

**THE  
SAAB  
CLUB**

**COMPACT  
FRONTWHEEL  
DRIVE CLUB  
of AMERICA**

**FEB. 1982**

DEDICATED TO SMALL-  
ENGINED SMALL CARS &  
ENERGY CONSERVATION

Saab Clubs of North America

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#### MEMBERSHIP/SUBSCRIPTION

Newsletter #101 our 84th multipaged monthly. Dues for membership/subsription 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, or 99/900 for appropriate tech' sheets.

**SO. CAL. SAAB CLUB--EFI CLINIC--**had about 20 people in attendance with plenty of questions and answers. The basic consensus of the clinic was that the test equipment is too expensive for almost anyone but the shop. If the owner has done all the basics and there are still problems they will most likely be corrected only with the right EFI equipment at the engine (16 tests there) and an exhaust meter at the rear to harmonize all the settings. Just reading one end of the car or the other might not do the trick. Also watch for cracks in exhaust manifolds since they screw things up, as does lowering the thermostat. Some owners reported over heating from a build up in the radiator and Jerry Krakowski agreed, saying that even with antifreeze sometimes the cores need rodding every 30,000. The clinic also discussed distilled and de-ionized water, giving plusses to both, along with using anti-freeze.

Jerry is moving his shop and will hold either a CIS clinic or a Turbo clinic at his new location sometime in the spring.

Paul Florance, Long Beach, CA

**SAAB CLUB NATIONAL CAPITAL AREA--**will hold their regular monthly meeting on Wednesday, March 3rd, at 8 pm at the Silver Spring Library, 8901 Colesville Road, Silver Spring, MD. For more info, contact Bruce Williams, 326 Lincoln Ave, Takoma Park, MD 20012, 301-891-2812.

**MINNESOTA SAAB CLUB--**will hold their next meeting on March 4, Thursday, at 8 pm at the Shakey's at Snelling and Larpentuer. MN Saab Club chief Bob Swinehart reports that club member Andrews Auto Rebuilding in Princeton, MN now have the only frame straightening system for Saabs in Minnesota. It is a Swedish setup with table and alignment points to get within 2mm of all specs. They recently put together two halves to get a whole 99 and didn't even have to readjust the doors afterwards!

**MINNESOTA SONETT CLUB--**had several brave souls attend a sub-zero meeting at the Forest Lake ice races on Jan. 31. Those on the Saab parade lap found out that the ice has quite a texture to it after all those spinning studded tires have a go at it and there is a suprising amount of traction, until you try to go fast that is. The only change resulting from the election of officers was that the new president is Jeff Schille.

**SO. CAROLINA SAAB CLUB--** anyone interested in forming a So. Carolina Saab Club, contact Larry Simon, 10 Chapman Ave., Isle of Palms, SC 29451 803-886-8487.

**CENTRAL ILLIANA SAAB CLUB--**for information on upcoming meetings, or for emergency assistance while traveling in Central Illinois/Indiana, contact Margit Adler, 217-356-9244.

**DELAWARE VALLEY SAAB CLUB--**will hold their first meeting Feb. 28, 3 pm at the Aspen Restaurant, Rt. 202 in King of Prussia, PA. All Saab owners within range are invited to attend. For more information, contact John Bolehala, 215-277-1297 after 6 pm.

**NEW ENGLAND SONETT CLUB--**holds quarterly meetings at different locations around New England and also has a newsletter. For more information, contact Carol Gallant, 4 Greenock Lane, Nashua, NH 03062.

**MILWAUKEE SAAB CLUB--**had an ice race scheduled on Jan. 24, but the January Newsletter was too late to announce that event. The club usually meets monthly. For more info, contact Jim Hart, 414-352-0627.

#### IN THIS ISSUE

*At long last! The Club's Recommended Dealer/Mechanic list appears in the pull-out section, p. 5-8*

*John Fog returns with an article on 95/96 steering column slippage and how to repair it, see p. 3*

*99 rust prevention, and other tips by K.J. Strack See p. 4*

*Help for rebuilding your Solex V-4 carb, and how to keep the fuel inlet pipe from falling out, p. 2*

*Editorial Ramblings--Second Class Mail next month See p. 3*

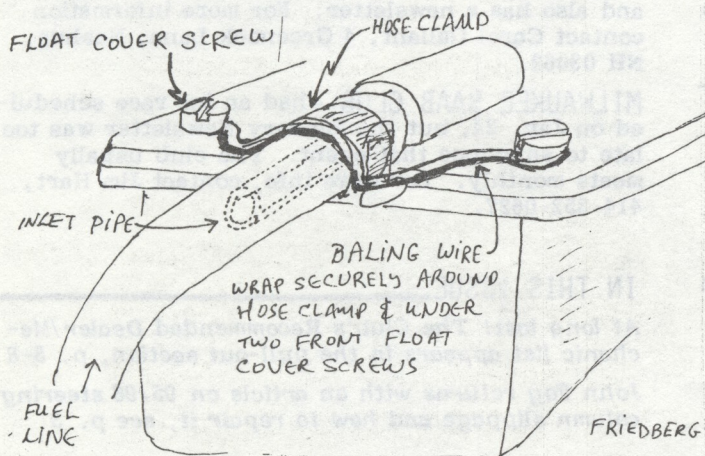
*Worldwide Saab Sales Up 13%, U.S. up 7%, p. 12*

## V-4 SOLEX CARBURETOR REBUILD & OTHER TIPS

I have become something of an expert on V-4 Solex carbs, having rebuilt about 10 of them. I have driven my 95 for some time without an accelerator pump, and there seems to be a slight improvement in gas mileage with no noticeable sacrifice in performance (?) at 180,000 miles. What I have done is simply to remove the linkage between the throttle shaft and the pump lever and run a piece of wire into the instrument panel to activate the pump (a hood control or a manual choke would be better for this purpose). I activate the accelerator pump only when starting the engine cold, to inject a small quantity of gas. I now have very easy starting on the first crank (depress the pedal once only to engage the automatic choke, if you still have one), jerk the wire twice, and off you go.

I have also found that the so-called "Econostat" a vacuum-operated power booster circuit, has a pipe which tends to fall off from its press fit into the float chamber cover. This once jammed the float all the way down, flooding gas all over the engine (no fire that time). The fix is simply to press the pipe back in place, with Loctite 404 or equivalent; or you might simply remove it and plug the hole (perhaps removing the pipe in the venturi too, I haven't tried any of this).

I will confirm that there was a safety recall on these Solex carbs due to the fuel inlet pipe (brass) popping off and causing a large number of burnt Saab's. I received a recall notice which reached me in Berkeley in 1971 and I took the car to (then) Royce Motors. They pulled on the pipe and it did not come out, so they said no need to fix. Two years later, while doing a tune-up, it came out, so I reinstalled it with Loctite. A much better fix was installed by Mecca Motors in Allston, MA (see illustration). A piece of baling wire is attached to the two front cover screws and wrapped around the hose clamp on the inlet pipe. This attachment should be secure.



### '68 SOLEX FUEL INLET PIPE FIX

When rebuilding the Solex, buy a can of any carb spray cleaner, such as Gumout. Be sure to check the float level on the car just after it has been running, unless you have the special gadget that screws into the float chamber (I have it, and have only used it once). A rebuild kit for a VW carb with nearby Solex numbers will usually have

at least the needle valve and seat and accelerator pump diaphragm.

After you have pulled everything apart, clear all jets and passages with the plastic tube inserted in the Gumout spray can. Remove the plug or plugs sealing the pump check valves and gently remove the ball bearings (valves); clean thoroughly; replace the ball bearings and seat with a brass drift (gently). Check operation of pump system before reassembling. There is a small temperature compensating jet near the top of the pump chamber which allows a small quantity of fuel to escape back into the float chamber when the fuel in the pump expands due to increased temperatures. If this jet falls out (you will find it when you remove the pump diaphragm) your pump will not work at all.

