

**THE
SAAB
CLUB**

**COMPACT
FRONTWHEEL
DRIVE CLUB
of AMERICA**

JULY 14, 1979

**DEDICATED TO SMALL-
ENGINEED SMALL CARS &
ENERGY CONSERVATION.**

the Western, Eastern, Southern, Midwest, Canadian, SAAB Clubs of North America • publisher & treas.: Dick Grossman - 1918 W. Hood-Chicago, Ill. 60660 • phone: 312-743-6742 • Consultants: Rick Sanders, Ruth Grossman, John Fog, Jack Ashcraft, Merle Young.

MEMBERSHIP/SUBSCRIPTION

Newsletter #73, our 56th 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.

GOLDEN GATE CHAPTER-SAN FRANCISCO:

Sunday, August 5th. A trip to Santa Cruz and picnic at Natural Bridges State Park, at the beach.

Meet at 10:30 AM at the Woodside Exit on Hiway 280 for a tour of beautiful back roads over the Santa Cruz Mountains to Santa Cruz. Or come directly to Bill Meakin's house at 219 Mountain Way, corner of Western Drive, just off Hiway on the northern outskirts of Santa Cruz. Watch for the Saab signs on Hiway 1.

Bring beach games /food to BBQ. Refreshments will be supplied by the Club. Further info: Rex at (415) 282-2161 or Bill at (408)429-1574 eves.

SOUTHERN CALIFORNIA-LOS ANGELES

Saab Club of So. Cal. business meeting at 2 p.m., Sunday, August 18 at the home of Charles Fall, 4005 Alzada Dr., Altadena. In addition to general club business, we'll kick around the possibility of putting out a southern California newsletter and setting up some kind of club diagnostic facility.

Take Fair Oaks Ave., Pasadena, north to Loma Alta—about 6 miles from Pasadena Fwy., 4 miles from Ventura Fwy. Turn left on Loma Alta, (1/2 mi) right on Chaney Trl. 1/4 mi, bear right on Alzada, go to end of paved road, 1/4 mi. and look for: 4005, left. Info: Charles Fall; (213) 798-5329; Paul Florance, 438-3257. *ask for map.*

MILWAUKEE, WISCONSIN: The Milwaukee Saab Club meets on the 4th Monday of each month at the Pizza Hut, 76th St. and Mill Rd., 7:30 PM to 9:00 PM. Call Don Kaap for further info. 444-0785

Our group has stabilized at about 20 members, most who own 99's, but there are 6 Sonetts, 1-900LE and a couple of 96's

REPORT-CHICAGO AREA PICNIC/MEETING

About 52 adults attended our meeting of June 24th at RuLon's farm in Crystal Lake, Illinois. Regretfully, this publisher was unable to talk personally to all who attended, but I tried.

Since there were so many happy faces, we decided to have a serious business meeting. We managed to

have an election of a Chairman—Merle Young, volunteered (the first chairman since 1973), and Andrew Fedorowski volunteered his nomination as Recording Secretary of this local Club. Interestingly, when Merle Young asked the audience a question - there was a sea of silent smiling faces. You see; the meeting was started after most everybody had eaten and imbibed in a couple of beers and a sip of wine. So, we had to repeat the questions of agenda, they were willing to say yes to most everything.

Nancy Young and Ann Kekotas suggested a increase in renewal dues, we tentatively settled on \$2. additional assessment to Chicago area members only, (30 mi. radius). Obviously, Chicago area members have the advantage of close proximity to Club headquarters, possible Club meetings and clinics, (as opposed to our Canadian, Idaho, Oregon and Texas members whose closest dealer is over 200 miles away). The only hesitant objection was: what are we going to do with the extra \$450. per year? My idea would be that we could spend the money on local affairs, clinics, pay the cost of refreshments and pay the guest-Technician without raiding the National treasury.

For the past 3 years, we have offered local groups in various parts of U.S.A. and Canada some petty cash for their first two meetings. The California chapters collect \$2. from most of the new members they recruit—deducted from our \$9.-new-member-fee. We also sent out a few dollars to those who did exceptional work. We also have a few members throughout the country who send us much more than their regular renewal dues. I look at this attitude two ways; one, to urge us on to do better, and #2; we should never ask a Saab dealer to sponsor a club meeting. (A dealer could be asked to host a meeting in his display room, but, we pay for all other entertainment expenses).

Ideally, as I mentioned a year ago, if our Club grew big enough, we should rent a clean garage-shop where we could have a permanent clinic-inspections shop—NOT a repair shop. This could be a place where a member could have his problems traced, and work by a service shop checked out—whether the work was done. \$5.00 or \$7.00 yearly dues won't pay for such an operation, but a \$5,000 to \$10,000 yearly income from 500 local members could support it. A fee charged to non-members and non Saab owners could help subsidize this service. Under no circumstances would anything more than a minor tune-up (adjustment only), would be allowed in this type of operation. I am →

SWAP THE TRANS-AXLE DRIVERS TO REDUCE VIBRATION

looking, casually, for a suitable place now, \$150. per month???

After the business meeting, Jerry RuLon carried on a tech' question and answer period. A Sonett was offered for sale and much Saab talk was indulged in.

Our next meeting (Chicago area) will be south of Chicago, perhaps in Frankfort, Ill., near Joliet to favor our Southside members. Probably in September - *Dick G.*

VACUUM GAGE BEST FOR SAVING GAS

One very useful instrument I've installed in my Saab is a vacuum gage.

On cars with electronic fuel injection a brass "T" can be installed in line with the hose that connects the intake manifold to the pressure sensor. From the "T" I installed a windshield wiper vacuum hose. I mounted the gage on my tidy box (with a little jury-rigging). The greatest benefit of the gage is that it tells you when your wasting gas. It changed my driving habits and probably saved a lot of wear on the car.

Here's what the gage can tell you in operation:

- (1) If you are accelerating excessively from a standing start.
- (2) If your lugging your engine (going up grades or just driving into higher gear ratio).
- (3) In very cold weather its a good indication of when your engine is ready to take a load.
- (4) It can also tell you of a multitude of mechanical problems, if you have a manual to go with it. These can be intake gasket leaks, improper valve action, even exhaust system restrictions.

I've found the gage very useful and I'm sure I've added at least 5 mpg in driving. Right now I'm averaging slightly over 30 mpg with a 2 liter and an automatic trans.

Thanks again for your unselfish and dedicated efforts.

David Plourde, Amesbury, MA.

SAAB PRESS INFORMATION: SAAB TURBO RACER IS ALSO ECONOMY WINNER-43.5 MPG

Salt Lake City, Utah - Road racing automobiles are not generally known for their fuel economy. But race driver Ron Christensen of Salt Lake City, Utah, who normally runs his Saab Turbo in Sports Car Club of America (SCCA) Showroom Stock races, feels that with the right kind of driving, a Saab Turbo can be fast when it needs to be - and very economical when economy is what is called for.

He proved this on June 17 when he entered his race car in the Utah Economy Challenge road rally, an event sponsored by the Utah Energy Office and the Utah Chapter of SCCA.

