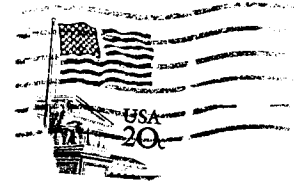




The Freeway Newsletter



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 surprises. My full summer consisted of writing a service 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 received 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 I 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.
Lip seal (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
Solenoid	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

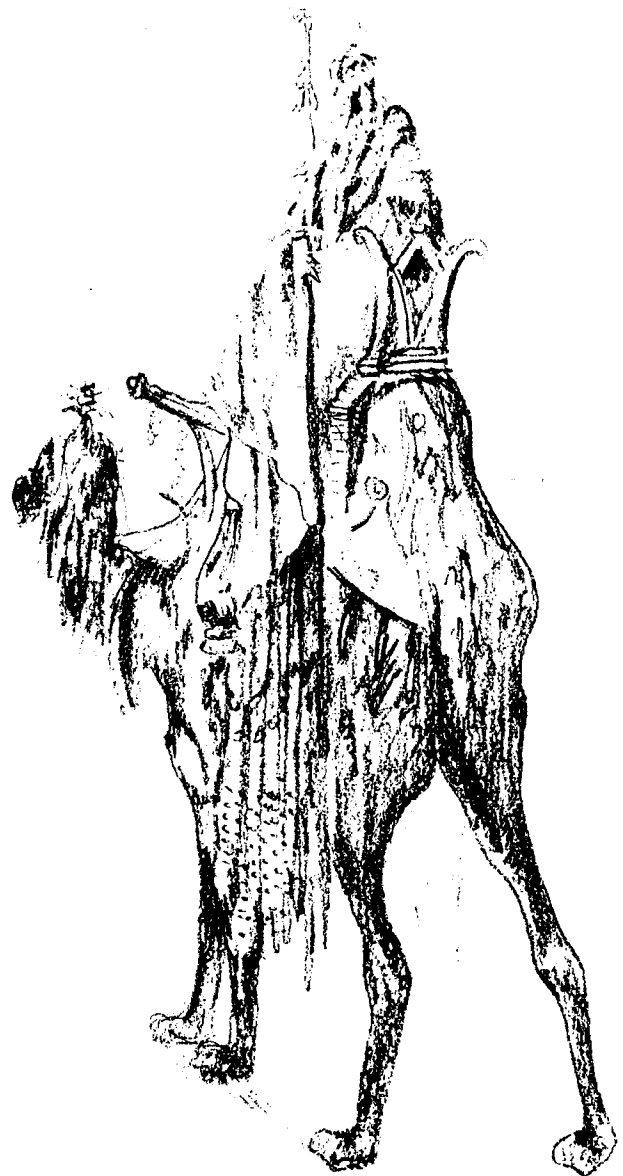
SUSPENSION & FRAME COMPONENTS

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

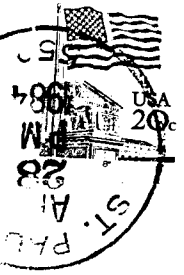
SEEK HIM...



100 mpg
miles per gallon of
water

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 that I have recieved 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 my 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 to 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 here from you regarding this matter. Thank-you

Sincerely

Jerry

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 Weil - 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've 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 "O"-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 windshields. 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 NAPA 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. Hopfully by Spring the other side will refreeze. I've been using 20-1 motorcycle chain oil on my chain with great success.

Bill Rossfield - Ringwood, N.J.

To provide heat in the winter, I have installed a V.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 Tilton - 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 headlight. 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 making your headlight black-out.

Jerry Kraft

Dear 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 needy 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 M.P.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 wear track.

