

**THE
SAAB
CLUB**

**COMPACT
FRONTWHEEL
DRIVE CLUB
of AMERICA**

JAN. 1981

**DEDICATED TO SMALL-
ENGINED SMALL CARS &
ENERGY CONSERVATION**

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Consultants: Dick Grossman, Rick Sanders, Jack Ashcraft, Merle Young, Carolanne Curtis

MEMBERSHIP/SUBSCRIPTION

Newsletter #89, our 72nd multipaged monthly. Dues for membership/subscription are \$10 for the first year, including two back copies, 12+ tech sheets and emblem. Renewal dues: \$8.00. Renewal notification will be 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 and tech sheets is available for \$6.00 postpaid. Or, 30¢ one issue.

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

EDITOR/PUBLISHER'S REPORT---January 1981

In December we received over 500 pieces of mail, some of which was not answered promptly since we took 10 days vacation over the holidays to visit relatives. We mailed out 2687 December issues on the 15th and have had 45 new members join since then. We get many "gift" memberships given by a club member to a fellow friend, relative, co-worker or other acquaintance who is also a Saab owner. We encourage this since it is a good way to spread the word about the Saab Club. I am also printing up a supply of flyers that can be used to place on the windshield of Saabs where you cannot meet the driver. Any member who would like a supply of these to help boost the club in their locality should drop a note to me here in Duluth or call. I can also supply a few (six or so) extra issues of the newsletter for members to hand out to friends or Saab drivers they meet on the road.

"We" is my wife, Carolanne Curtis, and I. We get help from a few friends doing the folding each month, but all the rest of the work is done ourselves. A couple of members have asked "what do you do for a living?" The answer is: this is it! Putting out the newsletter is a full time job and then some. I spend at least 40 hours a week opening mail, answering letters, sending out new member packs, sample newsletters, doing all the typing, etc. I also spend two weekends a month; one pasting up the newsletter for the printer, and one folding and labelling the newsletters for mailing. As I stated last month, I am taking \$500 per month as salary and in addition I pay Carolanne \$100 for her help with the folding and mailing list.

This issue closed on the 10th of January. We will mail on the 19th or 20th. Deadlines for future issues will be about the 10th of the month.

Jeff Delahorne, editor

SAAB CLUB OF SOUTHERN CALIFORNIA will hold a 99 clutch clinic on 25 January at 11 am at Masada Motors, 6740 Vineland Ave., No. Hollywood. In the event of rain, the clinic will be moved back to 1 February, and if it rains then too, call for updated information. The clinic will last about two or three hours and will be an actual clutch job from start to finish. For more information, call Paul Florance 213-439-3257.

NEW ENGLAND SONETT CLUB met on 12 December 1980 with 18 members present and eight guests. The speaker was Warren Adams who operates a body shop in Litchfield, NH. Our next meeting will be held on 1 March 1981 with more information to follow in the Feb. newsletter. Anyone wishing to join the NESC can receive an application form from the club secretary, Carole Gallant, 4 Greenock Lane, Nashua, NH 03062, 603-888-0164 after 6 pm.

GREATER NEW YORK AREA SAAB OWNERS CLUB met on 18 January at 7 pm in Building 272, Floyd Bennet Field Recreation Area. For information concerning the next meeting, contact Josh Rubinfeld, 212-258-0335.

MINNESOTA SAAB CLUB will meet on Tuesday 27 Jan. at the Shakey's at Snelling and Larpenter to plan the club's mid-winter fix-in. For more information call Gary Zaidenweber at 644-7396 or Dave Kern at 871-1471.

MILWAUKEE SAAB CLUB will hold an ice race, 25 Jan. at Kandler's Bar on Lake Keesus. Registration and practice will be from 10:30 to 12:00 and racing from 12 to 4:00. Awards presentation (with free beer) will be at 4:00 or whenever everyone has run. Each entrant will run three double laps against the clock, with the best average time winning each class. Registration fee is \$5.00. Lake Keesus is north of the town of Merton and Kandler's Bar is on Keesus Road which starts at the intersection of Hwy 74 and County trunk F--just follow Keesus Rd. to the end. For information on ice conditions or directions call Ian Simpson, 873-0816 or Jim Hart, 352-0627. This event is not restricted to Saab owners or club members--everyone is welcome.

SAAB OWNERS CLUB -- CANADA has 85-90 members at present after starting in October 1977. They have monthly meetings, quarterly newsletters, and car clinics. Also parts discount arrangements have been made with Toronto area dealers and parts houses. For more information contact Brian Girling, 416-297-4536.

DICK G. IS STABILIZED, STILL KICKING....

Jeff Delahorne's unauthorized plea for contributions to me resulted in a flood of letters that is embarrassing. It was only recently that I had published an editorial criticizing the chiseling done by several other car club newsletter editors and publishers. I can only hope to try to pay back by continuing to assist in the smooth take-over of the production of this newsletter. My medical expenses are not the responsibility of the club membership.

Jeff had to make three trips to Chicago to load his car with most of the club equipment--duplicators, typewriter, collaters, paper cutter, manuals, scales, etc. Jeff does not draw illustrations yet, but he can type and writes English much better than I can. However, I shall try to teach him to swear, cuss, and rant and rave more like an old curmudgeon; of course his is a bit too young for that and it will take time. Again, I must thank the many members who wrote me such kind and generous letters. As long as I take the various nitro-glycerin pills several times a day I can do about four hours of work a day, so, here is a couple of minutes of hate for Detroit pigmobiles:

About a year ago, (Jan. 1980, p. 2) I made brief mention of the current GM stock report's statement that: "As GM looks forward to a strengthening economy in 1980 and a return to normal automotive purchasing, etc." Well, ten months later they report a 750 million dollar loss. What's my beef? Those two fatheads, Estes and Murphy get paid over \$600,000 plus stock options each year for their brilliant ability to guide and predict the future of the company's business. I don't get one penny for my editorials, (at least until now). None of the GM board of directors knows how to design or build a car. Most of their advertising dollars are devoted to the big car "top of the line" models. Some commercials clearly state that one should buy this particular model because it has an electronic-digital clock! Now, that's the reason you should go down to the nearest dealer. Defenders loyal to anything put out by Detroit will always argue: "but you can't get too technical with the public." My answer is: then, get out of the business if you think that way. If all advertising is limited to intelligent appeals and that reduces sales, then so be it! Maximum sales achieved by nonsense, pretty hollywood ding-a-lings, prestige, sex, ego, and trivia leads to the development of silly products with silly gee-gaws decorating the machine. It forces the maker of a good, well designed product to follow along and pretty soon we have no chance to choose a good, functional product. Examples: gloves--one size fits all! No bicycle paths to the drugstore or grocer. No blue cotton sox, size 12. All pocket sized cameras with cheap fuzzy lenses. All TV sets with little three inch speakers, therefore no TV broadcasts sends out bass/baritone soundwaves.