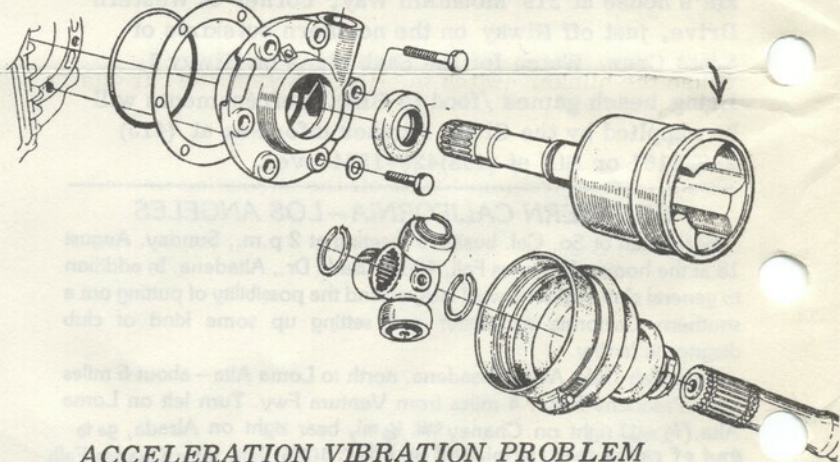
The same car that only two weeks earlier had taken the checkered flag as the all-out winner in the Portland, Oregon, Rose Cup Bonus National showroom stock race, was also able to finish the 58.1 mile economy rally as the overall winner. Christensen registered a 217.6 % improvement over the Saab's EPA mileage rating of 20 mpg and recorded his actual fuel mileage at 43.52 miles per gallon.

In response to S. Grant-acceleration vibration. I also had this-the vibration is heavy on acceleration, but goes away if you let up on the gas. I had a dealer tell me that either the CV joints were bad (\$130. ea. plus installation) or a worn steering rack was the culprit and, "Oh yes-your tires are out of round, I'll make you a good deal on some new tires".

I had the CV joints replaced, steering rack fixed and new tires, guess what-still had the vibration, as bad as ever. Next new shocks, no help. Finally, I consulted an independent Saab mechanic, Nick Pelligrino, who after looking into the problem and making some inquiries among his sources, deduced that the problem was in the drivers the lobes were worn in one direction and the "fix" was simply to "swap" the drivers. Now the only way I can get the vibration, is to back up, and as the vibrations were only above 25 mph, I don't envision a problem.

Another note of interest-a second "Authorized Saab Repair Facility" had diagnosed the problem as a bad transmission-spider gears-I believe he said, replacing the transmission certainly would help, as the drivers come with it, but the cost is about \$1000. -versus the small amount my friend asked seems to be the difference between maintenance and replacement. I hope this helps someone also.

Robert Brackett, Freeville, N.Y. 13068



ACCELERATION VIBRATION PROBLEM

My '76 EMS exhibited the same symptoms as described by S. Grant. The car was driven quite hard including many autocrosses. The vibration was caused by weak motor mounts, allowing the motor to torque over to the right side of the engine compartment, bottoming (touching) on the frame.

I eliminated the problem by installing H.D. motor mounts (Saab part). These harder-than-stock mounts raised the noise level while cruising. More precise shifting, however, was a pleasant surprise. I sold the car, but saved the mounts.

If this is indeed S. Grant's problem, he might try new or heavy duty motor mounts. (See classified ad section).

Bill Silva, Rhode Island

A cure might be to check the air pressure of the front tires and make sure they are equal and up to pressure and to see that they are balanced.

That took care of the problem for me after I completely disassembled my dash and could not find the vibration.

Benny Lum, Battle Creek, Michigan

CURE FOR RATTLE IN SHIFTER

At 2400-2200 rpm - here is the fix that I used. Take out the front carpet-simple, then drive car and grasp heater ducts until rattle stops. Note those areas and take a big wire tie (like used on bundles, the nylon looking type) and secure around funnel, brake cable and shift linkage - one should do- two may be required. Watch tension on these, just enough to eliminate rattle then replace carpet - done! Makes the ride alot more bearable.

Dick, I can appreciate your view point, even if I don't always agree with it.

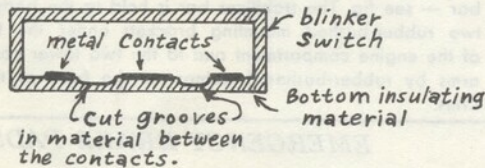
Also, any club member having trouble with stereo installation, I will be glad to help. I own my own business installing car stereos.

Joseph Drab Jr., 5501 Camden, SanJose, CA. 95124

TURN SIGNAL REWORKED

I had a problem with my turn signal switch, after 70,000 miles the contacts got dirty enough to form a bridge between them and get enough power across to cause the blinker switch to click, whether the car was turned on or not. The click did not blink any lights, but was annoying.

To solve this problem I took off the shrouding around the steering column and unscrewed the blinker assembly. The blinker switch is rivited together but you can get between the stationary contacts with a small drill and cut away some of the insulating material so there is a dip in the material, making it impossible for the dirt to build up again and arc across the contacts.



TACHOMETER BOUNCE

I have a problem with my tachometer that it has picked up about 1000 more rpm's than the engine is running. It does this until the car evidently gets warm and then will bounce around and finally start reading correctly. Does anyone have an idea what the cause and cure is for this peculiar problem?

Don Kaap, Milwaukee, Wis.

With this check I enthusiastically renew my membership.

Your outrageousness is refreshing and the Newsletter never fails to inform. Keep it up.

Terry Bond, Michigan

WINDOW CRANK DISCREPENCY

PN# 8476269, a replacement window crank for EMStype door panels is not exactly like its original counterpart. The hole for the screw is not as large nor bored out as wide for the head of the screw, thus the plastic disc cover will not fit back on. Two ways to solve problem. (1) Don't use disc. (2) Enlarge screw head space and make other necessary changes in a machine shop. This discrepancy has been found only in '75 EMS. Any feedback on this PN# with other models.

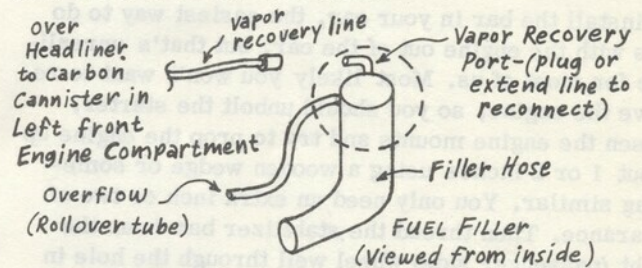
DON'T PITCH CORRODED RACING MIRRORS - or other rear view mirrors for that matter. Racing mirrors for '75 EMS began to corrode. Disassembled from housing, lubed all movable joints and took bare holders with mirrors to glass shop to have mirrors themselves replaced. Like new. Many automotive glass shops will refurbish this way. Regular mirrors, just bring them in. Racing mirrors, disassemble so you can lube and clean the housing and keep costs down at the shop. Friedman Auto Parts and Glass, 2200 N. Ashland, Chicago, did nice job for \$10.

Has anybody else who made the mistake of buying a Saab from Broadway, Chicago, in the old days notice that the speaker installations suck? Remove speakers, have a look, needs new screws and gluing to correct rattle.

William A. Bussiere, Chicago

GAS VAPOR FUMES

One tip that may be of value to wagonback owners who notice gas fumes in the interior-the vapor recovery line apparently shrinks and becomes disconnected from the filler receptacle. The problem can be corrected by making an extension tube of nylon tubing and reconnecting to the port on the filler-an alternate method is to plug the port on the receptacle.



John Paschkewitz, Ohio

OUTRAGEOUS PRICE IN CANADA-\$21,000

I have just purchased a Saab 900 Turbo 5 dr. Thought you might like to know that the outrageous price in Canada is now over \$21,000 if you get metallic paint, or more than a 528i. I got mine at the old price of almost \$18,000 Canadian, without air, which costs more as a dealer installed option. It is now standard on Canadian models of the 5-door Turbo.