Jim Given

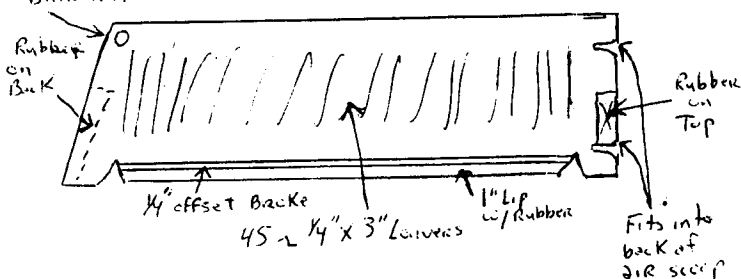
Jerry,

Thanks much for the reply to my letter about the zirk installation. I didn't understand from the instructions 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 large openings. The car looked unfinished and it would sure make it 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



They are made out of .041 paint lock steel. I have also added 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 Hoffco 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 Mininger - 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 basse, 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 HMV 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 Midgets 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 HMV 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 HMV. 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!



This could be your space

FROM YOUR EDITOR... again.

Just another few 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
DRIVEN 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 would'nt 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.

Small

Well, good-bye for now.

THE FREEWAY NEWSLETTER

published by:
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612-446-8939

Summer 1984



HOWDY,

Here is another freeway newsletter, hot off the press just waiting to be opened and devoured! Well this is what a few of you have told me you do when you get it! (It is rumor that some of you have passed up your wife's hugs and kisses awaiting you at your door when you have arrived home and have found out first that the new Freeway Newsletter has just arrived!) This seems hard to believe but is encouraging me to press on in the endeavour of the newsletter.

Thank-you all who wrote to me in the last few months, giving us all a chance to hear what kind of helpful solutions and experiences you have been in. If I hadn't heard from you I would be sending a newsletter nearly empty or full of the malarkey I opened this letter with. It is very important that if you have an idea, a problem, or have an opinion about the Freeway, the newsletter, the parts company, or anything related to these that would be valuable to the rest of us, please write. (Right Away)

The last few months I have been doing a lot of thinking and reconsidering our parts dilemma. Many of the ideas that people had written to me about as far as the handling of the parts problem, had been considered previous to the last letter in which I had explained the problem we are facing. In the following letters from newsletter readers, you will find some ideas as to how they would overcome this problem. Most of the feedback I have had has been in agreement to a parts package as proposed. I still believe this is the best all around solution that covers most or possibly all of the bases.

I would like to get started taking orders for this parts package now, since it may take some time to receive 100 orders. I will not at this time state a cut off date for ordering. When 100 orders have been received, I will at that time, place the orders and notify you that the orders have been placed. I will let you know approximately when you will be receiving your parts package at that time. Some of the suppliers take 45 - 60 days to fill orders so it may be over two months from the time I place the orders till the time you will receive them. Depending on how long it takes to receive 100 orders will determine how often this parts package will be offered. (every 6 mo. or 12 mo.)

Here is the parts package I am offering.

1 Salsbury Drive Belt	18.75
1 Chain	19.00
1 14 tooth Sprocket	14.00
1 52 tooth Sprocket w/drum	48.50
2 Jackshaft bearings	38.00
1 Jackshaft	24.00
1 Salsbury Driven Clutch	75.00
1 Comet Driver Clutch	63.00
2 sets Front Brake Shoes	26.00
1 set Rear Brake Shoes	13.00
2 Rear Shocks w/springs	34.00
2 Front Shocks	16.00

sub total	389.25
UPS-handling	10.50
<u>Total</u>	399.75
Minnesota residents Only - Tax	23.36
Minnesota residents Total	423.11

Most of these parts will need to be replaced on your vehicle approximately every 10,000 miles or sooner. All other parts as listed in the Spring '84 parts price list, (not including these parts in the parts package mentioned above) will be in stock and available anytime.

Someone has suggested to me that we try to have a get together for any interested Freeway owners. Just a day gathering, like a picnic or something and then have time to share experiences and show off our vehicles. I'm not sure how this would work out for everyone since we are all scattered apart over thousands of miles. The gentleman who suggested it to me has said he would be willing to organize such an event. If you have any suggestions or are interested in something like this, let me know and I will give this man a list of those interested. He will contact you about further details.

