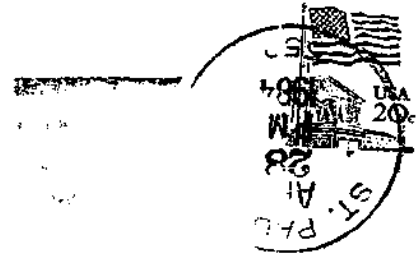


THE FREEWAY NEWSLETTER

PUBLISHED QUARTERLY BY
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Spring 1984 is here!!!

Dear Jerry,

Good for you! I was hoping you would take over the newsletter. Also congratulations on the service manual - a fine job. I'm sure all Freeway owners would join me in thanking you for "picking up the pieces" of H-M Vehicles and keeping us on the road. We wish you a good 1984 and a long and happy life!

Sincerely
Dave Spier - Stuyvesant Falls, N.Y.

FROM THE EDITOR

Dear Freeway Flyers,

I'd like to say thank-you so much for all the encouragement I have received from so many of you in your letters. There has been so many letters like this one that it makes me very glad to be doing this business for you. Sometimes I wonder what I'm doing in this special vehicle parts business, and then I get someone writing me to hang in there. These notes of encouragement have kept me going, realizing someone needs me and is being helped. Thank-you all

Also have really appreciated the many good service tips and suggestions. Keep them coming so we can have another good service - centered newsletter this summer. Also if you make a diagram of any modifications you have made, please make these clear and understandable so I can include these with your letter.

Those of you who are interested in getting one of these Salsbury clutches at the reduced rate of 79.50 dollars which includes shipping, there is still time. In fact I am moving the deadline to May 6 to give an extra week for you to decide. I've done this because so far I have less than half of the orders needed to get this special rate. Since most everyone will need to replace their clutch around 7000 miles or less I think it would be a good idea to have one of these on hand when that time comes. Buying in a CO-OP way such as this on more expensive items will really reduce our maintenance costs. I've been thinking of other items we could do this with as well. When I have to buy a couple at a time of some items, then sorry to say but, my price looks outrageous. I'm going to stick my neck out here and lay something on you that I hope will generate some suggestions and constructive information about this service.

I've been thinking of changing the structure of One Way Parts Service. Instead of a parts service that mails out parts on a 2x weekly basis, I would prefer a quarterly basis. Before you have heart failure, let me explain. Buying the way I have had to in the past year, I have over 3000 dollars tied up in parts. Each time I send out a mailing it costs me over 200 dollars. With all the bookkeeping, returning telephone calls, parts hunting, letterwriting, and orderfilling, I don't have much left to spend after the costs. (I don't have much time left to pick on my 12 string guitar either!) To help me consolidate time and resources, sending out parts packages quarterly as

some major parts representatives do would also cut our costs up to 30% in many cases. Some may say to raise your prices to cover your costs and time. If I did this I would price myself right out of business. Right now only about 100 - 200 people are using their vehicles actively. Most people are not using them because they do not know how to fix their vehicle or they believe it is too expensive to maintain. Another thought I had along this line was to make up Mileage Parts Packages, such as a 3000, 7000, 15,000 mile parts packages taking the average wear of certain parts and making these packages available two or three times a year. This would depend on how many miles you average each year.

Well enough excitement for now. I would like to hear from you regarding this matter. Thank-you

Sincerely

Dear Jerry,

I don't know if your interested or not, but I was having problems with my car missing and having to drive with the choke pulled almost all the way out. This condition would only arise when the outside temp. was fairly warm and the gas tank was less than full.

To make a long story short, a \$25.00 electric fuel pump and an adjustable fuel regulator at 1.5 lbs. has made my car run better than it ever has, under any conditions.

Care must be taken not to connect to the line going to engine crankcase which activates the pulse fuel pump in the carb.

Purchased a teflon idler sprocket with bearings from J.C. Whitney and made my own chain tensioner with spring. Have other fixes, out of time.

Best wishes,
Bruce Stewart - New Lenox, IL.

