



The Freeway  
Newsletter  
Vol. 1, No. 8 March, 1982

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Telephone (605) 665-1390  
Donald J. Martin, Editor

Hf Don

1/82

Don

I enjoyed the doc. newsletter & I was wondering if anyone has heard how development on the reverse drive is coming along. Hope they get something on it soon. Have not driven RMV in a few months now, although it has about 6500 miles on it. Had a chain break at 5000 mi., My fault, I think I let it get too loose. Had to replace belt at 6000 mi. The Gates Sportline V belt 602B is the right one, about 14.00 @ in my area. The Jackshaft seems to have slipped sideways on mine and rubbed the mounting flange on the clutch side. I think I need new set screws on it.

O.D. Nichols  
513 Lakeshore Dr.  
Mabank, TX

P.S. My insurance comes to 177.00 @ 6 months. Seems high to me. Liability & Comprehensive - State Farm

Dear Don:

My Freeway is on order now...

I would volunteer to help any owner of a Freeway in my area to stay over-night or etc. By the way I live at the only nudist resort in Sacramento, CA. I also marry couples in the nude or clothed.

Rev. R. Arndt  
Rt#1 Box 355  
Wilton CA

Phnoe 916-687-6520

XX

For Sale: Yellow Freeway Top... 2 Mo. Old...  
Either with several small stress lines  
or in reconditioned condition.  
(608)423-4237 Lloyd H. Tieggs  
2466 North Street  
Cambridge, WI. 53523

XX

For Sale: #50 Chain Crnnocting link - 70¢ ea  
#50 Chain Offset link - 95¢ ea  
From Freeway News  
P.O. Box 64, Yankton S.D.

XX

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

You asked what a King Midget was. Well King Midgets were built from 1946 to 1969. They were two passenger (early ones were only one passenger) cars. It's 12' long and 4 1/2' wide. Power is a 12 Hp Kohler (early cars had 10 Hp Wisconsin) with a unique double centrifical clutch arrangement that provides two speeds. There's also a forward and reverse box.

I drive mine all the time in nice weather. Like the Freeway, the heater is a bad joke and there's no way it'll move in snow! But it's the greatest thing since sliced bread all the same.

**KING MIDGET**

Wright & Lewis  
Printed Car  
Tobias Adams  
Wasson Road  
Box 104 30  
P.O. Box 104  
1600 100 W  
Winn, Minn  
Specs. Or send \$1.00 refund for order  
plus \$2.00 shipping & handling  
Phone in min and Iowa  
MIDGET MOTOR CORPORATION

Bill Hossfield  
50 Oakwood Dr  
Ringwood, NJ

Dear Don,

1/82

I thought I would tell you my feelings about the Freeway. I picked mine up in August and since have put over 2500 miles on it.

I am generally pleased with its performance. I have gotten between 65-70 mpg driving to and from work. I expect that it will improve with warmer weather.

After trying to use my normal route to work I have done some scouting around and found a route that doesn't require me to drive at speeds in excess of 40 mph. I feel more comfortable at these speeds. I try to avoid four lane roads that require me to switch lanes. I have found that people pull along side to have a look and won't let me switch lanes.

I had an accident near the end of October. A car didn't stop for a stop sign. There was very little room to do much. I braked and tried to turn around him. I got up on two wheels and flipped on my left side. I was fortunate that the drag of vehicle against blacktop stopped me before I hit the other car.

Total damages to my car was \$1300. I was amazed that the Freeway held up as well as it did. If one looked at it from a distance you could hardly tell it was damaged. The top part was cracked at four points, the rest was window and muffler damage. I believe very strongly that had I been driving a vehicle with more mass that I would have hit the other car and possible be hurt badly. (continued, page 4, from John Nelson)

Dear Don,  
 Thanks so much for putting your good energy into this publication. I know the math time and energy it can take. I've included a donation to help keep this newsletter financially strong and capable of including photos and long articles (like this one). Her postal rates don't help either.

For me it all started in May, 1980, when my order #003 was accepted by BMW. I saw the small photo and caption in that month's Popular Science. That got me with a year to fantasize on all the things I might do to that vehicle when I get my hands on it. You see, I have a feeling a good friend and making my ideas to it, especially resulting in an even better personalized or-of-a-kind item. In other words, I just won't leave anything stock. But before I share with you some of the things I have done, let me mention pick-up day.

