



**M** *The Met Monitor* **M**  
 1954 - Nash - Hudson - American Motors - 1962

**Newsletter / Metropolitans from Minnesota / Winter 2010**

Metropolitans from Minnesota  
 www.MetropolitansfromMinnesota.com  
 founded in 1977

**• CLUB CONTACTS •**

President: Lori Reinholz  
 (952) 953-3770 - alnlori@localnet.com

Vice President: Jean Boe  
 (952) 432-5112 - boedj@aol.com

Secretary: Laurie Kopp  
 (612) 529-2066 - greatdanepalace@msn.com

Treasurer: Ken Huber  
 (763) 377-1385 - huber1420@comcast.net

Librarian: Al Reinholz

Newsletter: Lynn Schulte & Jean Boe  
 (612) 334-3440 - LSchulte@visi.com

**• MEETING SCHEDULE •**

January 23: Annual Meeting

Elsie's Restaurant 729 Marshall Street Northeast  
 Minneapolis, MN 55413 (612) 378-9701

**• TELL US ABOUT YOU •**

Please consider submitting a story about how you fell in love with your little car ..... send to:  
 Lynn (612) 334-3440 - LSchulte@visi.com

**• PRESIDENT'S PEDESTAL •**

May your holidays be filled with the joyous sounds of the season. May your scrapbook of memories be overflowing with love and laughter. Happy Holidays to you all.

your Prez, Lori

**• METS ON ICE •**

Nash Metropolitan may be outdated or out of fashion - WHAT?? Yes, someone modified a Metropolitan to cheer us up in these sad winter months.

Made for the thrifty winter motoring, this original 1.5-liter, 55-hp BMC B-series four is slashed in favor of a 700-cc, 120-hp Yamaha snowmobile two-stroke. In order to give this 1957 Metropolitan the present shape, its body has been lifted and placed on the custom chassis and two snowmobile tracks.

Well, now no worries in the winter with heavy snow as this ski-sporting Metropolitan is there to help you leave the boring winters behind.

This is all over the web ..... becoming an urban legend based in reality or someone's creativity?



## • MET REPAIR •

An inquiry came in from a WI member of the Willys-Overland club this month .....

One of our British Car Club members has a 1961 Nash Metro and twice the master cylinder ran dry because she had a leak at one of the rear wheels. It is extremely difficult to get at the master cylinder to check the fluid. Do you know if someone makes a remote reservoir for the master cylinder for that car?

Reply from Dale Carrington, MOCNA Tech Team: Before the change is made to a remote reservoir the brake system MUST be repaired so it does NOT leak. Leaking brakes are a huge disaster just waiting to happen. Years ago I replaced all of my wheel cylinders and flushed out my brake lines then refilled with silicone (if anything can find a place to leak, silicone can). I've had no fluid loss, and great brake pedal for the past 16,000 miles now.

I remember Nate Hall talking about using Volkswagon master cylinder with remote reservoir some years ago – maybe he can weigh in on this.

From Nate Hall: Yes , the VW Beetle 1968 ~ 1977 MC can be used , it has a remote resivoir that can be fire-wall mounted. It has the mounting ears 90° rotated from the Met but the filler ports are adjustable so this shouldn't be an issue ..Of course , it has Metric double flares in it but I've not yet seen any troubles when connecting to an English bubble flare. I'd have to think there's a dual circuit MC from an MG or Austin A-55 series car made in 1968 or so that'd have the same bore and a remote resivoir....

Also, from David Austin - MOCNA Historian:

When I had a Metropolitan in the UK, I got very fed up having to pull back the carpet and then unscrew the plate. What I did was, I went to my local auto parts dealer, and found a Girling CV master cylinder of the same bore as the Met. but it did not have a reservoir attached as per the Met. Instead it had a threaded hole bored in the end where the reservoir normally sat. They also supplied me with an adaptor that screwed into this tapped hole, plus some reinforced transparent plastic pipe, and a plastic reservoir. I fixed the reservoir under the Hood (bonnet), and ran the pipe down to the M/Cyl and clamped it to the adaptor. Then filling and checking the fluid levels was as easy as lifting the Hood, as you could immediately see if the level was

OK through the translucent plastic reservoir. The reservoir I bought had two outlets, so you could also do the same modification to the Clutch M/Cyl and use the same reservoir for both.

