

V-4 Fuel pump 193 parts



**THE  
SAAB  
CLUB**

**COMPACT  
FRONTWHEEL  
DRIVE CLUB  
of AMERICA**

**APRIL 1980**

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

*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. (mail letters to: Box # 60272, Chicago, IL. 60660).*

#### MEMBERSHIP/SUBSCRIPTION

Newsletter #81, our 64th multipaged monthly. Dues for membership/subscription are \$9.00 for the first year, including two back copies, 12+ tech' sheets and emblem. Renewal dues: \$6.00. Past dues notification will be rubber stamped on the open rectangle at the top of this page. A treasurer's report will be made three times a year. This is a non-profit organization.

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

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

#### **GOLDEN GATE CHAPTER - SAN FRANCISCO**

Picnic on Mount Diablo, Sunday, April 27 at 1 P.M. State Coach Group Campsite has been reserved. Bring food to BBQ and enjoy a view of the Bay Area. Further info: 282-2161

Sunday, May 18. Beginners A-B rallye co-sponsored by the Golden Gate chapter. Sign up from 11 to 12:30 at Fosters Freeze, Jarvis Ave. at Newark Blvd., in Newark. A fun rallye of about 30 miles. Further info: 793-2514

#### **MILWAUKEE, WISCONSIN CHAPTER**

Next meeting will be April 28, 7:30 P.M. at Shakeys Pizza Parlour at Hwy. 100 and Silver Spring Rd. Arsey Miller, Regional P.R. Mgr., for Saab-Scania will show movies of racing & rallies and answer questions about the future of Saabs in the U.S.A. Free beer courtesy of Rallye Imports. + Door prize by SAAB CLUB.

#### **MINNESOTA SONETT CLUB - We have revived.**

We are planning to have some activities this summer, and will probably update the membership and Sonett registries. I was elected president but I fear I will have trouble getting to the next meeting. With 20 pounds of plaster encasing my leg from foot to crotch (skiing), I can't even get into my Sonett, let alone drive it. One thing I thought would be a good get together for Saabers is the S.C.C.A. Nationals. I or our secretary will keep you informed this summer.

Steven Wales, 4863 Olson Lake Trail N., Lake Elmo, Minnesota 55042

**CHICAGO MEETING:** None so far. We have the hall paid for, but nobody has stepped forward to "committee" an affair. It is apparent that all of the Northern Illinois members, (about 175) do not believe in democracy. They prefer that Ruth & Dick Grossman do ALL the work, programing, entertaining, etc. Ruth & I are willing to do HALF of the work, not all of it.

**PUBLISHERS REPORT :** We are getting a normal flow of renewals with the \$6.00 fee, and most comment in favor of the increase. The Club's bank balance in savings account and checking account totals \$5,000. Our paid membership is about: 2,975. Ruth and I will now start drawing a total of \$400. per month for our services, plus about \$25. for lunches with members who visit us.

It has been a year since we paid for advertising the Club in a big-national magazine, yet we get about 110 new members each month. New members come from recommendations of: Performance Cars, Ltd., Newport News, VA., Popular Mechanics magazine, present members and gift subscriptions, and some who write they remember our ads of years ago.

3,800 newsletters cost \$531. to print and postage for 3,000 is \$450. Our salary/draw and honorariums to outstanding contributors is a total of \$550. That's \$1,531 per issue or, \$5.60 per year per member.

The cost of new members packets, ring binders, tech' sheets is paid for by their separate fees.

This month we are collecting about \$110. in advertising space, that sum helps to pay for our office equipment-machines. The Club treasury does not yet pay for any rent, telephone, etc.

**CORRECTION:** I erroneously lettered \$3.50 for the 1975-1978 32 page collection of 99 articles, it should have been \$3.00 as stated earlier, \$3.00 is enough.

-Dick G.

**NEW ENGLAND SAAB CLUB -** Next meeting on Wed. May 28th at 8 P.M. at Hilcrest Auto Saab (only) dealer. Tim Hylan, head of shop, mechanic, Saab enthusiast will talk on: Everything you wanted to know about the 15,000 mile service but were afraid/could not afford to ask. All Saab owners, enthusiasts etc. are invited.

Hilcrest Auto is in Medfield close to the Rt. 27 & 109 intersection (East of Rt. 27 and North of Rt. 109) on Janes Ave. From Rt. 109 turn at Wills Hardware (Janes Ave.) and Hilcrest is N. 100 yds on left. (Behind Medfield Post Office). Further info: M. Perlmutter, eves., (617)655-7516 - We'll also try to have Saab parts and service mgr. plus cookies & cider.

*This issue closed Monday, 12:30 p.m. April-7th.*

*We expect to mail 2,975 issues about April 12th to 16th, (about 750 per day). In the meantime, we caught up with our correspondence - 1/3 wait 3 weeks, 1/3 10 days, and 1/3 get replied to promptly.*



## QUESTION: DO YOU HAVE A CROSSREFERENCE LIST OF ALTERNATIVE AIR FILTERS?

We do not have a list of air filters -alternatives. I did consider making up a "tech sheet" of air filters about 3+ years ago-but, about that time we began to get 250 letters per month, (now it is 450 per) and I have no time.

There are at least six or seven Saab engine-carburetors/air intakes to consider: 3 cylinder-93, 3 cyl. '96 with triple throat-triple filter, V4 filter, V4 Sonett filter (2 motorcycle air filters) and the 99-900 air filters.

I started to collect various air filters that would fit my V4 and early 99's, (Flea Markets, etc.) There are only 2 or 3 dimensions that are of any concern; the outside diameter, the height-thickness, (and possibly the inner diameter).

If the height-thickness is a 1/4 inch short you could build up the height, to insure a tight seal, with application of a three foot strip of 3/8 or 1/2 inch foam weatherstripping glued to the top periphery of the air filter.

Take the old air filter with you when you shop for a bargain filter. Never throw away an old Saab part; brakes, pipes, bolts, etc., which you will need for comparison - even when you shop at a "foreign car" parts dealer like: Bap-Geon, Beck-Arnley, World Imports, J.C. Whitney, Sears Import, etc., etc. Otherwise the clerk might say: "We ain't got that."

### 5 MINUTES OF HATE

In a recent issue of the Saab Club Newsletter there was some mention of the Ford Cardinal. I found this quite interesting because I vividly remember the Cardinal fiasco because I was waiting to buy one. When Henry Ford-II killed the project (1961), because as he said, "there was no consumer interest" I became a dedicated anti-American car freak. I realized then there was absolutely no concern with the wants or needs of the American driver. The only interest was (and is) minimum product at maximum price. The hell with the public. Put it together the cheapest way-so what if parts are not accessible and repair costs go sky high. Who cares if spark plugs can't be removed.

Anyhow, regarding the Cardinal, Henry Ford II was man enough to admit at an after dinner speech that killing the Cardinal project was a mistake that he made. However, at this time you see the Fiesta dying of neglect so they can sell higher-profit Mustang II's! Perhaps it might come back to compete with G.M.'s x-bodied cars. That is if they can hang on all the crap we Americans seem to "need". Pat DeEsposito, N.J.

### SAY IT LIKE IT IS

Keep up the good work and certainly don't back down on your value positions as some of your more 'objective' readers would have you do.

David Breyer, Monroeville, Penn.

