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AUG 1981

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SAAB Clubs of North America Publisher: Jeff Delahorne, 5805 Oneida Street, Duluth, MN 55804 (218) 525-3253
Consultants: Dick Grossman, Jack Ashcraft, Carolanne Curtis, Andy Buc, Ted Tucker

MEMBERSHIP/SUBSCRIPTION

Newsletter #96, our 79th 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, 40¢ one issue.

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

EDITORIAL RAMBLINGS---AUGUST 1981

This issue arrives a little later than most of you expected it, and indeed I was about a week late in getting it finished and to the printer. The reason is that I have been involved in building a new combination garage/Saab Club office next to our house. The back bedroom has been overwhelmed by newsletter, tech sheets, factory manuals, typewriter, filing cabinet, and more, all necessary to producing this monthly newsletter. So by next spring all that clutter should be moved out to the 8'x12' office which should help me remain cool and organized under the crush of mail and phone calls that make my job both harried as well as interesting.

To explain to new members and old members who did not understand previous explanations, editing and publishing the Saab Club Newsletter is my full-time job. It is bigger than the one-evening-a-month type local car club newsletter that gets passed around from member to member because no one wants to do it all the time. My wife, Carolanne, does most of the mailing list drudgery, and I do all the typing, answer the phone, and lay out the Newsletter. It's a kind of cottage industry that I think gives more personal attention than other car clubs. At least I hope so.

I finally got a copy of "From Two-Stroke to Turbo" by Anders Tunberg. After being somewhat disappointed by "Saab: The Innovator," I thought "From Two-Stroke to Turbo" was much better with many good photos of Saabs in rallies and races. It is very much a book about Saab's competition efforts, so anyone not interested in rallies or racing should probably avoid it. For those in the club who are interested in competition, "From Two-Stroke" includes some good information on some of Saab's more exotic competition cars, such as the 16-valve, dual-cam 99 rally engine, and the front-wheel drive, two-stroke Formula Junior

continued on page two....

CLUB NEWS

CHICAGO SAAB CLUB--Our club picnic on Aug. 8th. was attended by 21 Saabs (about three or four 96s and two Sonetts, 15 99/900s) and about 30 adults. The Steve Anderson's drove in from Iowa, and the Laughlin's drove in from Georgia (on vacation in Michigan). Peterson Automotive, 727 First Ave., Des Plaines, IL, 312-299-7153, awarded several free tune-ups and oil changes as door prizes, they even generously offered to pay the out-of-state winners' oil change costs. The six hour meet exchanged much Saab talk, tips and demonstrations, and refreshment.

Dick G.

MILWAUKEE SAAB CLUB--held a planning meeting July 27. Attendance was excellent, and we decided on several future activities. On Sat. Aug. 29 we will hold a tech session at Jim Hart's house. We'll start at 1 pm and cover repacking and adjusting of rear bearings and a ball joint lubrication. On Mon. Sept. 28 we'll hold a regular meeting, 7:30 pm at Shakey's Pizza, Hwy 100 at Silver Spring Dr.

On Oct. 18 we'll hold an open gimmick rally in the South Kettle Moraine area. The object is to follow directions and answer questions over a 60-75 mile course; speeding is frowned upon. More details later. Other plans include a Christmas party in Dec. and an ice race in Jan. For directions, further details, or questions, call Jim Hart at 352-0627.

SE PENN/SO. NJ/DEL Saab Club--Saab Club member John Bolehala is interested in organizing a local club in this area. Any national club members who are interested can contact him at 215-277-1297. John sounds familiar with all models of Saabs and the Club would not be limited to any one model.

MINNESOTA SONETT CLUB--will hold a meeting either Sat. Sept. 26 or Sun. Sept. 27 with Jeff Delahorne giving a V-4 gearbox rebuild demonstration that is aimed at what goes wrong with the gearboxes as much as how to rebuild them. All Minn. Saab Club members and Nat'l Saab Club members within range are invited. Meeting place is yet to be determined so call Jeff or Steve Wales at 612-777-1615.

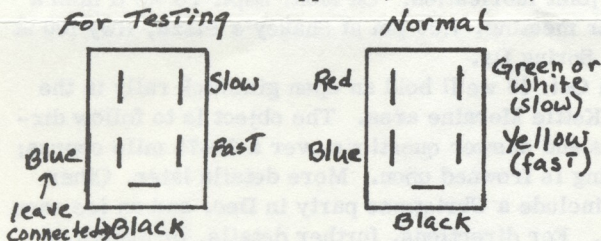
NEW ENGLAND SONETT CLUB--will hold their next meeting at Lime Rock Park, Lakeville, CT, on Sunday Sept. 5 at 1:00 pm. Jack Lawrence will talk about his Sonett race car and many members will be staying overnight to see the races on Monday. The NESCL address is 4 Greenock Lane, Nashua, NH 03062.

CIS STARTING TIPS AND SONETT WIPER MOTORS

Hard-starting CIS 99s (warm or cold) could most likely mean the warm-up regulator is leaking fuel pressure to the return line. There's also a very slim chance of a faulty fuel pump check valve. With the key on, a few pumps on the rubber bellows should bounce the air-flow sensor, causing two relays to click (listen) and the fuel pump to run a few times hopefully giving enough fuel pressure to start the car. A CIS pressure test is then necessary. (this test is good whenever a fuel pressure problem is suspected and assumes the ignition system is in good order)

Sonett III bonnets need not be removed to clean seized wiper motors. A mirror and flashlight are essential. Loosen the retaining strap slightly and spraying silicone on the rubber shield of the strap will make removal and replacement easier. After cleaning, drilling, lubing, etc., hold the brushes back with single strands of wire wrapped up and around the bottom of the gear housing. Put the armature in the housing cup and twist this assembly back into the gear housing. When almost seated, remove the brush retaining wires, replace the bolts and calibrate the motor for maximum rpm via the axial adjustment screw on top and fiddling with the brush leads. After this is accomplished, a few drops of form-a-gasket and a cable tie will secure and seal the wires. Then a gallon-sized ziploc bag over the top and a rubber band to secure. Minimum elapsed time: 1/2 hour.

Fred Cappeller, Lake Bluff, IL



Sonett wiper socket connection--red wire will operate motor when touched to either 'slow' or 'fast.'

ALTERNATE SONETT AIR CLEANER PART NUMBERS

Air cleaners for Sonetts: NAPA 2369; Air Refiner ARI12; Baldwin PA 1748; Gravely L 823DE; Wix 42369. I buy from the dealer when possible, but he wanted \$14.95 each; NAPA price is \$3.50 each.

Walt Arnold, Slippery Rock, PA

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TWO-STROKE DISTRIB. DRIVE GEARS NEED GREASE

I was happy to see the two-stroke section in the July Newsletter as lately I've been overwhelmed with technotips for 900s. One critically important point overlooked in the discussion of the distributor is the need to grease the distributor drive gears very regularly (at least every 3000 miles) on non-oil injected engines. Lacking this particular bit of knowledge cost me my original lifetime (supposedly) guaranteed engine. My drive gears broke at 81,000 miles after dealer check-ups at 75,000 and 78,000 miles. The point is that even a terrific dealer may not have a great two-stroke mechanic; after all, they haven't sold the things in 13 years. Lube it yourself!

Jack Ashcraft is right about the cooling systems on the two-stroke being stressed. I had to add an auxillary radiator (J.C. Whitne, \$30) to let me drive at high speed on over 100 degree days here in Tucson. However, my oil injected engine (running through a stock single exhaust) has never objected to running on 87 octane leaded regular gas. The plugs look healthy as do piston crowns.

Robert Miller, Tucson, AZ

EDITORIAL RAMBLINGS, continued from page one...

single-seat racer.

One of the few drawbacks is that the book was translated from the original Swedish by an Englishman so we have to put up with such British idiosyncracias as continually referring to Saab in the plural ("Saab have..."). This is a minor inconvenience, however, and I enjoyed the book very much. As with 'Saab:The Innovator' you can get "From Two-Stroke to Turbo" cheaper from your Saab dealer than from the usual auto book outlets. It is part no. 02-96-319 and lists for \$9.50.

