

THE SAAB CLUB

COMPACT
FRONTWHEEL
DRIVE CLUB
of AMERICA

MAY 14, 1979

DEDICATED TO SMALL-
ENGINED SMALL CARS &
ENERGY CONSERVATION

the Western, Eastern, Southern, Midwest, Canadian, SAAB Clubs of North America • publisher & treas.: Dick Grossman - 1918 W. Hood-
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MEMBERSHIP/SUBSCRIPTION

Newsletter #71, our 54th multipaged monthly. Dues for membership/subscription are \$9.00 for the first year, including two back copies, 12+ tech' sheets and emblem. Renewal dues: \$5.00. 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 at least 18 back copies and 12 tech' sheets is available for \$5.00 postpaid. Or, 20¢ per issue.

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

FREQUENT QUESTIONS SENT US :

RUST: All makes of cars are subject to rust. Belgium-made Saab 99's rust more often than other Saabs. Saab Scania has discontinued their contract with the Belgium plant over a year ago. This Club has nothing to do with a warrantee, nobody pays us anything for sales, advertising, or ombudsmanship. Our best advice: go to a franchise paint chain-like: Apcoa, MACCA, Earl Scheib, etc. They will do a cheapie job for \$50. to \$90. and you can go back every two years or less, at a cost of less than the interest on a \$700.-slick job, which won't last any longer, nor prevent collisions or scratches. Ziebarting is not rustproofing. Rustproofing is cleaning the under surface to the bare metal, then a coating of zinc chromate or Rust-oleum (fish oil base) is applied. On the top of that penetrating coat, put a coat of paint to protect the first coat. Undercoating with a thick tar-asphalt product protects the original penetrating rustproof coating. The asphalt-tar product does not, cannot, stick onto the surface of the bare steel-what it often does is hide the water in blisters. If you see signs of rust - take it to a paint shop not to a Ziebart - Rusty Jones, hustler. More money is spent on advertising, promotion, franchising than the cost of the tar.

BRAKE PADS: It is not bad or wrong, to have to change pads on disc brakes as frequently as 10,000 miles. Pads should wear faster than the discs - that is their purpose (like fuses). The cost of a front set of pads is about \$10. to \$15. and are as easy to change as removing the wheels. If you can get 20,000 miles or more on pads, you still MUST clean, inspect and lubricate the metal pivots every 5,000 miles. Pads that promise to achieve long life will speed up wear and warp on the discs. Never let a mechanic or dealer send your discs out to be machined on a lathe with cutting tool. Only a light .003 or .005 inch grinding is needed on both sides of the discs-all deep grooves should NOT be removed. Some discs of other makes have a deep groove

originally designed into them. I have seen too many discs machined down an unnecessary 1/32 inch or more on each side, wrongo!

LOOSE BOLTS: The third or fourth most frequent complaint or discovery, so, tighten them... muffler to manifold, engine supports and hose clamps. That's another reason why we urge you to tip the good Saab mechanic when he inspects your car at the delivery day and the 1,000 mile check-up. Most dealers tell him to "get the car out as fast as possible."

STRANGE STALLING, POOR STARTING: Contact points, terminals on thermostats, switches, fuses, and relays sometimes corrode (they ought to be gold plated), and need wiggling, or spray cleaning, or tightening of loose wires, not towing.

OIL, FLUIDS: Don't buy and install special synthetic oils or combinations of oils for the reason that they will "last 40,000 miles or more between changes." This is absolute nonsense. No oil, or fluid can prevent the accumulation of water, dirt, carbon, and metal clips! You are better off to change cheaper oil frequently - about every 3,000 to 10,000 miles. That is why we print reports by Saab owners who get 100,000 to 200,000 miles on their Saabs - mostly because they change oils about every 5,000 miles. I personally do not expect to get more than 75,000 on my 1971 95 - because I do not change oil more frequently than 7,000 miles and I don't want a car longer than 8 or 10 years. If you want to keep your Saab forever - that's your own business and you'll have to take very good care of it - which is frequent oil changes, frequent mechanical cleaning and lubrication, wheel line-ups, radiator fluid change, new spark plugs, etc.

RECOMMENDED DEALERSHIPS: We are reinstating the Gaston Andrey Assoc. of Framington and Water-town, Mass. They have been in Saab since 1964 and 1966 - that is the first criteria for getting on our list. The letters of complaints are from those who had trouble with one of the supervisor-writeup men, not the dealership in general.

To other members; please do not send us recommendations of new Saab dealers, unless you can give statistical facts as to the number of Saab trained mechanic and their stalls, and years of experience. We are definitely not interested in how "nice" their sales manager was to you. We do not want to publish names of new dealerships, that is the business of Saab-Scania. Since Scania almost never lists independent Saab-

experienced mechanics, we are willing to list them- for obvious reasons- that is our Clubs' concern.

Just because we print an occasional Saab-Scania publicity release or a trivial article in our Newsletter that is no reason to assume that we must print all silly promotions that come our way. We must be selective and we have space for about 7,500 words *only*. When you write a free ad for our classified page, you must include a price to sell or buy at, because - I said so and that's that. Enclose \$10. and you can write the ad almost anyway you want - up to six lines.

BRASS EMBLEMS, PATCHES, STICKERS AVAILABLE

We have on stock, for prompt delivery, "Cloisonne" etched brass-in three colors, 2x3" emblem, \$3.00. Embroidered patches, 4x6-1/2": \$1.25. 2-1/2" x 4" .85¢ each, 2 for \$1.50.

Most all of the ring binders with 18 back copies (all that we have available) are brand new - same as what stationary stores sell for \$2.50 empty. We have been mailing these factory new binders for the past two months, (I had to, I couldn't get to a Flea Market during January, February.)

In May we received 503 letters, which must be cared for, and that is why it often takes two or more weeks to reply. We have no staff, just Ruth and I answer the mail and produce the Newsletter. I do most of the packets and ring binders and Ruth handles most of the orders for emblems and sample literature, which is usually prompt.

TREASURERS' REPORT

We ordered a new folding machine that is a table-top model that cost us \$2100. - a lot of money for a slow folding machine. The "Cobra" model can fold several sheets and staple them, up to 24 sheets -without tears or wrinkles-like the faster machines that we have tried, (and failed to find useable). We hope to save a days' work and get the Newsletter to you a day sooner. Our bank balance as of May 15, is estimated at \$2,500. Our monthly income is about \$1,400. In the past four months our membership has remained at about 2,600. We get about 100 new members per month and we drop about 100 who don't renew. Our new member enlistments come from: R&T magazine ads, Performance Motors-Virginia, individual recommendations and California's leaflet campaign. - D. G.

PLENTY OF FEBRUARY '79 ISSUES AVAILABLE

Last February, we made our printer reprint the entire run of that issue in our pursuit of quality printing. So, we now have about 2,500 extra copies. For those who are willing to distribute samples of Newsletters to other Saab owners, we will be glad to send you about 31 (two pounds) of this issue free of extra cost.

We mailed all 100 of the Sport & Rally catalogues that Saab-Scania shipped to us-we have no more. We do have about 25 Saab Soundings for those who ask. We also received, last week, about 25 new Saab acces-

sories catalogues that 'Scania sent to most 1979 customers, write us.

TURBO MANUAL SUPPLEMENT

We exhausted our supply of (100) Turbo manual supplements that we printed a year ago. So, we have decided to reprint another batch, but, we will have to charge \$4. this time, including mailing. A dealer told us his charge would be \$12.00 for the 45 page booklet. We will announce when they are available, (*soon*).

