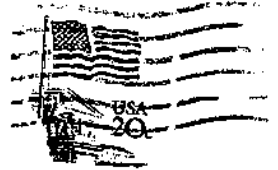




The Freeway Newsletter



Published quarterly by:
Jerry R. Kraft
12725 Granger Court
Apple Valley, Mn. 55124



Dear Freeway Owner,

I'll bet your wondering why this has come in the form of "Freeway News." There was a newsletter that had been started by Bob Ferris of Massachusetts, when the company of H-M Vehicles was young. After publishing it for about a year, he gave the responsibility to Don Martin of South Dakota, who put it out for almost two years. Neither of these two gentlemen had the names of all the freeway owners on their mailing lists, so many of you had not known that there ever was such a thing.

This last summer, Don had mentioned in a newsletter that he would like to pass this responsibility along, so I, well er, here I am doing the Freeway Newsletter.

In case your wondering who I am, I'm not going to tell you! Well okay. I am Jerry Richard Kraft. I got those names from my folks, who gave them to me on account I've got a couple of uncles (real characters) with those names. I have a ~~wife~~ lovely wife (she's watching me) and three precious children. The two that can talk call my vehicle a behicle. Only moms and dads will understand that ~~one~~. I had worked for H-M-V almost two years before they went out of business. Along with about fourteen others, I did almost everything from the beginning assembly to the final polish on the vehicle. By the way #6971, I would like to apologize to you, whoever and wherever you are. You know that dead fish smell in your vehicle? (as a Norwegian, I prefer the word aroma) Well being Norwegian I enjoy Kipper Snacks for lunch now and then. For those of you connoisseurs who do not know the pleasure of Kipper Snacks, they are nice little fillets of herring, or whatever the catch of the day is, marinated in a savoury sauce. Anyway, right after lunch break I was told that day to test drive your vehicle. Well needless to say, but I suppose your vehicle is beginning to lose it's aroma that you were accustomed to when you first took delivery of it. For about a dollar you can get that freshness back by going to your local supermarket and purchasing a can. I've been thinking about putting this item on the parts list, but I think I'll wait to see what kind of response I'll get first.

If you haven't figured me out yet I'll say just a bit more about myself. I now work full time as a water conditioner installer and service man. This keeps me quite busy as well as the One Way Parts Service that most of you are familiar with. Sounds exciting? Well I do enjoy my family and also pluck a few notes on my twelve string guitar now and then. I imagine I'll be doing much the same till that day when I meet my Friend and Creator person to person.

I'd hoped to put this newsletter out a little sooner but I have had a full summer as well as an autumn full of supprises. My full summer consisted of writing a sevice manual for the Freeway which consists of steps for removal and reinstallation of most the major components, a list of some of the upgraded features on newer models, service tips from Freeway owners, and an approximate schedule of maintenance chart. This was more of an

undertaking than I had anticipated. I felt like I was back in high school, cramming for a final exam and having to turn in a thirty page term paper all at the same time. Well the beginning of September I finally finished it and sent it out to those who had ordered it. I had some extras made up so if you are interested, send a check to me for 12.50 and I'll put one in the mail for you. Also this September, my partner in the One Way Parts Service went to school in Wisconsin for twelve months so I have assumed his half of the business. Everything has been going pretty well here. When my suppliers get my parts to me on time, which is most of the time, my supply of parts is well stocked. Only once or twice has someone caught me with my pants, oops! excuse me, I mean my parts low. Well I am sorry but I needed to get your attention.

Since I've taken this cheap method of getting your attention, I would like to direct it to the fact that I need, as your parts supplier information from each freeway owner as to which course to take in relation to the driven clutch that we use on our vehicles. To make a long story short, I will leave out many details and get to the major issues as I see them. First, the durability of this driven clutch by Hoffco/Comet has not done well for the most of us. The improvement on the one end called the threaded cam was an improvement over the snap ring holding this cam in place. On the other end, the welded post to the outer fixed sheave has caused many problems. Not just a few have broken loose from this welded post (fixed sheave breaking off the end of the post) rendering the clutch useless. On a number of those returned to me by the owners for warranty, (most of these bad clutches went out under 1000 mi.) after sending them to Comet only two have been sent back to me from Comet as replacements. Also, three months had lapsed from the time I sent these in to the time they were returned to me. After speaking to Hoffco/Comet on a number of occasions I have still been unable to secure a warranty from them in writing. This makes me leary of doing any more business with them. Second, they have notified me that they will have to make a new batch of clutches for us because we have depleted the stock of parts that were made for H-M-Vehicles. They will make no less than 500 at a time at the same price or smaller quantities at a much greater price. Being such a small distributor of parts to a specialized group of customers I only carry anywhere from 5 - 20 items of each part on my parts list at a time. I would have to have prepaid orders in advance to order from Comet the clutches we need. Third, we could change clutch manufacturers. I have checked into this matter and have talked to a company in California that has a clutch similar to the one we are using. This company called Salsbury Ind. and from speaking to a few manufacturers who use there product I believe this would be a good product. I will be receiving a clutch from them shortly and will experiment with it for myself. My understanding is that to use this clutch in our vehicles we will need to have a different size drive belt and a modified or new jackshaft. The details of this I will find out later. I do need to know what to do because we have two options as I can see. Either keep the clutch company we have and take our chances or try a new company. Enclosed in this letter is a ballot to fill out and send to me on what you would like to do. (and you thought election '84 was in November!)

Well to change the grim subject I would like to ask you to write to me if you have any comments about the vehicle or service tips that I can pass on in the newsletter. I hope to issue one letter, four times a year as the previous editor had done. I would like to put some real newsworthy stuff in it so I would appreciate any response. I will use your name below any comment or tip used in the newsletter. (I don't want to be responsible if your tip causes someone else's machine to blow up!) Here is a sampling of some of the articles you will read about in the Freeway Newsletter.