INTERNATIONAL ICE RACING ASS'N 1982 SCHEDULE

It may seem a bit early to publish this, but I thought some club members who might be interested in racing or spectating would have plenty of advance notice to plan car preparation or vacations. The IIRA has two general categories of cars, one for strictly showroom stock cars, and another for modified or "Production" cars. IIRA races are not gymkhana-type events, but are wheel-to-wheel racing with studded tires and speeds over 100 mph possible. It is, however, relatively easy for the newcomer to get involved, much more so than SCCA road-racing.

- Jan. 9-10 Lake Minnetonka (near Mpls, MN)
- Jan. 16-17 Duluth, MN
- Jan. 30-31 Forest Lake, MN (north of Mpls)
- Feb. 6-7 Eau Claire, WI
- Feb. 20-21 Fort Frances, Ont.
- Feb. 27-28 Thunder Bay, Ont.

If anyone has any questions about IIRA racing, call me. I will also publish advance information about any other ice races if members will send it to me.

This issue closes Aug. 18. The deadline for the Sept. issue will be about the 10th.

Jeff Delahorne, Editor

SVEN'S 2 TIPS

TUCKER BOYD

SAAB'S PLANES #5
SAAB J21R - SWEDEN'S FIRST
JET- DEHAVIAND GHOST ENGINE, SAAB
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USE BOTH JET AND RECIP. ENGINES
ALTERNATELY IN SAME AIRFRAME.

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FOR HARD-TO-FIND ORIGINAL
AIR FILTERS? THEN CUT
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FOR PATTERN-) AND USE
ANY OF THESE U.S. MADE FILTERS:

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A-C-A176C WIX 4211Z
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TURKEY BASTER AIDS V-4 MASTER CYL. REBUILD

In Eric Killinger's June p.2) he advises against rebuilding the '71-on V-4 master cylinder due to the "agony" of installing the primary piston seal. Last October I was experiencing the same agony in installing that same seal when I remembered the plastic "helper" cone VW supplied with their rebuild kits. What you can do is make your own cone out of a syringe squeeze-ball type turkey baster, about one dollar at the supermarket. The ones I found were tapered, so you cut it with a hacksaw at a point where it will either be flush with or go over those two forward-most ridges on the piston. Coat the piston, seal, and cone with clean brake fluid to ease installation. Even at fifty dollars for Saab's rebuild kit, it will save you about seventy-five dollars over the cost of a complete unit from Saab.

One plea I would like to make to Newsletter contributors is that they please cut down on abbreviated jargon in their letters by identifying products, suppliers, organizations, and manufacturers by their full names at least once when they first cite them. When you read about an interesting item in the Newsletter, it can be frustrating not to be able to locate it. The letters and editorial note about the 96 front air dam is a recent example, and the source of "Moly" and "Key oil" from the same original letter are two others I'd like to know about. A product that seems as common as Hershey bars to you may actually just be regionally distributed, or simply a favorite of your local parts store. Including the manufacturers address is probably the best thing you could do, as they can usually tell you where to get it locally, or they might sell to you directly.

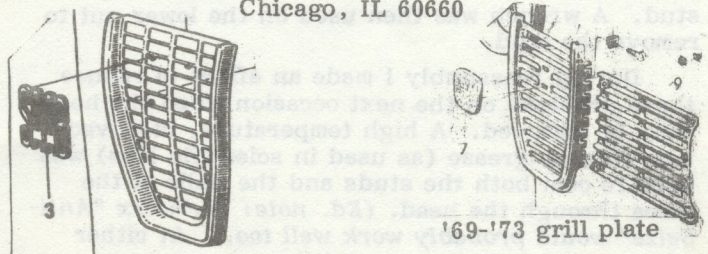
Peter McLaughlin, Chicago, IL

96 GRILL PLATE HAMMERED OUT BY DICK G.

Last November while having dinner at a relative's house, the grill plate on my 95 was smashed in by a car parked in front of me. About four years ago I bought a set of silversmith's or copperware hammer tools with the hopes of someday finding a use for them. This past week I did remove the bent grill plate which has four sheet metal screws holding it in position on the front grill. The Saab plastic emblem was broken and ruined. I hammered out the grill plate and wire attached one of our club brass "cloisonne" emblems in place of the old plastic emblem. The grill is about 90% reworked and from a distance of ten feet, it looks fine.

If you are unable to straighten out your own bent grill plate, send it to me with \$1.00 (to pay for the return postage) and I will do it for no extra charge. The plate is only about 10"x6"x1" and weighs less than a pound. Just put it in a cut down corrugated box about 10"x6"x2". I will return it in a week. The club emblem is an extra \$3.00.

Dick Grossman
1918 W. Hood Ave.
Chicago, IL 60660



96 CLUTCH SLAVE CYLINDER REPLACEMENT

Beck-Arnley and BAP-GEON both erroneously list Girling/Lockheed no. 64067994 as the correct slave cylinder for '67-69 95/96s and all Sonetts. But 994 is a Triumph part and will not fit the 11mm connection on the Saab. The correct Girling/Lockheed number for these Saabs is 64067991.

Ted Tucker, Ruckersville, VA

ALLISON ELECTRONIC IGNITION WORKS IN 99 & 96

I have been using an Allison XR700 opto-electronic ignition system in my '73 99 and '72 96 for about four years now, and in the case of the 99, for about 60,000 miles with no failures or bugs. The Allison unit is well constructed using top quality components and circuit design. Wiring the unit is easy, however doing the mechanical part of it in the distributor can be a bit tedious because of the close quarter in the Bosch distributor. There are no critical gaps to set, so if you have a distributor with a little wobble to it the system still works fine. The performance and zero maintenance of the unit have been a good deal for me, as well as the fuel savings. Allison's address is 1269 E. Edna Pl., Covina CA 91724, 213-966-8562.

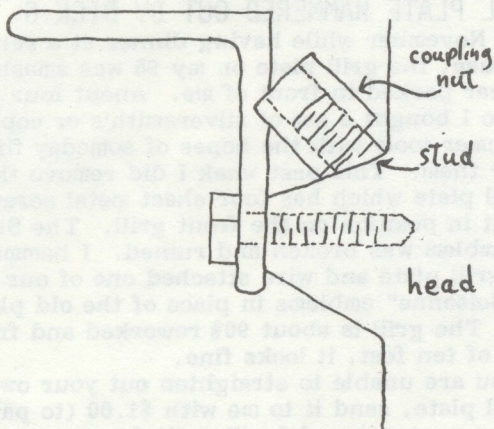
Andy Visniewski, Chelmsford, MA

REMOVING THE HEAD FROM THE 1854 99 ENGINE

It has been mentioned elsewhere in these Newsletters that there is an electrolytic action between the steel studs and the aluminum head making removal of the head very difficult. The studs must be removed first--the head cannot be drawn over the studs because it will foul the timing chain and sprocket. The local dealer told me of such an engine on which the head is being removed in pieces! A new head is \$600. Also, it is best not to damage the studs, they cost \$18 each. Clearly, this design was not conceived in heaven. (*No, in England.*)

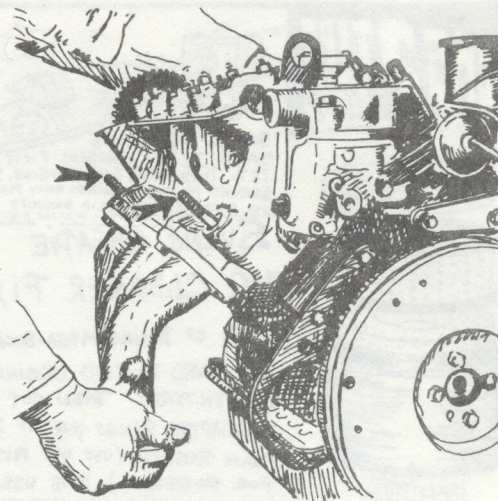
First, I made a special drill on a lathe. This was in the form of a tube that would just slip over a stud with teeth in the end. This was used to cut a cylindrical hole around the stud in the aluminum head. This hole was about 3/8" deep. This formed a reservoir which held Liquid Wrench overnight allowing maximum penetration.