EDITORIAL

We received only about two or three letters rebutting my brief comment on ape racing. Obviously, most readers knew what I was talking about, but, these couple of respondents assumed that I was condemning all kinds of racing - I specifically spelled out: "450 H.P.". Monster toys going around in a oval track in one direction and close to their pit stops is nonsense. One non-writer sent me a copy about the publicity puff for Moodys' claim for a 84 MPG diesel car which winds up with the statement that he got his expertise from a life time of racing. Baloney!

The diesel engine was invented before any auto was raced. The diesel was developed, and improved, entirely independent of racing. The engine Moody uses was originally a stationary generator. Ape' -racing cars get about 3 or 4 MPG and can't possibly have taught him anything towards achieving 84 MPG in a compact sedan.

With his racing experience, he developed his mechanical tinkering-installing engines with different transmissions into various chassis. He did not invent or develop a new engine, or new fuel injector or a new improvement. All he did was install existing parts in various available chassis. If he really achieved 60 to 84 MPG at average speeds of 60 MPH - then, it isn't necessary to incorporate ridiculous lies, exaggerations, into his publicity releases: "up to 150 MPG", "racing taught me", etc., etc.

Eleven of the fourteen engineers who developed the first Saab did not have a drivers license. Believing his story is equal to believing in the Easter Bunny. Fuel economy "races" might teach engineers to develop low fuel consumption vehicles - not 190 MPH monsters going around nowhere in a little circle.

The Indianapolis "500" did NOT create the rear view mirror, or seat belts, etc. Tires developed for drag races that are over 14" wide have absolutely nothing to do with our sedans. The superior radial tires were developed by a company in France which had little to do with the Indianapolis track.

Improvement of auto efficiency comes from work on small engines, fuel injection, transmissions, tires, bearings, etc., not in how quickly we can go from 0 to 60 MPH - which is the No. 1 criteria of the ding-a-ling editors of R&T, Car & Driver magazines, etc. The fastest vehicle and the fastest tire screaming start is their God! These juvenile baboons should have a lobotomy performed on their bubbled heads. →

When you write me, don't forget to separate hi-speed racing from the sedans we drive to work, if you can't tell the difference, all is lost. - Dick G.

JACK SAYS :

You're an arrogant, crusty old sort aren't you? I enjoy the Newsletter and, yes, I get a lot more from it than I have from other higher-priced club "papers". Keep up the good work.

Jack Rubin, Chicago

Editor's note: Thanks for the kind choice of words. I know you meant: Alta K.'

ERIC SAYS :

I agree - you can editorialize anyway you want, until someone volunteers put in the time to help out!

Eric Killinger, Colorado

AND HERBERT :

With three Saabs in my garage, 1967 Sonett II #40 (since new), 1975 EMS and a 1967 EMS Wagonback, isn't it a pity that I have to bother you for a copy of the Saab Soundings? Do you think the people at Saab-Scania ever relate their low level of concern for Saab owners with the poor market performance of Saab in this country?

H. Mack, Missouri

NEW PRESIDENT -SAAB SCANIA OF AMERICA

Press Information, Orange, Ct.: Robert J. Sinclair has been appointed President of Saab-Scania of America, Inc. by the Board of Directors of the Swedish-owned importer of Saab automobiles. He will replace Jonas C. Kjellberg, who has been named a Vice President of Saab-Scania AB, of Sweden, with responsibility for the activities of all foreign subsidiaries distributing the Saab cars.

The new Saab President was employed by Saab earlier in his career, serving as advertising, public relations and field organization manager from 1958 to 1962. He then left to join Volvo, where he was first Advertising and Public Relations Manager of Volvo Distributing, Inc., from 1962 to 1967. In 1967 he was named President of Volvo Western Distributing Inc., Torrance, California, and was responsible for Volvo activities of the Mississippi until November of 1977 when he was appointed Vice President-Marketing of Volvo of America, Inc., in Rockleigh, New Jersey.

A native of Philadelphia, Mr. Sinclair was educated at Lafayette College, Easton, Pennsylvania. He has also attended the University of Pennsylvania Wharton School of Finance, Northernwestern University and Centre d'Etude Industrielle in Geneva, Switzerland. He is 47 years old. He and his wife, Anne, have six children ages 13-25.

Mr. Kjellberg, a native of Sweden, has been with Saab since 1960, serving both in Sweden and the United States. From 1960 to 1964 he was Executive Vice President of Saab-Scania of America, and then was named President of Saab-ANA Stockholm, Saab distributor for the Swedish Capital area. He returned to Saab-Scania of Ameri-

ca as President and Chief Executive Officer in 1972. In his new position Mr. Kjellberg will be stationed at the headquarters of the Saab Car Division in Nykipping, Sweden.

NEW FACILITY

John E. Savickas, Central Region Manager, announced that the parts warehouse space at 10415 United Parkway Schiller Park, Illinois, has been increased by close to 25%. In addition, facilities have been expanded and improved for service training and for the regional office. Warehouse space at Schiller Park now totals about 40,000 square feet.

Saab dealers in 21 states, from Texas in the South to Minnesota and the Dakotas in the North, are serviced from the Illinois facility located close to the Chicago O'Hare International Airport.

Ed. Note: But, they lost their best trainer, Gerald Ru-Lon! 20 years a Saab dealer and trainer.

STOCK CARS TO COMPETE ON CONTI-TIRES

Press Information-Orange, CT.: Seeking to repeat its domination of Showroom Stock racing, Saab-Scania of America has arranged to supply its Showroom Stock B racing teams with German Continental T771 steel radial tires.

Rapidly growing in popularity, Showroom Stock racing is limited to stock cars and stock street tires identical to the ones available to any consumer. For this reason, few companies with standard tires strong enough to stand this abuse favor Showroom Stock racing as a valuable showcase for their products.

EXPORT SALES/NEW RECORD

Nykoping Sweden - Export sales of the Swedish Saab automobile set a new record for the first quarter of this year, with an increase of 29% over the same period in 1978. A total of 14,647 units were exported during the period. (Denmark, Switzerland, U.K., W. Germany and U.S.A.) In the U.S., Saab's largest export market, Saab sales set a new one-month record in March with 1,702 retail sales.

Ed. Note: That's about 5.4 cars per average dealer or, about 10 cars sold by the above average dealer. The leading dealer in each State or district will sell over 100 Saabs per year.

FIAT UNIT TO HELP SAAB REPLACE 96
Paris, March, 1979 - Herald Tribune

Saab-Scania and Fiat's Lancia unit will cooperate to find a replacement for Saab's 96 model for the second half of the 1980's. Saab Car Division chief executive Sten Wennlo says. In an interview with the newspaper Svenska Dagbladet, he notes this technical cooperation would mark the third phase in Saab's relations with Lancia. Phase one came when Saab agreed to act as Lancia's Nordic sales agent, the second will be the end sometime next year of Saab 96 production and the replacement of this model by a new Lancia series, he added.

Submitted by: John R. Kissling, Speedway, Indiana

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ARNE GUNNARSSON IN HIS 96 WINS

At the 1979 Mexicali 250 SCORE off-road race with the largest field of entries: AMC-Pacer, Ford Fairlane, Rambler, VW Rabbit, Scirocco, Olds-Starfire, 99 & 96, in Class 6 stock, Arne Gunnarsson won first place.