Dear Jerry,

May I say a few words. I am glad to hear that replacement parts are available for my H-M Vehicle. I put a little over 8000 miles on it with little trouble except with the engine. The one problem was the obtaining of liability insurance. It was necessary to obtain it through assigned risk status and at a cost of 245.00 dollars per year for the minimum. I would like to hear from other owners through your newsletter if they had this problem and where they obtained their coverage. The only adapting I did on my vehicle was a small fan in front to cool the heater radiator which I also exchanged for a larger model. I drove 50 miles a day for eight months to work. I hope you can stay in business a long time as I have been told by several people to hang on to my vehicle as it will increase in value.

Sincerely yours
Tim Douglas, Jr. - Crystal Springs,
Miss.

Twenty Below Here,
Cadillac would not start Thunderbird would not start.
Guess what started? YOUR RIGHT!

Clifford Neil - Oaklawn, Il.

Dear Jerry,

As you can see I now own two of these jems. The bright ideas have come to Bob Devaney, Jim Adams & myself to attempt a transplant of a small motorcycle engine & trans. into one of my vehicles. We are also considering the adaption of something like go-cart racing disc brakes, which would be less grievous on maintenance. Will keep you posted. We pray for the best for you and your household in the new year.

In the King's name
Barry Newgent - Davidsonville, Md.

Dear Jerry,

Over 30 years ago I had a Salsbury scooter. The best ever built, even used by the Glendale, Ca. police for beat patrol. If the quality of the transmission now is as good as it was then, we're little to worry about.

Yours,
Richard Perkins - Berkeley, Ca.

Dear Jerry,

I recieved your newsy letter recently and thought I would give it an answer. I bought my Freeway new from the factory at Ft. Walton Beach Yamaha, Fl. I drive it to work nearly every day, 7 mi. one way, and now have 13,300 miles on the odometer. Right now it is running real well but I have had my problems with it. Here in Fl. we have a great deal of sand and I guess that is part of my problems. I have gone through 5 chains 3 small sprocket jackshafts. I learned never to let the chain wear too loose as it jumped the small sprocket and actually broke the chain which bent the jackshaft. I tightened the chain by shiming the pillow block up before discarding the chain. With all the water we have down here the clutch pulley rusted on the jackshaft and I couldn't get it off when it went kerput so another shaft gone.

I have also had to replace the front king pin bushing which I finally got from a local bearing dealer, before I found out about your parts. Hint, be sure to keep the king pin bushing well greased and I found a lot of our Florida sand was helping wear them out so I got an old motorcycle tube and slipped a piece of it over the spring and fastened the top to the top inside of the body fiberglass while I had it apart. This helped keep dust, sand, water out.

Problem: uneven braking. This is caused by a loose tolerance on the brake drum hole pattern so that when tightening the wheel bolts, the brake drum can get off center, causing pulsating in the rear brake. Solution is to have someone hold down a slight braking pressure while you tighten the bolts, turning the wheel by hand until the drag is even before final tightening of the bolts.

I hope these suggestions are of help to someone. I particularly am interested in other solutions to some of the nagging problems we all have. At first I tended to loose patience with the poor design of some of the parts but I realize the manufacturer was small and did not have all the expertise of GM and if GM can design a car that has to have the engine pulled out to change a sparkplug I can't be to critical of the Freeway.

Sincerely
Eugene Ashley - Fl.

Dear Jerry,

My first chain lasted about 800 miles. My second lasted about 500 miles. Then I went to our local motorcycle dealer and he recommended an "00"-ring chain which he said needed no lubrication. I have used it over 2000 miles - no lube - no stretch - no problems. It did cost me almost 70.00 dollars. It is also quiet.

I got that headlight cover from you. I went to our local windshield glass man and he gave me rubber tape they use to put

in new car Alcansalids. It wasn't sticky enough so I used four wall mirror clips, with screws to hold it down - works fine.

Also got some "thick sound deadening insulation and glued black carpet on it and recovered all the carpet from the back of the freeway to the front seat. It made it a lot quieter.

