



COMPACT  
FRONTWHEEL  
DRIVE CLUB  
of AMERICA

AUG. 1980

DEDICATED TO SMALL-  
ENGINEED SMALL CARS &  
ENERGY CONSERVATION

SAAB Clubs of North America • publisher & treas.: Dick Grossman - 1918 W. Hood- Chicago, Ill. 60660 • phone: 312-743-6742.

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#### MEMBERSHIP/SUBSCRIPTION

Newsletter #85, our 68th, multipaged monthly. Dues for membership/subsription are \$9.00 for the first year, including two back copies, 12+ tech'sheets and emblem. Renewal dues: \$6.00. Past dues notification will be rubber stamped on the open rectangle at the top of this page. A treasurer's report will be made three times a year. This is a non-profit organization.

Or: a three-ringed binder with a collection of back articles & tech' sheets is available for \$5.00 postpaid. Or, .30¢ one issue.

Always specify: 96, 97, 99, or 900 and year, for appropriate sheets.

**ROCKY MT. SAAB CLUB** - Our July picnic was attended by a small but interesting group of Saab enthusiasts who discussed everything from clutch repairs to Saab dealers in Oregon.

Our next regular meeting will be on AUGUST 27, Wednesday, 7 P.M. at MILE HI BODY SHOP, 1130 s. Sante Fe., Denver, Colo. A \$30. parts-gift-certificate will be raffled off. The topic of the meeting will be clutch hydraulics-repair and maintenance.

A brake clinic at Mile Hi on September 24, Wednesday, 7 P.M. Info: Stan Beitscher, 497-2680 (work) or 424-4876 (Home), Barry Nash 398-4977 or Rich Osner 936-4761

**MINNESOTA SAAB CLUB** - Our second meeting went well and the new meeting place was ideal. People came from as far as 250 miles away and we talked about different repairs and modifications we have done on our own cars.

Next meeting will be Monday August 18, at 8:00 P.M. at Shakey's Pizza, Snelling & Larpenteur in St. Paul. Please bring lists of items you have done and we will compile them into a list of "experto".

Gary Zaidenweber 822-0213

#### MILWAUKEE WISCONSIN SAAB CLUB -

The next regular meeting is at 7:30 P.M., August 25, at Shakey's Pizza, Highway 100 at Silver Spring Drive.

**CHICAGO CHAPTER** - A successful picnic was held on July 19th with some 40 plus cars in attendance. Refreshments and prizes were provided by the Club with awards going for oldest car, (a 93), cleanest engine, furthest distance travelled, etc. Amongst the prizes given was an oil & filter change donated by UltiPro Automotive 130 Chicago Ave., Evanston, IL. 60202. The next meeting is planned for late September.

Merle Young, (Rolls Royce jet engineer rep') was transferred to Atlanta, Georgia. Now we must try to elect another Club chairman. Everytime we elect a real good guy, he disappears shortly afterwards!

#### CHANGE IN MASSACHUSETTS DEALERSHIP

Felix Bosshard and his staff of 17 persons have separated from the Gaston Andrey Associates. The new title is: "Charles River Saab", 20 Watertown St., Watertown, Mass. 02172. Phone: 617-923-9230

#### PEBBLE BEACH SPORTS CAR CLUB

PRESENTS HILL AND GULLY RALLYE - October 5, 80. START: Dennys Restaurant at the Airport Blvd. exit off Hwy. 101 on the South side of Salinas.

REGISTRATION: 9:00 to 10:00 A.M. COST: \$7.00 per car.

INSTRUCTIONS-RALLYE MASTERS: Bix Goodwin (408) 649-8927 AND Hugh Dawson (408) 646-9794

MAKE CHECKS PAYABLE TO: PBSCC and mail to Cindy Lawson, 127 Leidig Cir., Monterey, CA. 93940

**NEW ENGLAND SONETT CLUB** - An informal meeting, August 17, 11:00 A.M. at Cummuston Farms, Cummuston, Mass. (20 miles N.W. of N. Hampton on Rt. #9). See the Berkshire Ballon Fest & Craft Fair. Also short distance from Tanglewood. Contact: Greg Prentice (413) 527-0700 or C. Rowlette, (603) 888-0164

**CHICAGO MEETING** - September 16, 7:30 P.M. at Evanston Enviromental Center - See Page: 6. - Lower

#### TOWING A 1979-80 MANUAL/TRANS', ONLY

Regarding towing a 1979 or 1980 manual transmission Saab behind a motor home is basically easy to answer - yes, it can be done. There are, however, some points to consider:

- ..1) The weight of the Saab and the power and braking ability of the motor home.
- ..2) The fabrication of a hitch and towbar - the bumper is not the place to attach. The towbar should be compatible with the tow hooks under the bumper.
- ..3) Import (many besides Saab) tail light and directional lights are not compatible with U.S. type systems. An auxiliary system is necessary on the rear of the Saab, wired to the motor home system.
- ..4) The Saab's caster and camber adjustments MUST BE exactly equal on both sides of the car.

Under no circumstances should an automatic transmission be considered, as a transmission problem will result due to lack of lubrication.

Albert G. Spring, Jr., Product Information Tech. Serv. Depart., Saab-Scania

The Newsletter remains quite useful to me and certainly seems to be meeting your goals and objectives. Your inflexibility doesn't bother me for I accept your rationale that it is your editorial right. Nobody is going to agree with you all the time. My criticism would not lie in the area of topic, but in approach, which is blatant and tactless at times. In a cost/benefit analysis, the Newsletter is well worth the \$6. per year - very well worth it. Your dedication is most admirable; you and Ruth are doing a big service to all involved. - N. WAXMAN.

Editor's Reply: Neil, why don't you take a paragraph or so, that is typical of my "blatant and tactless" way, and rewrite it the way you feel and know it should be written. I'll be happy to print it. At this moment I don't think you can improve upon my prose. Show me. - Dick G.

\*\*\*. \*\*\*. \*\*\*.

I have an old V4 in my car right now which uses premium fuel. Is there anyway I could modify it so I can use regular gas. (A Volvo mechanic friend of mine modifies Volvo engines by putting on a thick head gasket.)

Editor's Reply: Your V4 will run on regular gas without any modification just as I have repeatedly indicated. The gasohol (ethanol 10%) that I mix, on alternate tank fill-ups are for my 1971-V4-95. Previously, I switched back and forth from premium to regular for years.

Lead was added to gasoline about 50 years ago to prevent or reduce "knock" (anti-knock) 50 years ago when most all gasoline was less than 83 octane. Most regular gas is better than 85 octane for the past 30 years.

Gasohol in the Chicago area is about 89 octane or about 1 or 2 points higher than regular leaded gas. Lead was NEVER needed in our fuel - there was always other ways to make gasoline anti-knock. The lead was a DuPont patented - highly advertised trade mark. Someday you must learn to distinguish the highly touted fairy tales from fact. - Dick G.

### DOUBLE TALK

Just a short note to let you know that I sincerely appreciate the work you do in putting out the monthly Newsletter. My wife and I were once treasurer and newsletter co-editor (helpers) for the local BMW club, so I have an understanding of the work involved. (?)

On the subject of your editorials, while I think in many cases their subjects are worthy of discussion, the tone you set serves no other end than offending people. Just as a large corporation must define their goals to make a large profit or to realize some profit, provide a product and attempt to educate the public, you must define the goals for your editorials. Just as you hate G.M., we should also hate Saab for the 900 series, 10K for the basic (GLE) four-door and 20 mpg Saabs are good cars, but they misread the market in their desire to maximize projects by offering larger, overequipped cars for the 80's. The question of profit versus education of the people paying for your product or service is one we face daily from both sides of the transaction. Ideally we like to pay our money and receive more than expected, and conversely we like to receive our pay and give more than is required.