Most of the entries could not finish due to break downs. But, the old 96 beat all the Class 6 and bettered most Class 7 & 11 and quicker than one third of Class 4. Many of the cars were modified and factory backed. Time: 9:21: 18.86

RAN AUTOCROSS - DIDN'T WIN

We ran the 1968-95 in the autocross at Parkland College run by the Champaign County (Illinois) Sports Car Club. Didn't win, but had great fun, and made a respectable showing.

Thanks to a transmission overhaul by John Poulton, its doing fine. Next came a fuel pump rebuild, then ditto for the Solex carb. A cold-working of the wiper shaft end took the play out of the left wiper, and a used wiper motor took the mid-storm balks out of the wipers. Re-soldering the wire inside one connection on the windshield washer motor restored operation of that.

Al Vinton, Illinois

SOLUTION TO REAR END CLUNKING

I might have the solution to Michael Metz's problem of clunking in the rear end. Being unfamiliar with the lay-out of the 900, I think the problem may be a loose spare tire bouncing or shifting in its compartment. I had the same problem until I drove without the spare for a few weeks and the noise disappeared.

My 99 GL turned 5000 miles today and have averaged 21.3 mpg overall and a high of 27.6 mpg and a low of 16.5mpg. With the advent of warmer weather the mileage has been rising. The 16.5 mpg is easily explained-4 people, trunk loaded to the gills, and Chicago week day traffic plus my willingness to duel anyone at a stop light.

Jon Hochstetter, Mundelein, Illinois

MORE TIPS: For a cure for the rumble in the rear, Felix Bosshard of Gaston Andrey, Watertown, CT., suggests: cutting away the inside portion of the rubber hanger holding the muffler pipe.

Syracuse Supply Co., P.O. Box 4814, Syracuse, N.Y. 13221, Richard Eiseman, sent us their catalog of Industrial engines by Ford which includes the V4 and most all parts for it. They say that FOMOCO Industrial Engine Operations remain current and the engines and parts are sold thru out the U.S.A. This confirms what we advised for years.

Thanks to Frank DeWitt for the mailing.

STILL THE BEST BUY!

In this time of rampant inflation, this Club is one of the few things left which is well worth the price of the membership dues. The technical data and all the idiosyncrasies brought to attention by the membership has been most helpful in maintaining my 99.

Keith Hayashi, Salt Lake City, Utah

SOCK AIR CLEANER FOR SONETT
NOT RECOMMENDED

Dee Engineering, Inc., Calif., does not recommend their Sock-Foam element for water cooled engines, especially under Sonett fiberglass hoods. It is too hot a compartment and the sock is not fire retardent.

Editors Comment: Thanks of N.B. Paffett, Boston, Mass., this is one more reason why this publisher does not want to recommend products not tested by the member who writes in the suggestion.

From time to time we get trapped in printing a product recommendation only to learn at a later date that the Saaber had not made a purchase and installation of the contraption. In other cases the purchase and installation was made, but, later-sometimes months later, the device fails.

We will continue to print suggestions for EMERGENCY repairs and substitutions, even if they are a bit wild and rough. The purpose is to get you going until you reach a competent Saab mechanic with the better replacement part in stock.

You can be sure that we will get letters from members who swear that they tested "this wonderful oil with no problems after more than 25,000 miles of use." Hogwash! No engine oil has any magical ability to avoid accumulation of: dirt, water, metal chips and carbon. A particular synthetic oil may have less wax, tar, and get higher temperature resistance than petroleum oil, but it will get dirty and moisture laden. Claims for very high mileage are made to justify the high prices of the exotic oil. The same is true for spark boosters, etc.

If you decide to install the high (or low) priced; oil, filters, ignition boxes or, very tough (stiff) shock absorbers, you should do so for the right reasons which are: high temperature-rough road-rallying, etc. But, not to "save money" or "save gas". You will not save money and you will not achieve comfortable suspension.-D.G.

STICKY STARTER SOLENOID FIX

Temporary repair on a sticky starter solenoid on my '74 99;

First, the symptom; turning the key to the start position pulls-in the solenoid, but the starter does not rotate or begins to rotate a few seconds later. Before pulling the starter I suggest one try the following fix.

Remove one or both screws that hold the plastic cover on the rear of the starter solenoid. This can be done, with a little patience, with the starter in the car. Once you have removed at least one screw, spray electric contact cleaner or solvent (I used LPS #2, I assume WD-40 would be equally as effective) into the screw hole, preferably using a tube inserted in the nozzle so that the solvent is sprayed well inside the solenoid. I would think that you should use only a solvent or penetrant that is compatible with electrical contacts or circuits. I would not use a petroleum based or silicone based lubricant.

John R. Hlavka, Cleveland, Ohio

PLANS FOR PENNSYLVANIA MEETING CANCELLED

I've been flim-flam'ed by a hi-pressure salesman whose only intention for an offer of hosting a dinner meeting was for the promotion of sales of large quantities of \$28. ceramic decanters. We received about 19 pledges from Eastern members who expected to attend with family. We are sorry to disappoint these 40 or 50 persons. At no time did we ever approve or encourage any club meeting contingent to a hyped-up promotion for the sales of any product, least of all a bottle collectors hobby, which has nothing to do with Saabs.

We resent any Saab dealer who might sponsor a club meeting with the direct expectation of a sale made at the affair, we made that clear in many of our club news letters. This club publication is responsible for encouraging a few hundred member/readers to purchase a second or third Saab by helping them to care for the car. Anyone dealer expecting hundreds of dollars worth of sales from our 2,600 paid circulation without any cost to him ought to have his head examined. The cost of this club operation is about \$14,000 per year-we get less than 1% support from commercial auto dealers or suppliers. About a half dozen dealers thank us for what we do, - the other 300 silently grumble that we don't do enough for them, insane!

DEBATE OF TWO-STROKE OIL, REVISED

In the late '50s, Saab said to use only non-detergent oil in its engines. Then, in the early '60s, Saab did an about-face and said that detergent oil was O.K. after all and was preferred to non-detergent. There were legitimate chemical reasons for this shift, but it still confused a lot of Saab owners. Then Saab came out with its own "Saab Oil" (and later Saab Hi-M) and from then on they said not to use anything but Saab oil.

My father-in-law owned three 2-strokes, and I have owned two. All five of these cars logged over 100,000 miles on their original engines, and one, my 1959-93F had 224,000 miles on the original 750 engine (one head-gasket replaced when I finally sold it in 1973. The engine oil used in all these cars from their first day of service on was simple re-refined 30 weight oil, available in auto stores and some supermarkets in two or three gallon cans, at ridiculously low prices when compared to the price of Saab Oil and other 2-stroke oils. These cars were all used for various type of service, trips to work, long vacation trips, etc., and the use of this cheap oil never seemed to cause any problems. None of these cars were used for racing or rallying, and I might have used different oil if they had been.

S.B. Laxton, Wayne, PA.

SNOW NO INCONVENIENCE IN 1978 TURBO

I am getting 22 MPG driving short trips quickly. A nasty, by our standards, 24 inch snow fall was no inconvenience to me while all the sports in their Bimmers were stuck. And on dry pavement I run their tails off.

Mark B. Vizer, Penn.

FRONT SUSPENSION NOISE ON SONETT III

For several months I have been hearing strange thumps and snaps when I brake hard or corner hard. This seemed to originate at the front end.

One Saturday I set out to re-tighten all bolts. The only bolts I found to be loose were the four on each side to which the upper control arm (A-frame) is attached to the frame. I snugged these down, only a few days later the strange sounds re-appeared. I checked those bolts and sure enough, they were slightly loose again. I removed each bolt, one at a time and examined them and also the nuts which are welded to the frame.

