



The Freeway Newsletter



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1983 GUINNESS BOOK OF WORLD RECORDS

The "California Commuter" uses 75% diesel fuel and 25% sunflower oil to get 156.33 miles per gallon on a long run. (average 56.3 M.P.H.). It has three wheels and 359 CC.

World record for fuel economy on a closed circuit course was set in 1973 by a modified 1959 Opel with 376.59 miles on one gallon of gas. Tire pressure was 200 lb./sq. in. and maximum speed was 17 M.P.H.

FREEWAY STILL IN THE NEWS

After four years the Freeway is still featured occasionally in the news media. The January, 1983 Syracuse, New York, paper had a nice story and pictures of Robert Batsford of Trumansburg, RD 1, N.Y. Batsford was told by the company that his was the fourth of its kind in New York State. Robert and his son also revamped an old Crosley by replacing its body with seats from a sleigh and created the sleigh-car.

ONE WAY PARTS SERVICE

One Way Parts has a new Spring 1983 Parts List. If you haven't received one, write to them at 12725 Granger Ct., Apple Valley, MN. 55124 (Bus. Ph. (612)432-9131).

I have a Freeway II that I picked up at the factory in October, 1981 and drove it to Texas 1100 miles. When I see your Newsletter and see the format Etc. I will provide some input for your Newsletter.

Thanks.

Billy R. Helton
2308 Miriam Ln.
Arlington, TX 76010

Dear Don,

I heard about your News from Comet Industries as the result of an inquiry about the service dealers of their Duster transaission. It sounds like a great idea, especially since the Freeway is a vehicle that calls for individual work and ingenuity to maintain. I think the vehicle is a great basic concept, but requires a few refinements (as do all vehicles) and with so many people being turned loose as experimenters and developers, the results should be very interesting. I've done a couple of things, and when I can send photos, I'll do so.

Sincerely,

Richard A. Perkins
1336 Milvia Street
Berkeley, CA 94709

P.S. Has anyone tried an inverted lifting (airfoil) wing below and back from the bumper to counteract the lifting effect of the body below the bumper and the fact that the whole body has an airfoil? Hence lifting effect particularly at highway speeds, say around 50 mph?



Dear Donald;

I am in the process of getting out a questionnaire to the 11 other Freeway owners in Colorado. I hope to learn more about them and thier Freeways. If anything good comes, I will share it with the Freeway Newsletter.

Thanks,

Clark M. Moder
6970 W 32nd Ave.
Wheatridge, Co. 80033

Dear Don,

Just found out last week about your Freeway Newsletter that Rev. and Mrs. Wehr here in Clinton subscribe to.

I never knew of such Newsletters and definately like to read or subscribe. I am sending \$5.00 and would appreciate back copies you might have to send me.

I also have a Freeway #1718. Got mine, as did my brother-in-law in Hampton, Ill., Ernie Cook, November 23, 1981, we have experienced problems also, engine missing, stons running while driving, believed fuel filter, started leaking also so eliminated filter.


This spring '82" couldn't get mine started. Tried several things, had to call Tecumseh dealer. Tried also, finally took hose off fuel pump at engine, blew into gas tank was getting gas. Hooked up again. been O.K. since. Figure piece of dirt in pump or carburator.

In fall and last summer we both noticed and experienced wobbled a lot on streets and whenever go over bumps and etc. jerk you either one side or other in lane of traffic. Almost afraid drive it for fear may run into some one. At same time discovered front tires were rubbing on fiberglass fender wells believe caused from weak springs causing rubbing and jerking steering. Also every time turned corner, tire rub all time.

I immediately cut aprox. 4" square piece of roofing Valley tin and taped under wheel well with duck tape so when rub wouldn't wear fiberglass, still holding.

I took top off Freeway in hopes to see cause of springs or shocks were weak. Took me good 3 hours figure out how to take top loose. There should have been a manual made to go with Freeway for these things and what do for people like me who aren't mechanical inclined.

