

COMPACT FRONTWHEEL DRIVE CLUB of AMERICA

#99

NOV./DEC. '81

DEDICATED TO SMALL-ENGINEED SMALL CARS & ENERGY CONSERVATION

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MEMBERSHIP/SUBSCRIPTION

Newsletter #98, our 81st 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.

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Always specify: 96, 97, or 99/900 for appropriate tech' sheets.

COMBINED NOVEMBER/DECEMBER NEWSLETTER

In a return to past practice, I have decided to combine the November and December issues. Dick Grossman did this because of the heavy Post Office mail load during December, and because the extra time is useful for special projects and for catching up on unanswered correspondence. Last year there were 11 issues because of the absence of a Sept. issue, so I felt a December issue was necessary. But this year things are back to normal, so the next Newsletter will be the January issue. I hope to be able to finish revising the Club's "Recommended Dealer/Mechanic" list for inclusion in a future issue as well as compiling an index for 1981 which should be in the January Newsletter.

The Post Office has stuck it to First Class Mail users again with their second increase this year. Mailing the Newsletter now costs about \$535 per month compared to about \$400 a year ago. For the time being we are going to absorb the increase in postage costs since we had a \$2 increase in yearly dues just a year ago. One possibility is to mail the Newsletter as second class mail which would be a day or two slower, and have a separate "delux" first class mailing for those members who want to get the classified ads quickly. This "delux" service would be assessed an extra cost because of the higher first class postage. Any thoughts on this subject are welcomed. How many members are willing to pay an extra \$2 to continue getting the Newsletter via first class mail?

I will be attending the December meeting of the New England Sonett Club, as announced in the Club News section. On the way out to New Hampshire I will stop in at Saab-Scania of America in Orange, CT where 'Scania President Robert J. Sinclair has graciously agreed to meet with me.

Carolanne and I have also acquired a new '82 three-door 900 which I hope will help me become more familiar with that series and improve the Newsletter's coverage of 900's. 96 owners need not fear however, we are still driving a '69 96 V-4 and a '67 two-stroke 96, so I haven't forgotten the older models. Jeff Delahorne, editor

DAVIS/WARD TEAM WINS PRO-RALLY SERIES---- JACK LAWRENCE IS 2nd IN SCCA RUN-OFFS

With two rallies still left, the Saab driving team of Jon Davis and Harry Ward have wrapped up the driver and co-driver's championships for the Production Class in SCCA's Pro-Rally series and Saab has won the Production Class Manufacturers crown.

Davis of Houghton, MI and Ward, of Toledo, OH, collected seven firsts and three seconds in 11 Pro-Rallies on their way to repeating their Production Class series win of last year.

In the Champion Spark Plug Road Racing Challenge at Road Atlanta Oct. 23-25, Saab Club member Jack Lawrence drove his Sonett to a second place finish in the F-Production Class. Lawrence improved upon his fifth place finish in last year's SCCA national championship at the same track. Another Saab Club member, Jon McKnight of New Brunswick, NJ, managed a sixth place finish at the Road Atlanta Run-offs in Showroom Stock B class in his 99.



Jon Davis and Harry Ward on their way to winning the Production Class in the 1981 POR Pro-Rally. (photo by Mark Mahla)

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## CLUB NEWS

**NEW ENGLAND SONETT CLUB**--will hold their next meeting Sunday, Dec. 6, 1 pm, at Grant House, the Faculty Center on the University of New Hampshire campus, Durham, NH. The featured speaker will be National Saab Club editor Jeff Delahorne who will talk about what it is like to put out the Newsletter and what directions the club is heading. For more information, contact E. Scott Prentice, 2-5 Pendleton Lane, RFD#7, Londonderry, NH 03053, 603-432-9912.

**MILWAUKEE SAAB CLUB**--Our Oct. 18 rally, Kettle Kapers, was a success in spite of a cold, rainy day. Twenty cars took part in the two-stage, 84 mile event. First place went to Paul Friday in a Saab. Our next regular meeting is Nov. 23, 7:30 pm at Shakey's, Hwy 100 at Silver Spring Drive. We will be announcing details about our Dec. 28 Christmas party, which will feature beer and snack. For further details, directions, or other info, contact Jim Har, 414-352-0627.

**ROCKY MOUNTAIN SAAB CLUB**--will hold its final meeting of the year at 7:30 pm, Tues. Dec. 15, at Deane Buick/Saab, 1080 S. Colorado Blvd. in Denver. Meet in the new car showroom where long-time Saab salesman Rich Osner will discuss the new Saabs for 1982. Time will be available for questions and test-drives for anyone unfamiliar with the 900 series. Afterwards there will be a general business meeting with elections for next year's officers. Anyone interested in helping the club stay active next year should attend. For more information, contact Barry Nash at 377-9529 or write 1217 Quebec St., Denver, CO 80220.

**MINNESOTA SAAB CLUB**--will have their next meeting Nov. 23rd, Monday, 8 pm, at Shakey's Pizza, Snelling and Larpenteur. For more information, contact Bob Swinehart, 2112 Bradley St., St. Paul, MN 55117.

**CENTRAL ILLIANA SAAB CLUB**--The November meeting will be on the 22nd; for location call Margrit Adler or Dean Katsaros. The feature will be films from Saab-Scania. Membership cards will be distributed and names of the local 10% discounters will be on hand. Any urgent mechanical problems will be taken care of at the meeting also.

**SOUTH CAROLINA CHAPTER**--Anyone interested in forming a South Carolina or Carolina's chapter, get in touch with Larry Simon, 10 Chapman Ave, Isle of Palms, SC 29451, 803-886-8487.

**SAAB CLUB, NATIONAL CAPITAL AREA**--hold their regular meetings the first Wednesday of each month at the Silver Spring Public Library. The parking lot meeting begins about 7:30 pm with the formal meeting indoors at 8 pm. For more info, contact Bruce Williams, 326 Lincoln Ave, Takoma Park, MD 20912, 301-891-2812.

**CALIFORNIA RALLY**--The Rallye Club and No. Cal. 510 Assoc. are sponsoring a time and distance rally on Dec. 5. It starts at F.A.R. Performance in Mountain View. It's a low pressure type of rally and it would be nice to see lots of Saabs there. For more info: David Katzakian, 415-886-6447.

## NEWSLETTER HELPS NON-MECHANIC MEMBER

The Newsletter has continued just great since you have taken over. Good stuff on synthetic oil, tires, parts, etc. It is good to see Mr. Sinclair willing to support the Saab Club with service tips-- nice to see that he is aware that many people would not continue to own Saabs (and buy Saab parts and service); would not buy used Saabs (and continue to buy Saab parts and service) and would not buy new Saabs (and continue etc.) without the security available from the Newsletter and the Saab Club network. With only about 300 dealers in the U.S., most people would consider it too risky to own a Saab without the support of the Club and Newsletter (thanks Dick).