J.H.S. MacEachern

Ed' Reply: I can't believe the A/C is "standard", impossible, since it is installed state side. Sounds more like salesman hucksterism. - D.G.

MISSING STABILIZER BAR ON LATE 95/96s

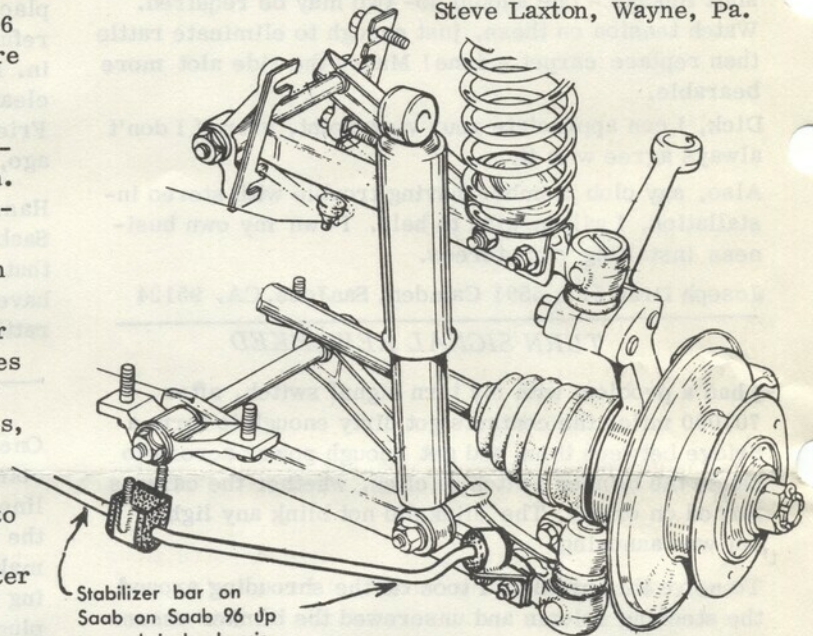
While replacing the front muffler on my 1973 96, I noticed that the anti-roll or stabilizer bar which had been on all previous 95/96 models that I had owned was missing on my car. At first I thought that someone had removed it, but on checking my shop manual, I discovered that the bar had been intentionally omitted on all 95s from chassis # 95 722004645 and all 96s from chassis # 96 722013535. For those of you up on chassis numbers, this means late 1972 and all 1973 95/96s. I checked with my Saab dealer and he confirmed that Saab had left the bar off in order to save a little money on the car. My 96 had always seemed to lean more in curves than had previous 95/96s that I owned, and now I had discovered the reason why.

I decided to replace the bar with one from a junker 96 that I knew about. This is not a difficult job, but there are a few hints that I might pass along. The bar attaches to the lower A-arms of the front suspension—the bolts that hold the lower ball joint to the lower A-arm also bolt the stabilizer bar mounts to the A-arm. The bar is also held in place by two U-shaped brackets that bolt to the floor pan of the engine compartment. Look at the diagram of the front suspension in your shop manual to get a better idea of how it is mounted. Try to get your replacement stabilizer bar from a junker that has had the engine removed—makes the removal job a lot easier. When you take the bar out of the junker, keep all associated bolts, brackets, etc., you'll need them. Also note how the bar goes through two holes into the engine compartment and runs along the bottom of the floor pan. You want it to do the same in your car. If you can't, find a junker with the engine out, you'll have to remove the starter to get the bar out, and it's a lot more hassle.

To install the bar in your car, the easiest way to do it is with the engine out of the car, but that's unrealistic for most of us. Most likely you won't want to remove the engine, so you should unbolt the starter, loosen the engine mounts and try to prop the engine up about 1 or 2 inches using a wooden wedge or something similar. You only need an extra inch or two of clearance. Then thread the stabilizer bar from the right (passenger side) wheel well through the hole in the engine compartment, along the floor pan, and out the hole on the left side of the engine compartment into the left wheel well. You will have to twist the bar back and forth to get it under the engine and through the left side hole—WATCH THAT YOU DON'T DAMAGE THE GAS LINE which runs along the bottom of the floor pan. When the bar is through, attach the necessary brackets and bolt the brackets to the bottom of the floor pan and the two lower A-arms. When working on the A-arms, jack that side of the car up and remove the front wheel—this not only makes the job a lot easier, but if there is weight on the suspension while you are trying to bolt the bar to the A-arm, the lower ball joint may slip out of the A-arm while you have the bolts removed, causing much frustration.

You can do this installation without loosening the engine mounts and propping up the engine, just unbolt the starter to get it out of the way, but clearances are extremely tight this way, and the job becomes very frustrating trying to work the bar under the engine and past the starter without ripping out the gas line—take it from one who knows. So I recommend loosening the engine mounts. The job sounds worse than it is. Taking the bar out of an engineless junker should take no more than an hour (remember to take some penetrating oil with you to loosen the nuts and bolts), and installation should take no more than 2 hours. Is it worth it? I think so. The car does not handle differently, but body lean in curves is very noticeably reduced, and that's what I hoped the bar would do.

Steve Laxton, Wayne, Pa.



Stabilizer bar on Saab on Saab 96 up to and incl. chassis No. 96722 013535 and

Saab 95 up to and incl. chassis No. 95722004645

The lower control arms on Saab 96 up to and incl. chassis No. 96722013535 and Saab 95 up to and incl. chassis No. 95722004645 are interconnected by means of a stabilizer bar — see fig. The stabilizer bar is held to the body by two rubber-bushed mounting brackets under the floor of the engine compartment and to the two lower control arms by rubber-bushed bearings on the front of these arms.

EMERGENCY BRAKE PADS

Alexander J. Will of N. Burnaby, B.C., Canada, writes that he made brake pads out of plywood. He inserted the wood pad between the old-worn pad and the disk. The pads held up and worked a few miles, until he got the replacements. The front pads on his '66 96 are the same as MGB up to 1968.

WE AGREE

I really appreciate the fine articles that I find every month. Please keep it up, especially your occasional comments on G.M. Anthony Sciacca, Pittsburgh

Ed' Reply: I don't care what anybody else thinks, as long as you and I agree, - I'm going to continue my hate G.M. comments. - D.G.

I bought a '79 Turbo in January from Victor Sports Cars Roslyn, Pa., and have been delighted with the car and service, and somewhat less delighted with parts availability. My one complaint with the car is that it takes a fair amount of concentration and clutch slipping to make a smooth start from rest with the air conditioner on, especially up-hill. Since I got the car, I have discovered several tips which might be of interest to the other members:

I recently bought the headrest cushion containing stereo speakers that was recently introduced by Saab. I wired them through a Blaupunkt Fader into the Blaupunkt radio, and the sound is great—it enables you to drive with the windows and sunroof open and still hear all the music.

I had a buzz in the heater control that the dealer had trouble correcting. I found that there is a long rod to the control that picks up and transmits vibrations from the engine, especially around 3000 rpm. I cut a piece of 1/2 inch foam rubber insulation a few inches long and tied it to the rod at several points with wire ties—presto! no more vibration. Also, I found that the connector from the heater rod was not fully on the tang of the heater control. When I seated it correctly, the action of the control became much more positive.

I recently had the Saab accessory cruise control installed by the dealer. I found that while the cruise control worked perfectly, I could not obtain full throttle from the gas pedal; indeed, I couldn't advance the throttle to the point where the enrichment switch is activated. The problem is that when the throttle wire is tied to the throttle quadrant by the two ties as per instructions, the throttle cannot be fully opened. I ran into the Saab district rep' who advised cutting one of the ties, and will bring the matter to the attention of the factory. In the meantime, I can again get full throttle, and the throttle wire hasn't slipped off the quadrant yet.

