



COMPACT
FRONTWHEEL
DRIVE CLUB
of AMERICA

APR. 1981

DEDICATED TO SMALL
ENGINEED SMALL CARS &
ENERGY CONSERVATION

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MEMBERSHIP/SUBSCRIPTION

Newsletter #92, our 75th multipaged monthly. Dues for membership/subscription are \$10 for the first year, including two back copies, 12+ tech sheets and emblem. Renewal dues: \$8.00. Renewal notification will be stamped on the open rectangle at the top of this page. A treasurer's report will be made three times a year. This is a non-profit organization.

Or: a three-ringed binder with a collection of back articles and tech sheets is available for \$6.00 postpaid. Or, 30¢ one issue.

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

SAAB CLUB OF SOUTHERN CALIFORNIA will hold a tour of the Western Region Saab-Scania warehouse on the evening of 29 April at 7:00 p.m. Andy Aiello, the regional Warehouse Manager, will conduct the tour. The warehouse is located right off the 91 between the Long Beach and the 405. Exit at Central and turn west. Saab-Scania is located at 1225 East Artesia Blvd. in Carson. For further information, please contact Paul Florance, not the warehouse as they have work to do. Paul is at 213-438-3257.

MINNESOTA SAAB CLUB will hold their next meeting on Monday 27 April at 8 pm at the Shakey's at Snelling and Larpenteur. Arnie Mjelde, regional Saab factory representative, has expressed an interest in attending if his schedule permits. Two 99 clutch jobs and miscellaneous other work was performed at our mid-winter fix-in. For more information about the MN Saab Club, contact Gary Zaidenweber at 612-644-7396.

MINNESOTA SONETT CLUB has tentatively planned a Tour/Rally to their April 26 meeting. The meeting will include a drawing for a free tuneup and valve adjustment by one of the club members who is also a Saab mechanic. Warren White is also putting together a new "Tech Tips" document which will be distributed to the membership at that meeting. For more info, call Warren at 715-483-3010.

CENTRAL ILLIANA SAAB CLUB held its monthly meeting 22 March at Margrit Adler's house with nine paid members attending. Members read correspondence, press releases that had come in, and distributed Winter Motoring booklet courtesy of Len Lonnegren at Saab-Scania. Car clinic section consisted of dismantling the console of a 1980 GLE with an ignition key which would not return to the proper notch for removal. The problem turned out to be one broken spring, jamming the mechanism. Dean reassembled the console and the key is now removable, but the anti-theft system is out until springs are obtained and reinstalled. The social hour followed. Plans for the 26 April meeting are a 2 pm roundup at 1507 W. University and a ride to Allerton Park with a picnic pot luck there.

CINCINNATI AREA SAABERS-- Let's at least get an index of the members in our area together so we can track down parts, advice, service, together. If you send a post card to me listing name, address, phone number, model familiarity, parts stock (if any), I'll compile it and mail them out. Kurt Rieke, 2235 Kemper Lane, Cincinnati, OH 45206, 513-961-2315.

FOX VALLEY, WISC. SAAB CLUB -- Jim Wojcik and Tom Wydeven are interested in starting a local club for the Appleton area. They would like to start with quarterly meetings, at least in the beginning. Any members who are interested should call Tom at 414-725-7709 after 5:00 pm.

MORE LOCAL CLUB NEWS ON PAGE 2...

EDITOR/PUBLISHER'S REPORT---APRIL 1981

For the month of March we received 611 pieces of mail, more than any other month so far. This included 232 renewals, 140 new members, and 134 requests for sample newsletters from our advertisement in Road and Track. In March we mailed out 2782 newsletters and this month we should top 2800. We beat the postal increase last month by collating, folding, and labeling all but Canada in two days. Of course we had to have help to work so quickly, so Carolanne and I would like to thank our friends Cheryl Anderson and Scott Johnson who so cheerfully helped with these repetitious tasks.

The Post Office continues to stick it to First Class mail users while the big bulk mail people using Second and Third class got a much smaller increase of an already lower rate. The extra \$85 to \$90 per month we will pay for our newsletter can be absorbed for now without an increase in dues. Dues were just raised \$2 in November and that is enough for a while.

We finally received the CIS troubleshooting cards from Bosch and sent out all the SASEs we had stacked up. If you sent me a SASE and did not get a guide, I have a few more on hand, but when those are gone, that's it. I also have some troubleshooting guides for EFI which I will send out to those who send a SASE for one. Please send a long envelope, not the little short, letter-size ones. If you have a 99 manual, then you do not need one of these cards, because the manual has more information on troubleshooting. The technical information booklets Bosch publishes for the EFI and CIS are very good. They have detailed explanations of the workings of either system, but do not go into troubleshooting or repairs. The booklets are \$2.00 each from Robert Bosch Sales Corp., 2800 South 25th Ave., Broadview, IL 60153.

This issue closed on the 9th of April and we hope to mail on the 17th. I am going to try to move my deadline up a few days to about the 5th of the month so the Newsletter can be of some use to local clubs with meetings at the end of the month.

Jeff Delahorne

ROCKY MOUNTAIN SAAB CLUB--will hold its next meeting on Thursday 7 May, at SAABARU, Inc., 319 S. 14th St. in Colorado Springs. The main topic of discussion will be how to wring more performance out of V-4s; however, Jim Mongellow and Mel Thurber, owners of the shop, have also done work on 2-strokes and 99/900s. They will be happy to answer questions about these models as well as V-4s. The last meeting was held 9 April at Bosch Turbo, Inc. in Denver and members were treated to an excellent presentation on fuel injection and turbocharging. For more information about the Rocky Mountain Club, contact Barry Nash, 1217 Quebec, Denver, CO 80220, 303-377-9529.

NEW ENGLAND SONETT CLUB now has 80 members, meets quarterly, publishes a newsletter and membership registry, and has club decals available. At our last meeting, March 1st, we had a Saab transmission expert, Don Levesque, and a Saab-Scania representative, Ralph Skinder, as speakers. Any national club members interested in joining the New England Sonett Club can contact M.S. Raphael, 3 Sequoia Ave, RFD 10, Manchester, NH 03103.

SAAB ENDS FACTORY TEAMS IN INT'L RALLYING

Saab-Scania Press Info: After almost 30 years of successful competition in international rallying, the Swedish Saab will no longer operate a factory team on the international scene. Hans Thornqvist, information director of the Saab Car Division and responsible for the company's competition program, has announced that the company's activities in motorsports will be cut back for 1981.

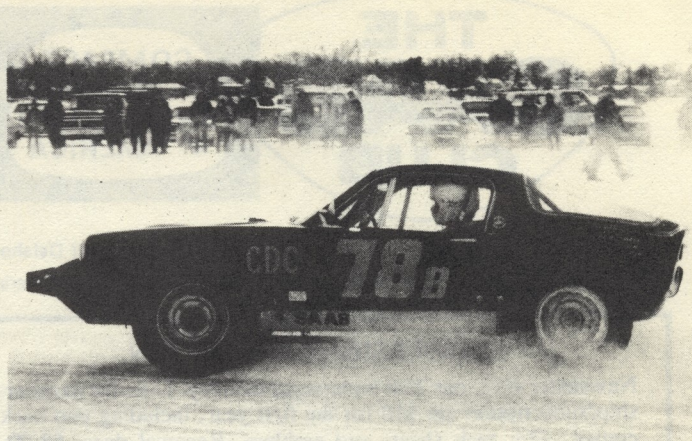
Mr. Thornqvist cites two main reasons for this decision. On the one hand, the costs for international rallying have rocketed out of proportion; on the other are the new international regulations for rallying, announced just before the end of the year. Under these regulations, the World and European rally championships, at least for 1981 and 1982, will be contested by highly modified rally cars, which bear little or no resemblance to everyday production cars.