Dick G.

LETTER TO DICK G. RE: SAAB SURVIVABILITY

I endured my early twenties saddled with an astronomical medical debt that was the result of rolling down an embankment in a Hitler death-trap 'people car.' After two months in traction and the joy of learning how to walk again, I overcame a fear of automobiles and purchased my first Saab, a used 96 V-4 Deluxe.

I read with great interest your reply to Ashton Brown's letter, particularly the survivable nature of Saabs. As a rabid Saabophile, I have saved seven friends from the hospital hassles I went through or even worse. In 1973 I pestered my best friend into dumping his Volkswagen Beetle and, because he was financially more solvent than me, to purchase a 99. About a year later he rammed that 99 into a concrete culvert at 65 mph with four of our other friends aboard. The 99 self-destructed as it was designed to do and all five friends walked away from the wreck with minor cuts and abrasions. In 1975 I took the plunge and bought a 99 EMS. When I was transferred to the Chicago area a few months later it was time to part with my "Armadillo," the 96. Its body was shot, but at 180,000 miles it was very sound otherwise. I showed the car to a lot of people, but I wanted my old "friend" to go to the right buyer. I finally chose a young couple who came out to my house in a decrepit GMC van. I taught the wife how to use free-wheel, (an extensive lesson) and sent them on their way. Within a month they were hit head-on by a tractor trailer that careened into their lane and they survived. The added initial cost of a survivable car is a pittance if you consider the potential expense of personal injury or death.

Thank you for the newsletter and I hope you are feeling well. Thanks also for introducing me to Europa Motors in McHenry, IL. Since I moved here, we have bought two cars from them: a '75 GLE and a '78 Turbo that was their demo. I hope that wherever my next job takes me, I will find a comparable dealer.

Bill Buckles, Phoenix, AZ

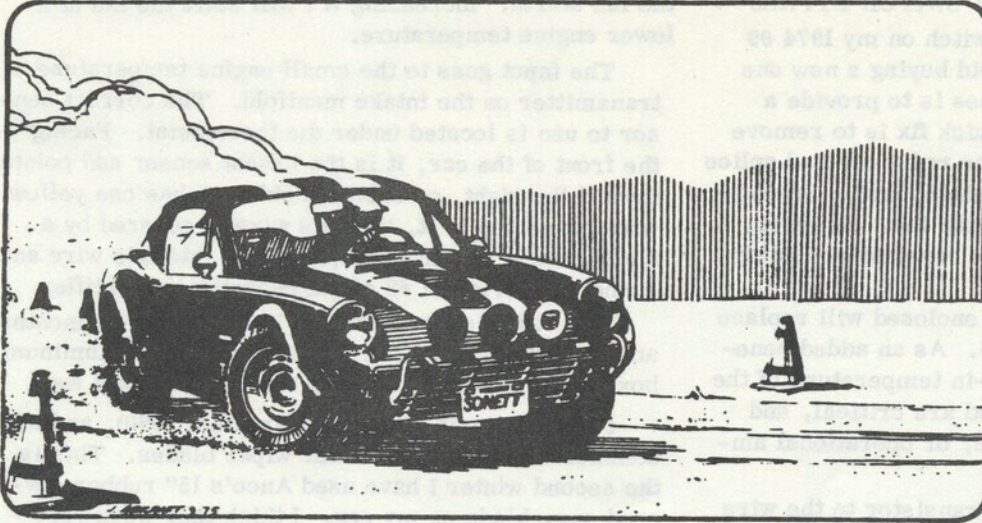
MEMBER MISSES DICK G.'S EDITORIALS

I have been a member and Saab owner for only one year, but Dick Grossman's editorials will be missed. I did not always agree with Dick's opinion or method of expressing it, though one never had to guess where he stood on an issue, which I do admire. Best wishes to Dick and a speedy recovery.

I own a 1979 900 GLI and have encountered a couple problems. First the paint on my hood is cracking. The dealer, Bob Dunn Ford, MG, Triumph, Jaguar, Saab, has chosen to ignore my problem. I have contacted the state attorney general's office in North Carolina who is aiding me in obtaining a settlement with the dealer.

I found a wiper replacement for the 900 by Anco, part no. 31-16: cost \$3.75 each.

Barry Wishon, Greensboro, NC



ILLUSTRATIONS NEEDED

When Dick turned the newsletter over to me, the club might have gotten someone more experienced in writing English, but it lost someone very good at technical illustrations. So if any members have graphic abilities, please help us out. We can use original cartoons, technical drawings, and small illustrations of Saabs. Our column width is 4 1/4" and please use black ink.

Thanks,
Jeff Delahorne

V-4 CARBURETOR CONVERSIONS AND OTHER HINTS

I tried a 43mm one barrell Motorsport carb on my '71 95 last winter and spring and based on that experience I do not recommend it. Power was if at all only slightly improved, gas mileage stayed the same (about 25 mpg), the manual choke proved difficult to adjust (either way on or way off), installation was not simple (ie. no provision for fuel evaporative canister purge hose, other problems). This carb requires that the PCV system be blocked off which is one emission control device I approve of, and is not cheap, requiring one of Motorsport's modified intake manifolds. I would be interested to hear from people that have had good luck with one of these carbs.