I know there is an impression that all, or most, Saab Clubbers do their own work and use cross-referenced non-Saab replacement parts. My sense is, however, that most of us (including me) do not have the time or space to work on our own cars, at least not routinely. Most of our service and parts come from Saab, especially if you have a skilled and reliable dealer like I do (Victor Sports Cars).

The Saab Club Newsletter and network are still valuable to me for oil, tire, brake pads, brake fluid (silicone or not?) and other types of discussions. On top of that, I just like knowing more about how my Saab works, besides wonderfully, and things like tricks to pinning down the source of that fuel odor.

I also might want to buy or sell an alloy wheel, or get in touch with another SAABBER (SAAB Buddy for Emergency Repairs) in my neck of the woods. So the system works great--please keep it up. (Are you too modest to print this? I hope not.)

Chris LaRue, Warrington, PA

## JACK ASHCRAFT ON V-4 WATER PUMPS, TRANNIES

I was interested in the response I got from my article on buying a 96 (Sept. '81), especially in regard to the water pumps and gearboxes. I think the gent in question (Roger Harris, Oct. '81 p. 5) has had an amazing record with his Saabs, but my data sample (which includes five years as a dealer) may be a bit larger. You can check with any Saab mechanic you like--water pumps and gearboxes are weak links on the V-4 models. Period. I'm happy for anyone who gets over 60,000 miles on a gearbox but they're operating on borrowed time after that mileage. Those gearbox bearings just are not big enough for the job.

Jack Ashcraft, Medford, OR

## POSSIBLE SAAB CLUB CHAPTER IN GERMANY---

At the present time there is no organized club here in Germany. Before I leave I'd like to try and get one rolling or at least in the initial stages. Anyone interested in a Saab Club who is stationed in Southern/Central Germany can write to Ken Oldwin (c/o Cars International; Bondorfer Weg; 7000 Stuttgart 90). Ken will gather names, addresses, etc. until we have a core group.

Ken Burke, CSC 1-26 Inf, APO, NY

## LARGER 7" HEADLIGHTS FOR MORE LIGHT IN 99

When I first got my '78 99 I replaced the high/low lamp with Cibie H-4's because I wanted more light than the 5 3/4" lights put out. In two years the reflectors of the Cibie's became dull, and another problem was a lot of stray light up high which made driving in the snow difficult.

What I wanted was a way to mount 7" round lights on the car. I used motorcycle headlight buckets from the local Honda shop. I think they were \$15 for the pair, used. I had to cut some more notches in the basket of the motorcycle bucket so the lights would be right side up. The buckets are rotated 90° from the way they fit on a motorcycle. On the bottom mountings I used the Saab extra light brackets since the bumper already has holes for mounting them. On top I ran a flat brace from the lamp to the plate that the hood latch is on. This two point mounting is very strong with no vibration of the light, and the hood can be opened normally.



The only drawback is that I had to remove the grill to mount the lights on the bumper, as the lights are too deep to fit with the grill in place. I used the Cibie "Bobi" lamps which are sealed beams but have a replaceable H-4 bulb.

In place of the 5 3/4" high beam lights I used Westinghouse #7711 mid-beam lamps, which are 100 watts and require the use of relays. The Westinghouse light on the driver's side can be switched on with the low beams for use on divided highways where low beam is not enough. The other Westinghouse always comes on with the high beams. The two outside low beams are not used, but could be utilized for fog lights.

I bought the lights and relays from: Apogee Enterprises, PO Box 266, 2425 County Trunk Hwy A Sheboygan, WI 53081. They have good prices and good service. All lights I used are DOT legal.

Art Parker, Waterloo, IA

## 99/900 CRUISE CONTROL VACUUM RESERVOIR--- AND, HOW TO CURE 900 SQUEAKS AND RATTLES

I strongly advise against connecting any cruise control to the damper reservoir provided by Saab as recommended by George Robertson (Oct. '81, p. 8) writing in response to my August 1981 letter. There are two important reasons why a second reservoir dedicated to the cruise control is necessary. The first is that on long hills the cruise control will eventually exhaust the reservoir, causing the air dampers to go "crazy." I know, I've tried it. Secondly, a leak or a poorly sealing air valve in the throttle servo, a not uncommon problem whose likelihood increases with age, will cause the air damper to go "crazy" on relatively level roads. The \$6 and fifteen minutes of labor to install the extra reservoir neatly beside the Saab damper keeps the systems isolated. Saab uses the same procedure for the Saab Accessory cruise control.

While the Dana Speedostat is a fine unit which performs well, I prefer the Escort because: it is much easier to install yourself; it requires a smaller hole through the firewall; it does not require a vacuum line through the firewall to a special brake pedal switch; it uses a small diameter servo which is conveniently mounted on the fender; it uses positive brake and clutch switches instead of an inertia switch; and it is easier to use since it "remembers" settings even when it is switched off.

For those Saab owners who like a quiet car, here are two annoying little noises that I tracked down and fixed on my '81 900 three-door.

**Rear Seat Latches:** The latches on the rear seat back engage brackets on each side of the car at the upper corners of the seat back. To prevent squeaks, Saab installs a small plastic rest for the latch. Unfortunately, the plastic rest is easily broken and cannot be replaced separately from the (expensive) bracket. Eliminate the problem by replacing the plastic rest with a few wrappings of duct tape.

**Door lock buttons:** Over rough surfaces, these rattle against the exit holes in the door trim panel. Fix the problem by putting a piece of soft foam around the door lock button inside the door trim panel so that it does not move so freely from side to side.

John Navas, San Mateo, CA

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Copied from a polaroid by  
 Dick Grossman

"SAAB SERVICE" IN ISRAEL--from a photo by  
 Jerry Plotkin, of Aurora, Illinois

# PRO-1981

## A LOOK AT A PRO-RALLY----by THE EDITOR

I spent the long weekend of Nov. 5-8 in Houghton, MI, helping work controls and covering the 33rd Press-On-Regardless Pro-Rally. While I do not intend to switch the Newsletter to full time race and rally news, I thought it might be interesting for many members who have never seen a Pro-Rally and do not know what it's all about. The SCCA's Pro-Rally series is also the place where currently Saabs are doing the best in competition, especially after a poor year in SCCA road racing (compared to '78-'79-'80).

A Pro-Rally is much like a regular TSD (time-speed-distance) rally where participants are given a set of instructions which detail a course to travel at prescribed average speeds, with penalties for arriving at checkpoints earlier or later than the set time. Pro-Rally differs in that most all the stages (or legs) are on gravel forest or mountain roads which the organizers try to close to other traffic, and competitors race against the clock, with lowest time winning. Most Pro-Rallies are run at night, and sometimes last all night, into the wee hours of the morning.