Anyway, I think you could be more effective as an educator/conveyer of ideas for the Saab Club if you cut some of the venom from your writing style. The choice of offending or educating is yours.

Jim Blankenship, Maryland

Editor's Reply: I have nothing to do with Saabs' choice of "900 sales only."

I prefer to educate by offending and the use of venom! Who have I offended?

If I offended anybody - I meant it!

The BMW Club-monthly charges \$25. per year, has one tech' tip and 2 pictures of the top officers/editors in each issue. This Saab Club monthly has 25 to 31 tech' tips per issue and only one picture per year of this editor. First year membership \$9., renewal: \$6.

Why don't you write that to the BMW Club?

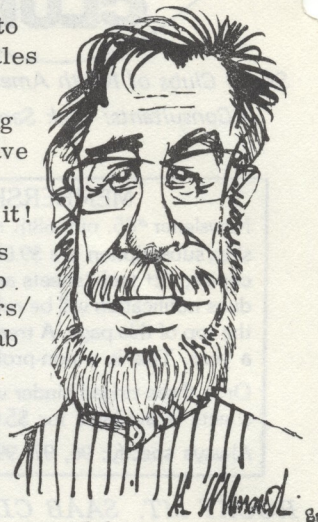
Most other car clubs have a paid income of \$70,000 to \$200,000 per year (compared to our \$25,000), yet they offer a second class mailing.

Our /my goals are clearly defined in the "New member letter" which you received in the very first letter you got from us. One or more points are hammered away in each and every issue. - Dick G.

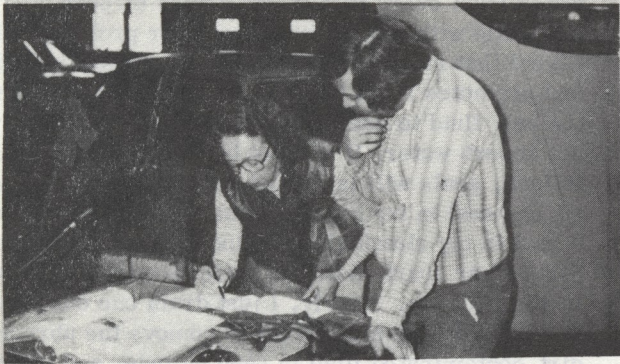
### MARGRIT ADLER JOINS DISCUSSION

I think you both miss each other's points. I think Tencate is airing gripes - sure but some of it is valid. Having had Saabs since 1958 we've watched the price go up, as models have changed and been updated. However, since the marketing of the 99's, I've also seen quality control get askew. Perhaps its for that very reason that Mr. Tencate is decrying the lack of "marketing" on Saab's part. Saab has answered the call of the driver wanting accessories and luxury and more than transportation. In the 60's Saab came out with first a cheaper 96, I think called the LED and the dealers had one heck of a time selling them. Again 2 years ago, they came out with a stripped 99 and again, people turned up their noses and bought the higher priced 99.

But lets not forget that American car manufacturers were outclassed since the 60's by Saabs innovations and then proceeded to be dragged against their will into incorporating them. Saab was first in putting radials on the 60's. Saab had the first standard equipment in the shoulder belts in the 60's. And first in putting lap and shoulder belts in and the crash safety bumper and dash and the telescoping steering wheel (which I think is still not on most other cars). I agree with you in your statements regarding Saab having shown the way and, in your opinion that the American public buys what it is sold, and what they are told they want and what is good for them, as witness the old



statement: "what is good for GM is good for the country." And yes, I agree that Joe Average doesn't know which end of the broom handle to hold. I worked in a gas station for a while as a gas jockey and 95% of the guys driving in couldn't tell me where the gas tank lid was, (they are in weird places).



Lets do it by the book Sam. (Margrit at Gibson's Mtrs.)

Perhaps now owning Saab and Honda, I can balance some of this stuff thats thrown at you by disgruntled rightfully or balefully Saab owners who expect too much, but letting you know some of the bugs and problems which we no doubt will encounter with the Honda "who makes it easy for us". - M. Adler

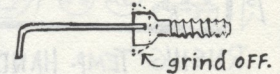
95-96 RATTLE - SILENCE TIP

A rattle that can drive you crazy in your 95 or 96 could be the grommet through which the freewheel-engaging shaft passes , being damaged or just popped out of its hole in the floor. I glued mine in with silicone-bathtub-sealer so it would be removable when it wore out.

I've also found that carpet padding remnants under the rubber mats make my 2-stroke much quieter and more comfortable for trips at the cost of a very few pounds extra weight. It is important not to glue the padding in because the fuel and brake lines must be accessible from inside the car. Bob Miller, Tucson, AZ.

PLASTIC BOLTS ON HEADLITE RIMS ....

snapped off. Replaced with 10/24 1 1/4" flat head machine screws and wing nuts.



- (1) Deeper slot in head.
- (2) Grind down sides of heads for clearance.
- (3) Scuff rims at point of contact.
- (4) Rims are brass - silver -solder (silver braze) the screws to rim.
- (5) Wing nuts & washers to hold in place.

M.D. Bigger, 3364 1/2 W. 26th St. Erie, PA. 16507 (814)838-9370

WANTS UPDATE LOCKHEED CAT'#

For my 1962 GT-750 the following are Lockheed #s for wheel cylinders and kits. Front wheel cylinder #30284; front wheel cylinder seal a 7/8" cup# 586. Rear wheel cylinder 106912 and rear wheel cylinder repair kit #KL71553.

The local foreign car parts dealer states that these Lockheed numbers are outdated and that he has no way of determining the new numbers since there is no Lockheed cross indexing system.

Does anyone out there know the current Lockheed equivalent numbers? John J. Bartko, Maryland

SONETT OWNER LEARNS 2 GOOD LESSONS

In traveling from Evansville, Indiana to Aberdeen, SD. I went through Minneapolis. The alternator dash light started glowing dimly on my '74 Sonett III and then went on bright; discharging my battery.

Had the alternator rebuilt and regulator replaced for \$211., one week later in Aberdeen, it is glowing again. Received my June Saab subscription and read about emitter diodes after the fact, think I'll fix this one myself.

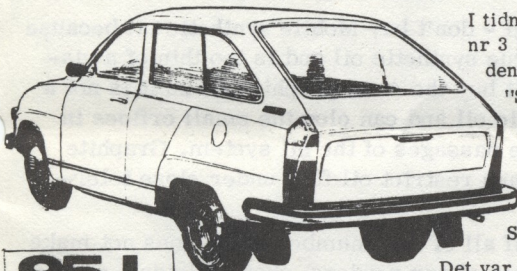
Replaced shocks with Gabriel adjustables , set on firm and am pleased with the ride. A.P. Wilcox, S.D.

SONETT-EASIER LOWER WATERHOSE CHANGE

For Sonett owners who want to change the lower radiator hose without pulling the hood or radiator: Remove the nuts and washers from the two front engine mounts and jack the engine a couple of inches. It will give you room to maneuver the hose.

Ralph Burnette, Conn.

3.



I tidningen Motor nr 3 1980 avslöjades den felande länken \* "Saab 98".

Få kände till dess existens och många har undrat över hoppet från Saab 97 till 99.