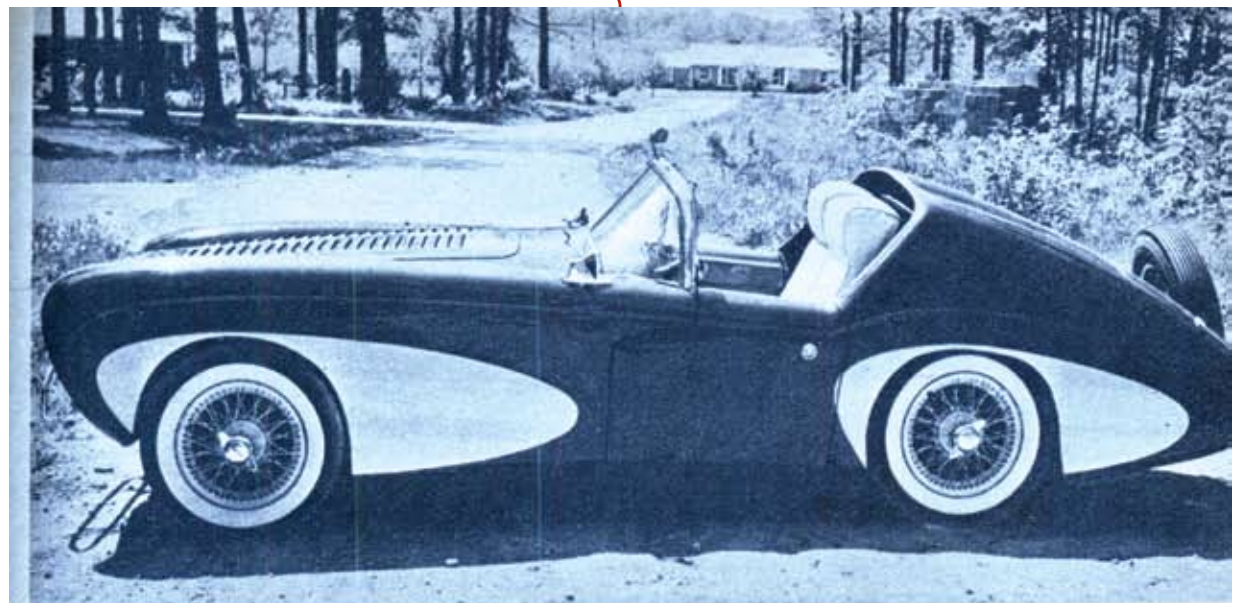
Unfortunately, after all this time, I do not have a record of the actual numbers, but maybe one of the specialist British Car suppliers may be able to help. Just make sure you get the same bore size so you do not compromise braking performance.

## • MET HISTORY •

The Flajole Forerunner

After Bill Flajole finished the design of the Nash Metropolitan he went off on adventures of his own and designed and built the Flajole Forerunner. The story I heard was he took his team to New York where they took delivery of a Jaguar XK120. While still in the city, they removed the body from the Jag and unceremoniously threw it in the trash and took the running chassis home. He built the Forerunner on the old chassis and after displaying it at a number of shows, and after feature articles in Road & Track, Motor Trend and others, drove it into the 70's. Built in 1954, it had coves before the Corvette. The body was made out of fiberglass and originally painted one of the Metropolitan colors, Spruce Green, but it was restored in blue. Now owned by Hyman, it was offered for sale in the car corral at Hershey for \$350,000. I was admiring it with another person who had a Jaguar logo on his shirt and I mentioned to him that deep down inside it was a Jaguar. He was not amused.

from the "Antique Auto News" AACA newsletter, Binghamton, NY, November 2009



Fender scoops around each wheel lets air cool brakes, tires, prevents brake fade.

## THE FLAJOLE FORERUNNER

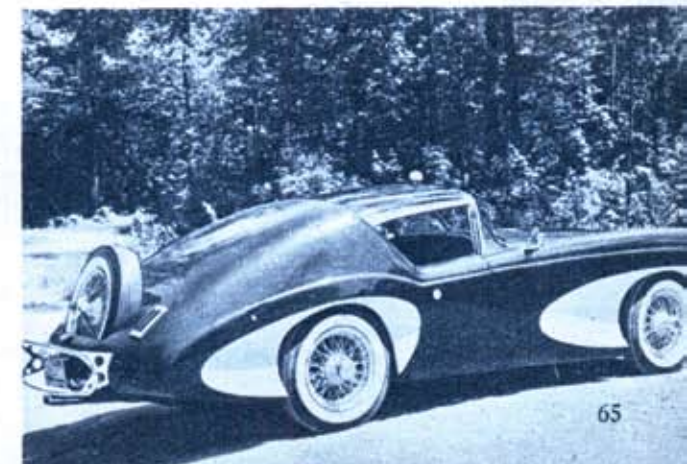
*This personal "preview" car peeks into the future with new features that designer claims public will soon demand.*

**W**HAT kind of car will you be driving five to 15 years from now and what features will you, the buyer, demand? That's the question to which designer William Flajole, advanced styling consultant for American Motors Corp., thinks he knows the answer. To prove it he has built and will exhibit at the Detroit Historical Museum, August 15-28, his personal "preview" car, the beautiful Forerunner on this page.