This new development, the Saab official notes, runs counter to Saab's consistent policy of running largely standard cars. The original idea of rallying was to compete with cars tuned for maximum performance within blueprint specifications of the production car, or according to strict tuning regulations, but always with the standard unit as the base, Mr. Thornqvist said. He added, however, that many Saabs will still be active in Swedish rally competition, where some 5,000 drivers are piloting Saab cars.

EMERGENCY CLUTCH HYDRAULICS FIX--USE WATER

If your clutch hydraulics are losing fluid and you don't have fluid to top up the system, you can use water to keep the clutch operating until you get to a repair shop or home. In such a situation, the water probably will not hurt the hydraulics any more than they already are. **DO NOT TRY THIS WITH BRAKE HYDRAULICS UNDER ANY CIRCUMSTANCES!** I remembered this tip from the January 1980 clinic at Johnston Racing in San Diego, CA.

Andy Buc, North Hollywood, CA



Ken Cich rounds a corner at the Forest Lake, MN ice race in February. (photo courtesy of Mark Mahla).

CICH, PAGE WIN ICE RACING SERIES CROWNS

Saab Club members Ken Cich and Dan Page won overall series victories in Production and Showroom Stock Classes for the 1981 International Ice Racing Association series after the last event March 15 at Ft. Frances, Ontario.

Cich won the Production Series as well as the Class B title in his 940cc Sonett two-stroke. Despite having the smallest engine displacement, Cich amassed more points than any of his competition with consistent performances in every race. Ken's Sonett is a 1969 model, back-dated with a 3 cylinder two-stroke engine to run in the under-1100cc B Class

Page won his third consecutive Showroom Stock race in his '69 Sonett and thus won the overall title in SS class by a wide margin. Showroom Stock cars are unmodified except for street-studded snow tires and safety equipment such as a roll bar and side net. IIRA production cars can be modified within limits and use larger racing studs on their tires.

SAAB SETS UP \$50,000 PRIZE FUND FOR RACING

Saab-Scania Press Info: Robert J. Sinclair, president of Saab-Scania of America, has announced a large support program with contingency awards for Saab drivers active in both racing and rallying. About \$50,000 has been earmarked for the 1981 program which includes prize monies for drivers of Saab 99 and 900 models in the SCCA Showroom Stock and GT 2 classes as well as in nation and divisional performance rallies.

In road racing, Saab finished second in Showroom Stock A last year and third in SSB, down from their 1979 finish where Saabs won both those classes. In the SCCA Pro-Rally, Saab won the production class crown last year with Jon Davis of Houghton, MI.

The performance awards are, for Showroom Stock classes: \$300, \$200, and \$100 for first, second, and third in class in national SCCA races. In addition, the three best Saab drivers in a national race will be awarded \$100, \$50, and \$25 respectively. In GT II class the awards are \$500, \$300, and \$100 for first, second, and third in national SCCA races, plus bonus awards for Divisional Championships. For SCCA Pro-Rallyis, the awards are \$200, \$150, and \$100 for best, second, and third finishing Saab 99 or 900 in national rallies. Drivers finishing first, second, and third in class in the same events are eligible for \$250, \$175, and \$100 respectively, and double these amounts for first, second, or third overall finishes.

SAAB HISTORY AVAILABLE CHEAPER FROM SAAB

I read with interest the "review" of the new Saab history, SAAB The Innovator, and I feel it might benefit those members who might order the book through the Classic Motorbooks ad in Road&Track to know that Saab offers the book for about \$12 (p/n 02-96-202). This is substantially less than the outrageous \$29.95 plus \$2.25 shipping that Classic Motorbooks is demanding.

Thomas C. McTighe, Mt. Pleasant, SC

Ed. Note: Not only is Classic Motorbooks' price high, but their service is terrible. If you order either of the two books on Saab they have, you'll get back an invoice stating they are "temporarily out of stock." I ordered From Two-stroke to Turbo right after CM first advertised it and got back a notice a week later that it was temporarily out of stock. Of course hundreds of Saab owners did not immediately deplete their stock, they never had any to begin with. I've demanded a refund from them for both my orders and I urge any other members who have ordered books from Classic Motorbooks to do the same. A mail order book business with a limited number of titles should be able to keep them in stock.

Jeff Delahorne

96 DOOR LATCH SPRINGS, WATER PUMP REMOVAL

I have had a spring in the door latch break on two different 96s, so maybe it is a trend. If this happens, the door will not latch, but, the good news is that it can be fixed where it happens if you carry basic tools. Just take off the knobs and handles on the inside of the door, then pry off the inner door panel. In the bottom of the door you will find a spring with the hook broken off. Bend a new hook and replace the spring between a tab on the latch fork (the part that goes through the door and another tab about 1 1/4" below it).

Changing the water pump on a 96 is awful. In addition to the instructions in the newsletter, July 1978, I can only add that to make it easier the next time, remove the three bolts nearest the engine and drill out the threads on the water pump, and replace the three bolts with 1/4 20 bolts and put nuts on the front. Then, next time you will not have to remove all those hoses and the motor mount. This can also be done when the engine is out of the car for other reasons.

The "Haynes" manual seems to be the best--very complete and easy to follow.

The nuts on the clutch master cylinder are hard to get at. A 1/2" distributor wrench works well (Sears #9HT47754). This is for 1969 and later 96s.

Last, I would like to defend the letter I wrote in July 1980 on freewheeling. My statement that you can shift in and out of freewheeling is based on experience, years of experience. If anyone does not believe this can be done, then do not do it, but as long as you keep the engine lightly loaded when you shift in and out, there will be no problem (the trick is that the relative speed is zero).

Frank DeWitt, Lima, NY

RECOMMENDED SHOP: Granade's Saab Service Center, 905 NE Union Ave., Portland, OR 97232, 503-238-0441. Specializes in 2.0l 99s and 900s--a branch of Coach and Four shop which handles 95s & 96s.

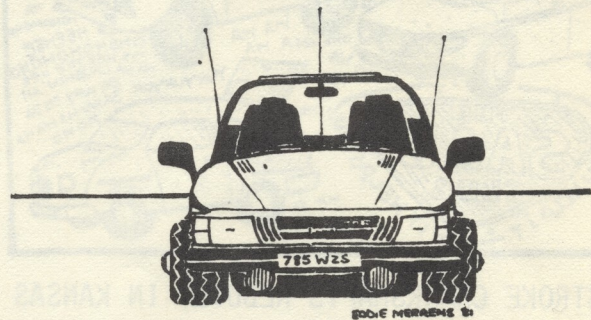
96 DECEL VALVE HOSE LEAK CAUSES PROBLEMS

The engine in my V-4 developed a curious malfunctioning pattern. After starting the engine, it would run fast for a brief interval, then stall, and abruptly choke itself out. I proceeded to perform the following:

1. Check for sustained fuel supply and pump pressure to the carburetor.
2. Perform several carburetor adjustments, including opening and closing the air-mixture and idling screws.
3. Examine the hose between the carb and the decel valve for possible air escaping.
4. Removed the carb and replaced a deteriorated acceleration pump diaphragm and selected other suspicious parts.
5. Inspected the decel valve unit and found the diaphragm in bad condition and replaced it. (You can use the diaphragm from a Ford Pinto, part # D1FZ-9K799-B from Ford.)
6. Removed, examined, and cleaned the PCV valve.
7. Checked for a hose air leak between the distributor vacuum chamber and the carburetor air horn.
8. Removed the distributor cap and examined the rotor and the points.