Secondly, on the head between studs three and four and again between four and five, are two large bosses containing threaded holes. Two holes were bored in a piece of angle iron to match these holes. Long coupling nuts (7/16"x14 thread) were placed on studs three, four, and five. The angle iron was securely bolted to the head at the bosses using bolts from the exhaust manifold. Then the coupling nuts were run up to bear hard on recesses cut in the back of the angle iron. Although the head did not budge, this had the effect of exerting an upward force on the head. This was followed by driving wedges between the head and the block on the inlet side. The combination of the two forces lifted the head about 1/16". The importance of this was that the bond between the head and the studs was now broken.



Thirdly, at this juncture, the studs could be removed. This was made easier using the common double nut technique where the upper nut is a castellated nut. A hole was drilled diametrically through the end of the stud. A small pin through this and the castellated nut lock the latter to the stud. A wrench was then used on the lower nut to remove the stud.

During reassembly I made an effort to reduce these problems on the next occasion when the head must be removed. A high temperature, high vacuum silicone grease (as used in scientific labs) was used to coat both the studs and the walls of the holes through the head. (*Ed. note: Permatex "Anti-Seize" would probably work well too.*) At either



end of each of these holes a small amount of silicone gasket compound was used so that as the nuts on the studs were tightened the silicone would make a seal against the stud which will keep moisture out of the holes.

Kit Hanes, Spokane, WA

MORE ON WORN TIE-ROD ENDS ON EARLY MODEL 99

With reference to the June Newsletter and the note from Jim Egelston (p. 3) concerning the worn tie-rod ends on early 99s, I had a similar problem which may or may not have been part of Jim's problem. I had the same symptoms that he described on my '73 99, except for a loud "clunk" coming from the right front when driving on uneven surfaces.

After releasing one of the rubber rack bellows I found several large pieces of what appeared to be bakelite material. The local Saab expert confirmed that there is a bushing around the rack (#3 in the June illus.) and that early cars did use a bakelite bushing but that the bushing had been replaced by a more sturdy nylon bushing due to breakage of the plastic one. The dealer did have one, part no. 8920811, for a grand sum of \$4.31. Replacement does require removal of the rack assembly.

Bob Kachelhofer, Birmingham, AL

'75 and LATER 99 EXHAUST BOOM AT HWY SPEED

If a '75 or later Saab has a loud exhaust boom at highway speeds but is quiet below about 45 mph, the problem may be a broken baffle in the main muffler, even if the outer casing looks OK. My new Midas muffler has made an astonishing difference in the boom level on my '77 99.

Steve Cohen, Nashua, NH

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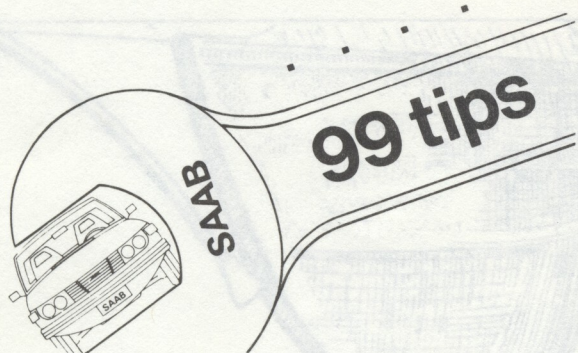
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by K.J. Strack, Pittsburgh, PA....

BRAKE MASTER CYLINDER LEAKAGE--If you find that your brake pedal is sinking, and needs to be pumped to hold pressure, I'm told that the most frequent cause of failure is leaking brake master cylinder seals. I was able to confirm a leak in my unit before buying a replacement by shining a strong light at the rear base of the master cylinder and watching while my assistant pumped the brakes. A trickle of brake fluid ran down the front of the vacuum booster unit, to which the master cylinder is attached--case solved.

Another test is to pull off the vacuum line to the booster unit, and see if it's wet inside from brake fluid. If so, then the master cylinder needs to be fixed, but if dry, it does not mean that the unit is OK. In my case, the vacuum line stayed dry, but the leak was, as I say, evident at the base of the cylinder. I have read, and been told, that it is far better to replace the master cylinder, than to rebuild it. My car is a '73 99.

IGNITION SWITCH/STARTER TROUBLESHOOTING--Somewhere in a back issue I remember someone advocating that all Saabophiles should have "at the ready" a spare ignition switch, among other things. Having a '73 99, I may have now discovered why (80,000 miles). The symptoms are, upon trying to start the engine, one gets either nothing at all, or maybe a good start on the twentieth try. I normally assume that this means corroded connections from battery to starter, or battery to ground; and if not that, maybe corrosion inside the starter solenoid. It may be that with aging Saabs this is not the best place to look first, especially as it entails masquerading as a grease monkey to check all those possibilities.

If the switch has given up the ghost, you can easily check it out. First disconnect the battery, then get a jump wire (alligator clip on each end) and crawl under the car. Remove the yellow wire which comes down with the battery positive group (red cable), but which just pulls off of a clip on the solenoid. Having pulled this lead off, clip one end of the jump wire to the ear thus exposed. Then, raise the hood, be sure hand-brake is on, car in neutral with key off and reconnect the battery. Press the other end of the jump wire to the battery positive terminal (sparks may fly).

This procedure just replaces the starter switch in the circuit. If the starter roars into action, the problem is almost positively a worn out ignition switch and not a bad starter or anything else. You can replace the switch or wire in your own starter button. If you opt for the new ignition switch, it seems to be \$20 to \$50 depending on model year,

and installation is not easy (see Oct. '79 Newsletter for special wrench).

ILLUSTRATION OF MURPHY'S THIRD PRINCIPLE--I was doing the clutch on one of my 99s the other day and in the process I decided to use some Gunk to clean off the very dirty looking engine. After the job was finished, the engine would not start. It turned out that water had entered the starter solenoid and done some damage. The switch in the back of the solenoid interior suffered greatly as a result (by the way, you have to unsolder two wires to remove the cap on the rear of the solenoid). I now consider the Bosch starter/solenoid to be wide open with respect to water infiltration, even though it is gasketed, and I would be very reluctant to get the water hose near there again.

The moral of this story is leave dirty enough alone. Incidentally, to remove the starter took quite a while, but it seems that with my '73, the trick is to maneuver the unit around so that it is with the rear bracket facing up, after the mounting bolts have been removed. Then grasp the mounting bracket with a vise-grip, and bring the whole thing out right behind the battery tray, which is not the location which looks promising to the eye, but it does clear.

"ESCORT" CRUISE CONTROL INSTALLED IN 900

The Saab accessory cruise control is quite expensive (over \$200 for parts alone, about \$350 installed). Although a number of less expensive aftermarket alternatives are available, perhaps the best is the Escort (Travel Accessories, Orland, CA 95963, 916-865-4736). This unit retails for under \$120, is well engineered, works with both standard and automatic transmissions, looks as good as and installs almost exactly the same as the Saab accessory. For turbo applications, a vacuum reservoir (about \$6 extra) is essential, and I recommend it even on non-turbo cars.

I installed an Escort unit on my '81 900 Turbo in about six hours. There is almost no detectable speed variation on level roads and throttle movement is infrequent and smooth. Up and down hills, speed varies by a maximum of about +/- 1.5 mph. Unlike the Saab unit you dial in the desired speed, a feature I find preferable.

If you do not do your own work, installation may cost \$80-\$100. A recommended shop is Palo Alto Speedometer, 718 Emerson, Palo Alto, CA. I will be happy to help with additional information.

John Navas

490 Mariners Island Blvd., #108

San Mateo, CA 94404, 415-574-9139.

REAR BRAKE CYLINDER FROM "MINI" FITS V-4

Recently while doing a rear brake job on my '73 Sonett, I found that I needed new wheel cylinders. A check of nearby dealers did not turn up any, but in talking with Spreen's Auto in Hackensack, NJ, we determined that wheel cylinders from a Mini were the same 5/8" Lockheed cylinders. At \$16.15 each I believe they were cheaper than Saab.

