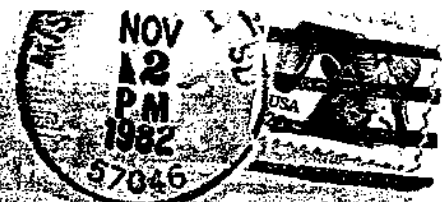




The Freeway Newsletter



Vol. 1, No. 10
Sept., 1982

Karl Fabian
6209 Sharon Ln
Hodgkins, Ill.
60525

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R.R. 1 Box 165
Mission Hill, S.D. 57046
Telephone (605) 665-1890
Donald J. Martin, Editor

Dear Don, 7-18-82

I heard about your Newsletter from Mike Hoff (Sales Manager) Comet Indu., Richmond, Indiana. I was in there getting parts for my Freeway; he said he would send parts no. to any Freeway owner requesting some, also was going to stock belts as he had lots of requests.

I've had my Freeway one year now, got an issue of your Newsletter March, 1982 from Mike Hoff. I've had about the same problems as other Freeway owners according to your Newsletter. When I received my car, I drove it from Minn. to Fla. a distance of 2020 miles. I got 80 M.P.G., did 55-60 on expressways. I have 5,500 miles on car now. Used 2 chains, belts, new jackshaft and sprocket plus new driven clutch and front drums were egg-shaped had to be turned down.

Sincerely,
Lawrence M. Rose
P.O. Box 304
Ft. Ogden, Fla. 33842

8-3-82
Having trouble with Comet clutch. We have been plagued with many problems. So hopefully one day through the help of Freeway news input we will all get a much better machine, at long last --

Still haven't lost confidence in California. Just need the time to fix or replace clutch.

Keep the great letters coming.

Karl Edwards
22542 Raymond Rd.
Perris, Calif. 92370

Dear Don,

From what I have read about the improvements made, I should have a Freeway with the zerk grease fitting in the front torsion tube but I don't seem to be able to locate it. I should also have the screw on ramp clutch ramp but I don't. It would be a good idea if we could get all subscribers to donate enough and more to cover your time and effort to compile some of this info for a separate letter (info would be addresses of where to get the parts also location on vehicle). If you could do this then put a price on it in your next newsletter.

Mr. Julian Samborski
W172 N 12216 Fond du Lac Ave.
Germantown, Wis. 53022

Dear Sir,

I got your address from Ron Lepsch and was pleasantly surprised to hear of your newsletter. I am involved in model cars and have made molds of the Freeway for a vacuum of which only about eight have been produced. As a director for the National Model Car Collectors Association, one way I have been helping is to write articles for a couple of publications and had planned on doing one on the Freeway. After quickly glancing at Ron's copies of the Freeway News, it looks as though it would be a great help for background material on H-M-V history. The model is not completely correct as the mold was built several years ago using an early version as a reference so the tail lights, side louvres, and exhaust pipe are incorrect. These may be changed later as time permits.

There are four Freeway owners that we are aware of locally and have discussed starting a club to help each other out. In fact, I had given serious thought to printing a flyer similar to Freeway News to help others out, but am glad to see you have this covered because my time is very limited. Should you want any articles or stories, let me know if they should be typed, subject matter, etc. Be glad to help in any way we can.

Enclosed is a picture of my Freeway as it appeared made up as an airplane for a parade (this was later installed on a yellow one for a later parade and later yet he made a helicopter version). A month or so ago, the top was cut off of mine and is being made so it may be put on or removed. Since the last pictures, the door has been mounted to the roof to hinge gullwing fashion and a step-over half door is being fiberglassed to fit in place when the top is removed. Other changes include an 8" steering wheel, extra gauges, two more dash switches for a fan and heating element, windwings for the open body, a sun visor, blue dot tail lights, AM-FM 8-track radio, and headlight cover. Future changes are to be a hidden gas filler, blended in scoops, and mag wheels (if the Japanese wheels will fit). Should you be keeping track of serial numbers, mine is 2730 G 81.

Well, enough of this. Look forward to hearing from you and hope your can keep this service going for the good of all Freeway owners.