## GASOHOL - 99 & V4

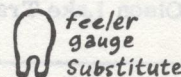
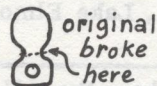
Been using a 7 to 10% mixture for 3 years with a complete inhibition of pinging in our 1974 LE 99 using cheapest regular at 12 degrees BTDC timing. In our 1969 V4 95, the tendency to "diesel" is suppressed when methanol is added to the cheapest regular gas. I store a 55 gal. drum of methanol in our wood shed and add methanol as a blend, a process which comes easily after seven years of two-stroke ownership.

One caution-watch for blisters forming on the clear plastic housing of the in-line fuel filter we install on our V4. It seems to be a likely possibility that pure methanol will weaken the plastic-see for yourself by immersing an old fuel filter in a pint jar of methanol. I recently installed a new filter and after a month of driving with a 7% methanol-gas mixture, had to replace my front muffler. After a day of down time, I had finished the job and with the hood still open, I tried out the engine. The fumes of gasoline reeked their way into my notice, and I saw raw fuel pouring out of the filter at the rim of the metal top. We changed filters immediately, and I consider us lucky this happened in our garage and not on the highway. My point is: (1) keep an eye open for potential damage methanol mixtures could cause (plastic) and (2) always check your work before taking the car out to drive. Dr. Fred Greene, California

Editors addition: Dr. Greene further explained that his first filter deteriorated in about a year, his second filter began to leak in about 3 weeks and so did the third filter. Install a metal housed or glass housed filter for durability. You can also buy and pour your own methanol in your tank, being careful not to let the methanol touch your skin as it does penetrate and destroy body cells. Leaded gas is also poisonous to the skin. I, Dick G., am buying alternate fill-ups of gasohol as a hedge - so far no problems yet in the past two months, with my V4 and plastic filter.

### V4 EMERGENCY FUEL PUMP ON THE ROAD

My V4 fuel pump broke down, off the freeway. All I had were my mechanics tools and a key micrometer, as I am also a locksmith. I removed the fuel pump and found the delicate diaphragm made of shim steel was broken. I measured it to be about .005" thick. I took out my feeler gauges and "snip, snip". I fashioned a makeshift diaphragm out of a feeler gauge. I drove it on a feeler gauge for a week before I replaced it with one out of a VW. About any VW will have the same diaphragm.



Jeff Glanstein,  
Kailua, Hawaii

### \$6.00 A BARGAIN!

Keep up the good work. Don't be so paranoid about raising the dues - I don't know how you make ends meet on even \$6./yr., probably worth twice that anyway.

Richard Squires, Vermont



The San Diego talk was very successful --good turn-out, and John Johnston really knows Saabs, and so does Bud Clark. I was able to remember the following tech tips:

Things you should carry in the car: all Saabs: length of wire with alligator clips on both ends. 2-strokes: spare distributor with points installed and dwell set; spare spark plugs. 99's: spare ignition switch.

A new V4 clutch slave cylinder will probably need to be rebuilt at 25K miles and replaced at 50K. Don't use rebuilt V4 clutch pressure plates from Beck-Arnley--their quality control has gone to hell. If you're having a clutch shop reface a pressure plate, take along a new factory pressure plate and have them match it for thickness to avoid weird disengagement problems of the sort that have been discussed in the newsletter.

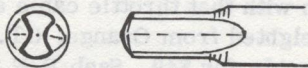
Capri V6 coil and plug wires are good on the V4. On the 99, you can use the Capri V6 coil wire and the plug wires from a Ford 289 V8. On the 99, use angle boots at the distributor end of the wires--with straight boots, the wires will short out against the hood. On 99's with CIS, a bad plug wire can cause hard-to-diagnose problems. Each wire should test out at 1500 ohms on a VOM. If you leave the wires in the distributor cap while testing, you can test for a bad wire-to-cap connection at the same time. If plug wires are handled when hot, they'll be less brittle.

On early 99's the rubber diaphragm under the front seats can be replaced with the corresponding item from a later 99--in fact, it's the only replacement available. John Alland says it makes the seats firmer and more nearly like later 99 seats, and it gets rid of the sitting-in-a-hole feeling.

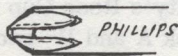
Overheating on a V4 may be due to erosion of the backing plate behind the water pump. In John Alland's words, when the plate is eroded it's like turning an eggbeater in the ocean vs. in a bowl, and the pump doesn't pump efficiently. If you have an early (pre '69) V4 with the small radiator and you live in a warm climate, cooling capacity will be just adequate when everything is shipshape. Less than shipshape, and you'll have overheating. Andy Buc, California

WHAT'S A POSI-DRIVE SCREWDRIVER?

Several wrench manufacturers make a posi-drive screwdriver, (Snap-On, Duro, etc.) Some call it a round nose driver.



The Phillips has a long point which "bottoms out" before it reaches into a posi-drive screw head and causes "striping" or ruined slot. You'll have to grind down the Phillips conical point.



Dick G.

# SVEN'S 2 TIPS

Tuck  
Boys  
STROKE

**2-STROKES ARE HEAVY** for their size, AND UNDER-POWERED, so TRY to get a GOOD RUN AT HILLS. IF YOU ARE ARRESTED FOR SPEEDING, SLOW Down, BUT learn to USE MOMENTUM.

## 850cc TORQUE SPECS

HEAD BOLT TORQUE: TIGHTEN TO 22 FT. LBS. THEN RE-TIGHTEN ALL, ADD 1/4 TURN = 36 Lb.

LATER 850 HEAD

EARLY 850 HEAD

ALWAYS TIGHTEN HEAD BOLTS IN SEQUENCE SHOWN ABOVE. ALWAYS REPLACE HEADGASKET EACH TIME HEAD IS REMOVED.

SAME STORY AGAIN AND AGAIN

I have a 1976 GL99 wagonback. Awhile back it started bucking on acceleration, even while in high gear just cruising. One morning, when I went to start the engine, key in start position, all panel lites just went out and nothing happened, just like a dead short some where. I took hot lead off of starter, cleaned what I thought might be resistance with brush-all parts. What do you know? No more bucking and the mileage picked up too.

George Milne, California



### \$50,000 PERFORMANCE AWARDS FUND FOR 1980 FROM SAAB-SCANIA

#### SCCA SHOWROOM STOCK A AND B

\$300., \$200., and \$100. for 1st., 2nd., and 3rd. in class in National SCCA races. \$400., \$300., and \$200. in Bonus Nationals. In addition, the best Saab drivers will be awarded \$100., \$50. and \$25.

Special awards are also offered for Divisional Champions and runners-up.

In the SCCA Showroom Stock classes, the Saab Turbos-both 99 and 900 versions - are running in the SSA class, with the normally aspirated models in the SSB class.

#### SCCA GT II

\$500., \$300., and \$100. in National races. \$750., \$500. and \$250. in Bonus National races -plus bonus awards for Divisional Championships.