Det var. Gunnar A Sjögren som i augusti 1973

**95 L**

\*The MISSING LINK: 98  
Obviously, this would compete with the 1974 MATCH BACK-99

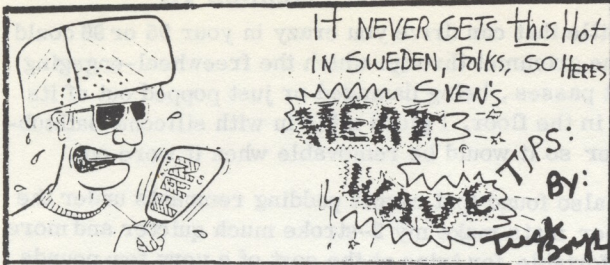
177,000 on 1972 - 96

The car I drive now (and have driven for the past 8 years) is a 1972 - 96.

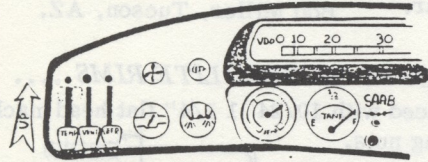
Early in 1973, an accident brought the car to the dealer who subsequently disassembled the engine and gearbox to "assess any internal damage." They ended up totalling the vehicle, which I bought back from the insurance company for \$100., determined to make it run once again.

At that time my experience consisted of strictly oil and plug changes. After buying a manual and studying it for a while, the car slowly but surely got put back together . (The gearbox was in 3 cardboard boxes, the dealer having taken all the gears, bearings, etc. off all the shafts). From that point on, I've done all my own work and the car is treating me well. 177,000 plus miles on the original engine and transmission... what more can I say? The car has treated me well.. and I'll treat it well soon with a completely rebuilt engine and partially rebuilt gearbox.

John Narowski, Conn.

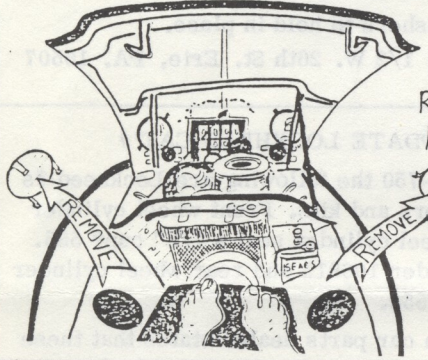


IF YOUR 2-STROKE GETS HOT, HEAD TEMP. CAN BE LOWERED BY



RAISING TEMP. HANDLE THIS PUTS THE COOL WATER IN THE HEATER CORE BACK INTO THE COOLING SYSTEM.

ELEVATION: SITTING ON ROOF FACING FORWARD, FEET ON HEATER BOX



FOR COOL RUNNING IN HOT WEATHER, REMOVE THE Baffle PLATES IN THE FRONT WHEELS WELLS. THIS INCREASES AIR FLOW VELOCITY THRU RADIATOR.

**SONETT CARE**

My 1973 Sonett III is doing just fine after 105,000 mi. No major repairs. Have been using Lubrichem Synthetic oil, 10W40, for the last 40,000 miles. Prior to that I used a similar synthetic base oil, Ultron out of Houston, Texas. Both are Diester base and no problems changing over. Inside of the valve covers looked like new when it came time to adjust the valves. Hardly no adjustment was needed to the valve clearance and the interior of the engine was clean as a whistle. I now change oil once per year along with a Hasting oil filter every November. Oil consumption is one quart every 8,000 miles. Remember 25% of petro oil is evaporated from the crankcase on every oil change - synthetic does not evaporate and provides a wide range of cold and hot operating safety band before it breaks down. Minus 45 degrees F. to minus 20 degrees F. on the pour-point low temp side and plus 270 degrees F. to 360 degrees F. on the flash point end - synthetic oil being the lower and higher in both heat ranges.

Ignition system - Extended use reports is as follows: TRW Lumentron system which is an optical breaker system has been fault free after 80,000 miles of hard use. No complaints what-so-ever.

Extended use report on Dow Corning Silicone Brake &

Clutch Fluid: I think it was in 1976 that Dow Corning sent me a second sample of one gallon of Silicone brake and clutch fluid to test at my request. Dow Corning is the manufacturer and STP markets it through NAPA stores at present. I was so glad to get away from those old fluids that contained glycol and absorb water from every rain storm driven through. Glycol that boils with low temperature after prolonged use. Glycol that rust out the bottom of the wheel cylinders and promotes seals to leak. Silicone is far and way the best fluid to use. It is a natural lubricant, it will not absorb water, it will not boil over causing brake failure, seals will last much longer. I have not replaced one seal in my brake system in 105,000 miles, nor a seal in my clutch slave cylinder. It cost more at \$13.00 per quart, but, the protection is well worth it in the long run. Yearly, I just drain one ounce of fluid out of each bleed point to remove the abrasive dirt contaminated fluid in each cylinder and that's it. Before changing over to silicone fluid the brake and clutch fluid have to be removed. Drain out the old glycol base fluid by bleeding the system dry. Then fill up with alcohol from the local drug store. Bleed the alcohol out of the system and leave it overnight to dry out. Replace it with silicone fluid and bleed out one ounce per bleed fitting. That's all. A lot of bleeding and a few bucks, but it's worth it in the end.

On engine oil - don't buy Mobile synthetic oil because it is not a true synthetic oil and is too thin of a viscosity. Don't buy the Arco graphite oil as it is not a true synthetic oil and can clog the small orifices in the pressure passages of the oil system. Graphite can collect and restrict oil flow under close tolerances.

In the end, if all of this mumbo-jumbo does not make sense to some of our readers; change fluids more often than the manual recommends. Purchase an engine oil that states that it has an S.E. rating on top of the can. Drain the brake system once per year along with the clutch fluid and replace it with a known name brand. Purchase an oil filter from Hastings or Fram.

Clutch wear extended use report. After 90,000 miles on one clutch replacement I can offer the following advice. Never had to adjust it or replace it in all of these miles. When waiting for a red light, change the gearbox in neutral with clutch out. When shifting the throttle is out and not depressed until the clutch out. The clutch is either out or in - not in between. I do not use the clutch pedal to rest my foot on. Shifting: throttle out, clutch depressed, gear engaged, two seconds - clutch out all the way and throttle depressed.

Merle J. Young, Roswell, Georgia

**MOTORCRAFT #'S - FORD PRT. #'S FOR V-4**

- DCE-246 Condensor      DH-157 Dist. Cap
- DRE-100 Rotor          DPE-131 Points

**GABRIEL SHOCK ABSORBERS FOR THE 96 V4**

	Front	Rear	by
Red Rider	42005	42050	Jeff BELL,
Strider	45037	45257	OHIO.

## MORE ON FREEWHEELING

I'm writing to reply to Mr. DeWitt's comments "On Freewheeling". If he had changed two words in the first statement the rest would make sense, and would read like a crash course in how to lurch your tranny! It should read: "Never use freewheeling if you plan to shift hard or fast."

ANYONE WHO ENJOYS HARD STARTS, I.E. WHEEL SPINNING, SHOULD BUY DETROIT CARS WITH LARGE V-8'S AND TRACTOR TRANSMISSIONS. SAABS SHOULD BE DRIVEN-SHIFTED "QUICKLY AND CAREFULLY."

Anyone initiated with V-4's and early 99's knows those Saab tranny's are complex, and a bit fragile and mainly very expensive. The second comment shouldn't have passed the editorial level: You always MUST use the clutch at least in 1st and if hard is your intent in 2nd too! Again, if you are that poor with your feet, Detroit has been making barges driven with propellers for years! The third comment applies only to those amongst us who normally aren't in a great hurry and is how freewheeling works, to ease the use of the clutch and left leg in repeatative stop and go traffic - then of course power! The fourth comment should read: "drive as fast and hard as you want - if you can afford the gas, repairs, tires, tickets."