Currently, the SCCA's Pro-Rally series is divided into two classes. In the Open Class, there are no rules, except for necessary safety equipment and cars often have engines made by other manufacturers than the car maker. Essentially anything with four wheels can run in open class. The other category is called Production Class, which contains vehicles which are essentially stock, with only roll bars, extra lighting, and a few other modifications allowed. All Pro-Rally cars must be "street-legal" since they travel over public roads, and must obey all traffic regulations while on "transits" between stages.

Production class is where Saabs have done well recently with the team of Jon Davis and Harry Ward winning the production class title last year in their



David Hueppchen (l) and Erik Zenz (r) '79 99 GL, and repeating this year in the same car. Saab has also won the manufacturers championship both last year and this year due in large part to the Davis/Ward team, but also with help from other Saab drivers like Erik Zenz, Tom French, Don Holcomb, and Daniel Wing.

Of the 68 entries, 10 were Saabs, with five 99s in production class and four 99s and a 96 in open class. Of the 10, only three finished: Davis and Ward drove to their seventh production class win in 11 rallies, and finished seventh overall, a remarkable achievement against so many other highly modified and powerful cars. Ken DeMotte of Imperial, MO finished 17th in his open class 99, and Don Holcomb and Craig Ahles, Saab Club Members, finished 29th after a steady drive in their open class, 1970 99. Saab Clubbers Erik Zenz and David Hueppchen broke a gearbox somewhere before the fifth stage, while Jim Fitzgerald and Don Graves joined the Club before the rally started only to snap a CV joint on the first stage in their 99.

Jeff Delahorne, editor

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## FUEL LEVEL TRANSMITTER FAULTS, 1981 900's

During 1981 model production changes were made to the new type fuel level transmitter, p/n 9332339 to improve quality.

When diagnosing a complaint about erratic fuel gauge readings or an "inoperative" gauge, first check for good contact in the harness connections and verify that the gauge itself is functional and does not stick (it should read "full" when the harness plug to the sender is removed and "empty" when you ground the small grey wire at the sender).

A. If the complaint is erratic gauge behavior with a certain amount of fuel in the tank (and normal readings at other fuel levels), the fault probably lies with the resistance winding in the transmitter. This fault is not repairable and the transmitter must be replaced.

B. If the complaint is a constant gauge reading, the fault may be that one of the brass guide rods for the transmitter float has fallen out of its position and jammed the float. Check, and if possible, repair as follows:

1. Remove the transmitter. The brass rods which could cause the problem fit through holes in the bottom which are 180° apart. (The third rod with the small wire from center cannot back out.) If one of the guide rods is loose it will protrude from the bottom or will have fallen into the tank (if so, retrieve it). If the rod protrudes only a small amount do not let it come out any farther. Go to step 2. If the end of the rod has come out past the float (or has fallen out completely) it may not be possible to reinsert it successfully. You will need to drill a 3/8" diameter hole 1 1/4" from the top of the transmitter body, in line with the loose rod (let the float drop to the bottom when doing this).

**WARNING:** empty all residual fuel and let transmitter air dry before drilling hole.

Observe whether the resistance winding around the center post is in place (if not the unit is not repairable). Holding the unit upside down (so the float is adjacent to the hole you've drilled) make sure the rod contact and the spring behind it are in place. Insert the loose rod past the float so that it is against the contact (see illustration).

2. Holding the transmitter upright, push in the brass rod the rest of the way, carefully align it with the threaded terminal on the underside of the top and tighten it. Plug in the electrical connector and check the function of the unit (slowly turn it upside down and watch the gauge needle).

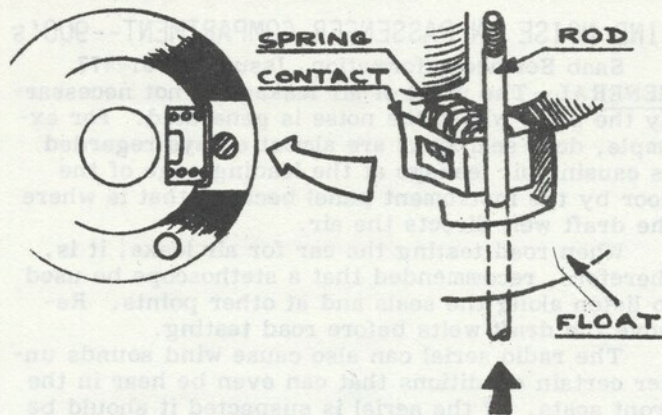
3. If the unit checks out, unplug it and, before installing it in the tank, defore the "C" shaped plastic tabs on the bottom of the transmitter with a soldering iron to prevent repetition of the problem.

**WARNING:** empty all residual fuel and let transmitter air dry before using soldering iron.

Take care not to melt the solder on the end of the rods!

4. If the unit does not function properly after reinserting the loose rod, replace it (the resistance winding around the center post must be damaged).

Thanks to Mr. Daniel L. David, Manager of the Technical Services Dept. at Saab-Scania of America, and Mr. Robert J. Sinclair, President of Saab-Scania, for making Saab Service Information available to the Saab Club.



## MORE MISCELLANEOUS TIRE COMMENTS

Tor's Saab (of Lompoc, CA) who has serviced my car since it was six months old, always recommended the old Semperit M401's due to their handling, especially in the wet compared to the more expensive Michelin XZX. However, I had two of the M401's fail with tread separation, and although both were near 40,000, I could have gotten another 10,000 miles out of them. I believe the tread separation got so bad the dealers out here dropped them. Tor now recommends XZX as "second best" but I see the M501's. Has anyone tried them?

Tony Buffa, San Luis Obispo, CA

My 1978 99 came with Pirellia CN36's and by 28,000 miles the front tires were worn out. Additionally, the speedometer and odometer had never been accurate in my car. Replacement of the Pirellia's with Michelin ZX's corrected the speedometer/odometer problem and if experience with the Michelin's is the same as in the past they should last a long time.

Barry Patterson, Las Cruces, NM

Having read the comments on tires in the past few issues, I am surprised that no one has mentioned the Uniroyal-Europe Rallye 180. When I switched from the Semperits on my '76 99GL I could not believe the difference. The handling became much crisper without becoming harsh, and after 15,000 miles on demanding Wyoming roads, I honestly cannot see any wear. I have yet to see how they do on snow or ice. 175/70SR15's fit great and are only \$59 through Euro-Tire. Road&Track had an excellent article on tires back in '76 and the Rallye 180's stacked up very nicely to some more expensive tires, especially in braking and durability tests.

Bob Hadden, Douglas, WY

I was sorry to see that no one had tried Uniroyal Rallye tires. I've had several sets of Rallye 180's and found them superb under all conditions. I'm currently running Rallye 240's (H-rated) on my 99 and I love them. The only problem is finding them. I got mine mail order from Euro-Tire in NJ whose service was fast and courteous.