#### RALLIES

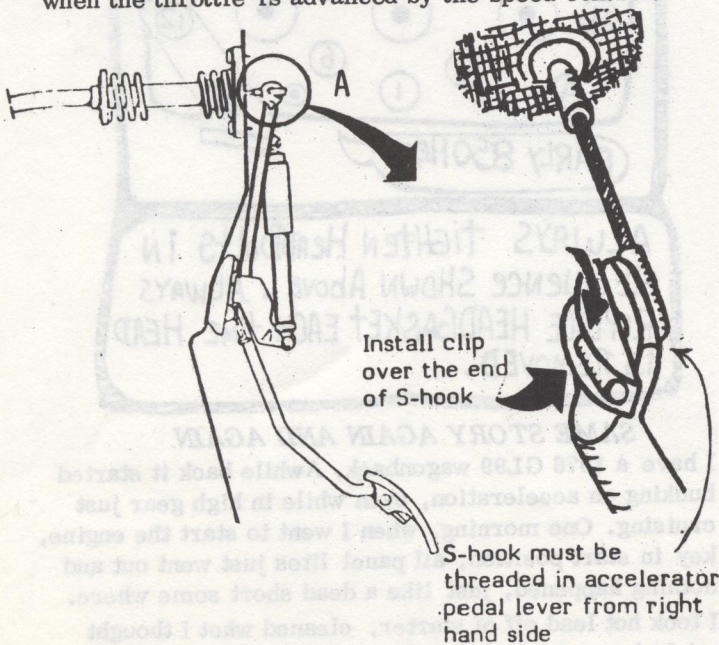
\$200., \$150., and \$100. for Saab 99 or Saab 900 in National SCCA Pro Rallies and in the North American Rally and Racing Association (NARRA) rallies. Drivers are eligible for \$250., \$175., and \$100. and double these amounts for first, second, or third overall finishes.

Full details on the 1980 Saab Performance Awards Program are available from Len Lonnegren, Public Relations Manager, Saab-Scania of America, Inc., Saab Drive, Orange, CT. 06477.

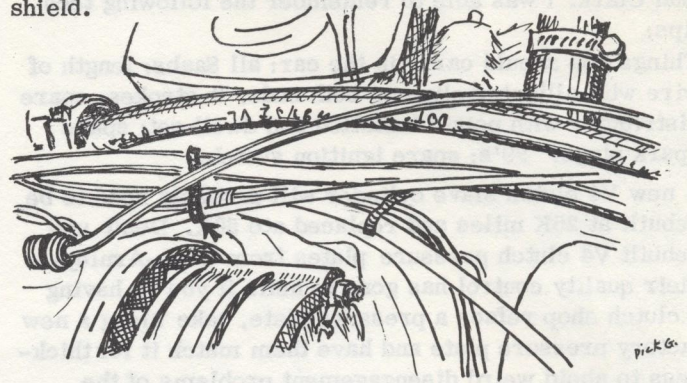
### SAAB SERVICE INFORMATION

#### SPEED CONTROL -Points to remember during installation of M80 Kit

900 Models - The locking clip provided in the kit must be installed on the throttle wire at the accelerator pedal to prevent the "S" hook from changing position when the throttle is advanced by the speed control.

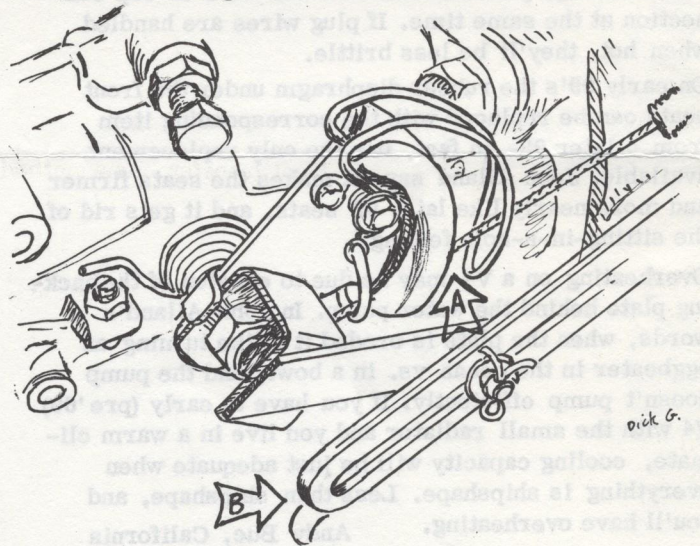


All 99 and 900 Models - Use a Nylock tie to secure the throttle cable from the speed control in a position that will prevent contact with the alternator belt shield.



99 and 900 Models with Manual Gearbox - Fit throttle wire retainer to the throttle cam to guide the wire (from the accelerator pedal) when the throttle is advanced by the speed control. The retainer (P/N 020-5385) may also be used on earlier installations.

Check that the distance "A" (see illustration) between the throttle cam and retainer is 12mm. Check that clearance "B" between air/fuel metering unit and end piece of the accelerator cable is 12mm. Move the air/fuel metering unit down if distance is too small.



#### 900 THROTTLE CABLE CUT OR WORN THRU

I found that the throttle cable had been cut almost completely (save for a single thread) by the cam.

A Saab rep' to whom I talked told me that no one has had any problem with that throttle cable so far. The part was air-freighted from Orange, CT. to Ft. Lauderdale, Florida for \$49. Saab P/N 83 35 986 (throttle wire). Emile Labrousse, FL.

#### PORTLAND, OREGON RACES

SCCA is sponsoring a race in Portland June 13-15, as part of the city's Rose Cup Festival. There will be "Showroom Stock A and B" races of which Saab took all ten checkered flags last year.

This year we will have an open air tent (market by the SAAB blimp), and a parking corral for all Saab owners.

SA  
CL  
AP  
19  
4.



## CORRECTIONS TO SERVICE MANUAL - 1980 99

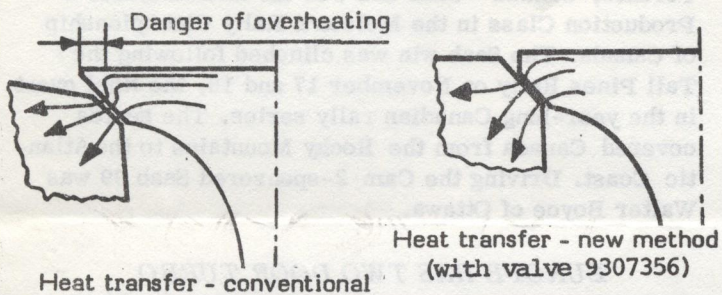
The paragraph "Types of Oil" on page 020-18, Section O, contains incorrect information regarding lubricants for Saab manual transmissions.

Correction should read: Up to and including 1980 model: Engine oil SAE 10W30 or 10W40 as per API service SE. The rest of that paragraph has been deleted.

The Oil Quantity and Weight complete with oil remains as written.

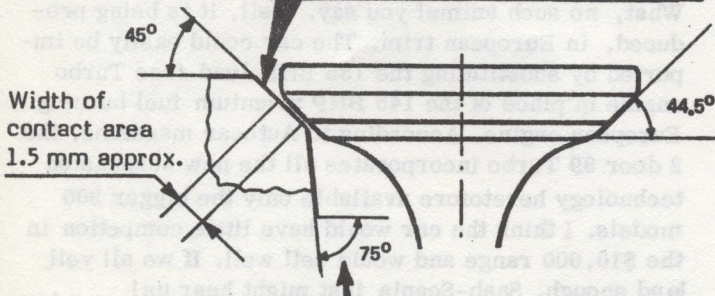
EXHAUST VALVES - NEW VALVE SEAT GRINDING PROCEDURE - Applies to Sodium-Filled Valve 9307356

The newly introduced exhaust valves, with thicker valve head and reduced diameter (34.5mm), should be seated in using a new method. The new method differs from conventional practice in that the outer edge of the valve seat should not be ground down. This allows the outer edge of the valve head to come into contact with the valve seat, thereby considerably improving the cooling of the valve.



Seat Grinding - New Method

**NOTE!:** The outer edge of the valve seat should not be ground down.



The width of the valve seat/head contact area can be adjusted by grinding the inner edge of the valve seat with a 75° stone or cutter.

Valve Grinding- Grinding in the valves should be kept to a minimum.

WE SENT HIM OUR BADGE, etc., (with admiration).