I had a problem with the trunk lock in that occasionally the trunk could be opened even after locking it with the key. I found that the lock mechanism is activated by a nylon shoulder nut on a threaded shaft that is engaged by a lever when the trunk is unlocked; the lever should swing out of the way when the lock is turned. My problem was that even after swinging to the locked position the lever was able to contact the shoulder of the nut. I solved the problem by filing a flat on the shoulder rotating it into proper position relative to the lever, and Locktite it in position.

There is a very handy location for a radio fader pre-drilled in the dash to the left of the radio opening. This information came from the instructions that accompanied the radio mounting kit, so it is important to obtain these instructions.

I found that the factory is correct in recommending that the stock TRX tires are unsuitable for snow and ice. I tried to use them and found that I was no better off than the rear-drive cars (at least I didn't fishtail). I adopted the expensive solution of four spare rims with Metzler

Alpine snow tires. Now the car handles in snow like a Saab should. Incidentally, it is also necessary to buy 16 new lug nuts (at \$1+ each), as there are special lug nuts used with the TRX wheels.

The hub caps that come with the TRX wheels on the 5 door Turbo appear to be handsome metal; however, they are sheet metal press-fit into a hard rubber main section. After I lost the metal insert on one, the guys at Victor advised me to pop out the metal sections, apply some contact cement, and re-assemble. Since replacement cost almost \$30. each (!!) I glued in the inserts, and haven't lost any since.

Occasionally I have found that I have hard starting when warm. Steve (from Victor) advised me that this is due to some leaking of fuel from the injectors with pooling in the intake manifold. I found that "blipping" the engine to clear the engine when it sputters on a hot start solves the problem - it is important to clear the engine before trying to drive off, because otherwise the car will invariably stall, and be very hard to restart.

Due to the gas "crisis" I bought the Saab round spare gas tank, but found that it was not a good fit in the spare wheel. I glued a foam rubber sponge on the back of the tank, and split some heater hose and glued it around the circumference. I also wedged the tank into the tire by packing an old towel between the tank and the trunk. Now I have a snug fit, and no rattling.

Dr. Mike Cahan, Penn.

900 STARTING PROBLEM SOLVED

Enclosed is our check for annual renewal. We really appreciate your Newsletter. The technical tips on V4's and 95's have helped us get the '68 95 in pretty good shape, and we never miss your editorial comments.

If anyone has trouble starting their 900, Gibson Mtrs., Perrysville, Indiana, corrected the problem on ours by finding and replacing a leaky fuel pump. It just took a lot of grinding away on the starter to get it going, but once it started, it ran all right. We were afraid to shut it off, though. Now it's fine, starts as well as the 99 did.

Al Vinton, Champaign, Illinois

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franchised Saab dealers

Club members have reported they often fill orders of parts within five days.

from a full page ad in the SAAB-KLUBBEN of Stockholm ' recent newsletter.

"Work Wolf"(or Work Horse). . . for economy, etc.

"SLIT-VARGEN"



Ett kan vi lova dig: Du har svårt att hitta en bil som är mer ekonomisk att köra och äga än Saab 96. Du tror säkert att du har provkört den. Men du tror fel. Nya 96:an är en helt ny bil. Så kom in bums.
Bränsleförbr. bl. körning 0,85 l/mil.

SAAB

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SAAB-ANA Norr

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Esbog./Saabg. tel 752 02 00

Vällingby:
Jämtlandsg. 135 tel 37 27 30

SAAB-ANA Söder

Skärholmen:
Bilkonkurrens
i P-huset tel 710 05 75
Hammarby:
Hammarby Fabriksväg 37
tel 24 11 40

SAAB & LANCIA SIGN FINAL AGREEMENT OF DEVELOPMENT COOPERATION

Nykoping, Sweden--Saab-Scania of Sweden and Lancia of Italy have signed the final agreement regarding cooperation for components for new passenger car models to be introduced in the 1980's.

The agreement is aimed at the development and manufacture of common car components to be used in the new cars. The goal is to increase the competitive strength within the framework of a common product philosophy, but at a cost which would be considerably lower for each company than through separate development and production.

The various models and versions of both Saab and Lancia will retain their distinct identities. The agreement shall not lead to the formation of any jointly owned company or other form of merger, nor does it exclude cooperation with other parties.

REBUILT A MC


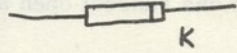
My 1973 99E now has 123,000 miles with no major repairs on the engine. Since joining the Club I have purchased and rebuilt a 1967 Monte Carlo 3 cylinder.

Dan Rue, Anacortes, Wash.

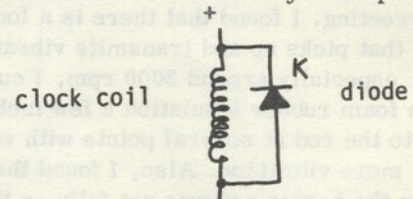
ELECTRIC CLOCKS

The following pertains to the electric clocks found in most Saab 96's and some 99's. It does NOT pertain to quartz clocks.

There are usually two contacts in the clock; one moving and one stationary. Make sure they touch each other as the moving one moves back and forth. If necessary clean them with TV tuner cleaner such as Radio Shack 64-2320 Then connect a silicon diode such as Radio Shack 276-1101 across the coil. Any silicon diode rated at 25 PIV or greater at .5 amp or greater will suffice. The cathode (K) end of the diode must connect to the side of the coil which goes to the "+" side of the car's battery.

symbol   diode

Cathode side of diode is indicated by a stripe or dot.



The coil will then discharge through the diode and not across the contacts. This will prevent carbon from building up on the contacts so the clock should run for a long time.

David Katzakian, California

THE LAC VIEUX DESERT RALLYE S. C. C. A. DETROIT A Divisional Performance Rally

Conducted by the U.P. Drivers Ltd., Chapter of the Detroit Region of SCCA Chairmen and Rallyemasters - John Gilbert and Mike Braund.

Entry fee - \$45.00

Late entry fee - \$60.00 (for entries postmarked after August 15, 1979)

Entry limit - 50 cars.

For information: Liz Herron, c/o Horizon Imports, Inc. 348 Hwy. US 41, Negaunee, Michigan 49866 - During business hours (906)475-9072, evenings (906) 228-7079 Interested as a worker or spectator? Please write or call.

Tentative Schedule

August 15 - Entries should be postmarked by today.

August 24 - Friday - Get acquainted party.

August 25 - Saturday - Registration in the morning, mid-morning technical inspection, mid-afternoon seed stage and drivers meeting. Late afternoon the Lac Vieux Desert Rallye begins!

August 26 - The cars complete the rallye, followed by the awards presentation.

Your Newsletter is an exemplary piece of auto enthusiast's journalism. My brother owns a shop manual for his 99, but relies more on the Newsletter.

J. Gilbert, Marquette, Michigan

Cassette storage for 99 Wagonback and EMS with molded door pockets. Save six 32 fl. oz. Dynamo laundry detergent plastic jugs. Cut them to be 4" high, place them side by side the long way and tape them together around the sides and across the bottom. Slip the unit into the door pocket. Each jug bottom holds 3 cassettes with room to slip them out easily and stops loose cassettes from rattling in the pockets.