Representing an investment of about \$80,000 in materials and staff design time, this Fiberglas-bodied car is built over a modified Jaguar chassis and motor and features a Plexiglas canopy top which rolls back into the tear-drop-shaped tail deck at the push of a button. Its airline-type seats are built up seven inches higher than usual and have bolsters designed to support head and shoulders and reduce fatigue. •

Louvers on hood cool engine and recessed headlights cut down glare. Designer says tubular bumper ovals are strongest known.

At the flick of a button, the top rolls up and you have classic town car. Mirror atop windshield is sighted through the canopy.



## • MEETING MINUTES •

### OCTOBER 30, 2010 MEETING MINUTES

At 11:45, Lori R. called the meeting to order at Psycho Suzie's.

In attendance: Ken Huber, Charles Test, Bob Schlink, Larry Nelson, Al & Lori Reinholz, Jean Boe, Lynn Schulte & brother Robb Swenson, Dave Irey, Helen & Jerry Christensen, Denise & Tim Furlong. Secretary/Laurie was unable to attend with the last meeting minutes. We briefly reviewed the August meeting in St. Boni.

Ken gave the Treasurer's report; however, not having the paperwork with him, told us balance is approximately \$6,000. Jean (finally) gave him the Bachman's bill for Shirley's flowers.

#### Old Business:

The September clean-up meeting had been postponed due to floods. However, a co-worker of Lori's had told her the clean-up bags were placed along-side our portion of highway.

Future meetings: November – Laurie's  
December – Helen & Jerry's

#### New Business:

January meeting will be again at Elsie's (Jean made motion; seconded by Lynn). Tim & Denise have volunteered/commandeered to book the date.

December edition of Hemmings Classic Car magazine was circulated: featured car – Metropolitan.

Jerry made a motion; Denise seconded – the meeting was adjourned at 11:50.

A big THANK-YOU to Tim and Denise for hosting today's meeting...a good time was had by all.

#### Submitted:

Jean Boe, VP

### NOVEMBER 21, 2010 MEETING MINUTES

10:30 Sunday am meant an ice storm for the Twin Cities. The only brave souls who ventured out were Lori & Al Reinholz and Lynn Schulte. We both slid through the stop sign on the way to Laurie's new house. As promised, we filled up on bakery treats and coffee - and reminisced about nicer weather.

### DECEMBER 12, 2010 MEETING MINUTES

Met meeting at Helen & Jerry's - cancelled due to 17" inches of snow, the Twin Cities fifth largest snowstorm on record. Please bring your white elephant gifts to the annual meeting at Elsie's.

#### Submitted:

Lynn Schulte

## • METS AT THE MOVIES •



"The Most Terrible Time In My Life," is one of those quirky films that you really don't often hear about. I happened to stumble across the video when I spotted a Metropolitan on the cover. This is a Japanese film, which is shot in black and white to give it that old film noir look. However, you can tell by the scenes

that the film is modern. The film was released in 1993, in Japan. The film mixes tame violence [sort of] with comedy. I thought that it was an interesting watch, and it just might appeal to those viewers who like modern noir.

The film centers on a character named Maiku Hama (Masatoshi Nagase) who is a private eye. He is a very unorthodox private eye however, as his office is above a movie theatre. And if you want to enter his office you have to pay the price of admission. I have to admit that there were parts of this film where I really laughed out loud. Especially the scene where Maiku's sensei beats the hell out of him with a stick. That was hilarious! Plus the cinematography in this black and white film is very, very good.

Maiku Hama drives around in a ludicrous Nash Metropolitan [not your typical Japanese Private eye]. Moreover, he likes to gamble. While Maiku is gambling he gets into a mess with a Taiwanese waiter; and it is here the film's narrative begins. Maiku looks for the waiter's missing brother, and in the process finds himself in trouble with both Hong Kong and Taiwanese mobsters who are attempting to form a new type of Yakuza. The film is entertaining and different, and won't appeal to all viewers. The ending is really not an ending; however, as there appears to be a sequel or two to this particular episode. Don't take the film too serious, it's a fun film and meant to be a parody. [Stars: 3.5]