After your pump is rebuilt, and everything else cleaned out, put it all back together, being careful with the float chamber cover gasket. Watch out for vacuum leaks near the passage to the automatic choke unloader. When you put it back on the car, set the idle jet by hand to bottom out (gently) then back it off about 1½ turns. Warm up and check for gas leaks (none acceptable--watch particularly around the accelerator pump diaphragm and the jet access plug on the other side of the float bowl) and tighten (torque) the intake manifold if you haven't done so recently. It is impossible to do a decent idle adjust if you have any vacuum leaks. If your car is hunting (can't get a good idle setting) you probably have a vacuum leak. Check your power brake booster if you have one, or else the above mentioned choke unloader, plus the induction manifold.

(Ed. Note: To find vacuum leaks, spray carb cleaner on possible sources of leakage, like the base of the carb, throttle shaft, vacuum nipple, etc. If the engine speeds up when you spray the cleaner then you've found the vacuum leak.)

With car fully warmed up, follow factory procedure to set idle speed and mixture. Set the mixture a hair richer than factory suggest--very lean operation might explain why number one exhaust valve burns?

Carl Friedberg, New York, NY

## V-4 FAN DISCONNECTED IN WINTER & TIRE TIPS

Here in the North there is no reason for a fan in the winter so I put a shorter belt on my V-4 and bypass the fan. You get a little better mileage, save wear on the fan bearing and because there is more "warp" around the alternator pulley the belt can be run very loose saving the water pump. The fan need not be removed but should be prevented from turning with some wire or tape.

On Saab Club advice I bought a pair of Kleber mud and snow tires. They are great on snow and dry roads, better than the Michelin's on the other end of the car.

For those who would like a parts car but have no place to put it, a 96 can be completely taken apart in two days. Everything unbolts and a lot comes off in complete units. Example: the half axle brake caliper, brake rotor, tierod end, shock, lower A frame all come as a unit. Also you can remove the entire dashboard as a unit. The car is incredibly well designed and this is what makes it easy to take apart.

Frank DeWitt, Lima, NY

## 95/96 STEERING COLUMN REPAIR by JOHN FOG

Gradual fore and aft movement of the steering wheel is a problem that can occur on 95's, 96's and 97's equipped with the collapsible steering column. This annoying problem arises from a reduction of friction between the male and female elements of the column, resulting in one or more of the following:

- Loss of turn signal self-cancelling
- Loss of horn function OR horn blowing when the steering wheel is turned
- A pleasant grinding sound as the steering wheel rubs against the turn signal or windshield wiper switch cover(s)

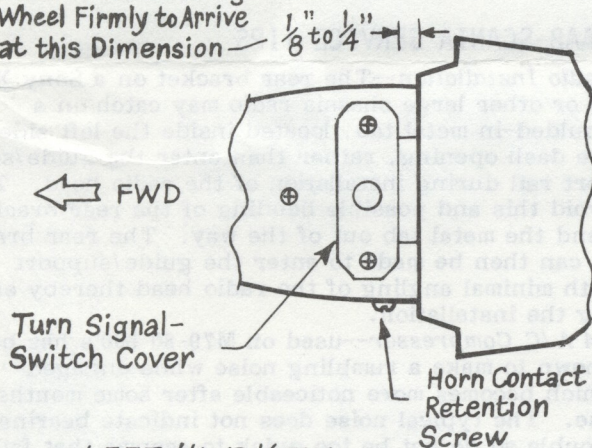
If you've determined that this is a problem on your vehicle, one solution is to establish some clearance between the steering wheel and the covers as shown in the first illustration. Check that the horn blows and the turn signals cancel. If not you have an additional problem.

Next remove the underdash cover attached to the steering column (if you have one), then locate, drill, and insert cotter pin as shown in the second illustration. For best results and maximum retention of the column's torsion and "shear" properties:

- use a sharp drill
- make only one pass
- use the smallest bit that will allow a light press fit of the cotter pin.

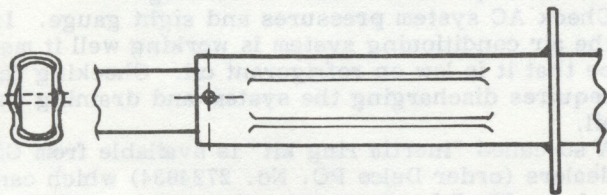
John Fog, Glendale, AZ

Push or Pull Steering Wheel Firmly to Arrive at this Dimension



LEFT HAND VIEW  
SAAB 95-96

Drill Thru One Hole  
1.60 to 2.00 mm, .0635-.0785 inch #47 to #52  
or 1/16 to 5/64 inch. INSERT  
One 1/16" or 1.60 mm COTTER PIN



Typical "COLLAPSABLE" STEERING COLUMN  
SECTION SAAB 95, 96, 97-1968 & on

## V-4 CARB BUTTERFLY STICKS--HARD STARTING

Air cleaners of V-4 Sonett's, 95's, and 96's that have a screw to hold them onto the carb throat via a cross bracket (Fomoco carbs, but not Solex's) are prone to a problem that makes cold starts impossible. Repeated tightening and over-tightening as well as the twisting and torquing of the air cleaner itself can pull the carb throat in. This traps the choke butterfly closed. It can be an insidious fault to detect because the choke butterfly should be closed when cold until the instant the motor fires. When the motor fires, a vacuum piston draws the butterfly down just a little, allowing the engine enough air to run. If the carb throat traps the butterfly closed, you end up with a flooding engine that pops only a fraction of the time it is cranking over, but runs fine once warm.

Also beware of sunken carb floats, the brass floats. I've had two sink, which results in a high fuel level and a too rich mixture. Too much gas will dilute the oil and cook an engine.

Other late model Sonett III owners might be interested to know that a virtually identical outside rear-view mirror can be had for \$8.88 plus \$1.50 shipping. The only difference is a pebble grain finish instead of smooth. Order model 1B17 black from: Yankee Metal Products Corp., PO Box 910, Norwalk, CT 06852.

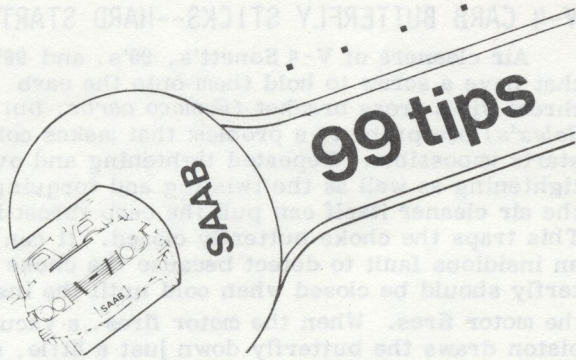
Robert Allen, Hamden, CT

## EDITORIAL RAMBLINGS--SECOND CLASS MAIL

For January we received about 500 pieces of mail which is about an average month. The Club's checkbook balance is fairly low, especially after paying \$517 for 4,400 new emblems, but that amount should be a several-year supply. The major costs continue to be printing at \$510 per month and postage which now runs \$640 each month. We also spent \$180 for a six-month supply of the adhesive labels for mailing, and folding labor usually runs \$50-\$100 per month. There are also miscellaneous costs for office supplies, typewriter payments, xeroxing of the mailing list, printing tech sheets, etc. At \$8 for renewals and \$10 for new member dues, there's not enough money coming in for all the costs we have, and this includes free rent, heat, and light. So either dues must go up, or costs have to go down somewhere.

Since first class mail is now 20¢ and that is our single biggest cost, I am going to try mailing the Newsletter via second class mail on a trial basis. We will save about \$250 to \$300 per month compared to first class, but service will be slower. How much slower is what we'll see when we try it. So next month's Newsletter will be mailed second class and I would like to hear from as many members as care to write (a postcard will do), when you get your March Newsletter. Then we can evaluate whether the delay is worth the savings.

