



The Freeway Newsletter

Vol. 1, No. 9 June, 1982

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P.O. Box 64, Yankton, S.D. 57078
Telephone (605) 665-1890
Donald J. Martin, Editor

Dear Don:

I have noticed a lot of misinformation in reading through your newsletters, but have been too busy correcting some of the problems which you have mentioned to take the time to answer.

First, I would like to say that it is difficult to make generalizations about any of the vehicles because there have been frequent design changes, changes in vendors, and habits to hatch variations of parts. Maybe if I give you a history of some of the changes you can see just where your vehicle fits in.

The first prototype run was 3 gas and 3 electric. One of these gas units belongs to Mike Antis in Marshalltown, Iowa, and the other 2 belong to my Dad (O.J.) and brother (Doug). Doug's vehicle recently logged over 10,000 miles with me behind the wheel (Doug was furious) and O.J. has about 9,000 miles.

The next run was 90 units and everything was cooled up. All of the first 90 units had a stub shaft on the blower side of the engine. This was to power that "infamous reverse" via belt and gears. Unfortunately it wouldn't overpower the drag from the main drive clutch and the vehicle would oscillate back and forth as the two systems did battle. If you think not having a reverse drive is a problem, try installing a reverse drive that doesn't work. (I promise to work on it this summer). Don Martin has vehicle #90 which was the last of the stub shafts. Therefore, if you other owners look for the shaft that Don Martin mentioned to grip with pliers, you won't find it. Grab the main clutch instead and turn it to get the engine off dead center or to allow the starter gears to mesh.

After about the first 300 units (spaceplace around serial number HW 4300581) we changed to a better grade of chain. We thought we had been buying a good grade of chain, but our supplier was giving us the type that you can buy from Sears (\$2 for \$50!). The new chain held up with butter and with lubrication does real well. These chains are available cut to length and ready to install for \$13.75 including connecting link frames. About this time the muffler was also beefed up.

At the 300 mark we made a major improvement in the rear suspension and steering. The engine carriage was mounted with 6 rubber mounts instead of 4 and this improved the steering 100%. Also the rear swing arm mounts were moved down so that the chain had almost constant tension through the suspension travel (about July of 81, serial number HW 4300681).

During September, 1981, we began installing the defroster blower. This worked out real well this past winter (maybe not that warm, but at least it kept the windows clear). About September, we also began getting a grease zirk in the front torsion tube and pumping the whole tube full of grease. This is a must on older vehicles because if the tube and front swing members get the grease washed out by salt water in winter driving, the will yell. Terrible job to get them apart.

During April, 1982, we got in a batch of jackshafts. No problem up to that time, but these shafts began breaking. We went to a such-tougher shafting after that and the problem went away. Later our supplier of bearings switched on us. Bearings started failing. Just

recently we have changed over to faster pillow blocks with a locking collar. Unfortunately we got started with NIN and they were supposed to be so good - American is better - (I should have known).

Some improvements in replacement parts now available:
1. Faster pillow block bearings; 2. Top grade chain; 3. Muffler is beefed up more on the next run; 4. New window gasketing on the right and left windows; 5. Headlight covers; 6. Blower kit; 7. Most important - the driven clutch has a new button material that should hold up longer and the cam is now crowned on rather than keyed; 8. Timken (American made) wheel bearings and races (replacing SKF).

I guess the point is that we have made considerable improvements and we are willing to give help. We do have replacement parts at lower prices than you will find elsewhere. A better service manual will be available soon and we are giving everything the best shot that we can with our limited resources. Thanks for putting out a good newsletter and H-M-V will try to keep you posted on new things.

Best Regards

Mathews Sales Company

8610 Chardon Road

Kirtland, Ohio 44094

Phone Area Code 216-951-6262

April 17, 1982

Attn: Donald J. Martin,

Narty Sullivan, 6316 Stough Rd., Parma Hts., O. 44130, has one of the first HWs that were delivered (early 80).

I have removed the jackshaft from my HW and found that there were sharp corners on the shaft where it was lathed down from 1" diameter to accept the torque-converter, and the drive sprocket. Also, the 3/16" keyway ended at the wrong place that the lathe cut was stopped, thus setting up a "stress point" which I believe is the cause of the broken shafts. Just to be on the safe side, I made a new one out of Chrome-Moly (AISI 5160) Steel, and carefully radiused all corners. It's now installed, and my HW is anxiously awaiting the Spring thaw.

