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FRONTWHEEL  
DRIVE CLUB  
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ed, and worthy of your support.*

**JULY 1980**

DEDICATED TO SMALL-  
ENGINEED SMALL CARS &  
ENERGY CONSERVATION

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

Newsletter #84, our 67th 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.

**APPLETON-OSHKOSH, WISCONSIN CLUB -**

A meeting & clinic will be held at Tom Wydeven's, 1063 Mantowoc Rd., Menasha, Wisc., on Sunday, July 13, 1980 from 2:00 P.M. on. Bring your food. Info: 725-7709

**MILWAUKEE WISCONSIN -** On July 19, instead of a regular meeting, we will hold a clutch clinic. We will demonstrate the replacement of a 99 clutch and also cover slave & master rebuilds. At Jim Hart's house, 7125 N. Longacre Rd., Fox Point at 1:00 P.M. Take I-43 north to Good Hope, exit east to Port Washington Rd. 1 blk., south to Green Tree, east to Santa Monica, then north 2 blks to Longacre, on your left. House about 1/2 block on left. Other instructions call Jim 352-0627 Ian Simpson, Saab Club

**MINNESOTA SONETT CLUB -** Next meeting July 27, 7:30 P.M. at Shakeys Pizza, Snelling & Larpenter in St. Paul. These meetings are not for club officers only, anyone with an interest is welcome to sit in. While we have lots of members, we don't have enough active members. Attend a meeting this month, we'll be looking for you. Steve Wales, Pres., MSC

**GREATER NEW YORK AREA SAAB CLUB -** Meeting August 5, Tuesday at 8:00 P.M., at Ed DiBenedetto, 790 Northern Bl., Great Neck, L.I., N.Y. Speaker will be Joe Mason, (formerly 'Scania Regional Parts & Service Mgr.) For further info: Josh Rubinfeld, (212) 258-0335

**CENTRAL ILLINOIS SAAB CLUB -** Mike Owens is interested in starting a Saab Club in this and surrounding area. Contact him evenings at 1-217-485-5438 or P.O. Box 633, Tolono, Il. 61880 or Margrit Adler (217)356-9244

**WASHINGTON, D. C. CLUB --** Picnic, Sunday, August 10, at Lake Needwood in Maryland. Call Toby: 384-6732 or Bruce 933-0428 for time, directions, and other details.

**SOUTHERN CALIFORNIA SONETT CLUB -** In collaboration with So. Cal. Z Assoc. presents HOT AUGUST NIGHT ROAD RALLY, Sat., Aug 2, 1980. Drivers meet: 12:30, first car out: 1: P.M. From Rosemead to San Diego. Registration at 11:30 A.M., Montgomery Wards parking lot at Rosemead Bl. exit of San Bernardino Fwy. (I-10). Entry fee \$6./car. Next day: Invitational Slalom Competition with Z Club. Rally info: Phil Zarrow, Rallymaster (714)892-9639

**SO.CA. BIG BEAR LAKE -** Retreat, do you own thing. Hike, horseback ride, shop talk, fish, sail, explore & gold country. July 26-27, Bar-B-Q Sunday, \$5. per adult for weekend. No charge day use. First come, first served to cabin space (plenty of that) additional tent space. Send SASE to Paul Florance, 54-62nd Pl., Apt. M, Long Beach, CA. 90803 (213)438-3257

**NEW CALIFORNIA FLYER**

Saab Club of Southern California and Golden Gate Chapter have prepared a new recruitment flyer. Since past flyers give the impression that local chapter membership is a freebie with Chicago club membership (which it once was), it's important to discard all obsolete flyers. For a supply of new flyers, contact Rex Lockwood, 4045-23rd St., San Francisco 94114, or Andy Buc, 6246 Camellia Av., North Hollywood 91606.

**SOUTHERN CALIFORNIA -** SCSCers who couldn't make the June 8 meeting will be glad to know SCSC will be able to continue. Paul Florance will be organizing many of the clinics and other events, but anyone who wants to set up additional events is welcome to do so. Andy Buc's role shrinks to that of coordinator: if you want to organize something, check with Andy to make sure it doesn't conflict with something else we have going. Phone numbers: Paul, (213)438-3257; Andy, 980-9983. We see no need to start charging local dues, but we'll continue to charge admission to events.

**CHICAGO SAAB CLUB -** Picnic-Clinic, Parts exchange, Saturday, July 19th, 10A.M. to 5 P.M. at Dam #1 Woods, just East of Milwaukee Ave., between Dundee Rd. & Willow Rd. Enter at Dundee Rd. entrance only. Pavilion is last one south-end. The Forest Preserve District Office insist this was the only date and place open in late July. Ruth & I went to the Flea Market directly West of "Dam #1" Sunday, July 6th and inspected the picnic grove at noon, there was NO group occupying the area! We can assume no problems.

**NEW ENGLAND SAAB CLUB** - We had our Spring meeting at Hilcrest Auto. Tim Hylan discussed the 15K Saab service check-up list as a guide. 30 people attended - (some from N.Y.C. and one fellow from Oregon), despite this out of the way location. Due to the large number of questions Tim & Gerry (mechanic with long-est experience at Hilcrest) spent three hours answering questions and giving advice. They provided the space & chairs (their workshop) we provided cookies & cider & gave Tim & Gerry a redodendron and a bottle as a token of our appreciation. They are wonderful people and possibly the only service place that invite one to watch when they work on ones car. They also volunteered to do a clinic again.

For our Summer-early Fall meeting we are thinking of having a picnic. No place or date yet. A Saturday in early Sept. might be good. Write or call if you have a place in mind. Winter - how about a driving demo on a frozen lake in New England? Maybe the people in Orange, CT. might help set-up something like this. They might get good publicity out of it.

Further info call: M. Perlmutter, 19 Peckham Hill Rd. Sherborn, MA. 01770 (617)443-9521 X2580 Days. Eves: (617)655-7516

**CHICAGO SAAB CLUB** - Held a meeting at the Evanston Environmental Center on June 11th with 22 members attending. After a brief business meeting and two Saab movies, Mr. Arsey Miller, Regional Training and Promotional Manager for Saab-Scania, addressed the gathering. Among comments and questions answered were the following:

- There was no current information on marketing in the U.S. of the new subcompact Saab/Lancia 600.
- The new 5-speed EMS 900 has posted excellent gas mileage results with 22 mpg city, 33 mpg highway, (Page 8, April 1980).
- The APC Turbo 900 (Automatic Performance Control) will probably be marketed here in 1982. The APC system moderates boost pressure as a function of detonation, or combustion knock, thus optimizing fuel economy and performance. It also serves to adjust for the increasingly variable fuel octane levels. (APC was described in detail in the June issue of R&T and this newsletter of March '80, Page 4).
- Saab is working on a larger, better accessory package.
- Saab owners may soon be able to fly in as well as drive a Saab. Saab is working in joint venture with a U.S. mfr. to produce a 30 passenger "commuter" type aircraft. (Rumors that it will be a 2-stroke or resemble the 96 are totally unfounded !!)...  
- Andy Fedorowski

#### V4 & 99 VALVE ADJUSTMENT TECH' SHEET

Barry Nash of the Rocky Mountain Saab Club has submitted a valve adjustment tech' sheet for V4's based on a session with Carl LePar. Also, a 3 paged tech' sheet for 99-900's valve adjustment. Write us for a copy of either group: Saab Club, Box 60272, Chicago, Ill. 60660

#### SAAB EXPANDS WARRANTY TERMS FOR DEALERS - AIM FOR BETTER DEALER - OWNER RELATIONS

**SAAB PRESS INFORMATION** - Alex S. Lieuwma, Nat'l. Service Mgr., for Saab-Scania, reports that the company is now reimbursing its dealers for warranty work at the dealer's local retail rate, and that it has also increased its warranty parts allowance to 30%, and dropped the earlier mileage limitations of its parts and accessory warranty.