I know I proposed a "delux" first class mailing for extra charge a couple months ago, but there were not enough people interested to bother splitting the mailing list. If second class mailing is too slow, or results in too many delivery problems, then we'll go back to first class mail, but probably at \$9 renewal rate. Jeff Delahorne, ed.



by K.J. Strack, Pittsburgh, PA

**99 RUST**--Owners of veteran 99's all find out where the rust on the body starts when it appears. The favorite places are along the chrome strips on the sides of the body, around the mirror base, around the rear side vents, and at window chrome strips. In short, wherever there are breaks in the surface or joints. If you want to try to stop these in advance, you could consider applying a clear plastic sealer of some kind, but what kind? My experience suggests that there are objections to any of the following approaches:

- 1.) Clear RtV rubber--it waterproofs, but attracts and holds dirt, and has poor adhesion.
- 2.) Polyester resin ("fiberglass resin")--adhesion likely to be deficient.
- 3.) Epoxy resin--good adhesion (after long cure) but discolors upon UV exposure.
- 4.) Polyurethane resin--this is the stuff, but it is expensive, hard to find and toxic; apply it only outdoors on a no-wind day. But it is clear (practically undetectable if carefully applied) and holds up to the weather. I got PPG Industries "Durathane" DMU 599 Clear resin, and DU-1 catalyst at Automotive Industrial Finishes in Pittsburgh. Degrease the area of application in advance with xylene (same as "Four-in-one Epoxy" thinner, from hardware store). Then wear rubber gloves when using the urethane, and do not work indoors.

**Gluing Plastic to Metal**--Occasionally one wants to glue plastic to metal, but often conventional glues are not durable, even if they happen to give sufficient strength initially. My favorite solution to such problems is to try an acrylic adhesive, one of which has now gotten onto the consumer market: "Depend," available at hardware stores. I used it to successfully fix a problem with a wiper linkage and it has held up suprisingly well, even eight months later. The latest acrylics will even bond to oily steel!

**Needle-nose vise grips**--There is a needle-nose version of "Vise-Grip" pliers available now. They are indispensable. I use them more often already than the normal vise grips, and there are situations in which nothing else will do. They are great for holding brake fluid in a plastic line while working on the clutch, i.e. making a line clamp.

**Bright High-beam Indicator**--I've put up with a high-beam indicator light that was too bright for too long. This blue indicator was brighter than the high beams themselves. To make it dimmer, I cut the wire going to that bulb (blue/white on '73's), and inserted a resistor in the break--68 ohms,  $\frac{1}{2}$  watt. I had the instrument panel open for other work, but I think that you would achieve the same result by finding that wire at the light relay, which

is the square aluminum box in front of the fuse box on the '73 (and other years).

**Sleep in your Saab**--If you fancy sleeping in your 99, I found that the air bed sold by Contemporary Marketing, Inc. fits very well. Get twin size, item number 2339, \$50 plus shipping and advertised in Popular Science, Popular Mechanics, etc. Two large adults will not fit in the back of a 99, but one plus a child will. Try it out for size before ordering the bed, which is quite comfortable but you must find some kind of mosquito net for the windows, as I found that even with a small opening those buggers will spoil your whole night.

**Loose exhaust bolts**--I found on my two '73 99s a total of three exhaust manifold bolts missing. There should be seven altogether on one engine. Your hardware store can probably supply this metric bolt. My dealer says that these bolts loosen up very commonly, which is pretty unnerving considering that this is a CO source.

**Leaky Valve Cover Gasket**--Probably most 99 owners have figured out that the most likely source of oil on the driveway, is that the valve cover gaskets loosen up. As has been mentioned here before you can seal that cover with Permatex Form-a-Gasket, and stop worrying about loose bolts forever. I read once not to put the gel onto the head, but I found that you must get a bond to the head, otherwise even the gel leaks, so use it generously, and make sure you have contact all around (not essential on the uppermost side).

## SAAB-SCANIA SERVICE TIPS

**Radio Installation**--The rear bracket on a Sony XR-70 or other large chassis radio may catch on a moulded-in metal tab, located inside the left side of the dash opening, rather than enter the guide/support rail during installation of the radio head. To avoid this and possible bending of the rear bracket, bend the metal tab out of the way. The rear bracket can then be made to enter the guide/support with minimal angling of the radio head thereby easing the installation.

**R4 A/C Compressor**--used on M79-80 900's has been known to make a rumbling noise while engaged which becomes more noticeable after some months of use. The typical noise does not indicate bearing trouble so do not be too quick to assume that failure is imminent. Here are some tips on dealing with the noise:

Check the compressor bracket for cracks and loose and/or missing bolts. There is an improved two-piece bracket introduced in M80, see S.I. 11/79-393 (p. 8-28 of Service Supplement No. 1).

Check the engine idle speed. A curb idle to the high side of spec. (875-925 rpm) may help keep the noise from being objectionable. Also be sure the A/C idle compensation valve is working.

Check AC system pressures and sight gauge. If the air conditioning system is working well it may be that it is low on refrigerant oil. Checking this requires discharging the system and draining the oil.

A so-called "inertia ring kit" is available from GM dealers (order Delco PC. No. 2724034) which can help muffle R4 compressor noise. It is comprised of a heavy metal ring which bolts on over the clutch. NOTE: The compressor must be demounted to install this ring.

## SAAB CLUB RECOMMENDED DEALER/MECHANIC LIST 1982

*This is a list of "Recommended" Dealers and Mechanics, containing the oldest, most experienced dealers with ten years or more. It also has many independent mechanics and Saab dealers that have been recommended by one or more Club members. I do not have personal experience with most of these shops, however, the ones with an asterisk next to them, I or Dick Grossman do have personal knowledge that they are competent Saab technicians. An asterisk does not mean they are necessarily better than all the non-asterisked shops--it just means we know them well.*

*These service shops are not low-priced. This is not the criteria. Ability, competence, and reasonable sincerity are the criteria for choosing them. You must not assume that these shops will work fast and cheap, nor should you expect them to honor your idea of free warranty work. No matter*

*what, a mechanic must be well paid for good work done.*

*The fact that a shop is listed here does not guarantee they will do good work. This list is a guide only. I do not have time to travel around the country checking each shop out, so I and you must depend on referrals from other Club members.*

*The fact that a dealer or mechanic's name does not appear on this list does not necessarily mean they are to be avoided. There are many fine dealers and independent shops that we do not know about and if your local Saab expert's name is missing from this list, let us know. Also since Dick's last revision was in December, 1979, there may be many incorrect addresses or phone numbers, or people that have gone out of business. Please help us correct this list for the next edition.*

*Good Luck! Jeff Delahorne, Feb. 1982*

### WEST COAST

Pioneer Automotive, 1733 Dowling Anchorage, AK 99503

Sunshine R.E.A., Fairbanks, AK

Vasek Polak, 199 Pac. Coast Hwy, Hermosa Beach, CA 213-376-0935

Command Performance, 8575 Commerce St., San Diego 714-566-4230

Johnston Racing, 8656 Commerce, San Diego, 714-578-1348

Vreeland Cadillac, 6450 Leland, Ventura, CA 642-6711

Tor's Foreign Car Ser., 414 No. H. St., Lompoc, CA 805-736-5368

Scandia Auto Imp'ts, 14021 E. Whittier Bl., Whittier, CA 698-0547

West Coast Sp'ts & Imp'ts, 4761 Convoy, San Diego, 714-279-4462

Borrini Racing (96's) 898 Mission San Luis Obispo, CA 541-0189

Svensk Motorsport, 5335 Banks St. San Diego, CA 92110

Saab Saver, 2601 35th Ave., Oakland, CA 94619, 415-532-SAAB

Star Lincoln-Saab, 901S. Brand Bl. Glendale, CA 213-243-SAAB

John's Imported Car Service, Santa Barbara, CA

\* Masada Motors, 6740 Vineland Ave. No. Hollywood, CA 213-760-3503

Bates Auto Repair, 781 W. LaCadena Dr., Riverside, 714-684-0605

Import Auto Sup. & Malki Auto, San Bernadino, CA, V-4 & 3 cyl

\* Bud Clarke, Torrance, CA 213-324-3900; two-stroke specialist

Burke's Auto Body & Paint, 1331 Ohio, Long Beach, CA

Boulevard British Saab, 1350 Long Beach Blvd, Long Beach, CA 90813

Lindqvist Mtrs., 4235 S. Sepulveda Culver City, CA 213-390-3652

Ken Blamires, Imp't Mtr. Works, 1651 N. Serrano, Hollyw'd 463-3412

Jim Haskins, 2635-B 25th St. Santa Monica (2 stroke, V4) 213-396-0586

Euromotor, 1902 Lafayette, Santa Clara, CA 95050

German Car Clinic, 430 S. Bascom San Jose, CA

Eldon Penner, 501 Barhan Ave., Santa Rosa, CA 707-525-1635

Embarcadero Auto (Mike Land), 210 Brannan St, San Fran. 415-546-1384

Parts Dept., Carlsen VW/Saab, 1766 Embarcadero Rd., Palo Alto

Parker Auto., 250B San Antonio Rd Mountain View, CA 415-941-0342

T&S Motors, 1394 4th St @ Gish Rd San Jose, CA 408-297-4665.