On August 4th, 1981 I showed up at the Consolidated Pre-delivery Service and found my vehicle only damaged from its long trip to the San Francisco area. I was smart enough to bring my own car seat. Consolidated is pleased to support an insurance claim for the damage. To my surprise, Consolidated put the blame on to BMW. So now, over 1 month later, they're still handling it out among themselves.

While getting repair work done on the body, I also had some of the factory imperfections removed from the fiberglass exterior around the windows. Next came the custom paint job topped off by some excellent pin-striping. The big task to find next was a stereo-head-unit in-Shop. MS-8W digital, push button, cassette deck stereo system. This had to be combined with expert installation and a fancy alarm system with pager. The stereo system consists of an Alpine 7136 radio/cassette, Spectra 8328 amp, Spectra 4500 5088 unit amp, Visum 5000 woofer speaker installed in the floorboard with its own amp, a pair of "100" box speakers mounted on the rear shelf, and let's not forget the Hi-Fi Stereo Electroplated in-Shop installed on the roof. Looks great and sounds fantastic! Now, to improve the interior with a thick carpet, over 1000 lbs of padding. The custom pillows fit across the passenger seat and wrap-up as armrests when in use. I can see my watch, key along with my traffic behind me with the aid of dual, interior rear-view mirrors. These are small, bicycle mirrors with modified brackets. A small eye assessment lets me glance at these mirrors to check the traffic. With that information I can decide whether I want to correct myself to the longer head movement to glance at my outside mirrors. I painted a little visibility by using a reflective license plate frame and by putting a small reflector on the back side of the roof antenna. I also feel a little better about having rubber covers over the rear and trunk pedals. At the motorcycle shop I found a 35-horsepower cover for the accelerator and a handle bar grip for the brakes. Both were small and inexpensive items include dual multi-grades, extra padding in the driver seat and over the battery, nylon webbing door stop, a small nylon ski-goggles to stop the squeak in the brake pedal spring, and vinyl, compass, cup-holder, interior utility light, in-dash digital clock, map light and I even installed dummy mirror bases in

The two missed holes of the back wheel cover hinges. For \$35.00 BMW sent me a detector-blaster kit which I understand is now included from the factory. I included a separator blower switch, patched the edges of the detector-blower to match the dash color, and also installed excess feeling time. I decided that a drive chain tensioner was definitely a good item and bought the Levey "Mechanics Toolmaster" which Bill Scott talked about in the Fall Newsletter. Bill, I never I decided to use a spring powered ordinary state-of-the-art type tensioner made for a Yamaha-500 dirt bike. It's small and light. I also decided that the skull round air vents that pop out of the side front windows, although very nice, seem inadequate ventilation for sunny California... or even foggy South San Francisco. But what to do? This took some thought. It finally came to me, and I took this idea to a plastics fabricator and had him make me two side front windows with about a 60% removable portion. This section has a lip around the edge with velcro attached to it. The other half of the window strip is mounted to the window section that remains in the original rubber molding. With the aid of a small knife I can just hook the velcro lip and lift the inner window section out of the rubber molding along the bottom edge. This allows me to drive with my elbow resting on the window ledge... the definitive driving position! And yes, of course, I slip these removable window sections into their own proprietary storage pouch. Yes let's move to the back side window... I also had these made. I went to the next plastics fabricator... I also had these made along the next thickness up to plasticizer, and the edges polished along the top, and had the two front holes saved by closer to the edge so the weather would get a better bite onto the skin. I also had all four of these windows made in dark grey medical tint. It helps create a degree of privacy to combat that "white-line-cliché" feeling. The dark windows also tie-in with the paint job... making them appear larger than they really are. I'm still working on a cruise control and a miles-per-gallon gauge. Ah, if I could just figure out how to keep the dust off the mirror or cover!

Two small problems that fell under the "work-in-progress" category and that fell under the "work-in-progress" category are the lower mirror belt roll-off and the 500 cc and 1000 cc parts to break loose. The gas holder was cracked which made fuel hose at times. BMW was quick to send me both new tanks, and has always been pleasant to deal with. One problem that I've done nothing about is that I removed the vehicle with a paint job over the lower half of the body instead of the full-on that I ordered and paid extra for. Oh well... all in all I love my vehicle and have to admit how fortunate and the people at BMW. So now I see you really love the way... The Journey.