I have had increasingly bad luck converting Autolite V-4 carbs to Solexes. After a few successes (a '69 95 in particular that gets 30+ mpg consistently even though it has over 210,000 miles on an original engine!) I'm finding good Solexes hard to come by and now will only do the conversion to '69s and '70s (the years with the worst Autolites) only if I cannot find a later model Autolite. Following the choke and other adjustments carefully in the Haynes Manual, it is possible to get a very good running car from the 71 and 72 TF and TW9510 carbs. Whe

When converting to a Solex I have found the best jet sizes to be 127.5 main, 110 emulsion, and 42.5 idle at my altitude, 5000 feet. I use a 1967/68 accelerator linkage shaft (pn 8800542) with about 1 1/4 inches cut off of the heater box end and a 1967/68 shaft to carb link (pn 8800559) to make up the linkage.

I have also notice a very strange thing happening to the timing on most of my Solex equipped cars. When the throttle is opened, the timing initially RETARDS about three degrees before advancing. Timing does not advance any more than it would without the vacuum hose attached; in other words, it appears that with the vacuum hose CONNECTED, timing is at first retarded then has no further effect on the advance. I have seen enough of these cars to suspect a problem of compatibility between the Solex carb vacuum advance porting/strength, and the later model distributor vacuum advance diaphragm, as this is mostly happening on cars

that I have converted from Autolite to Solex, although it is happening on at least one car (a '67) with original specifications. The solution has been to disconnect and plug the vacuum lines from the carb, eliminating the stumble on acceleration present before the disconnect. Does anyone have any ideas?

I have found the '69-'73 original Bosch starter solenoid unavailable, but another one designed (I think) to fit a Volvo will fit perfectly. The original solenoid is Bosch 331 302 011 while the replacement is Bosch 0331 302 030, with a new Bosch pn of 3B0 31-077.

The V-4 rear main seal from Saab (8811101) at \$20 is exactly identical to the Capri V-6 seal, pn D2RY 6701A for \$7.

Replacement front wheel bearings for V-4's are available from FAG (3306A) and New Departure (5306). I would like to voice my support for your classified ad policy--I'll say no more than I think it is fair and should be adhered to.

Eric Killinger, Boulder, CO

SOLEX CARBURETOR PROBLEMS IN SUMMER

I believe the Solex carb. is better than the FOMO-Co but mine cause me a problem in hot summer weather. When stalled in traffic the Solex will shut down the engine after about five minutes. The carb is set to factory specs. Are there any cures?

Has anyone tried a water injection system on the V-4? What were the results?

Speaking for myself the club letter is worth more than \$8 to \$10 per year. The price could be doubled and I would not mind. Even at that it's not a whole lot more than a tank of gas!

Gary Rumrill, Louisville, KY

PARRformance

Transaxle repair/rebuilding service for all SAABs, models 93 three speed to 900 five speed. Quality workmanship--Reasonable prices--Also exchange turbo compressors available
PARRformance, Lancaster County, Pennsylvania
717-626-1773

99 RADIATOR FAN THERMOSTAT SWITCH BYPASS

The radiator fan thermostat switch on my 1974 99 failed recently and I wanted to avoid buying a new one (\$30-\$35). Since all the switch does is to provide a ground path for the fan relay, a quick fix is to remove the wire from the thermostat on the radiator, and splice on an extension to a switch on the dashboard. Grounding this wire will turn on the radiator fan. However, this solution requires the driver to constantly monitor the engine temperature.

With a little work, the circuit enclosed will replace the thermostat switch for about \$5. As an added benefit, it allows you to adjust the cut-in temperature of the fan. None of the components listed are critical, and any similar resistors, transistors, or operational amplifier can be substituted.

Connect the output from NPN transistor to the wire on the original radiator thermostat switch after first removing the wire from the radiator switch. By adjusting R1, you can select the engine temperature where

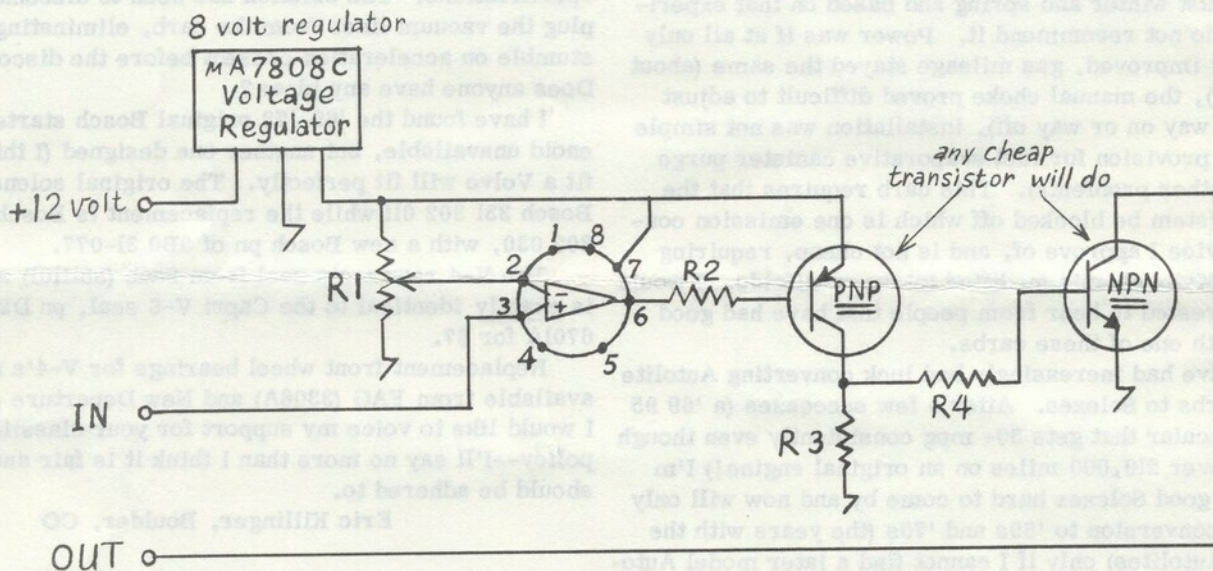
the fan starts. Increasing R1 will start the fan at a lower engine temperature.

The input goes to the small engine temperature transmitter on the intake manifold. The correct sensor to use is located under the thermostat. Facing the front of the car, it is the lowest sensor and points toward the right, or driver's side. It has one yellow wire connected to it, and this wire is covered by a black plastic sheath. Simply splice into this wire and connect to terminal #3 of the operational amplifier.