Yours truly,
Jim Newcomer

P.S. The chrome boxes on the front fenders were added for clearance where the suspension was coming through the lips of the fender.
(PHOTOS ON PAGE 2)



3908 Leybourne
 Toledo, Ohio 43612
 Sept., 3, 1982

Dear Mr. Martin:

This last summer I decided to try and fix all the minor and not-so-minor problems with my Freeway that I had been tolerating. So, with a friend's assistance (and the assistance provided by using the machine-shop where he worked), we tore the car down to the frame. I had to completely disassemble the vehicle because the small engine shops in the Toledo area would not touch it as long as the engine resided within the Freeway. A complete going over at the shop revealed that the valves were out of adjustment and that I had inadvertently cross-threaded the spark plug hole. After getting the engine fixed, my friend and I proceeded to fix, change, or adapt the following items:

- Faulty Oil Pump - I discovered that the bellow inside was torn. A repair kit put the pump back in prime shape.
- Water Leaks - a liberal coating of silicone under the flap which ran along the top of the front bumper cured the problem.
- Blinding Sun - I mounted a green plexiglass sunvisor with epoxy glue.
- Water Spray - I noticed that when it rained, water would spray all over the sides of the car. To fix this problem, I doubled the size of the guards.
- Blown Muffler - Despite the fact that I had less than 4,000 miles on my Freeway, the muffler cracked completely about the top flange during a backfire. To make sure it never happened again, we built the next one three times as thick.
- Noise - Although the new muffler reduced the noise level slightly, a greater reduction occurred when I completely carpeted the interior with fake-fur using a hot-melt glue.
- Overheating Engine - To provide better cooling without constantly running the pump, I tribled the angle of attack on one of the engine vents.

- Rattling Mirrors - To hold the mirrors in place, I placed washers behind both mirrors.
- Hot Interior - To provide better ventilation in the hot summer months without taking the windows out, I built a vent of sheet metal and rubber to install over the sunroof.

I also installed the zerk fitting on the torsion tube, changed the clutch buttons (for the first time), changed the oil, cleaned the chain, repainted the frame with Rust-o-leum, and bought a chain tensioner.

Finally, after being down one month, I finally got my Freeway back on the road. The following occurred the day after I finished glueing the last bit of carpet in.

On 8/31/82, for reasons not yet well-defined, I lost control of my 1981 Freeway going approximately 40 miles per hour. I was traveling in a straight line and had just finished fastening my seat belt with one hand (something I had done many times before) while steering with the other when the rear end of the Freeway's rear end swung around rapidly and without warning. Before I could even attempt any corrective procedures, I was sliding sideways and flipping over (twice). The result: the left front wheel was bent over the fiberglass body severely damaged including a collapsed roof (something that I was hoping would not happen if the car flipped). Currently, I am recovering from a broken shoulder and lacerated face, as well as many abrasions and contusions. I was lucky. The fiberglass shards barely missed my eye.

Currently, I have two theories as to the cause of the accident: oil on the road and the rear brake locking up. The oil theory comes from the fact that two witnesses reported an oil slick on the road. However, the police officer at the scene indicated that he could not find any such oil patch. I tend to favor this theory since it helps explain why the rear end of the car came around so quickly. The second theory involves the possibility that the rear wheel locked up (a situation that occurred with another Freeway owner). Support for this theory stems so far simply from the fact the policeman stated he could not locate any oil slick and I know of no other reason why the car would go out of control so quickly and completely. However, the towtruck driver indicated to me that the rear wheel moved freely when he went to tow the car.

I would strongly advise anyone driving a Freeway to always, I repeat, ALWAYS, wear the seatbelt tight. Also, I would recommend the installation of a roll bar.

Finally, if anyone is interested, I will either be selling my Freeway for parts or reconditioning it for sale. In case I decide to rebuild, does anybody have any ideas about locating a new body.

Respectfully yours,
 Douglas Felt

Dear Don,

July 11, 1982

Just received Newsletter No. 9. I have really appreciated the Newsletters 5 thru 9 you have sent me over the past year.