Noisy 99 speedometer cable? Remove the instrument padding and slip the instrument cluster forward, disconnect the speedometer cable from the speedometer and squirt WD 40 into the cable shaft in small intermittent quantities while working the cable in and out a little. If all our members don't have a squirt can of WD 40 they should, its uses are many.

99 oil filter removal. Loosen the oil filter, then take a plastic bag and put a rag in it. Cover the filter with the bag and rag combination and unscrew the filter without spilling a drop. Pull the filter out of the engine compartment bag and all.

Brake "chirp" and squeal. EMP Membrane does work to stop "chirp" and helps eliminate most squeal, as stated in the newsletter. Also, a periodic "semi-panic" stop in a safe place helps reduce or eliminate squeal when the brakes are applied. In California get EMP Membrane at Pep Boys.

Aluminum electrolysis and corrosion. Buick V8 engines have an aluminum timing chain cover that is also the backing for the water pump. The '62 Buick I owned had the timing chain cover corrode through at 80,000 miles causing water to enter the engine. As soon as it was available I switched to Prestone II, which states on the back label, "Prestone II provides unequalled protection against aluminum corrosion. No other anti-freeze provides this type of protection." I have used it on two '68 Buicks, one with 190,000 miles, the other with 160,000 miles, without any corrosion of the aluminum timing chain cover. My '76 99 is my first car with aluminum heads so naturally I am using Prestone II because of past experience with its corrosion preventing properties.

99's with exhaust manifold air-pumps. Be sure to remove and clean the pumps pulley regularly (15,000 to 20,000 mi. depending on local conditions) as this pulley is the units air filter. It traps dirt around its inner rim. This can be done without removing the whole pump, if you are patient and use the fan belt as resistance for removing the cap screws and tightening them.

Do you have a bend or dimple on your 99s 5 mph bumpers stainless steel decorative strip. Don't buy a new one! Remove the strip, put thick paper on both sides of it and squeeze this "sandwich" in the jaws of a vice. Then polish the metal strip. The paper will protect the strip from further scratching and the pressure of the vice will remove most ordinary parking dents.

AUTOMATIC TRANSMISSION FLUID HOW LONG WILL IT LAST?

Assume: An automatic fluid made to give 100,000 miles of service before oxidation occurs at such a rate that change will be required at normal temperature.

Assume: Normal fluid temperature in transmission to be 175 degrees F.

Assume: Rate of oxidation to double for each temperature increase of 20 degree F. above the normal 175 degree F. As oxidation rate doubles, useful life of fluid is cut in half.

Thus:

- (1) At 175 degrees F, life is 100,000 miles.
- (2) At 195 degrees F (20 degrees above 175 degrees F) Life is 1/2 of 100,000 miles or 50,000 miles.
- (3) At 215 degrees F, life is 25,000 miles.
- (4) At 235 degrees F, life is 12,000 miles.
- (5) At 255 degrees F, life is 6,250 miles.
- (6) At 275 degrees F, life is 3,000 miles.
- (7) At 295 degrees F, life is 1,500 miles.
- (8) At 315 degrees F, life is 750 miles.

The automobile transmission manufacturer feel that temperatures of the order of 300 degrees F will result if rocking of a vehicle continues for one or two minutes. If rocking continues for 20 minutes temperatures of 500 to 600 degrees F may be experienced.

Continuing beyond the 315 degree F temperature, will secure:

- At 335 degree F, life is 325 miles.
- At 355 degree F, life is 160 miles.
- At 375 degree F, life is 80 miles.
- At 390 degree F, life is 40 miles (at 40 mph this is 60 minutes).
- At 415 degree F, life is 30 minutes.

At temperatures much above 300 degree F, the metals in the transmission will tend to warp, twist, etc. High temperatures cause formation of varnish deposits which impair transmission operation. It is for this reason that fluid life is very seriously impaired at high temperatures, that rocking out of snow, mud or sand should not exceed a very few minutes.

Merle J. Young, Lake-in-the-Hills, Ill.

Editor's Note: Now I know another reason why some Saab owners write us and complain that they had transmission troubles or frequent fluid changes. Only 4 out of 5,000 ever admitted they did anything wrong! Yes, 4 out of 5,000 letters I have received in 8 years as publisher of this Newsletter. Thank you Merle for this valuable lesson.

SAAB

SUBARU

PIRELLI

Europa Motors, Inc.

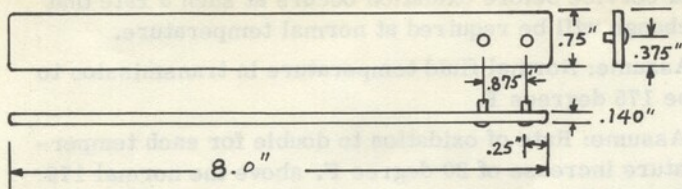
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Brake Piston Rotating - Retracting Tool similar to part #899603 Made from 8" long piece of 3/4 X 9/64 inch steel strip, and 2 - 1/8 inch medium length steel "pop" rivets



TOOL FOR RETRACTING FRONT BRAKE PISTONS

On sale for \$5.50 mailed in U.S.A., Canada and overseas, \$6.00. Write: Jim Lowell, 886 Old Birch St., Lino Lakes, Minn. 55014

this one is made of S.S. and harden steel pins.



I notice that the Accessories Catalog for Saab includes a rube goldberg rig requiring mounting on top of a Saab for rear-view mirrors necessary for trailer hauling. I'm enclosing a picture of my '78 GL and little trailer you featured in an article about March '75 or '76. You'll notice in the pic that there is a much simpler fender mounted mirror in use, in fact it's all aluminum and about 5 years old. If you think there might be interest, I'll send you some photos and a drawing.

John Kissling, 1426 Main St.
Speedway, Indiana 46224

DISCONNECTING THE BUZZER

In the June issue, S. Hotch's Turbo might be different than my '78 Turbo. The buzzer under the rear seat is the seat belt relay and buzzer.

The key-door buzzer is located under the left side of the dash, just above the hood release. It has 3 wires connected to it; black, blue and blue/white. Simply remove the buzzer (1 Philips head screw), connect the blue and black wires together, and tape the blue/white wire with electrical tape. Removing the left under-dash panel first is recommended, although it can be come without doing so.

Sometimes a buzzer malfunction will cause the interior light not to work, although the buzzer still might buzz. If your dome light doesn't work with the left door, try this by-pass.

Duane Burtner, Butler, PA.

Someone in this country is making ignition points for most all vehicles here and selling them in little white boxes. The Saab dealers stamp a number on them, but they are available for many cars.

I had three vehicles stop in traffic with 3 to 5000 miles on points and finally concluded that the soft white teflon rubbing block is designed to wear out quickly. Also the contact surface finish is very rough. I have gone to using Blue Streak points, or Sorensen. They last longer and do not fail suddenly.

David Calabrese, Utah

REDUCED VOLTAGE '72 99

I have been having some problems with my '72 99 (80K miles): poor mileage, slow starting, occasional miss. The problems persisted after a valve job and tune-up, so I began to suspect the injection system-the engine seemed to be running lean. After checking out the fuel pressure regulator and replacing some leaky fuel lines I found the hot lead for the fuel pump relay caught in the clamp around the expansion tank (cooling system).

The wire had obviously been subjected to enough heat and pressure to increase its resistance and reduce the voltage it could pass along. I replaced the wire and the relay, but, I fear the damage has been done to the fuel pump-it is running irregularly, sometimes making a loud hum.

Chilton says this fuel pump is a sealed unit and if defective must be replaced (\$140. at Bap Geon). I am interested in any experience club members may have in rebuilding this type of pump ('71-'74 fuel injected 99) or I am in the market for a good fuel pump?