I've had this circuit in my '74 99 about six months, and it works fine. I put it in a small 2"x3" aluminum box, and mounted it near the right front wheel well.

I read Margrit Adler's letter (Dec. 1980), and her comments on the Anco winter wiper blades. This is the second winter I have used Anco's 15" rubber covered snow blade on my car. I think they work very good, and even clean better than the blades I use in the summer.

Bill Slusarz, Scotia, NY



TEMPORARY FIX FOR TURBO THROTTLE CABLE

I was out making sales calls in my '80 Turbo when the throttle cable broke. My first objective was to keep the car going so I would not have to tow it. The cable broke inside the car, so I pulled the cable into the engine area and tied it around the plastic adjustment screw. I put enough tension on it to get the engine up to about 2000 rpm. I then proceeded to the nearest Saab dealer using first and second gears. Of course the dealer did not have the part in stock, so I used the side streets and limped home. After calling several dealers I found that nobody had the part in stock. Not wishing to give up my Saab while waiting for the part I decided to improvise. Remembering an earlier newsletter which talked about using solder to replace the stop on the fuel injection end of the wire, I went to the hardware store and bought some heavy duty picture frame wire. I soldered the end and pushed the other end into the car and tied it through the hole where

the other stop is supposed to go.

Since the car was under warranty I sent the broken wire to the dealer and I expected to get a wire in return. Of course the design does not permit Saab to do this, so they sent me a whole new throttle cable mechanism. Great service, but if it ever broke later I would not want to pay for that part.

Paul Niedringhaus, Northbrook, IL

MEMBER HAS 99 CLUTCH SLAVE CYL. PROBLEM

Dale Patterson of Baltimore, MD called me with a problem on his '73 99. It seems that clutch slave cylinders last only 15,000 miles or a year and a half before they give out completely. He has considered using silicone brake fluid, and wonders if that will help, or if there are any other solutions/causes for his problem. Any suggestions from club members more knowledgeable about 99s will be appreciated.

Jeff Delahorne, ed.

ETHYLENE GLYCOL vs. ANTIFREEZE

As has oft been noted in past issues, Saab engines are particularly vulnerable to corrosion internally because of the use of aluminum parts. Various defenses have been advocated, including the use of pure ethylene glycol/water mixes for coolant, use of Prestone II antifreeze, being certain that the water is distilled, changing coolant as often as twice yearly, using more than 50% antifreeze in the mix, using an anode plug, and special additives. I just received a copy of an article from NASA entitled "Inhibiting Corrosion in Solar-Heating and Cooling Systems," from NASA Tech Brief, Spring 1980, Vol. no. 1 MFS-23763.

Twelve different solutions (water solutions) were compared for corrosion resisting effectiveness, but only two of these were also antifreeze solutions, or at least identified as such. One was 50% by volume General Motors "Permanent Type Antifreeze," and the other was 50% by volume ethylene glycol. Freezing points were not report. The test specimens were small aluminum, mild steel, copper, or stainless steel assemblies. Effectiveness was primarily rated on the basis of deepest corrosion penetration, rather than weight loss of specimens, and test were made at room temperature, and also at 180 degrees F. Test period was one year.

The overall highest rated system contained six chemicals not readily available to every Saabophile, and as I say, the freezing points were not reported, but a comparison of GM antifreeze and a pure ethylene glycol mix is possible. Here are the room temperature (RT) observations, along with data for distilled water:

Coolant	Alloy	Corrosion	Weight Loss
pure H ₂ O	Alum.	pitted	46 mg
	Steel	major	1400 mg
50% GM	Alum.	none	0
	Steel	none	0
50% eth. gly.	Alum.	pitted	127 mg
	Steel	non-uniform	1495 mg

Evidently, ethylene glycol/water mixture is not even superior to plain water, but GM antifreeze is much better than either. Bear in mind that these data are for room temperature only. Next, the high temperature data:

Coolant	Alloy	Corrosion	Weight Loss
pure H ₂ O	Alum.	pitted	436 mg
	Steel	non-uniform	3172 mg
50% GM	Alum.	pitted (major)	126 mg
	Steel	non-uniform	197 mg
50% eth. gly.	Alum.	none	0
	Steel	etched	5662 mg

Looking across the lines, we see that at high temperature, ethylene glycol is indeed very beneficial for the aluminum, but much worse than even plain water for the steel. The GM antifreeze does produce pitting

of the aluminum, but very much less damage to the steel.

Bearing in mind that your car spends much more time near room temperature than at high temperature, I conclude that since ethylene glycol pits the aluminum at RT, and GM antifreeze pits it at high temp., the two coolants are roughly comparable in aluminum protection, but GM antifreeze is much to be preferred because of greatly reduce corrosion of the steel. Based on this data, I would not recommend pure ethylene glycol at all.

Finally, may I conjecture that Prestone II may well be superior to the GM antifreeze, since it is specifically designed to retard aluminum corrosion in addition to steel corrosion. Unfortunately, I have no data.

K.J. Strack, Pittsburgh, PA

Ed. note: My experience with aluminum corrosion in the V-4 is that the water pump back plate and mounting bracket (part of the front engine cover) become pitted from the swirling action of the coolant in these areas. If indeed, the corrosion there does occur during engine operation, then perhaps in this instance ethylene glycol might be better than GM/Prestone antifreeze. I don't know. The point to notice is that GM (and presumably Prestone) is less corrosive than pure water so some antifreeze should be used year 'round.

SAAB SERVICE TIPS



Coolant spillage into CIS warm-up regulator, M75-81. It is extremely important that the cooling system be drained BELOW the level of the thermostat housing before attempting to change the thermostat. If the thermostat cover/outlet is removed with too high a coolant level, coolant may run into the warm-up regulator vent as it spills down the side of the housing. There is no drain in the bottom of the warm-up regulator. Coolant saturation can lead to corrosion in the regulator and possible malfunction.

When checking automatic transmission fluid level remember that there is a substantial difference in the level between cold and hot operating temperatures. There are two rectangular notches in the dipstick. The lower one is for cold fluid; the upper one for hot. If the outside temperature is too cold, however, (below zero F.) it may be necessary to road test the car to warm up the fluid sufficiently to get a reading on the dipstick.