Lee Fischer, Lafayette, NJ

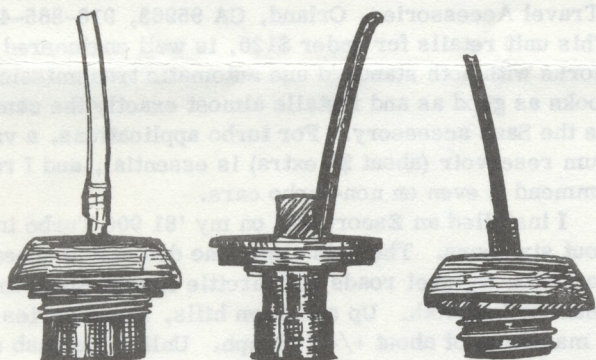
Ed. Note: This cylinder should also fit '67-'73 96s and '69-'73 95s as well as all Sonetts.

PRESSURE TESTING 900 EVAP. CONTROL SYSTEM

A very noticeable fuel odor can be caused by a very small amount of evaporative hydrocarbons (fuel vapor). Detection of the source of this leakage can be most easily accomplished through pressure testing the system. The following information will clarify testing procedures on Saab 900s 1979 through 1981. For descriptions of the evaporative loss control systems see p. 234-2 of the 1979-80 and 1981 editions of Section 2, 900 Service Manual. Note that the pressure valve on 1981 models has been moved from the C-pillar area to the left front fenderwell near the canister.

TOOLS NEEDED:

1. Shop-type radiator pressure test pump. NOTE: Use of a radiator tester pump or any similar low volume pump prevents too rapid a pressure buildup in the system. A rapid pressure buildup can cause the rollover valve to close and give the impression that the pressure valve is inoperative. **DO NOT USE HIGH PRESSURE FROM A SHOP AIR LINE!**
2. "Mighty-Vac" or similar, small hand vacuum pump.
3. A tee fitting of appropriate size to tap the smaller vent line from the fuel tank to the filler neck (the preferred method--one tee adapts to all 900s). OR Filler cap adaptors. Drill a hole through spare fuel filler cap and epoxy in a fitting that will couple to a hose from the pressure pump. There are three different types: '79 Hatchback (short, square threads), Lambda or Turbo (cam-lock cap), or 1981 sedan or Hatchback (large round thread).

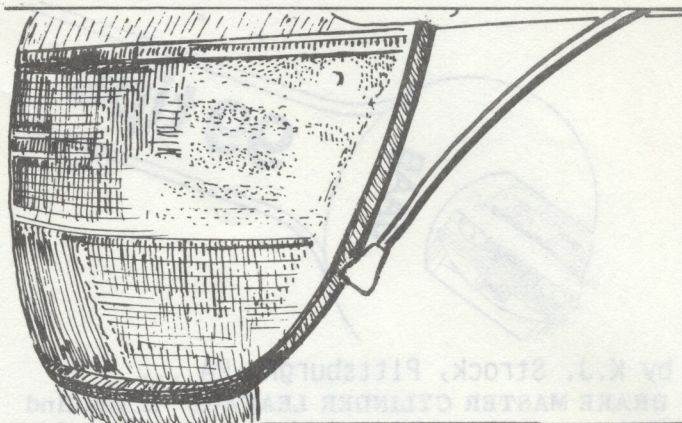


4. Turbo boost pressure test gauge (available from Saab), plus an appropriate tee and hose to connect gauge to small vent line between tank and filler neck. NOTE: Turbo boost pressure test gauge will accurately indicate low pressure (down to 0.5 psi).

PRESSURE TEST PROCEDURE:

CAUTION: Perform these tests in a well ventilated area. Keep away all sparks and open flames. No smoking!

1. Connect the radiator pressure tester pump to the adapter of a modified filler cap or tee into the vent line. (see illustration on right)
2. Tee the Turbo pressure test gauge into the vent line.
3. Disconnect and plug the vapor line at the canister (a golf tee works very well) located in the left front fenderwell. (see illustration at top of next column).
4. Pressurize the system to a maximum of 3 psi.



Vapor leaks may be located with a stethoscope or by using a foaming type window spray around connections while the system is pressurized. An HC Analyzer is useful in detecting the general area by may not pinpoint the exact spot. Always retest after corrective measures are taken.

Check that the vapor line in the roof is not punctured by the upholstery pad screws on the left windshield post or damaged by the sunroof frame. Disconnect at both ends. Plug one end and attach a "Mighty-Vac" or similar vacuum pump to the other end. If the line will not hold vacuum, suspect damage.

Examine the following areas for leaks:

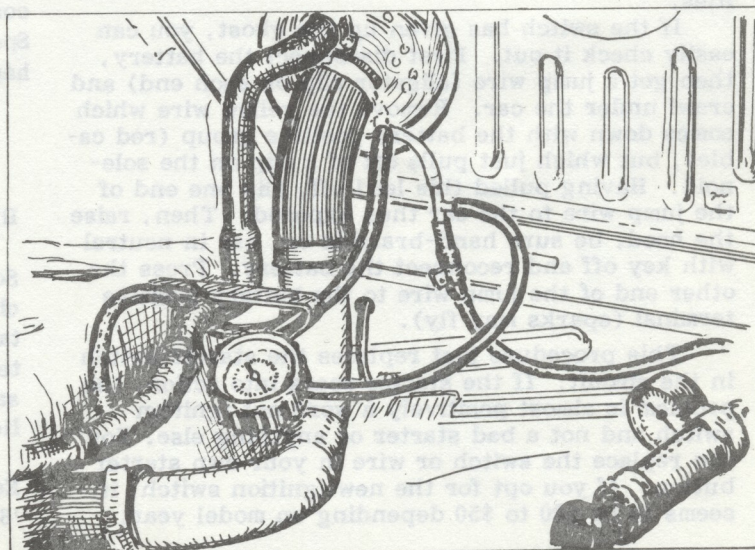
ALL 900's: All hose connections; fill pipe connections at tank and filler necks; fuel pump and fuel level transmitter gaskets.

1979 (with steel tank): Fuel level transmitter screw threads; Filler neck side cover gasket (when equipped with cam-lock cap). See S.I. 03/81-469.

1979-80: Check for hydrocarbons permeating walls of larger diameter tank vent hose.

1980: Fuel pump mounting collar (see M-48 recall); fuel level transmitter mounting screws in plastic fuel tank; filler neck side cover gasket (filler neck with cam-lock cap), see S.I. 03/81-469; Vent line plastic elbows--where sealed to tank with rubber gromets; blind filler nipple left side of tank (see S.I. 02/80-412).

1981: Damaged threads on fuel level transmitter hold down cap (or tank) or a fault in lip of tank. (Note: capillary action will cause visibly wet area here); Blind filler nipple left side of plastic tank (see S.I. 02/80-412).



900 EVAPORATIVE SYSTEM TEST, continued

PRESSURE VALVE SPECIFICATIONS:

Opening pressure: 1979-81--1.0 to 2.0 psi
 Vacuum relief pressure: 1979-81--0.5 psi

TESTING THE PRESSURE VALVE:

1. Release system pressure and reseal system.
2. Unplug vapor line at canister (leave disconnected and open for this test).
3. Increase pressure with pump until valve can be heard to just open (valve makes a low buzz or whistling sound). Check pressure gauge reading. If not within specification replace valve.