David Andrews, Newmanstown, PA

**RECOMMENDED MECHANIC:** Ed Smith, Deadwood, SD, 605-578-1485.

WIND NOISE IN PASSENGER COMPARTMENT--900's

Saab Service Information, Issue: 04/81-477  
**GENERAL**--The point of air leakage is not necessarily the place where the noise is generated. For example, door seal leaks are almost always regarded as causing air leakage at the leading edge of the door by the instrument panel because that is where the draft welt directs the air.

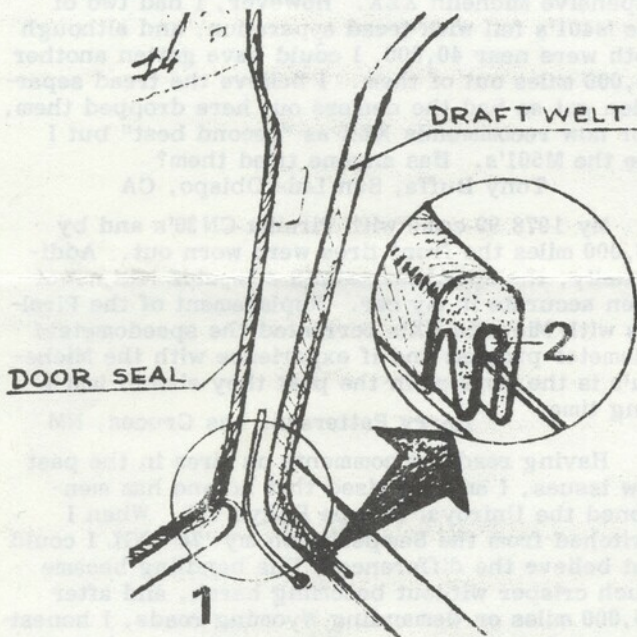
When road testing the car for air leaks, it is, therefore, recommended that a stethoscope be used to listen along the seals and at other points. Remove the draft welts before road testing.

The radio aerial can also cause wind sounds under certain conditions that can even be heard in the front seats. If the aerial is suspected it should be removed prior to road testing.

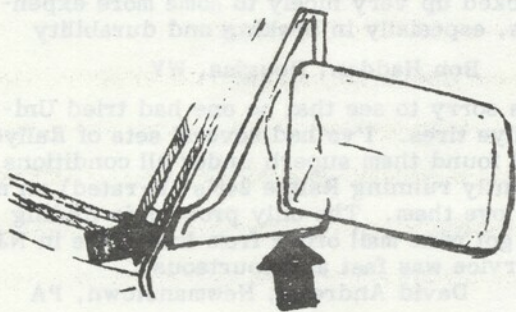
**POSSIBLE LOCATIONS:**

1. Check to see if the door seal is interfering with the draft welt.

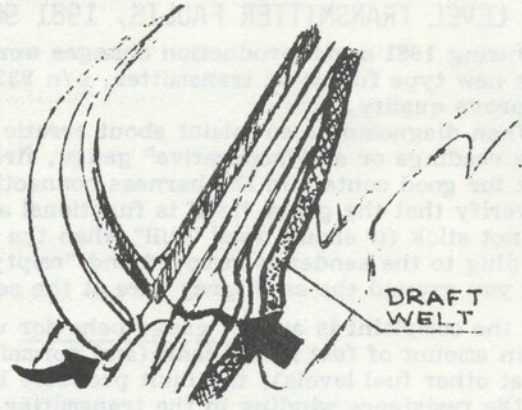
**Repair:** Remove the inner sill panel and the draft welt. Raise the welt by inserting a wire into the groove.



1. Bend a 200 x 3.5 mm wire to fit the radius of the curve
2. Insert the wire into the base of the groove.

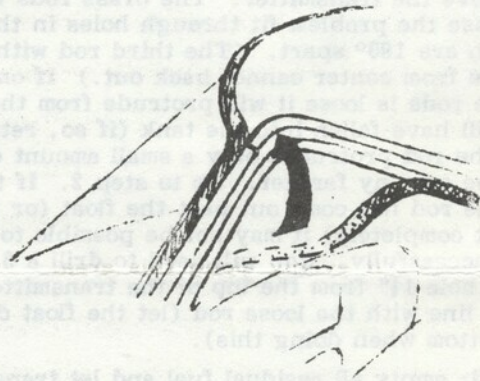


2. Check the seal of the gasket under the rear view mirrors (Applies to the 1981 models).  
**Repair:** Seal with compound that accepts paints.



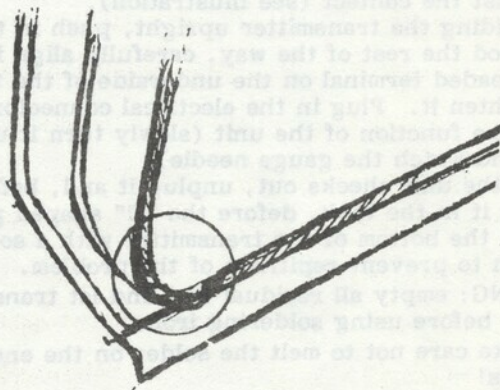
3. Check the joint between the windshield pillar and the hinge plate for holes in the flange.

**Repair:** Seal the gap between the body panels at the flange with sealing compound. Blow compressed air from the wheelarch side up toward the windshield pillar to determine if any air enters on the inside.



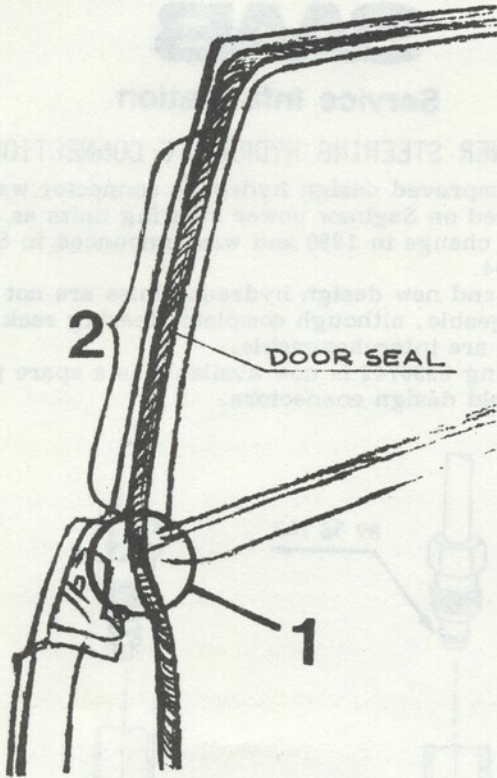
4. Check the joint between the A-pillar and the roof side member. The joint should be air-tight.