Be carefull to wipe up all surplus oil from the wheel. (also be careful when spraying chain lube) Chain oil which gets onto the drum will ruin your rear braking system.

Joe Amoroso - Tx.

Clutch should be lubed often! (Comet clutch lube) Spray everything inside the drive clutch. (pucks and bushings) Don't get any lube on the clutch or it will slip, and then burn when driven. Lube the clutch when hot, then let it sit until cool. This will insure the "capillary action" of drawing the lubricant into all parts of the clutch.

Roger Mathews - Oh.

The best thing I have found to lube the chain is with chain saw bars oil. It has an agent in the oil to make it sticky so it doesn't fling off the chain.

Jake Jacobsen - Ia.

I finally got the jackshaft, bearings, etc... in place. Everything seems great, but was not a fun project. I can hardly wait to get into the locked up front end. Why does so much joy involve so much pain?!

Bob Devaney - Md.

Thanks for the manual. There seems to be many useful tips and many useful illustrations and descriptions. So far I haven't had time to give it a thorough reading, but it is obviously well worth the money. I hope your efforts are rewarded one way or another. Sincerely

Brian M. Kruger - Oh.

I drove my freeway in a local parade and the clutch got so hot it melted my pucks and really messed things up. Live and learn! I want to thank you for the service manual. I think it will come in handy. I've already got some ideas I can use. Have you seen the picture of the Japanese Zipper? Talk about copy cats. They'll probably be able to make a go of theirs since they are a bigger company. Well lots of luck to you guys with your business and life. Sincerely yours

Willis Anderson - Oh.

Some of these letters are recent and some are from Newsletters of the past. These are just a few of the tips and comments that you will find in the Freeway Newsletter and I hope these give you ideas and comments to send me about your experiences that I may pass on. The cost of the Freeway Newsletter is 10.00 dollars per year. To those who had subscribed with Don, I am sorry but this is your last subscription. Don sent me enough money to do only one letter. Also sorry to have to raise the price but I believe it ended up costing Don some out of his own pocket as well as his time involved to send the Freeway Newsletter out. Subscriptions will be taken only once per year. (Since this isn't Time magazine I can't afford to keep track of who paid when throughout the year.) All subscriptions must be recieved by February 1st each year. The four newsletters each year will be sent out in Spring, Summer, Autumn, Winter.

Well, brother and sister freeway owners I have no more news so on the remaining space will include the new parts list for 1984. Most of the prices are the same, some are a little more and some are a little less than before! Some items have been dropped and are no longer carried by me since some items never sold. I am carrying some new things like wheel bearings and air filters and paint, just the three standard colors of red, orange and yellow available by the quart.

FIBERGLASS BODY PARTS

Upper body	750.00
Lower body	475.00
Door	135.00
Seat	37.00

MISC. BODY PARTS

Paint by the qt.	18.00
Door handle - keyed	19.50
Mirror	6.00
Gas cap	5.00
Louvers - side body vent	10.00
Air Filters	7.75
Hub cap	6.50
Muffler w/gasket	34.00

LUCITE WINDOWS

Windshield	37.00
Door win.	34.00
Right side win.	38.00
Quarter window	32.00
Rear hatch	44.00
Headlight cover	20.00
Sunroof	26.00
Snap vent	7.25

DRIVE TRAIN

BeIt	17.50
Chain	24.50
Chain Shim	2.00
14 tooth sprocket	16.75
52 tooth sp. w/drum	52.50
52 tooth sprocket only	38.50
Jackshaft bearing w/housing	21.00
Jackshaft bearing insert - Fafnir	14.50
Jackshaft spacer	5.00
Jackshaft (New double life-4key)	33.00
Driven clutch	67.90
Driven clutch spring	6.20
Clutch buttons - 3 req.	1.50 ea.
Driver clutch	79.50
Driver clutch spring	5.25
Puck - driver clutch weight 9req.	2.55 ea.
Puller bolt	1.25
Clutch lube	7.00
Wheel bearings with races	7.25
Hub/Axel Seals	3.75

WINDOW HARDWARE

Hatch lock	14.65
Hatch hinge	4.50
Window clip - quarter & sun.	1.00

GASKETS

Door & right win. - older	1.75 ft.
New style - tight seal	2.50 ft.
Windshield	2.25 ft.
Windshield bead	1.00 ft.
Lipseal (edging, Qu.win, hatch)	1.75 ft.
Nose - upper	5.50
Gas filler tube	4.10

CABLES

Brake	19.00
Speedometer	16.75
Accelerator	13.30
Choke	16.00

ELECTRICAL

Ignition switch	15.00
Dash button switch	3.50
Fuse block	8.25
Horn	17.00
Horn relay	5.00
Ft. rectangular turn signal	9.35
Taillight	17.50
Spark plug	3.50
Solinoid	8.45
Side Marker lights front/back	5.50 ea.

BRAKE PARTS

Front drum	18.70
Front shoes	15.50
Rear shoes	16.50
Ft. br. cyl. rebuild kit	5.15
Rear br. cyl. rebuild kit	12.65
Rear cylinder plate	44.50
Ft. cylinder	15.40
Rear dust cover	7.00
Ft. dust cover	4.75

SUSPENSION & FRAME COMPONENTS

Rear shock w/spring	24.00
Ft. shock	12.00
Rubber steering arm bushing	2.50
Upper triangle bearing	15.75
Lower ball joint	26.95
Ft. spring retainer & bushing	10.75
Rubber swing arm bushing	8.00
Engine carriage rubber mount	5.95

These prices subject to change.
Minnesota residents add 6% tax.

WISE MEN STILL

SEEK HIM...



100 mpg
miles per gallon of
water