Thanks and keep up the good work, the Newsletter and its producers are an island of sanity in this consumer-crazed society.

Glen Clark, Dayton, Ohio

POST OFFICE MAILING/PRODUCTION INFO.

Each month we get about 45 notices of address changes from our members, some members move three times a year. Sometimes, we get or make a mistake in one digit of a member's address. Today, we received a ring binder returned because of "unkown" address (Isaiah Laderman, N.J.). No matter whose fault, you, each member, must notify us of an error, because there is no other way for us to know of your current-correct address and spelling. We believe our Newsletter and binders are addressed 99.8% correctly.

Each month we mail over 40 ring binders, which by the way, is now costing us \$1.03 in book rate postage. Last month we announced that we were sending our new members 3 back issues and the dozen tech' sheets in a simple binder at "book rate" postage. The new July 6, rates have been boosted about 85% and we are now sending a new member packet by First Class mail again, because the difference is only .11¢ over cost of postage and binding.

- Dick G.

"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: Windshield for Sonett III or II, \$45. plus shipping. (502)775-6431
Gary Rumrill, 6801 Switchback Ct., Louisville, KY. 40228

FOR SALE: '69 Sonett, rear ended, partially rebuilt, interior good, needs rear window & radiator. Eng. & trans' good, 2 barrel Weber, Konis. (904)392-1721
Bob Allen, Florida State Museum, Gainesville, Florida 32601. Asking \$1000. Car located 40 miles SE of Albany New York. WANTED: models, plastic or die cast of Saabs 92, 93, 95, 96 or 97 only. \$5. offer.

FOR SALE: 1967 Sonett II, #233, 49,000 mi., excl. cond. New engine, good interior, \$3000. Will include or sell separate '68 Sonett rear shell \$500., excl. shape. Also: Pair doors complete \$200. (617)248-7237
Greg Gilmore, Cemetary Rd., Charlton, Mass. 01507

FOR SALE: 1968 Sonett, #000932, white, 86,000 mi. Crack over rear tail light, rust on rocker panels, good overall cond. Spare front & rear lights, lenses, engine gasket. \$1900., or trade. Also VW Campmobile \$2000. Richard Day, 1114 E. 2nd St., Duluth, MN. 55805
After 5 PM: (218)728-2543

FOR SALE: 1968 Sonett II, runs well, needs front end work. No rust, Burns no oil, extra engine parts, tape deck, all electrical OK. \$1000. (415)824-5355
Ivan DeCarlo, 2548 Folsom, San Francisco, CA. 94110

FOR SALE: Sonett II, 2-stroke #108. No rust, reupholstered, new shocks & tires on EMS rims. Recent exhaust system with new parts for 2nd engine, carbs included. Also parts manual, shop manual, spare parts. \$4000./offer
Rob Steinway, Golden, Colo. (303)642-3538

FOR SALE: 1969 Sonett II, good cond., rebuilt trans', brakes, etc. Some nose damage. Blk. on white, \$1250. 110,000 miles. (213)472-5692
D. Timewell, Box 984, Pacific Palisades, CA. 90272

FOR SALE: 1973 Sonett III, excl. running cond., good body, trans', etc. 60,000 miles. Asking: \$3000. ALSO 1971 99E, damaged right side dr-rear whl. Runs OK. \$600. or part out. (216)673-3205 Evens.
Alan Long, 170 N. Prospect, Kent, Ohio 44240

FOR SALE: 1967 Sonett II, red, blk/white interior. 7,000 mi. on rebuilt eng. (MC). New interior, stereo, Koni shocks, Maserati air horn, Nardi steering whl. New stl-belted radials. Good cond. \$3500./best offer.
Jake O'Neill, 756 Bonita Dr., South Pasadena, CA. 91030
Eves: (213)254-5696

FOR SALE: 1960 93F, 850 cc eng., 25,000 miles on clutch & rebuilt trans. Good body & interior, new battery nearly complete extra engine in parts included. \$500.
J. Parsekian, 229 Ratzler Rd., Wayne, N.J. 07470
(201)696-0643 evenings.

FOR SALE: 1971 V4. All original, excl. cond. Best offer over \$1,000. (904)476-3148, Joel Davis, Pensacola, FL.

FOR SALE: '66 2-stroke, rebilt. eng., 3K, recent brake clutch/others, have papers, body good shape, no rust. Good as is, excl. for restoration. \$800/offer. In S.F., CA. (415)681-2764

FOR SALE: 95 & 96 front fenders, fiberglass, professional quality, excl. fit. \$90. each., \$175. per pair, plus shipping. (207)439-4510 (days), 363-3539 (nights)
Barry M. Glynn, P.O.Box 301, York Beach, Maine 03910

FOR SALE: '68 3 cyl 96 parts: 3 carbs/manifold \$30. (2) new unused Sears Guardsman B78x15 snow tires on rims, \$50., distributor, \$5., generator \$10., blown eng./new front seals, brackets, mounts flywheel etc. \$10. Water pump, fuel pump and exhaust manifold \$5. each. Or best offer. (201)249-2735
Rene Ruel, 1136H Easton Ave., Somerset, N.J. 08873

FOR SALE: 1958 93 GT-75D - 500 miles on new 750 GT eng. & rebuilt 4 speed. New shocks, tires, V4 A-frame, bushings & discs. X-Calif. car, no rust, Driving lights, hood louvers and GT racing options. 2 throat solex & manifold, racing front muffler. All works - speed pilot to cig. lighter. Exhaust overhaul & new headliner. Spare 850 engine inc. \$4000./offer.
Rob Steinway, Golden, Colo. (303)642-3538

FOR SALE: 1969 96, 104,000 mi., rebuilt eng., new starter, alt., body repaired by welding, no rust, steel belted radials(10,000) Asking: \$950. Also, V4 engine, 100,000 mi., works, w/o carb., otherwise complete \$25. (312)246-8496
John Gavrilovic, 4225 Western Ave., Western Springs, Ill. 60558

FOR SALE: 1968 95, sw., 850 single carb., 3 cyl. good eng., trans', & F.W. Parts car, body rot. \$150.
George J. Dorbnock, 213 S. Jefferson St., Mt. Union, Penn. 17066 (814)542-9350

WANTED: 93, 95, 96-2 stroke body for rebuild. Prefer '64/earlier model, also late 96 model. Must be completed, moveable, no rust, no dents. \$100. or more, depending on condition. (212)899-5117
Luis Rodriguez, 168 E. 7th St. N.Y., N.Y. 10009

WANTED: Transmission for '73 Sonett, \$300. for windshield wiper motor, cable and gears, front wheel bearing.
Frank Magadance, RR2, Box 26, Shakopee, MN. 55379

WANTED: For 1971 96 - LF fender assy, grille panel, radiator, windshield or parts car with those pieces intact. \$25. per piece/up. (212)746-3015
Walt Kovalevsky, 3-19 150 St., Whitestone, N.Y. 11357

WANTED: Factory manual for '70 V4 & Sonett supplement. Will pay \$20. or leave deposit & pay postage both ways so I can Xerox it. (617)527-5058
Michael Bogen, 139 Pine St., Newton, MA. 02166

WANTED: Tach for 3 cyl. Will pay \$15.
Stuart Kurth, RR1, Baraboo, WI. 53913

WANTED: '71 96 transmission, good cond., will pay \$100.-\$150. (517)647-7823
Tom Andrakowicz, 608 Lyons, Portland, Mich. 48875

WANTED: 2 wheels for 96, \$10. each or make offer. (1) carb (Ford or Solex) for 96, must be in working order, not more than \$25. plus shipping. Zip: 98006
Chuck Royalty, 4605 130th Ave. SE, Bellevue, Wash.