I received my Freeway the middle of August, 1981 and have put 4500 miles on it with no problems. I drive it mostly to and from work; a 32 mile round trip over good roads. The chain stretched enough for me to install the steel shims I received with the car at 1500 miles, and it now looks about time to replace them with the 1/8 in. shims. I have just now turned the clutch button inserts around to wear on the other side.

I hope you have better luck with your Dairyland Insurance than I did. My insurance agent wrote me a policy, for liability only, with Dairyland the first of this year. He also sent Dairyland a couple of polaroid prints of the car to show what it was like. About 6 weeks later I received a notice of cancellation from Dairyland which stated, "does not meet underwriting requirements:

Hope someone comes up with a better heater. The windows sure fog up in the winter time. Last winter I wore cotton work gloves and used the back of my hands to wipe the windshield and side windows once or twice every mile.

Too bad HMV couldn't make it. I think their inability to develop a workable reverse probably contributed as much as anything else to its lag in sales.

With HMV closed we need the Freeway Newsletter more than ever.

Best Wishes,
Earl Davis Wilson
2525 Nebraska Ave.
Selma, Calif. 93662

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THE VILLAGE VEHICLE ONE (VVI)

Transition Technology, Inc., 2316 18th St., N.W., Washington, D.C. 20209, (202)483-0493, has developed a prototype multipurpose vehicle posing some of the same concepts as the Freeway, which will be marketed primarily to third world countries. The basic differences are that it is a four wheel, four passenger with a center steering handle rather than a wheel. It has a pull starter (electrical system is an option), no reverse, and they claim 70 MPG (sound familiar). The rear top portion of the body can be removed to make the commuta-van appearing vehicle look like a pickup.

HINDSIGHT ON THE FREEWAY DESIGNS

If we could have designed the Freeway, knowing what we know now, what would be different. In my mind it should have been a two seater, in tandem, and slightly larger. The body would have had more removable sections making things to work inside more accessible.

Some of the early inadequacies were corrected later, such as the blower and ventilations, but I think the lack of reverse drive was a real disadvantage never corrected.

It should have had a crank or pull start, and a roll bar. We would be interested to read your ideas.

FROM THE EDITOR

The "One Way Parts Company" now has a good inventory of Freeway parts. If you have not received their advertising, write them (Jerby

Kraft and Cory Lange) for a parts list:

One Way Parts Company
12725 Granger Ct.
Apple Valley, Minn. 55124
Bus. Ph. (612)432-9131

Thanks to Curtis Noel and others for manuals and pictures. Unfortunately, I do not have room this issue to have them reproduced. It also requires extra printing costs.

Thanks to Art Umland I will have some information on the Shuttle Autocycle made by the Tomorrow Corporation in Chesterfield, Mo. for the next issue. If you can't wait, write to them at 440 Hunter's Hill 63017.

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LETS GET ORGANIZED

It has been the unanimous opinion of the freeway owners that I have talked to that there should be a club. I think it would provide more staying power, provide direction and divide the work so more things can be done. We need a couple volunteers! Please nominate yourself or someone willing for President or Secretary/Treasurer. Send me a note, along with a little campaigning if you like, and I'll put the list of candidates in the next Newsletter and ask subscribers to vote. If there is only one volunteer, he/she will be President and have to find other officers.

I think the Newsletter should be the job of an officer called the Editor. The Newsletter could be included in annual dues which would also cover the cost of telephone, etc. The job of the editor could then be passed on in the future.

If you want to propose a name for the Club, send that too for the voting. Here is one - The International High-Mileage Vehicle Association.

My thanks to the several people who have made contributions to the Newsletter, financial and otherwise, since HMV went under. I had planned to list their names but I'm afraid I would leave someone out by mistake.

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
 R.R. #1, BOX 165
 MISSION HILL, S.D. 57046
 *PLEASE NOTE THIS IS AN ADDRESS CHANGE
 FOR THE NEWS.