Sincerely
Don Branderhorst - Holland, Mi.

Jerry,

I was thrilled to receive a copy of the newsletter. I'm one of the ones who never new of it.

You and I came to the same conclusion about the same time about that notorious clutch. I rebuilt mine 3 times in 3000 mi.

One of the trickiest problems I've run into is the play in the rear wheel bearing. The car was wandering badly. Upon disassembly, I discovered that the retaining pin hole in the rear wheel bearing adjuster was drilled off center. Consequently after several adjustments the rear axle will be full of holes. Has anyone come up with a better way of adjusting the rear wheel bearing or should I invent one?

I redesigned the ignition circuit on mine to do away with that expensive magneto switch. I used a cheap ign. switch from KAPA and a relay from Radio Shack. Now I don't have to turn the switch back from the start position.

Another problem I've run into: water gets into the throttle cable housing and freezes, rendering the throttle useless. Has anyone solved this problem?

Thanks for keeping us together. God bless you.

In Christ
Jim Laird - Belle Vernon, Pa.

Jerry,

As for tips for Freeway owners. I had a frozen front suspension (I have the 96th unit built-stub shaft car) I drilled a hole in it like you suggested and filled it with WD-40. After a couple months of driving it finally broke loose. I'll tell you what. I liked it better frozen! Now it bangs! Everytime ya hit a bump. I haven't used it for 2 months now and when I moved it in the garage the other day I see one side is frozen again. Hopefully by Spring the other side will refreeze. I've been using 30-1 motorcycle chain oil on my chain with great success.

Bill Rossfield - Ringwood, N.J.

To provide heat in the winter, I have installed a J.W. gas heater that keeps me real warm.

The only problem I have had is my fuses keep burning out on the ignition / light fuse. My lights often go off when I'm driving. Have you heard anything about this happening to other Freeway owners?

Jerald Filton - Cleveland, Mn.

This problem has not been on just a few vehicles. I have seen the problem corrected by using an additional fuse block and breaking up the current that flows through the single or double fuse block. Try putting one just for the headlights. If you've ever touched these fuses after just a few minutes you will get a nice little burn. This heat causes the contacts to separate from the fuse and causing it to blow or raising your headlight black-out.

Jerry Craft

Jerry,

In response to your newsletter I received a few weeks ago, I must say you are doing a good job of trying to keep up with the needs and needs of Freeway owners.

I suppose I could have just as well filled out the bottom part of your "official" ballot, but that would seem rather impersonal, don't you think? Reason is I won't have any further need for your "The Freeway Newsletter" is due to a very unfortunate incident that took place in gangster ridden Melrose Park, Il. in Oct. 1982.

Commonly or better known as a bunch of hoods stole my Freeway and within an hour it was set afire in an alley several blocks from where it was stolen and completely destroyed. Burned to the bone. The only response from the K.P.D. was that they had known nothing of a car or vehicle being on fire. Yet one squad car and one fire truck was at the scene. Oh, well, just cross ole' \$356 from the records and may it have reached heaven at 100 miles per gallon.

I can honestly say that I enjoyed the ownership of my Freeway while it lasted. I never had any mechanical problems whatsoever. My only complaint if ever asked, was it could have had a better suspension for a softer ride.

Good bye, and may our highways be blessed with a third gear track.

Jim Given

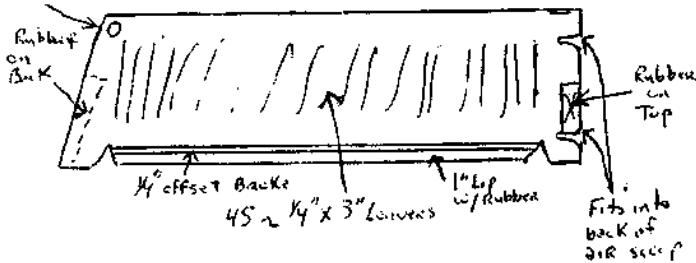
Jerry,

Thanks much for the reply to my letter about the zirk installation. I didn't understand from the instructions on pg. 16 that you could install a zirk without taking it all apart. I drilled it and tapped it and installed zirk and a lot of grease.