As we well know early Saabs are different, but after you have made friends you can drive, in f.w., hard, fast, soft, easy, anyway you like. While using the clutch and freewheeling (lever pushed in) you automatically know to give more revs to the motor, then when you begin to let out the clutch it just simply catches up and you go, just like any other manual cars!

Finally, and most importantly freewheel devices don't resemble the image of Mr. DeWitt's letter. In fact a cup holds the device itself which is a series of roller bearings pushed out of ramp like slots by springs from the center disc. The cup is the front of a transmission shaft and has ridiculously small teeth on its outer edge to lock out freewheeling, the inside of the cup is mirror smooth. This device is valuable to save gas and wear-brakes are easier to fix. (\$)

In the 30's Chevy experimented with them, then came laws against coasting. This device is fragile, when driven by former GTO-442 freaks, especially in later V-4 and early 99's because of the increased power and abuse. The two ways they (F.W. devices) fail are (1) the inner disc under the rollers develops a groove-dent from being slapped or run dry (2) clowns try to lock out or engage the freewheel while they're moving and either go off the road or manage to strip out the tiny teeth at the outside of the f.w. cup and the splined ram which is the lock out device - slowly filling their tranny and differntial (remember blowing rear ends) with schrapnel.

On freewheeling the ultimate safest way to engage or disengage your freewheel is at rest, motor off and in neutral. Next, at rest motor running, clutch depressed for many seconds, to let the tranny slow down, in either case a firm pull is necessary to insure that the lock is

complete (tiny teeth). Dirt (wear) in the plastic lever, where f.w. lever comes out top of tranny can limit the all important full throw! In fact Mr. DeWitt calls a rule a method which may not work at all as the f.w. device has no stops, imagine a ratchet that runs smooth-no clicks, while the lock out device has only those tiny widely spaced teeth at regular intervals. Now that f.w. inner disc is on the same splined shaft as the lock out ram. If you do as Mr. DeWitt suggests you could put those tiny teeth on top of each other, or meshed half way, you couldn't tell until you decelerated because those roller bearings on the ramps won't give under load. In any event you would have hit it or chewed up some expensive parts!

The most convenient way is to leave the motor idle and while rolling slowly and in neutral just pull out the handle with your right toe smartly to lock out the f.w., to re-engage, just push the handle home under the same conditions. Sonett owners will generally be required to get out of (stop) the car due to the location of the f.w. handle and the human spine.

But please enjoy freewheeling-its one more thing which sets Saab apart, it does save fuel, of course your car/muffler won't roar on those high rev' downshifts, but, Saab brakes are good and big. Its also a pleasure to pass a Lincoln on a big down hill with your tach on 800 rpm and your foot on the brake. R. Allen, Florida

## 2 STROKES AND FREEWHEELING

In a premix 2-stroke, using freewheeling is a must - otherwise the engine won't get enough oil on trailing throttle.

In V4's and 99's: (a) Use freewheeling if you can get the hang of engaging it smoothly. Otherwise, lock it out. (b) In hot conditions, lock out the freewheeling to keep the water pump revved up. Andy Buc, California

## DO YOU SEE WHAT WE MEAN?

Your reader's letter about the faulty fuel pump (p.4, July issue) was of timely interest to us.

While driving our '74 99LE to St. Louis, Missouri, we suddenly lost power three times. The first two, we just jiggled the fuel pump lines and were able to take off. The third time we took no chances and pulled off in Vandalia, IL. We were fortunate to find a foreign car mechanic, who found the problem and fixed it---the wire under the dash leading to the fuel pump relay had shorted out. We had no previous inklings of the problem, although the car's performance now is better than its been in months.

We'd like to give a plug for our savior in Vandalia - Mike Norman whose shop is at 8th & St. Louis Ave., Vandalia, Illinois Terry & Bill Maher, Urbana, IL.

## V4 SONETT - DRAIN PLUG

The nut that the oil pan plug threads into fell off inside the pan. My solution was to pull the entire engine out to get at the pan and then braze the nut back in. It will NOT come off again. Fred McCotter, MT.

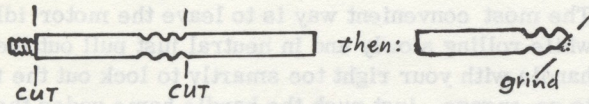


**V4 BRAKE MASTER CYLINDER KIT - \$12.**

Brake master cylinder rebuild kit for 95's & 96's, 1971/on is available through NAPA dealers for about \$12. Ask for rebuild kit for 1974 Capri. Part is sold under Universal Parts brandname, stock #670. No instructions included. BE CAREFUL that the seals with the flared lips replace the seals with the fine silver band on the original. Brian McCall, Marietta, GA.

**CENTERING TOOL FOR 2 STROKE TRANS'**

If you have a spare trans' you can use the clutch pilot shaft as a centering tool, and you can make a shift fork poppet ball compressor from an old shift rail in about 5 min. thusly:



I sealed the trans' with Permatex silicone which seems to work well.

When installing the trans', I found hose clamps too wide, they didn't clamp the universal boot, they forced it out. I used electric ties.

**TO BLEED THE CLUTCH (#8642 ?)**

Why has no one mentioned the slower but easy method of opening the bleeder valve and waiting about 5 min. When the fluid comes out, you're done.

When looking for a used 4 speed trans' I was told all of the following: the transmissions are the same except for the bell housing; the bell housing and differential, the whole gearbox is different. Who is right?  
E. Schweitzer, Port Jeff, N.Y.

**V4 RING AND PINION SHIM INSTRUCTIONS**

For those into rebuilding V4 gearboxes there is a way to shim the ring and pinion gear set without using Saab's special tools. Whats required is a 0 to 1 inch micrometer and a 5/8 inch diameter steel ball bearing. I'll be glad to explain by phone or letter to Club members interested. The explanation would take a couple columns of the Club letter and I would, therefore, rather help those in need on a "one on one" basis.

Does anyone know of a rebuild kit for the rear shocks of Saab 95's ?

Gary Rumrill, 6801 Switch Bark Ct., Louisville, KY. 40228 - Ofc: (502)775-6431 Home: (502)239-6366

**CHICAGO MEETING** - September 16, 7:30 P.M. at the Evanston Environmental Center, 2024 McCormick Bl. North of Emerson (Golf Rd.) S.W. of Green Bay Rd. along the channel. We will discuss a rally-meet. Also, business and chairmanship election.  
Laura Barnett, Activities Chairman.

**CLUNKING REAR END**

Mine was solved by replacing the bushings that are in the cross bar that goes from the axle to the body. The job was done on a 1974 99LE (82,000 miles), took 30 minutes and cost \$8. Paul J. Thatcher, SanJose, CA.

**HOWARD R. SMITH -CENTRAL REGION MGR.**

SAAB PRESS INFORMATION - ORANGE, CT. 8-6-80

Howard R. Smith has been appointed Central Region Mgr. for Saab Scania, according to Sten O. Helling, Saab General Manager for Sales & Marketing.

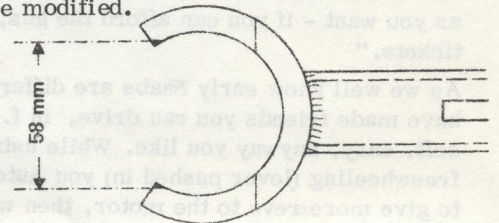
He will be stationed at the office and warehouse facility at 10415 United Parkway, Schiller Park, Illinois

A native of Chicago and a graduate of DePaul University, Mr. Smith entered the automobile business in 1956, working in all phases of auto retail operations. In 1973 he joined Ford Motor and in 1975 became administrative manager for Volvo Mid-West. He later served as dealer development manager for Volvo's Western Division in Los Angeles and most recently was general manager for Fiat-Allis retail operations in Minnesota

**SAAB SERVICE INFORMATION**

**MODIFICATION OF CLUTCH TOOL 8393175**

With the introduction of a new clutch slave cylinder, P/N 8711533 (see S.I. 05/80-426, Section 4, Page 54) tool 8393175 (used to depress clutch pressure plate fingers when removing leaking or damaged slave cylinder) must be modified.