Mr. Lieuwma said that the new warranty policies apply to all Saab dealers, but that dealers, in order to qualify for the retail rate reimbursement, must meet certain objectives on dealership technician training and special tool requirements. The Saab service manager said that it is hoped that the new policies will eliminate the warranty repair syndrome.

Mr. Lieuwma estimated that the warranty policies will add about 15% to the warranty costs already paid by Saab-Scania of America. He added that the dealer interest and customer satisfaction that is expected from this new policy should be well worth the cost.

"By eliminating as much as possible the difference between the customer repair labor rate and the warranty labor rate, we expect dealers will pay closer attention to the needs and wants of all of their customers, regardless of how the dealership is paid for the job," the Saab service manager said.

#### ENGINE OIL RECOMMENDATIONS-JUNE 10, 1980

In answer to Mr. Thomas Major's letter concerning oil recommendations Saab-Scania has, for the last several years, recommended SE service rated engine oils with 10W30 or 10W40 viscosity for normal use. The SE service rating by the American Petroleum Institute is based on a series of standard tests which determine the high temperature anti-oxidation, low temperature anti-sludge anti-rust, wear and deposit protection and other properties of oil for gasoline fueled engines. SE service rated oils came into general use in 1972. Previously, the SD rating meant the "highest quality" oil for gasoline engines.

The CA-CD service rating series applies primarily to oils for diesel fueled engines (although a CC oil is also intended for "gasoline fueled engines in moderate service"). The tests for these ratings are geared for diesel engine conditions and are quite different from those used to determine SA-SE ratings. The SE tests check cam and lifter wear and the CC-CD tests do not.

I am not thoroughly familiar with the Ford case, but I suspect they are advising against using oil which only has a CC or CD service rating. If the oil manufacturer gives an oil SE as well as CC service ratings it ought to have the properties desired for the Ford application. Similarly, as long as one of the service ratings on the can says "SE", the oil can be used safely in a Saab engine, regardless of whether the oil has also passed tests which permit giving it additional service ratings. Quaker State 10W40, which is one oil we use in Saab company cars here, has SF, SE, SD and CC service ratings.

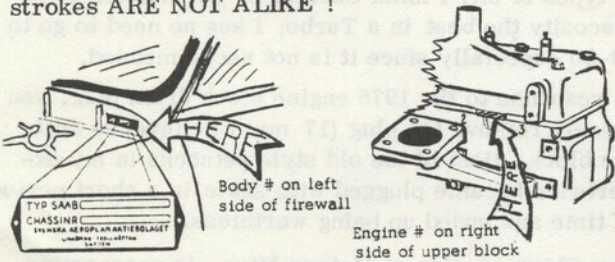
Daniel L. David, Mgr., Technical Services Department, National Service Office, SAAB-SCANIA OF AMERICA, INC.

# SVEN'S 2 TIPS

STROKE *by Tuck Boy*

## WHAT IS IT ????

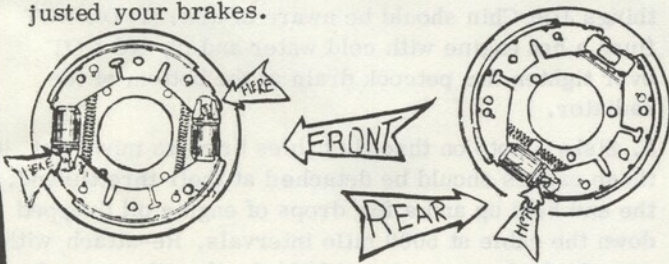
To identify your 2-stroke for parts/maintenance reasons, check these 2 locations to determine exact model number of body & engine. There are several different types of each, so always check and be sure of model number & year of manufacture. ALL two strokes ARE NOT ALIKE !



Body # on left side of firewall

Engine # on right side of upper block

**ADJUST YOUR BRAKES** - Brake adjustment on older 2-strokes with drum-type brakes is fairly simple & very similar to V.W. brake adjustment. Just remove the hubcap and line the small hole in the brake drum up with the adjustment screws inside the drum and turn the screw 'til the wheel will no longer rotate freely (jack car up to rotate wheel). You may need to remove the wheel if the adjustment hole in the wheel doesn't line up with the hole in the brake drum. Back the adjustment screw off until the wheel rotates freely. Do this to all 4 wheels and you will have adjusted your brakes.



DRUMS REMOVED For Clarity VIA CARTOON-O-VISION  
NOTE ONLY 1(ONE) REAR ADJUSTER SCREW.

RUMOR SMASHING DEPT.: SAAB IS NOT A SWEDISH SLANG TERM MEANING "SLOW AND SMOKEY"...

## IN RESPONSE TO LES CORE (3-80, P-4)

Needn't expect Ford to be in a hurry to incorporate Sonett features in their car. In Spring 1972 I was at Overseas Imports in Ann Arbor, Michigan (a Saab dealer then) when a new Saab just purchased by G.M. was being loaded onto a truck for them. Look how long it took for G.M. to bring out the X car.

Glen Anderson, Michigan

## MORE ON V4 TURBO INSTALL

Fred Sisson of Nashville, Indiana has used Walter Taucher's 3 paged tech' sheet as a guide to install a Turbo into his Sonett. Fred sent us a few more pages of his experience and some changes that he encountered. Write us for Xerox copies. (Saab Club)

## ON FREE-WHEELING

...Never use free-wheeling if you plan to shift fast and or hard.

...Unless you are VERY good with your feet use the clutch in 1st & 2nd.

...In 3rd & 4th shift with foot off gas then SLOWLY apply power until you feel the engine begin to power the car. Then apply power as much as you want.

...You can drive as fast and hard as you want as long as you take time to get it fully engaged before applying power

When you disengage the free-wheeling you do just that-you slide a splined cup over a matching shaft so that the input and output shaft turn as one. This can be done anytime the two shafts are turning at the same speed. You can shift the car in and out of free-wheeling at any speed but you must have your foot on the gas and be accelerating lightly. This is the only rule -but it is important. You must be in gear and accelerating.

I hope this helps people enjoy their early Saabs more.

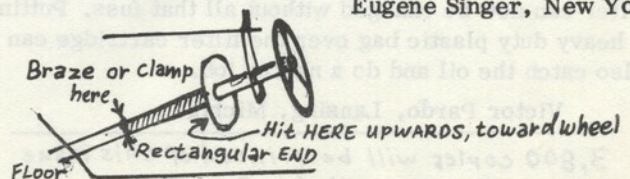
Frank A. DeWitt, Lima, N.Y.

## SONETT VIBRATION THEORIES

In response to Steven Schultheis with his vibration problem in his Sonett, I too have this problem. I was told the car has uni-body construction (no complete frame) and that the front end (above ball joints) had rusted out causing a lot of give and free play in the suspension. At higher speeds this becomes more evident as the whole car vibrates really bad. Motor mounts, wheel balance, etc. was checked and nothing was wrong. I was advised to find another car because it would be quite expensive to fix. As I really want to keep this car maybe someone can tell how hard it would be to transfer the body onto another frame or a cure for mine.

For a temporary cure for his steering column, he will find a sleeve about 1/2 way down that connects to a rectangular bar thru the floor. Hit with hammer at end by the floor, towards the steering wheel. This will cause the sleeve to slide up and put pressure on the column to remain in place and not rattle. In order to prevent it from sliding back you must braze it or put a clamp on the lower end. I had the exact same thing that Steve described and also found holding it toward the roof stopped it. I think this is the cure he should use, as it worked for me. Why this sleeve has play in it or what caused it, I don't know.