After got top off really didn't help me as still don't know how to replace springs. To me look like welded one. Do you know who can instruct one on how to replace springs and shocks without tearing everything apart and then finding out wouldn't need to, that easier way of doing it.

After talking with our maintenance supervisor at work and looking at springs suggested spreading apart spring with wide screwdriver insert about 3 bolt nuts between them. Took a regular nut  and filed small groove on top and bottom of nut so once nut placed in the spring wouldn't pop out. Seemed to strengthen front suspension a lot. Will give it a try when get machine together.

Do have quite a lot oil around top of motor and Tecumseh dealer going look it over see if gaskets leaking or what.

This morning when to my Brother-in-law and put nut spacers in his springs and it made his much stiffer than mine. 3 each side. He weighs 230 lbs. and I 155 so there definately difference in spring strength I think. I have 2820 miles on mine. He has about 2500. We are unable to get his started now like mine did last spring so guess he's going to call repair man to try and start, or find out whats wrong.

Sorry rattled on so much. Get carried away some times. According to Newsletter I'd sure like a list of the different Freeway owners around area. Would be great to know where are and if close around where could get acquainted with to learn about some of their problems also and how corrected them.

or where one could call or write to answer problems.

Thank you. Check enclosed.

Sincerely,

Jack Quaintance

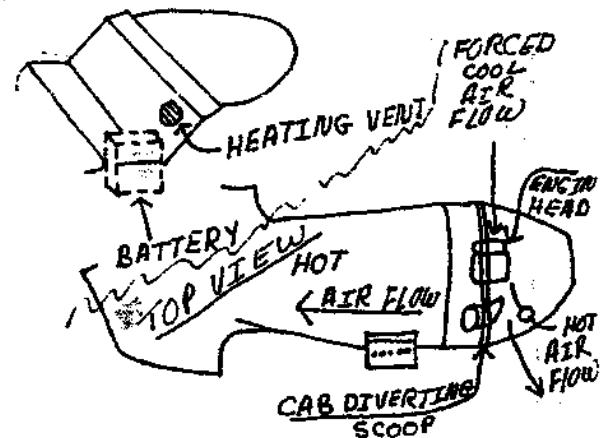
1647-8th Ave. So.

Clinton, Iowa 52732

J. Limber

913 S. Carpenter, Chicago, Ill. 60607

After reading ongoing inquiries in recent issues of F.N. about a reusable heating system for the Freeway, allow me to reiterate an ultra-simple system which gives excellent all weather comfort, as well as, fresh-air defogging power. Simply scoop in the forced-cooling air from the engine head to the cab via a 1 1/2" or 2" hole cut in the firewall on the battery side. Use plastic PVC tubing or what-have-you for ducting, and cap the opening to shut it off. Very simple and shirtsleeve warmth in any weather!



THE EDITORIAL

I sold my freeway to Bill Hossfield who lives in Ringwood, New Jersey. The deal was that we would meet half-way in Ohio. Bill was experienced at hauling cars on trailers, but I had to start at the beginning which involved buying a trailer, chains, turnbuckles, etc., and rebuilding the engine in my '65 Jeep. (Bill drove a '55 Ford.)

We chose the county fairgrounds next to Exit #3 on the Ohio tollroad as a meeting point, and amazingly arrived within ten minutes of each other. Incidentally, Bill has a very interesting collection of cars. This fairground is where he goes to the annual Crosley get-together.

At this point I must find a volunteer to take over the Freeway News. I send out about 80 Newsletters in a quarter, but I have heard there are 700 Freeways out there.

As compensation for the cost of the new editor's first issue I will send him (or her) the card file, shipping forms, CRI polish, spark plugs (about 1 doz.), Never-Seez, fuses, ice scrapers, back issues, pictures, and other parts and information. After the first time, renewal subscriptions should cover future costs.

The first editor, Bob Ferris of Bellingham, Wa. did the first four issues; I did eight, and now it is time for someone new to take a turn. The real work involved is mostly addressing the Newsletter, but several people have volunteered to copy address labels.