My findings were that the nuts being of softer metal than the grade 8.8 (or grade 5 American) bolts had partially stripped out due to the pounding the front suspension receives and also the upper bolts are in tension at all times which compounds the problem.

I purchased eight -3/8" UNC x 1 3/4" long grade 8 bolts (which are stronger than the original bolts) and eight high strength hex nuts and lock washers. I replaced each of the original bolts, I tightened the bolts as tight as practical into the original nut which is welded to the frame and put the lock washer between this nut and the new nut. I tightened the new nuts as tight as I could considering their location, which is directly behind the coil spring. I also used "Loc tite" on the bolt and nut as an extra precaution.

I hope my experience will benefit someone else and prevent a disaster to their front suspension. If I ever take the Sonett to a front end shop for a wheel alignment I must remember to tell them of this situation because to remove or loosen these bolts will first require that the new nuts be loosened, otherwise, the bolts will not back out.

Ron Jacobs, Columbia, S. Carolina

BEARINGS FOR SEV-MERCHAL ALTERNATOR

If any other member has to replace the bearings on his Sev-Marchal alternator, here is the information he needs in order to buy new ones.

(1) Bearing at drive pulley end (Saab # 85177aa)

Inside dia. (shaft diameter)	17 mm
Outside dia.	40 mm
Width (thickness)	12 mm
SKF No. 6203 - (\$3.75 Canadian)	

(2) Bearing at slip ring end (Saab # 8517807)

Inside dia. (Shaft diameter)	9 mm
Outside dia.	30 mm
Width (thickness)	9 mm
SKF No. 6200 - (\$4.00 Canadian)	

There is also an o-ring fitted in a groove in the housing for the bearing at the slip-ring end. It has I.D. of 1 3/16" thickness of 2.5 mm or 3/32"

Please note: This information DOES NOT APPLY to either Bosch alternator.

Dr. M.A.E. Nixon, Canada

MAINTENANCE SCHEDULE, 1975-78 99 with CIS

A. EMISSION SYSTEM MAINTENANCE: Required to maintain proper control of emissions and ensure proper fuel economy, driveability, and durability. See Vehicle Emission Control Information (VECI) label on left front inner fender for tune-up specifications. Refer to 1975-1978 99 Service Manual for procedures.

B. REGULAR MAINTENANCE: Required for durability and safety. Refer to Service Manual for procedures. 1,000 means the FIRST 1,000. 5,000 means EVERY 5,000 miles, same for 15,000, 30,000.

EMISSION SYSTEMS REQUIRED MAINTENANCE

V-Belts - Check; if necessary adjust tension or replace, 1,000 & 15,000 miles

Valve Clearance - Check; if necessary adjust to specification (cold engine). Wash and blow clean oil separator in camshaft cover. 1,000 & 15,000 miles.

Crankcase Ventilation - Check connections and hoses. Tighten or replace as necessary. 15,000 miles.

Cooling System - Check hoses and connections for leaks. Replace hoses if necessary. Check coolant level and anti-freeze content. 1,000 & 5,000 miles.

Engine Coolant - Flush system and replace with approved mix. At least once every 2 years.

*Engine Head Bolts & Manifolds - Torque to specifications (including Turbo charger and wastegate bolts - Turbo). 1,000 miles.

Spark Plugs - Replace and adjust gap to specifications. 15,000 miles. (Turbo - replace at 10,000 mile intervals under extreme driving conditions.)

Spark Control System - Check mechanical and vacuum actuated systems. 15,000 miles.

Ignition Timing - Check and adjust to specification if necessary. 15,000 miles.

Points & Condenser - Replace and adjust dwell to specification. 15,000 miles.

Distributor - Lubricate. 15,000 miles.

Distributor Cap and Rotor - Check. 15,000 miles

Distributor Cap and Rotor - Replace. 30,000 miles

Secondary Ignition Wires - Clean and inspect for cuts, burns, or abrasions. Check resistance of ignition wires and replace, if necessary. 15,000 miles.

Air Cleaner Insert - Replace. 15,000 miles.

Fuel Filter - Replace. 15,000 miles

Evaporative Emission Controlled Fuel System - Check filler cap, vent lines and connections for leakage. 15,000 miles.

Charcoal Canister - Check. 15,000 miles.

Charcoal Canister - Replace. 30,000 miles.

*Fuel Injection System - Inspect components, electrical cables, fuel hoses, and all connections for damage and/or deterioration. 15,000 miles. * OR SOONER

EGR System - Clean and inspect EGR outlet in exhaust manifold, EGR cross pipe, and EGR valve. Check

operation of EGR system. (Reset service reminder lamp.) 15,000 miles.

Air Injection System - Check air injection hoses, check valves, and air injection manifold connections. 15,000 Tighten air injection nozzle nuts at exhaust manifold. 1,000 miles.

Oxygen Sensor - Replace sensor and check operation of enrichment microswitch. (Reset service reminder lamp). 15,000 miles.

Oil and Oil Filter Change - Under normal driving conditions every 6 months or 5,000 miles, whichever comes first. 1,000 & 5,000 miles.

Extra Oil Change - Under severe driving conditions every 3 months or 2500 miles, whichever comes first.

Idle Speed, Exhaust Analysis - Check idle speed and CO level and adjust speed and air/fuel mixture to specifications, if necessary. 1,000 & 15,000 miles.

Deceleration System - Check operation; adjust to specification if necessary. 1,000 and 15,000 miles.

Overpressure Safety Switch - Check operation. Turbo 15,000.

Charging Pressure - Check; adjust to specification if necessary. (Reseal with antitampering wire.) Turbo 1,000 & 15,000 miles.

Pressure Regulator - Clean housing. (Wastegate) 30,000 miles

B. REGULAR MAINTENANCE

Engine - Exhaust System - Check for leakage. 1,000 and 5,000 miles

Vacuum Servo Assistance - Check vacuum hoses and connections. 1,000 and 5,000 miles.

MANUAL TRANS' -Gearbox Oil Level - Check 1,000 and 5,000 miles.

Gearbox Oil - Change, clean magnetic drain plug. (BE careful not to confuse drain plugs for engine and gear box) 15,000 miles.

AUTOMATIC TRANS' Gearbox Oil Level - Check; add as necessary. 1,000 and 5,000. Change at 20,000 mi. Adjust automatic trans' gear selector control cable and retighten cover bolts under gearbox. 1,000 miles

Inspection/Service - Drain oil, drop pan, and clean filter and magnet; adjust selector cable, rear lining and kick-down cable; replace pan and refill with fresh ATF. One time, at 20,000 miles.

Differential Oil Level - Check; add as necessary. 1,000 and 5,000, then change every 15,000 miles.

Differential Oil - Change 15,000 miles.

ELECTRICAL SYSTEM -Battery - Check electrolyte level (batteries with fill caps). Tighten cable terminals. and coat with petroleum jelly, 1,000 and 5,000 miles.

Functional Check - Headlights, stoplights, directional lights, warning flashers, back-up lights, indicator lights, buzzers, windshield wipers, heater fan and horn. 1,000 and 5,000 miles.

Headlights - Check for proper aiming; if necessary adjust (per State requirements as applicable). 5,000 mi.

CHASSIS - Suspension - Tighten bolts of rear axle crossbar and bolts which hold control arms to body (front) and spring links to body (rear). 1,000 mi.

Toe-in - Check; if necessary adjust. 5,000 mi.

Wheel Alignment - Measure; if necessary adjust camber, caster, toe-in. 1,000 and 15,000 mi.