Thanks to Mr. Daniel L. David, Manager, Technical Services Department, National Service Office, Saab-Scania of America for making Saab Service Tips available to the Saab Club.

More Service Tips next month, including information on 1981 engine specifications.

1980 INDEX FOR THE SAAB CLUB NEWSLETTER

I received a few letters asking for some kind of index, and already having such a project in mind, I whipped one up. This index is NOT perfect. It does not cite club meetings, want ads, letters purely of opinion, or editorials (sorry Dick). I felt the best use of an index would be as a reference to technical, how-to material, and that even an imperfect index would help people find that article they remembered back there somewhere. I did not attempt to show how some stories are larger than others. Each category is small enough that the small, one-sentence tech' tips will be quickly weeded out from the longer, more useful articles as one uses the index. There are five general categories: 99/900s, Turbos, V-4 95/96/97, Two-strokes, and general. So Good Luck, and I hope this is useful.

Jeff Delahorne, editor

99/900

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MORE ON 10W40 GEAR OIL--ELECTRONIC IGNITION

I have pestered the Saab midwest service training instructor at length over the right transmission oil. 10W30 or 10W40 type "SE" motor oil is the Saab recommended grade for ALL manual transmission model 99 and 900. SAE 75 EP gear oil is also a recommended grade. At no time could I trick him into saying that 75 weight is "better" or "more recommended," but he "might prefer" 75 wt. in an older car to "quiet the transmission."

I know that 80 or 90 weight "EP" oil is necessary for hypoid gear sets (non-intersecting shaft center lines) because of the large degree of sliding between gear teeth. Spiral-bevel gear sets, as in the Saab, do not experience sliding contact (in theory), and therefore do not need the heavy stuff. I know that BMW motorcycles changed from spiral bevel final drive to hypoid final drive in the late '50s or early 60s, and the lubrication spec. was changed from SAE 30 to SAE 90 EP at that time.

API grade "SE" motor oil must have EP (extreme pressure) additives to meet the oil's specifications for cam lobe wear. The same phenomenon occurs at the gear mesh, hence the importance of the "EP" quality.

If Mr. Betsill in Texas is concerned that higher temperatures down south might make the 10W40 marginal, I suggest he try a Castrol distributor for 75 EP gear oil. In Canton it sells for about \$20 per five gallon pail (90,000 miles worth).

On electronic ignition: I have installed "Tiger" C-D units on my Saabs, with no failures of the C-D units in a combined total of 50,000 miles. With these units, reversing a connection "bypasses" the C-D unit allowing the car to run conventionally. The old points

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stay in. Units cost \$29.95 for kits (if you cannot put the kit together, you should probably forget about putting one on your car), from TriStar Co., Grand Junction, Colorado. With fuel injected models, a special adapter must be used to make the car work. Be sure to specify everything you can. For '75-'77 CIS type injection, the adapter is called "BMW type 320i" (Oh, the shame of it). You also get an orange "Tiger" sticker to put next to your "Saab Club of America" sticker.

I would be interested in reader's experiences with different brands of tires on model 99s. I've found tire characteristics to be the single greatest influence on ride and handling. If you have only driven one Saab at a time or Saabs with only one kind of tire, you cannot appreciate the difference. My experience is this: Michelin ZX: very smooth ride, but slow and heavy steering. To get good handling I pump them up to 32 or 34 psi; the ride is rougher, but still good, and gas mileage then improves noticeably. I got about 45,000 miles on the front tires and the rears then had 7/32" of tread remaining out of an original 10/32". Metzeler ALPIN snows: easily the match of the Michelin's ride, but with much quicker and lighter steering. Noticeably more rolling resistance, and much more noise. Snow tires are very helpful in Ohio because they use salt instead of plows. The resulting slush is much more treacherous than packed snow because it builds up and "pulls" on the car. Semperit M 401: Handle almost as well as the Metzeler, but with a very rough ride. I thought that my '76 was grossly inferior in ride to my '77 until I put the Metzeler on the '76.

The "lukewarm" start adapter sold by Saab (described in October's Newsletter) is interesting. Elite Motors (then Difeo Saab) worked on and off throughout my warranty period to make my car start when "lukewarm." When the warranty expired, I wired a bypass from the thermo-time switch to a red button on my dashboard, which is then grounded. If the car won't start after a second of cranking (when lukewarm) I push the button. I'm about to do the same for my other Saab.

Steve Goldberger, N. Canton, OH

Ed. note: I am currently using Metzeler Alpin snows on my 96 and after a year or so, they work very well. They are not even as noisy as some other snow tires. The problem for 99 owners might be that the 165-15 size seems to be no longer available, while the smaller 155-15 size is still available. If someone knows differently, please correct me.