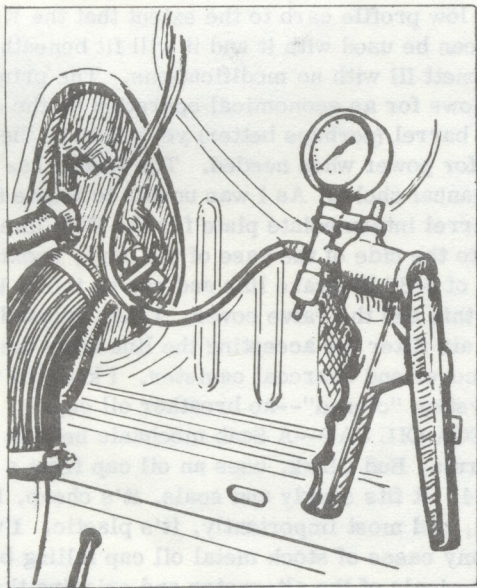
VACUUM RELIEF TEST:

1. Apply pressure to vapor line from canister end. (Be sure line is disconnected at filler neck or that gas cap is off).
2. Observe pressure gauge--valve should release at 0.5 psi. **NOTE:** The direction of the pressure valve must not be reversed. The valve is a required evaporative emission control system part--do not eliminate it.

TESTING ROLLOVER VALVE:

1. If vapor line is unplugged at canister, system pressure should escape once pressure exceeds opening value at pressure valve. (see pressure valve specs. above).
2. If pressure remains high when system is pumped up to 4-5 psi the rollover valve may be sticking. If the pressure holds longer than 2-3 seconds, pressure held constant, replace rollover valve.

Upon completion of these evaporative system tests be sure all vapor lines are reconnected.



Using a "Mighty-Vac" to test vapor line for leaks.

Thanks to Daniel L. David, Manager of the Technical Services Dept. at Saab-Scania, and Robert A. Sinclair, President of Saab-Scania of America for making Service Information bulletins available to the Saab Club. Thanks also to Dick Grossman who did the illustrations for the 900 Evaporative Systems article as well as the one for the article on removal of 1854cc engine head.



Service Information

POSITIONING OF PREHEATER HOSE--1981 TURBOS

The preheater hose on 1981 Turbo models can be routed so that it touches the positive battery cable. This condition has been eliminated on Turbos above VIN serial numbers -B1018050 and -B6004225 by clamping the hose to the body of the pressure regulator (wastegate actuator). On automatic transmission cars the hose has also been shortened by 100mm (4 inches) to a new length of 840mm (33-9/16)

On ALL 1981 Turbos, up to the above stated serial numbers, this correction should be performed during PDI or at the next service to prevent damage to the battery cable.

If the preheater hose is not clamped to the pressure regulator, proceed as follows:

Manual Transmission Cars--Lift up the hose and clamp it to the inside (against engine) of the pressure regulator.

Automatic Transmission Cars--Shorten hose to 840mm, reinstall and clamp to the outside of regulator. Check that the hose is properly inserted into the manifold preheater.

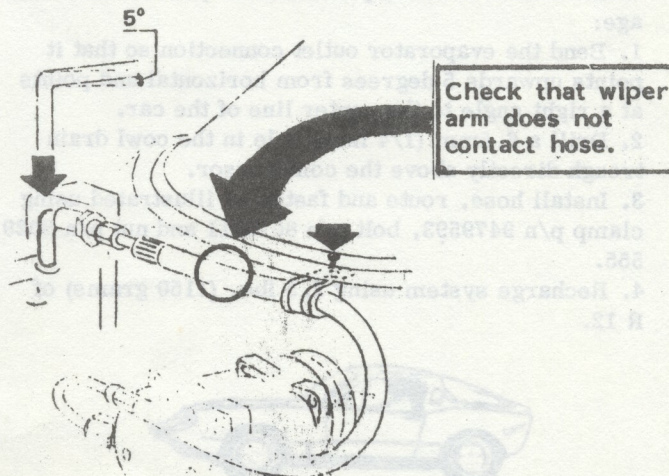
LOSS OF AM RECEPTION--1981 RECTANGULAR, NARROW BASE ANTENNA, p/n 0259986

Deterioration and eventual loss of AM radio performance can occur with these antennas. A redesigned antenna is now available under the same part number. The end of the box containing the redesigned antenna bears a yellow dot for identification. Effective 3/10/81 all shipments under p/n 0259986 will be of the improved type antenna. Exchange the complete antenna assembly.

NEW EVAPORATOR-TO-COMPRESSOR HOSE, 81 AC

A new evaporator-to-compressor hose was introduced beginning with VIN serial no. -B1009100. The new hose is longer, is routed differently, and transmits considerably less sound. This hose is available under p/n 9479577 and replaces the earlier hose as a spare part.

If hose 9479577 is installed on AC equipped vehicles below VIN serial no. -B1009100, the following



continued on next page....

'75 99 U-JOINTS, THROTTLE PREHEATER KIT

I have a '75 99 with 105,000 miles. Last Christmas when it was 14 below in the Boston area, the Saab was one of the few cars running. However, I was reminded of the throttle horn freezing problem--rudely. After having the preheater kit installed, I have noted a marked tendency for the car to run warmer than before. In terms of the gauge, whereas the normal summer reading was at nine o'clock, it now indicates closer to ten o'clock when on the highway. Since I have boiled over at an 11 o'clock reading, I am a bit concerned. Any comments? The other change I have noted, is difficulty restarting the car when hot. As this was never a problem until the kit was installed, I presume that to be the cause. Once started, the car stumbles for half a minute or so, until things cool down from fuel and air flow.

I replaced the left front driver and web last Nov. That piece with the bearing caps is the "web" and at the time, it cost a cool \$125 for one. The cause of the failure was a one inch tear in a fold of the rubber boot. Even if you have the car service by a professional mechanic, ALWAYS CHECK THE BOOTS YOURSELF! Save yourself a \$500 repair bill. My problem showed up as vibration between 40 and 50 mph. Later on, it became constant at any speed over 30 mph when accelerating. My old driver and web make handsome paper weights and reminders to check those boots.

One of my fellow Saab fanatics and I have hooked the spare switch on our dash subpanels to the fan thermostat. This allows us to turn on the fan before the car gets too hot in traffic and also to correct for the corrosion-caused failure of that switch. While we have hooked our switch in parallel with the thermostatic switch, another possibility would be to connect it in parallel with the fan relay, and avoid relay failure problems as well.

Even though my Saab is not a two-stroke, I enjoyed reading Jack Ashcraft's July article about the care and feeding of one. This is called "enrichment" in educational circles, trivia in others.

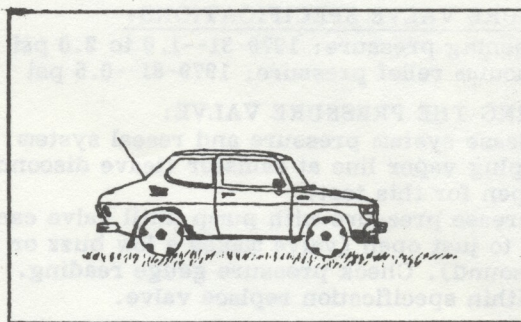
David I. Bush, Reading, MA

NEW EVAPORATOR-to-COMPRESSOR HOSE, cont'd
modifications must be performed to prevent hose damage:

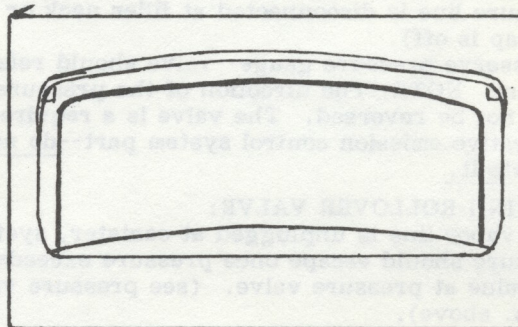
1. Bend the evaporator outlet connection so that it points upwards 5 degrees from horizontal and points at a right angle to the center line of the car.
2. Drill a 6.5mm (1/4 inch) hole in the cowl drain trough directly above the compressor.
3. Install hose, route and fasten as illustrated using clamp p/n 9479593, bolt p/n 8019911 and nut p/n 8029555.
4. Recharge system using 2.5 lbs. (1150 grams) of R 12.