While I had it apart, I looked into the cooling/heating problems, and have made a few changes. For the people who are plagued with overheating, I have installed an oil cooler, outside, so as to keep the engine temperature under better control during the hot weather. What I think is unusual though, I installed a manual control valve, inside, so that I can send the hot oil back to the outside oil cooler, or inside to heat the inside where necessary. This way, it's not necessary to overheat the inside, on a hot day, so as

Mathews Sales Company (continued)

to keep the engine within its temperature operating limits. All parts were gotten from a local NAPA Auto parts store, with the control valve costing under \$20.00. The cooler unit is from a motorcycle, an after-market item, and I bought the cheapest one that I could get. It doesn't matter what motorcycle the cooler was designed for, just get whatever cooler the dealer can't sell. I haggled and paid \$20.00 including all the hoses, connectors, and mounting hardware. When the engine gets up to 240°, I turn on the outside cooler, and less than a minute later, the temperature of the oil starts to drop. When the oil gets to 200° to 210°, I turn off the cooler. It works so well, I am thinking of a way to further enclose the engine compartment, for streamlining purposes, and appearance reasons.

More later,
Roger Mathews

Arthur O. Unland
R.R. 1, Box 62
Hartford, SD 57033

May 12, 1982

Dear Don,

I purchased a radio from Radio Shack which is the same as yours, and I am quite pleased with it. The instruction booklet did mention two filters, one which attaches to the ignition, and one which attaches to the voltage regulator to reduce or eliminate noise on the AM band of the radio. The filters are not very expensive, and are easy to install. You may want to check with Radio Shack or some other electronics outlet for installation on your Freeway.

So far I have been having good luck with my Freeway. I had a problem with it stalling and losing power when it was cool or wet, but I have adjusted the needle valve to provide more gas, and that seems to have helped. I use unleaded gasohol, so maybe the gasohol needs a bit different mixture than what regular gasoline has.

I have only driven the Freeway once when it was wet outside, but I did note a problem with the drive train. It sounded and acted like the belt was slipping. I will have an opportunity to find out again today as it is raining. Do you think I need to adjust the engine forward to put more tension on the belt? Is there some way to objectively estimate how much tension should be on the belt?

I talked to Lee at HWV about our discussion of oil versus synthetic lubricants. He said that it is Tecumseh which specifies using only straight weights based on temperature and using 10W-30 as an acceptable alternative. Use of 10W-40 will void the engine warranty. Tecumseh has greatly discouraged use of synthetic oils, but at present still honors engine warranty with reservation.

By the way, I have 650 miles on my Freeway. KSPY TV in Sioux Falls did a news story on it last Thursday evening.

Sincerely,
Art Unland

Stuyvesant Falls, NY 12174

June 2, 1982

Fellow Nuts,

I drove the Freeway all winter. Since I work outside, I dress warmly enough to stand it. However, on real cold mornings, I carried a basket of hot bricks - the same ones we take to bed for foot warmers.

I had to drive it in the great blizzard of '82. It was thrilling! Traction is good climbing but when you hit a drift you skid. I

tried different ways of controlling this. None worked. Anyway the freeway is easy to get back on the road.

Only had one near accident - I almost ran into a squirrel!

I don't understand the complaints about steering and handling. I find the stability and handling surprisingly good. On a good road I'm comfortable at 55; the seat gets a little hot at 60.

The "Newsletter" should have a better name. How about a naming contest? I think you should call it "SMALL TORQUE".

Regards,
Dave Spier

INSURANCE:

THE EDITOR RECENTLY PURCHASED A NEW INSURANCE POLICY FOR HIS FREEMAN. IT WAS LIABILITY ONLY AT A COST OF \$48.00 PER YEAR FROM DAIRYLAND INSURANCE COMPANY (P.O. BOX 29410, SCOTTSDALE, AZ 85258). THE POLICY DOES NOT INCLUDE MEDICAL COVERAGE OR COMPREHENSIVE OR COLLISION. IF INTERESTED FIND OUT WHO THEIR LOCAL AGENT IS.