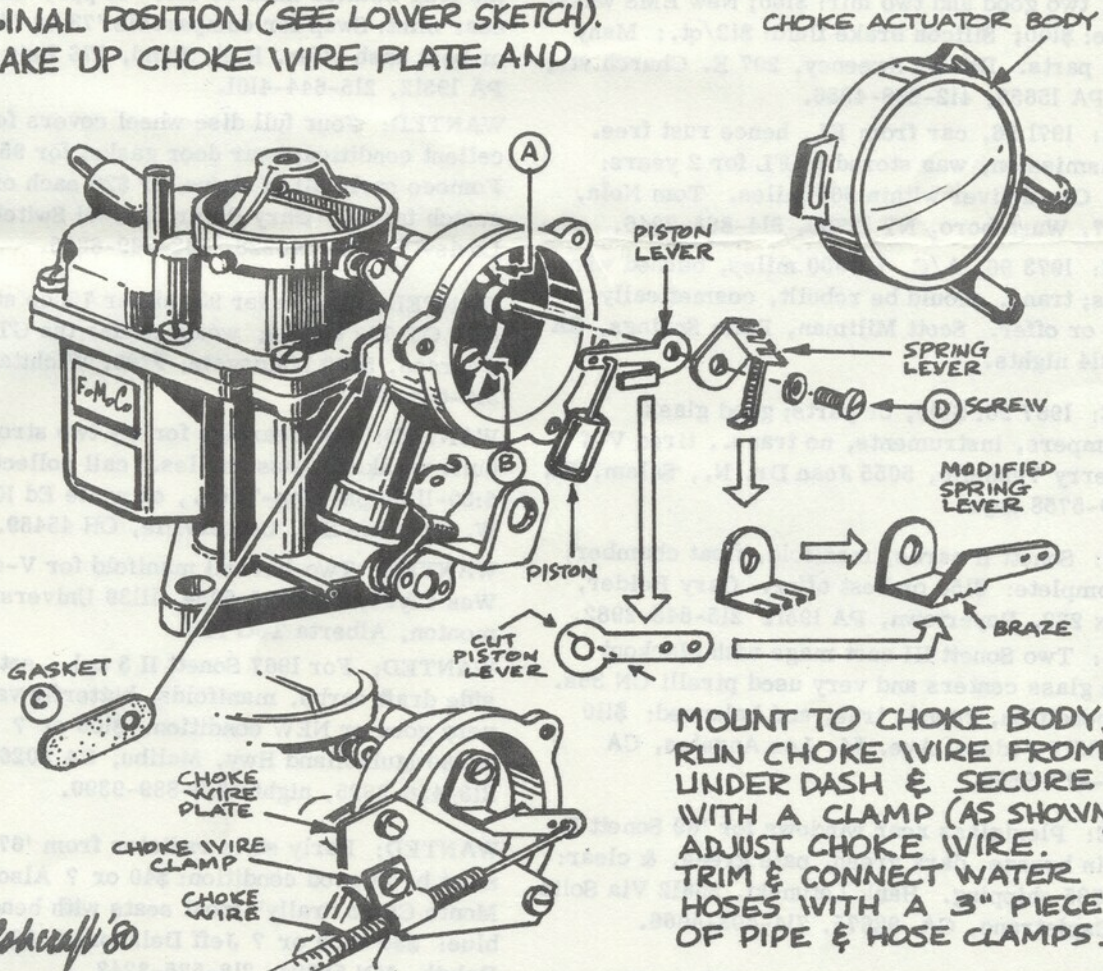
My other comment is that Minnesota also loves to use salt on winter roads instead of plowing, especially after a relatively light snowfall (under 4"). Maybe for next month I'll work up a good Grossman-style tirade on the evils of using salt on highways, but I'm rushed to get this issue out, and I want it to be a good tirade.

Jeff Delahorne, ed.

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MOUNT TO CHOKE BODY. RUN CHOKE WIRE FROM UNDER DASH & SECURE WITH A CLAMP (AS SHOWN). ADJUST CHOKE WIRE. TRIM & CONNECT WATER HOSES WITH A 3" PIECE OF PIPE & HOSE CLAMPS.

Late arrival....

FOR SALE: 1968 Saab 96, runs well, rebuilt engine, rusty but basically sound, 111,000 miles: \$400 or best offer. Scott Sawyer, 617-369-0224 eves.

CLASSIFIED AD 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 prices of \$201 to \$900, enclose \$2. Ads listing prices \$901 to \$2000, enclose \$5. \$2001 and up, enclose \$10. All ads without a price listed, enclose \$10. Commercial ads, \$10 for two inches. Please enclose sufficient funds—we will not bill.

FOR SALE: 1966 Sonett 3 Cyl. #000096, engine in excellent condition. Needs paint and interior work: \$2700 or best offer. Brent Robertson, 920 Adams St., Albany, CA 94706, 415-524-9471 after 6 pm, 939-3700 week days.

FOR SALE: 1972 1/2 Sonett III. Excellent mechanics and interior, needs paint job, orange, 72,000 miles: \$2300. John Stanley 614-947-2845.

FOR SALE: 1973 Sonett III, new paint, 46,000 miles, \$2850 firm. Charles Jenkins, PO Box 69, Rockport, ME 04856, 207-236-4735.

FOR SALE: 1957 93, fair condition, restorable, lost storage & must sell or part out: \$100; Set of Sonett wheels (4), two good and two fair: \$160; New EMS wheel and ZX tire: \$100; Silicon brake fluid: \$12/qt.; Many 95, 96 V-4 parts. Dennis Sweeney, 207 E. Church St., Ligonier, PA 15658, 412-238-4556.

FOR SALE: 1971 96, car from FL, hence rust free. Needs transmission, was stored in FL for 2 years: \$700 firm. Can deliver within 300 miles. Tom Nola, PO Box 627, Wurtsboro, NY 12790, 914-888-2246.

FOR SALE: 1973 96, A/C, 70,000 miles, burned wiring harness; trans. should be rebuilt, cosmetically good: \$450 or offer. Scott Miliman, Palm Springs, CA 714-324-6314 nights.

FOR SALE: 1967 96: \$100, or parts; good glass, chrome bumpers, instruments, no trans., tired V-4 engine. Jerry Vessello, 5055 Joan Dr. N., Salem, OR 97303, 399-5758 days.

FOR SALE: Sonett II carbs, manifold, float chamber; used but complete: \$150 or best offer. Gary Reider, RD #4, Box 232, Boyertown, PA 19512 215-845-2982.

FOR SALE: Two Sonett III cast mags with blackout paint, blue glass centers and very used pirelli CN 36s. Excellent condition, round, true, and balanced: \$110 Ed Steele, 1517 Federal Ave. #4, Los Angeles, CA 90025, 213-477-9869.

FOR SALE: Plexiglass rear windows for '69 Sonett II V-4, new in bronze, dark green, pale green, & clear: \$200 plus \$35 shipping. Hank Latunski, 25612 Via Solis San Juan Capistrano, CA 92675, 714-493-4066.

FOR SALE: Many V-4 parts, you name I have it--save this ad until you need it. Also 750 B 1.0 pistons. Wanted: Exhaust manifold for 1974 carbureted 99, seems to be rare. Bert Gunn, Bedlam Rd., Chaplin, CT 06235, 203-455-9203.

FOR SALE: 96, 97 V-4 and 3 cylinder motor and body parts, very reasonable: write Joe Salley, 1902 W. Oak, Denton, TX 817-387-8053 weekends.

FOR SALE: Motorola solid state AM radio from 1967 96. Works fine. \$15 or offer plus shipping. Patrick Gaffney, 1309 Buckeye Ln., Davis, CA 95616, 916-758-9265.

