide the axle shafts out, inspect the splines for any signs of twisting or cracks. If found, replace them. (The Midget/ Sprite rear axles are a perfect replacement – they are much stronger and there is no modification necessary.)
- Remove the nuts/washers that hold the differential to the banjo and pull it out the front – careful – it's a little heavy. While it's out, clean off the boss that you'll find at about the 11:30 position at the top of the differential case. You should see a numerical fraction there for the gear ratio:  $8/37 = 4.63$ ,  $9/41 = 4.56$ ,  $9/38 = 4.22$ . A  $10/39$  would be a Midget 3.90.
- Wipe out the banjo carefully making sure to remove any metal chunks or filings and old oil. Clean the mating surfaces of both the banjo and the differential (do the hubs and axle flanges while you're at it). I've noticed the aluminum of the differential case sometimes has raised scars from previous work done using tools to pry the differential off. Use a good fine file to smooth these scars just down to the original surface.
- Put on a new paper gasket (I make my own out of thin gasket stock)
- Install the differential (or the "upgrade" if you've purchased one)
- Put on new paper or rubber O ring "axle to hub" seals and slide the axles back into the differential – don't forget to put the single screw back in (it goes in the center of the three holes in the hub)
- Refill the rear axle/differential using the 2.25 pints of 80-90wt gear oil. If you can bend the tip of a finger (could be your wife's if you can talk her into it) at the first finger joint inserted in the filler hole and touch oil the level is just fine.
- Hook up the drive shaft (matching the locating lines if using the original differential).



A giant "Thank You" goes out to the folks who put on the ULCS this year. They are primarily the people from Arizona who hosted the last show in Phoenix. They are John Hill, Nancy Gnepper & Kevin & Patti O'Connell and others. A special star goes to Peter & Rita Bulow who since they are residents of Las Vegas took up the task of getting donations from local merchants for fund raising via the auction. Peter & Rita are members of So Cal Mets. Thanks also to MOCNA president Brad Swiggart who served as auctioneer so expertly again.

Pictured above at the reception table is Nancy Gnepper & Kevin O'Connell. It was located in the Sam's Town court yard. The court yard was the site of a scheduled laser show which was enjoyable at night.

Friday evening the O'Connell's led with their beautiful Met, those up for a short cruise across the Bolder Highway to Tommy's for a bite to eat. Saturday morning the show got underway in the parking lot of garage number three. New to the show this year was the attendance of "Smart Cars". There were some very personalized examples there. At the awards banquet Saturday night the Smart Car spokesperson hinted that their cars were sometimes belittled. Can you imagine that, people raising an eyebrow at a small car!





## AWARDS

### Class A: Italian

- 1st - Rudy Pock 1962 Fiat Jolly
- 2nd - Bill Waterson 58 Fiat 600
- 3rd - Maurice & Judy Kleiman 1970 Fiat 500

### Class B Met Coupe

- 1st - Patty & Kevin O,Connell 1959
- 2nd - Ken & Judy Conner 1961
- 3rd - Leon Hastings 1960

### Class C Met Convertible

- 1st - Velinda & Jackie Mattare 1957
- 2nd - Nancy Gnepper 1954
- 3rd - Bill & Bev Grandia

### Class D Morris Minor

- 1st - Jay & Karen Heath 1959 Morris Minor 1000 traveler (wagon)
- 2nd - Bruce & Carolyn Blair 1961 Morris Minor Million (cpe)
- 3rd - Paul & Alicia Van Wig 1968 Morris Minor traveler (Wagon)

### Class E Isetta

- 1st - Greg & Kiki Hahs 1958 sliding window conv
- 2nd - Greg & Kiki Hahs 1956 bubble window conv
- 3rd - Jack Charney & Frank Milligan

### Class F Smart Car

- 1st - Allen Hirschorn
- 2nd - James Redmond 2008 Passion
- 3rd - Leona Bloch 2009 Passion

### Smallest car

- Larry & Leone Fisher 1959 Mobilette Shopper electric

### Size Matters - Car make with most attendees

MOCNA





April 13th our Mets added to the colors of Spring as we met at Tom's Farm South of Corona. Some of us came from the West. The rest came from the East except for the Bitterman's who came from the South. It was a great rendezvous spot. The food was good & shopping fun. Those who came in their X brand car were Nick & Renee Anderson & Paul Van Wig. The rest of the members are pictured with their Mets on the following page.