After performing all of the above diagnostic steps I started the engine only to learn that nothing was achieved. In a subsequent attempt to isolate the problem, I removed the 1/2" hose which connects the decel valve to the vacuum drum on the power brake unit. I filled this hose with water and observed for a possible leak. None. Then, placing the hose to my mouth and sealing the other end with my thumb, I blew hard. Eureka! Air escaped from the elbow joint which connects to the decel valve outlet where a defective clamp had damaged the hose. In replacing the hose I carefully tightened the clamps to avoid scarring or piercing the rubber, and after that the engine has performed beautifully.

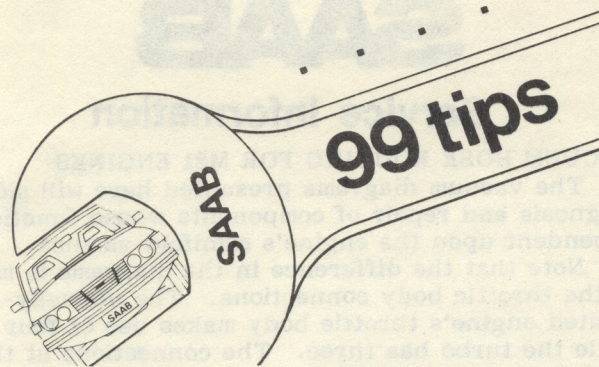
Leonard P. Vidger, San Francisco, CA



Drawing by Eddie Merrens. A prototype model 901?

BUSINESS OPPORTUNITY

SELL OR TRADE ACTIVE MAIL ORDER OLD CARS POSTER AND NEWSPAPER AD SUPPLEMENT BUSINESS. OVER 21,000 POSTERS, LARGE AMOUNT OF OLD CAR STATIONERY, SALEABLE NEWSPAPER AD SLICKS, LARGE MAILING LIST, PLUS ACTIVE NEWSPAPER ACCOUNTS. IDEAL TO OPERATE FROM YOUR HOME. Over \$50,000 retail value. \$10,000 cash or consider SAAB(s) as partial or complete trade out. Write for details and samples. JACK ASHCRAFT 2425 Table Rock Road, Medford, OR 97501, phone 503-772-5449.



HORN NOT WORKING: Remove the four screws from behind the steering wheel. Remove the center section and lightly sand the ends of the spring loaded contacts and take a pen knife where the contact touches behind the pad and remove the black residue. Reassemble, turn key on, and test.

DIM HEAD LIGHT: I found where the low and high beam wires join at the plastic block in the headlight insert assembly was partially shorted out. Replace the insert or rewire the wires, bypassing the plastic junction.

OIL DOOR HINGES: The hinge pins have a groove milled down them. Pull your dip stick out quickly and tip up side down and let the oil drain down the stick. Then very quickly aim the dipstick end at the top of the hinge pin. Let two or three drops drain down the stick and on top of the pin groove. The oil will follow down the groove and oil the hinge without making an oily mess of the door jam.

Tom Wydeven, Menasha, WI

99 PLUGS AND ANOTHER BROKEN LOWER A-ARM

After initial frustrations with the recommended Champion plugs, I tried various Japanese and German plugs in my 1976 99. They worked better than the recommended N-8Y's but they still misfired after a relatively short time. Finally in desperation I used Champion RN-12Y's which have worked by far the best of any plugs. Apparently the recommended plugs just were not hot enough. The RN-12Y's show no evidence of being too hot in either city or long distance driving.

The front shock mount broke off my lower control arm, and since a new arm is \$150, I took the old arm off (very easy--no special tools) and had the mount arc welded on for \$15. Some precautions: do NOT remove the bushings and bearings from the lower arm. If you do you will have a messy alignment job. The arc welding does not even begin to heat the bearings. Before welding, set the spacing of the arm where it fits into the lower ball joint. The spacing is set with a long bolt with two nuts temporarily placed in one of the two bolt holes for the lower ball joint. Test the spacing by sliding the rigged arm onto the ball joint. It should be a tight fit. If the shock mount is twisted where it fractured, it may have to be nudged back into shape with a hammer.

I found that plain wooden kitchen cabinet knobs painted black make good replacements for the EMS door knobs that always seem to break.

John Gross, LaGrange Park, IL

RECOMMENDED SERVICE: Bate's Auto Repair, 781 W. La Cadena Dr., Riverside, Ca 92501, 714-684-0605.

99 AUTOMATIC TRANSMISSION FLUID LEVEL

We suggest that Saab owners having automatic transmissions be sure to check their final drive unit for lubricant level, even more frequently than the 6000 miles suggested by the factory. For years, with American automobiles, we had found that where no drippage showed on the garage floor, at the pinion shaft or at the wheels, there was no appreciable loss of differential fluid. NOT SO with the automatic Saab. If the seal between the transmission and the final drive is not just right, some transfer to the transmission can occur. We learned the hard way that when the transmission oil level seems high, there is a reason: such a transfer has taken place. For us it necessitated removing the engine, tearing down the transmission at great cost to find scored ring and pinion gears and worn pinion shaft bearings.

Barbara and Gene Hubbard, Orange, CT

MISCELLANEOUS 99 TIPS FROM BRITISH COLUMBIA

My '76 99 being left-hand drive used to park its wipers in front of me, always leaving splashes in my line of sight. By taking off the wiper arms, spindles and drive mechanism and reassembling the drive upside down, with a bit of fiddling, the blades will park on the right side. It helps if you can cut about 1/2" off the "outer" next to the wiper motor and replace the end but it can be done without this. No snags in over a year of use.

Attach a snap fastener to the plastic loop used for opening the tool space under the trunk of the hatchback, and the other half of the fastener to the top of the rear edge of the parcel shelf and you can keep the lid open while rummaging in the tools with both hands.

Vibration in the gear level (manual) at around 2500 rpm (about 40 mph in top gear) may be due to the loss of a set screw attaching the right hand engine mounting to the cylinder head. Mine also vibrated very badly after a sharper than usual engagement of the clutch from rest, due to the engine moving on its mountings and touching the body somewhere. It was 6000 miles before I discovered the reason and it must have been my lucky day, as the set screw was lying under the steering arm! Cleaned it up and replaced it with a spring washer and the car was back to its old quiet self again.

I've had my Saab from new and it has 71,000 miles on it in nearly five years and I reckon it's going to last me for another 71,000 at the present rate of inflation. No sign of underbody rust yet and we have lots of salt here in the winter. Just wish I had five gears and (sometimes) four-wheel drive.

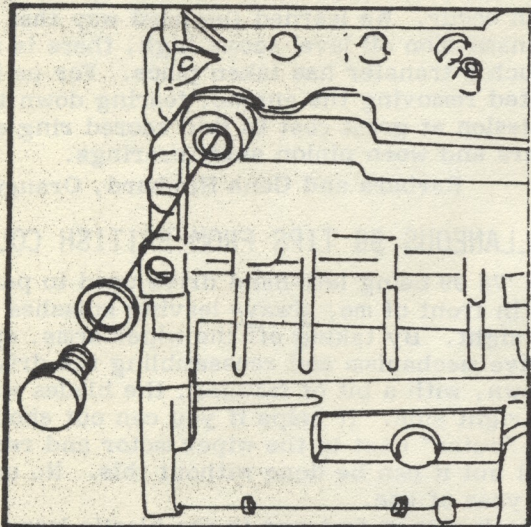
Dr. Mark A.E. Nixon, Nanoose Bay, BC

99 Alternator Replacement--Marchal

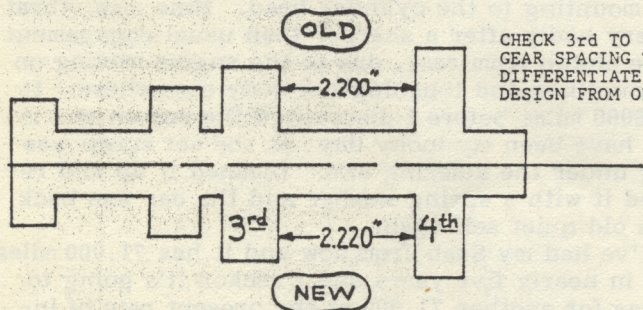
I looked high and low for a couple of days for a rebuilt Marchal alternator for my 76 99. The lowest price was a rebuilt from the dealer for \$145. After spending some time on the phone, I was able to find an alternator and generator repair shop that rebuilt my alternator for less than \$100. I would like to have stuck in an American alternator for less money, but I have neither the time or ability to put one in. If anyone would want their Marchal rebuilt and rebuilt well, call or write Nick Hayden, 3385W86, Cleveland, OH 44102, 216-281-9823.