I am sending you a couple pictures and a drawing of a pair of covers that I made for my Freeway to cover those terrible holes that they left in the sides by the motor. I never liked those openings. The car looked unfinished and it would sure be easy for kids to mess with the motor, oil, etc... I think the covers I made just set it off. I made them on a machine where I work.



Blind nut and sheet metal screw



re made out of .01 paint lock steel. I have also larger air scoops.

On page 17 wheelbearings - I grabbed my tires and you can really shake the tires and wheels a lot, so I would like to order new wheel bearings with races.

I had been up and looked at Freeways being built several times before I got mine. They had been cutting two openings under front bumper for ventilation. When I got mine I cut some like the ones they had been cutting in theirs but made them a little longer and hinged them on the bottom. I saved the part I cut out and put rubber molding around the body cut out. Now I can close and open them if it is cold or hot. You really get good ventilation that way. I also added pop vents on my windows. My car didn't come with them. That helped.

Albert Oswald - Ankeny, Ia.

Dear Jerry,

I found that belt dressing (Sears liquid) applied with a cloth to the length of the belt makes it perform better and delays stretching. (Before my car quit) I had almost 2500 miles on the belt without having to tighten it. I also found that pieces of silicone rubber (about 1/4" thick) inserted between the coils of the springs improved the handling and ride of the vehicle. Blocks of closed cell foam wedged between the front supports and the fenders also dampen bumps without hurting steering. Bordahl top oil in the gasoline makes the engine run much better (especially when it is hot) and gives better mileage.

Randall Covington - St. Louis, Mo.

Mr. Kraft,

Driven clutch. Change from the Hefico to something better. I have gone through three already and they are just not heavy enough.

I have put the bearing blocks into the center of the shaft so a belt can be changed without removing the end bearing. This works very well.

William McGlothlin - Arcanum, Oh.

Dear Jerry,

Hallelujah, lets dump the Comet!! I am one of the "not just a few" who have had the cam start to spin on the snap ring model and the post break off the outer sheave on the new model.

I would say that you should take durability and reliability into consideration when looking into a new system, more so than cost.

When my Freeway breaks down, (and it seems the only time it breaks down, it is because of driven clutch problems) by the time I get the parts from you and get the time and ambition to put them in, sometimes months have gone by.

So by all means look into a different system. I would use it.

Sincerely

John Ellinger - Quakertown, Pa.

Dear Jerry,

My fantastic luck continues! The day I mailed you an order for clutch buttons, the Freeway Newsletter arrived.

As I read page one, I began to wonder what kind of a nut I'm tangled up with now. When I came to "Plucking a twelve string" I thought that anybody who plays guitar can't be all bad. For more years than I care to remember, I made rhythm type noises on basses, guitars, and tenor banjos in a square dance band,

eventually getting brave enough to take over the calling. I did this until a few years ago when a throat operation cost me most of my voice. This gave me an early retirement, not only from calling, but from work too - Voila! a "gentleman" of leisure.

Since I am probably one of the newer EMV owners, there are more things I don't know than there are that I do. Such as the going out of business story, how many vehicles were built, where in the country they are, and all such stuff as that there.

Here's a possible safety item that might be of interest to somebody. The first time I had it on the road, a Kenworth eighteen wheeler nearly ran me over - scared me half to death!

I remedied this by installing a bicycle safety flag pole on each end of the rear bumper - no more close calls - they can see me a half mile ahead of them.

I'll close this epistle before you ruin your eyes completely deciphering it.

Another Nut
Ivan Weaver - Trumansburg, N.Y.

The master brake cylinder is the same as a 1975 AMC Pacer

Roland Strasburger - Newark, N.Y.

Jerry,

111 responses out of 700 is pretty poor I must say. I run a registry for King Hidgets and I know that most people are just followers and newsletter readers with no real interest or get up and go.

Here is my check for 79.50 and I sincerely hope you get the 100 orders but with only 83 people???