Upper and Lower Ball Joints & Tie-Rod Ends - Check both sides of vehicle for wear. 15,000 mi.

Shock Absorbers - Check rubber bushings; replace when dampening action is no longer effective. 15,000.

General Inspection - Check all suspension and steering components, exposed fuel lines and brake components for damage due to road hazards or driving conditions. 5,000 mi.

Check rubber bellows for inner and outer drive shaft joints, and rubber boots for ball joints and tie-rod ends. 1,000 and 5,000 miles.

Remove wheels and check brake pad thickness. Replace pads when lining thickness is less than 1/8 in. 5,000

Check function of hand brake. 1,000 and 5,000 miles.

Grease sliding surfaces of yokes and hand brake lever (special grease required) every 15,000 miles and when ever service is performed on calipers and/or pads.

Check brake fluid level; if necessary replenish fluid in master cylinders for brake and clutch (manual trans) 1,000 and 5,000 miles. Change fluid every 30,000 mi. or two years.

Tires - Check tire tread depth and replace when wear bars in tread appear. 5,000 miles.

Steering Gear - Check oil level. 15,000 miles.

Power Steering Fluid - Check; add as necessary. 1,000 and 5,000 miles.

Brake System - Check condition of brake lines and hoses, tightness of master cylinder, calipers and screw caps. 1,000 and 5,000 miles.

MISCELLANEOUS

Lubricate sparingly the door stops and hinges, throttle control, and engine hood lock mechanism. 15,000 mi. Test drive vehicle and check overall condition, noting especially the function of brakes and clutch. 1,000 and 5,000.

M/78 AIR CONDITIONING BELTS

There is a possibility that the early production of M/78 AC kits contain the M/77 drive belt (Saab P/N 02 64 168). The recommended belt for the M/78 AC kit with back idler is Saab P/N 02 68 094.

The belts are of the same dimensions, but the M/77 belt is a "banded" belt, whereas the M/78 belt is a "bare" belt. The "bare" belt is recognizable by the ability to visually see the cords in the upper side of the belt. These cords are not visible in the "banded" type belt.

If the M/77 belt causes any problem, it should be changed to the later style belt.

REPAIR OF HEADLINER SEPARATION AT SUNROOF OPENING 1977 SAAB 99

Most headliner separations at the sunroof opening can be repaired without replacing or recovering the headliner. However, this repair should only be attempted by a technician that is willing to exercise the utmost in patience and cleanliness. Otherwise the job should be sublet to a qualified auto upholstery shop. Write Saab Club for more details.

NEW FRONT BRAKE DISCS- MARCH, 1978

Saab-Scania has issued 219 Shop Bulletins since 1971 For V4s and 99s.

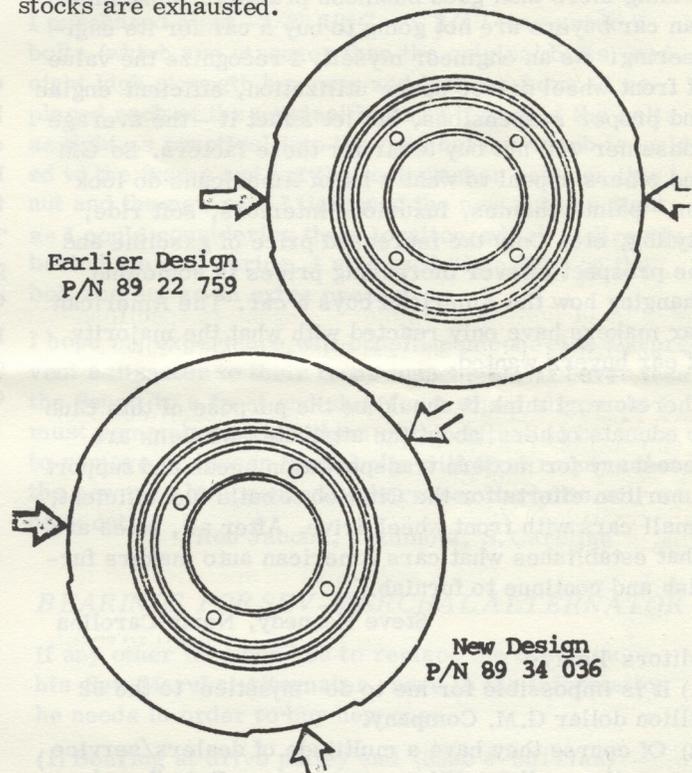
Beginning with VIN s 99771021692 and 99772004672

The new type discs, P/N 89 34 036, are identified by three recesses machined into the outer edge.

These discs may be mixed with discs of the earlier design on the same car. It is Not necessary that they be used in pairs as indicated in S.I. 4/77-267 (superseded) as the coefficient of friction is the same.

NOTE: Replacement of both discs, when only one is needed, to update the car will not be accepted under warranty.

The earlier disc with two identifications recesses, P/N 89 22 759, will no longer be available when present stocks are exhausted.



LOOSE STEERING WHEEL SHAFT FIX

Another fix for loose steering wheel shafts on high mileage or ill treated 99's is to remove the shaft/tube assembly and replace the shaft within the tube at right angles to its original location. If movement has been a problem, wear indications will be readily apparent on the inner surfaces of the tube-so even if you were not paying attention when you took it apart its easy to re-assemble properly to eliminate the movement.

George G. Vapaa, Delaware

(Last minute arrival, May 10th)

WANTED: (1) used crankshaft for '64-2 stroke 850 cc engine. Will pay \$40.

Michael Atherton, Box 148, Bartlett, N.H. 03812

ANOTHER OPINION

I think you do an injustice to the American car manufacturers on several counts. I must say I have never been overly excited about American cars as a whole, but I feel they do have some redeeming features. They are recognized as having probably the most reliable engines, the world's best automatic transmissions, the best air conditioning-heating systems and a multitude of factory service outlets (something more foreign car makers would do well to improve on).

You say you won't buy American even if they make a car to your specs. Could this be the result of the mystique or snobbish appeal of owning an import? I hope not-I must admit I have been guilty of that in the past (I still own a '72 Fiat 124 Spider in addition to our '75 Saab 99LE.)

Regarding GM advertising I think they are following nothing more than good business practice. Most American car buyers are not going to buy a car for its engineering. As an engineer myself, I recognize the value of front wheel drive, space utilization, efficient engine and proper suspensions, but let's fact it - the average consumer will not buy a car for these factors. So GM and others appeal to what a lot of Americans do look for - paint schemes, luxurious interiors, soft ride, styling, etc. Only the increased price of gasoline and the prospect of ever increasing prices is somewhat changing how the American buys a car. The American car makers have only reacted with what the majority of car buyers wanted.

Therefore, I think it should be the purpose of this Club to educate others about the attributes we think are necessary for modern transportation needs and support American efforts for the Citation to build fuel efficient, small cars with front wheel drive. After all, sales are what establishes what cars American auto makers furnish and continue to furnish.

Steve Kennedy, North Carolina

Editors Reply:

- (1) It is impossible for me to do "injustice" to the 52 billion dollar G.M. Company.
- (2) Of course they have a multitude of dealers/service shops, they sell 9 million cars a year. But, they do not have factory service outlets, you are confusing electric appliance manufacturers with auto mfrs.
- (3) It is impossible for you to read that I said: "I would not buy American", without reading that I said: "because they would discontinue the model two or three years later." How can you manage to read half a sentence? What the heck is snobbish about owning a 1971 4 cylinder 95?
- (4) G.M. advertising is good business practice? For them, but not for the consumer and the country. Most Americans are not going to buy good engineering because G.M. taught them not to do it. Most of their ads feature prestige, sex, and snob appeal, to the point where nobody looked under the hood of their Buicks and Pontiacs when they picked the car. G.M. dazzled them with vinyl tops, velour upholstery, ash trays, etc., etc.