NEW ENGINE OIL DRAIN PLUG SEAL, 1981 5 SPEED
 Saab-Scania Service Information: Beginning with VIN's ending with serial numbers -B1006799 and -B2 002154 a new engine oil drain plug seal (sealing washer 8718439) was incorporated on manual gearbox equipped cars.

This seal is larger than the one it replaces (8307 506) and does a better job of sealing the drain plug to the case. All vehicles with VIN's below those listed here should be retrofitted with the new seal at the next service or oil change.



ALTERED CLUSTER GEAR ON 1980 5-SPEED TRANS.
 The dimension of the third gear has been modified on cluster gears used in transmissions from #408097 upwards. The alteration allows more space for the third gear guide ring. Part number 8714495 has been retained. The illustration shows the dimensional difference between the early and late gears.



CHECK 3rd TO 4th GEAR SPACING TO DIFFERENTIATE NEW DESIGN FROM OLD

It is advisable to update 5-speed transmissions below #408097 when rebuilding to prevent the possibility of damage to the third gear guide ring. Only cluster gears of the new dimension are carried in current Saab-Scania spare parts inventory.

NEWSLETTER HELPS 99 OWNER FIND FAN PROBLEM

As the February issue mentioned the tie bolts in my fan motor were very loose (thanks!). In the process of remedying this, the fan end of the motor shaft broke. Fortunately the shaft is either not hardened or only case hardened which allows the center to be easily drilled and tapped for a common machine screw, about #10 if I remember correctly.

Gary Krull, Dayton, OH

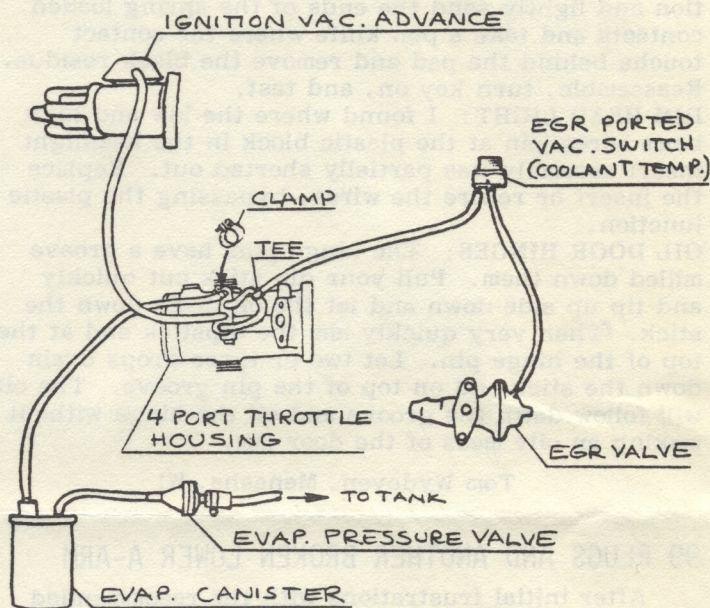
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Service Information

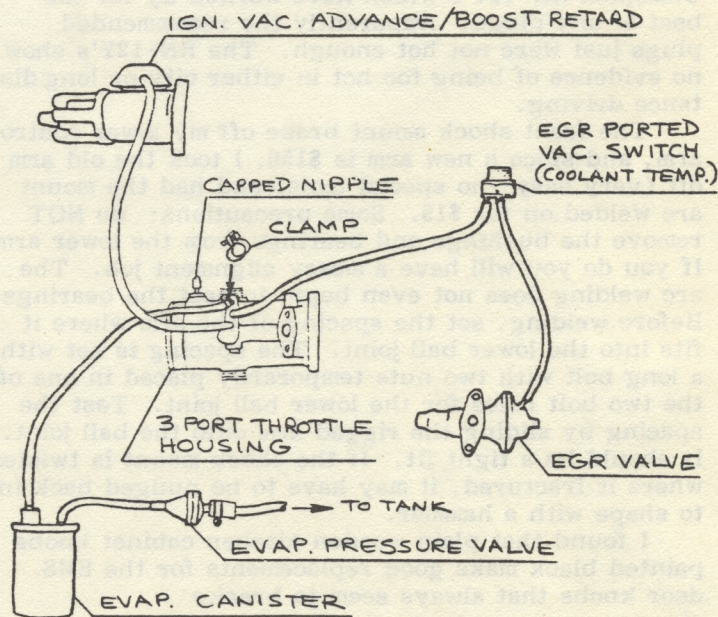
VACUUM HOSE ROUTING FOR M81 ENGINES

The vacuum diagrams presented here will aid in diagnosis and repair of components whose function is dependent upon the engine's manifold vacuum.

Note that the difference in the diagrams is mainly in the throttle body connections. The normally-aspirated engine's throttle body makes use of four ports while the turbo has three. The connections at the EGR coolant temperature switch can be made as shown or reversed with no change in function.



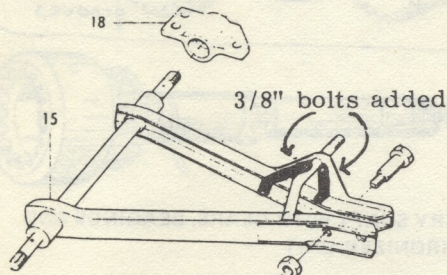
1981 NORMALLY ASPIRATED/Engine Family BSA2.0V6FC9



1981 TURBO/Engine Family BSA2.0V6FA7

99 LOWER A-ARM REINFORCEMENT & OTHER TIPS

Your article on lower A-arms on 99s (Dec. 1980) brought back unpleasant memories. Both of my lower front arms broke at the exact location indicated in the drawing. The breaks occurred at different times, at about 36,000 miles and about 50,000 miles. My solution was to weld the shock mount back to the arm and triangulate with two additional rods per arm, made from continental 0-200 case bolts. Since then no more problems with 92,000 miles as this is written. Be careful when welding if the arm is still on the car since the heat can melt the boot.



A recent problem was the SEV Marchal alternator which needed brushes. Talking to a local electrical shop indicated that a Motorola brush unit would fit with minor modifications, but the Motorola unit had an exposed positive lead. To make a long story short, the wire did short out and this wiped out the exciter diodes. Those were replaced with 3 amp 100 v. diodes that work ok. The brushes were replaced with Saab parts that fit properly, but cost an arm and a leg (\$26.00).

Should radiator work be done, be certain that the unit does not have any projections since hood clearance is nil to begin with. Yes, I have a small dent now.

Repco brake pads work well at \$25 per two wheels and they last about 35,000 miles, much better than the original 12,000.

The car ('76 EMS) works well towing a small travel trailer of about 2000 pounds, using a Saab hitch, provided that the lower gears are used to accelerate. The clutch should not be slipped excessively and the speed should be kept below 60 mph. This rig gets about 20 mpg, not too bad for towing a home away from home.