Dear Saab Club: My name is Wojtek Rogalski. I'm 13 years old. I interest the motorzation. I have minature your car. I write to you because I collecting dispatchs from firms and clubs. I pleas you, send me, prospects, labels and other souvenirs. With the compliments, Wojtek. P.S. I wish a Happy Easter, W. Gruntowa, 8Bm 52, 15-706, Bialystok, Poland.

DON'T PUT GADGETS ON '900' CIGAR LIGHTER

The cigarette lighter in the 900 model cannot be used as a power source for the items listed in your letter, (shaver). The reason is due to the reversed position of the ground and lead contacts within the lighter housing itself. In relation to conventional input leads for accessories such as C.B. radios, shavers, etc., this differs.

With some modification, which should be done only at an authorized Saab dealer, an American car type cigarette lighter, can be adapted to fit in the existing lighters place. This will serve the aforementioned functions. Again, this should be done by a qualified, trained technician, at a Saab dealership, in order to avoid any damage to the system. Saab-Scania

WINDSHIELD WASHER FLUID LEAKS

Several causes were explained to my by my dealer (all wrong), ranging from high speed reverse suction to capillary properties of water to a faulty back-up valve. The valve was replaced and I was given a crash course in Newton's law which didn't help the stains on the hood of my brand new car.

Checking the system myself I decided the problem had to come from the water in the tube leading to the outlets getting so hot as to boiling or expanding air bubbles in the line also pushing the liquid out. By the way, the water container does not have an airtight lid which discounts pressure created by the heated air in the container. The water pipe runs the entire length of the radiator top and touches the water intake to the radiator. I re-routed the tubing via the right side of the engine vertically straight away from the container when the hood is open threading it so that it would stay away from the turbo unit. The metallic clamps which are embedded in the hood from insulation can be reused with plenty of hose left. I made the connection and have not had the problem since.

Jean-Claude deMontfort, S.C.

REAR END "CLUNKS" IN THE 99

The first step is to check for loose spare, jack, etc. in the trunk, or a mis-hung exhaust. The next suspects are the shock absorbers. Those that do not die and leak-wear out their rubber bushings above and below. Removal is a tough job, but assembly is not too bad with rubber grease.

Save yourself some hassle next time by using anti-seize compound on the threaded studs. Some writers have mentioned the clunks are fixed by tighteneing down on rear suspension hardware, and its sometimes true. However, there are six rear bushings that DO wear out, two in the panhard rod and two each in the lateral arms heading aft of each stub-axle. Those with stiffer suspensions should expect the bushings to die earlier.

Marc Greene, Chicago



## TURBO WITH WATER INJECTION INSTALLED

Page 6.

I noted one owner who had significant problems with detonation despite using 89 octane gas. Saab says the car will run on 87 octane with the ignition at 20 degrees at 2000 rpm and the boost at 7.8 maximum. My experience is that that is not the case. As you suggest, manufacturing errors may not allow cars to run at maximum boost. I prefer to run at 20 degrees of advance for several reasons - (1) hopefully I will achieve maximum gas mileage, (2) I should achieve best performance when boost is not used and (3) retarding the ignition to control detonation should increase engine temperature, something the Turbo does not need.

I decided to install water injection since I have heard of several examples of burned exhaust valves at rather early mileage. Water injection acts as an intercooler, decreasing the temperature rise that occurs when the intake air is compressed by the turbocharger. Rotomaster, 13402 Wyandotte St., N. Hollywood, Calif., 91605 is a manufacture of turbochargers. They have a water injection kit which works quite nicely. Cost is \$45. and should be obtainable at speedshops which sell turbochargers. Sperco also sells a water injection kit which I do not think is as good (same price).

Installation instructions are complete and I only wish to point out those areas applicable to the Turbo.

... Location of the Reservoir: This must be low to prevent siphoning when engine is not on boost. I located mine ahead of the battery. If the windshield washer reservoir is removed, a predrilled hole is present through which the mount for the water injection reservoir can be bolted. Note: The top of the reservoir must be lower than the point at which the water is injected.

... The injector nozzle should be mounted high on the tube inducting air into the turbo charger. This was the only hole I found necessary to drill. I test drilled a piece of wood to determine which drill allowed a snug fit of the nozzle. The tubing from the injection reservoir, I routed along the top of the radiator and away from the turbocharger unit and the exhaust. An anti-drain valve and a flow adjusting valve are mounted in the tubing. The flow adjusting valve I mounted on the front side of the battery housing.

... The injection pump (an ordinary windshield washer pump) is activated by a pressure switch which turns on at a pre-set pressure. The switch in the Rotomaster kit is supposed to turn on at 2-1/2 psi positive (boost). I tested mine and found that it turned on at less than 1 psi, (too early). There is a screw located between the two electrical terminals. Turning the screw clockwise increases the pressure at which the switch turns on. I set mine to turn on at 3 psi boost (the 1st deviation on the Saab boost gauge). It works well, using about a quart of water for each tank of fuel. A 30% methanol - 70% H<sub>2</sub>O mix keeps the water from freezing to about -22 degrees F.

... To mount the switch in the manifold I purchased a copper T fitting, tapped to 1/8" national pipe thread (NPT) and a threaded 2" section of copper pipe also

1/8" NPT. The Rotomaster switch is threaded for 1/8" NPT. I removed the threaded connector to which the Turbo boost gauge is connected. I found this was threaded the same as a 13mm nut and bolt. I screwed one end of the 2" copper pipe into the copper tee, using gasket cement on the threads. On the free end of the pipe I put a couple of drops of oil and threaded the 13 mm nut onto it, re-threading the pipe. At the same time I threaded the bolt into the end of the tee opposite the switch, retapping the tee. Into this I screwed the original fitting, and then threaded the tee onto the manifold.

... Hook up the electrics, reattach the boost gauge, test the system and you're in business.

Also recommended to Turbo owners are oil and filter changes every 2500 miles. The Turbo bearing must tolerate 50,000 to 100,000 rpm. Oil picks up dirt with time, despite the presence of the oil filter. Frequent oil changes will keep the turbo bearing running in dirt-free oil.

Dr. Ted Fitts, California

## SAAB WINS CANADIAN RALLY CHAMPIONSHIP

Toronto, Canada - Saab has won the Manufacturer's Production Class in the Molson's Rally Championship of Canada. The Saab win was clinched following the Tall Pines Rally on November 17 and 18, the final event in the year-long Canadian rally series. The series covered Canada from the Rocky Mountains to the Atlantic Coast. Driving the Cam 2-sponsored Saab 99 was Walter Boyce of Ottawa.

## EUROPE HAS TWO DOOR TURBO

Although I no longer own a Saab, I still follow the marque and its technical achievements with a passion.

If I had my way, I would be driving a 2 door 99 Turbo. What, no such animal you say. Well, it is being produced, in European trim. The car could easily be imported by substituting the 135 BHP lead-free Turbo engine in place of the 145 BHP premium fuel burning European engine. According to Autocar magazine, the 2 door 99 Turbo incorporates all the new suspension technology heretofore available only the bigger 900 models. I think the car would have little competition in the \$10,000 range and would sell well. If we all yell loud enough, Saab-Scania just might hear us!

Bill Silva, Pawtucket, R.I.

## RECEIVED 5 CALLS-RESPONSE TO AD

Just in case you ever wonder if the Newsletter gets to it's destination and if it is read, cover to cover, I can tell you it is.

On the want-ad for the 2 cycle, I had a call from Loveland, Colo., Aurora, Colo., Bloomington, Indiana - by way of Los Angeles, CA., and a letter from Mass.