(5) Detroit did not react to what the majority of the car buyers wanted - Detroit dictated what the American goofus bought.

(6) The purpose of this Saab club is not to promote sales of any G.M. car! The six cylinder Citation is not fuel efficient. Our local Chevy dealer had about 20 Citations on stock - all of them were 6 cylinders, automatic trans', bench seats only! Typical G.M. ploy: "We won't deliver 4 cyl, 4 speed shift until four months from now." Result; the consumer must buy the most expensive, gas wasting model or else nothing! This is the same way they have been selling the "majority" of their models for 30 years.

All dope peddlers use the same argument that Detroit uses; "We sell what our customers demand," Never admitting that they influenced the market.

You want proof? Ask your neighbor what he thinks of front wheel drive? Ask him what is more desirable, vinyl roof or 4 speed shift?

MERLE YOUNG VISITS ENGLAND

On April 1, 1979, I visited Woodfords of Derby, England on the Club's behalf, during a business trip on other matters. Woodford is the only Saab dealership in Derbyshire. Their address is: Woodford Garage, Uttoxeter Road, Mickleover, Derby.

The visit was very interesting from an American's point of view to compare an English facility to what we expect to find here in the U.S.

Roy Rogers was the chief of maintenance, and very cooperative indeed. Mike Wood and Allen Ford are the owners and Peter James is sales representative.

The Woodford Garage is a very large complex of buildings-three times as large as our best Illinois dealer in McHenry. One building for auto servicing and one for show room and office. Ten vehicles were on full display. The very last 96 model was sold in 1977. They sell 80 Saabs per year, not much considering total square feet of floor area. This is the largest Saab dealership I've seen anywhere.

The service center was well equipped. One room for special tools, one room for heavy maintenance and one for body work and painting. Woodford has been a Saab dealership for 9 years and after sales/service seems very profitable indeed.

The service center has coverage starting at 8:00 A.M. and extends to 5:00 P.M. with three trained mechanics plus two apprentice mechanics on duty. Second shift-yes, second shift -starts at 6:00 P.M. and ends at 2:00 A.M. with three fully trained mechanics. All this is unusual for this part of the world when most shops close at 5:00 P.M.

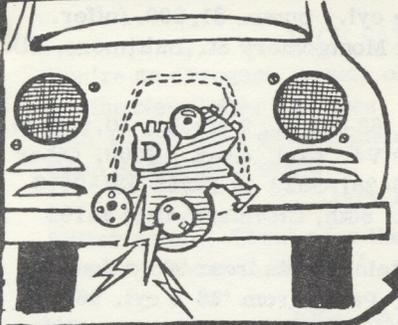
Fuel cost per gallon is \$1.68, which is the Imperial gallon size and equals 20% more than the U.S. gallon. A new 99L two door sells for \$9,990 and the Turbo sells for \$16,710.

I tried to contact the Saab Club of England, but no club personnel were available. Can only assume this club is no more.

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p. 8

SVEN'S 2-STROKE TIPS.



On older 2-strokes, the Distributor is so close to the grill that rainwater can short it out. If your "window shade" is missing, blank off the grill with cardboard..

If you don't carry a set of spare plugs and a plug wrench....



Champion and Bosch plugs will perform about the same - Champion's cheaper and available in more heat ranges

... Be prepared to walk....
Tuck Boys '79

WEST COAST PURCHASE OF ORE-LUBE

I'd like to try and get up a group order for Ore-Lube synthetic gear lube. Anyone going in on this will have to arrange to pick up their share at my place or at a Saab Club of So. California meeting--I don't want to go into the mail order business. Anyone interested send a self-addressed stamped envelope to Andy Buc, 7985 Santa Monica Bl., #109-67, Los Angeles, CA. 90046

1978 GEAR SHIFT RATTLE-BOSCH PUMP TIP

My gear shift lever rattled in 3rd and 4th gears (worse in 3rd). A local Saab mechanic suggested a fix: Slit a length of thick foam rubber tubing and slide it in around the shifting linkage from the passenger compartment side. This totally stopped 4th gear rattles and reduced those in 3rd gear alot.

A warning concerning Bosch CIS fuel pumps from Stoddard Imported Cars. Bosch CIS fuel pumps are lubricated and cooled by the fuel they pump and, as such, prolonged operation of the pump in a dry condition runs the risk of destroying the pump. This could happen if trying to start a car which had either run out of gas or has some fuel pump service work performed. It is recommended priming the pump in both situations

A. G. Baker, Idaho

DRIVE-A- PRAYER

Do we drive like the devil on our way to worship God? Why is it so difficult to see another car as a highway friend, a turnpike guest, or a child of God? We so easily curse each other by our horns, kill by our speed and tailgate our way into hearses. Imagine, since the 55 MPH speed limit became law, over 25,000 lives have been saved. Plus--both our cars and our nerves last longer.

My faith motivates me to affirm life and that means driving 55 MPH. My car is a means of grace as well as a means of transportation. It needs to be dedicated along with my life. Join me in helping make our highways a mission field for four-wheeled love. "The Lord is my shepherd. I shall not drive over 55." Remember, our cars need to be "Born Again" too!

Clyde E. Weaver, 3968 Ridgewood, Elgin, Ill. 60120

FOR SALE: 1975 LE Wagonback, 60,000 mi., AM/FM stereo, roof rack, clutch slipping, \$2900. (216)232-1336 Barry Leven, 123 Logan, Bedford, Ohio 44146

WATER IN GAS TANK

I recently had some work done on my 1978 Turbo that may help some others save a few \$ on having a mechanic trouble shoot.

Over a period of a week or so, I noticed a loss of power--so gradual that I wasn't sure I was just imagining it. It got worse so I checked the timing and dumped in a gas anti-freeze. Still seemed sluggish--not missing. I checked fuel relays, fuses, pump and filter. The warranty was up in 7 days so I took it in.

They also checked the same things I had plus fuel injectors (#1 was slightly clogged), catalyst screen in exhaust pipe and hooked it up to "Sun Computer", all checked O.K. They then decided to turn up turbo-pump, it got more power but still felt sluggish. Finally decided to drain some gas and check for water.

That was the culprit. Water floats on the bottom (sinks to actually) in gas--can be seen easily in a clear glass container. Drained the tank, replaced the fuel filter and added a large can of gas anti-freeze with fresh tank. The turbo gauge jumped to 9.5 plus, so had it turned back down. I had tipped the mechanic soon after this whole process started--he let me watch and explained each step of the checks and repairs he was making--the information was easily worth much more than the gratuity.

He noticed I had less than 10,000 miles on the car and replaced my front brake pads under warranty (labor not included). Also had a leaky valve cover gasket replaced--Saab considers it a regular maintenance item - not under warranty.

Question: Is there an easy way to unhook the key door buzzer without also unhooking the left interior dome light?

I traded in a BMW 2002 for the Turbo last November, it had 11,000 miles on it. I really enjoyed that car but the Turbo (in my opinion) is a much better car--larger, more comfortable, better gas mileage and far superior in the snow and mountains.

Rod Bedayn, S. Lake Tahoe, Calif.