Mike Salish, Lakeside, CA

99 TIPS FROM TORONTO MEMBER --My '78 EMS shifts much better with 10W30 in the transmission than with 75EP, especially below zero.

For 99s that have had the water jacket fitted to the throttle housing, it is most important to ensure that the grommets around the water pipes are refitted correctly after the air cleaner bellows has been removed or replaced. The symptom is that the idle rpm fluctuates from zero to 1000 rpm at about one cycle per second. It is necessary to loosen the hose clamps on the two water pipes, seat the grommets firmly, pressed into place by the ends of the hoses and retighten the clamps.

Tim Locke, Toronto, Ont.

ANTI-SEIZE FOR PLASTIC AND ALUMINUM BOLTS

The November Newsletter mentioned aluminum and plastic bolts. My parts house recommends Permatex anti-seize compound to eliminate stripping. They suggest putting it on spark plugs because many times the stripping is done when the plugs are removed.

Ron Longtin, Brainerd, MN

ANOTHER LOOSE 99 FAN & TIRE OPINIONS

Thanks to E. Erichsen in the March newsletter, I too discovered that my 1977 99 radiator fan motor was about to fall from its bracket. One of the three mounting screws was gone, and the other two had backed out about half way, apparently from vibration. The problem here is that there are no lock nuts on these mounting screws. This is easily fixed by fitting a $\frac{1}{4}$ " lock washer, followed by a $\frac{1}{4}$ " flat washer, on the mounting screw, and then reinstalling the screw through the bracket and into the threaded motor mount. The flat washer is required because the bracket is plastic and without the metal flat washer, the lock washer would simply press into the plastic instead of being compressed as required to "lock" the mounting screw in place. I also discovered that the two long bolts that hold the fan motor casing together had backed out about half way, so 99 owners should check these at the same time.

I can confirm Eric Killinger's note that the Volvo 122 clutch slave cylinder repair kit will work on the V-4. However, in this area the Volvo kit costs more than the Saab kit. Check prices before buying either kit.

Several months ago the rear window defroster grid on my '77 99 stopped working. I was afraid I would have to spring for a new grid (which means a new window), but I decided to check out the circuits with my ohmmeter. The grid itself checked out OK but there was a problem between the fusebox and the grid. I discovered there is a relay for the rear defroster on the fusebox, and one of the wiring connections had slipped off the relay. These wires are hidden under the fusebox and relay bracket, and so were not visible to a casual inspection. Moral: check out all aspects of the wiring before you go to your Saab dealer to buy a new window because the grid is broken.

In the January Newsletter, Steve Goldberger asked for reader's experiences with different types of tires on 99s. Since I've owned 99s since 1969, here are my thoughts.

Semperit M301 fabric-belted radial ('69 & '71 99): This tire gave a very smooth ride, perhaps the best of any radial I have owned, due, no doubt, to the fabric rather than steel belt. However, the tire did not tolerate "brisk" handling as well as steel-belted radials, and tread wear was poor--only 32-35,000 miles.

Michelin ZX: very smooth ride, very low road noise, excellent wear. I have 52,000 miles on these on my '77 99 and they still have at least 1/3 of their tread left. I run them at 30 psi, and I do not think they cause slow or heavy steering; steering is lighter than with the Semperits. The primary disadvantage of these tires is that they are slick on wet surfaces. You have to be very careful when it rains.

Semperit M401: (1979 99): These tires have excellent traction on wet or slick surfaces, and appear to wear well, being 50% worn after 33,000 miles. But they seem to increase steering effort greatly and they do give a very harsh ride, almost bone-jarring at times on rough roads. To reduce steering effort, I keep them at 32 psi, but this causes more wear in the center of the tread. I understand from my Saab dealer and several tire distributors in this area that Semperit has withdrawn from the American market, at least temporarily.

Steve Laxton, Wayne, PA

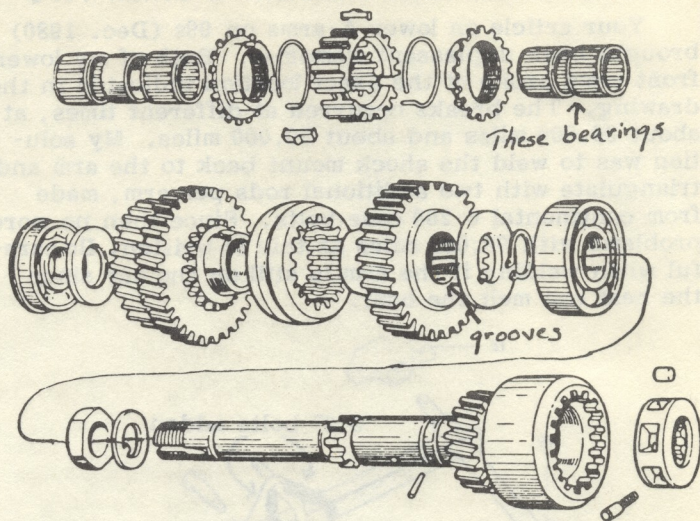
2ND GEAR NOISE IN V-4 GEARBOX--\$60 REPAIR

I recently obtained a '69 Sonett and along with it came some slight noise in second gear. Disassembly of the transmission showed that the inner diameter of the fourth speed gear on the primary shaft was rough. This fourth speed gear is used in second gear and the inner diameter of the gear is the outer race of the needle bearing that supports the gear on the primary shaft. The "roughness" is in the form of neat little grooves--one groove for each needle. These grooves are formed during fourth gear operation when the gear and its bearing are held stationary on the primary shaft. What happens is that the shock loads caused by coming on and off the throttle (especially when using freewheel) cause the needles to be pounded into the gear, forming the grooves. Then, in second gear, the bearing and gear rotate on the shaft and the needles bounce over the grooves, causing the noise.

Repair of this problem has required replacement of the fourth speed gear set, but the current price of this set is over \$300! So I started looking for a lower cost repair and I think I've found it. This involves obtaining two needle bearing assemblies that include a thru-hardened outer race. The gear inside diameter is then ground out so the needle bearing assemblies can be "pressed" into place. What I did was obtain two SKF RNA253320 needle roller bearings (25mm ID, 33mm OD, 20mm length). I then carefully measured their exact outside diameter and had the gear ground out to produce a press fit of .0005 inch. The cost of the bearings is \$11 each and the grinding cost \$30, although this may vary from area to area. The grinding must be a precision job. To install the bearings in the gear I heated the gear to 300°F in the oven and cooled the bearing in the freezer. This allows the bearings to be easily slid into the gear without pressing. I also used a dab of bearing loctite to help assure they stay in place. This assembly fits very nicely on the primary shaft, so it ought to work fine and last as long as the original set up. However, I have not put any miles on this gearbox yet (the car needs other repairs too!) so I have not thoroughly tested it yet, but I am confident it will work. If any problems arise, I'll pass the information along through the newsletter.

About the only thing that I can think of to prevent these grooves from occurring is to be as gentle as you can reasonable be when you get on and off the throttle in fourth gear, especially if you use freewheeling. I do not think that the transmission oil has much to do with preventing or causing this grooving (or more correctly, indenting), although one should always have the right amount of the correct oil. I suppose that the oil could have some cushioning effect. I do feel that Saab must accept at least some of the blame for this problem, as they must not have adequately determined the level of shock loading on the bearing (of course, this is easier said than done). Had they done so, they probably would have gone to a full-compliment needle bearing, which is a needle bearing without a bearing cage and which has about twice the number of needles as used in the present bearing. I looked for such a bearing to use that was readily available to us, but unfortunately couldn't find one.