Grind or file the opening of the jaws to provide a 58mm opening as illustrated above. After modification the tool will then be useable with both early and late type slave cylinders.

**TURBO OVERPRESSURE SWITCH, New Design - New Location - Saab 99 and 900**

An improved overpressure switch has been introduced. This new switch is now located inside the car under the instrument panel. The new switch also replaces the earlier switch as a spare part. An installation kit consisting of the new switch, bracket, and the necessary wiring is available under P/N 8545519.

- Kit contents are: (One of each)  
 Overpressure Switch 8565830    Bracket 8571630  
 Clip 8565855    Wiring Harness 8571622  
 Screw 7922800    Clip Nut 7972573

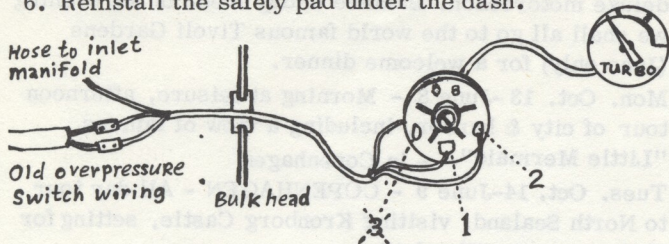
**INSTALLATION PROCEDURES: - 900**

1. Remove the safety pad from under the instrument panel.
2. Using the bracket provided in the kit, mount the switch under the left side mounting screw for the flasher/intermittent wiper relay holder.
3. Cut the existing hose to the boost gauge and connect the cut end to the overpressure switch.
4. Remove the old overpressure switch and the remaining hose.
5. (a) Connect a new hose from the intake manifold to the overpressure switch.

(b) Feed the wiring harness provided through the bulkhead. (NOTE: The large grommet fits 900 models - the small grommet, 99's.)

(c) Connect the new wiring harness to the old overpressure switch wires and to the new switch using connectors #1 and #2 on the switch.

6. Reinstall the safety pad under the dash.



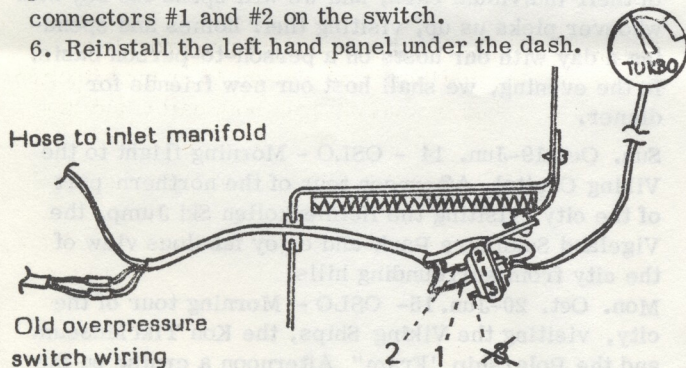
INSTALLATION PROCEDURES: - 99

1. Remove the left hand panel from under the instrument panel.
2. Mount the overpressure switch to the existing hole in the metal strip holding the bulkhead insulation.
3. Cut the hose to the boost gauge at a suitable point and connect the end from the gauge to the overpressure switch.
4. Remove the old overpressure switch and the remainder of the old hose.
5. (a) Connect the new hose from the intake manifold to the overpressure switch.

(b) Feed the wiring harness provided through the bulkhead (use the small grommet).

(c) Connect the new wiring harness to the old overpressure switch wires and to the new switch using connectors #1 and #2 on the switch.

6. Reinstall the left hand panel under the dash.



NOISE FROM HEATER TEMPERATURE CONTROL 900 - M79

We've received some complaints of audible vibration (buzzing sound) from the temperature control knob. The vibration is actually transmitted via the heater hoses and the temperature valve control shaft. The vibration can be damped at the control knob as follows:

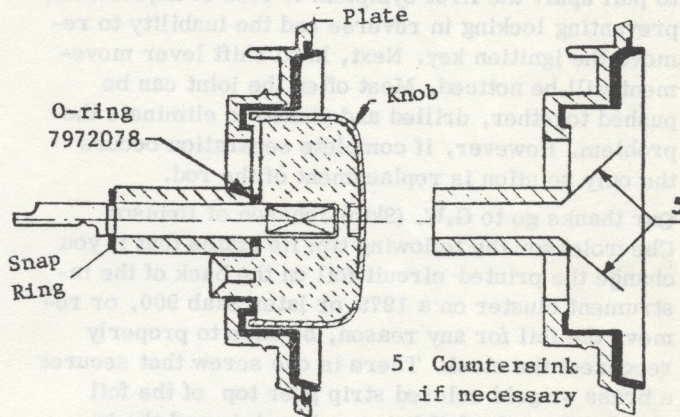
1. Remove the radio ( or tidy box).
2. Remove the control shaft from the control knob shaft.
3. Remove the snap ring from the control knob shaft. Withdraw the knob and shaft. (Note the position of the spring and ball between the knob and plate.)
4. Push o-ring 7972078 onto the knob shaft. Lubricate with petroleum jelly (Vaseline) or equivalent.
5. Reinstall the spring in its hole in the plate and position the ball in one of the inner recesses in the knob. (Use grease to hold the ball.)

6. Install the knob so that the ball engages the end of the spring.

7. Push the knob in as far as possible and reinstall the snap ring on the knob shaft. (If the snap ring cannot be installed because the groove in the shaft does not come through the control plate, remove the knob and chamfer the hole as illustrated. This should be performed in stages until the snap ring can be installed by exerting inward pressure on the knob.)

8. Reinstall control shaft.

9. Reinstall the radio ( or tidy box).



SAAB SERVICE TIPS - JUNE 1980

A pressure test per S.I. 01/79-343 (see page 84 of Section 2 of the Saab S.I. Supplement No. 1) is the only way to pinpoint evaporative loss system leaks. The bayonet-type filler cap on late model 900's is not as easily modified into an adapter tool for pressure testing as the earlier threaded cap. Instead, it is easier to disconnect the smaller tank vent hose at the tank and insert a short hose and tee-fitting to which you can connect the cooling system test pump. As described in the S.I., do not use high pressure (3-6 psi is enough for a leakage test, vent line removed and plugged at canister). Locate leaks with a stethoscope or CO meter.

In the rare case that a tank sucks in on a long drive or spits back when the filler cap is released after a short drive, suspect a crimp or blockage in the vent line between the canister inlet (check the inlet too) and filler housing. NOTE: From M80 the canister has a purge valve at the outlet. Basically, this is a non-return valve that opens at the slightest engine vacuum. This valve cannot block the system or cause too high pressure (the canister is open at the bottom to draw in fresh air).

Before removing a radio for repair of sticking push buttons, try to push buttons with the faceplate removed. If the push buttons no longer stick, the problem is binding between the faceplate and the underside of the push buttons. File out material from the bottom side faceplate opening to provide clearance for the push buttons.

Repairs to rear window defogger elements with a conductive silver solution can be camouflaged somewhat by applying tincture of iodine (the first aid product) to the silver solution just before it dries completely.

AB  
UB  
GUST  
80

7.



While an exact match cannot be obtained, sufficient tinting of the silver can be accomplished to make the repair commercially acceptable.