Newark Radiator, 37350 Filbert, Newark, CA 415-791-8500.

Perry-Key Body Shop, 28953 Mission Blvd, Hayward 415-537-1175

Jim's Upholstery Shop, 15608 E. 14 St., San Leandro, CA 415-351-5130

Midas Muffler Shop, 13745 E. 14th St., San Leandro, CA 415-351-0622

Ted Bunding, Saab Craft, 912C W. Evelyn Ave., Sunnyvale, CA 408-730-0109.

Rich Palumbo, Marin Saab-Volvo, San Rafael, CA 415-459-7178.

Paul Perry, The Saab Factory, San Jose, CA 408-241-SAAB

Swedish American Mtr'sport, 1635 Ohms Way, Costa Mesa, CA 714-548-0412.

ABCO Electric, 3330 20th St. San Francisco, CA, alternator repair

### OREGON & WASHINGTON

Coach & Four, 1019 NE Everett, Portland, OR 503-224-1768

Granade's Saab Ser. Center, 905 NE Union Ave., Portland, 238-0441

Alex Fowler, Circle & Square Mtrs Port Townsend, WA

Alan BMW/Saab, 21420 Hwy 99, Edmonds, WA, 206-771-7100

### WEST

Garff Mtr. Center, 600 So. & State Salt Lake City, UT

Cline's Auto Sales, 4608 S. State St Murray, UT 266-3548

Hanson Equip. Inc., Hwy 6 & 50 Grand Junction, CO 303-243-7771

Boulder Valley VW, 3150 28th St. Boulder, CO 303-444-1644

'Mel'-Markleys Imports, Greeley, CO

Karl's Saab Clinic, Near airport, Denver, CO

Eric Killinger, 4309 Butler Cir, Boulder, CO 80303

Vail Imports Garage, Box 378, Edwards, CO Jim Verbley

Charles Towner - Saab, 425 W. Fillmore, Colo. Springs, CO

Carpenter Mtrs, 211 Pearl, Boulder Steve Kelley, 49th & Pearl, Boulder

Ft. Collins Foreign Car, 205 N. College, Ft. Collins, Co 80521

Dana Motors, 2046 Grand Ave., Billings, MT 656-7654

Little German Inc., 3940 E. Speedway Bl., Tucson, AZ

Gary's Foreign Car Serv. 1810 W. 7th St., Clovis, NM

Import Auto Repair, Las Vegas, NV

## WEST--continued

Kevin Crawford, Frontage Rd. 190  
Kellog, Idaho

Fred Parker, Chaffin Olds, Idaho  
Falls, ID

Bruce Peterson Honda/Saab, 3600  
Reserve St. Missoula, MT 711-4900

Gary Price, Small Car Co., 2110 E.  
2nd Ave., Flagstaff, AZ 86001

B & F Auto, 500 E. Coal, Gallup,  
NM, 505-722-9654.

## TEXAS

Holley's, 308 Colorado, Austin, TX  
478-8620

Rollins Mtrs, 2111 Wyoming St., El  
Paso, TX 533-7411

Alpha Auto Supply, 1920 Trinity  
Mills, Carrollton, TX

Jack's Complete Car Care, 706 Mon-  
tana, So. Houston, TX

Star Mtr., 7000 Katy Rd., Houston  
TX, 713-869-8511

Pit Shop, 326 Butternut, Abilene  
French's Foreign Car Serv., 946  
N. Belt Line Rd., Irving, TX

Smitty's Auto Shop, Austin, 96, 97

## OKLA

Bud Griffith, Import Automotive,  
3616 E. 11th St., Tulsa, OK

## MIDWEST

Auto Sports Int'l, 1011 S. Minn.  
Ave., Sioux Falls, SD,

Bob Adams Imp'ts, 2004 E. Main  
Albert Lea, MN 507-373-2471

\* Andrews Auto Rebuilding, (body  
shop) RR4, Box 238, Princeton, MN  
55371, 612-389-3776

\* Dahlin Repair, Ely, MN 55731, 218-  
365-5751

Tom Stendahl, Phoenix Mtrs, 701  
Hwy 7, Excelsior, MN

Phil Shockley, 2605 County Rd. H,  
Minneapolis, MN 612-784-5432

Morries Imp'ts, 12520 Wayzata Bl.  
Minnetonka, MN 612-544-0376

Irv Johnson, Highland Service Cen.,  
1606 W. Michigan, Duluth, MN

Mike Spearing, Import Repair, 410  
E. Superior St., Duluth, MN

\* Dan Page, Northland Import Auto,  
3909 Grand Ave, Duluth, MN

Suburban Mtrs of Grafton, Hwy 57  
Grafton, WI 414-377-1000

Don Holcomb, Baraboo, WI 608-  
356-7565 or 356-8986 after 6 pm

Import Auto Clinic, 2583 Univ. Ave.  
Madison, WI 608-231-1221 or 3418

Rallye Imports, 6817 W. North Ave.  
Wauwatosa, WI 414-475-5500

Larry Gesch, Rt. 1, Box 484, Pt.  
Wash., WI 53074, 414-284-5861

Wydeven Repair, Tom Wydeven,  
\* 1063 Manitowoc Rd, Menasha, WI  
725-7709

Ron's Repair of Imports, 2015 Jack-  
son St., Two Rivers, WI 54241  
414-793-1633

Foreign Car Center, Madison, WI  
\* Mike Williams, Shell Brookfield Sta-  
tion, Grad Ave, E. Lansing, MI

Overseas Imports, Ann Arbor, MI  
David Parps, 1306 E. Alcott, Kala-  
mazoo, MI

Trans World Automotive, 2001 Page  
Ave, Jackson, MI

Simmons Ford, 402 W. Prairie St.  
Vicksburg, MICH.

Steward-Heriman, 830 28th St. SE  
Grand Rapids, MI 452-6916

B. Beouvais/Pit Stop, Grand Rapids  
MI, 616-538-7600

K&N Sunoco, 3005 Packard, Ann  
Arbor, MI 48104, 313-973-2929

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

Tom Duncan, International Auto  
Sport, Merriam, KS

Overseas Auto Serv., Pattie St.,  
Wichita, KS 67202

Splisgardt's Automotive, 8209 Man-  
chester, St. Louis, MO 314-968-2585

Hall Howard, RFD#4, Warrensburg,  
MO 64093

Rolf Phillips 66, Midland Ave., Un-  
iversity City, MO 63130

George's Imports, 7746 Worvall Rd.  
Kansas City, MO 64114

Ed Alsbury Machine Co., 4901 Out-  
look, Mission, KS 66202, 913-432-  
7257--Rebuilds 2-stroke cranks

(Joe) D.J. Rosauer, Cedar Falls, IA

\* Meyer Garage, Main St., Meyer, IA  
PO Box McIntire, 515-737-2239

Evan Evans, Iowa City, IA 319-337-  
4616

## ILLINOIS &amp; INDIANA

\* Peterson-Frew Automotive, 727  
First Ave., Des Plaines, IL 60016

Devon Automotive, 1221 W. Devon,  
Chicago, 312-274-6262

Mr. Auto Body, 1405 Hagan, Cham-  
paign, IL 217-352-8585, fiberglass

Mikes Imports, Mike Papadopoulos  
2535 Warrenville, Downers Grove,  
IL 312-852-5888