Steve Parsons, Washington, IL



PRIMARY SHAFT WITH GEARS, BEARINGS AND SYNCHRONIZER UNIT

MEMBER DISLIKES MANUAL CHOKE CONVERSIONS

Several contributions now discuss how to change to hand choke, including (sorry to say) one by Ashcraft in the January issue (p. 9). All these result in most unsatisfactory choke. Good choke function must include at least so called "draw-down," so choke plate opens further as air flow increases. This is usually accomplished by light spring pressure against unequal arm butterfly. Many also have intake vacuum control on butterfly position. When butterfly position is simply fixed by a pull wire a degree of choke appropriate, e.g., at idle will simply flood the engine out when you drive off.

G. Sprengling, Blairsville, PA

Ed. Note: My experience with manual chokes is that to get the desired "draw-down" or partial opening of the butterfly plate you just push the choke in a hair right after the engine fires and catches. After that you have much more control over choke position than with the automatic choke. For instance if you have a steady drive with no stops right after starting up, you can shut off the manual choke completely and save gas as well as wear on the engine from excess gas washing oil off of the cylinder walls. With the automatic choke the butterfly plate stays partially closed until the engine warms up to the specified coolant temperature, regardless of the load on the engine or the type of driving.

Jeff Delahorne

MORE PROBLEMS WITH "HEET" AND FUEL GAUGES

Adding a can of Heet with each tank of gas in winter months resulted in a nervous twitch in my fuel level gauge. I suspected a short in the fuel level transmitter and feared subsequent damage to my fuel gauge or worse yet, possible sparking in the gas tank. While removal and examination of the transmitter revealed no obvious problem, I decide to replace it (\$60). The nervous twitch did not reappear, which leads me to conclude that the suspect transmitter had sustained some damage by adding Heet. I suspect that the methanol slowly dissolves the shellac coating on the transmitter's resistance coil. Can I interest anyone in a case of Heet? Cheap! This all pertains to a 1976 99.

Bob Knutson, Wauconda, IL

V-4 CARBURETOR JETTING AND CRUISE CONTROL

After many unsuccessful attempts at down jetting the Ford carb I am of the opinion that it is best to use a 140 to 160 main jet. The 120-135 is just too small for the 1700cc V-4. Now it may be that the 1700 draws more than the 1500 giving slightly more power.

I believe it's a little futile to put colder plugs on the 96. This made absolutely no difference. It is also my guess that the Solex must be rejetted to a larger jet to run efficiently. I have found the Ford carb to be relatively trouble free and easy to rebuild with the J.C. Whitney catalog kit that sells for \$3.79. I do think that the MSS vacuum advance is tops! I am able to rely on my distributor for fluid advance.

Let me also remind everyone to run the condenser to the negative side of the coil for more potent spark. I reversed mine and got lower power.

I have placed a Radartron cruise control on my 96. I was impressed by the easy application and reliable service. Cruising at 50 has never been better. I got this also from J.C. Whitney.

In conclusion, the K-Mart KA-3 air filter is the same size as the Saab filter for the 96.

Jeffrey D. Bell, Cleveland, OH

LAST CALL FOR SAAB CLUB SCANDINAVIAN TRIP

The deadline for making deposits for the Club's Scandinavian Trip is May 1. There are still plenty of places available for the tour which will include a trip to the Saab factory at Trollhattan and an evening with members of the Saab Club of Stockholm. A deposit of \$250 is necessary to confirm space. You may send deposits to The Saab Club here in Duluth with checks made out to Happiness Tours, Inc. The complete tour itinerary appeared in the January issue of the Newsletter.

FIBERGLASS FENDERS FOR 95s and 96s POSSIBLE

I am willing to manufacture fiberglass front fenders for Saab 95-96 if enough response is received. Approximate price \$80 Canadian. John Stavinga, RR#1, Barrie, Ont., Canada L4M 4Y8. Please send SASE.

RUSTPROOFING 99 LEADS TO RUST--CLUTCH TIPS

When I bought my 1977 EMS, I had it Ziebarted. Later, the Newsletter said this was not a good idea. Very true! The Ziebart has actually caused my doors to rust out at the bottom. The bottom of a 99's (and 900?) door has a lengthwise trough in it. The door drains are in this trough. The trough keeps water from reaching the door's inner and outer panel seam. Well, the Ziebart filled the trough up and allowed the water to get to this seam causing it to rust. This happened even though the drains were still open.

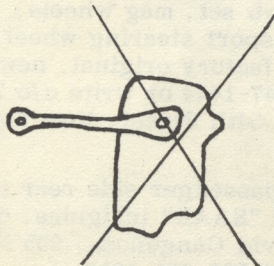
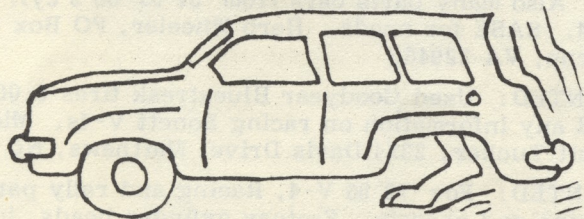
If you have just done a clutch job on your 99 and it seems there is a new "clunk" or "snapping" sound when you takeoff, it could be the transfer case's input-gear bearing moving axially in the case. This bearing is held in place by a press fit and a large snap ring and cover assembly. If the press fit is a light one, if apparently can be disturbed when you "yank" out the clutch shaft. At least it apparently did so on my car. There is a .012"-.015" clearance between the bearing and the snap ring/cover assembly. The axial thrust of the helical input gear caused the bearing to snap back and forth within this clearance (it was loud enough that my 2½ year old daughter started imitating the sound!). The cure was to cut out a washer from .014" sheet metal (from a quart lacquer thinner can I think) and install this between the cover and the bearing (actually, between the cover and an oil baffle "washer" Saab started installing in 1975).

Steve Parsons, Washington, IL

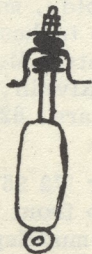
LAST MINUTE ARRIVALS--WANT ADS.....

FOR SALE: 1977 99GL, red two-door, 54,000 miles, four speed, air, cruise control, stereo cassette, Addco sway bars, KYB shocks; new timing chain, recent exhaust: \$4250 or offer. William Goosby, Chicago, IL 312-762-8707.

FOR SALE: Parts unique to 95; taillights: \$7 ea.; rear seat, red: \$15, and more. Also instrument cluster (late 95 and 96): \$12; clocks round and square: \$15; V-4 transmission, whine in second gear: \$60; back bumpers: \$30; front bumpers: \$10 per section. Frank A. DeWitt, 7389 E. Main St., Lima, NY 14485 716-624-3052.



SAAB List Price
\$168.58 per pair



Conversion Kit
\$95.95 complete
with shocks

"TIRED OF THE 95 JACK RABBIT RIDE?"

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You need about 2 hours, hand tools-hand drill, 2½" hole saw(optional order \$9.95)

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CLASSIFIED AD RATES

Ads offering parts or Saabs for sale or wanted at prices *under* \$200 are FREE to members and non-members. 25-word limit, plus name and address. Ads listing prices of \$201 to \$900, enclose \$2. Ads listing prices \$901 to \$2000, enclose \$5. \$2001 and up, enclose \$10. All ads without a price listed, enclose \$10. Commercial ads, \$10 for two inches. Please enclose sufficient funds—we will not bill.

We will delete unnecessary superlatives and abbreviate where possible.

FOR SALE: 1968 Sonett, driver's side hit, frame undamaged, new engine, trans., tires, MSS equipped, Konis up front, plus many other new parts: \$1500. Todd Mazzola, 11 Clearview Dr., Randolph, NJ 07869 201-361-0391.