**Repair:** Remove the draft welt from the radius of the curve. An opening here may be visible inside between the pillar upholstery and the headlining. Seal any holes with sealing compound.



5. Check the door seal for folds at the rear lower corner.

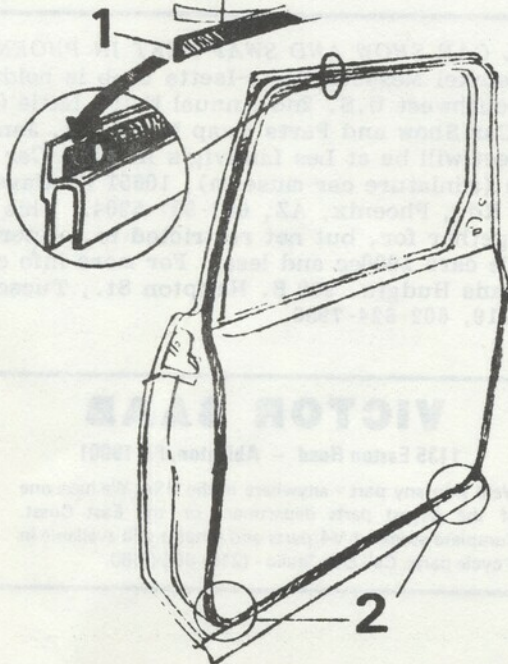
**Repair:** Remove the seal from the corner. Check the position of the clips with the holes in the door. Make new holes in the seal to line up the holes in the door and refit the clips.



1. Folds can form here.
2. Stretch the seal and fit it evenly along this area.

6. Check the door seal for folds at the radius of the curve above the door lock.  
**Repair:** Remove the draft welt. Shut the door and check for poor sealing using a light. Remove the seal from the rear edge of the window frame. Spread adhesive along the frame. Stretch the seal and re-install.

**ADD SEAL SHIM STRIP**

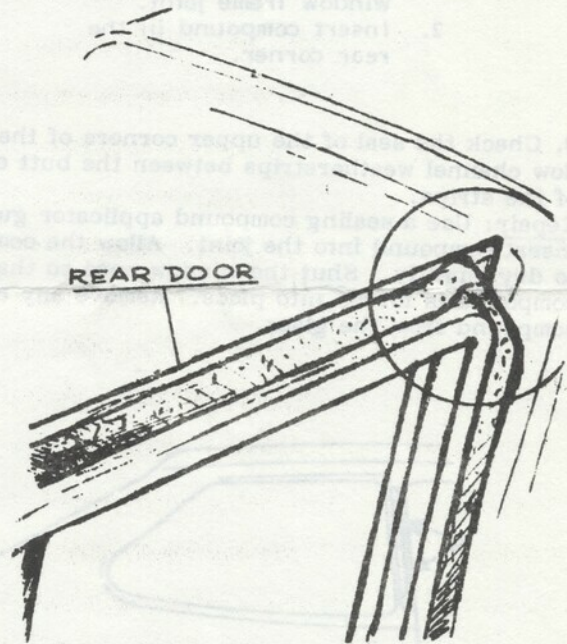


7. Install sealing strip (adhesive strip, 3M or equivalent) behind the door seal so that it functions as a shim.

- a. If there are sealing strips mounted behind the door seal, then these should be removed.
- b. Clean the surface of the door behind the door seal with solvent so that the adhesive tape on the sealing strip sticks.
- c. Remove the protective foil and ensure that the strip is evenly positioned.
- d. Press the sealing strip into position.
- e. Adjust the striker plate if the door proves difficult to shut.

**DO NOT BEND THE WINDOW FRAME.** Cracks in the paint can result that will cause rust. **DO NOT CUT THE DOOR SEAL.**

1. Place the sealing strip behind the door seal with the adhesive-coated side against the door panel.
2. Fit the shim strip behind the seal all the way around the door, inserting the ends under the lower corners of the door seal.

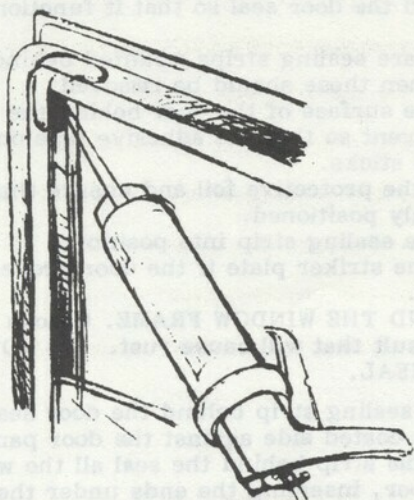


8. Check the door seals for folds or damage at upper front corner of the rear doors. (Applies to rear doors on 4/5 door models). The door seal becomes pulled up and folded double in the corner due to the tensions created in the seal when the door is shut. Can also be the cause of door closing difficulties.

**Repair:** Damaged door seals should be replaced. Undamaged seals should be detached from the window frame at the front. Spread adhesive along the frame. Stretch out the seal from the corner and reinstall on the frame. Distribute excess door seal over the length of the window frame.

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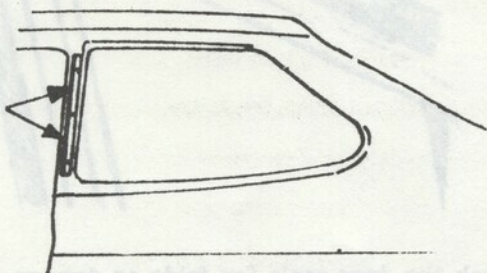
## WIND NOISE IN PASS. COMPARTMENT, cont'd.



1. Insert compound in the window frame joint.
2. Insert compound in the rear corner.

9. Check the seal of the upper corners of the window channel weatherstrips between the butt ends of the strips.

**Repair:** Use a sealing compound applicator gun to insert compound into the joint. Allow the compound to dry slightly. Shut the window once so that the compound is forced into place. Remove any excess compound from the glass.



10. Check the seal of the rear quarter window pivot plates against the B-pillars (3-door models only). Check with a feeler gauge.

**Repair:** If there is a gap, clean the joint and apply sealing compound that accepts paint. Remove excess compound and paint when dry.