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FROM FREEWAY NEWS
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 SCL Plastic Cleaner & Polish (8 oz.) \$2.00 ea
 RL-85 or RL-86C Spark Plug \$2.50 ea
 #50 Chain Connection or Offset Link \$.80 ea

SPARK PLUGS
 The Champion RL-85 plug was recommended by BMW. I have been
 using them because I found that they are difficult to find. If
 you order some from a local auto parts store delivery is at least
 four months on special order (if they will order just one).
 When my supply ran out I ordered them in Yankton. After 4
 months I received some RL86C as a replacement. Doug Smith sent some
 RL 85's from St. Louis the same week.
 They will both work, but the difference is this - the 86 burns
 slightly hotter than the 85 which makes for cleaner burning on an
 old motor or one that only drives short distances. The "C" stands
 for a copper inner piece. You can order either one from Freeway
 News.

Dear Don,
 By placing an accurate dial thermometer in my hot drain-oil
 I found that to arrive at the real oil temp., subtract 82° from
 the Freeway oil gauge. No oil cooling is necessary until the
 gauge shows 240° F.
 Just because R-M-V has filed for bankruptcy, should not mean
 that those interested in a one or two seat lightweight, 70MPG
 vehicle, should become disinterested or give up subscription to
 Freeway News. I am sure that a more reliable vehicle can be made.

Sincerely,
 Don Fischer
 1 N 481 Prince Crossing Rd
 West Chicago, IL 60185

Bought the freeway last August for economical purposes.
 BUT, you shouldn't drive it in the snow; you shouldn't drive it
 in the rain; if you drive it in the cold you freeze; if you drive
 it when it's hot, you cook. If you don't drive it, how are you

And now, with the company bankrupt, I fear wearing out a part and
 being unable to have it replaced.
 Sometimes I love the little thing, sometimes I hate it.
 I now look at the "Freeway" as a collectors item - which I don't
 need as I already have one (an old Buick convertible) so, I've decided
 to try to sell it for no less than \$3,000.00 (I paid \$3,750.00 - I got
 the deluxe model with sun-roof).
 You may advertise it in the Newsletter, if you wish.
 I wish to continue my subscription, in case I don't sell it.
 Sincerely,
 Jack Bluhm
 RD 1, Box 35A
 Scottsdale, PA 15683
 P.S. My Freeway is red and has over 7,000 miles on it. My phone
 number is 412-887-3446.

Dear Don: 7-6-82
 As a followup to my recent letter, where I indicated that the en-
 gine smoked when starting from a stop, I reported to a Tecumseh dealer
 the day before the year's warranty was up.
 Without a quibble they agreed to open the engine up, which of course
 meant that the top half of the car had to come off! (and be put back on).
 That was 10 hours of labor, and then the parts, which was all the gas-
 kets, o rings, and a new head and valves. They charges it all off to
 Tecumseh! I have now seen the vehicle with the top off, which helped me
 to figure some things out. The engine power has noticeably improved, and
 the only bad thing was that the muffler mounting bracket cracked, which
 meant that it cracked the weld from the upper mount to the muffler body.
 Anybody know where the muffler was made?
 Good luck, Don, and thanks for the Newsletters!
 Bill Kummer
 4131 N. 24th St., Phoenix, Arizona 85016 (602)954-6967

9-30-82
 Dear Don,
 In communicating with Comet Industries to try to find out about
 their clutch, they gave me your address concerning the Newsletter
 that you put out. I have been wondering for sometime if something
 like this could be or had been done. I have had only one reported
 sighting of a Freeway and that was about 3 months ago in the Eugene,
 Oregon area. People that have traveled all over the country and even
 Minnesota never sighted another one like mine, so I am anticipating
 hearing about other vehicles.
 I am enclosing \$5.00 (Comet stated the subscription was \$3.00
 per year) in case you may have a back issue or two.
 I have a red 450 CC Deluxe, received June 1981. It now has
 about 7,000 miles, and except for a bent clutch spring it still is
 in pretty good shape. I just run it around town until I can re-
 place the spring. I drive it to work on occasion to Durkee, Oregon
 I 84 about 42 miles from Weiser.
 My number is 354 but it was # 221 that was built. Hoping to
 hear some news.
 Kenneth D. Webb
 909 E. Main
 Weiser, Idaho 83672

occasionally
Mr. Z's Quick Print
 718 Walnut
 Yankton, SD 57078
 (605)665-4449
Postman