FOR SALE: 1973 Sonett, 28,000 miles, new tires, clutch, Die-hard battery, sun roof included, MSS exhaust: \$4000. Also 1973 Sonett, 50,000 miles, sway bars, Bilsteins, solar film on glass, black lacquer paint, new Michelin XAS tires, MSS exhaust, trans. with low miles, all in very good condition: \$4500. Also 1972 Sonett, green with different color hood, 70,000 miles, some rocker panel rust, reupholstered seats, good radials, \$2500 including sunroof not installed. 1972 Sonett parts car, no engine or trans., hit driver's side and pass. side, no hood, interior fair: \$400. Ken Virgin, 215½ W. 9th. Ave, Huntington, WVA 25701, 304-522-7603.

FOR SALE: 1973 Sonett III, blue, 29,000 miles, engine very good, 5 original Fulton factory tires, never hit: \$4500. For sale: 1973 95, yellow, no rust, no dents, runs well: \$1695. Also '72 V-4 engine and '69 V-4 engine, alternators, radiators, tires, rims and other parts: \$10 to \$200. Alex Ciuca, 213-284-7180, Los Angeles, CA.

FOR SALE: 1965 Monte Carlo, newly rebuilt engine, good original condition, needs minor fender work, with many engine spares: \$1000 or best offer. John Hallen, Rte. 2, Box 593, Grand Rapids, MN, 218-326-4482.

FOR SALE: 1968 Two-stroke 96, very good condition with many extra parts included: \$800. H.A. Davenport, 3550 Winding Way Road, Roanoke, VA 24015, 703-345-2641.

FOR SALE: 1963 96, engine rebuilt, runs great, body rough: \$400. 3 cylinder parts, new crank, pistons, blocks, distributors, carbs, two complete engines: \$400 or best offer. Michael Clark, 2415 D St., Bellingham, WA 98225

FOR SALE: 1968 95 wagon, rebuilt V-4 engine 30,000 miles ago, many new parts and extras, some rust and dings: \$500 or trade for 99. Jerry Beusinger, 710 Kathy Dr., Yardley, PA 19067, 215-493-2152.

FOR SALE: 1967 96 V-4, runs fine, good engine, but floor rusted and cracked; good parts car, Michelin radials, Gillette mud and snows, extra wheels: \$200 or best offer. Mary Gruszka, 88 Myrtle Ave, Edgewater, NJ 07020, 201-224-4937.

FOR SALE: 1973 96, 1700cc regular gas, new paint, clutch, brakes, hoses; Fulda Steel radials, Sanyo AM-FM stereo cassette, KYB gas shocks; green with green interior, excellent shape, 54,000 miles: \$2850 firm. Paul Florance, 54-62nd Place, Long Beach, CA 90803, 213-438-3257.

FOR SALE: 1973 96 V-4, good engine, two transmissions, good radials, AM-FM 8 track, some spare parts \$600. Tom Fox, 2681 Westwood Northern Blvd. Cincinnati, OH 45211, 513-481-9850.

FOR SALE: One pair 95 rear shocks from a '72, work well: \$50 pair. Also early Fomoco carb from a '69 96, complete: \$25. Trailer hitch fits both 95 and 96: \$25 plus shipping. Also have four full sets of 96 V-4 parts from 1968 to '71--write with your needs. Wanted: Two-barrel manifold to fit Weber carb: offer \$50. Also want rear door panel (inside) for 95: offer \$10. Also wanted four 99 hub caps for a '74: offer \$25 for the set. David Kronen, 22706 Califa St, Woodland Hills, CA 91367.

FOR SALE: 95/96 V-4 parts: plugs, points, brake pads, wheels, hub caps, locking gas caps, mirrors, electrical switches, etc: 50¢ to \$10. Also for sale, Synchros from '73 96 transmission, 35,000 miles: \$10 plus shipping. Clutch from '73 96, complete: \$10 plus shipping. Also factory service manual for 1969-71 99 in good condition, complete, but not in binder: \$10 plus ship. Steve Laxton, 830 Pugh Rd., Wayne, PA 19087, 215-687-4807.

FOR SALE: Loose leaf xerox copy of Sonett factory shop manual; covers all Sonett differences from 96: \$15. Walter Burnett 615-524-7194.

FOR SALE: V-4 Web-casing transmission, 30,000 miles, very good condition: \$300. 96 wiper motor: \$20; regulator: \$20; heater motor: \$20; old style 67 or 68 V-4 radiator: \$35. Many other 96/95 parts. Nick Hayden, 3385 W. 86, Cleveland, OH 44102, 216-281-9823 or 431-9413.

FOR SALE: 93 Hood: \$10; '64 and earlier grill: \$5; right and left front fenders: \$10 each; 750cc head: \$5 3-speed transmission: \$10; single carb air cleaner: \$2 Larry Bean, 2873 Grosvenor Dr., Cincinnati, OH 45239.

FOR SALE: Parting out '62 wagon and '62 GT850; have some parts, not all--mostly body and misc. write your needs to W.T. Boys, 1567 N. Oakland, Fayetteville, AR 72701.

FOR SALE: Original factory parts manual for 92 model. Also many parts cars from '57 to '68 3 cyl. and V-4. SASE for needs. Herb Wheeler, PO Box 30, Keene, VA 22946.

WANTED: Used Goodyear Bluestreak tires 6:00x15, and any information on racing Sonett V-4s. Michael Scott Tucker, 2324 Davis Drive, Matthews, NC 28105.

WANTED: For '72 96 V-4, Racing and rally parts for engine and chassis. Factory cylinder heads, intake, exhaust manifolds, multi-carb set, mag wheels, springs. Also tachometer, sport steering wheel, racing bucket seats. Must be factory original, new or used. David Rivkin, 212-247-1444 or write c/o Zumbach Sports Cars, 629 West 54th Street, New York, NY 10019.

WANTED: For '72 96, one passenger side rear tail-light lens, two front fender "SAAB" insignias, one old style rear mudflap. David Gangeness, 905 NW 1st Street, Rochester, MN 55901 507-281-4837.

WANTED: Two rear quarter-panel side reflectors for '71 96, in good condition: \$10. Neil R. Waxman, 1417 NE 70th, Seattle, WA 98115, 206-524-0743.

WANTED: New or good used Monte Carlo 850 engine. Jim Lemay, 713-498-5414, 11411 Harwin #4, Houston, TX 77072.

WANTED: Shop service manual for Sonett II V-4: \$35 or ? Also wanted Steering wheel for '68 Sonett: \$35 or ? Any advertising or sales books for Sonett. David S. Bryant, Box 302, Whitefield, ME 04362.

WANTED: 1967 V-4 distributor. Frank Yonkers, 408-744-5521 days, 408-926-0456 eve. and weekends.

WANTED: Upper and lower tail-light lens for 95, one each. Will pay \$15 or trade for two-stroke parts. Peter Hylkema, Rt. 1, Barneveld, WI 53507, 608-924-6384.

WANTED: Set of four late model Sonett alloy rims. Will pay up to \$50 each. Andre Fritz, R.D.I. Box 85 Chester, NY 10918, 914-469-9329.

WANTED: To trade one new logo 96 mud flap for old style or vice-versa to get matched set--I have one of each. Chris Mills, 17-5360C2, 295 North Maple Ave., Basking Ridge, NJ 07920, 201-221-6557.

WANTED: DKW parts. Need cranks, any parts for all DKW models. Shawn Irelan, PO Box 93, Peshastin WA 98847, 509-548-7279.

FOR SALE: Three late model Sonett mags with worn tires: \$40 each. V-4 engine with no alternator bracket, but otherwise complete: \$150. Sonett gearbox, third gear needs replacing: \$100 with misc. other trans. parts. Ken Virgin, 215½ W. 9th Ave., Huntington, WV 25701, 304-522-7603.

FOR SALE: 1973 99LE four door, AM-FM stereo, AC, 69,000 miles, good condition, no rust: \$1850. Glenn Dunn, 919-733-4534 work, 919-821-2675 home.