Eugene Singer, New York



## MUDFLAPS FOR 95s & 96s

If you should have one ripped off or both try a local we-have-it-all parts shop and pick up a pair of mini-truck mud flaps at between \$4.-6. per set. Then just take your old mudflaps as a cutting guide, (razor-knife will do) for the new set re-install using 2" fender washers behind the flap to prevent the little guys from ripping loose quite so easily in the future (cut the flaps 2 inches shorter), and if you need swell looking name badges for your new flaps try a pair of real McCoy badges or stickers from your friendly national Saab Club chapter.

Paul Florance, California

### RECOMMENDED CALIFORNIA SHOPS

John's Impt. Car Serv.  
150 Milpas  
Santa Barbara 805-962-8511

Lars Bjorkquist  
San Diego  
714-299-1244

South Bay Foreign Car  
22857 Arlington Ave.  
Torrance 325-2466

A.I.D.  
1323 Colorado Bl.  
Santa Monica  
394-3241

Rosecrans Auto Haus  
2605 Artesia Bl.  
Dedondo Beach 371-3321

These shops are basic shops and may not be able to provide all services needed so please phone first.

I ask SCSC members for information about any shop that has good quality service. Contact: Paul Florance 54-62nd Pl., Long Beach, CA. 90803 (213)438-3257

### AN AID IN LINE-UP OF V4 MOUNTING

When putting the V4 engine and transaxle back into the 96, I used to constantly fight with the drive train trying to fit the transaxle into the back mount.

Then I came up with this idea which speeds up the process about 10 fold.

Before you lower the engine/transaxle into the engine compartment, slip a line-up tool or a pin punch (Craftsman #42886) into the threaded hole at the back of the transaxle. This punch is easy to fit into the back mount and does an excellent job of lining everything up. After everything is in place, simply pull the punch out through the access hole located under the front floor mats.

Bob Nielsen, St. Paul, MN.

### MAKES IT EASIER TO CHANGE OIL FILTER

In order to change the oil filter in my 1977-99, I must loosen the gas filter water holding tank and then struggle to get the old one out and the new one in. Due to your illustrations and dimensions of the oil filter cartridges (Saab Newsletter) I purchased a AC PF34 filter cartridge, which is slimmer and longer. The filter can now be changed without all that fuss. Putting a heavy duty plastic bag over the filter cartridge can also catch the oil and do a neater job.

Victor Pardo, Lansing, Michigan

3,800 copies will be printed of this issue  
3,000 + mailed in July, 80.

## GUMOUT, 30W50 OIL, COOLANT - LATE MODELS

In answer to Jeff Curnett's question about "gumout" use in a Turbo 99, I have used it to cure what I thought was a sticking injector (poor idle, wet plug in one cylinder). I have had no adverse effects from the gum-out and there theoretically should be none. I have also used methanol type gas driers without difficulty. I would not expect any unless several cans were used per tankful of gas.

If Jeff reads the recommended oil types for 99s (Turbo included), 20W-50 is not a recommended viscosity. Oil pressure runs too high for too long in cooler climates and in my opinion probably by-passes the oil filter for too long a period of time. After using several types of oil, I think Castrol 10-40 maintains its viscosity the best in a Turbo; I see no need to go to 20-50 especially since it is not recommended.

In response to the 1978 engine block drain plug, you merely remove the plug (17 mm I believe) to drain the block. Most of the old style petcocks in my experience became plugged with scale in a short period of time and ended up being worthless.

Jim Chin's dealer at Meteor Mtrs. is propagating short cuts of which I don't approve. I think changing coolant twice a year is wasteful. Saab recommends changing coolant every two years. I recommend using a 50-50 mix of distilled water (\$1. a gallon maximum) and Prestone II (specifically recommended by its manufacturer for aluminum protection) and changing this every 2 years. I doubt that flushing with anything other than water does any good and may do harm. I have found flushes useful only in 10 year old clunkers which start to overheat because their cooling systems are filled with rust and corrosion. The only things Jim Chin should be aware of are: (1) DO NOT flush a hot engine with cold water and (2) DO NOT over tighten the petcock drain at the bottom of the radiator.

J. Siska's note on throttle cables bring to mind that these cables should be detached at their throttle end, the end held up and a few drops of engine oil dropped down the cable at 5000 mile intervals. Re-attach with enough slack so you do not hold the throttle open when stopped.

Again thanks for the publication.

Dr. Ted Fitts, Glendale, CA.

### SAME OLD STORY REPEATED

One experience I would like to relate is when my engine would suddenly die while driving. After pulling off to the side the car would start up again promptly and run without a hitch for a couple of months. Finally one day it died and would not restart. After being towed to a local mechanic he diagnosed the problem as a faulty fuel pump relay. After replacing the part (approximately \$15.) I have had no further problems.

Dr. Robert Gell, Ridgefield, CT.

BUMPER STICKER....

...SAABS' success is Detroit's failure! -Bill Keebler.

## SOUTHERN BELT IMPRESSIONS & TECH' TIPS

In the two years that I have been a member of the Chicago Saab Club, I had the good fortune to talk to a number of the members and each one gives a different opinion on the Editor of the paper. One felt that he must be a twin brother of George Patton; another thought that he might be the reincarnation of Eric the Red, while another was sure he was Santa Claus because of all the goodies that came with the paper.

The above are just a few of the opinions I have heard expressed. Well, what I did was that I put all of these opinions in a brown bag, shake them up really well, let them set in the sun for a while and you know that when I opened the bag and poured out the contents on the table, I saw a real nice character.

A damn good Yankee, standing for his own right, ready to help others but never asking for help, and most of all, mad as hell at the enemies of his country - the big corporations - G.M.C., Ford, Sears. The hoopala advertising agencies and the lawyers and auditors that have put his country in such a mess. Yes, I liked what I saw.

(Editor's Note: Actually, I looked like Joe Penner, in the Navy I was nicknamed "Gildersleeve", 20 pounds overweight in a Navy uniform looked ridiculous).

### 1976-99 WATER HOSE REWORK

To replace the water hose that runs from the tank to the water pump with a 5/8" leg to the water heater, I used a 1" copper T with 1/2" leg, cost \$1.70. In the 1/2" outlet I soldered a 1" piece of 1/2" pipe. I then soldered a 1/2" coupling on to the 1/2" pipe, cost \$.30.

I flared the 1" ends of the T with a ball peen hammer about 1/16". I flared the 1/2" coupling 1/32" & rounded them off with a file. I used a 4" piece of 1 -1/8" hose from water pump to T & a 1 -1/8" flex hose from T to water tank. I used a 6" piece of 5/8" hose from the T to the water heater, total cost - \$7.45. You can buy the above parts in most any town but you can't find a Saab hose in just any town.

Two very handy tools to have for working on the 99s are a flashlight and a small mirror about 2"x3". By holding the mirror below the manifold & shining the flashlight at the mirror it is very easy to see the starter, solenoid, motor drain cock. Moving to the other side of the motor, it is easy to see the slot under the water pump and other goodies.

Here in the Southwest desert I have had good luck in using Standard Oil Delo 400 30Wt oil. This oil is made for Cat & G.M.C. diesels. I change oil & filter every 4000 miles. Now going on 78,000 miles. If you will talk to a Standard Oil distributor you will be surprised to learn how good it is. Service stations do not handle this oil.