On the oil pan I had a call from here in town and one from Maine. A note of thanks from me to all those who responded.

Margrit Adler, Illinois



## REAR WHEEL BEARINGS OVER TIGHTENED

I had written to you at the time of renewing my membership in The Saab Club, about the troubles I had with rear wheel bearings. You responded with some suggestions, and similar things in the newsletter all along, ie. watch the mechanic do his thing, tip the mechanic, and so on.

Although I agree with your recommendations, I do not find them practical with the large dealer shops. In my experience, I only get to some service sales person, not the mechanic, or, in most cases even the service manager. In addition, I need to take myself down the road and earn the bucks to pay the now \$26.00 plus service cost per hour being charged, and thus cannot stay around waiting for the shop to get to my car. There have been times when they actually got to it late in the day and had to hold it over for another. This is poor planning, but a reality of business. Insurance rules force the management to prohibit customers from the garage area. There is a waiting room, in some cases, but rarely with a view into the shop. Here in Reading, 128 Sales has such an arrangement, while Gaston Andrey in Brookline has the shop a block away from the Sales Room, and it is underground with no waiting space, except along the cashiers window.

Back to successes. After your letter, I decided that the only way to get at the cause of the repeated rear wheel bearing failures was to go after it myself. A trip to my local dealer for parts, and away I went. The post mortum seemed to indicate the following; leaking inner seal, insufficient thermal expansion space, causing the bearing to self destruct. There was ample grease inside the hub, however.

The manuals, both Clymer and Haynes specify torquing the bearings to 36 ft-lb to preload the bearings and set the races. Then back off and retorque to 1.4 to 2.9 ft-lb. I found that the reused nut took in excess of 5 foot pounds just to turn it on the shaft. Therefore, I could not get an accurate torque measurement. The question is, did the mechanic at the dealership ignore this spec, did he just crank the nut down? Who knows? Okey. I used Kentucky windage, and adjusted the nut until the free play in the wheel was gone. That is, I rocked the wheel and slowly tightened the nut until I could feel no more slop. That was some 12,000 miles ago. Since the previous record for right rear wheel bearings had been less than 7,000 miles, I consider my small effort to have been successful. Cost of dealer repair of one wheel bearing had been \$76. Cost for owner to replace same bearing, \$13. plus time, less knowledge gained, less personal satisfaction gained, plus cost of soap.

Last fall, my trusty steed needed its 15,000 mile service. I went into 128 Sales to make an appointment for the next week. All new service staff, a higher service rate, and a month delay for service greeted me. Armed with success with the wheel bearing, I decided to take on the major service chore. It is not an easy task to do a major service on the Saab, but I have a VW bug

to service, and it is easier in many ways than the bug.

Many questions that I have had about my Red Terror, alias Super Saab have been delt with in the Newsletter, and after my few successes with self servicing the car, I feel much more confident, and am probably a better owner for it.

David I. Bush, Mass.

Editors reply: The "5 ft. lb." resistance in the threads of nut and shaft is taken in account, that screw thread is not a micrometer. When you tighten most any similar large coarse nut to a point 6 or 7 ft lbs beyond recommendation, you are really compressing/straining metal.

All metals bend, shrink, or expand either a few thousandths or several millionths of an inch. Backing off a 1/4 turn allows about .009" room for the bearings to roll and when they get warm or hot (125 degrees F.), they need that room for expansion. My opinion is based on my 4 years of tool and gauge making experience—sometimes I machined and ground steel to one 20,000th of an inch tolerance, (a set of gauges for a bearing MFG.). The 1/4 turn on a 1 inch screw is an estimate.

Dick G.

## INSTALLS VACUUM GAUGE

Finally got around to installing a vacuum gauge on my '76 EMS. By adjusting driving habits according to the efficiency ranges I have been able to extend a tank of gas by 7-10 miles in city driving and by about 15 miles on the turnpike. Not bad return on an investment of \$17.50

Dr. John D'Esopo, Mass.

## ENGINE MOUNT MOD KIT, 99 WITH A/C

My experience is the right engine mount on 99's with air/cond. is too weak to take the vibration of the York compressor. The mount failed in a friend's 76 LE and my 78 EMS. The mount has held but allowed enough vibration to throw belts with regularity. Solution is a Retro-fit kit offered by Saab that consists of a stronger integral motor mount and A/C mount, plus an idler pulley. (Part # 0268391).

Installation requires jacking up engine, but is fairly straight forward. (Tip, check length of all bolts supplied, some are too long and will strip threads if forced.)

John Protz, Texas

## TURBO IN DULUTH, MINNESOTA

I have in the last year continued the use of a Saab Turbo, which I find to be very rewarding. As a matter of fact, I have recently had the turbocharger turned out to what I estimate to be approximately .6 bar and use unleaded premium Amoco without definite ping or detonation. This tends to work excellently and I've no problems. It definitely increases the acceleration in this automobile. I've had very few problems, none of any significance; and I've had no difficulty whatsoever with the use of the automobile in the wintertime, and Duluth is obviously about the coldest place in the whole wide world.

Wolcott S. Holt, M.D.



Since my last letter, I took an extended tour of the East Coast. There seemed no reason the '69-99 would not be up to the trip since the engine had been rebuilt recently at 139,000 miles. The job included everything from rings and pistons to an oil pump. The day before leaving I simply degreased, repacked the rear wheel bearings and reinstalled the original seals, as an extra precaution.

After 2500 mechanically-uneventful miles through Maine and New Hampshire we headed south. Just outside Greensboro, N.C., at a freeway rest area, I found to my dismay that the fourth gear was jammed. Fearing the damage I might do forcing the lever and deciding being jammed in fourth was preferable to being stuck in any other gear, I headed toward home. Remember, this is a carbureted 1.7 liter engine with a car full of camping and photographic equipment, three passengers and oversized 165 tires. With a refueling of premium I drove toward the Smokies hoping to reach highest elevation by dusk and Chicago by morning.

For the record, the trip from North Carolina to our part of Minnesota can be made with only 23 complete stops including visit to family and an inordinate number of toll stops in Illinois. For those who may not have tried fourth gear touring, complete stops are monumental occasions. To start keep revs at about 2500, gently slip the clutch to 18 mph, then fully engage it and wait patiently for cruising speed. In spite of this inconvenience, the 5000 mile trip was driven at an average of 32.5 mpg.

Once home, I pulled and rebuilt the transmission. John Poulton's article in the Saab Club News (Oct. '77), so I had immediate information on the suspected bearing at the no load end of the pinion shaft. Further help came from a Saab mechanic who spent his coffee break showing me the intricacies of fixing my problem. It turned out to be the coupling muff between third and fourth gears. It was worn due to age and peak loadings caused by the extensive use of freewheeling. For those contemplating a similar rebuild my only advice involves the assembly of the intermediate shaft. If the engine and transmission are not separated a substitute for the tool pictured in the manual can be made using a strap of cloth and a small wrecking bar to lift it into place. The easy way to do the job is to separate the engine from the trans and set the transmission on end. In either case the uncaged needles can be held in place with grease during assembly. Another back yard equivalent to a Saab tool can be made for installing the freewheeling rollers. Just cut a sleeve of appropriate size from 2" thick hardwood using a band saw. Cut the notch for loading the rollers against their springs, wrap with wire to keep the wood from splitting and cover the inside of the sleeve with heavy tape to smooth the surface and ease rotation as each roller is loaded.