115-588-0534  
 11-9-81

AM BRENNER



R. M. Ferris  
12 Bondeau Road  
Bellingham, Ma 02019

Dear Don Martin,

Continuing to gain confidence in mine as time goes by. As in Tom Parnon's case (Dover, MA) once you've had the drive train apart and reassembled it, mine is smoother and quieter than ever, and at present runs better than it did when new.

Unlike Tom, however, I have no desire to sell mine, especially with the price of gas due to take another big jump in 1983.

Although I purchased a new oil circulator pump when mine failed last summer, I've never had any need of heat, even in below zero weather, so I still haven't installed the new pump.

Even though I cannot use it in the rain, or on slippery roads, it still saves me a great deal of money. Most days are nice.

My regular once-a-week maintenance schedule now consists of oiling the chain, greasing the pillow blocks, and checking the oil. I intend to change the clutch inserts at about 3500 mile intervals as my first set went out at 4000 miles. The belt I will change when my snowmobile driving neighbor says it doesn't look too good, there just isn't much to do beyond that.

I didn't know, at that time, that I could have turned the inserts around and at least gotten home with it, and I further didn't know that they were so easy to change, so I field stripped everything, and will never do that again, believe me.

What the car needs most is a good maintenance manual, nothing more. (I haven't even needed reverse yet.)

Maybe a windshield wiper on the inside, or a blower or something, then it could be used in the rain, as long as one avoids puddles, which will cause hydroplaning.

Thank you, Don.

*Bob Ferris*



John Nelson, continued from P. 1.

I have not driven the Freeway since X-mas because of long roads and high snow banks.

Your newsletter has been a big help. I have found out some things that the owners manual doesn't stress. I think Dave Blumson could do us all a favor by putting together a more complete manual. I would be willing to pay for a manual that would be complete and explain more thoroughly the process of repair and maintenance.

Sincerely,  
John Nelson

Dear Mr. Martin,

11/16/81

Roger Mathews in Kirkland, Ohio was kind enough to loan a copy of your newsletter to me.

Like all Freeway owners I'm hungry for information, repair tips and experiences of other owners.

Our owners manual leaves a lot to be desired inasmuch as the vehicle is to date "owner serviced".

Have driven since for 3000 miles to and from work since July. Difficulties? My lights went out 3 different times at 5:30 AM. Believe me, I know what total darkness is! The clips holding the fuses are weak. I cured that with a rubber band.

Muffler cracked at the weld where the pipe meets the muffler. Sneezy! Removed muffler, backhanded muffler in two, welded inner pipe. Welded pipe at entrance to muffler HISS added 3 metal inserts to reinforce weld at entrance to muffler. HISS removed the solid mounting at bottom of muffler so frame. Then welded an anchor to frame near the top of muffler, and suspended a rubber hanger from this new anchor point to bottom of muffler. My vibration from engine is then allowed to move the muffler slightly without undue strain. Works good.

Chain developed excessive slack. Put chims behind pillow blocks of driver sprocket. In and Behold No Friction for belt. Need two more chims to shove clutch forward too.

Sincerely,  
Robert Newberry

From the Editor's Desk

This issue was late and I apologize; but we are back on schedule now. As you may recall I relocated from Rhode Island to South Dakota. My family arrived about the time I would normally put the Newsletter together, which was about one week after I bought a house. The house was circa 1890 and needed a lot of immediate repairs.

I have the distinction of having the first Freeway in two States, however, welcome to Art Usland of Hartford, South Dakota, who now has the second car in the State. Art works for the National Weather Service out of Sioux Falls.

Art told me that he picked his car up in Burnsville and was told that they don't recommend synthetic oil anymore. We will check on that.

My car was laid up for most of the winter because of the snow. It started beautifully at 25 below zero, however, it is registered as a motorcycle here, and is presently uninsured.

Dave Blumson has a letter for the next Newsletter. Among other things, he talks about putting a grease jirk in the front turnion tube and pumping the whole tube full of grease. This must be done on older vehicles, he says, because if the tube and front swing members get the grease washed out by salt water in winter driving, they will seize. "Terrible job to get them apart".