### REMOVE SARDINES FROM UNDER HOOD

I do not know this for a fact but I have been told that the man who designed the layout for the location of the battery on the 99 worked in a sardine cannery. Anyway, it is packed in like sardines. I moved the battery in the 99

EMS to the trunk. Materials used- one battery case with cover purchased at a motor boat sales for \$6.95, 18Ft. #2 lead cable purchased from an arc welding supply company for \$1.35 per foot, one battery post clamp for \$.59. Use the cable eyelet from the old cable on the new cable to connect to the starter. Make a cross cut in the side of the rubber boot that the shift rod goes through. At fire wall, where you drill through sheet metal for the cable be sure to cut a short piece of 5/8" garden hose. Put it over the cable for protection. The cable runs inside the car, under the carpet.

### HELP FIND A PLACE FOR FAN FUSE

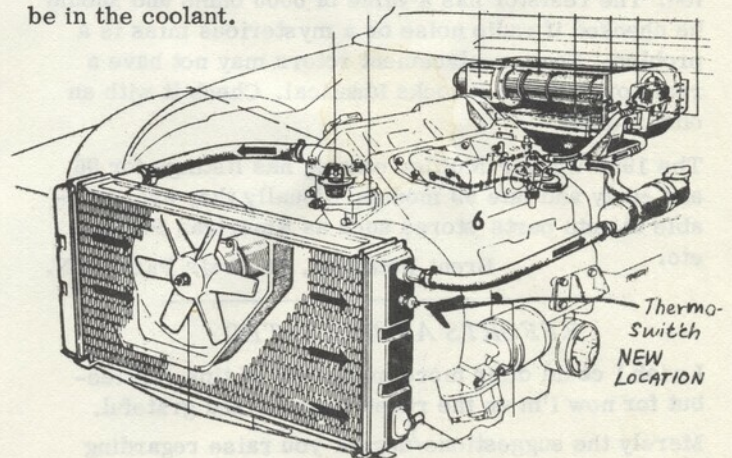
I have been in, over, and all around trying to find a better place to install the A.C. condensor. Here in the Southwest, most of our driving is in 100 to 115 degree weather. I hope someone has found the answer and will let me know. I might even send him a copy of Arizona Highways.

One other thing that I have done to 3 of our 99's is to remove the thin red wire from fuse #6 and place it on the spare blade of fuse #9. This will permit the fan to run after you turn the ignition off. That is if the thermo switch is making a ground.

After having trouble starting my 1976 99EMS due mostly to the thermo time switch, I made the following change: I cut the green wire at the thermo time switch and connected it to the extra switch on the dash. I then grounded the other part of the switch. I now turn the switch on when I start the car and after about 2 miles, I turn it off. So far, no more starting problems. The above permits the pressure impulse contact to operate the cold start valve by keeping the ground on.

In the picture marked Thermo Switch, Old Location, you will note that the thermo switch is located on the bottom of the outlet pipe in the upper left hand corner of the radiator. When the coolant would get below the bottom of the outlet pipe, the thermo switch would not work. (picture not suitable).

In the picture marked Thermo Switch, New Location, you will note that the location of the thermo switch has been moved to a point 1 5/8" below the outlet pipe. In this location the thermo switch is much more likely to be in the coolant.



If you don't change the location of your thermo switch, I can only recommend that you keep a full charge of coolant in the system. If you do change, you can buy a

fan switch for a Chrysler Horizon for \$6.22, Chrysler part # 5209923 - the base is 1/2" pipe thread. It is a single pole two-blade switch. Ground one blade and connect the ground wire from the fan to the other blade.

To install the switch, I bought a 3/4" to 1/2" pipe bushing, cost: \$.56, brass. I cut 3/8" off the threaded end and made a 7/8" hole in the tank of the radiator 1 5/8" below the outlet pipe and soldered the bushing in. I recommend using insulated type electrical connectors to the switch. If the switch goes haywire, you can buy one at any Chrysler, Dodge or Plymouth dealership.

#### 1975 & '76 & '77 - 99 CLUTCH SHAFT CAP

If you ever have the occasion to replace the cap on the clutch shaft, I recommend that when you install the O ring that fits around the cap, you use G.E. silicone rubber cement on the O ring and on the outer edge of the cap. On the three 99 Saabs, 76, 76 & 77, the above method stopped leaks that we could not stop with a new O ring.

#### RUBBER BUMPERS

If you damage the rubber on the bumper of any Saab, you can repair it with G.E. silicone cement. Be sure to clean the tear, rip, hole or cut before you apply the cement. You can shape the rubber cement with a case knife dipped in water. You can paint it.

John M. Edge, Mesa, Arizona

#### COOLANT DRAIN PLUGS, CAPS, BOSCH TIP

Regarding engine block petcocks; my '77-99 has a large plug which I have removed and replaced twice to change coolant with no apparent ill effects. I used a large socket to remove it.

Radiator caps should be checked occasionally on a pressure tester (most gas stations will do it free). My engine leaked coolant past the water pump seals and hose connections. A pressure test indicated the cap never released pressure! A new cap solved the leakage problem.

Bosch distributor rotors on most fuel injected 99s have a resistor built in, probably for radio noise suppression. The resistor has a value of 5000 ohms and should be checked if radio noise or a mysterious miss is a problem. Some replacement rotors may not have a resistor even tho it looks identical. Check it with an ohm meter!

The 1980 Walker Muffler catalog has listings for 96 and early and late 99 models. Usually they are available at auto parts stores such as American Parts, etc.

Brent Peterson, St. Louis Park, MN.

#### EFFORTS APPRECIATED

I wish I could offer more in the way of tips, advise-but for now I'm on the receiving end, and grateful.

Merely the suggestions/dogma you raise regarding dealer mechanic integrity led me to search for a competent mechanic, who has saved many \$\$\$.

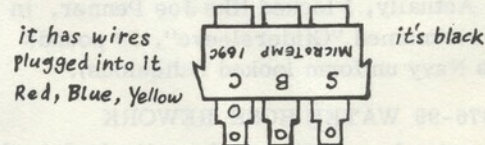
James B. Sutro, Half Moon Bay, CA.

#### AIR-COND' THERMAL-LIMITER

The air-conditioner in my '79 900 GLE would not get cold. The blower fan worked and the reaiator fan went on and fuses were O.K. But the compressor didn't kick in. I could tell that it didn't kick in because I did not hear the engine being taxed by the load of the compressor.

I determined that it was an electrical problem rather than something wrong with the compressor unit (only 12,000 miles) - I pulled off the wires at the compressor and hot wired the compressor directly to the battery. Do the connector to the battery while the engine is running so you can hear the load on the engine when the compressor kicks in. You will hear a loud click when the compressor kicks in, (magnetic clutch)

I then started tracing the wires from the compressor back to find a loose connection or short. I found it in the air-conditioner fuse or better known as the thermal limiter. On my car it is located under the fire wall drain gutter on the passenger side next to the air-intake housing that goes into the passenger compartment. The thermal limiter looks like this:



I could tell it was gone just by looking at it. The plastic had bubbled and melted in places. You can buy a new one at your dealer for about \$4.65 - but you can also buy one at K-Mart for \$1.88 - I've seen them in stores for as little as 99¢. G.M. uses the same king of thermal limiter for their A/C. I plugged in the new one and it works find.

Richard L. Alder, Elsay, IL.

#### 99 MUFFLER MODIFICATION & VIB' QUESTION

I own a 1977 99EMS which has given me 45,000 miles. The tailpipe rusted through just downstream of the rear muffler, so I replaced both the muffler and tailpipe section with a Monza system. I had thought that the exhaust noise might be too loud, but was pleased to find that it was not any louder than the stock system-just a bit deeper tone.