FOR SALE: 2 stroke parts; GT radiator, \$25., GT (4 lug) wheels, \$12. each., 2 stroke eng. \$50. Carbs, body parts, etc. (617)683-1412
Warren Davis, 30 Sheldon St. Methuen, Mass. 01844

FOR SALE: 96 hoods, trunks, doors, fenders, (bumper \$15.) Some 99 stuff. (609)927-4613 5-7 PM
Bob Mitchell, Linwood, N.J.

FOR SALE: Set of front disc brakes for 95 or 96. Excl. cond., complete. \$60. (216)431-9413 or 281-9823
Nick Hayden, 3385 W. 86th, Cleveland, Ohio 44102

FOR SALE: A "Dinky Toy", 4 inch model of the Saab 96 Can be ordered from Memorable Things, P.O. Box 10505, Towson, MD. 21204-Send S.A.S.E. for latest list of discontinued toy cars & prices.

FOR SALE: Veglia electronic tach for 3 cyl. Mounts under dash/matches dash. \$25. (201)249-2735
Rene Ruel, 1136H Easton Ave., Somerset, N.J. 08873

FOR SALE: 1976 EMS, excl. mech. & body cond., AM/FM tape, 29,000 mi., sport steer wheel, virtually flawless metallic silver. Will deliver reasonable distance.
C. Stewart, 415 Farms Rd., Greenwich, CT. 06830 (212)840-1520 (work).

FOR SALE: 1970 99E, fuel inj., body excl. cond. Engine, brakes & clutch rebuilt in 11/78. 30 mpg. Runs like new. Asking: \$2,000. (412)364-1348 or 935-5753
Shawn Craig, 2212 Ben Franklin Dr. Pittsburgh, PA. 15237

FOR SALE: Partout out '74 99LE white wagonback. 80,000 mi., engine \$300., trans' 4 sp. \$550. (transfer case gear set new.) 6 wheels, \$20. each. 6 ZX, \$20. each. (2 new). Radiator & tank \$50., wiper mtr. \$25. Exhaust sys. \$45., bumpers \$60. ea. Gas tank \$50. Dash/instruments \$125. Rear clip good cond., \$450., includes tailgate. Right dr. \$125. and others.
Dennis Minni, 15848 Walnut Cr., Strongsville, Ohio 44136. Days (216)696-7330- After 7PM 238-0365

FOR SALE: Heavy duty motor mounts for 99, from '76. Used about 10,000 mi., left & right side only, \$25. Four Spax (gas) adjustable shocks for Renault LeCar, used about 5,000 miles, \$80. Free shipping.
Bill Silva, 7 Urban Ave., Pawtucket, R.I. 02860 (401) 726-0621

FOR SALE: Gauge to measure EFI fuel pressure (pre '75) 0-30 PSI, \$10. Front brake pads for 99, ('72-'74) \$9. Bosch condensor #1237330164 for '74 99, never used, \$4. Front exhaust pipe ('72-'74 99LE, used but good, \$15. Locking gas cap, (pre '76) \$9. All prices incl shpg. (612)831-3943 Zip: 55438
Rich Bohn, 9817 Colorado Cir., Bloomington, MN.

FOR SALE: Snow tires, two unused, Trellegorg, 165 RS 15 radials. \$45. (312)761-4926
Gary Schaps, Chicago, Ill.

FOR SALE: AM/FM radios. (1) Stereo cassette in-dash \$59. (2) Stereo 8-track in-dash, \$59. (3) Mono under-dash \$29. After 5 PM (415)886-6447
David Katzakian, Hayward, CA. 94544

WANTED: 99 hood, prefer silver, headlite sockets & cross bracer, blinker assbly, cooling fan mount, \$200./up. PARTING OUT: 1975 EMS, silver, alum' wheels \$200./set. Lots of clean parts. Make offer
Kim Hopp, 1015 S. Walnut St., Westchester, PA. 19380 (215)935-4076 days - 431-1734 Eves, & wknds.

WANTED: For 1976 99GL, outer "U" joint, '75 and newer, left or right \$100. (615)742-8935
Geo. Elias, 126 Walker, Mineola, N.Y. 11501

WANTED: Bike rack in good cond. to fit '77 99. Will pay up to \$35. (207)342-5768
Judd Jones, Box 205, RFD, Freedom, Maine 04941

WANTED: Little-used factory trailer hitch for '78 99, \$50. plus shipping maximum. New Pirelli CN36, 175/70HR15, offer \$50. plus shipping. Evens: (301)862-3123
A.G. Thaut, 229 Gross Dr., California, Md. 20619

WANTED: Hub cap for '74 99LE-Don Brown, 1005 Magnolia Dr., Sylaceagua, Ala. 35150

FOR SALE: 1968 96, 1500 cc V4, radio, tach, needs transmission work. Asking \$600. (303)641-2568
Mike Wooten, 216 1/4 N. Taylor, Gunnison, Colo. 81230

FOR SALE: Large inventory 2 cycle Saab parts. Starter motors, \$45., universal joints, \$30. (pair). Wiper mtrs., fan heater mtrs., \$10. Clutch align. tool, \$12. CD ign. \$20. Shop manual 96 & GT850, \$25. Tail pipe (64) \$15. Back door (64) wag. \$69. Front seat 96, \$10. Others, send SASE. John J. Bartko, 5712 Roosevelt St, Bethesda, Maryland 20034. Day: (301)496-2586 Eve. 530-7633

We close this issue July 11, '79, noontime, and expect to mail out over 2,700 issues during the third week of July. Our next closing date will be about the 8th day of the month.

We print most of the tech' articles that are sent to us, about 18 out of 20. The tech' articles that do not appear are the ones we do not have space or time to do all the rewrite, typing and drawing of illustrations. We are working at the very limit of our capacity now. We will never take the time and effort to publish articles about stereo/tape/speaker, installations or things that are not vital to the operation of the Saab.
- Dick G.

TEST PILOT LIKES HIS TURBO

I have recently become the proud owner of a 1978 Turbo! Being a Marine test pilot, I thoroughly appreciate the super engineering, handling qualities, performance, and practicality of this fine machine. Having sampled their product, one of my ultimate goals is now to one day fly Saab's Draken or Viggen. Thanks to local Saab Club member George King, who introduced me to your Club, I've seen some back issues and am impressed with the apparent quality, accuracy and frank honesty contained in the material presented. Please count me in as a new member.

The Turbo has been great for the first 3000 miles we've driven it - had 20,000 miles when purchased. Found a considerable oil leak right away from the device (oil temp thermostat?) in the lines between the oil cooler and oil filter adapter; the assembly bolts were both very loose. Tightened same, and not a drop has dripped since. Also developed a high-frequency rattling noise from the Turbo area, especially noticeable at idle. Tough to trace, but turned out the bolts connecting headpipe to Turbo exhaust flange were loose. The two forward Bongicord spark plug wires were crisp from heat and snapped when I attempted to check the plugs. Replaced the entire set with MSW 1246 (Hi-temp 1205s) at a cost of \$7.11 after reading Club Newsletter, Dr. Oh's suggestion. Though they ohmed out at less than the Bongicord, I'm not convinced they're quite right as I now detect "missing" quite frequently. Did I use wrong wires?