The Newsletter is important as it is the only way for owners to communicate, except locally. Please give my request serious consideration.

Hi Don:

The last part of 1982 was "down time" for my little car, and parts and time take their toll. However, it is running like new, and I'm approaching 23,000 miles and still have lots of people come to take a look and ask questions.

Just the other day I turned the key to start it and heard the "click". I remembered that some kind soul had a solution to that problem in one of your Newsletters, and sure enough I found it in the December 1981 issue. However, I couldn't reach the crankshaft on either the right or left side to turn the engine over, unjamming the starter and flywheel teeth, so did it another way.

I loosened the spark plug to lessen the compression, and merely turned the bolt on the drive clutch counterclockwise, and bingo, I was in operation again. Wish all repairs were that easy!

I certainly appreciate your efforts in keeping owners in touch and hope you don't tire of the job. Maybe there's a retired fellow out there who would and could "spell you off?"

Thanks much Don!

Bill Krummer
4131 North 24th St. Suite 121
Phoenix, Arizona 85016

Dear Don,

I see we all have similar problems. I am not much of a mechanic which makes for much learning with a vehicle of this nature.

I flew up to Minneapolis in August of '81 to drive my Freeway home. Got as far as the airport driving it back and returned to HMO factory. I was much to nervous in all that traffic and with 500 miles to drive, thought it best to have them ship it down.

Don't know how all those people drive so far on initial trip. My hat's off to them, for either being courageous or crazy!!

Had an accident on April 30, '82. Lost it in loose gravel on berm of road. Over correction in steering caused it to turn on side, cross other side of road and then flipped on other side. Luckily only suffered cut nose and broken PRIDE.

Righted vehicle immediately. Suffered much body damage, bent left front wheel, knocked all windows out. A portable air compressor restored air to front tire and drove it the 6 miles home! However much of the summer was lost while repairing vehicle.

Have much more respect for Freeway now. I have a 23 mile trip one way to work each day and makes for cheap transportation. Feel it would be much more practical for someone who might live half as close, or better yet, in town. Definitely a place for it today's transportation system. Keep up good work.

Respectfully yours,

Greg Lawson
R. 4, Box 195C
Monticello, IN. 47960

Dear Don,

So far I haven't had much trouble with my car (replaced the buttons once), but then I just put the 2000th mile on it in a year and a half. In the summer I generally prefer motorcycle riding, and lack of heater/defroster deters me from long trips in winter, so I just drive it around town a couple of miles at a time. I live a 2-minute walk from work. What I'm getting at is that I'd like to sell my car to help finance a late-summer trip to Japan with my wife, who is Japanese (and who is a good size to fit nicely into the car with me!). I paid in the high 3's for it; was hoping to get high 2's, but wouldn't laugh at or be offended by any offer. Deluxe 350, delivered August 1979, red outside, black inside.

Again, thanks for your motivation in organizing and publishing. Even after my car sells, I want to continue subscribing.

Sincerely,

Bruce Pritchard
1348 Blaine St.
McMinnville, OR 97128
503-472-9635

Dear Mr. Martin;

It's about time I wrote, I bought my Freeway in early 1980. It's number is HMV 1140 G 8D. It has the stub shaft on the engine and I've already got 582.6/10 miles on it! Seriously, I bought it to ride in parades locally (I'm in TV here.) hence the low mileage, also in August of 1981 I underwent triple bypass surgery which lessened my interest in such things as the Freeway. I did a lot of tinkering with it at first but its just been sitting in my garage since the spring of '81.

Anyway it's a somewhat rare early HMV with low mileage and I'd like someone to have it who'd appreciate it. Any offers?

Martin J. Sullivan
6338 Stumph Rd.
Parma Hts., Ohio 44130
216-884-9003

FOR SALE
DELUXE FREEWAY II -- GAS

Bought August 1981 for \$3400, has 1450 miles on it, want \$3000.00

Write: Julie Byrnes
110 South St., Apt. 2
Cassopolis, Mich. 49031
Or Call: 517-634-5139

Thanks for your help!