"Classified" ads are free to members and non-members provided a price is included, one time only. Commercial ads are \$10 per month, about 1 1/4" x 4 1/4", 4th insertion in the year discounted. If we discover or suspect the ad is a rip-off, we won't print it. We announced this several months ago.

FOR SALE: '67 Sonett II, 70,800 mi., triple carb eng. Excl. cond., no rust, needs hand brake cables & rear tires. Interior poor, extra parts. Asking \$3000. Marvin Rosenkrantz, 4 Greenwood Rd., Dover, MA. 02030. Wk days: (617)444-2435, Eves: 785-1116

FOR SALE: '74 Sonett, yellow/tan interior. 29,400 mi. Mechanically excl. Body & interior immaculate. New exhaust, AM/FM. \$3500. (319)391-5989
Bill Block, 5206 Warren, Davenport, Iowa 52806

FOR SALE: 74 Sonett III, orange, body & int. perfect, 43 mm carb, oversized 175 Uniroyal Rally 180's. Heavy duty new extractor exhaust system, elect. fuel pump, new hoses & belt. Asking: \$3,700 (901)278-7389
Larry Folk, 1490 Monroe #16, Memphis, TN. 38104

FOR SALE: '69 Sonett, yellow, good cond., 81,000 mi. Steel radials, F.W. is O.K., some rust, new brake system. \$2,000/best offer. (617)548-2216 (office)
Margaret Swain, Box 136, Waquoit, MA. 02536

FOR SALE: 1968 Sonett II, V4, #363. Rebuilt eng, new brakes, seats etc. Extra parts: windshield, rear window, 5 Michelin ZX 165-15 (never mounted), inner & outer rocker panel, clock, manual, etc. \$2500. Firm Will sell items separately. (203)933-0752 Evens
Mike Rafterowitz, West Haven, Conn.

FOR SALE: 96 parts. GT seats \$40. pair. Side glass \$5. ea., gauges \$5. ea. All kinds of small stuff. In junk yard is rotted body 850GT. Complete eng. (generator/water pump). Call, I will locate for you, I have no use for it. Frank DeWitt, (716)624-3052 New York

FOR SALE: New parts, 1976 99GL. Tune-up kit, cooling system, hoses, fan belts, 3 qts 75 wt oil. Used books. \$55. (205)281-7885 Zip: 36111
Leland Foster, 3709 Fieldcrest Dr., Montgomery, Ala.

FOR SALE: 1965 96 w/'67 engine. Pro rallye car. Complete w/Halda, wheel drive, harnesses, fire bottle, flares, fog & 4 light conv, first aid kit, new Cooper tires (6). Asking \$750. w/o rallye gear & tires, \$300. Nils Ericksen, 4119 Crooked Tree SW, #6, Wyoming, Mich. 49509 (616)452-9118

FOR SALE: 1967 - 96 Florida car, good mech. confd. Interior good, minor surface rust, orig. red, \$950. 1968 -96, less eng. & trans., parts car, towable, can loan tow bar, \$100. (216)324-5507 Zip: 44035
Robert T. Garber, 41841 Lawrence Ct., Elyria, Ohio

FOR SALE: 1970 95, good cond, some surface rust, new clutch, brakes, tires. 120,000 mi. \$650. 1960 93, V4, fair cond., M.C. seats, disc brakes, black, 130,000 mi., excl. trans. (4 speed) \$400. Adrian Snare, 14 E. Broadway, Goldsboro, PA., Mail Box 104, Eppers, PA. 17319 (717) 938-5207

FOR SALE: 1970 Wagon, blue eng., green, very little rust. Saab A/C, mechanically sound, good int. & mech. New exhaust, front Veloces, front brakes, clutch master & slave cyl., pump. \$1,200./offer. Jerry Wachtel, 220 E. Montgomery St., Baltimore, MD. 21230 (301)727-0499

FOR SALE: Engines. '63-2 cyl., 2 stroke, 30,000 mi. Excl. \$150. Also: '69 V4, excl. cond., \$200. Other 95 & 96 parts. 1-216-281-9823 or 1-216-431-9413
Nick Hayden, 3385 W. 86th, Cleveland, Ohio 44102

FOR SALE: Pair Bilstein shocks/rear 96 or Sonett, used 1000 mi., \$35. -Parts from '68 3 cyl. 96: Speedo \$10., heater fan mtr. \$12., wiper mtr. \$15., jack \$12., 2 push-out side windows \$10. each, fuel gauge, etc. Parts from '70 96: heater core & assbly \$20., windshield washer pump & bottle \$8., misc. Eric Killinger, 110 N. Sherwood, Ft. Collins, Colo. 80521 (303) 221-1374

FOR SALE: Service Manual for '75 or '76 99, USA, like new \$27. Postage Paid. Autobooks of England 99 workshop manual, 69-'74, mint cond. \$7. P.P. and Chilton's 99 repair/tune-up guide '69 to '75, mint cond. \$7. P.P. (215)La5-8040 Zip: 19010
Walter Holt, 1000 Conestoga Rd., C-360, Rosemont, PA.

WANTED: (4) mag (honeycomb) type wheels to fit '69 Sonett. \$150. incl. shipping. (312) 272-3796
Mike Silverman, 621 Michelline, Northbrook, Ill. 60062

WANTED: For 1969 96. Lock cylinders & keys for 2 drs. & trunk. \$10. for a set. Grey & black front drivers seat, good cond., \$15. Tranny, good cond. \$?? Weber 28/36 DCD, offer \$50. (215)674-2948 Zip: 19040
Bob Messerschmidt, 2135 Pioneer Rd., Hatboro, Pa.

WANTED: Transmission for Sonett 1974. Offering \$400. Dave Veney, Company E4, USCC, West Point, N.Y. 10996 (914)938-4525

WANTED: Left door for 1968 Sonett II, \$40. Need rear axle, \$30. (602) 995-5311 Zip: 85021 Ariz.
Charles Collins, Jr., 2410 W. Freeway Ln., Phoenix.

WANTED: Widened set of wheels for 96 or source of such. \$20. each. (208)267-5396
Les Butlers, Star Rt. #2, Bonners Ferry, Idaho 83805

WANTED: Front bumper for 1973 Sonett, \$25. Also want odds and ends for Sonett.
J.B. Brennan, RD #3, Peace Dale, R.I. 02879

WANTED: A 1969 to 1973 Saab 96 or 99 for under \$1000. (315)598-6003 Zip: 13069
Joe Gagliardi, 224 South Second St., Fulton, N.Y.

WANTED: Set of competition rear springs for '70 96. \$75. or ? (317)653-4703 Zip: 46135
Mark Langner, 640 E. Seminary #4, Greencastle, Ind.

FOR SALE: '75 99 EMS, black, 38k mi., new battery, Bilsteins, Semperits. Needs trans' or rebuild. Some parts. \$2200. (813)585-9892
Randy Hammond, 1150 3rd Ave., NW, Largo, Fla. 33540

FOR SALE: 1975 99LE, green, new tires, A/C, AM/FM, 76,000 miles AND 1976 99 same equip., 56,500 miles. Both in excellent cond. for Blue/Red book value about \$3000./\$3675. Indianapolis, Indiana (317)823-6078 or days (317)846-6444

FOR SALE: '70 99E 2 dr., 4-spd., extensively re-cond. Rebuilt trans', radiator, ball joints, shocks, rotors, clutch, etc., strong eng. Deliver anywhere in New England. Asking \$1695. 851-6784
T.M. Hession, 24 Pennacook Rd, Tewsbury, MA. 01876

FOR SALE: '74 99LE, 50,000 mi., stereo, body good cond., eng. & trans' OK., 2 studded snow tires. Asking \$3100. (509)447-4847
Scott Shryock, c/o Ernest Dalton, P.O.Box 905, Newport, Wash. 99156

FOR SALE: Factory trailer hitch for 99, \$40. plus shipping. Four 99 wheels, \$10. each, plus shipping. Frank Entwisle, 4231 Indiana Ave., Fort Wayne, Ind. 46807 (219)744-0952

FOR SALE: Trailer hitch, fits 99LE, 1200kg., \$40. (1) Saab 99 service manual, 1974, \$10. 935-4432
Patrick Kelley, 3303 S. Vrain St., Denver, Colo. 80236

WANTED: (2) wheel covers in very good cond. for 1975 99 wagonback. Will pay \$30. for two.
G. Uzlik, Rt. #5, Box 123A, Austin, MN. 55912 (507)437-4882 evenings.