Ulti-Pro Automotive, 2001 Greenleaf  
St., Evanston, IL 312-864-1103

Imported Car Center, 912 Sagamore  
Pkwy, N. Lafayette, IN

\* Gibson Mtr. Co, Main & Jackson,  
Perrysville, IN

\* Europa Motors, 2412 W. Rte. 120,  
McHenry, IL 815-385-0700

\* Fred Cappeller, 327 W. Sheridan Pl  
Lake Bluff, IL 60044, 312-234-2521

Bob's Auto Repair, Jefferson and  
Evergreen, Bensenville, IL

Flikkema Mt'rs, 2424 E. 176th, Lan-  
sing, IL 312-474-1933

Metric Wrench, 2501½ N. Grand,  
Springfield, IL 217-789-4576

Bob Sanderson, Alpha Beta Works  
Kesslinger & Randall Rds, Geneva,  
IL 312-232-2624

## OHIO

\* Import Motors, 685 Mentor Ave,  
Painesville, OH 216-354-5689

Ed Wolf Shaker Saab, 10299 Shaker  
Blvd, Cleveland, OH 216-231-2722

The Common Market, Columbus, OH  
614-291-5004

Terry Wells, 15141 National Rd, SW  
Reynoldsburg, OH

Geo. DiFeo, Elite Mtrs, 2600 Whip-  
ple NW, North Canton, OH

Roger Karns, Precision Automotive  
S.R. 235 & Gerlaugh Rd., New Car-  
lisle, OH 879-1127.

Swedish Cars of Cleveland, 280  
Broadway, Bedford, OH 439-1280

Springfield Motors, Old Rt. 68,  
Springfield, OH 513-323-3791

Simons Cadillac-Saab, 530 N. Main  
St, Dayton, OH 513-223-9124

## PENNSYLVANIA

Bane Auto Service, 500 32nd St.,  
Altoona, PA

Stillman's Auto Ctr, 45 S. Macdale  
Bl., Glenolden, PA 583-1771

Kunkie Mtrs, RD#1, Dallas, PA 717-  
675-1546

Gingrich's Saab. 110 State St., W.  
Fairview, PA

\* Victor Sports Cars, 1135 Easton Rd  
Roslyn, PA 215-886-8660

Clews & Strawbridge, 310 Lancaster Pike, Frazer, PA 215-644-5054

Al Tilley, 76 Grow Ave, Montrose, PA 717-278-1103

Guy McCardle, 100 S. Logan Blvd. Burnahm, PA 17009

Country Motors, Albert Sefcik, 620 Evans City Rd., Butler, PA

Werner Motors, 1250 N. Broad St. Lansdale, PA 215-855-9077

Beck Foreign Cars, Rte. 616, York New Salem, PA 717-792-1510

DeFinizio Imports, Rte. 420-291, Essington, PA 215-521-9200

MB Serv. Center, 129 N. MacDade Bl., Glenolden, PA 215-583-0322

Glen Williams, Jenkintown Shell, 800 Old York Rd, Jenkintown, PA 19046, 884-9797 (also waste oil coll)

John Horst, Rt. 8, Butler, PA

Yenko Saab/Subaru, 264 N. Washington Rd., McMurray, PA 15317

Richard Parr, PARRformance, 1463 Dridge Hill Rd, Lititz, PA 17543 717-627-5837

#### MARYLAND

Dick's Speed Shop, 2542 Pennsylv. Hagerstown, MD

Scandinavian Import Service Center  
\*7404A Westmore Rd, Rockville, MD 301-340-7222

Ken Mead, 371 W. Patrick St., Frederick, MD 301-662-5100

Brewer's Auto Repair, Main St., Maugansville, MD 301-739-0420

W.A. Koopman, 4922 Cordell Ave. Bethesda, MD 301-656-9220

Wayne's Auto Repair, Getty Serv. Sta., 6100 Reisterstown Rd, Baltimore, MD 358-5300

Danneman's Auto Serv., 223 Little Montgomery St., Laurel, MD 301-725-2244

Svenska Imports, York Rd., North of Mt. Carmel Rd, Hereford, MD

Peter Anselmo, VOB Auto Sales, Rockville, MD 301-770-6100

#### NEW YORK & NEW JERSEY

Norm & Vinny, Glen Cove Imports, Glen Cove, NY

Huntington Gulf, 445 W. Jericho Tpke & Oakwood Rd., Huntington, NY 271-1661

Cedar Grove Motors, Long Island

Fred Carl, New Salem, NY, South of Albany

Drake Mtrs, Rte. 262, Box 268, Elba, NY 716-757-2523

Europe Garage, RD#1, Cortland, NY 607-756-2866

Lighthouse Mtrs, Danbury Rd, Rte 6, Brewster, NY 914-279-8066

Bel-Aire Mtrs., 421 Richmond, Staten Island, NY 212-981-2353

Wallace Scott, 557 N. State Rd, Briarcliff Manor, NY 914-941-8660

Checkpoint Foreign Car Service, 487 Kenmore, Buffalo, NY 836-2033

Setauket Foreign Mtr., Main St. Rte 25A, E.Setauket, NY 941-4540

Louie's Garage, Rte. 1, Waddington NY, 315-322-5535

Sports Car Center of Syracuse, 5800 Bridge St, Syracuse, NY

New Salem Garage, RD1, Voorheesville, NY, 518-765-2702

Luv Imports, Ltd, 220 Fulton St. Farmingdale, NY 694-2200

Brownell Mtrs, Rte. 52, Fishkill, NY, 914-831-3000

Dave's Foreign Car Service, St. James, Long Island, NY

Brown Bear Automotive, 8 Bridge St., Florida, NY 10921

Zumbach Sports Cars, 629 W. 54th St., New York City, 212-247-1444

PFH Enterprises, 71 Stillson St. Rochester, NY 14607

\*Reinertsen Motors, Rte. 53, Den-ville, NJ, 201-627-0616

\*Bob's Garage, 736 E. Seaview Ave. Linwood, NJ 08221 (Bob Mitchell)