News from Burnsville:

Well, that's it. HWV has gone out of business. I received two phone calls on June 21st and called Lee myself to confirm it. At this point it seems that the Freeway will go down in automotive history (1979-1982). It was most likely due to high interest rates and a temporary drop in gasoline prices.

This also happened at a time when many of the subscriptions to the Newsletter are running out. HWV hasn't sent out subscription cards with new vehicles for some time. I'm not sure why, but it may have been because some letters were less than complimentary to the car.

If anyone wishes to contact the bankruptcy attorney, the number is (612)339-1421. I will attempt to track down sources for parts.

Thanks to Jim Adams, we learned that there is a meeting of creditors scheduled for July 22 in St. Paul.

The windows were from Crown Plastics of Eden Prairie, MN. The body was by Sunrise Fiberglass of Wyoming, MN. The brakes were by Bendix, and the shocks were by Marenond (Gabriel Div.) of Nashville, Tenn.

I can still handle clutch (Comet) parts and probably find some others. In order that the Newsletter can continue, I have made a little subscription renewal form in this issue. Remember that any subscriber can advertise without charge anything for sale or trade. I would also like to continue receiving letters for publication.

Mr. Z's
QUICK PRINT
718 Walnut
Yankton, S.D. 57078
(605) 665-4449

Commercial Photography

Doug Smith

2911 Sutton

St. Louis, Mo. 63143

645-1359

May 27, 1982

Dear Don,

I have a few thoughts and observations I hope will be of interest:

1) I am sure H-M-V's recent letter regarding the parts fund was met with mixed emotions. However, it is commonly accepted in the automotive industry that no dealer can survive without the sale of service and parts. Therefore, I think it reasonable for the owners of freeways to give their support in this area. We all lose if H-M-V goes down.

2) Seat comfort can be improved considerably by:

a. placing a block of foam under the back of the seat and

b. installing an extra 1 1/2" foam pad in the seat back.

It's easy to do by untying the draw strings. The effect is basically an independent suspension for the seat and straighter posture while driving, thereby giving you a much more pleasant ride.

3) Ventilation can be improved by removing the windows. For the summer they can be held on by two sets of sunroof clips. That is good enough for sudden showers, but winter will require permanent installation again. This idea was given to me by Roy Baese.

4) Roy Baese has also designed a heater for the freeway that is beautifully logical and inexpensive. I hope he will write it up soon.

Sincerely,
Doug Smith

ADVERTISEMENTS

From Freeway News
Box 64, Yankton, S.D. 57078

Each order will include one free
COMET shield decal (2 1/4").

- #50 Chain Connectin Link.....\$.70 each
- #50 Chain Offset Link.....\$.95 each
- 1/8" Aluminum Shims (set of two).....\$2.50
- Champion RL-85 Spark Plug.....\$2.50
- 18" Oil Changing Hose.....\$1.50
- Driven Unit Button Inserts (3).....\$4.50
- Never-Seeze - prevents clutch
freeze on crankshaft PTO(1 oz).....\$4.00
- Comet Sew-On Patch 4 1/2".....\$2.00
- SCL Plastic Cleaner & Polish(8 oz).....\$3.00
- Hose Clamp.....\$.70
- Windshield Scraper(red, yellow
or orange).....\$.45
- Activator Puck for Clutch(3).....\$6.00
- Nylon License Fasteners (set).....\$.45
- SFE 20 Amp Fuses.....\$.20 each

I also have on hand two extra gas caps and one starter solenoid.

SUBSCRIPTION RENEWAL

IF THIS BOX IS CHECKED, THIS IS YOUR
LAST COPY OF FREEWAY NEWS. IF YOU
WISH TO RENEW FOR ANOTHER YEAR, PLEASE
SEND \$3.00 TO:

FREEWAY NEWS
P.O. BOX 64
YANKTON, S.D. 57078



VACATION NOTICE 1982

Hoffco Inc. and Comet Industries Div.
will close for vacation at 5:00 P.M. —
Thursday, June 24, 1982, and will re-
open at 8:00 A.M. — Monday, July 12,
1982. All receiving, shipping and parts
departments will be closed to all
business during this period.