# Owners & their Mets



Rolly & Joan Bitterman - Canyon Lake



Leon & Nancy Hastings - Desert Hot Springs



Ron & Barbara Bauman - Riverside



Tony & Jackie Bilotti - Anaheim



Marcia Jones - Fountain Valley



Ken & Judy Conner - Huntington Beach

# Hanging With The Hudsons



One of the nice things about exchanging newsletters with editors from other car clubs is that you read about some events that strike your interest. That is exactly what happened when Bob Ross, from the Southern California Chapter of the Hudson Essex Terraplane Club announced their Spring tour. I managed to take advantage of their hospitality and got Bob's OK to join the tour. I flat towed my Met the 68 miles from Huntington Beach to Santa Clarita where we started. Member Steve Marshall had wanted to lead the tour to the Antelope Valley Poppy Festival but Mother Nature didn't cooperate this year. So instead, we drove through Bouquet Canyon and stopped and toured the Palmdale Blackbird Airpark plus the adjacent Joe Davis Heritage Airpark.

I had invited to ride with me as navigator, a long time friend Gary Jurgemeyer who in the Viet Nam era flew as a Navy crewman in "Connie's". We both found the Blackbird Airpark the most interesting. Not just because of the mystique of these incredible spy planes but the docent that day was former SR71 flight test pilot Bill (Flaps) Flanagan. His discourse was mesmerizing. He has logged over 400 hours flying Blackbirds.

Photo right shows Bill and Hudson president Jon Cronk (who owns a Met).

From there we drove over to Steve Marshall's home and enjoyed a BBQ lunch before heading home. Thanks all for your Hudson hospitality.





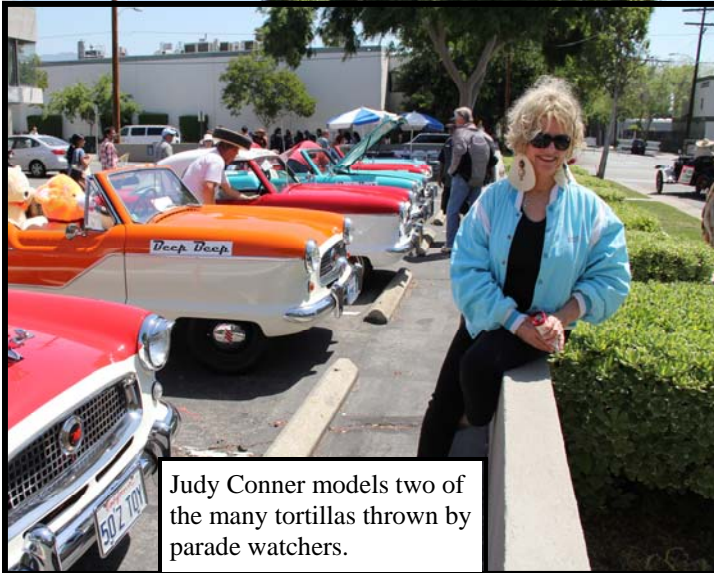
Thanks to Met owner Kayleen Maya-Aviles, we were invited to participate in the outlandish Doo Dah Parade in Pasadena. The April 27<sup>th</sup> event was billed as the "36<sup>th</sup> Occasional" (not annual) Parade. Known for its wacky entries such as the Barbecue and Hibachi Marching Grill Team, we took up the challenge...but sought dignity. We decided to promote whimsy by having Donny Conn ride as our celebrity guest while the sound system in Al Albarico's Met played Donny's hit tune "The Beep Beep Song". You know the song. It starts out slow with the lyrics describing a "little Nash Rambler" keeping up with a Cadillac. The tune ends in a fast tempo with them doing 120 MPH and the Nash driver yelling out to the Caddie "Hey buddy how do you get this car out of 2nd gear?" The crowd loved our theme complete with magnetic Beep Beep signs on our Mets. To see video of us go to: <http://www.youtube.com/watch?v=CJsFVbeKkSU>  
And for parade photos: <http://www.youtube.com/watch?v=gUtLOMx-W6w>





Above, Donny Conn poses with his daughter in front of our Mets just before the parade.





Judy Conner models two of the many tortillas thrown by parade watchers.



**Beep Beep**