Until June - Have a nice Spring!!!

Don Martin



**Mathews Sales**

8610 Chardon Road - Kirkland

Phone Area Code 214

Freeway News  
51 Lake Worth Avenue  
Narragansett, RI. 02882

Dear Don,

I have a lot of suggestions to make simply as possible.

Chains: Don't waste your money on a set off the swaged heads of both of the links want to "break" and use a drift pin of one link. (Remove the 84th link, then the 84th link.

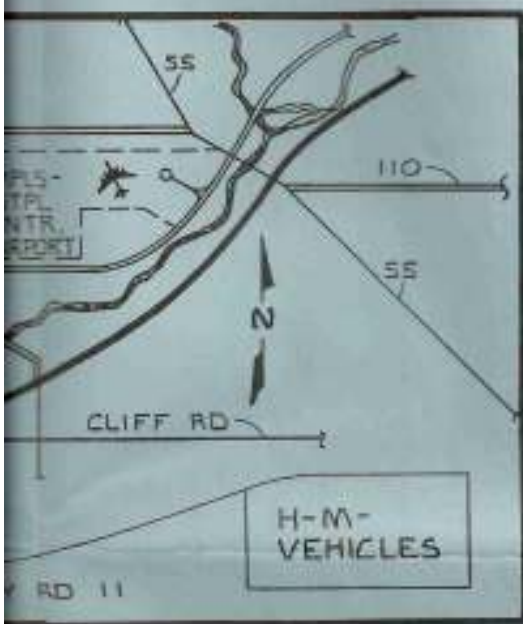
Starter: If the ground connection is making very good contact, the starter. Remove the left front bolt that holds put a "star lock-out" between the ground on the swing arm. This will insure there is no dirt or rust, or paint on

Cri-Cri: In the USA it will be called be supplied in kit form by Chris Helm is the designer of the Zenith Aircraft over the world from his two American. The Cri-Cri, or Cricket can be seen at Fly-In March 14 - 20th. Also, can be August 1 - 8th.

Japanese "K" Cars: If you want to see The Douglas Trading Co., in Miami Inga which have 49cc engines, 30 mph speed. They are four wheel, or three wheels, and they are available as passenger car is about the same as RMV.

Bill Kummer: Wheel rubbing in the rear shock absorber. The "ring" that holds on the spring-stock has "slipped". It is breaking the welds, sliding down to bottoming of the RMV, and the tire will deteriorate.





Wandering: Try adjusting the toe-in on the steering arms. I have mine adjusted to 3/32" toe-in when measured in the following way: With a yardstick and a one foot ruler, measure the distance between the inside of the tire sidewall, at three to six level as possible, and compare the two sides. Make the front 1/32" closer than the rear, and you have what I use on mine.

Harsh ride: This is a nasty one, and don't try it unless you understand, if you make the suspension too loose, it will be dangerous. The front suspension is held together with one long bolt. The head of the bolt is on the right side and two nuts are on the left side. You will find the nuts are welded by HW. This is for liability protection on their parts, so they can't come loose? What happens is, they are possibly too tight, making the suspension to bind. I ground off the welds on mine, and only had to loosen the nut 1/16" turn. Dave Rishman will recommend you weld them back up when done. I agree! However, on mine I didn't. I used a "wrecker" lockwasher between the two nuts, so that I can readjust if I want to. If you don't get these nuts very tight.....oh boy.....check for tightness often!

Headlights: I installed two Swigen lights, through the glass body, using 2" washers for support, in front of wheel, under body, and make sure the wheels don't hit them. I wired a new switch, and when someone doesn't dim their bright lights, I can "wipe them out". You won't believe what the additional light does for you until you try them. J. C. Whitney \$19.95 including switch & wiring.

Leaks: Directly behind the right front wheel, the body is about an inch wider on the top, than on the bottom. Dave tried to fix this with the mud flaps, however it isn't enough. Give me a piece of rubber, from an inner tube, or mud flap material, from the rear of the right front fender, hunk down the side of the body about 18 to 24 inches, in a horizontal plane, behind the rubber molding between the two body halves. This will be unable to be seen unless you get down under the car to see it. The gap will taper and disappear as you approach the bolt (the first one forward that holds the top and bottom together.)