Since that trip I've run the odometer over 175,000 miles and the engine burns about half a quart of oil between 3,000 mile changes. The only problem has been body

rust. In spite of annual inspections when loose undercoating has been scraped and recoated, some holes developed. I cut away these damaged areas, formed patches from a scrap 55 gallon drum and brazed all openings and seams. An air impact cutter is essential for this task. So is removing the gas tank and all undercoating near the torch work. Undercoating must be scraped since sand from a blasting machine just bounces off. The most difficult spot I found was the wheel well covering inside the trunk which is a heavy tar sheet covered with a very heavy and tenacious aluminum foil. It took 11 patches, the largest being below the driver's footwell where a reinforcement that extends to the lower A-arm is welded underneath. My advice would be to check carefully for rust by scraping undercoating from edge areas, especially those around the rear shock towers.

I might explain the reason for putting so much effort into such an old and cancerous Saab. I have looked for alternatives, even to the point of taking a Rabbit on a 600 mile trip to try it out. In addition to the deficiencies in fuel economy, oil pan protection and road noise insulation, it has the front wheel well built exactly like a '56 Chevy. Moisture laden dirt is packed around the headlights by tire spray and rust is inevitable. To make matters worst, the antenna cable into the same space, then through an opening to the engine compartment before finally entering the passenger compartment.

Rust has never had it so good. Amazingly, the Scirocco has a similar design. At first I passed off this design defect to the fact that the Audi division probably has all bright engineers, as their ads state so proudly. That explanation lasted until a friend with a 5 year old Audi 100 showed me that the driver's seat had rusted loose from the floorpan leaving openings to the road. I have since given up much hope of finding a replacement for the old 99. With the work already put in it and the recent acquisition of a parts car, I have good reason to try to keep it running.

Eric Johnson, 613 Union St., Northfield, MN. 55057

#### SAAB INTRODUCES 5 SPEED EMS VERSION SAAB PRESS RELEASE - ORANGE, CONNECTICUT

A five-speed version of the Saab 900 EMS sports sedan (& turbo), is now available through Saab dealers throughout the U.S., according to Sten Helling, Nat'l. Sales & Marketing Mgr. of Saab-Scania. Five speed will get 33 mpg on the highway.

#### SAAB CAR CHIEF NAMED SWEDEN'S MARKETING-MAN-OF-THE-YEAR

Sten Wennlo, Chief Executive of the Saab Car Division is the leader of a large team of skilled marketing experts, product developers, and production engineers who together are behind one of Sweden's most remarkable export success stories - the Saab 900 series. Technical innovation and Sten Wennlo's knowledge of the psychological aspects of marketing in particular have brought the Saab 900 up to a level where there are profits to be gained, even for a small car manufacturer.

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## CLASSIFIED ADS RATES

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

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

We will delete superlatives, abbreviate where possible. Do not count 2 letter words. All ads without a price must enclose: \$10. check.

(Each Newsletter page cost over \$100. to produce and mail).

FOR SALE: 1969 Sonett, rear ended, partly repaired, needs rear window, runs well, complete; \$800. ALSO: '68 V4 Delx, rolled, good mechanicals; \$400. WANT: 93F parts, rear reflectors. (518)473-1947 days, 672-4814

Bob Allen, R.F.D. #1, Ghent, N.Y. 12075

FOR SALE: 1966 Sonett #000187. Nice, original white. New ZX tires, momo wheel, Cibie headlights. AM/FM stereo. Many spare parts included. \$2650. ONO. Capt. T.A. Larson, 3504 South 198 St., Seattle, WA. 98188 (206)878-7216 home, 655-4924 work.

FOR SALE: 1974 Sonett III - MSS exhaust, Pirelli P3's, V4, Sonett shop manuals, gauges, tape deck, mounted snows, all records, 60K. \$3800./offer.

Paul A. Buckley, East Hartford, CT. (203)289-2889

FOR SALE: 5 early style '71 Sonett mag' wheels, good condition/center caps: \$100. WANTED: Sonett III for parts, any year. Rebuildable engine & trans.; \$500. or? Walter Burnett, 2345 Thorngrove Pk., Knoxville, TN. 37914 (615)523-6153

FOR SALE: 1966 96, 3 cyl., red, good body, mounting lower left A-arm broken. Needs welding. 4 good bias tires. Runs great, 91,000 mi.; \$400. ALSO: 3 cyl (3 carb) motor, trans, plus 3 cyl. disassembled, 3 rims, brake seals; \$150. 873-0816 AM's, 351-2331 Work, (Eve) Ian Simpson, 3046 N. 46, Milwaukee, Wisc. 53210

FOR SALE: 1966 2 stroke, oil inj., 95 wagon, no rust, Michelin X's, clean carpeted interior, Air/Cond., new: exhaust, red paint; \$1300. ALSO: two '73 Sonett mag wheels; \$120. WANTED: Behind' grille lights '73 Sonett; \$35. or?

A.J. Szumski, (804)272-5621, BonAir, VA.

FOR SALE: 96 Pro-rally equipped complete, less odos & co-drivers seat. Many spares, wheels and tires. Dave Martino, Madison Heights, MI. Days: 1-313-264-9492 or Evenings: 1-313-544-0553 Also Saab 99

FOR SALE: 1968 V4, 94 M miles, always garaged. Recently repaired; trans', clutch, valves, exhaust, brakes. "can deliver". \$750. After 8PM (914)888-2246 Tom Nola, P.O. Box 627, Wurtsboro, N.Y. 12790

FOR SALE: 1970 V4 95 wagon. Dk. green, blk. interior, good cond., A/C, Die-Hard battery, slight rust. Minor dents left-rear. \$975. Could deliver East Coast. Jerry Wachtel, 220 E. Montgomery St., Baltimore, MD. 21230 (301)727-0499 eves.

FOR SALE: 1971 -96 parts - Rear windowglass, front section of exhaust, rear lenses. \$100. (716)652-4421 Mark Fuhrmann, 238 West Falls Rd., West Falls, N.Y. 14170

FOR SALE: 2 Michelin Zx stl. blt. radials, 155-15, 7K miles; \$30. ea.- 2 155-15 Zx's about 20% thread; \$18. pr. 4 hub caps, 1972-96; \$25.

Paul Kappils, Phila., Penn. area (215)364-0705

FOR SALE: PARTS: 95, 96, 99. Long time Saab shop going out of business. We have almost everything. Good prices. (914) 651-7247

BROWN BEAR AUTOMOTIVE, 8 Bridge St., Florida, New York 10921

FOR SALE: '72 99E, red, 4 dr., stick, needs head gasket, 20 mpg town. AM/FM, new uphol., clutch, brakes. Asking; \$1200. OBO (213)464 3384

Lynn Schneider, 6315 Primrose Ave., #3, Hollywood, CA. 90068

FOR SALE: 1973 EMS, yellow, 53,000 (3,000 on Michelin XZX), AM/FM, trailer hitch; \$2250. ALSO: 1976 GL 4 dr., 4 spd., white, 53,000, AM/FM stereo, trl. hitch; \$3450. (312)238-0567 Res., 641-3646 Bus.-60643 Walter J. Douglas, 10214 S. Bell Ave., Chicago, IL

FOR SALE: 1979 900EMS, 6000 miles, AM/FM cassette, mats, pillows, mounted Metzler snows, Cibie lights, all records; \$9,800. ALSO: 1977EMS wheel & CN-36 Pirelli new; \$135. (517)394-6775 Zip: 48910 Kent Schultz, 503 E. Edgewood, Apt. 421, Lansing, MI.