If a customer complains of hard shifting and that the ignition key won't come out (late model manual transmission cars) check the rubber damper bushing in the shift rod to the transmission. The rubber damper forms a moulded joint in the rod to eliminate vibration transfer to the shift lever. Should the joint start to pull apart the first symptom is loss of adjustment, preventing locking in reverse and the inability to remove the ignition key. Next, hard shift lever movement will be noticed. Most often the joint can be pushed together, drilled and pinned to eliminate the problem. However, if complete separation occurs the only solution is replacement of the rod.

Our thanks go to G.W. (Skip) Johnson of Brinson Chevrolet for the following tip: He states that if you change the printed circuit foil on the back of the instrument cluster on a 1979 or later Saab 900, or remove the foil for any reason, be sure to properly reconnect the clock. There is one screw that secures a brass or gold colored strip pver top of the foil (sandwiching the foil between the strip and the instrument body) making the contact for the clock. Leaving out the screw or not properly placing the foil can prevent the clock from operating when everything else in the cluster works normally. Always check this connection before removing a clock that does not run. Clocks returned under warranty that function properly when tested will be sent back to the dealership and the claim refused.

If not installed carefully, the AC suction hose on a 1979 noncatalyst 900 (Federal engine family) can rub on the pulse air injection hose clamp. When installing AC or servicing such a car-clamp the hose so that suction hose will not be damaged. (Thanks to Parkfield Motors.)

**BUMPER STICKERS BY: BILL KEEBLER, COLO.**

... You don't have to be Swedish to drive a SAAB - just intelligent!

... If it weren't for the Japanese, Swedes and Germans - we Americans would have to buy a Detroit product!

... SAAB - the thinking mans car - otherwise stick with Detroit!

... SAAB owners have nothing against Detroit - it's just their cars!

... It is hard to believe that Detroit could not see farther than \$4.50 dividend to its stockholders.

... Someday Detroit will discover SAABS! - I have!

... When Ford has a better idea - Saab will build it!

... Detroit is full of excellent engineers and craftsmen - too bad they are not building Saabs!

Sat. Oct. 11-June 6 - Depart from Chicago Int'l Airprt. at 5:30 PM via SAS Scandinavian Airlines System.

Sun. Oct. 12-June 7 - COPENHAGEN - Early morning arrival. You will be transfrd to your hotel by private, deluxe motorcoach. Balance of day free. In the evening we shall all go to the world famous Tivoli Gardens (June only) for a welcome dinner.

Mon. Oct. 13-June 8 - Morning at leisure, afternoon tour of city & harbor, including a view of famous "Little Mermaid". - in Copenhagen

Tues. Oct. 14-June 9 - COPENHAGEN - All day tour to North Sealand, visiting Kronborg Castle, setting for Shakespeare's "Hamlet".

Wed. Oct. 15-Jun. 10 - TROLLHATTAN - Morning flight to Gothenborg, here our private motorcoach will take us to Trollhattan, for the highlight of our tour, a visit to Saab manufacturing facilities. Afternoon flight to Stockholm.

Thr. Oct. 16-Jun. 11- STOCKHOLM - Morning tour of city built on many islands, visiting ancient "Wasa" gallion recently brought up from the bottom of harbor and the Royal Castle. Afternoon free.

Fri. Oct. 17-Jun. 12- STOCKHOLM- Morning free. Afternoon tour of Stockholm environs. Evening free to explore the city's nightlife on your own.

Sat. Oct. 18-Jun. 13 STOCKHOLM - Today a group of the members of Stockholm Saab Club will pick us up in their individual cars, and we will spend the day with whoever picks us up, visiting their homes and spending a day with our hosts on a person-to-person basis. In the evening, we shall host our new friends for dinner.

Sun. Oct 19-Jun. 14 - OSLO - Morning flight to the Viking Capital. Afternoon tour of the northern part of the city, visiting the Holmenkollen Ski Jump, the Vigeland Sculpture Park and enjoy fabulous view of the city from surrounding hills.

Mon. Oct. 20-Jun. 15- OSLO - Morning tour of the city, visiting the Viking Ships, the Kon Tiki Museum and the Polarship "Fram" Afternoon a cruise on the Oslofjord.

Tue. Oct. 21-Jun. 16- TYIN (June only) a Three day motorcoach tour through the Norwegian mountains and fjord country, with spectacular views of cascading waterfalls, towering mountains, galciers and bottomless fjords.

Wed. Oct. 22-Jun. 17 - STALHEIM (Oct. only) A tour by modern electric train through the wild mountains of Norway, past the same beautiful vistas as on the June tour, but all in one day.

Thr. Oct. 23, -Jun. 18 - BERGEN (Oct. only) Afternoon tour of the city and environs, visiting the 800 year old wooden stave church, the home of composer Edw. Grieg and other interesting sights.

FRI. Oct. 24, -June. 19 - BERGEN -Morning tour of the city, incl. the old Viking Castle, the fish market and the Hanseatic Museum. Evening farewell dinner. see P.12



## CLASSIFIED ADS RATES

Ads offering parts or Saabs for sale or wanted, at prices under \$200., are FREE to members and non-members. 25 word limit, plus name and address.

Ads listing \$201. to \$900. enclose: \$2.00. Ad listing: \$901. to \$2,000. enclose: \$5.00. \$2,001 & up: \$10., per 25 words, no charge for name & address.

We will delete superlatives, abbreviate where possible. Do not count 2 letter words. All ads without a price must enclose: \$10. check. Commercial ads: \$10. (Each Newsletter page cost over \$100. to produce and mail). Don't ask us to "Bill You".

FOR SALE: 1972 Sonett III, body good condition, engine complete, unassembled new transmission, radial tires. Sell in part or whole. (402)488-7505  
David Buckley, 3041 S. 41st, Lincoln, Nebr. 68506

FOR SALE: 1973 Sonett III, 38,000 miles. Engine fine, broken freewheel: \$2,000 or trade for 70's 95 or 96 in good condition. (803)795-5077 zip: 29412  
Tom McTighe, 854 Montgomery Rd., Charleston, S. C.

FOR SALE: 1973 Sonett, green, never cracked, good cond., MSS, Konis, recent clutch, front pads: \$2850. Also, many early 99 parts including rubber bumpers. Fred Cappeller, 337 W. Sheridan Pl., Lake Bluff, IL 60044 (312)234-2521

FOR SALE: 1973 Sonett III, body damage, left front. Complete car with new windshield. \$1500. Can be seen at Walker Dodge, Laurel, MS. or call: Bert Carson (601)426-2358 - P.O. Box 4366, Zip: 39440

FOR SALE: V4 racing engine & trans' in 1967-96 body. Domed pistons, steel balance gear, 7.6 Swedish cam, 2 bl. intake/weber, (no fan or fuel pump): \$500. Complete set of glass for '67-96: \$50.  
Ralph Burnette, (203)749-7462, Somers, CT.

FOR SALE: 1963 - 96 two stroke, running in reasonable condition; \$750. (615)689-2358 after 5:30 P.M.  
W. Furbeck, 1105 Knowdon Dr., Knoxville, TN. 37912

FOR SALE: 1966 -96 triple carb., two stroke with 93 three speed trans'. Fair condition: \$450./offer  
B. Murphy, 514 Jeanette St. Pittsburgh, PA. 15221 (412)242-8811

FOR SALE: 1969-96, 40K on rebuilt engine clutch & transmission. Mechanically excellent, body rough, no serious rust, all glass OK, seats XLT, runs fine: \$550. (916)268-1596 Zip: 95945  
Karl Ogren, 16251 Thornberry Way, Grass Valley, CA.