The installation job was quite easy and required no cutting or bracket changes. However, because the Monza muffler hangs from only one bracket as opposed to the original two, I looped a screw-type radiator hose clamp around the outside of the rubber "donut" hangar to keep it from being over-stretched.

I too had the front-end vibration problem described by several club members, and saved \$s by switching the inner drivers as suggested. Unfortunately, I now sense the vibration returning after only 3000 miles. The fix seems to have been only temporary as I have not corrected the source of the problem. Does anyone know what causes this uneven wear in the drivers so that I can fix this before I buy and install a new inner driver?

Capt. Lee Witbracht, California

The accelerator linkage on the 2 liter cars is by cable with the "shock absorber" inside the passenger compartment. For carbureted cars the old linkage will interfere with the new intake manifold water inlet which a good welding shop can relocate. Make sure the shop knows how to handle the alloy.

Carbureted engines use mechanical fuel pumps, the injected engines use an electric pump and also have over-pressure return lines to the gas tank. Di sributors are also different. There are also wiring modifications.

Now for the good news: the clutch is the same and the radiator should also work.

I replaced a 1.7 liter engine (1971) with a 2 liter ('75) against the recommendations of my local shop (Swedish Imports of Durham, N.C.). It has been a difficult and expensive task, even with the assistance of able and inventive mechanics. I retained the carburetor system and the old alternator. Gas mileage has suffered (although new jet and needle may help) and power is not that much greater. I think finding a 1974 transmission (with compatible driveshafts) would have been much wiser. If I didn't like the car and do most maintenance myself I would have to agree with my friends who say I'm crazy.

Tim Warner, Pittsboro, N.C.

#### CLUTCH BLEEDING # 367

Fit rubber stopper into filler hole in master cylinder reservoir. Fill syringe with brake fluid and open bleeder plug to bleed.

#### CLUTCH SHAFT REMOVAL

Instead of a slide hammer, screw a bolt into the threaded hole in the clutch shaft. Grab the bolt head with a channel-lock pliers and use a standard hammer to lightly tap on the pliers. When reinstalling the shaft **DO NOT HAMMER** it in; tap lightly or the shaft and the bushing in flywheel may be damaged as may be the clutch disk.

Here in Minnesota a few of my friends have found the snow to be conducive to hitting curbs at high rates of speed. The Saab is designed to handle this with what can be called "non-permanent damage" specifically broken lower A-frame and destroyed shock absorber.

Cost: \$125. A-frame

\$200. plus for labor

\$15-25. new wheel rim (salvage price)

\$20-40. front wheel alignment

As it happens a ratchet wrench is all that is necessary to fix it and save \$200.

Total work:

2 bolts -A-frame to lower ball joint.

2 bolts -A-frame to chassis brackets.

4 bolts-brackets to chassis.

1 bolt-lower shock mount.

Time consumed - 45 minutes to 1.5 hrs.

Reward - you earned about \$133.00 per hour minimum!

Detailed procedure can be found in the Haynes manual on Page 199 as well as the detailed drawing.

Anyway enough rambling on. Keep up the good work and blow off all the steam you want - thats the editors' privilege - if someone doesn't like it they can start a competing club and/or newsletter.

Incidentally there is a billboard in my office with the numbers 55 superimposed on a picture of the ayatollah - pretty clear message!

Gary Zaidenweber, Minnesota

#### 99 W' WASHER LEAK FIX

The windshield washer pump on my 1978 99GL has leaked from the beginning if I got over a quart of water in the tank. I recently removed it and found that the small area between the little motor and the miniature pump had an opening exposing the shaft and allowing the fluid to seep out. I hooked up the motor to my battery charger, and while running, I dripped hot glue on the opening, sealing the opening. This glue comes in sticks about 2 inches long and inserted in a hand-held device with an electric heater in it, melts the rubbery glue so it is extruded in a liquid form. As it cools it hardens and seals the leaks. No trouble since. See drawing.

John Kissling, Speedway, Indiana

RECOMMENDED GARAGE: D&D Automotive, Inc. Brevard, N.C. 28712 - (704) 884-4511 Chris Dobbins and Leon Sheppard - Debbie Dobbins runs the office.

RECOMMENDED MECHANIC: John of: Foreign Auto Repair, Morgantown, West, VA.

RECOMMENDED SHOP: Ed Day & Lee Goodwin, Precision Imports, 107 E. 2nd, The Dalles, OR. 97058

DELETE: John Clements, mechanic. Moved East.

RECOMMENDED SHOP: Coast Radiator, 3505 W. Slauson Ave., Los Angeles, CA. 90043, (213)294-5790

RECOMMENDED MECHANIC: Rich Parr/PARRformance, 1463 Dridge Hill Rd., Lititz, Penn. (717)626-1773

... I would rather spend money on a Swedish SAAB than Arab oil! - Bill Keebler, bumper sticker.

#### A HINT FOR SOME SUBSCRIBERS

I number each page of your issue and maintain the issues in a loose leaf binder. I encircle the articles of interest to me and enter the page number and description of the item in an index. I can then scan thru the index and pick out the item of interest in a hurry. I read your articles religiously - good work.

Irving Sheer, Univ. Hgts., Ohio

Editor's Note: At least seven members sent us "Index's in the past and we printed 2 of them. All were inaccurate - some included "one sentence tech' tips" which mislead subscribers to think there was an article on the subject. Most indexes favored that compilers' model of Saab..thus, was incomplete for all. We solved the problem and several other warehouse problems by printing the 19 page collection of V4 tips: \$1.50 and the 32 paged collection of 99 articles: \$3.00 (1975 to 1978 newsletters).

**IMPORTANT TO BRING OLD PARTS**

I found a Ford Industrial dealer nearby (Engine Distributors, Rt. 175, Gambrills, MD.) and am trying him out for engine parts. The Maryland operation is a branch of a firm in Camden, N.J. It took a little while to convince the fellow there that his parts really fit a Saab - I had to point to the Motorcraft name on a Saab gasket I brought along with me. Then he got really cooperative and helped me out a lot. Quite a few of the items I needed were not in stock, but he filled the back orders within a week. Prices were puzzling. Most items were a bit below Saab prices, but valve cover gaskets were much more expensive.

The Ford version of the V4 is called the 104 CID Gas Engine. Ford sells a good parts manual for \$4. - The address on the cover is: Industrial Engine Operations, Ford Parts & Service Division, PO Box 3080, Livonia, Mich., 48150.

Beck Arnley does not list a master cylinder kit for the Sonett. My first attempt was to try the kit listed for other V4 cars of the same year. This didn't work, because the other V4's apparently switched from Girling cylinder to Lockheed in 1969 while the Sonett stayed with Girling. The proper kit is the one listed for 65 through 68 95's and 96's; Beck Arnley catalog number is 071-0640. Beck Arnley price was pretty high-about \$10. after discount vs. \$5.50 in 12-79 Performance Cars pricelist.

I am rebuilding my '72 Sonett's clutch master cylinder per John Fog's article in the Nov/Dec. 78 newsletter. John's approach is a real timesaver. His suggestion of using a magnet to get the cylinder out didn't help, however. My shop magnet just wasn't strong enough. The approach that worked for me was depressing the piston with a small screwdriver, releasing it quickly, and letting the tension of the internal spring pop the piston out.

Toyota City in Glen Burnie, MD. has dropped Saab. I was sorry to see them go; they were there for a long time (6 or 7 years) and were a good source of parts. Now there is nobody between the northern suburbs of Baltimore and the northern suburbs of Washington.

Bruce Bottomley, Columbia, MD.