I finally got my insurance problem solved. I snuck it in on my car insurance at renewal time and they didn't notice it. (the editor does not necessarily recommend doing this!) Here in N.J. it's not considered a car because it has three wheels and not considered a motorcycle because it's enclosed. Although it's registered as a motorcycle.

Bill

Hello,

I have 3000 miles on my vehicle. The EMV has been kept out of the weather, under a carport when not in use. I change the oil and grease the pillow block jackshaft bearings and silicone grease the clutch buttons regularly. I also have a spare chain that I rotate with the one on the EMV. That way I can clean and oil soak the spare. I feel this will prolong the chain and sprocket life. The front end has grease fittings and I keep everything well lubricated. I feel it requires frequent greasing of the jackshaft bearings and clutch buttons to insure trouble free operation.

Bob Loudon - La.

For those bashful ones who call me and don't leave a message here is a picture of me as I answer your call! Now that you can see I'm human please talk to me!



FROM YOUR EDITOR... again.

Just another last thoughts before this newsletter closes. I thought I would present what would be possibly included in the parts package that I mentioned in the opening of this letter. Because I am human, to try to guess now what you are going to need three months from now is nearly impossible. I do know that you will need a new set of clutch buttons at about 3000 miles, but then, for me this is low overhead anyway. I can carry a hundred of these clutch buttons for what it costs to carry a couple of other parts. Since people want parts within a couple days (or sooner) from the time they order, this means I need to stock a few extra of each item so I don't run out. It takes two weeks at least and in some cases up to three months to receive parts from manufacturer. That means I need quite a few extra parts in stock of certain items.

What I'm getting at is, I'm having a hard time with having on the average of 3000 to 5000 dollars tied up in parts and only a small percentage of freeway owners using this parts service. To you this means prices have to be higher than what we could be paying for them, your cost to operate your vehicle becomes more than what you are saving in gas, (which means you won't want to drive as much) and the novelty and pleasure of having a vehicle (freeway) wears thin.

To help correct this problems, I could lower my inventory, and get better prices for you if we purchased parts packages. For instance, if I could buy 100 of each of these following items, we could save... well see for yourself.

	"Proposed Parts Package"	
	Today's Costs	Package Costs
BELT	23.00	18.75
CHAIN	24.50	19.00
14 TOOTH SPROCKET	16.75	14.00
52 TOOTH SPROCKET W/DRUM	52.50	48.50
JACKSHAFT BEARINGS 2 req.	42.00	38.00
JACKSHAFT	33.00	24.00
DRIVER CLUTCH	110.00	75.00
DRIVER CLUTCH	79.50	63.00
PUCKS-WEIGHTS 9 req.	22.95	19.25
FT. BRAKE SHOES	15.50	13.00
REAR BRAKE SHOES	16.50	13.00
REAR SHOCK W/SPRING 2 req.	48.00	34.00
FT. SHOCK 2 req.	24.00	16.00
TOTALS	508.20	395.50

We can each save 112.70 dollars on these items. And if within two years, you had me send these parts the way we have been, the added shipping costs-C.O.D. costs will have cost an additional 20.00 dollars. Also, if I ordered these packages once or twice a year (I would probably have to make a list of those wanting this package and when I reached 100, however long it takes, I would then place these orders with the manufacturers) I would be able to handle carrying the smaller cost overhead parts on the current price list, not including the ones in the parts package.

Another advantage for you with this package is if you wanted to sell your vehicle, you wouldn't have people questioning and concerned too much about parts availability.

Please think this over and give this careful consideration as to the fairness to yourself as an owner and to myself as your parts representative. I've been thinking this over a lot during this last year and I just can't think of anything else to do. I do know I cannot operate in the way One Way Parts has been operating much longer. I'll be looking forward to your comments.

Please, also be thinking and writing to me about any service tips so I don't have to fill in your newsletter with all my jabbering. This is your newsletter - USE IT! In the next issue there will be a place reserved for used freeways for sale.

Sal!

Well, good-bye for now.