Well, I think thats it for now,

Jerry

Dear Jerry,

Thanks for the newsletter. Very interesting and informative. Keep up the good work. I look forward to receiving it.

I'm suprized at the figure of only 100 - 200 people actively using their freeways. I use it everyday commuting to work and enjoy it. I'm not a great mechanic but enjoy tinkering with the car and get a "bang" out of repairing it properly.

I have about 10,000 miles on my freeway so I figure the clutch will have to be replaced soon.

I go along with your idea of parts packages as I can visualize your problems.

Best Regards,
Dave Gessford - E. Orleans, Ma.

Dear Jerry,

I designed a solid state voltage regulator for the Freeway, added an electric fuel pump, added an extra car battery and charger for winter starting, increased tire pressure, and I will be adding a diode with manual override so that the electrical equipment will go off with the alternator. I am an engineer so I will be happy to report on them for your newsletter if you wish.

Don Novak - Chisholm, Mn.

CHANGE YOUR FUEL FILTER EACH YEAR. I've had many questions concerning stalling vehicles after a few miles of driving. This is one of the most frequent minor problems that has an easy solution. Also check your gas cap air vent. If it is painted, the paint may have clogged the vent. While on the subject of gas and such, if you ever have a hard time starting your vehicle and it has been sitting around for a few days without you driving it, try blowing in the gas filler tube. (like blowing a tuba) Be careful not to inhale any fumes! When the vehicle sits around for awhile, the gas tends to siphon itself out of the carburetor and the choke and fuel pump are not enough to get gas back up the gas line.

Jerry,

I had to adjust my belt yesterday and I find a "crows foot" socket works just as well as your special bent wrench for those two hard to get at bolts.

I also replaced my rear shock upper bushings. Their the same as '59 Rambler American rear shock lower bushings.

The next thing I have to do is get rid of that rear brake hopping and sloppy rear wheel bearing.

Took the whole rear wheel assembly out of my car. I had a noise. Turns out the hub was machined wrong and let the seal fall out on the brake side. This let dirt get in the bearing which in turn made noise. The worst thing is a piece of the hub broke off. I'm kind of glad I took it apart as the brake shoes were just about shot. I put new bearings in and Mickey Moused a seal. The bearing adjustment leaves much to be desired. I believe someone has already made mention to this in the newsletter. Mine wasn't even drilled on center. What I did was to drill the holes out on center, and tap them. I used brass set screws so not to damage the internal threads of the axle nut. Seems to be OK. I also left the brake adjustment totally backed off as suggested.

Freewayingly
Bill Hossfield - Ringwood, NJ

Dear Jerry,

First let me say that I appreciate, indeed feel the crucial need, for your parts and information business regarding Freeway II owners.

Apparently, I acquired one of the last Freeway IIs. After two years on the road, it's odometer reads just over 2800 miles. I have had no particular problems, except that I had to recaulk the sun roof to prevent leakage. It's stored in the garage when not in use. I only use it in fair weather.

Someone had asked you about insurance. I have paid \$387 for each of the last two years, which is excessive. Many insurance companies will not insure it at any price. However, I just contracted with American Standard Insurance Company for full coverage for only 102.50 per year. Locally it is called American Family Insurance.

Very truly,
David Kennedy - Racine, WI

We Freeway owners really need you Jerry. The quarterly ordering / shipping sounds good to me. Take orders up to Jan 1st for April delivery. Take orders up to April 1st for July delivery... etc. This could lower your inventory to near zero.

Thanks a bundle for your excellent service all along.

Larry Lemert - Neenah, WI.

Dear Mr. Kraft,

Since I am more or less a beginner mechanic, some questions may be quite basic, so...

Am I correct in saying that when adjusting the clutch belt or chain that one affects the other? In other words, when you add a shim to tighten up the chain does this loosen the belt some.