**RECOMMENDATIONS ON 28/32 DGV & 32DFD WEBERS ON V4's**

If you want to put the newer, lower profile Weber carb' on your V4-97, the V4 28/32 DCD that is most often used is an excellent carb, but the height of it is a real problem to Sonett owners, particularly the earlier '68 and '69 Sonett V4's.

The 32 DFD and the Holly-Weber look very much alike and along with the popular 28/32 DGV they are much lower in height and will go under the hood. This does not mean it will go on with any "off-the-shelf" air cleaner though, this you will have to manufacture. There is only about 1/2" between the closed hood and the front of the carb, so have fun with that one!

I use a BAP GEON that I have modified by removing the front mounting post and bending the front down at about 30 degree angle and modifying the screen. It's not "pretty", but it works. (Its chrome so its "kind of racy").

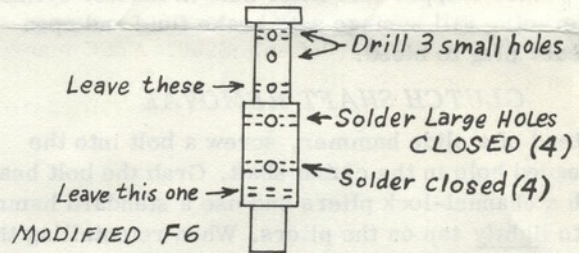
The important point however is the jetting. The following jets were found to be optimum for my 1500 cc 1968 Sonett:

Pri Main	130	Sec Main	140
Pri Air Connector	160	Sec Air Connector	170
Pri Idle	50	Sec Idle	37
Pri E Tube	Modified F6	Sec E. Tube	F66

The emulsion tube in the primary must be modified to get smooth performance. Weber may have one that works, but I wasn't about to buy every one they make to find out, so after trying the popular ones and getting poor performance, I read up on the theory and made one by modifying a F6 and by George, it works wonderful! The F6 has too many holes and they are too large toward the bottom of the tube and not enough at the top. So, you solder up most of the lower ones and drill a few in the top.

Step by step, I achieved power over the whole range of RPMs and little hesitation. I got 27 MPG around town and 37 on a long trip until I added water injection, which will be the subject of my next letter. This is increasing my MPG but it is too early to tell how much.

The emulsion tube modification is as follows:



The 28/32 DGV-5A comes with a F6 in the secondary and an F50 in the primary. Modify the F6 and put it in the primary and the F50 in the secondary until you can get a F66 for the secondary.

Any suggestions on secondary state optimization is welcomed. The only way to optimize it is on a track with time trials and I haven't gotten around to that yet. The Holley-Weber reversed the linkage and is harder to use.

Dean Bailey, P.O. Box 1922, LosGatos, CA. 95030

**SONETT DASH RATTLE**

I think you'll find your Sonett "rattle" is a squeaking from the fiberglass dash and the clips. Spray silicone up under the clip, it fixed mine. Same identical symptoms.

Robert Mitchell, Linwood, N.J.

One of the advantages of owning a Saab is the opportunity of belonging to this Club. I wonder if Saab-Scania realizes this.

Harry V. Bierma, Berwyn, Il.

(SOME executives do, some don't - D.G.)

SAAB CLUB JULY 1988

8.



## 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: 1973 Sonett, yellow, excellent body & mechanical, Saab serviced, garaged, 52,540 miles. Pirelli tires 4,000 miles. Radio & Shop manual. \$4100. to \$4200. Firm. (217)356-9244  
Margrit Adler, 1507 W. University, Champaign, IL.

FOR SALE: 1973 Sonett III, 39,000 mi., AM/FM Cassette, new transmission, clutch, tires, battery, alternator, master cyl., custom seats, high beams, cruise control: \$4575./best offer. (913)862-1146 zip: 66409  
S. Hughes, 5340 SE Berryton Rd., Berryton, KS.

FOR SALE: Two old style Sonett mags., \$70. - Sonett ski rack, new: \$25. (312)889-8583  
Robert Keil, 3045 N. Harlem, Chicago, IL. 60634

FOR SALE: 2 bl. manifold, 28-36 Weber; \$150. Sonett II & III body parts, 7" rims, four-five hole rims with racing tires. (303) 751-1557  
Rich Osner, 609 S. Laredo Cir., Aurora, Colo. 80012

FOR SALE: 1969-V4, 60,000 mi.: \$200. ALSO many other 96 & 95 parts. (216)281-9823 or 431-9413  
Nick Hayden, 3385 W. 86th St., Cleveland, Ohio 44102

FOR SALE: 1968, 96 hood: \$10. Front piece/grill: \$10. Gas tank: \$20. (4) hubcaps: \$15. (2) sheels: \$10. Others: Roger Freeberg, RD#1, Box 52, Huntingdon, PA. 16652 (814)643-2359

FOR SALE: 1965 Monte Carlo 850. Extensively refurbished, e.g. new paint, rebuilt engine, 5 good Michelins. Clock works! Correct interior. \$1600.  
Carter Yeatman, 505 St. Christophers Rd., Richmond, VA. 23226, (O)804-782-5390 (H) 285-3065

FOR SALE: 1960 93F-Rebuilt 850 eng., w/new crank, rebuilt carb & fan shaft. New battery, exhaust & rubber donuts. Good brakes, body & interior. Some spare pieces \$700. (805)481-0767 days - 489-8354 eves. & Sat.  
Clarke Waldron, 663 Longbranch, Apt. C, Grover City, CA. 93433

FOR SALE: 1967 96 Sport; \$550., drivetrain (3 cyl.). Good condition, body sound, but has minor dents, small rust. Some extra parts. (402)867-2530  
John Dickerson, RR#1, Box 34, Murdock, Nebr. 68407

FOR SALE: 1973-96 good condition, mechanically fit, Michelins: \$1850. ALSO: 1970 Sonett III, #196, needs nose repair, etc.: \$1200. ALSO: 1969 Sonett V-4 nose, needs some work: \$375.  
Robert Caponera, Conn. (203)663-1021

FOR SALE: 1969 V4 Wagon; \$495./offer. Ring/pinion gear jammed, engine good, body dented but rust free. Brakes like new, Koni shocks. Or part out.  
Fred Greene, 1190 Monica Ln., San Jose, CA. 95128 (408)249-7337

FOR SALE: 95 prts. Rear door; \$75., Rear rt. fender; \$30., suspension 96 - 3 strk. 3 carb motor exc.; \$200. Trans'; \$175., hood; \$30. Doors, glass make offer. Much misc.  
Larry Nelson, 3126 N. River Rd., Kent, Ohio 44240

FOR SALE: 1965 Monte Carlo 850, Solex carbs, Konis, 5 like-new Pirellis, Blaupunct AM/FM, sport steering wheel, rear-window fan. \$1500. (After 6)-312-446-0596  
Rick Sanders, 812 Elm St., Winnetka, IL. 60093

NEW PARTS FOR SALE: Inner driver #834454: \$45. 3 Finger driver #8920076; \$35. - Outer driver #8909368; \$45. - Remanufactured by Bosch, 99 starter for '70/'74 #0209205; \$65. - 99 Air filters #838473; \$2.50 each. Prices plus shipping.  
Rev. John Kuchta, 1018 Barber Ln., Joliet, IL. 60435

FOR SALE: Front headrest pillow covers only (99)-dark brown: \$10. postpaid. (914)223-5613  
Steve Young, Velie Rd., Lagrangeville, N.Y. 12540

FOR SALE: Trailer hitch 2000GWL- Idea Mfg., chrome bar. New, for pre 1974 99's, no welding. \$40./offer.  
Jerry M. Bryant, Rt. #4, Box J., Hayesville, N.C. 28904 1-704-389-3454

FOR SALE: Class I trailer hitch (new) for late 99s: \$50. shipped. (608)271-4623  
Peter Wood, 4502 Sentinel Pass, Madison, WI. 53711

FOR SALE: Complete gauge ass'y from '74 99LE, 34K miles: \$60. plus shipping. (2) new 4" speakers/grilles: \$10. plus shipping. Days: (412)784-2075 Zip: 15068  
R. Panella, 1139 Taylor Ave., New Kensington, PA.