11. Check the firewall for missing sealing plugs or gaps around grommets including the speedometer cable grommet.

**Repair:** Reseal and install grommets as necessary.

# SAAB

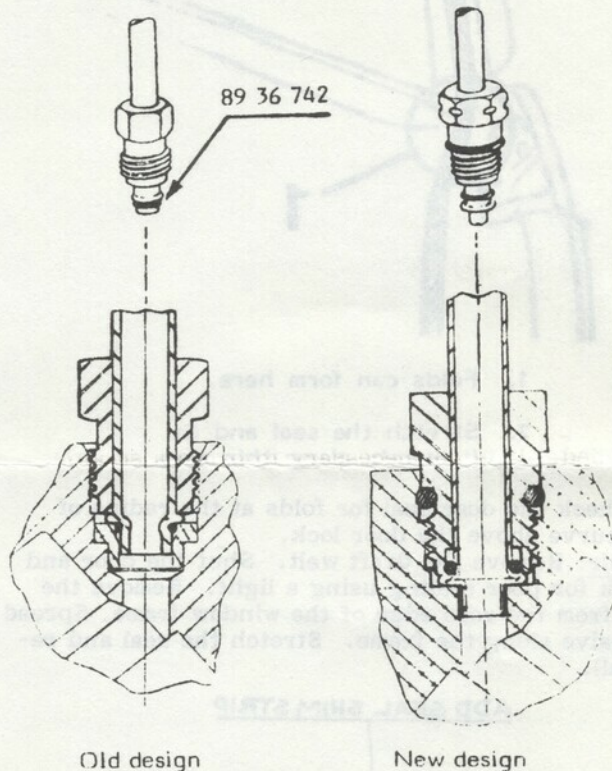
## Service Information

### 900 POWER STEERING HYDRAULIC CONNECTIONS

An improved design hydraulic connector was introduced on Saginaw power steering units as a running change in 1980 and was announced in S.I. 01/81-454.

Old and new design hydraulic lines are not interchangeable, although complete steering rack assemblies are interchangeable.

O-ring 8936742 is now available as a spare part for the old design connectors.



Old design

New design

### SMALL CAR SHOW AND SWAP MEET IN PHOENIX--

The Heinkel-Messerschmitt-Isetta Club is holding the "Southwest U.S. 2nd Annual Weird Little Orphan Car Show and Parts Swap Meet" Sat. Jan. 16. The Meet will be at Les Lindvig's Antique Car Collection (miniature car museum), 10651 N. Cave Creek Rd., Phoenix, AZ, 602-997-5204. This is a get-together for, but not restricted to, owners of all little cars 1000cc and less. For more info contact Louis Hudgin, 950 E. Hampton St., Tucson, AZ 85719, 602-624-7986.

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1135 Easton Road - Abington, PA 19001

We'll ship any part - anywhere in the USA. We have one of the largest parts departments on the East Coast. Complete stock of V4 parts and what is still available in 2 cycle parts. Call Dan Stella - (215) 886-8660.



## HOW TO REPAINT A SONETT--LOTS OF SANDING

I recently completed a complete repainting of my '72 Sonett, and since I learned a lot in the process, I thought a summary might be useful to Club members.

Due to the expansion mismatch between paint and fiberglass, a Sonett's finish will become crazed over time. External stresses and dents and dings add to this problem, as does one or more extra coats of paint. To achieve the original quality finish, it is usually necessary to remove the paint, particularly when the car has two or more coats. 80 or 120 grit paper should be used, if hand sanding or also when using an orbital air-powered sander. Extreme care must be used with any powered sander to avoid removing fiberglass below the paint. If the car has extra coats of paint, water-washable automotive paint remover may be used, but the original finish appears to be polyurethane based and will not come off with paint remover. All hand sanding should be done with a sanding block; without a block, small dips and waves which are invisible when the finish is dull will appear with the finish coat.

After paint removal, fiberglass repairs should be made. Any cracks should be ground out and the fiberglass rebuilt (use mat, not cloth). Sand to achieve the correct lines with a block or body file with 50 or 60 grit paper. If imperfect, use a standard body filler to smooth contours, again with a block. Major repairs should be built from the inside out. The beauty of fiberglass is that with care any part of the car can be rebuilt.

With paint removed and repairs made, primer can be applied. It is not necessary to prime a smooth surface; with a heavy bodied primer such as Dupont 110S (thinned 1:1) even 50 grit scratches are filled. Prime and then sand with 180 watersand paper using some mild soap in the water. Remove all but a very thin layer of primer, then reprime and sand with 220 grit paper. The surface is now ready for painting.

A choice between enamel and acrylic lacquer must be made. For the amateur, lacquer allows more room for error; enamel is faster, less steps, but mistakes are difficult to repair and a truly dust-free painting room is required. I chose to use lacquer for these reasons. A base coat of color is applied and sanded smooth with 320 grit water sand. Paint should be thinned about 1.5:1 with an average thinner like 3608S Dupont for the base coat. The goal is always to leave the thinnest possible layer of paint. If any dips or gouges have shown up, they should be sanded to fiberglass, filled with filler, primed and base-coated. Do not try to fill dips with primer or paint.

The final coats should be applied with a slow-drying thinner to allow a smooth finish. For a final touch a few coats of clear lacquer can be applied after sanding with 600 grit paper. When dry, the paint can be buffed with a wool bonnet and polishing compound.

This kind of paint job is not easy, but with some work and care you can achieve a finish as good or better than new.

David L. Morse, Corning, NY

## WHAT YEAR IS THAT V-4?

1967: Last year for small windshield, rear view mirror on dash, horn button with old-style Saab emblem (silhouette of airplane), V-4 emblem high on front fender

1968: First year for windshield extending slightly farther into roof, rear view mirror at top of windshield, pad in center of steering wheel with pad shaped like rounded-off trapezoid. Last year for old-style Saab emblem on trunk lid, front turn signals on front sheet.

1969: First year for new-style SAAB trunk lid badge, turn signals on front fenders where they're always getting smacked!; last year for grey dash with small gas and temp. gauges flanking speedometer, and last year for trapezoidal pad in steering wheel.

1970: First year for black dash with rocker switches, large combination gas/temp. gauge symmetrical with speedometer. Two chrome strips along each rocker panel (also on some '69s); last year for V-4 emblem low on front fender, behind wheel arch. First year for padded rectangular horn button extending all the way across steering wheel.

1971: First year for rocker panel trim incorporating raised rubber protective strips. Trim leads to SAAB logo on front fender. Last year for metal bumper overriders with rubber facings, wheels without raised areas around cooling holes.

1972: First year for wheels with raised areas around cooling holes, bumper overriders completely in black rubber, except 95 rear overriders. Last year for all-chrome Saab trunk lid emblem, and last year for V-4 emblem with 4 nestled in cleft of V.

1973: First year for Saab trunk lid emblem with center in black enamel, same as on 99's. Modernistic black-and-chrome V-4 emblem. Speedometer with orange pointer, secondary markings in kilometers.

The above is not exhaustive, but it will enable you to answer the question that forms the title of this article.

Andy Buc, Seattle, WA

## 99 SEATS BOLT INTO 96'S---ALSO, RUST TIPS

99 front seats will bolt right into a 96. Remove the 96 seat and seat tracks. Use the long wedge or not depending on how high you want the back of the seat bottom. Use one of the tracks to drill two holes in each 99 seat track. Bolt them in--works great, rides well; improves the 96.