Would one of the permanently lubed chains that are used on some motorcycles work and there by eliminate the chore of lubing every 100 miles?

If one has a vehicle without the torsion tube zirk is there any other way to lubricate the torsion rod?

What type of lube should be used on the driver & driven clutch bushings?

Keep up the good work Jerry, I need your info and tips and parts to keep my vehicle running.

Thank you
Pete Rinaldi - Sloan, Ia.

I am glad for the questions asked. Most of the Freeway owners are Beginner Mechanics and many have the same questions as these.

Yes, when adding shims to tighten the chain you are at the same time loosening the drive belt. You should readjust the belt after adjusting the chain. You can do this by taking off the fiberglass engine panel and then loosening the 4 engine mount bolts, sliding the engine forward or backward to take up the slack or to increase the slack in the belt.

I am not personally familiar with permanently lubed chains but as long as the chain is the same size you can use it. O ring type chains, I've heard are good and last long but are very expensive. (70 - 80 dollars)

I know of no other way to lube the torsion rod and tube without taking it all apart. I bought a drill bit a zirk, a tap to fit the zirk, a tap handle, and a tube of grease to fill the torsion tube, all for about \$10.00. It really is easy and inexpensive.

The type of lubricant that should be used on the driver and driven clutch is a dry lube, or one that is not greasy. Any wet lubricant will allow dirt to cling to it and thus causing a sandpaper action to take place. The clutch lube I have listed in my parts list was designed for clutches by Comet Clutch Ind. It is the only type that I recommend. I do not recommend Never-Seize as had been recommended by H-M-V because this will pick up dirt.

Hello Jerry!

I ment to thank you for your newsletter of last April and also for your May letter relative to parts and parts kits - been so busy.

As you know I got this three wheel Freeway car from Art Cline. It's speedometer shows only 2100 miles - seems to run ok except above 35 - 40 mph. It seems to pendulum (sway or swing from side to side) and build up so have to slow down (brake) quick, otherwise one feels like you will loose control or roll over- I want none of that. Could the steering joints be tightened up? It really should not be worn out as yet with only such low mileage should it?

Also the drive chain has I think a lot of slop, about $1\frac{1}{4}$ - $1\frac{1}{2}$ inches up and down play. Is this about proper, seems to loose, I've ridden cycles and about $\frac{1}{2}$ - $3/4$ inches is about right. How do I take up this chain slop on the Freeway. Just a quick glance looks like a poor laborious task to tighten the chain. Any suggestions?

Also the light switch and the heater switch sticks and will not pop back or out. I have to use a sharp knife to pry them up. What do I need to do? Is it just a lousy switch that needs a working over?

I kept blowing the light fuses and found one of the fuse terminals was loose and ran hot (would burn your fingers) so I resoldered them but I had to take the headlight bulb assy. out to get to it and ever since when it rains I get an inch or so of water on the floor compartment. Do I need a new headlight rubber gasket or can I use winter door weather stripping or something to keep the water out?

With only 2100 miles on the 3 wheeler just what would you suggest I may need (or will be needing in the way of parts or parts kits.

As you say if I decide to sell it which I think I will it may help sell it if I have a few extra essential parts. It is a 1981 Deluxe orange, black int. Please tell me what you think would be a fair selling price. Looks nice - good shape.

I know you are a busy man, but would be happy to hear from you and any suggestions. I sure would like a reverse gear arrangement for backing up. Any suggestions? Do you have a reverse kit?

It would be nice if the inside motor compartment lifted up like a lid so one could service the motor to change plug, adjust points drain and replace oil. (editor's note: no points in this motor, but adjustment of lifters in valve cover is necessary so a lid is also necessary to service the lifters.)