FOR SALE: (2) 96's, 1968 & 1969. One good running gear-bad body. One fair body-bad transmission. Many good parts. Could make one car: \$200.  
Rev. Thomas E. Couch, c/o Ligonier Valley Study center, Stahlstown, PA. 15687

FOR SALE: 1960 93F, 5K miles on rebuilt 850 eng. New crank & rods, rings, battery, good brakes, decent tires: \$650. or?  
Clarke Waldron, Grover City, CA. (805)481-0767 days (805)489-8354 Eves. & Wknds.

FOR SALE: 1967 96, 2 dr., 3 cyl., 3 carb., freewheel, no body rust, engine needs work, trans' good, spare parts: \$500. 1 414-529-1830  
Mike Stockinger, 10832 W. Rockne Ave., Hales Corners, Wisc. 53130

FOR SALE: 1969 - 96 parts car. Outside terrible, inside beautiful. 4 new steel Sonett wheels w/

FOR SALE: 1969 - 96 parts car. Outside terrible, inside beautiful. 4 new steel Sonett wheels w/radials. Good: instruments, elect., carpet, seats, glass, brakes, radiator, etc. No engine. \$350./offer.  
Bob Messerschmidt, 2135 Pioneer Rd., Hatboro, PA. 19040 (215)674-2948

FOR SALE: 1969 V4 eng. Front housing cracked, block, heads, etc. OK. Also starter, alternator: \$75. or offer for all. ALSO: 2-MichelinX 165/15 on V4 wheels: \$30. ea.  
Mark Johnston, 835 Cumberstone Rd., Harwood, MD. 20776. Eves: (301)867-4850

FOR SALE: 28/36 Weber carb, new, never used: \$85./offer. (309)755-7995  
Steve Hollars, 187-41 Ave., East Moline, IL. 61244

FOR SALE: Air/Con. for 96 complete. Underdash unit, compressor, cond. evap'tor pulley, hoses, mounting hardware, belt, instructions. Works well; \$135./offer  
Victor Shibley Jr., 11755 Southlake Dr. #131, Houston, TX. 77077 (713)497-8982

FOR SALE: 1973 Service Manual (99): \$20. Plus postage.  
Greg Payne, 2432 N. Geneva Ter. Chicago, IL. 60614 Home: (312)327-6245 Work: 692-7520

FOR SALE: Parts for 1970-96. Back window/gaskets: \$25. Brown back seats \$30. Many misc. parts.  
WANTED: Parts for 1970 95. Rear bumpers, tail lens, spare tire cover, owners manual that comes in glove box.  
Gary Rumrill, 6801 Switch Bark Ct., Louisville, KY. 40228 Ofc: 502-775-6431 Home: 239-6366

FOR SALE: 2 bbl. manifold for V4, Holley 2 bbl. carb, intermediate plate, intake manifold gasket: \$170. Parts book-V4's (95-96): \$25. Service manual V4's; \$20. Sonett III owners manual: \$4.  
Brian McCall, 1771 Jody Drive, Marietta, GA. 30066 Days: (404)659-0629, Eves: (404)926-9835

FOR SALE: One late model 2 stroke oil injected block, 850cc with oil pump: \$30. Will be in Marland in August.  
Michael Atherton Box 99, Jackson, N.H. 03846

FOR SALE: Three(3) custom made Bras for Saab 900, black & has white lettering, brand new: \$45. each includes shipping. (516) 248-3920  
Joseph Lucca, 78 Pell Ter., Garden City, N.Y. 11530.

FOR SALE: 99 GLE side view mirror/motorized elect. assembly part #848378 (right) #848377 (left); new, missing mounting screws & gasket. Each \$50.; Both; \$90. Eves.: (517) 372-5732 Zip: 48912  
Harvey Silberstein, 2603 East Grand River Ave., Lansing, Michigan

FOR SALE: 1973 99, 2 door, 53,600 miles. 1 year old Michelins, new brakes, UltiPro serviced:\$2000./offer. (312)492-1366  
S. Kavka, 1216 Hinman, Evanston, Il. 60202

FOR SALE: VDO quartz clock from 1977 99, used only 6 months. Working fine when removed. \$15. plus postage.  
John Betsill, 3809 White Settlement Rd., Weatherford Texas 76086

FOR SALE: 1972-99 dash w/tach clock: \$195.  
Manny Schweitzer, 87 Nassau Rd., Great Neck, N.Y. 11020

FOR SALE: SEV Marchal alternator & regulator from 1976 99- needs diode repair. Used 30,000 miles before replacing with Delco. \$20., postpaid.  
Fred Deneke, Box 687, West Memphis, Ark. 72301

FOR SALE: Sparkplugs, N.G.K. BP6ES: \$1. -Mann oil filters (2L eng.)\$3.25 - Air filters '75 on: \$8.50 - Bosch fuel filters '75 on: \$10. Distr. caps (2L eng.) \$3. -Girling brake master cyls. '75 on: \$99. , '71/'74: \$90. Starter selenoids '75 on -99 & 900: \$36. Clutch master cyls. '75/on: \$18. Clutch slaves '69-'75: \$18. Add 10% or \$3. for shipping (plus sales tax in Mass.) All parts new, many other parts & gaskets.  
Sigma Enterprises, Box 111, Sherborn, Mass. 01770

FOR SALE -NEW 99 parts. Pressure sensor #838070: \$45. Pr. sn # 8350712: \$40. Fan mtr. #8380016-\$45. Fuel pump # 786334: \$20. Water Pump #830677: \$15. Instrument gage #850807: \$15. Pressure reg. #837607: \$8. All Saab parts -prices plus shipping. 815-725-4742  
Rev. John Kuchta, 1018 Barber Ln., Joliet, Il. 60435

WANTED: Temperature gauge with sending unit and tubing (mechanical) for 1966-67(95 or 96) two stroke (premix engine). \$15. or?  
Robert C. Miller, 6701 N. Waycross Rd., Tucson, Arizona 85704

WANTED: For 93: Windshield & window gaskets, \$10. Pre-'65 front bumper, \$10.  
Ron Lunder, Box 1174, Westwood, CA. 96137

WANTED: 1968 Sonett steering wheel; \$40.-\$50. Also other small parts needed. (419)368-7411  
H. Davies, 1172 Co. Rd. 2256, RD #1, Perrysville, Ohio 44864

WANTED: Front & rear bumper for 1966-96. Up to \$30. each. (919)833-5343  
Ralph Cantral, 603 E. Lane St. Raleigh, N.C. 27601

WANTED: Trailer hitch & small pop-up tent trailer to fit 1974 99. Also roof rack. Offering: \$400. ?  
Brian J. Sullivan, 3155 N. 93rd, Milwaukee, WI. 53222 (414)442-2476

WANTED: For 1968 '96 front windshield, (1) rubber headrest. For 1974 '99 heater control panel cluster (knobs must work), tachometer, (2) or (4) hubcaps.  
David Kronen, 22706 Califa St., Woodland Hills, CA. 91367 (213)346-0993 Eves.

RECOMMENDED SHOP: The Shop at Jefferson Ave. Cincinnati, Ohio - enjoys working on Saabs

RECOMMENDED BODY SHOP: Larsen's Auto Body, Springfield, Mass.