FOR SALE: Door, left side of 99 2 dr., fits 1969-'72 No rust, has glass & handles: \$195. (413)442-0525  
Ron Clemens, 43 Gale Ave., Pittsfield, MA. 01201

FOR SALE: 1975 EMS, black, AM/FM Cassette, new Bilsteins, Michelin ZX, timing chain, valve job, 88,000 miles. \$3400. ALSO: MSS Header for 1975-99: \$75. (714)633-3176 Zip: 92667

Dana Fadely, 660 N. Sacramento St., Orange, CA.  
FOR SALE: 1976 99GL automatic, 2 dr, A/C, AM/FM stereo, new battery, exhaust, master brake cyl. Good condition: \$4,300. (301)243-8037 zip: 21218  
David Martin, 3100 N. Calvert St., Baltimore, MD.

FOR SALE: 1976 99GL, cream, 2 dr., 4 speed, rotary A/C, quartz h'd lites & fogs, Koni shocks, 4 speaker AM/FM cassette, radar detector, front pillows, good cond.; \$3495. (201)761-7395 zip: 07040  
Paul Chesloff, 34 Elberta Rd., Maplewood, N.J.

BUMPER STICKER -

...I'm glad NOT everyone knows a SAAB - then Detroit would really be in trouble! - Bill Keebler, Colorado

FOR SALE: 1972-99E, 2 dr., 60,000 mi., less than 1000 mi. on rebuilt automatic transmission, 4000 mi. on Pirelli's, cracked engine head (1.85 liter) offer? (314)878-8530 zip: 63043  
Don P. Wittlich, 11985 Tyra Ct., Maryland Hgts, MO.

WANTED: Two low-mileage 155x15 radials for 96. Offer \$25. each. Pick-up in Milwaukee are preferred. (414)764-3676 Zip: 53108  
Peter Grendysa, 9708 Caddy Lane, Caledonia, WI.

WANTED: Window lift mechanism/hardware from Sonett III, prefer drivers side, will accept bent & repairable: \$20. ALSO: red Lucas side marker for '69 Sonett (rear):\$5. And: Saab sales brochures models 92, 93, 97 or literature posters: \$1.-\$10. ? Also: Tekno toy Saab 96: \$5. (904)376-1228  
Robert Allen, 3035 NW 6 St., Gainesville, FL. 32601

WANTED: V4 engine for 1971-96: \$200. Write or call. Pat McCann, Box 254, Pony, MT. 59747 (406) 685-3310

WANTED: New Pirelli, CN36, 165/15, to match spare that came with 1979 Turbo. Offer:\$ 65. =314-635-6677  
Jim Scrivner, 310 Ellis Bl., Jefferson City, MO. 65101

WANTED: Rear window for Sonett III-offering \$50. plus freight. Auto choke for FOMOCO carb; \$10.  
Bill Pekala, 18 Biscayne Dr., Mt. Sinai, N.Y. 11766 (516)473-3462

WANTED: Koni adjustable shocks for front & rear of '71-96; new or low mileage used; or comparable substitutes; \$30. ea. (206)789-2896  
Neil Waxman, 7306 27th NW, Seattle, WA. 98117

WANTED: Weber cross-flow dual manifold for V4 eng. \$100.-\$150. Original owners manual: \$5. ALSO: Saab formula & race cars, any condition. Zip: 18015  
George D. Petito, 22 Bucknell Dr., Bethlehem, PA. Days: (201)796-4200 Nites: (215)691-2986

FOR SALE: (1) set of 3 new 74 mm pistons (940 cc, 2 cycle): \$90. (215)845-2982  
Gary Reider, RD #4, Box 232, Boyertown, PA. 19512

*This edition closed 10:A.M. Tuesday-July 8<sup>th</sup>, 1980  
We expect to start mailing 3,000 to paid-membership during the Second & THIRD week of this month*

*Bernard TenCate stimulates a rebuttal*

With this renewal check I'll just send along a note with a few opinions of my own.

In the June Newsletter Jack Ashcraft shows an exhaust system mount from a G.M. air conditioner mount as a cheap (low cost) substitute for a similiar Saab part. I know the truth hurts, Dick, but when it comes to every mans transportation value G.M. and the rest of the American producers still seem to do a good job of making a product that works without costing an arm and a leg. I would never buy a Saab because of economics; in fact given the economic situation of our day the American giant -G.M.-has definitely got more market clout than Saab because people look at the economics of the

situation first.

Another thing that the American manufacturers have going for them that Saab has little of, is marketing effort. Granted, this is costly but it sells. It sellstransportation first and foremost, Dick, and not Turbo-chargers and CJS injection, and Saginaw power steering, and drivers seats with warmers. These things are nice but the average guy couldn't care less about the technical stuff which goes into dressing up his conveyance. He wants enough of it on his 'bucket' to make him comfortable and thats all he cares. And you know something, maybe there is something to sticking with the 'simplest is best' attitude. It sure sells.

Now we both know that Saab gave us this approach when they stopped making the 96. I hope they are strong enough to handle the market that they have therefore said they want to stay in. My real fear though is that when a customer who pays \$13,000 comes in because the brake pads wear out prematurely, etc., the dealer is not going to have a whole lot of good things to say about Saab, especially when the dealer also sells American cars that don't have those problems. The word in our town is that Saab doesn't stand behind dealers on warranty problems. Dick, that is a real problem which like it or not, could cost Saab fanciers a lot.

By the way, I don't remember how long ago it was that one of the staff there was commenting on how a Saab transmission and clutch should be maintained at 50K, but the day I had to have a clutch/manual trans' overhauled with less than 100K on it is the day I quit believing in the integrity of the manufacturer and your sanity.

I have a '74 99LE wagonback right now which has 112,000 on it with original tires, no engine problems, and no transmission/clutch problems. Thats what I expect of a Saab and if I don't get it I will complain. I am just now going to sell a 96V4 (70) with 75,000 on it which I've had no problems. If a 99 can't do better than a 96 then something is wrong. If the customer is the last word it would seem to be the car and not the driver.

Please keep this in mind, Dick - America hasn't got time to screw around with finickey autos and thats why they get what they buy. Most of them work anyway.

Well I didn't mean to chew on your ear. I was just trying to say that G.M. (which you slander) is in the car business for keeps. Its X car production make Saab production look sick and the J-car, of which you spoke (Cadillac to make a version) is an X car derivative. My guess is that Saab is going to have to keep hoping for an up market sales strategy that works because G.M. will make inroads without it. B. TenCate

EDITORIAL

Editors Reply: Thanks for your letter of comments, and renewal. It gives me the grand opportunity to reply, just as we did in early 1975 when you first wrote us a long letter of gripes. You are now a pioneer subscriber and I suspect you make these aggravating statements just to stimulate my pen...

Ashcraft's tip for the purchase of lower priced rubber

hanger does NOT prove "that G.M. and American producers are more efficient than Saab's production; Neither G.M. nor Saab makes the rubber hanger - but rather one of the 2,000 or more "suppliers" make it. A rubber molding factory does. That small factory sells 3 million hangers to G.M. and only 10,000 to Saab each year. Obviously G.M. gets them for a heck-of-a-lot cheaper price. Saab-U.S.A. marks up the cost/price at 100% and the dealer marks it up another 100%. Even when the Saab dealer is also a Pontiac or some other G.M. franchiser and has the very same hanger on stock in his G.M. shelves, he will still reach for the stupid Saab package from his Saab stock shelves, it's a rule.