FOR SALE: Sonett III parts; complete interior and exterior; whole factory air conditioner for 97 with condenser and balance shaft pulley: \$110; complete car: \$2050. Steve Robbiano, 435 1/2 35th St., West Palm Beach, FL 33407, 305-686-6804.

FOR SALE: Parts from 1969 95; driver's door: \$20; rear door: \$20; also windows, lenses, odds and ends. Ralph Scafuro, 547 W. Saddle River Rd., Upper Saddle River, NJ 07458.

FOR SALE: V-4 and 3 cylinder parts; generators, alternators, V-4 starters: \$30 and more. Roger Harris, Box 47, South Street, Ashfield, MA 01330, 413-628-4435 or 413-783-9559.

FOR SALE OR TRADE: 93 catalog "SAAB introduces the long awaited Saab 93 etc." 12 pp., 7x10, color, near mint: Swap for comparable '73 or '74 99 catalog or best cash offer. R.H. Rand, 376 Bair Rd., Berwyn, PA 19312, 215-644-4161.

WANTED: Four full disc wheel covers for a 96, in excellent condition; rear door gasket for 95; late model Fomoco carb; all of above for \$20 each or ? also door switch for 96. Gary Rumrill, 6801 Switch Bark Ct., Louisville, KY 40228, 502-239-6366.

WANTED: Engine for 93; either 750cc standard engine or a GT 750 engine; would prefer the GT 750. Jeff Pearson, 5900 Mainsgate, #706, Wichita, KS 67220, 316-684-4077.

WANTED: Rod bearings for my two stroke. Or rebuilt crankshaft assemblies. call collect 513-434-6752 6:30-11:00 pm Mon-Thu., or write Ed Krass, 21 1/2 W. Franklin St., Centerville, OH 45459.

WANTED: Two-barrell manifold for V-4, \$60 or ? Wes Clyne, 403-435-5054, 11139 University Ave., Edmonton, Alberta T6G 1Y5.

WANTED: For 1967 Sonett II 3 cyl., set of three stock side draft carbs, manifolds, butterfly valves, etc.; in very good or NEW condition: \$100 or ? Terry Waters, 33560 Mulholland Hwy, Malibu, CA 90265, weekdays 213-456-3625, nights 213-889-9390.

WANTED: Early style radiator from '67-'68 V-4, must be in good condition: \$40 or ? Also pair of '65-66 Monte Carlo "rally" front seats with headrests, prefer blue: \$30 each or ? Jeff Delahorne, 5805 Oneida, Duluth, MN 55804, 218-525-3243

WANTED: V-4 96 Sedan or 95 wagon in good condition, Harry VanHoudnos, RR 1, Box 30A, Mechanicsburg, IL 62545, 217-623-4264

WANTED: Rear window from 1968 or '69 Sonett. Bill Silva, 7 Urban Ave., Pawtucket, RI 02860, 401-726-0621.

WANTED: For Sonett III, auxillary headlight buckets 5 3/4" to fit panel behind grill: \$30 or ? Also Saab literature and models wanted. Robert Allen, 3035 NW 6th St., Gainesville, FL 32601, 904-376-1228.

WANTED: For 1974 Sonett: two bucket seats in good condition. Also need right and left door panels and a good set of carpets. Bill Ames, Box 878, Dickinson, TX 77539, 713-534-4714.

WANTED: Float chamber for 850cc side draft carbs (1966 Sonett) Bill Silva, 7 Urban Ave., Pawtucket, RI 02860, 401-726-0631.

WANTED: 92-93 or early 96 body; engine and trans. not important. Also wanted 1500-1700cc engine, good late model trans., Sonett floor shift complete, Sonett aluminum wheels, any Sonett II parts; prefer Midwest location, but not limited. call collect, Fred Sisson, 812-988-6215, or PO Box 218, Nashville, IN 47448

WANTED: Factory shop manuals for 95/96, both late model two-stroke (1966) and V-4 any year. Will pay \$20-30 for ones in good shape. Aaron Engel, 2006 University Circle, Las Vegas, NV 89109.

FOR SALE: 1979 Turbo 900 5 door, dark blue, 18,000 miles, excellent condition, fully equipped: \$10,000
For sale: 1979 900 Gli automatic 3 door, alabaster, 25,000 miles, new Pirelli tires, Blaupunkt cassette, air, cruise, \$7,000. Also new Pirelli CN 35 M&S tire, 165x15 mounted, balanced on steel 1979 900 wheel \$75. Jim Scrivner, 314-726-4782 after 5 pm (MO)

FOR SALE: 1979 900 Turbo 3 door, black, air, pin-striped, Hella halogens, Marchal driving lamps, Blaupunkt 2001, rustproofed, polyglycoat. 28,000 miles, Europa serviced: \$9995. Van Larson, 312-896-9674 days, or 312-888-8432 eves.

FOR SALE or TRADE: 1976 99 EMS 2 door. Silver, four speed, am/fm, 33,000 miles: \$3500 or would take V-4 as partial trade. Steve Austin, 2015 S. 64th, Ft. Smith, AR 72903, 501-452-7339.

FOR SALE: 1977 99 GLE, 4 door, 4 speed, cruise control, air cond., 59,000 miles, excellent condition: \$5300. Rich Bohn 603-465-2108, Hollis, NH.

FOR SALE: New 99 parts; outer U-joints (69-73): \$85; ball joints: \$20, exhaust valve #830279 (1.7-1.85 l.): \$15. Prices plus postage. SSAE for additional listing 99 parts. Heyward Cohen, Box 160, Amenia, NY 12501 914-373-8048

FOR SALE: From 1970 99E, Heater core: \$15; trailer hitch (fits all 99s): \$50; radiator w/o fan: \$100; later model shifter with slip ring: \$10; various interior and instrument parts. S.E. Heller, 62 N. Virginia Ct., Englewood Cliffs, NJ 07632, 201-567-7747.

FOR SALE or SWAP: One EMS alloy wheel, barely used, will accept two steel wheels for 99 Turbo in trade, or one steel wheel (your spare?) and \$40. Will ship anywhere in US or Canada. Doug Catto, RR#2, Kettleby, Ontario, Canada, LOG LJ0, 416-939-2233.