NEW SHOP: Devon Automotive, 1221-3 W. Devon Ave., Chicago, Il. 60626 (312)274-6262

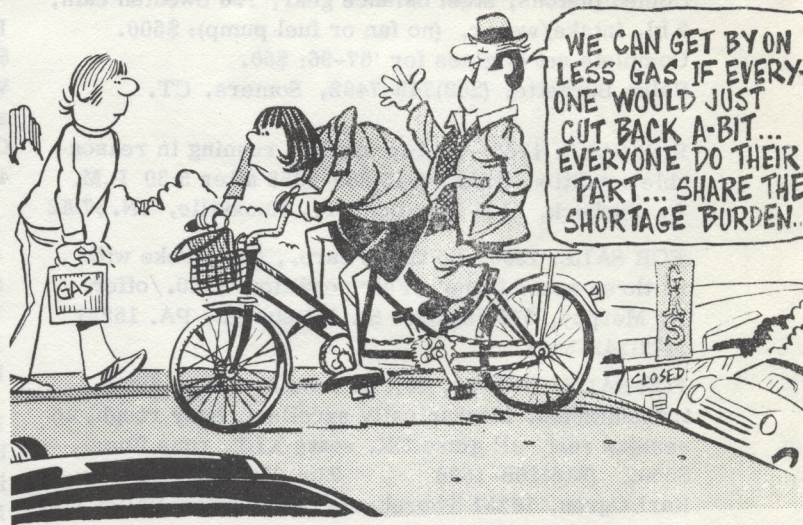
RECOMMENDED MECHANIC: Scott Gillmore, with Tom Heydman, Saab/Pontiac, Littleton, Colo.

RECOMMENDED MECHANIC: Lee Stayton at J&W Automotive, Ltd., 233-7 Robbins La. Syoset, N.Y. 516-681-3388

**SAAB import motors, inc.**

**SUBARU** 1685 MENTOR AV PAINESVILLE, OH 44077  
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SERVING YOUR NEEDS FOR OVER 19 YEARS  
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DISCOUNT ON YOUR PARTS PURCHASE



This issue completed at 1:00 P.M., Thurs, Aug. 7. 3800 copies will be printed between the 9th & 12th of the month and 3000 will be mailed between the 12th & 17th.

While working on the 10th page I had another heart attack. Consequently, we will have to work at a slower rate than we have been. The mailing may be delayed. - Dick G.

### DIAGNOSES HIS PROBLEM ERRONEOUSLY

I found your comment in your last letter to me most interesting. You had answered several of my questions about A/C installation/maintenance, etc. on my 1977 99GL. When you mentioned that I should use the short belt to the alternator during the winter when the A/C isn't needed.

This is exactly what I did last fall after the A/C had worked properly during the summer. When I hooked up the longer belt this spring, it became very apparent that a bearing in the compressor pulley had frozen up or rusted out during the winter. Although the bearing may have been ready to go anyway. I think the disconnection of the compressor caused the bearings to go without oil long enough to cause them to rust. I have checked my gas mileage with both belts (long and short) and have found that the difference in gas mileage is minimal, unless of course you are actually running the A/C.

Based on my experience, I will NEVER, repeat, NEVER disconnect the A/C during the winter. There is no way I will go through the hassle of replacing that compressor pulley bearing again.

Editor's Reply: You are in error, I did not suggest that you change to a short belt "to save on gasoline." I received complaints about the short life of the long belt and the short life of the A/C clutch-pulley bearing. I still stand by my advice of switching to a short belt during the winter months, (in addition to checking for good line-up of pulleys).

Your pulley bearings did NOT fail because they were idle all winter, such nonsense! I also received a couple of letters from members who wrote: "that expert A/C mechanic told them that one should not disconnect the A/C pump, because the Freon settles to the bottom and destroys the seals." Hogwash!

There are millions of A/C in millions of homes and offices that are shut off completely for 8 months per year, (including mine) and are running efficiently cold after 12 years of this procedure. Refrigerator owners are also told: "not to turn off their 'frig because the seals will dry up."

Most new refrigerators stand in a warehouse for a year and many stand in the dealers' showroom for another year-then are sold to the consumer, the thing runs fine for many years. NOBODY sells any A/C, or freezer on the basis that "the machine is fresh from the factory and the "seals are not inactive for very long."

I can write a book on all the bull put out by "expert" repairmen, mechanical installers, engineers, who repeat some kind of mythology about the products they service.

Example: About 400,000 homes in Chicago that had converted to gas heat - all have a stainless steel chimney, because the contractors persuaded each owner that he must have S.S. installed. Pure nonsense. Gas burns much cleaner than coal or oil. Thousands of large apartment buildings converted to gas - none have S. S. chimney liners.

About the same time that I bought our first Saab in 1966, I also worked as a draftsman on the 5-ton Army truck, one of the engineers espoused an article he read in the automotive magazine; the "expert" was a truck fleet operator and that expert claimed that the trucks that never had a oil change lasted longer than the trucks that had their engine oil changed frequently. Our engineer believed that outrageous story, I now know that he was a fool. I never met a mechanic that did not tell me some kind of goofy story. That includes all of the best mechanics whom I really do have considerable respect for. Somehow, the best of us get caught in some kind of old wives tale at some time or another. - Dick G.

## Two Weeks tour to Scandinavia and the SAAB Factory

List of the first class hotels you will be staying at:

- Copenhagen - RICHMOND
- Stockholm - CONTINENTAL
- Oslo - STEFAN
- Bergen - NORGE
- or similar.

Our tour escort, Mr. Arne W. Lunke\*, a native Norwegian, is a veteran of 20 years in the travel business, owns a 99 EMS and speaks the three Scandinavian languages fluently. \* SAAE CLUB MEMBER too.

Two departures:

OCT. 11-25-1980 - \$1,998.<sup>00</sup>

JUN. 06-20-1981 - \$2,198.<sup>00</sup>

Coupon

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone: Home \_\_\_\_\_ Work \_\_\_\_\_

I will share rooms with \_\_\_\_\_

- ( ) October 1980 tour. ( ) June 1981 tour
- ( ) I prefer single rooms @ \$250.00 extra
- ( ) Please arrange transportation from my home town to Chicago and return.
- ( ) I enclosed check/money order for \$250.- in deposit. The balance due 30 days before departure.

Please make your remittance to the order of HAPPINESS TOURS, INC., mark your envelope "Tour to Scandinavia" and mail to:  
The SAAB Clubs of North America  
P. O. Box 60272  
Chicago, IL 60660

more ->

Please use knife/letter opener

AUG. 1980

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Tour prices:	1980	1981
Land portion	\$1,107.00	\$1,147.00
Air fare	\$ 891.00	\$1,051.00
<b>Total tour cost</b>	<b>\$1,998.00</b>	<b>\$2,198.00</b>

### Included in the tour cost:

- Sharing twin bedded rooms w/private bath in hotels indicated or similar.
- Full breakfast every day. Welcome dinner in Copenhagen, SAAB Club dinner in Stockholm, Farewell dinner in Bergen. A full program of 10 sightseeing tours in deluxe, private motorcoaches. Private motorcoach transfers between airports and hotels and to the SAAB factories in Trollhättan. Porterage at airports and hotels for one suitcase per person.

A valid passport is required, (No vaccinations),

The tour is based on a minimum of 15 persons traveling together. The tour cost is based on rates and air fares in effect July 1, 1980 is subject to change without notice.

### ITINERARY cont'd From Page B.

Sat. Oct. 25 - Jun. 20 - CHICAGO- Our tour to the land of the Saab is over, and we shall soon be winging our way back to the home base, filled with memories for a life time.

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
Phone \_\_\_\_\_

I will share rooms with \_\_\_\_\_

Order 1980 tour (June 1981 tour) I prefer single room \$250.00 extra. Please arrange transportation from my home town to Chicago and return. I enclosed check/money order for \$250.00 in deposit. The balance due 30 days before departure.

Please note your remittance to the order of HAPPIEST TOURS, INC., mark your envelope "Tour to Scandinavia" and mail to: The SAAB Club of North America, P. O. Box 60272, Chicago, IL 60660