A lot of us spend a lot of time on the outside of our Saabs, but how about down under? I mean under the carpets? I found the front floor of my 96 badly rusted from water coming in through the windshield moulding. I resealed the windshield, and set about scratching, wire-brushing, vacuuming, welding plates, painting Rustoleum primer, paint, then rustproofing wax. Hopefully this has solved the problem. Pull out the floor mats, you might be surprised what you find.

Bob Mitchell, Linwood, NJ

## WINTER MAINTENANCE TIPS FROM MARGRIT ADLER

1. Change antifreeze/coolant after two years.
2. Turn your car heater adjustment to winter setting.
3. Check for tire wear, exhaust system, belts, battery, wiper blades.
4. Tune-up while it's comfortable to work outside.

## 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.

## SONETTS FOR SALE

1968 Sonett V-4, serial #000476, complete and running, needs clutch: \$2250 Jim Brown, 804-973-0661.

1973 Sonett, 32,000 mi., excellent stock cond., no rust, 500 mi. on rebuilt trans. and MSS exhaust: \$4000 or best offer. Bob Keil, 3045 N. Harlem, Chicago, IL 60634, 312-889-8583 or 736-7628.

1973 Sonett III, 52,000 mi., black lacquer paint, sunroof, tinted glass, new XAS tires, Bilsteins, sway bar, MSS exhaust, newly rebuilt trans. by Poulton: \$4500 or make offer. Pictures avail. Ken Virgin, 215½ W. 9th Ave., Huntington, WV 25701, 304-522-7603.

1973 Sonett III, Weber carb, MSS exhaust, Jensen R420 am-fm cassette, 6x9 triaxial speakers, Gabriel Strider shocks, recovered seats, very good cond.: \$4000. Bates McLain, 804-973-7347 eves.

1974 Sonett III, never body damaged, well maintained with records, 40,500 mi., Baja red, original except for headers with single muffler, Michelins, & radio: \$4500. Mark Ackerman, 190 NW Widmer Pl., Albany, OR 97321, 503-926-8871 day, 926-7519 eve.

1974 Sonett III, good condition, no rust, am-fm stereo. Richard Johnston, 414-352-8270 (Milwaukee)

## 95's and 96's FOR SALE

1963 96, real good floor pan, body decent; passenger door bad, engine out of car, new exhaust and new crankshaft, plus other new parts: \$500. John Stavinga, RR#1, Barrie, Ont. Canada L4M 4Y8, 705-728-9502.

1965 96 Racer, full roll cage, strengthened body, two transmissions, stock & racing, engine out, needs piston: \$500 or best offer. Need V-4, will consider partial trade. Bill Cook, 990 4 Mile NW, Apt. 1C, Grand Rapids, MI 49504, 616-784-6497.

1967 Monte Carlo V-4, 35 mpg, very good cond., write for photos. Bill Tinker, 9359 Cecilia, Downey, CA 90241, 213-869-7354.

Two 1967 V-4's, complete bodies with one engine & trans., lost storage place, must sell: \$175. Dan Kunkel, 233 N. 8th St., Lehighton, PA 18235, 215-377-2650.

1970 V-4 95 wagon, brown with black interior, very good cond. throughout, second Calif. owner, has '73 1700 engine, newly rebt trans.: \$2950, delivery possible. Robert Spenceley, 1919 Andreo Ave., Torrance, CA 90501, 213-320-8710.

1971 96, 94,000 mi., new trans., clutch assembly, and valve seals at 90,000; new front rotors & pads, rear brakes & lines, Sonett wheels, air dam, and

radio; interior perfect, body needs minor work: \$2700. Will deliver within 300 mi. Joe Caparosa, 412-285-9340 9-5, 287-0047 after 7.

1972 96, 78,000 mil, green, very good cond., roof rack, new tires & exhaust, just had major tune-up, phot avail.: \$2295 firm. Nancy Herzog, 1652 Norman Way #2, Madison, WI 53705, 608-233-3067.

## 95, 96, and SONETT PARTS FOR SALE

95/96 Parts, radiator: \$100; distributor: \$35; calipers: \$35; steel wheels: \$10; gauges: \$15; L.F. fender: \$75; sway bar: \$35; Fomoco carb: \$50 and other parts. Mike Tucker, 2324 Davis Dr., Matthews NC 28105, 704-847-2282.

Torn-down 1500 V-4 engine: \$35; trade 1700 V-4 for good transmission; one pair new taillight reflectors for two-stroke: \$25; many other parts. Wayne Sexton, 1320 Taft St, Escondido, CA 92026.

1973 rebuilt Sonett trans.: \$400, many other Sonett parts. '69 V-4 engine: \$200, many other parts for 95 & 96. Nick Hayden, 3385 W. 86th, Cleveland, OH 44102, 216-281-9823, 431-9413.

V-4 parts: starter, alternator, radiator, Blaupunkt am-fm, Monte Carlo instruments: \$40 each; rear lenses complete: \$30; many other parts. Louis Kelsch, 14140 Superior, Cleveland, OH 44118, 216-371-2737.

1971 Sonett III for parts, engine fire destroyed front end, rear body good: \$400; Two new, never used, Michelin XM+S snow tires, 155R15 size, \$100 pair incl. UPS. Jeff Delahorne, 5805 Oneida, Duluth, MN 55804, 218-525-3253.

## 95, 96, and SONETT WANTEDS

Aluminum Valve covers for V-4. Steve Brandt, 97 Gebhardt Rd., Penfield, NY 14526, 716-586-8348.

Need one gas gauge for '64 96 or similar vintage dash, this is single round unit with Saab logo, must be working cond.: \$15 or ? Seth Bengelsdorf, 221 Washington Ave., Pleasantville, NY 10570, 914-769-3349.

Wanted Sonett back window louvers; also mags with tires. Alex Ciuca, 213-284-7180.

Sonett III alloy wheels, honeycomb pattern, need one or three, buy or trade; have four steel and two alloy (old-style, square hole) avail. Also need rocker panels. Betsy Reed, 301-933-0957.

Wanted Sonett with bad engine or trans.; also want a 99. Lucian, 213-284-9321.

## 99's and 900's FOR SALE

1972 99E 2.0 liter engine, 36,000 mi. on eng. and trans., body exc., no rust, new interior. John Doyker, 633 Hazard Ave., Enfield, CT 06082, 203-749-3682, 8-5; 203-749-4076 eve.

1974 99, good mechanical cond., new brakes, head gasket, needs radiator (6 mos.) driver's window, minor rust, 76,000 mi: \$1300. Tom Keefe, RD 1, North Bennington, VT, 05257, 802-447-7763.

1975 99LE, beige, 80,000 mi.: \$2800 or best offer. Mark Guido, 312-234-4939.