How-Lou Mtrs, Rte. 36, Keansburg NJ 201-787-4585

Parkfield Mtrs, 18 New Bridge Rd., Bergenfield, NJ 385-7736

Middlesex Foreign Car Serv., 1233 Rte. 27, Somerset, NJ 201-247-8769

Swartz Motors, 200 E. Blackwell St. Dover, NJ 07801, 201-366-0224

#### NEW ENGLAND

Dean Hill, Charleston Rd. PO Box 657, Claremont, NH 603-543-3127

Clyde Billing, Inc. 258 State St. Augusta, ME 207-622-6336

Stetson Auto Sales, Rte. 131, PO Box 3, Warren, ME 273-2345

Knight Auto Sales, 54 Cumberland Bangor, ME 207-942-1505

Coldbrook Saab, Upper Madison Av. Skowhegan, ME 207-474-9881

Ocean View Foreign Cars, Rte. 9, Cape Porpoise, ME

Barry Glynn Foreign Autoworks, R1, By-Pass South, Kittery, ME

P.J.'s Auto Village, So. Burlington VT

Ed. S. Fleury, PO Box 205, Essex Center, VT

A&B Mtrs, 25 South St., Woodstock VT 802-457-2444

Vinton Motors, RFD4, Memorial Dr. St. Johnsbury, VT 802-748-3169

Tofani Mtrs, Rte. 2E, Montpelier, VT 802-223-6396

Wigwam Spt. Car Ctr., 1385 Mineral Springs, N. Providence, RI

Charlie Newkirk, Auto Emporium, Derry, NH

Olin's Garage, Tilton-Franklin Rd. Franklin, NH

Blake Auto Saab, Exeter, NH

Dick Kinney Auto Sales, 149 Amherst, Nashua, NH 883-5713

128 Sales, Inc., 230 John St., Box 487, Reading, MA 944-7760

\*Mecca Mtrs, 30 Penniman Rd, Allston, MA 617-787-1707

Hillcrest Auto Inc., 20 Janes Ave. Medfield, MA 617-444-0441

F.M. Shaw, 427 Lincoln St., Hingham, MA 617-749-1617

Gene's Garage, 265-69 Lowell St., Lawrence, MA 617-682-7047

Charles River Saab, 20-32 Watertown St, Watertown, MA 617-923-9230

Gaston Andrey of Framingham, 1800 Worcester St., Framingham, MA

Gaston Andrey of Boston, 5 Waldo St., Brookline, MA 617-734-5280

Dan Chernoble/Overseas Mtrs, 337 Pleasant St, Belmont, MA 02178 617-484-9771

Bedard Bros., Rte. 8, Chesire, MA 413-743-0014

Ron Young, RK Automotive, 3 Broadway, Westford, MA 692-7058

Nick Toomey, Ware Rd, West Brookfield, MA 617-867-9262

Paul Murphy, Acton Foreign Auto, 4 Eastern Rd, Acton, MA 263-0775

C. Eric Nelson, Pioneer Valley, Greenfield Rd, Deerfield, MA 413-665-2140

Lucien Houle, 630 Broadway, Lawrence, MA 617-687-9426

## NEW ENGLAND continued

Quantum Mechanics, 45 Huntington Ave, So. Yarmouth, MA 02664

Secors Saab, Broad St., New London, CT 203-442-3232

Nelson Motors, Boston Post Rd, Old Saybrook, CT 203-388-5785

Mitchell Pontiac, 384 Hopmeadow St Simsbury, CT 06070

Continental Motors, 15 Station Pl. Stamford, CT 203-327-7410

Saab of New Canaan, 43 Vitti St. New Canaan, CT 203-966-5800

Continental Motors, 26 State St. Extension, Fairfield, CT

Steve Graseck, Farmington Mtr. Spt. Serv., Farmington, CT 203-677-9074

West Haven Mtrs, 221 Bull Hill Ln. West Haven, CT 06516 934-6311

## DELAWARE

\* Sports Car Service, John Jacobson 4616 Gov. Printz Bl, Wilmington, DE 302-654-2278

## VIRGINIA &amp; WEST VIRGINIA

\* Ted Tucker, Loki Automotive, Rt. 1 Box 19D, Ruckersville, VA 22968 804-985-7924

\* Performance Cars, Ltd, 9916 Jefferson Ave, Newport News, VA 23605, 804-596-3700

Joseph Sterbutzel, PO Box 196, Moorefield, WVA, 26836

## SOUTH

\* Complete Saab, Hwy 92, PO Box 217 Woodstock, GA 30188 404-926-4451

\* John Poulton, STS Ltd, Rte. 7, Box 78, Durham, NC 27707 (rebuilds 96 gearboxes)

British & European Car Service, Louisville, KY 40201

Smith Imp't Car Serv., 1250 E. Broadway, Louisville, KY 583-4724

Ole Volks Home, Hwy 45 North, Humboldt, TN 784-4936

Grose's Corner, 1105 Spartanburg, Hwy, Hendersonville, NC

'Doc'--Eastside Auto Clinic, Charlotte, NC

Gene Jones, America Imp. Service, Battleground Ave, Greensboro, NC

Morris Mtrs, 2038 Meeting St, Charleston Hgts, SC 554-4455

Savannah Int'l Mtrs, 8301 White Bluff Rd., Savannah, GA 352-4741

Mike Harrison, NE Imports Service, Bldg 34B, DeKalb-Peachtree Airp't Chamblee, GA 404-451-8895

Jim Whitstruck, 6001 Nashville, Pensacola, FL

Checkpoint, Inc., 1715 S. Missouri Ave, Clearwater, FL 813-581-3527

Tom Denton, Geneva, FL 305-349-5571 \*

C.H. James/Bob Brown Imp'ts, 4902 S. Orange, Orlando, FL

J. James, 4936 S. Orange Ave., Orlando, FL 851-4320 \*

Quentin Hall, Beach Blvd. Auto., Jacksonville, FL \*

Cartech, 1681 SW 67th, Miami, FL

Phil Crist, Impt. Service Center, Gainesville, FL

Tom Rogachesky Auto, Rt. 3, Box 921, Orlando, FL 32811 305-293-9583 \*

## CANADA

Harry Holvajian, Marino's, 3480 Lakeshore Bl., W. Toronto, Ont.

Nino, Sunoco Garage, Laurence & Marlee, Toronto

Peter Stojanovic, 5 Robert, Toronto, 416-924-8219

Sam Kapil, Central Texaco, Shuter & Jarvis St's, Toronto

Raymond's Auto Centre, Stephen & N. Cumberland St., Thunder Bay, Ont., 345-0561 or 8353

Otto's Service Centre, 245 Richmond Rd, Ottawa, 613-725-3048

Grand Touring Cars, Barry Nunn, 744 York St, London, Ont 433-3232

Lacaordaire Motors, 3500 Jean Talon W., Montreal, Que

Ninth Ave. Motors, 895 St. Louis St, Lachine, Que, 514-631-4387

Sports Tune, 408 36th Ave. SE, Calgary, Alberta

Eurocar Service, 647 Westmount Rd Sydney, Nova Scotia, 902-564-9721

## PARTS SOURCES

Anderson Engineering, Epsom, NH  
Auburn sp'k plug, pointless ignit.

Restoration & Maintenance, Box 585A, Rte. 2, Golden, CO 80401  
Two-stroke catalog--R. Steinway

Performance Cars, Ltd, 9916 Jefferson Ave, Newport News, VA 23605  
\* 804-596-3700, write for catalog. 2-stroke, V-4, 99 & 900 parts

Eriksson Industries, Inc., 4-10 New Rd, Madison, CT 06443, 203-245-0482, rebuilders of Saab eng. & trans, V-4 & 99

\* Motor Sport Service, 1400 E Second St., Jamestown, NY 14701, 716-665-4200; V-4 & 99 performance equip.

Ed Iskenderian Racing Cams, 16020 S. Broadway, Gardena, CA 90248  
racing cams for V-4

Deca A.G., Inc., PO Box 22085, Phoenix, AZ 85028, 602-992-3171, 99 & 900 OEM parts, catalog \$3

Power House Ford engines, 3013 Enterprise St., Costa Mesa, CA 92126, Fomoco V-4 dealer

Tabco, Mill Auto Supply, 3241 Superior Ave, Cleveland, OH 44114, steel body panels, 96 & 99 cat. \$2

Syracuse Supply Co., 5921 Court St. Rd, Syracuse, NY 13206, Fomoco Industrial dealer, V-4 parts.

Midwest Industrial, Inc., 518 Mulberry, Kansas City, MO 64105, 816-421-3555, Industrial Ford dealer

Euro-Tire, 567 Rte. 46, PO Box 1198-G, Fairfield, NJ 07006, 800-631-1143, discount tires via UPS

## ADDITIONS

OHIO--Miller's, 808 Wick Ave, Youngstown, OH 216-746-2345

LOUISIANA--Performance Motor Sport, 8450 Madrid Ave., Suite C, Baton Rouge, LA 70814

## VICTOR SAAB

Exclusive for 1/4 Century

1135 Easton Rd., Abington, Pa. 19001

We will UPS all parts to any location in USA. We have one of the largest parts inventory on the East Coast. Complete line of 900, 99, and V4 parts and accessories in stock. Also, large inventory on two-cycle parts. We have new and used parts for all model SAABS. Call Dan Stella or Dave Andrews. 215-886-8660.



# SAAB

## Service Information

### ALTERNATOR WHINE IN SONY XR-70 SPEAKERS

*Saab Service Info 11/81-528:* The source of alternator whine in the system lies in two possible areas: poor grounds and/or faults in the DIN cables. In diagnosing a whine problem, follow the procedure below:

1) Check that the alternator is grounded to the alternator bracket and not the oil filter adaptor bolt. Check amplifier grounds. If necessary, remove the two amplifier ground wires from their single point ground and separate them. Run each one to the frame sill on opposite sides of the car. Drill screw holes in the frame and scrape away the paint. Check with an ohm meter to be sure there is no resistance in the grounds.