FOR SALE: Three primary gears for '74 99 transmission: \$125. Milton Krogstad, 2419 North 103 St., Omaha, NB 68135, 402-391-9578.

FOR SALE: Trailer hitch for 900: \$55. Steve Hess, 3224 Mumford, Brooklyn Center, MN 55429, 612-560-1723.

FOR SALE: Two KYB gas shock absorbers for front of 99, under 2000 miles use: \$30 plus shipping or trade for EMS alloy wheel in good condition. Mike Owens, 22710 Smokey Hill Rd., Katy, TX, 77450, 713-392-6817.

FOR SALE: Jensen AM/FM cassette stereo radio, custom fit for 900s, excellent condition: \$155 or offer. Free installation in Pittsburgh area. R. Panella, 1139 Taylor Ave., New Kensington, PA 15068, 412-337-6118 after 6 pm.

WANTED: Right rear door to fit '76 99 four door in good condition; also used but working thermostatic radiator fan switch. Dennis Loria, 203-565-4771 days or 644-9333 nights.

WANTED: For 99, 9" diameter hubcaps, up to six: \$5 each; Two wheels, #891880, true: \$15 each. For '74 99 LE, right side mirror: \$5. R.H. Rand, 376 Bair Rd., Berwyn, PA 19312, 215-644-4161

WANTED: Saab, 1975 or later. Kenneth Wyle, 251 W. State St., Waverly, IL 62692, 217-435-9777.

WANTED: 1970-1, 2, or 73 rebuildable gearbox for 99; to \$150 depending on condition. Art Asbury, Box 2776, Nashville, TN 37219, 615-242-1111.

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The New York group will arrive at...8:30 AM
The Chicago group will arrive at...8:25 AM
The Los Angeles group will arrive at 1:15 PM

You will be met and transferred by private motorcoach directly to ASTORIA HOTEL. All day free to rest after the long flight. This evening we shall all go to the famous TIVOLI GARDENS for a welcome and get-acquainted dinner.

COPENHAGEN Mon JUN 08
Morning free to sleep late if you like, afternoon tour of the city and harbor, including the "Little Mermaid"

COPENHAGEN Tue JUN 09
All day free to explore the fabulous city know as the Paris of the North. You tour escort will be available for suggestions.

GOTHENBURG Wed JUN 10
A little before noon we shall take the train across the sound to Sweden and proceed north along the Swedish West Coast to Göteborg, as the Swedes call it. In the evening we may want to go to the great Liseberg Amusement Park. We shall be staying at the RUBINEN HOTEL

TROLLHATTAN THE SAAB FACTORY!!! Thu JUN 11
This morning a special bus from the factory will pick us up and drive us north to Trollhattan, about 45 miles. At the factory, we will have lunch and afterwards a tour of the manufacturing facilities. At the end of the day, the SAAB courtesy bus will return us to Gothenburg. We shall take the overnight train to Stockholm. Sleeping accommodations are reserved.

STOCKHOLM Fri JUN 12
Upon arrival, we shall walk through a tunnel underneath the street into the CONTINENTAL Hotel! This morning we shall visit the finest SAAB dealer facilities in the world! Afternoon free.

STOCKHOLM Sat JUN 13
Today members of the Stockholm SAAB Club will pick us up in their individual SAAB cars, and take us home or on a personal tour of the city. In the evening we shall all meet again for a festive dinner together with our new friends!

STOCKHOLM Sun JUN 14
Today we shall take a private motorcoach tour of the city, including a visit to the ancient Wasa galleon which we raised from the bottom of the harbor after several hundred years submerged. Late evening sleeper train to Oslo.

OSLO Mon JUN 15
Upon arrival, transfer to the elegant BRISTOL HOTEL. Afternoon tour of the city, including the famous Kon Tiki Raft and the ancient Viking Ships.

OSLO Tue JUN 16
All day free for personal activities. You may take a cruise on the Oslofjord, or take the streetcar up to the famous Holmenkollen Skijump and see the world's only Ski Museum. Evening leave by sleeper train to...

BERGEN Wed JUN 17
Morning arrival and transfer to the NORGE HOTEL. Afternoon tour of the city, the busy harbor and the ancient Hall of the Viking Kings.

BERGEN Thu JUN 18
All day free to explore the fjords and mountains surrounding this ancient Viking Capital, a city for over 1,000 years! Evening sleeper train back to...

OSLO Fri JUN 19
Your last chance for shopping those fabulous Norwegian sweaters and beautiful hand crafted articles. In the afternoon we shall board the ship which will take us on an overnight cruise to Copenhagen. Remember, this is midsummer, and the sun hardly ever sets. It is only dark 2-3 hours a night, and you will be able to enjoy this beautiful boat ride. Double state rooms have been reserved.

COPENHAGEN - U.S.A.
Upon arrival in Copenhagen, we will be transferred to the airport. We shall have a couple of hours to shop in the duty free stores before our flights are called.

Depart for New York	at 12:40 PM	via SAS 911,	arrive at 4:05 PM
Depart for Chicago	at 12:05 PM	via SAS 945,	arrive at 1:55 PM
Depart for Los Angeles	at 12:25 PM	via SAS 931,	arrive at 2:40 PM

End of Tour - o o o - End of Tour

Your Tour Conductor, Mr. Arne W. Lunke, a member of The SAAB Club, is Norwegian born, speaks seven languages, including Danish, Swedish and Norwegian, drives a 99 EMS and is also a 20 years veteran of the travel industry. He owns a 25 ft sailboat, is a pilot and a radio amateur.

- o o o -
THE COST OF THE TOUR INCLUDES: Sharing twin bedded rooms with private bath in first class hotels as indicated or similar, meals as indicated (B-breakfast; L-lunch; D-dinner) in the itinerary. Private motorcoach transfers between airports, piers railroad stations and hotels, portage of one suitcase per person, sightseeing by private motorcoaches with English speaking guides, including admission and entrance fees. Economy class Super Apex air fare, subject to cancellation penalties, is included from New York JFK; additional cost for Chicago and Los Angeles departures as indicated.

Please indicate if you have any other hobbies than the SAAB cars, in order that we may try to team you up with a Stockholm member with similar interests!