FOR SALE: 99 parts - electric clock; \$20. Radiator (leaks); \$10. Half-shaft assembly (driver worn, rest OK); \$80. Shipping extra. (301)350-0730

Michael Leverone, 9605 Cedarhollow Ln., Upper Marlboro, MD. 20870

FOR SALE: Trailer Hitch, H.D., 1972 99; \$45. Factory service manual '69-73 96; \$25. (2) EMS mags, '75, excl.; \$85./pr. (1) Cibie Quartz H/L 5 3/4" headlamp; \$20. (303)935-4623 office - 744-3014 home Hal Turner, Lakewood, Colo. (Includes shipping)

FOR SALE: '74 99 clock, speedometer, gauge cluster (temp. gauge not working) all: \$65. (2) new (900) speakers; \$14. (412)784-2075 days. Zip: 15068 Bob Panella, 1139 Taylor Ave., NewKensington, PA.

FOR SALE: 1975 EMS tach & clock; \$65. Remainder of '75 gauge cluster incl. speedo; \$40. Bill Grace, 535 Silver Spring Circ., Colo. Springs, Colo. 80919

FOR SALE: 1974 99LE engine E.F.I., 73K miles, less: exhaust manifold; \$200. plus freight.

Dennis E. Minni, 15848 Walnut Cr., Dr. Strongsville, Ohio 44136(1-216-238-0365

FOR SALE: 1973 99 parts. 2.0L carb, eng. & trans. with new clutch; \$500. Starter; \$80. Alt., \$50. LR door, trk-lid, lights bumpers, glass, clutch line, etc. D.L. Morse, RD1, River Rd. Box 199, Corning, N.Y. 14830 - (607)974-3453 days - 936-6882 eves.



FOR SALE: Front spoiler '77 99. Never used, no brackets, \$50. plus shipping. Locking gas cap for '77 99, screw-in type cap with two keys, \$5.  
Jeff Davis, Holden, Mass. (617)853-1133

FOR SALE: Late 99 brand new front headrest pillows, Bordeaux red covers. \$32. plus shipping.  
Al Thaut, 229 Gross Dr., California, MD. 20619

WANTED: One or two 3 cyl. engines in good cond. Prefer higher performance engines. Also 4 speed trans., \$200. each (about). ALSO: Old articles, photos, regarding history of Jabro-Saab road racers, Quantum-Saab formula cars. Zip: 46227  
Larry R. Metz, 8134 Topaz Dr., Indianapolis, Indiana

WANTED: 2 EMS hubcaps; \$5. each. Monte Carlo horn button; \$15. (2) 900 steel wheels; \$20. each.  
Hal Turner, Lakewood, Colo. (303)935-4623 office  
744-3014 home.

WANTED: Two (factory) driving lights that mount in grill of '74 Sonett III; \$30. or?  
Ray Jenkins, 2117 Myersville Rd. Akron, Ohio 44312

WANTED: 99 cylinder head for 1.7 or 1.85 engine; \$100.  
Mitch Nusbam, 8812 Colonial Rd., Brooklyn, N.Y. 11209  
(212)748-5921

WANTED: For 99, '72 to '74 manual trans, good cond. \$220. or? Tach; \$20. Seat covers, Saab or other?  
Steve Perry, 628 Montclair, Bethlehem, PA. 18015  
1-215-691-6889

#### RECOMMENDATIONS:

MECHANIC: Don Bates, 781 W. LaCadena Dr., Riverside, CA. 92501, (714)684-0605

MECHANIC: Artie Burdick, Auto-Thentic Automotive Service, 68 North Ave., Wakefield, Mass. 01880  
245-4848

MECHANIC: John Horst, 555 Pittsburgh Rd., Butler, Penn. 16001

SHOP: Falmouth Foreign Car, Falmouth, Mass.

SHOP: Wayland's Auto, 3 N. Monroe, Mason City, Iowa  
(515)424-3321

SHOP: Reagan's Repairs, Inc., 5490 W. Michigan Ave. Ypsilanti, MI. 48197

SHOP: M & B Swift Shop Inc., 1190 Main St., Springfield, Oregon 97477

SALVAGE YARD: ABC Used Auto Parts, Rte. 12, Leominster, Mass. Toll Free 1-800-343-6122 - Ask for John

FIBERGLASS REPAIR: Spectrum on 31145 Outerbelt Hwy. 10, Redlands, CA. 92373 (714)794-5987

93 PARTS: Julmar Imports, 5502 W. Pico Bl., Los Angeles, CA. 90019, (213)938-2679 Ask for Maurice.

MECHANIC: Jeff Delahorne, 1815 East Fifth St. Duluth, Minnesota 55812 (218)724-9183

MECHANIC: Richie Simpson, Yenko Saab, Pittsburgh, PA

#### CORRECTIONS- MECHANICS/DEALERS LIST

DELETE: Overseas Imports, Ann Arbor, Michigan  
NAME CHANGE: Mike Williams, E. Lansing, Mich., in lieu of Mike Blanchard.

DELETE: Rod Baxter, St. Paul, Minnesota

DELETE: Saab Columbus, Columbus, Ohio

NEW LOCATION: Common Market, Columbus, Ohio  
Phone # only available . (614)291-5004

MECHANIC MOVED: Terry Wells, now at Mid-Ohio Imports, 4050 Morse Rd., Columbus, Ohio 614-475-7420. Delete Reynoldsburg, Ohio location.

DELETE: Al Sibley, Little Valley, New York

DELETE: Huling Buick, Eugene, Oregon

DELETE: Herring, Garland, Texas

DELETE: Al Roberts, Hawaii

NAME AMENDED: International Car Center, Edmonds, Washington to Alan BMW/Saab

DELETE: KEHLER & FIELD, Mansfield, Pa.

Mechanics opened up a shop in Covington, Pa. No other information.

ADDRESS CHANGE: Saab Saver - Jim Johnson, 2601 35th Ave. Oakland, CA. (415)532-7222

DELETE: Greg Callow from Alpha Auto Supply, Carrollton, TX.

LOCATION CHANGE OF MECHANIC: Irl Sunderland now with Reece Imports, new Saab dealer, (Garland Texas area). Also with Reece is Jim Curry .

FOR SALE: 1976 EMS, 34,000 mi., A/C, 4 speed, 24-30 mpg, good condition. Best offer over \$4,000.  
Murray Howard, 7721 Via De Calma, Scottsdale, AZ. 85258 Office: (602)947-8031, Home: 948-7144

#### MORE

#### LAST ARRIVALS:

FOR SALE: 1962 3 cyl., new plugs, pts., replaced head & bearings, new brakes, clutch, one month old. Xlnt. cond. \$1,800./best offer.

Mary Dovico, 9926 SanJuan, South Gate, CA. 90280

FOR SALE: 4 Bilstein shocks. Fits 1975-1978 GL, EMS. Used 20,000 mi., good cond.; \$95. WANTED: Air/cord for 1976 99. New with instructions. \$300. or \$250. without compressor. (213)393-4924

Craig Thompson, 1123 Lincoln Bl., #9, Santa Monica, CA. 90403

FOR SALE: 1973 96 eng./trans. (rib case), 50,000 mi., \$225. Trans'-no noise; \$200. Factory rebilt. trans' (never used): \$325. Sonett mags/\$225./set of 4. Alternator; \$50. Many 96 parts. (213)825-5443 days - eves: 827-4213. David Klinger, 607 Venice Bl., Venice, CA. 90291

FOR SALE: 1970 99, beige, A/C, mechanicals good, frame rusted, body solid, steering & calipers rebuilt, as is parts; \$450./offer (216)942-1427  
Kip Eiger, 36861 Lake Shore Bl., Eastlake, Ohio 44094

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**TURBO FAILURE - 28,000 MILES**

My 1978-99 has 28,000 miles. Injection side of turbine shaft can be moved up and down a full 1/8 " inside of compressor housing. Material failure.