I still think the three wheel "tear drop" design is the ideal design for a car only much larger than a Freeway. I drew designs for a three wheeler back in the '20s when I left the engineering college in Cincinnati, Oh. Took out a Dealership in '37 for the Airmobile - by Paul Lewis in the lower Rio Grande Valley Corpus Christi, Tx. area. Invested 3000.00 stock etc. but he never got off the ground with it. Except for the one test model, it is now in the museum of Las Vegas Nevada. Enclosed is a picture of it. Five passenger, franklin 4 cyl. air cooled motor, front wheel drive. You may want to put this in your file collection on three wheel cars.

The early part of this year I heard an announcement of a three wheel car co. going to start to build them in Ia., somewhere but never heard any more about it. Do you have the latest info.?

I'm very much interested in them and would like to build a three wheeler, Steam propelled and not use the combustion engine. I've built three very simple rotary engines, hope to get this very latest model off the drawing board and in the shop sometime in the near future. To me simplicity is the Keynote of life- there is only two moving parts in my rotary. I hope to have a dream come true someday.

With Best Wishes,
Vernie Swan - Neb.

To assist us all who have many of the same questions, this is a reply to the previous letter.

Vernie,

Check your rear wheel bearing. This may be causing the pendulum effect. Also check the rubber swing arm bushings that hold the swing arm to the frame. Also check the rubber engine carriage mounts. One of these may be loose or broken. If all these quick take a look methods fail to produce any results, have someone follow you while you drive the freeway. If the rear wheel wobbles, the hub may be warped or may not be machined true. Wheel may wobble because of loose bearings too. Wheels out of alignment may be the problem too.

To align your front wheels, at H-M-V we used to use two bars approx. 4 ft. long. We put these bars along the outside of each tire aligning the back of the bar with the back of the tire. (Straight 2"x4"x4' studs have worked ok for me.) The inside measurement between the bars at the front of the tires should be approx. 53 inches. The inside measurement out at the ends of the bars should be approx. 53 1/2 inches. By loosening the steering rod jamnuts you can turn the rods (each equal distances) to make any necessary adjustments. No two vehicles are exactly alike so this may take some experimenting on your part, to find the best setting for your vehicle.

For taking up chain slack, put 1 chain shim behind each pillowblock that holds the jackshaft. Then you will need to move the engine ahead to take up the slack just made on the belt, because of the chain shim added.

For your headlight leak, I do not see any problem with using a thick door weatherstripping. Also you may want to try some clear silicone around the outside edge of the headlight and body.

Sounds like you may need to replace your dash button switches. I don't think they can be taken apart and lubricated in any way.

The parts package is made up of parts you will need approx. every 10,000 miles. Other things like clutch buttons will be available anytime. (you'll need clutch buttons approx. every 3000 miles.)

The average selling price that I know of has been going for \$2500 - 3000. Less, if in bad shape mechanically or physically.

There is a vehicle somewhat like our Freeway that is using a reverse. Most people probably wouldn't be interested in it because you would need to make a new swing arm brace and relocate your jackshaft bearings. This is not a job for a light mechanic. I test drove one with a reverse myself. This reverse is a small transmission with shafts out of each end that would replace our jackshaft. They are using a Salisbury Clutch and a small sprocket on the other side like we are. If you would be interested in trying one, I think they are about \$175.00 - 200.00.

You can make a service door entrance by cutting a hole in the rear shelf and using the cut out for a door. Get a couple of hinges and a hasp for hardware. I know of some who have done this.

I haven't heard of any company starting in Iowa, but I have heard of one starting in St. Cloud, Mn. which is where I drove a vehicle with reverse, like the Freeway.

Thanks for your letter and photo. May your dreams come true, Sir!

Jerry Kraft

Page #9 of the "Jerry's Freeway service manual"
Under Driven clutch Assy. When reassembling the clutch you need to make the cam have 1/3 rd turn instead of 1/8 th turn of tension on the spring.