Broken Jackshafts: I would suspect the shaft in side of 1018 mild steel. It probably should be made of 4130 Chromo Moly steel. Cost should be \$15.00 or \$20.00. I will check this out myself although I have not had any problems.

Forced-air Heater: King Midget had a sheet metal square funnel that was hinged with a wire, it had a "chuck cable" control, and the funnel could be raised or lowered to regulate heat. I have already told Dave that I am working on this myself. Try using the wire reinforced "paper" ducts that Volkswagen uses on all its "Beetles". Any large hardware store has Volkswagen engine cooling ducts.

Steering too sensitive: I am trying to locate a steering damper that was standard equipment on a Kawasaki 500cc motorcycle, made from 1969 to about 1973 or 1974. The nice part about this damper is that its adjustable. Don't use the VK bus damper. You will feel like you are trying to steer a "Wreck Truck" with no power. J. C. Whitney has one for about \$45.00, however, this price is not acceptable. If anyone finds one and wants me to design the mounting for it, I'll buy yours, and send you the sketches on how to mount it. This is a "must" on my list of changes to do.

Altering steering: Don't try changing tie rod end locations. You are asking for "snappy" and speed problems. I have been "all-over" the steering and am convinced the geometry is okay. The problem is the light weight of the vehicle, and the extreme over capacity of the Michelin tires. If you had a "round profile" tire like a motorcycle, it might be better, but I have not altered the tires. They should last 50 to 100,000 miles, and I don't want to fight that.

More later.....

*Roger P. Mathews*  
 Roger F. Mathews

P.S. Why not print "Zip codes" from writers so we can contact each other regarding these problems. I am trying to help!

les Company  
 Kirtland, Ohio 44094  
 216-831-8262

1/15/82

...and will make them as  
 on a chain breaker. Just grind  
 the pins on the link that you  
 pin or center punch to remove  
 when the master will become

on to the "swing arm" is not  
 water will only "olick"  
 while the "belly pan" on, and  
 a ground strap and the metal  
 are a good contact. Make sure  
 as at this connection.

called the "Cricket" and will  
 wheels from Zenair, Inc. Chris  
 aircraft, and supplies kits all  
 from offices, and one in Canada.  
 one at Lakeland, Florida 340  
 can be seen at Oshkosh, Wisconsin

to see really big cars, try Frazer  
 Sports Capucine and Cadillac  
 speed, and weigh 360 to 500 pounds.  
 (single wheel is in front)  
 for or commercial trucks. Price

the rear is caused by a defective  
 inside the bottom of the spring  
 P. It is spot welded and subject  
 from the shock, and causing the  
 to will strike the body as he

November 9, 1967

PAGE 6.

A ONE YEAR, 5000 MILE REPORT

Shortly after replacing the chain-side pillow block, I noticed a great deal of vibration when pulling. It turned out that the exhaust-side bearing was ready to disintegrate also, so I changed it out, and we now cruise daily and quite satisfied.

Over the course of the year that I have used my FREEMAN, I have been forced to replace the clutch buttons at 4000 miles, the drive gear and one pillow block at about 4500 miles, the other pillow block at 4500 miles, and have also replaced the belt and chains, while I had it apart, so preventive maintenance.

I believe that the book is in error where it states that the pillow blocks should be greased at 5000 miles. 700 would be more like it, and each week, when I oil my chain I also give each bearing a little grease. These bearings seem to run very hot, even when new.

In the process of dismantling and reassembling the exhaust system I lost the gasket, and used some silicon rubber liquid gasket instead, which seems to work well. It has a 500 degree upper temperature limit.

My oil pump for the heater also failed, but I have as yet not replaced it because the weather hasn't been cold enough.

I'm sorry that there is disagreement among us as to whether the Registry inspection to which I submitted is the right solution. However, I had no choice in the matter, and as of the present, once a computer search is conducted by the Registry here in Massachusetts, all FREEMAN vehicles will have to comply with the Three-wheel Vehicle specifications which Dick Griffith, of the Equipment Division, is writing up now.

I had mine registered as a motorcycle, and was stopped by the police in Wrentham, MA and told not to drive it through that town without a written waiver on the headlights, handle, etc., at that time I got involved with the Registry. I didn't volunteer for this inspection. One does not argue with the Wrentham Police, or the Massachusetts Registry, particularly if one has to drive through their town every day.