## 99's and 900's FOR SALE, continued

1978 Turbo, 55,000 mostly interstate miles, well cared for; anthracite gray, very fast: \$6800 or offer. J. Michael Hemsley, 174 Milhouse Ave., Chambersburg, PA 17201, 717-369-3441.

## 99 and 900 PARTS FOR SALE

1972 99 body only, orig. paint, very good cond., also engine: \$150 complete. 99 and 96 pressure plates, clutches, almost new, also radiators from 99s and two-strokes; '80 99 Blaupunkt 2001 am-fm cassette stereo, 2 months old, fits any 99 or 96: \$175. Alex Ciuca, 213-284-7180.

1976 3-dr hatchback parts: doors: \$50-\$100; seats: \$30 each; good 2.0 l engine: \$350, plus misc. parts. 1974 with exc. body, good int., bad trans: \$450; two '71 good bodies: \$75-\$125; two 1.7 engines, one carb, one EFI, make offer. Jeff Burkes, Rt. 1, Box 294 C, Pittsboro, NC, 919-542-5730.

1980 Turbo 900 three-spoked steering wheel, perfect cond. (replaced by '81 wheel): \$35 incl. ship. John Christian, 6502 Ridge Dr., Bethesda, MD 20816, 301-986-1243.

Radiator for 99, repaired: \$50; Factory service manual for '75-'77 99: \$30; clock for 99: \$50. John Paschkewitz, 915 Chestnut Cir., WPAFB, OH 45433 513-878-3086.

Full set of valves, springs, and keepers in good shape from '75 99 head, sell as is: \$25. Don Kaap, 1120 Williams, Apt. A6, Westmont, IL 60559.

Addco rear 5/8" anti-sway bar, used less than one month, all instructions incl., \$75 incl. shipping. Tom Ledsam, 11917 Washington Bl., Los Angeles, CA 90066, 213-391-7168.

Complete four lockset with keys for 99, '73 to '78 or '79?: \$75 or best offer; also new wiring harness for trailer hitch: \$20 or offer; left front turn signal assembly, no plastic: \$25. Jack Poisson, PO Box 1076, Wilmington, NC 28402, 919-762-2620, early or late.

Electric fan motor will fit all 99's, 8,000 mi.: \$110. Ken Pettine, 112 12th Ave., Rochester, MN 55901.

'72 99 electric fuel pump; '76 99 radiator, plus more parts. Lucian, 213-284-9321.

## 99 and 900 WANTEDS

Wanted: '79 900 EMS or GLE. Mark Guido, 312-234-4939.

Tachometer without clock for 99: offer \$40; also speedometer/odometer unit for '76 99: up to \$50. John Paschkewitz, 915 Chestnut Cir., WPAFB, OH 45433, 513-878-3086.

One clock for '71 or such vintage 99, this is large unit without tach. must be working: \$30 or ? Seth Bengelsdorf, 221 Washington Ave., Pleasantville, NY 914-769-3349.

Wanted: two headrests for '77 99, any color; also a trailer hitch for same car. Bruce R. Gaudette, Box 118, Chase Hall, USCGA, New London, CT 06320, 203-444-8444, ext. 8110.

## 99 and 900 WANTEDS, continued

Wanted: Factory service manual for '75 99: \$25-\$30 or ?. Nick Wells, 4515 S. 296th Pl. Auburn, WA 98002, 206-773-4888 days, 206-941-2149 eves.

Want under dash radio pod, without A/C to fit '76 EMS, should be in very good to exc. cond. I will pay shipping. Mark Schaefer, 514 W. Jefferson, Naperville, IL 60540, 312-357-6755 home, 236-3920 work.

Power right side mirror or set of power mirrors, complete with switches; Also workshop manual. Donald Blair, 55 Prince St., New York, NY 10012, 212-966-9842 eves.

Wanted: four Turbo "Aztec" wheels to trade for six EMS aluminum wheels. Bill Grace, 535 Silver Spring Cir, Colorado Springs, CO 80919, 303-598-7983.

## LAST MINUTE CLASSIFIED ADS

FOR SALE: Three two-stroke Saabs: 1965 Monte Carlo, no rust, needs front seats uph.; 1964 Gran Turismo 850, good motor, 4 spd. trans, good int., body has some rust spots; 1961 model 93, exterior sound, good shape; Three other 96 bodies, spare parts, two 4-speed trans., several blocks (one Monte Carlo with rebuildable crank), several rebuildable regular cranks. Best offer, all or part. Donald Weed, C-7 Kampus Kt, Greenville, SC 29609 803-244-5169.

FOR SALE: 1967 two-stroke 96, 108,000 mi., completely rebuilt engine at 80,000, rebuilt trans. at 70,000; minor rust & rear quarter dent: \$825. Coleman Bynum, 9 Grand St., Cornwall, NY 12518, 914-534-7843.

WANTED: One 850cc Monte Carlo piston--will pay a good price. Robert Allen, Box 496, Peshastin, WA 98847. Also one three-cylinder water temp gauge needed.

FOR SALE: SEV Marchal 55 amp alternator, Saab p/n 8512469, brand new for Saab 99: \$150. Also, assorted hoses for 96 and 99, prices negotiable. Larry Gottesman, 12 Adrian St., Pompton Lakes, NJ 07442, 201-835-8454.

## MISCELLANEOUS CLASSIFIED ADS

FOR SALE: Shop manuals with original plastic covers: V-4 ('67-'73) and 99 ('69-'73): \$22 each. Clock for 99 (fits '73 and others): \$40. Alex Markons, 203-887-0216.

FOR SALE: Extreme Pressure Concentrate, top quality; add to gear oil for long life; had to buy 12 gallons, so there is plenty of extra: 3 oz--\$6 + UPS Pint--\$30 incl. UPS; Quart--\$55 incl. UPS. Jack Morris, 1010 Old Bramwell Rd., Bluefield, WV 24701

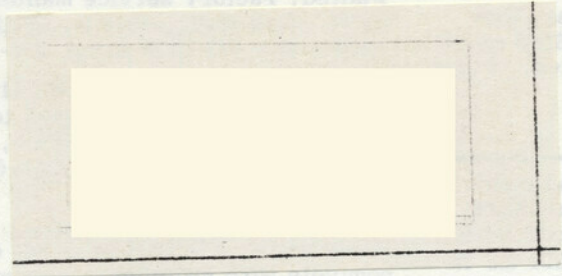
## USED CAR RECALL INFO AVAILABLE

When you buy a used Saab, write to Saab-Scania of America and give them the vehicle ID number and ask for any of the recalls on that model. If any recalls are outstanding, they will send you the forms so you can have any Saab dealer perform the recall.

David Katakian, Hayward, CA

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Don Holcomb and Craig Ahles



Jon Davis and his 99

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