ANDY SAKSA'S "VIEW OF SAABS" SERIES, CONT'D



Soccer player's view of Saabs (EMS)



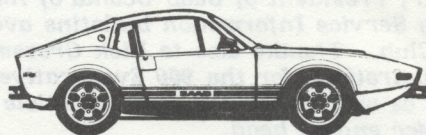
Bird's eye view of Saabs (Bombs away)

WEBER 32-36 DGV CARBURETOR FOR V-4s

If you are contemplating converting your V-4 to a two-barrel carburetor, consider the Weber 32-36 DGV. It is a low profile carb to the extent that the K&N air filter can be used with it and it will fit beneath the hood of a Sonett III with no modifications. The primary barrel allows for as economical operation as the stock single barrel (perhaps better) yet you have the second stage for power when needed. The Weber has an excellent manual choke. As I was unable to locate the Ford two barrel intermediate plate for the PCV line, I tapped into the side of the base of the carb, epoxied in a length of 3/8" ID brake line and ran an inline PCV between this and the valve cover. I then adapted fittings to the air filter for accepting the line from the other valve cover and charcoal canister. I kept the ventilation system "closed"--no breather oil cap.

VEGA OIL CAP--A Saab mechanic here in Southern California, Bud Clark, uses an oil cap from a Vega on the V-4. It fits snugly and seals, it's cheap, looks decent, and most importantly, it's plastic. I've seen too many cases of stock metal oil cap falling between the terminals of the alternator and crimping the wiring harness. I strongly recommend the Vega oil cap. (One tiny triumph for GM Engineering, eh Dick?)

Phil Zarrow, Westminster, CA



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 per column inch, two inch maximum. We will delete all unnecessary superlatives and abbreviate where possible. Please enclose sufficient funds with ad copy, we will NOT bill.

FOR SALE: 1967 Sonett II 3 cyl., serial #235, orange with black interior. Spare engines, trans. parts and much more avail. Asking \$2900. Bob Bondurant, 516-421-5277.

FOR SALE: '69 Sonett V-4, 2 bbl carb, overhauled engine & trans., new welded pan, so-so int.; Also '69 96 V-4, MSS carb/exh., rebuilt electricals, both for \$3200 or ? Ben Millard, 15 Rodd Farm Rd., No. Oaks, MN 55110, 612-484-6950.

FOR SALE: Two 1968 Sonett II V-4's. One is boxed up and labeled; other is being restored. Complete set of window glass & very good interior: \$1200 for all. Karl Riedel, 7309 Jackson Ave., Takoma Park, MD 20912, 301-270-0025.

FOR SALE: 1974 Sonett, Weber DFI, 80,000 mi., yellow, aluminum valve covers: \$3000 or b.o. Bill Hearn, New Hartford, CT 203-379-0037.

FOR SALE: '69 Sonett II V-4, approx. 80,000 miles, Poulton rebt trans., MSS exh., 3 yr. service records: \$3800. Also '73 95, 100,000+ miles, Poulton rebt trans, new muffler, am/fm cassette, rebt ground up. swamp green: \$3000. Peter Malpass, 41 Ansell St, Alexandria, VA 22305.

FOR SALE: '73 Sonett III, 51,000 mi., nearly new radials. Must sell: \$3100 or offer. Ron Altman, 218-829-8787, Brainerd, MN.

FOR SALE: Two Sonett IIIs, one emerald green, 37,000 mi., one orange, 48,000 mi.: \$3895 each. Two Sonett II V-4s, 1969s, one yellow, one British racing green: \$3495 each; Two 96s, one '73 (last US model) red, 93,000 mi, 1 owner: \$2495, one '69 DeLuxe 96, beige: \$1295, high mileage. Can deliver \$200 for expenses in Cont. US. Also many used parts '58 to '74 models. Ken Edwards, Rt 3, Box 116 Jonesboro, TN 37659, 615-753-3153 or 24 hr. ans., 615-257-5433.

FOR SALE: 1960 93F, 53,000 miles, new tires & battery, 850 engine, very solid and dependable, many spares, inc. 2 engines, 1 3 spd. trans: \$1800 for all. Also 1967 95 wagon, 45,000, rust free but a few dents, 3 cyl engine with new pistons, needs assembling. Spares incl. single carb eng., 3 carb parts eng., 4 spd trans.: \$900 for all. Also For Sale: '72 Sonett, solid rust free pan & good fiberglass, exc. int., A/C, needs tires and paint. Some spares: \$2800. Jeff Pearson, 5900 Mainsgate, #706, Wichita, KS 67220, 316-684, 4077.

FOR SALE: 1960 93F, very rusty, BO freewheel, good engine, nice hood, glass, complete car, \$125 you haul, not ~~driveable~~ or towable. Robert W. Andrews, RR. Box 143, Pennock, MN 56279, 612-599-4489.

FOR SALE: '66 two-stroke deluxe, 850GT engine, Southern car, little rust, six 4-bolt rims with radials, incl. 2 Alpines. Runs great, will consider delivery: \$900. Tom Herbert, 46 Rowley St., Rochester, NY 14607, 716-442-7403.

FOR SALE: '66 two-stroke 96, good eng., clutch, brakes, Body (yellow) in fine cond., trans. needs work: \$500 you haul. M. Roos, 2708 Mt. Laurel Ln., Austin, TX 78703, 512-452-9966.

FOR SALE: '67 95, oil injected two-stroke, eng. knocks but runs, recent red paint, no rust. Orig. working two-stroke A/C: \$900. A.J. Szumski, 804-272-5621, eves., Richmond, VA.

FOR SALE: '67 95 with oil injection, body very good radials, spare eng. and many extras: \$200. Larry Picarello, Pomona, NY 914-362-0549 eves, 914-623-1119 days.

FOR SALE: 1967 96 two-stroke with Vredestein radials, also '65 95 for parts and complete two-stroke engine with bad piston and misc parts: \$500 for all. Jerry Zach, 12321 76th St., Mequon, WI 53092, 414-242-5655.

FOR SALE: 1967 two-stroke 96; 108,000 mi., compl. rebt. eng. at 80,000, rebt trans. at 70,000. minor rust, rear quarter dent; shop manual, spare parts: \$947, Coleman Bynum, 9 Grand St., Cornwall, NY 12518, 914-534-7843.

FOR SALE: '71 96, absolutely no rust, with '69 HC eng., inter. very good. Jack Scott, Rt. 1, Box 227, Lowgap, NC 27024, 919-352-3111.

FOR SALE: '72 96 Pro-Rally or Ice Race car. Fresh modified engine, roll bar, skid plate, special seats custom exhaust, Bilsteins, rally springs: \$1895. Many other 96 parts avail. Bob Nielsen, 1931 E. Kenwood Dr., St. Paul, MN 55117, 612-776-4471.

FOR SALE: Two '67 V-4 96s, complete with eng. & trans. Parts cars or make one. Also incl. Monte Carlo eng. & trans. All for \$500 or sell separate. Dan Kunkel, 233 N. 8th St., Lehighton, PA 18235, 215-377-2650.

FOR SALE: '73 96, 75,000 mi. 2nd owner, no rust, mech. exc., orig. yellow paint, needs minor cosmetic work, no major accidents: \$2000 or b.o. Transport negotiable, May English, Knoxville, TN, 615-522-8557.

FOR SALE: '72 95, good runner, very good eng., trans. with good freewheel, good int., body good but needs some work, beige, incl. extra front & rear brakes, new filters, water pump: \$1350. Walt Arnold 412-530-6190.

FOR SALE: Triple carbs & manifold for two-stroke. Dave Bei, Box 57 RD 4, Laurelwood, Clarks Summit, PA 18411, 717-587-4877.

FOR SALE: Sonett Parts: '71 doors w. hardware: \$150 ea.; visors w. rear view mirror: \$15; gas tank, no rust: \$20; fuel/temp gauge: \$25; left rear side glass: \$15; heater core: \$10; radiator filler: \$7.50; '73 frame with rust free rockers & floor pan: \$75; complete head light linkage: \$25. you pay ship. Wanted: plastic style Sonett grill. Bibb T. Gault, 5302 Aurora Dr., Austin, TX 78756, 512-459-0608 eves. or 512-472-7847 work.

FOR SALE: 750GT head and block: \$30; new +1.0mm 750 pistons: \$120 set; Larry Bean, 2873 Grosvenor Dr., Cincinnati, OH 45239. 513-851-2460.