Some Lincoln parts are the same as a Ford part and sometimes in the same bin, yet the Lincoln owner pays twice the price for the FO MO CO part. The reasons are obvious, and we have no more space to explain it, must I beat a dead horse?

"People" do NOT look at the economics first! The damned-fool -American-boobs bought a G.M. Chevy because it was the "lowest" priced big car and they can buy on time payments, thus the actual cost was 13% to 19% more. Next the car (after 1952) had 2 speed automatic shifts and cost twice as much to run than a 3-sp'd stick shift, most all automatics were sold (forced) with a bigger HP engine - to overcome the slop in the automatic. This extra \$200. per year spent on gasoline rapidly brought the U.S.A. to the 1978 position of consuming twice as much fuel than it can produce! Strange, you can't see this and yet you talk of: "people look at the economics of the situation first."

Now as for "Marketing" - In the middle of the 19th century the Singer Sewing Machine Co. introduced 'time-payment purchase' of their product. Thus, enabling every paupers' housewife to install a sewing machine in their homes.

In the 20th century the new-young G.M. Co. offered their cars on time-payment (G.M. Acceptance Co.) Henry Ford-I, hated that as usury, and contrary to his "insane" notion of selling model-Ts as cheap as possible, (3 for \$1,000) he was late in offering his product on time-payment. By 1934 G.M. met or beat Fords' predominance in car sales, and G.M. started the propaganda campaign that: "G.M. sells what the people want."

Hogwash! The majority of the Americans bought what was sold to them, mindlessly.... A market research test was made about 30 years ago, among the questions was: "Which car is the best buy for the dollar?" The majority (or greater percentage) said: the "Pontiac" was. The media published this crapola, without explaining that the slogan: "Pontiac, Best buy for the money" was their advertising theme for several years!

The boobs were repeating what was drummed into their heads for years. The test proved the effectiveness of that particular advertising campaign, not the facts of: 'which car was the best buy for the dollar' - there is no such thing! There may be some cars that are over-

priced, (like BMW) but many cars are equally priced and equal in quality, like Buicks and Oldsmobiles with Chevy engines, etc. Most all G.M. models have the same frames, many of the same parts and paint.

Market researchers told Ford-II that the EDSEL would not sell, but the grandson insisted on the stupid name for a car. The horrible front grill was immediately rejected by the public. In 1961 Henry Ford II arbitrarily rejected the V4 engine which was designed and tooled in Detroit. He sent the whole package to the plant in Germany, the U.S. market never had a chance to choose the "Cardinal". In other words, in spite of millions of dollars spent on new designs and market research - a fat-headed executive (who had nothing to do with creating and building the company), decides to accept or reject a new design. The fat headed Board of Directors made up mostly of uncreative accountant-lawyers pick and choose who will be the design dept.-head, and pick and choose which design concept will be promoted- NOT the public or "the market." The fat heads also choose which "market research" test they will believe. It usually turns out to be that which agrees with their own personal taste - not the markets!

Do you remember tail fins on Chryslers? The public did not initiate a demand for large phony fins. Chrysler-con' men spent millions convincing the market, with the aid of paid fashion designers, T.V. "personalities", telling us what beautiful-exquisite body design Dodge/Chrysler is introducing, (especially that fake rear spare tire cover on the trunk!) The Dodge brothers and Walter P. Chrysler (tool makers), died 30 to 40 years previously and had nothing to do with such crap.

Until 1980, G.M. executives said: "WE are right, we are the most successful, because we make the most profit." Now, in the Spring of 1980, 30% of all car sales in the U.S.A. are foreign cars and 50% of all California car sales are foreign cars! Chrysler must borrow a billion dollars from the government (pay interest to private banks), to delay bankruptcy. And Ford is losing out as badly as G.M.

TenCate, you are expecting the young-tiny 3/4 of a billion dollar Saab car maker, total car sales of 85,000 with G.M.'s 52 billion dollar or more volume and 4 million car sales per year. You are expecting this tiny Scandinavian country with a population same as Chicago-Cook County, to provide 2,000 cracker-jack dealerships in the U.S.A., an impossibility. A Chevy dealer MUST sell at least 500 Chevys per year in most franchised areas or else he gets thrown out!

The average U.S.A. Saab dealer sells less than 50 Saabs per year. One new dealer, in Denver, sold the most Saabs in one year: 250, and they have only one Saab mechanic, maybe 1-1/2. The best Illinois dealer sold about 100 Saabs and has at least 5 full time Saab mechanics ( Europa, McHenry). There are about one or two dozen shops like Europa - which we list in our "recommended list". Obviously, Saab-Scania is not happy about half of its' dealerships. But, how can you acquire 300 cracker jack dealerships who would be satisfied with less than 100 sales per year, least of all, 40 cars

AB  
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LY  
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11.

Please use knife/letter opener

JULY 1980

# FIRST CLASS

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per year. Some U.S. Saab dealers sell only 12 Saabs per year. You are expecting tiny Saab-Scania to overpower Ford and G.M.s 70 years of overwhelming advertising, and media praising: "of the great Detroit geniuses." 95% of the American boobus do not know what the hell a Saab is, they don't even know what a front-wheel-drive is! Some 99 owners do not know that a 96 is made by the same factory. Some Saab dealers won't touch a 96. And you have the gall to say that the average U.S. car buyer knows what he is buying! Such nonsense!

The vast majority of all Americans and all people in the entire world are a bunch of jerks! . . .

School books illustrate a caveman chipping away at rocks to make arrowheads and axes, very misleading. The average caveman did not make arrowheads, etc., only one genius in a hundred did so. The rest just scratched the ground with their bare fingernails! The beautiful cave drawings were done by a special genius of the tribe or band of bird-brains. After thousand of years the rare geniuses' gradually taught the brightest of the band to make arrows and pottery. Not everybody could do it, neither can the majority do it today!

Today, 95% of the people don't know how in the hell their vacuum cleaners work! They haven't the foggiest idea how their telephones work. Less than 1% of the population invents, designs, all the things we use.

There are at least 100 medical doctors reading this editorial, can any of you say that any layman chooses his doctor by knowledgeable choice? Of the 50 lawyers reading this, who do you know of can vote for a list of best judges at the election polls? Yet, there are those who say that the people, "the market", knows what it wants, chooses independently, the cars they buy.

TenCate, your remarks about: "prematurely worn brake pads" is nonsense and ignores everything we printed on the subject. What is this gobbledegook about transmissions? 200,000 people are suing G.M. for putting Chevelle transmissions in big Buicks and another 150,000 Chevy engines into Buicks, etc. NO Saab-99 has a 57 H.P. V4 installed and shipped to the U.S.A., but G.M. did it to their customers. Recently, a G.M. executive said: "It doesn't make any difference which engine is installed in another G.M. car, they are all just as good and made in the same shop." However, G.M. advertising, sales brochures, and salesmen, NEVER told their customers of this. In other words, - G.M. merchandising is a pack of lies and swindles and G.M. execs' are a bunch of dirty fat lying \*?X!##!! double tongued accountants. Now, what's slanderous about that?

The only reason G.M. made a X-car, 30 years after Saab and Audi, Citroen, showed the way, is because they were forced into it by young car makers like Saab. If G.M. improves temporarily, it will because we; Saab, Citroen, Audi, VW, Subaru owners told G.M. to shove it!

Dick G.