While driven, car appears to be a 'Diesel' Turbo, due to oil being pumped into inlet manifold. The Turbo-charger was designed by A1 Research (Garrett) manufactured in England. Since rebuild kits and local services are NOT available on U.S. A1 Research market, it is necessary to buy a NEW replacement unit from Saab dealers only. Hope it is better than the original.

Turbocharger repair facilities in California will not even attempt a rebuild. They continue to leak oil. A total of 30 gallons of oil is pumped thru the Turbo every hour of operation! A racing grade of oil is now being recommended by the more knowledgeable P.R. folks at A1 Research; Castrol 20/50 GTX will do just fine in Central & Southern California.

Inspect the induction end of the turbine shaft. To do so, remove black rubber hose between compressor housing and tube from air cleaner.

If you can move the end of shaft up and down the least noticeable amount, immediately take car to dealer and verify if Turbo is 'on it's way out'.

I'm 6 months past warranty, and anticipate a \$800. to \$1000. bill to repair. Hopefully, my loss will be your gain. The 99 and 900 Turbos are fine machines, although every now and then a component may fail. All considered I would still buy another one.

My original Turbocharger will be returned to Trollhattan Sweden, for a complete take-down and examination. Will keep you posted on results.

S.V. "Andy" Anderson, 13963 Monte De Oro #13, Castroville, California 95012

**900 REPORT**

During the first 6000 miles the power steering unit was replaced because of a fluid leak, the valve guides were replaced as was the Turbo unit which had developed a bad seal resulting in clouds of smoke during the first five minutes in the morning. The air conditioning compressor developed some strange grinding noises which were traced to the mounting bracket having worked loose to the point of nearly dropping off. This is a problem that my dealer, Bighorn Mtrs. in Glemwood Springs, has seen quite a bit of in the 900's.

Bighorn Mtrs. has done a first class job of getting my car back in good running shape and now for the good news. During the past 3 weeks I have put more than 7000 miles on my car during a trip back to New England, up into Canada and through the middle of the country back to Aspen. During this trip the car ran without any problems at all and provided a truly remarkable trip as far as comfort and 'entertainment' was concerned. The air conditioning made long hours behind the wheel comfortable even when the outside temperature reached 100 degrees across the plains. I had several days of ten to twelve hours of driving in a row and

I found it hard to believe how easy it was to survive and still be able to move at the end of the day. The 900 is truly a joy to drive for long distances and long hours.

There are two things which bother me about the car - first is the persistent smell of gas whenever the engine gets warm. I have tried everything but somehow fumes are generated in the trunk and sucked into the car whenever the sunroof is opened. All connections around the filler and gas tank are tight, the vapor recovery line is connected and still the problem remains. I'll keep my eyes open for someone who has come up with a solution.

My second problem which I don't think can be changed, is that 8000 feet, which is the altitude of Aspen, the Turbos are really slow off the mark. With four people in the car getting started on any kind of hill requires a great deal of clutch slipping and praying that the guy behind you doesn't end up in your trunk.

In my brief exposure to the Saab Club I am very impressed with what you are doing. I have owned a variety of cars including ISO Revoltas, Jags and a Porche but this is my first Saab. So far I am very impressed with the car in spite of a series of defective parts.

Ed Thorne Jr., Aspen, Colorado

**EDITORIAL**

What ever happened to the BMW clubs' crack pot scheme to eliminate the 55 MPH rule? FACTS; the big oil companies insist that "they need two or three times more price increases than they are getting now so that they search for, and drill more oil wells, in order to reduce importation of Arab oil." My belief has always been to use less fuel, since 1949. I bought my first car-an English "Ford Angelia" in 1954, 2nd hand for \$300.

We in this U.S.A. have about 120,000,000 cars, one for every two persons. When you separate the children, elderly, and the incapacitated, we find about TWO cars for every family! For each family or couple with no car ownership, there is another family or individual who owns three or more cars! In the big cities like Chicago it is almost impossible to use our bicycles or mopeds, because of the crowded streets and the monster-dinosaur cars. We need more than "scenic" bicycle paths. I can afford to buy 10 bicycles and a half dozen mopeds, but the rotten-selfish-fat heads in this country can't tolerate the cyclist.

In the meantime, in order to avoid a total collapse of our economy, (or a war) we must do less driving, use only small engined cars, drive at fuel saving speeds, inflate our tires 5 pounds over G.M. specifications, tune our engines, use gasohol, etc., etc. Another choice, if you prefer, is a government take over of the fuel industry and the automotive industry, rationing, dictatorship, and a police state. I declare every driver of a big car is an enemy of our economy.

Dick Grossman

SAAB CLUB APRIL 1980

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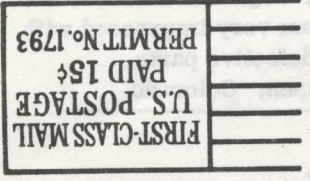
Please use knife/letter opener

APRIL 1980

# FIRST CLASS

RETURN POSTAGE GUARANTEED

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



## RATTLE CURE ON RADIATOR OF 1975 -99

For the past year or so, I have been bothered by a persistent metal-on-metal tapping noise which occurred whenever the car was driven on rough pavement. 56,000 miles.

As I was putting anti-freeze into the car, I noticed that the lower two bolts securing the radiator were loose. This permitted the radiator to swing, pendulum-style, from the upper two bolts and to strike a nearby piece of metal. Although the two bolts were impossible to tighten due to corrosion, etc., I secured the radiator from further swinging by inserting small pieces of metal between the radiator and the lower fasteners. The car now sounds more like a tight little Saab than a Pinto over rough pavement.

Also, I recently had a Midas component installed in place of the original Saab muffler located between the main muffler and the engine. I was dissatisfied with the resonating noise this Midas item made, and I also noticed what appeared to be some blow back into the engine from the Midas. The apparent blow back and stuttering exhaust noise caused me to have the Midas resonator removed and replaced with a straight pipe. Although the Midas manager advised me that this would make no difference as his piece of equipment could not have impeded the flow of exhaust. I now believe that the car

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runs slightly better. I find the rumble from the straight pipe less annoying that the exhaust stuttering caused by the resonator. I may have the Saab muffler replaced sometime when I take the car to a Saab dealer. (There isn't one in Youngstown).

Perhaps you could tell me if there is any proven way to drain a Saab radiator and engine block. I have found it impossible to drain more than a gallon of coolant from my car, even after flushing the system. (Of course replacing a gallon of coolant with anti-freeze insures protection well below zero F). The owner's manual says that to drain the cooling system, both the radiator and the engine block pet cocks should be opened. I defy anyone to find, let alone open, the engine block pet cock on my '75.

Incidentally, I notice you list George DiFeo Ford of North Canton, Ohio, as among your recommended dealers. This Saab agency is now known as Elite Mtrs. and is located in a new building next to the Ford agency. I have been there twice and have had very good service. I think your readers would be well advised to rely on Saab dealers for service whenever possible. The parts and technical competence considerations make this advisable, I have found.

Bob Stanger, Ohio

SAAB CLUB BRASS "CLOISONNE" GRILL BADGES: \$3.00 mailed. BLUE, GOLD, WHITE, 2" X 3".

Embroidered Jacket patches 2 1/2" X 4": .85¢.  
Larger patches - 4" X 7": \$1.25 same colors as our .25¢ stickers.