The lighting system is holding up well on dark nights driving home from work, and of course, I have disconnected the center light as we do not to draw too much current.

Deve has sent me ventilator retrofits for mounting in the side windows, which are setting on the shelf with the oil pump. I don't use the car in bad weather if I can help it, and really admire the gentleman who has been driving his up and down Route 128 every day right through the winter weather.

This is odd; but I cannot drive slow with the same hand which I use to drive my '73 Dodge Dart. My right hand is trained to steer the Dart, and as left to steer the FREEMAN, and I cannot get away from this.

I occasionally get up to 50 MPH, but am not really comfortable or in complete control over 40.

I have not needed reverse as yet, and probably won't bother with it in my case as sloppily is my weakness. Others have not been so lucky, I guess, and at least one owner has seriously injured himself while turning the vehicle around.

I've not had to wait longer than five working days for any part from here, and am grateful for that. But it does take a professional quality gear puller (which can be rented for about five bucks) to do any deep teeth work on it.

Please don't forget that Dave (and we) are planners, and while the concept of what I like to call "1 by 1" vehicles is far from perfected, we have the pleasure and honor of being in on the ground floor.

Have you noticed how everyone is trying to get on board now? Even such names as Ford are tending more of the public's need for, and acceptance of, motorcycle vehicles.

Best Wishes to all

Bob Ferris, #86

P.S. This was too good to keep: I just saw a three-wheeler on an television, powered by compressed air, supplied by a windmill-powered compressor. Let's see anyone beat that for energy conservation! The bad news: The guy has about twenty grand tied up in the prototype.

Another Day

Bill Busser was invited to appear at the Arizona State University's Memorial Union all day November 7, to show an economy vehicle to the Society of American Energy Engineers. It was sponsored by the Arizona Department of Transportation.

Dear Mr. Martin,

January 13, 1982

Just received newsletter #7 and as usual enjoyed it very much. Each one becomes more informative than the last.

I am the owner of #311 purchased back in March, 1981. After taking delivery in Minnesota on May 29, I drove it to Texas covering 1400 miles. The first two days were spent adjusting to the BMW's characteristics. This was accomplished by changing tire pressures and driving techniques through northwest Iowa and eastern Nebraska.

During the first 500 miles, #311 was driven at 45 M.P.H. into a constant headwind. Whenever the oil temp. reached 260 deg. F., it was repeatedly pumped down to a 220-240 deg. range. For the second 500 miles, top speed was increased to 50 m.p.h. After that, occasional bursts to 55 and 60 m.p.h. were accomplished. Sixty m.p.h. seems to be the top speed with a 340-M in #311.

The following incident's are worth mentioning: The engine stalled in Kansas City (at the infamous stockyards - no less) due to fuel starvation. At this point the instruments indicated a fuel level of 1/2 tank. I found out later that the fuel sending unit is made for a tank 6 in. deep. Ours is a 5-3/4" tank. Therefore, we have an error of 1/5-1/4 tank as indicated. I should mention that the mileage figures from Burnsville to Kansas City was 78.95 m.p.g., and from K.C. to Texas figured 82.90 m.p.g.

I have 5,000 miles on the odometer now, and the only problem I've had until recently was a loss of fuel pressure. The purchase and installation of a repair kit for the fuel pump solved the problem. On dismantling the pump, I noticed that it had been built improperly to begin with!! My real problem began on Nov. 5th at an indicated 4700 mi. when my rear brake locked up - throwing my into a skid that resulted in turning the vehicle over. Damage consisted of superficial scratches on the body which was easily repaired. A call to Minnesota resulted in instructions to go through the rear brake with specific mention to "back all the way off of the adjuster, and leave it that way" to "make sure the drum is centered before tightening the lug nuts". This resulted in much smoother brake response without the "pulsing" that was experienced before.

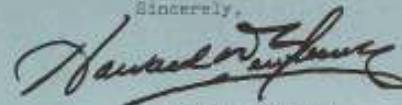
All went well until Jan. 4th of this year, when again, and without warning, the rear brake locked up the second time! This time #311 turned over at 45m.p.h. resulting in considerably more body damage than before. I will have to replace the top half to make it look right now.