Post Office gets electrified

Neither snow, nor rain, nor high gasoline prices will stay these carriers from their appointed rounds. The U.S. Postal Service recently began using the electric-powered Commuta-Van from Commuter Vehicles, Inc. of Sebring, Florida, in the Tampa area. The electric mail delivery program is expected to go nationwide, according to Commuter Vehicles, in order to reduce postal service costs.

Curtis W. Neel
205 S. Lee St.
Washington, Ill. 61781

June 22, 1982

Don,

As per our conversation Monday, please find enclosed a copy of my owners manual as well as copies of other items. I hope they may be of some benefit to you. Have you been able to contact Lee Edmondson to find out the exact status of the company and what he intends to do with the spare parts inventory? It may be of some help if you can locate the company's creditors and try to obtain the inventory through them. If he can be talked into it, I still think that Lee Landsteiner could be a big help to us owners.

As for my car - and it is a car in Illinois - I bought it from H-M-Vehicles at an energy show in Chicago and drove it home. It was built for a man who cancelled the order. The order # is 17A5 and the serial # is 11007140. I haven't had a chance to check and see if I have a new piece front strut or a modified shock assembly. The instruction manual does clearly state that I do need to use shims to adjust my chains.

If I can be of any assistance at all please let me know.

Sincerely,
Curtis Neel

NOTICE OF BANKRUPTCY CASE, MEETING OF CREDITORS,
AUTOMATIC STAY, TIME FIXED FOR FILING CLAIMS, ETC.

Debtor
Federal Tax
I. D. Number 41-131217
Bankruptcy
Case Number 3-10-3154

Notice is hereby given to the debtor, creditors, and other parties in interest, that:

1. An order for relief under 11 U.S.C. Chapter 7 has been entered on a petition filed on June 16, 1982, by H-M-Vehicles, Inc. of 32123 South 16th Avenue, Burnsville, Minnesota 55337.

2. A meeting of creditors pursuant to 11 U.S.C. Sec. 341 (a) shall be held at Room 604, United States Courthouse, 316 North Robert Street, St. Paul, MN 55101 on July 22, 1982, at 2:00 P.M.

RETURN CLAIM TO: Bankruptcy Court
at: 623 Federal Bldg.
316 No. Robert St.
St. Paul, MN 55101

June 26, 1982

Dear Don,

The date of this letter marks the end of the first year I have owned my '50 Freeway. The odometer has just turned over 17,000 miles, so you can see that I just plain drive it, both town and country. If anyone else has driven that much, I'd like to compare experiences.

I've had my share of down time too, as I'm on my 4th muffler, 3rd jackshaft and bearings, 3rd small sprocket, 2nd chain, 2nd belt, 2nd or 4th clutch (plus a set of buttons on the last), 2nd set of front wheel bearings, a bunch of running light bulbs, 2 rear shocks, and so on. I originally bought 4 tires, and have rotated 2 on the rear, and they all look fine. A frieze finally started from scratch on my carburetor adjustment, which had slowly dropped to 40-42, and now with the same driving habits, it is 38-50. I installed large air scoops on either side of the engine to replace the little ones, as our summer weather demands it for air cooled, but they blend in fine and look natural too.

My main concern is the miserable Coast clutch, which continues to back and wear out, even though I lube the buttons daily! I also get a large puff of blue exhaust smoke when starting from a stop, and that can't be natural, although it started months ago. The Tecumseh dealers here laugh when they see the engine on a vehicle, and refer me on and on in a circle. I am about to repair or replace the oil cooler pump, as it is sheering like an old man.

The Metz turn signal is also very sensitive, and I now have one brake light (legal here), no horn, but the turn signals and flashers work.

Now that the H-M factory has shut down, Don, do you know of any plans to keep the parts house open? Dave mentioned in his letter to all of us dated 5-3-82, that parts ordered from H-M are less expensive than buying them locally and he's right. I tried to call but no answer, and will drop a note soon and see what happens. You're a little closer and may have a better understanding of the problem.

When do you need a contribution for the newsletter? I'm sure all 700 of us "out there" appreciate your efforts, and I for one want to chip in to keep them coming.

Good luck, Don, and I'll write again.

Sincerely, Bill Nummer