As the gas crisis mushrooms, you're undoubtedly interested to know I've averaged a nice 24 mpg in normal suburban driving. Would, of course, like to improve on that - any suggestions?

Would the distributor advance spring change in March issue, be compatible to the Turbo? (*No, it's for West-Coast SAABs ONLY, see Page 2, AUG. 78*) And will burning regular gas harm anything other than the catalytic converter in the Lambda Guard System? (I don't intend to do this unless I'm desperate). All tires seem to be worn on the inside edges-is this typical of front-wheel drive? (No, check wheel alignment).

Maj. Allan G. Thaut, Maryland

PRICES ON V-4 WATER PUMP

A recent experience with my Sonett proves the value of shopping for parts.

The water pump on the V4 went out so I called around to find the price for a replacement. Ford wanted \$56.; Saab \$46.; Bap-Geon \$41. However, International Car Parts wanted only \$23. Naturally thought this must be an error of some sort. But, it wasn't, the pump fit perfectly. The funny thing is the new pump came in a box marked (if my translation from German is correct), "Produced for Ford-Produced for Saab", and there was a Bap-Geon sticker on the box. The moral of the story is; "let you fingers do the walking."

Richard Miller, Texas

RESPONSE TO ARTICLES-JUNE SAAB N/L

I found this a most provocative, thought inspiring issue. Just the first article by Bob Thomas regarding Dick and Ruth's devotion to the producing and maintenance of the Newsletter brought many thoughts to mind. There is no doubt that if it weren't for their efforts, this Newsletter would probably expire as so many have. I am thinking in particular of the old "Fourth Cylinder" publication which existed in the early days of Saabing. We had a few enthusiastic and willing folk to put in the time in various parts of the country who gave their time and effort. When they dropped out for one reason or another, so did the publication.

I accept with gratitude, Dick's pledge to do all things in moderation so that we can selfishly continue to enjoy their efforts and labor.

Bob Mitchell's advice to change all vital fluids in the Saabs is a good idea. Brake fluid does break down as I found out a few years ago in my '72 99 and its false economy to keep it longer than 2 years. I also advise when changing the brake oil to switch to Castrol Fluid instead of standard brake fluid as this is much kinder and less caustic than the others to the gaskets and lines. Since most dealers I know of, do not stock this, take a can or two with you if you can get this done at the dealer.

To Tom Mudd trying for 40 mpg, drive with your windows closed, draft semis, drive only down hill with the engine shut off!

To S. Grant. Where were you in your quest for a higher mileage, lower priced Saabs in the late '67s, when Saab came out with, I think, they called it the LD, which sold well below 2500 and got V-4 mileage? Or last year, when they came out with the "stripped" 99? Our dealer had 6 and a devil of a time selling them. Customers wanted plush and lush and turned up their noses and went to the higher priced 99s. If you could convince EPA, we could bring back the 850s with their upward of 40 mpg, 2 cycle, 3 cylinder, regular gas! We've made the compromise of cleaner air (?) and lower mileage.

To C. Turinek. Thanks for the lecture, right on! You make good sense. Remember that the helmet for cycle laws were repealed as discriminating against a minority. So now they have the right to smash their skulls on the pavement as happens often in this college town. Just last week as cas in point, a father and his 5 year old on the same cycle died. Around here, helmets were never considered macho, nor are seat belts worn all that much. Read the accident reports. Too bad the insurance companies can't legislate different payoffs on policies if an accident is more costly due to non-use of the seat belts. You missed one, that being the parent who lets his kid romp freely around the car without safety restraints!

Hints picked up here and there: 1972 Sonetts should have a compression reading of 150. I am a firm believer of compression readings on used cars before buying. Over the years, its saved us a lot of expense. Having your dealer do one on your car at service time is also a good

Please use knife-Letter opener

RESPONSE TO ARTICLES-JUNE SAAB MAIL
I found this a most interesting thought inspiring letter
that the first article by Bob Lohman regarding the
Such a developer to the production and maintenance of the
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particular of the old "Fourth Cylinder" publication which
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thusiastic and willing folk to put in the time in various
parts of the country who gave their time and effort. When
they dropped out for one reason or another, so did the
publication.
I agree with gratitude, Dick's pledge to do all things in
moderation so that we can reliably continue to enjoy
their efforts and labor.
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found out a few years ago in my '78 and his later
advice. I also advise
to Tom Lund
one closed, and
engine shut off.

I have recently become the proud owner of a 1978 Turbo
Saab a March test drive. I thoroughly appreciate the
under engineering, handling qualities, performance, and
practicality of this fine machine. Having sampled this
product, one of my ultimate goals is now to one day fly
Saab's Island in Vagert. Thanks to local Saab Club
member George King, who introduced me to your Club,
I've seen some back issues and am impressed with the
accuracy and fair, honesty contained
in the material presented. Please count me in as a new
member.
The Turbo has been great for the first 3000 miles we've
driven it - but 30,000 miles when purchased. Found a
oil leak, the assembly bolts were both very
loose. Tightened same, and not a drop has dripped since
my talking notes from the
check the plug. Went to the entire
one 99-temp 120°F at a cost of \$3.11.
Newsletter, Dr. Cr's suggestion, I'm
out at least than the Hongkong, I'm
re date right as I now defect "mis-
Did I use wrong wires?

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Page 12.

indicator of the innards of your engine. In this year of high gas cost, when using lead free regular on the '77 99s, an occasional switch to Premium as a treat for your engine is a good idea. A can of HEET once in a while won't harm anything either. Distilled water for your battery will give you an extended life on same. Most service station water is pretty suspect to cleanliness and this is an easy do it yourself job. After riding around on all the uneven ice and the resulting chuck holes and bumps, check your engine compartment for loose lines. If your windshield washer sprayer don't squirt like they should, carefully clean the little holes with a pin. It takes only a minute speck of dust or even car waxing particles to clog them. Mike Metz's clunk in the rear end turned out to be a bad shock.

The best time to check your oil level and get a good reading, is after the car has been garaged overnight, before starting the engine. The oil will at that time be at the bottom of everything and you'll get a total accurate reading. Even on the short ride to the station, the oil has already worked through and your reading will not be as good.
Margrit Adler, Champaign, Ill.

TURBO REPORT

Mileage around the city is 24 mpg, expressway at an average 65 mph is 28 mpg. (1978) - 11,000 trouble free miles except for two minor problems. Takes two hands to start engine, one to pull gear shift lever way back and other to turn key. Have not had time to ad-

just the shift cradel so it does not bind the ignition switch. I mentioned it to service manager at dealership and he said, "All Saabs are that way". Sure....

Other problem is leaking tranny oil due to exhaust stay bracket on transmission housing. Mentioned to service manager in February, 1979, the stud and spacer modification (which had appeared in Nov./Dec. 1978 Newsletter) and he said, "Don't know anything about it." Finally talked to another person who dug through a bunch of papers shoved in a drawer and found the official Saab modification notice. Of course, they did not have all the parts, so I am still waiting. If it had not been for the Newsletter, I never would have known and certainly would have been told, "That's normal."

Obviously, dealer service leaves much to be desired. Besides money, that is why I try to perform all maintenance, etc. myself. Dealer also did not align front end before delivery and one CN-36 is worn uneven. Damage was done before it was noticeable. Dealer response, "You must have hit a big chuckhole because we always check alignment before delivery." Sure.... I am the only one who drives the Turbo and I never even saw a chuckhole, let alone hit one last summer. This Spring, well that is a different story. There are so many, you cannot miss them all. Overall, the Turbo has been a total pleasure.

Richard D. Bohn, Minnesota