2) Check the black DIN extension cables for faults (manufacturing defect or damage to continuity of cable shielding). A damaged or faulty DIN cable will not only pick up and amplify alternator whine, but also ignition noise in the channel it is connected to.

Withdraw the radio head from the dash. Disconnect the DIN cables one at a time and listen for whine with the engine running and radio on at low volume. (Rev. engine one time to at least 1500 rpm to be sure alternator is charging). If noise disappears when either cable is disconnected, the fault is in that cable. Verify by running a new DIN cable (02 59 689) as a jumper from the radio head to the amplifier. If the new cable eliminates the noise, the OE cables for that channel must be removed and checked one at a time.

**CAUTION:** When disconnecting DIN cables, press the lock tab on the side of the connector. NEVER PULL ON A DIN CABLE BY ITS CONNECTOR AS THE SOLDERED CONNECTION TO THE CABLE SHIELDING WILL BREAK INSIDE. If a cable must be removed, take out the right front seat and lift the carpet. The cable cannot be pulled through.

### NEW IGNITION STARTER SWITCH

*Saab Service Info 11/81-523:* A new ignition/starter switch was introduced on the 1981 models. The switch (p/n 85 67 505) is completely interchangeable with the previously used switch (p/n 83 74 563). When stock of 83 74 563 is exhausted, switch 85 67 505 will be the only one supplied.

When switch 85 67 505 is used on cars built prior to model year 1981, care should be exercised to connect the wires to the correct terminals. Although the terminals have been relocated somewhat, they are numbered for easy identification. A terminal marked "S" is incorporated in the switch. This terminal is not used in Saab applications.

### DEADLINES

*This issue closed on Friday, Feb. 12. The usual deadline for ads is on or about the 10th of the month. (second Friday). Last month we mailed 3160 Newsletters.*

### AUTOCROSSING A SONETT & EMS FUEL LINE TIPS

I've been autocrossing for 14 years now, but 1981 was the first year with a Sonett. The article by Mike Tucker (Oct. '81, p. 4) was excellent and I would second everything he said. A Sonett is probably best run in the stock classes as a prepared car is faster and more fun to drive (a little bit) but the cost to have a competitive car will be in the thousands of dollars and the relative competitiveness of a front wheel drive car goes down as the power goes up.

I run my car in SCCA's D-stock class. I got six firsts and one second this year and one of the first's was at the SCCA Central Division Solo II run-offs in Chicago. The only changes allowed in the stock classes are: 1) shock absorbers 2) addition or enlargement of front sway bar 3) alignment settings 4) exhaust system after the headers. My car (a '69) had the following "changes":

- A. Front sway bar from a 96
- B. Gabriel adjustable shocks on front, Monroe HD shocks on the rear (they came with the car).
- C. Alignment specs changed to: Toe in= .04"; Caster= +2½°; Camber= -3/4°.
- D. Glasspack muffler at the end of stock Y-pipe exhaust.
- E. Kleber V12 155x15 tires.

The car handles very well, better than I expected. Understeer has not been a problem--at least on dry pavement. I attribute this lack of understeer to 14 year of experience, the alignment specs, and good tires. Also the sway bar may help reduce understeer, despite the theory that it should increase it (actually I can't offer any comparison between with and without the sway bar since I've never run without it). The reason I believe it helps reduce understeer is that the sway bar helps you control the car better by reducing lean and wallow. Also with reduced lean, the car is kept off the bump stops and the tires are kept more nearly vertical with the road.

The important thing to remember about driving a car that understeers at the limit is to not enter the corner too fast, since doing so will require you to let off in the middle of the corner (or plow off into the "boonies"), thereby losing speed down the straight.

**FUEL LINES**--I recently had a pin hole leak develop in the fuel filter to fuel distributor line on my EMS. At 75+ psi, a pin hole puts out quite a spray!

The cause of the hole was that the filter line was rubbing against the injector lines (where the filter line goes under the injector lines). This occurred at about 65,000 miles, though I do not know if the rubbing was occurring throughout the 65,000 miles. It is possible that when one changes the fuel filter, the exact position that the filter and the banjo fittings are placed in could affect whether a rub occurs or not. Check your car! A temporary fix can be made by cutting out the damaged section with a razor blade and connecting the two halves with a 5/16" tube union (available at most hardware stores). The extra weight of this union, however, might cause fatigue failure of the line, so use it only as a temporary fix.

Steve Parsons, Washington, IL

## 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 &amp; 95's/96's FOR SALE

1973 Sonett III, mostly new and/or rebuilt mechanicals, excellent coachwork with new paint, upholstery, am-fm cassette, and tires. Must sell: \$4000 or best offer. William A. Russ, 9543 Enchantment Lane, Stockton, CA 95210, 209-477-8007 evenings.

1974 Sonett, blue, 30,000 miles, 150 psi each cyl., never hit, no rust or dents, exc. cond. inside & out: \$4600. Alex Ciuca, 213-682-1517, Beverly Hills CA

1972 Sonett III, very good cond., just spent over \$2000 on repairs, must sell: \$2500, Paul Dobrowsky, 3123 E. 7th St., Tulsa, OK 74104, 918-592-2844

1965 Monte Carlo, parting out; fair to good body, no rust, seats disintegrated, no trans, engine has suspect crank bearing; rims: \$15 ea. Send needs & offers. D.M. Rasmussen, 104 Pincrest Ave, Auburn, CA, 916-823-7460.

1967 96 Two-stroke, runs well, plus extra engine, trans, carb, radiator, many more spare parts. Berkeley, CA 415-524-5253, 415-526-6019

1969 96 V-4, good cond. except free-wheel & body. currently driven daily: \$190 incl. extras. Irv Werbin, Stauber Dr., Plainview, NY 516-681-0626

1970 96, some rear accident damage, but runs and drives well, very restorable with many extra parts \$695 or best offer. Gary Simon, 312-496-0047

1971 96, new paint, new brakes, new radials, custom Monte Carlo seats, new trans., am-fm cassette, exc. cond.: \$2800. Miguel, 213-202-2218 or 213-827-0094 eves. & weekends.

## 95, 96, and Sonett PARTS FOR SALE

96 intermediate pipe, never installed, J.C. Whitney stock: \$4. Manuals: Inter-europe 95/96 V-4, 66-71 and Chilton 750/850 & V-4, 60-70: \$3 ea, \$5 both. Martin Berger, 1868 Selma, Youngstown, OH 44504

Have two plexiglass rear windows for Sonett II V-4 one clear, one bronze: \$235 each. Also nose section for two-stroke Sonett. Hank Latunski, 25612 Via Solis, San Juan Capistrano, CA 92675, 714-493-4066

Parting out '69, '70, '72 V-4's, glass, some inside panels, some good sheetmetal, lenses, grills, engine parts, trans. Dale R. Olson, 2045 1/2 E. 17 Ave N. St. Paul, MN 55109, 612-770-2683 eves.

1966 engine & trans., oil injected, runs good: \$200 F. DeWitt, 716-624-3052, buyer must pick up.

## 95, 96, and Sonett WANTED

Front sway bar assembly for '71 96. Rob Crawford Box 128, Yosemite, CA 95389, 209-372-4441 days, 209-379-2247 eve's.

Need rubber bumpers for '69 Sonett; Also wanted, high-back Sonett seats. Hank Latunski, see address above.

Wanted: '68 to '71 95 or 96, just be useable, within 200 miles. Mike Schuetz, 3619 Hwy 60, Slinger, WI 53086, 414-677-3251.