FOR SALE: or trade for 356 Porsche, Land Rover or Saab 99, 6 yr. collection of '64-'66 95/96 parts, mostly mech. and glass, 5 trans. in various cond., misc. engines & parts, Monte Carlo brakes and CVs instruments, dashes, etc. Stored in Upstate NY. I will be there around Oct. 1, 1981. Charles Woodward, Box 91, Victor, ID 83455, 208-787-2495.

More Classified Ads on pages 10 and 11....

More Classified Ads..

FOR SALE: Turbocharger outfit for Sonett V-4; removed after 12,000 trouble-free miles; won't fit my 96; includes turbo, wastegate, manifolds, heat shield, turbo ign.: \$800. Fred Sisson, Box 218, Nashville, IN 47448, 812-988-6215.

FOR SALE: Sleep in your Saab! Full size blueprint for scarce "Bedkit" accessory. Fits "round" Saabs to about 1970. Easy to make from 3/4" plywood. Includes 24"x36" blueprint and 3 pages of instructions. Just \$5 postpaid. W.T. Boys, 1567 N. Oakland, Fayetteville, AR 72701.

FOR SALE: From '73 Sonett; V-4 engine w/ clutch (60,000 mi): \$325; Alternator: \$30; starter: \$35; clutch master: \$20; brake master: \$20; windshield: \$100; rear window: \$100; seat: \$50; am/fm radio: \$30; door glass: \$40; rear fiberglass section, green: \$250; heater blower motor/core: \$15; one headlight bucket: \$20; FOB Somers, CT. Ralph Burnett, 203-749-7462.

FOR SALE: Parting out '68 95, '70 96, '69 99, '70 99 '72 99, '76 99. These cars are rusted, crashed, or incomplete. Also '67 V-4 open deck heads. Ron Wilcox, Orchard Hill Rd, Harwinton, CT 06791, 203-485-1196.

WANTED: Side-draft carb set from two-stroke Sonett, with manifold, float chamber: \$100 or will consider trading for Sonett mag wheels. Jeff Delahorne 218-525-3253.

WANTED: For '66 Monte Carlo; left front fender in original yellow-good to excellent condition (will take right also); headrest in brown & grey with mounting hardware; front seat back sliding lumbar cushion in brown. Daniel Wing, PO Box 1418, Bellingham, WA 98227, 206-733-5827 work, 676-WING, home.

WANTED: 4 1/2" steel rims for Sonett III; will pay shipping. Goran Ostlund, 4302 Francis Ave. N., Seattle, WA 98103, 206-633-5113.

WANTED: Double crank pulley for air-conditioned V-4. Bob Miller, 6701 N. Waycross Rd., Tucson, AZ 85743, 602-744-4211.

WANTED: Push button door locks w/key, also turn signal switch for '72 thru '74 Sonett. Pay anything reasonable. Stephen Zimmet, 1602 N. King St., B4 Santa Ana, CA 92706, 714-836-7188.

WANTED: GT850 crank, intake manifold, front anti-sway bar, spare (wider?) rims, info on performance modifications for '67 Sonett. Nicholas Wilson, 2206 N. Elizabeth, Pueblo, CO 81003, 303-546-3258.

WANTED: Two Sonett III mag wheels, also a carb cleaner for a Sonett III engine. Steve Tzounakos, 109 W. Cleveland Dr., Holiday, FL 33590.

WANTED: 850 Monte Carlo engine, either complete engine or any of the basic parts. Will pay \$100 for good block, or good crank. Tom Tschappler, 503 E. Orchard L., Carlsbad, NM 88220, 505-887-1430.

WANTED: Recommendations on where to have my 96 serviced in the Seattle area. Leave message for Andy Buc, 206-382-5651, or write: 1331 3rd Ave. #308, Seattle, WA 98101.

WANTED: Interested in buying a late model Sonett within 500-700 mi. of Toronto/Hamilton, Ont. Brian A. White, 607 Tomahawk Cres., Ancaster, Ont. Canada L9G 3T4, 416-648-0936.

FOR SALE: Rare 1969 99, serial 99012999, rebuilt trans. and clutch, but engine problems. Rustless body in very good cond. Make offer/ trade. Tobias Kreidl, PO Box 1269, Flagstaff, AZ 86002, 602-779-5733 eve.

FOR SALE: '72 99 two-door, fuel injected engine, body and engine sound, needs trans. work. Best offer, Eric M. Kunkel, 215-286-6621, Elverson, PA.

FOR SALE: '69 99 and '71 99E (runs good) Both need some body work, together for best offer. James Covington, Rt. 1, Box 97, Jackson, MS 39212 601-372-6844.

FOR SALE: '75 99 4 dr., auto, A/C, PS, no rust, paint, eng., upholstery exc. Selling because have just bought EMS: \$2200. WANTED: Locking gas cap for EMS (screw cap); gasoline filler pipe (from fender to gas tank) hinges for glove box door. Kenneth Wyle, 251 W. State St., Waverly, IL 62692, 217-435-9777 eve.

FOR SALE: '75 99LE, auto, good cond., am/fm radio rebt trans., 60,000 mi. must sell: \$2000 or offer. Ray Spolarich, Aliquippa, PA, 412-378-9576.

FOR SALE: '75 99LE, 4 dr., auto, PS, A/C, am/fm stereo, 4 Metzeler Alps; new timing chain, head gasket; 2.0 l. with CIS burns reg. gas: \$2500 or best offer. Don Kaap, 1120 Williams, Apt. A6, Westmont, IL 60559, 312-964-5281 after 6.

FOR SALE: '78 99GL, front end damage, engine questionable, new Michelin tires, new exh. good for rebuild or salvage: \$550, Bill Barnes, Lansing, MI 517-323-1846.

FOR SALE: Two 99s, one 4 dr. LE, A/C, 4 spd., am/fm cass., reddish brown: \$2995; one 2 dr. L, carbureted, 4 spd., dark blue, am/fm, 77,000: \$1895 or best offer. Ken Edwards, Rt. 3, Box 116, Jonesboro, TN 37659, 615-753-3153 or 24 hr. answ. 615-257-5433.

FOR SALE: A/C compressor and clutch unit (Delco) for '79-'80 900s. Replaced believing it defective, but new unit has same noise as "old" one. No hardware: \$165 incl. UPS. J. Maymon, 251 Summit Ridge, Nashville, TN 37215.

FOR SALE: Front headrests for '79 900 w/ light blue covers: \$25 w/out covers, \$35 with, but prefer trade for rear headrests for same car. Also Wanted: A/C kit for '79 900 EMS: offer \$300-\$400 or? Paul Nichols 136 W. Olive Ave., Monrovia, CA 91016, 213-357-8881 days.

FOR SALE: Electric fuel pump for 99 up to '74, almost new: \$110 postpaid. Louis Kelsch, 14140 Superior, Cleveland Hts, OH 44118, 216-371-2737.

FOR SALE: Saab factory service manual for '75 99: \$25; 99 tools (new): disc brake tool, CO adj. tool, air bleed adj. tool: \$15 for all. Steve Kennedy, Rt.1 box 119-D, McLeansville, NC 27301, 919-621-6795.

FOR SALE: '78 Turbo muffler, new Ansa, used 2 weeks: \$50 plus ship, compare with \$200 new. Wally Turfboer, 572 Bishop Dr., Orange, CT 06477, 203-795-6443.

FOR SALE: 99 Fiberglass spoilers: \$70. Jim Hollowell 26444 Hunber, Huntington Woods, MI 48070, 313-548-3671.

SAAB import motors, inc.**SUBARU** 1685 MENTOR AV PAINESVILLE, OH 44077

VACATION TIME IS HERE

Permanent Deck Mount Luggage Rack

Allows You To Carry Your

Luggage Attractively

Fits All Saab 99 Sedans

Clearance Priced At \$29.95*

216-354-5689 (incl. shipping in

951-SAAB the U.S.A.)