FOR SALE: 1974 99LE two door, automatic, 58,000 miles, no rust, no problems: \$1600. Also some '72 two door parts. Dale Kunkel, 233 N. 8th, Leighton, PA 18235, 215-377-2650.

FOR SALE: 1975 99 four door, mint green with white top, luggage rack, automatic, power steering, AC, no rust or body damage, 30-32 mpg, new SR tires and tune-up. 30,000 miles on new engine and trans.: \$3800. Kenneth Wyle, 251 W. State St., Waverly, IL 62692, 217-435-9777 eve. and weekends.

FOR SALE: 1978 99 Turbo, wrecked right front, parting out, 24,000 miles, no trans., motor, or turbo assembly: \$1200. All other parts cheap. Also '74 99 motor and/or trans.: \$699. Robin at Country Motors, Inc., Butler, PA, 412-482-2156 days, 412-287-3938 evenings.

FOR SALE: Five Continental Contact 165SR15 tires mounted and balanced on Saab rims with hub caps: \$145. M.E. Cabanela, Rochester, MN, 507-285-1045 after 6pm central time.

FOR SALE: Two Safety Braker kits, new in box: \$53 incl. shipping. One Pirelli P-6 195/60HR15 tire, used only six months as a spare, going for space saver: \$100 incl. ship. Josie Maymon, 251 Summit Ridge Dr. Nashville, TN 37215, 615-297-3864.

FOR SALE: Headrest insert cushions for '78 99 with red covers: \$25; Quartz high beam headlight to replace stock units: \$20; winter wiper blades with rubber boots: \$5. Allan Rae, Box 244, Farmington, CT 06032, 203-677-0000.

FOR SALE: Two new Pirelli P-6 ties: \$260; One MSS free-flow muffler: \$55 (fits '75 EMS); One new, still in box, VDO combination VAC/Turbo boost pressure gauge: \$40. George King, Richmond, VA 804-233-5994.

FOR SALE: '77 GL steering wheel, complete: \$35; 175/70HR15 Pirelli CN36, new: \$75; Steel rim for 99, new: \$15; Wanted: EMS alloy rim, good condition, cheap. Also extra tail light assemblies for 80-81 wagonback. Paul Rivera, PO Box 641, Tujunga, CA 91042, 213-352-4800.

FOR SALE: Trailer hitch for 99-900 hatchback: \$50 U.S. or \$60 Canadian. Richard Bradner, 185 N. Stratford, North Burnaby, BC V5B 1L1, 604-294-0868

FOR SALE: 1971 99 parts, tinted windshield: \$150; 1970 rear seat, tan: \$150; front bucket, tan: \$100. Ben Zaritz, 630 S. Euclid, Oak Park, IL 60304, 312-848-3897.

FOR SALE: '78 99 head with valves; radiators, alternators, starters, and front end wheel assemblies: \$20 to \$200; '72 99, no dents, no rust, whole car or parts. Alex Ciuca, 213-284-7180.

WANTED: Four alloy wheels for 99, offer \$140 for all four. Ray Damijonaitis, 312-842-1299.

WANTED: Tachometer that will fit 1978 99: \$50 or ? Tim Rourke, 315 Cass St., St. Clair, MI 48079, 313-329-3576.

WANTED: Yellow plastic lens for left front turn signal on '76 EMS; Also need plastic lens for right rear for '76 EMS. J.A. Smith, 19430 Sherman Way, Reseda, CA 91335.

WANTED: Two good rear springs from a '76 or newer EMS or Turbo. Will pay shipping. Steve Buckles, 1238 E. Cambridge, Phoenix, AZ 85006, 602-258-6381.

WANTED: Mudflaps for both '71 and '72 99s. Need flaps only for '71 and both flaps and left mounting bracket for the '72. Will pay up to \$25. Mil Radvansky, 636 Woodbine, Oak Park, IL 60302, 312-292-3577 days, 312-386-8734 nights.

WANTED: Factory air-conditioning system for '79 900. For sale: Jensen AM-FM cassette stereo plus 2 Pioneer TS168 speakers, custom fit for 900. make offer. R. Panella, 1139 Taylor Ave., New Kensington PA 15068, 412-337-6118 after 6.

WANTED: Tachometer/clock for '76 on 99, offer \$50; Also want speedometer for '76 on: \$30 and four small hubcaps for 99: \$25. For sale: Radiator from '75 99, leaks: \$50 or best offer. John Paschkewitz, 915 Chestnut Circle, Wright-Patterson AFB, OH 45433, 513-878-3086.

WANTED: 5½" Aztec Turbo wheel in very good shape offer \$55. Also want a set of four or five blue plastic wheel centers with clips from '74 EMS alloy wheels, offer \$10. Also want 1973 to '77 99 in decent condition, price related to same. Bill Jenkins, 55 S. Collee, Carlisle, PA 17013, 717-249-6514.

LATE ARRIVALS.....

FOR SALE: 1973 Sonett III, 30,000 actual miles, new Imron paint, asking \$3600. Charles Forcum, Route 7, Box 79, Marion, IL 62959, 618-983-8233.

Please use knife/letter opener

APR. 1981

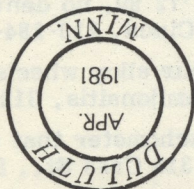


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Page 12

FOR SALE: Four 195/60-15 P-6s on factory Turbo wheels (1980), less than 1000 miles. Retail for \$1100 will sell for \$800. James Conboy, 404 Bailey Ave., Pittsburgh, PA 15211, 412-488-6841.

WANTED: Complete Air conditioner for Sonett III. Also body parts, rear bumper, other spares and advice. Call collect: 504-894-3041, Tom York, keep trying, I'm hard to reach.

FOR SALE: 1975 99LE four door automatic, unique one-year green color, 51,000 miles, Europa serviced, transmission and engine excellent: \$3000. Also accept offers on 1978 Turbo 99 with prototype Jack Lawrence exhaust. Bill Buckles, 1705 Mansard Lane, Mt. Prospect, IL 60056, 312-437-0078.

FOR SALE: 1967 95 V-4, white, new bulbs and fuses engine excellent, body very good for it's age, five good tires, transmission going: \$500 or offer. Bill Buckles, 1705 Mansard Lane, Mt. Prospect, IL 60056 312-437-0078.

FOR SALE: Four-speed gearbox from 1965 3 cylinder 96. Good condition: \$150. Steve Parsons, 309-694-6588.

FOR SALE: 1972 Peugeot 504, AT, AC, AM-FM, sun-roof. New: brake master, brake servo, MacPherson shocks, alternator, regulator, timing chain. Very comfortable, runs great: \$2875. Yoshi Horiuchi (Mr.) 320 E. Ridley Ave., #1, Ridley Park, PA 19078 215-534-3046.

FOR SALE: Set Bilstein shocks for 1975-79 99. Used 20,000 miles: \$75. Craig Thompson, 1123 Lincoln Blvd #9, Santa Monica, CA 90403.

FOR SALE: Parting out '73 and '74 99s. Good engine and transmission and many spares. Paul Perry, 966 Schiele, San Jose, CA 95126, 408-286-5391 or 241-7222

FOR SALE: Parting out 1975 99LE Wagonback with complete rear clip including roof and doors; also parting out '74 99LE four door. Tom Wydeven, 414-725-7709.

FOR SALE: 1971 95, rebuilt trans., new clutch, shocks, brakes, and tires; 88,000 miles, very little rust on grey exterior; red interior very good: \$1100 Also air conditioning package to fit 95/96: \$65. Steve Mineck, 17911 NW 68th Ave., Apt O-210, Hialeah, FL 33015, 305-556-7156.