I reported this to Minnesota, and learned that a number of vehicles were constructed with "shorter than normal brake cables" around the time #311 was built. (March through May 1981). At this point I don't know if this is the cause or not, but I need to find a fix for this problem before I can justify spending \$750.00 or so to make #311 pretty again.

Oh by the way, I would like the mailing address of the Ft. Walton Beach Yamaha dealer mentioned in Mr. Forman's letter. I would like to compare this "convertible body" to BMW's standard one.

Thanks for providing a valuable service. Keep up the good work!!

Sincerely,



Harvard E. Newberry  
P.O. Box 1947  
Liberty, TX  
77575-1947

419 N. 4TH STREET  
REYNOLDSVILLE, PA 19881

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Today's mighty oak is  
merely yesterday's little nut  
that refused to hold its ground.

Murphy's Law: "The  
faster you move to catch an  
elevator, the more likely it is  
to close in your face."

MOVING?  
IF SO, WE'LL NEED  
YOUR CHANGE OF ADDRESS.



Dear Don:

November 4, 1981

Your Freeway paper is filled with good ideas and suggestions, and I would imagine all subscribers are delighted with it. Thanks for taking the time and effort to put the articles together - no small task.

I have over 7,500 miles on mine now, and with one exception have enjoyed the economy and notoriety that belongs to a FW owner. My business demands that I meet lots of people, as an investment and tax man meet, and this car has certainly helped. I've met lots of people who are time wasters of course, but there are some who will become good clients - one is the "energy manager" for a worldwide chain of hotels - met directly because of the Freeway.

This vehicle is certainly meant for a fellow who enjoys tinkering, and I've spent time tightening, greasing, polishing, (any one able to clean the plexiglass effectively?) and repairing, but my biggest problem happened last Sunday. The chain had not been touched since delivery date, and was very loose, so I let a good motorcycle mechanic tighten it by taking out links. It turns out that he took out a set of two, and it was then too tight, and as Lee had predicted, the chain busted when I was at freeway speed and 70 miles South of Phoenix.

I was lucky, and coasted to an exit road that had a Shell station only 1/2 mile away. No problem I thought, and pulled out my trusty AAA card, only to be informed that a 3 wheeler was classified as a motorcycle, and they did not tow motorcycles! Well, the short story of it is that six hours and \$141 lighter, we arrived back in Phoenix with the vehicle, towing it from the front, by the way.

Then the repair. The front main sprocket was ruined, but I obtained a new one at a Phoenix bearing shop for \$9, and as I had purchased an extra chain when I picked the car up, I was all set. The same mechanic replaced the sprocket and chain, put new set screws in the jacksaft pulleys, as the old ones had vibrated loose, installed a new belt while we were at it, and I was on my way in a few hours, the next day after my "accident". The jacksaft had been damaged by the absence of the set screws, so I'll need a new one of those, and the 2 rear red stop light lenses disappeared after the initial "thump" of the chain flying around, along with a few inches of fiberglass right in the back of the chain, under the license plate. That's all the problems I expect!

I'm a preventative maintenance man, so am conscientious about changing oil and filters, greasing the jacksaft pulleys and front steering forks, checking fluids and pressures, spraying no lube on chains and bushing, and all the rest of the pattering around one can do, and I'm sure it is paying off. Now if only I could cure the bucking that occurs when starting and stopping I'd be real happy. I plan on devising some sort of chain tension device so that I'll not run a risk of breaking a chain again.

I'm hoping to market a few cars here in Phoenix, so that our combined experiences and ideas can help to keep us all running cheaply. Dave Erickson was right to predict that if the Freeway would replace one of two large cars, a family would find that they would use the remaining large one less and less, as they would invent new uses for the Freeway. Our gas bills for only two large cars was averaging \$300 per month, and it has been decreasing each month so that the total for October was \$68! However, I think that's about down to bare rock.

Thanks again for your work on the bulletin, and best wishes!

Sincerely,

Bill Kuntzer  
1716 W. Bell Road  
Phoenix, Arizona 85003

"FINANCIAL STRUCTURES-INVESTMENTS-INSURANCE"  
Anasazi Bldg. P.O. Box 3867  
West Sedona, Arizona 86340-602-282-1460

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