*Ohio residents add 4% sales tax

FOR SALE: '75 EMS 4 spd. transmission, good cond. \$450, buyer pays ship. Doug Rager, 12311 William St Omaha, NE 68144, 402-333-6584 or 402-391-7176 work

FOR SALE: Four oem turbo wheels with Michelin tires approx. 28,000 mi.; would be \$1076 new, will sell for \$550 or offer. Tom Boulton, 3134 E. Calaveros Dr., Phoenix, AZ 85028, 602-992-2638.

FOR SALE: late '72 99 transmission: \$200. Also starter, alternators, windshield, etc. Fred Cappeller 337 W. Sheridan Pl., Lake Bluff, IL 60044, 312-234-2521.

FOR SALE: Hard to get European style headlights for 900 (7"x13") slight chip in right lens, but works 100%: \$200 firm. Joe Caparosa, 428 Miller St., Butler PA 16001, 412-287-0047 home, 412-285-9340 work.

FOR SALE: A/C system from '75 99: \$100 incl. spare compressor; also 99 radiator: \$30 has leak in seam. Scott Sawyer, Acton, MA 617-369-0224.

FOR SALE: Blaupunkt am/fm stereo radio: \$139.00 Ron Stygar, 12 Oak Dr., Marlborough, CT 06447 203-565-6326 days, 203-295-9986 eve.

FOR SALE: parting out '72 99, many body, eng., int. parts in good cond. Also parting out '72 Sonett everything except front bonnet. Michael Connolly, 2A Merlin Dr., Fairfield, OH 45014, 513-874-8120.

FOR SALE: Catalytic Converter from 1980 Turbo. Only 1,500 mi. on leadfree gas: \$300. Ron Brenner, 7500 Glastonbury Rd., Knoxville, TN 37921, 615-938-1736.

WANTED: Left front door and exhaust manifold to fit 4 dr. '74 99LE: \$150 for both. Fred Rogers, 6346 Aurelia St., Pittsburgh, PA 15206, 412-361-2263.

WANTED: four hub-caps for '80 900GLE, below dealer cost, anyone knowing where to purchase these, contact Kathy Andrie, Hamlett Dr., Nashua, NH 03062, 603-888-5374.

FOR SALE: Quartz halogen headlights, one pair Hella 6"x7": \$49 WANTED: Trailer hitch and instr. cluster to fit 900 Turbo. Pete Kulesza, 103 Dogwood Lane, Tullahoma, TN 37388, 615-455-1499.

WANTED: 1979 Saab Club Newsletters, all exc. Mar. also Jan. '80. J. Maymon, 251 Summit Ridge, Nashville, TN 37215.

WANTED: 99C, '70-73 to use as parts car, must have good trans. and reasonable price. Prefer w/in 500 mi. radius of Atlanta, GA. Also need factory workshop manual for above car. Mack Toles, 804 Forrest Drive, Ft. Valley, GA 31030, 912-825-5343.

WANTED: Factory shop manual for '77 99, pay \$25 For Sale: Clarion am/fm stereo radio (no tape): \$50 Eric Killinger, 4309 Butler Cir, Boulder, CO 80303.

WANTED: To borrow for photocopying, back issues of the Club Newsletter, Sept. '79 thru Mar. '80, #72 (June '79) #'s 66 and 67, #64, #47-48, #44, #'s 1-41. Send to Chris Mills, 17-5360C2, 295 N. Maple Ave. Basking Ridge, NJ 07920, I will return them within one week.

WANTED: "Aztec" alloy wheel, front grille, front bumper, light fixtures for FL, FR, RL, plastic spoiler to fit 900. Also, aluminum brackets that hold aluminum spline front grille for '72 Sonett III. FREE; 3 cyl. engine block, good for conversation piece or paper weight. Donald Watts, 1649 Huntington Dr., So. Pasadena, CA 91030, 213-799-3259 or 213-559-0605.

WANTED: Inside panel (red) for '78 3 dr. rear seat driver's side section. Ralph Burnette, 203-749-7462.

MORE CLASSIFIED ADS, LATE ARRIVALS . . .

FOR SALE: 1972 99E 4 dr., auto., 1.85 l., working A/C, good body with recent paint, trailer hitch; trans. needs work: Will sell for any reasonable offer. Steve Hewett, Cedar Rapids, IA, 1-800-553-8411, ext. 677.

FOR SALE: Four EMS wheels, exc. cond. w/ Michelin 175/70HR15 XVS tires, 12,000 mi. One EMS wheel, some corrosion, w/ Pirelli CN-36, good for spare. Also front half-spoiler for 900; '79-'80 engine manual; "Sno-grips" plastic tire chains for '75/70 & 165-15 tires. Call M. Day, 215-667-0593 eve's.

FOR SALE: '73 Sonett III, 49,000 mi., original orange paint, dealer air, fm stereo/8 track, rebuilt trans. & clutch, new brakes, flow thru exh.; used only for shows and all original: \$4,500. Earl Huttel, 78 S. View Dr., Berkeley Hgts, NJ 07922, 201-464-4354 aft. 5 pm

SAAB DEALER DEVELOPMENT PROGRAM ON LINE

Saab Press Info: Actively seeking to upgrade and expand its dealer network throughout the United States, Saab-Scania of America has appointed a total of 21 new dealers during the first half of 1981.

Sten O. Helling, vice president of sales and marketing for Saab, notes that the company's concerted dealer development effort is aimed at improving the quality of the Saab dealer network and offering Saab owners adequate service availability across the nation.

Noting that the total Saab network at the end of June consisted of 306 dealerships, Mr. Helling said that Saab, as a first step in its long range planning, is aiming to have 350 dealers nationwide. He added that out of the current total, 54 Saab dealers handle the make exclusively.

SAAB JOINS AUTOCAP CONSUMER PROGRAM

Saab-Scania of America, Inc. has entered into an agreement with the National Auto Dealers Association AUTOCAP--Automotive Consumer Action Program--to resolve problems between buyers of the Saab automobiles and Saab dealers or the Saab organization.

AUTOCAP is a third party appeal mechanism operated voluntarily by state and local auto dealer associations. Under this program, the local AUTOCAP office tries to work with a dissatisfied car owner to get problems resolved directly by either the car dealer or the manufacturer. If all attempts at resolution fail, the case is referred to an AUTOCAP panel consisting of consumer and auto dealer representatives who will mediate the case.

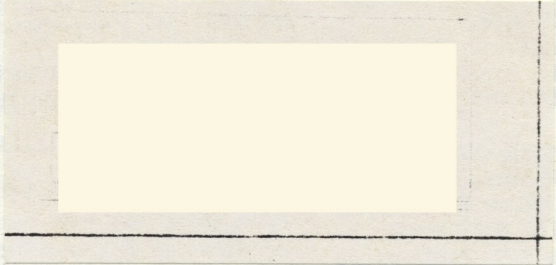
VICTOR SAAB

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CLUB MEMBER OFFERS TECHNICAL HELP

The reason that I'm in arrears on my dues is that I am a compulsive Saab restorer. In the last year I've done 14 99s, mainly '70-'72 and one 95. Since I personally have done everything from engine, transmission rebuilds to body work and electronic accessories, I have many tricks under my belt with regards to the types of things found in the Newsletter. Since I really can't find the time to write I can offer a free consulting service--I'll talk Saabs anytime. I am Jerry Schwell, 5 Laurel Circle Dr., Norwich, CT 06360, 203-447-5224, work hours, 203-887-3401 or 848-9550 eves and weekends.

Just recently I rebuilt an Audi 100LS, a car whose design reflects emphasis on perceivable; nice ride, roomy, smooth handling, etc. But compare basic quality and structural integrity and I reaffirmed why I emphasize Saabs; why we're all likely to be able to talk about "that tree in the middle of the road at 40 mph."

In fact, one of my Saab offsprings came back to me after a nose dive into a stone wall at 40 mph. The driver walked away, and I had a wreck to cut up for anatomy and analysis purposes. I've compared certain body corss sections with many other cars--there is no comparison between 1/8" and 1/32" steel.

Jerry Schwell, Norwich, CT