WANTED: Front seat belt retractor ass'y for '74 99LE drive side, front. Offer: \$7. Eves: (201)884-0797
Shelly Rabin, 10 Cambridge Rd., E. Hanover, N.J. 07936

WANTED: 2 liter engine (99) and trans' with low mileage, \$900. Or, Turbo eng. & trans' & injection gear, \$2000. Don Shute (307)634-9629(work) or home (307) 635-1593. Wyoming

DELETE FROM RECOMMENDED LIST: Alpha Auto Supply, G. Callow, Carrollton, Texas. No longer with company.

CHANGE OF ADDRESS: Johnston Racing, Trans' overhauls. To: 8656 Commerce Ave., San Diego, CA. 92121 1-714-578-1348

RECOMMENDED MECHANIC: Steve Graseck, Farmington Motor Sports Service, Farmington, Conn. 203-677-9074

RECOMMENDED SHOP: Sunshine R.E.A.'s, Fairbanks, Alaska

<p><i>Performance Cars, Ltd.</i> PARTS FOR ALL IMPORTED CARS 9916 JEFFERSON AVENUE NEWPORT NEWS, VIRGINIA, 23605 Phone: (804) 596-3700</p>	<p>Club members have reported they often fill orders of parts within five days.</p>
<p><i>Many Saab tourists are not aware that Performance Cars are franchised Saab dealers and can offer one or two day turn around time on service work.</i></p>	

'BRAKE CHIRP' on '75 (AND LATER) 99

I, too, had this rhythmically squeeling problem with my '77 99. I call it "brake chirp". It is not a brake squeel that occurs when the brakes are applied, but is a rhythmic "chirp, chirp"-most noticeable at speeds from 35 to 50 mph. Actually, applying the brakes is one of the few ways you can stop this noise.

To solve the problem, upon the recommendation of my Saab parts man, I tried applying "EMP Membrane" to the backs of my front brake pads. This product is made by EMP Chemical, a division of Guardian Corp., Boston, Mass. 02134. Its consistency is slightly thicker than Elmer's glue, blue in color, comes in a squeeze bottle-it is designed to form a noise-absorbing, water resistant, high temperature membrane that dampens vibration noise. So far (about 2000 miles) it has worked for me - the "chirping" has stopped.

S.B. Laxton, Wayne, PA.

HORN PROBLEMS-'77 AND LATER (99)

I have a '77 99 5-door that recently developed some horn problems: the horn would not always sound when you pushed on the steering wheel center pad.

In 1977, Saab changed the mechanism so that pressing anywhere on the center pad would sound the horn, an improvement from both a convenience and a safety standpoint. On the underside of the center pad is a small rectangular metal contact, which, when the pad is pressed, touches what Saab calls a "contact finger", that looks like a small hexagonal brass rod. This "contact finger" extends down through an off-center hole in the steering wheel hub, and contacts a brass slip ring which is held in place below the steering wheel hub by the black plastic enclosure which surrounds the directional and wiper switches. The "contact finger" remains in contact with the slip ring at all times and slides on the slip ring as the steering wheel is turned. When the pad is pressed, the metal contact on the underside of the center pad touches the "contact finger", thus grounding the circuit, and the horn sounds.

The slip ring looked clean to me, my problem was caused by poor contact between the metal contact on the underside of the center pad and the "contact finger". I removed the two phillips head screws under each steering wheel spoke -the metal contact on the underside of the pad and the top of the "contact finger" were covered with a dark deposit, apparently from arcing when the contacts touched. I filed only 3 or 4 light strokes across the top of the "contact finger." Since the top of this finger is soft solder, don't file any more than I did, or you may file away too much and cause more problems. I scratched the metal contact on the underside of the pad in a crosshatch pattern to expose bright metal, use a light touch. Do not gouge holes in it. Reassemble the center pad-the horn worked like new and no further problems since I made this repair.

S. B. Laxton, Wayne, PA.

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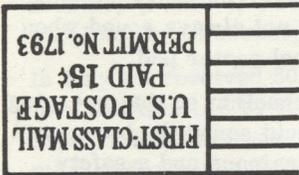
Please use knife-Letter opener

MAY, 1979

FIRST CLASS

RETURN POSTAGE GUARANTEED

c/o R.M. Grossman
Box # 60272
Chicago, Ill. 60660



Page 12.

VOLTAGE TESTS FOR 99s

Regarding Rick Dirks problem (4-79, p 11)... High battery voltage alone is not likely to cause short point life, or improve efficiency. Short point life could be caused by a shorted or non-existent resistor in series with the coil primary. The coil should receive full voltage only while the starter is engaged, as soon as the starter is off, voltage should drop to 6 or 7 volts. This can be checked by connecting a volt meter across the coil and shorting the points with the ignition switch on, or turning the engine by hand until the points close.

Another possibility is that the condenser or coil are defective. The "hottness" of the spark is determined only by the current in the coil as the points open, assuming the points and condenser are O.K. Weak spark at high speed can also be caused by too small a dwell angle. (A small dwell angle at high speeds does not allow enough time for the current to build up to the normal value).

It is unlikely that high voltage (unless it was higher than 15.5 volts would damage anything except the light bulbs in the car - which will have very short life at high voltage) or the battery, which will be overcharged and require a lot of water.

It would seem to me that timing (distributor rebuilt) or plugs would be more likely reason for poor mileage.

We continue to appreciate the Newsletters, and your comments. Regarding the 55 mph limit... it is a good

thing, does save gas, and reduces the severity of accidents. In addition, the lower speed (compared to 65 to 70) allows more reaction time, which I need as I get older, and the young bucks need when they are tired and distracted. Bruce Clark, LosAltos, Calif.

SAAB GREAT ON MT. ROADS IN GREECE

I own a 1978 Turbo. In response to your request here are my experiences.

First, I live in Athens, Greece and shipped the car from New Jersey. In order to compensate for no unleaded fuel the O₂ sensor was plugged and the cat. converter was replaced by a blank pipe. (a Finair oil plug will replace the O₂ sensor perfectly). The ERG system will not be used. Mileage: Cruising 27-28 MPG on average-65-70 MPH. Local 19-20 MPG at 15-20 MPH.

Greece is tough on cars, bad roads, worse driving, but the Saab is great on tight mountain roads. Generally I am very pleased and still think it is a better dollar value than a 320i.

Dr. George Mantell, USAF Hospital

This issue was closed: Thurs. May 10th, noon.

We will print about 3,300 copies and mail 2,600 + to subscribers about May 14th to 18th, usually West-Coast first, Eastcoast next, Midwest last. This issue will be hand folded. The "new" fold is in anticipation of the future arrival of another folding machine.