Freeways for Sale

1981 Freeway Jerry Kraft 4301 W. 124 St. Savage, Mn
(612) 394-5839
1980 H-M-V Gary Nelson 4723 Upton Ave So. Mnpls., Mn.
(612) 929-6949

Deluxe Freeway Robert Loudon 4597 Drusilla Dr.
Baton Rouge, La. (504) 926-7710

1982 H-M-V David L. Kennedy 1316 Russet St. Racine, Wi.
(414) 632-4934

Freeway-Stock Doug Smith 2911 Sutton St. Louis, Mo.
(314) 645-1359

Freeway#41 Ed Riemann Rt. 1 Box 594 Borden, In
(312) 923-5726

If you are a subscriber to the Freeway Newsletter you may place an add for your vehicle at no charge. One line and a telephone number.

Dear Jerry,

Regarding your proposed structural change in One Way Parts my reaction is - we are used to paying "outrageous prices" for parts and service and most of us know what it costs to live and run a business. I for one will happily pay an outrageous price for real service such as you have provided. It is shoddy merchandise and Big Corporation institutionalized Ripoffs that hurt to pay for.

However I would go along with any plan favored by other Freeway owners or, most important, any plan that will enable you to continue One Way Parts Co., while keeping your sanity, home and family.

Busy time here on "the farm" - no time for careful penmanship!

Regards,
Dave Spier - Styvesant Falls, NY

Dear Jerry,

First the good news! Thanks for the Service manual. Sure a lot of good tips and instructions there. I think it is a good idea to buy things in a package. I sure like the news letter and don't know what we would do if we couldn't buy parts from you.

The Driver Clutch dont seem to worn. I felt in side where the belt rides and there seems to be a small ridge on the outer edge.

Should it be replaced?

Should pucks be replaced?

How often?

How about the 52 tooth sprocket

W/drum?

Should set screws on 14 tooth

sprocket be locktightened in?

Should I install a chain tensioner? I see one in J.C.

Witney. How do you remove Driver Clutch from PTO?

Installed the grease zirk in front torsion bar tube, seems to help ride and how it takes the bumps with the front end, much better. sorry to ask so many questions, but I still like to drive the freeway. Many thanks and keep up the good work.

Al Oswald - Ankeny, Ia.

REPLY:

The ridges mentioned on the driver clutch occur when the belt makes a groove on the faces of the clutch. the grooves tell you if you do a lot of freeway driving or stop and go driving. Freeway (road) driving causes these grooves toward the outer edge. Stop and go driving causes them to be located in the center. These ridges are not reasons to replace the clutch unless they are so bad that they are chewing up your drive belt or if it will not allow your belt to shift smoothly when accelerating. Pucks do not need to be replaced unless significant wear is noticed and vehicle will not pick up very well when accelerating. The 52 tooth sprocket will not be needing replacement untill the teeth are rounding and start to curve. The average life will be 10 - 15,000 miles.

It is a good idea to locktight the set screw in the 14 tooth sprocket. If you keep the setscrew tight you will lengthen the life of your key and jackshaft keyway. Installing a chain tensioner is a good idea. Take much precaution when installing one so as to allow the tensioner free moving without binding or accidental locking of chain. To remove Driver Clutch, first take off lower fiberglass engine pan. Then remove muffler. Then loosen the only bolt on driver clutch with a 9/16 socket. Remove bolt. Expand driven clutch sheaves by hand and push the belt into the center of the driven clutch. This should allow enough slack so that you can now take the driver clutch off the power take off.

Dear Jerry,

I wanted to tell you of my experience:

1) Re the Hot fuse: I modified a Radio Shack fuse holder as follows; made a heat sink out of some right angle brass, with a .0" prong for a 0+ spade lug connector. Used 4-40 hardware to bolt the fuseclip to the heatsink, to a 1/4 in. piece of polystyrene. Then I bolted the modified fuse holder to the frame with a rubber pad under it.
2) I found that the large Blue & Large Red and the orange pins in the Dash Plug char in no time. I removed the Large Blue since they were the worst and connected them with a .176 bullet connector and corrected my charging problem.

Glenn Skinner - Paris, IL.



Drawing sent from Vernie Swan of
"the Automobile"