Wanted, set of shocks for '73 Sonett; prefer Bilsteins or Koni, but would accept others; mostly street driven. Dennis Argall, Apt. 24, 2902 Curry Pkwy, Madison, WI 53713, 608-274-6728

Want rear window for Sonett III. Gil Clark, call collect, days 313-399-9600, nights 313-681-2274

Need three good 850cc pistons, preferably 20mm or over, either AB or C block; also need '61 96 water temp gauge and old style solid red taillights. Robert Allen, Box 496, Peshastin, WA 98847

Want early '67 V-4 distributors: \$30 or ?; Airplane style mudflap: \$5 or ?; "Saab" trim strip for '71 96: \$5 or ?; parts lists for '69 and '71 96. D.M. Rasmussen, 104 Pincrest Ave., Auburn, CA 916-823-7460

Need driver's door for Sonett III; also one or two gas struts for rear window of Sonett III. Charles Simcox, 262-5 Oakland Mills Rd, Freehold, NJ 07728 201-431-2345

Need 20 bolts for Sonett wheels; also left front and left rear fenders for '73 96. Fred Sisson, Box 218, Nashville, IN 47448, 812-988-6215

Wanted from early 96, two lower chrome pieces from left and right front fender; left door plastic wind deflector, left & right door window sealing strips: \$10 pair; \$5 for chrome and \$2.50 for deflector. Paul Florance, 54-62nd Pl., Long Beach, CA 90803 213-438-3257

Need Sonett III parts ('72): Seats, grille, front bumper, steering column cover, other interior trim. Tom Bennetch, 8132 E. 16th St, Tulsa, Ok 74112, 918-663-5307.

## 99's and 900's FOR SALE

1970 99, very good body, bumpers & grille, good engine, but needs differential. Sell as is or may consider parting out. Al Hayes, Summerland, CA 805-969-0384

1974 99 EMS, 4 spd, sunroof, excellent; \$3000 in recent repairs by top Saab technician, best non-turbo made, very quick: \$3500/offer, must sell. Jim Romeyn, 93 Woodside Dr., San Anselmo, CA 94960 (Marin County) 415-459-5986

1974 99LE 4 door, 4 spd., needs engine work, body and tires in exc. cond., upholstery good: \$800 or best offer. T. Brown, 2090 Magnolia St., Simi Valley, CA 93065, 213-710-9580.

1974 99LE 2 door, new Midas exhaust, am-fm stereo 4 spd., good radials (winter on front): \$2000, Dal Silvis, Jr., RD#4, Kittanning, PA 16201, 412-763-9590

**MORE 99's and 900's FOR SALE**

1974 99 2 door, 4 spd, am-fm, A/C, 58,000 miles, no rust, some parts, new tires: \$2350. Lew Bowen 1325 Mt. Vernon Pl., Charleston, WV 25314, 304-342-2003

1977 99GL 3 door, A/C, am-fm-cb, 99,000 4th gear miles; recent valve job, mechanics good, new brakes, shocks, exhaust & more; everything works \$3750, will consider delivery. Joel Ward, Rt. 2, Box 257, Laporte, MN 56461, 218-335-8758

1980 Turbo, 25,000 miles, sun roof, lift back, exc. stereo system: \$9800. Can deliver within 500 miles of Indianapolis. Steve Hantzis, 317-272-2880

**99 and 900 PARTS FOR SALE**

Complete Saab factory tool set for 99 automatic transmissions, incl. pressure gauge: \$125 plus ship Also two studded Gislaved Snow tires, 165SR15: \$40 plus shipping for pair. Also 1.85 l intake manifold, new: \$50, and 99 plastic radiator fan: \$10. Jeff Delahorne, 5805 Oneida St, Duluth, MN 55804, 218-525-3253.

New head for 2 liter engine: \$400. Also other misc. 2 liter engine parts. Brian Harris, Box 85, Saltville, VA 24370, 703-496-4383 after 5.

One '75 EMS steering wheel with safety pad and horn button. Greg Latimer, Independence, MO 816-254-6569.

Poly-cotton car cover, custom fit for 99's, very good cond.: \$55 postpaid. Also parts for '72 99. Bill Makris, RFD3, Box 182-C, Putney, VT 05346 802-387-4659.

1976 99 radiators, two: \$100; two-stroke radiator, brand new: \$75; '72 99 body, very good cond.: \$150 also 1.85 engine (48,000 mi): \$175. Two Blaupunkt, am-fm cassette stereo's, will fit any Saab, 96, 99 or Turbo; 3 mo. old, cost \$375 new, sell for \$200; Alex Ciuca, 213-682-1517.

Air conditioning kit, complete, removed from '74 EMS. Will fit '74 thru '78 99's, incl. Turbo: \$150. Creighton Demarest, 17 Lake Dr., Darien, CT 06820 203-324-7639.

1980 900 headlights with silver plastic mountings, complete with hardware: \$90 Halogen lens conversions for same by Marchal: \$35. M.E. Cabanela, 1100 Greenbriar SW, Rochester, MN 55901, 507-285-1045 after 6 pm.

**99 and 900 WANTEDS**

Wanted, two 99 mags, straight & true, need not be pretty: \$50. Paul Florance, 54-62nd Pl, Long Beach, CA 90803, 213-438-3257.

Wanted" exhaust manifold for '72 99E, 1.85 liter. Brian Harris, Box 85, Saltville, VA 24370, 703-496-4383 after 5.

Need Hood for '74 99. Reyman R. Branting, 501 Goldsmith Rd., Pittsburgh, PA 15237, 412-281-3807 day, 412-486-0530 night

Wanted, both rear tail-light lens and side marker lens all with silver trim ring for '76 99 sedan. Steve Petro, 273 Roycroft Av., Pittsburgh, PA 15234 412-343-5192.

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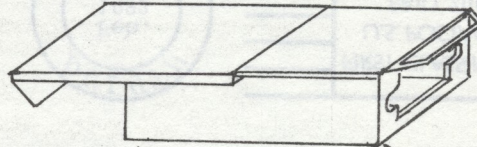
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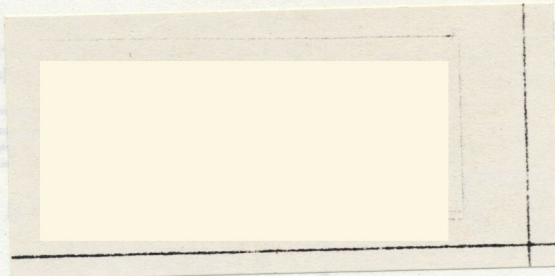
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## WORLDWIDE SAAB SALES UP 13%--US UP 7%

Saab Press Info: Despite the continued decline in the world car market in 1981, Saab was able to achieve a substantial increase in its worldwide sales of passenger cars, said Sten Wennlo, Chief Executive of the Saab Car Division at the recent opening of the International Motor Show in Brussels, Belgium.

"This sales success is the result of our long-range efforts to concentrate Saab's product range in a market segment for larger, well-equipped prestige cars. All signs seem to indicate a general improvement for the auto market in 1982, and to meet the expected increase in demand, Saab has decided to raise production as of March to an annual rate of 78,500 cars," the Saab executive stated.

In 1981 Saab retail sales worldwide increased 13 percent to approximately 74,000 units, with sales of 900 Turbo models rising 54 percent to a total of 18,000 cars.

The Nordic countries, including the home market of Sweden, accounted for nearly half of all Saab sales in 1981, with all countries reporting sales increases.

In the United States, Saab sales increased by about seven percent to a total of 14,500 units, with Turbo models accounting for slightly more than 50 percent of all Saab sales. During 1981 Saab Turbo sales in the U.S. rose by 66 percent.

Denver was the top U.S. market in 1981 with a total of 666 new Saabs sold through the three Denver area dealers. Tom Heydman Pontiac, Inc. of Littleton, CO was the top selling dealer in the U.S. for 1981, selling 279 new Saabs.

## 900's AVAILABLE AS RENTAL CARS AT LAX

Saab Press Info: Showcase Rental Cars which opened in January near Los Angeles Airport, has a selected number of luxury import and sports sedans to be offered to travelers arriving at the Southern California airport.

The new car rental operation is a unique concept which gives car rental customers a choice of different and interesting automobiles and offers import car companies a way of "showcasing" their vehicles to a large group of potential buyers.

The rental rate for the Saab 900 Turbo will be \$38.95 per day, and have to be reserved in advance. Showcase Rentals phone number is 213-670-7002 or 800-421-6808

