

THE SAAB CLUB

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JULY 1982

DEDICATED TO SMALL-
ENGINEED SMALL CARS &
ENERGY CONSERVATION

Saab Clubs of North America

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MEMBERSHIP/SUBSCRIPTION

Newsletter #106, our 89th multipaged monthly. Dues for membership/subscription are \$12 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 collection of 12+ back issues and tech' sheets punched for your 3-ring binder: \$6 ppd.

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

NEW ENGLAND SONETT CLUB-- will hold their next meeting on Saturday, August 7th, at 1 pm at the Saab-Scania of America headquarters in Orange, CT. Alex S. Lieuwma, National Service Manager and a NESC member will be participating in the program along with other Saab representatives from the service and parts departments. Sonett parts will be on display.

Lennart Lonnegren, Public Relations Manager at Saab-Scania, is handling the program arrangements and has indicated that there is a possibility that Saab-Scania President Robert Sinclair might be able to attend.

The Saab-Scania headquarters are located right next to the Connecticut Turnpike (I-95) in Orange, at Exit 41 (Marsh Hill Road). This meeting will be held in place of the Fall meeting.

The new mailing address for the New England Sonett Club is: PO Box 4362, Manchester, NH 03103

SAAB CLUB NATIONAL CAPITAL AREA--has changed meeting dates to the second Wednesday of each month, still at the Silver Spring Public Library 8901 Colesville Rd, Silver Spring, MD. For more information, contact Toby Turpin, 301-384-6732.

SW PENNSYLVANIA VINTAGE SAAB CLUB-- will hold it's annual summer party and picnic on Sunday Aug. 15th. The picnic is b.y.o. and will be held in the Claysville, PA area. It is open to all owners of Saabs that have (or had) a freewheeler. No 900's or "Tubo's."

Afternoon highlights will include an abundance of technical talk and a 25 mile reliability run, featuring several covered bridges. For reservations and directions, contact: J.R. Weiss, 363-0169 or Nick Solic, 621-9430.

MINNESOTA SAAB CLUB--holds monthly meetings the first Thursday of each month, 8 pm at the Shakey's at Snelling and Larpentuer. For more info, contact Bob Swinehart, 2112 Bradley St, St. Paul, MN 55117

CENTRAL ILLIANA SAAB CLUB--June 20th meeting was attended by 14 member/12 Saabs, all 99's. Dean Katsaros cleaned 24 injectors with the Bosch injector cleaning machine. Three 99s were in the NHTSA 78V-208 recall range and modification was made as per Saab instructions (see article elsewhere in this issue). There will be no CISC meetings for July and August, with resumption of meetings in September.

Gibson Motors of Perrysville, IN informed Margrit Adler that instead of one gigantic rummage sale, they will instead sort out their golden oldie parts and run a special sale on specialized popular items each month, beginning with September.

N.E. OHIO SAAB CLUB-- anyone interested in forming a Northeastern Ohio Saab Club chapter, contact Dennis Tatum, 3074 Beckett Rd., Shaker Heights, OH 44120, 991-2960.

MINNESOTA SONETT CLUB--Technical Manual: The MSC has compiled a 145 page manual of Tech' Tips about Sonetts, taken mostly from the National Saab Club Newsletter. Bound copies are available for \$16 ea. ppd. Write MSC, c/o Warren White, PO Box 547, 239 Day Road No., St. Croix Falls, WI 54024



Sandy Liversidge of Vermont pilots his 99 to a fifth-place overall showing at the Susquehannock Trail Pro-Rally in Pennsylvania, June 13. Sandy's second-place finish in Production Class at that rally keeps him in the second spot in the Pro-Rally Production Class point chase. Saab is currently in second place behind Plymouth for the Production Class manufacturers crown, a title Saab has won the past two years. (photo by Phil Berg)

MEMBER RECALLS RADICAL RADIATOR REDESIGN

Referring to your "Overhead Fan-Shaft" story, We too recall the '65 models as quite a shock. We traded our '62 in that year. We never had a cooling problem here in Milwaukee with the overhead fan shaft arrangement. You had to remember to open your inner fender "pie plates" in Spring and remove them entirely in Summer. Also, flip over the carb air intake pipe and put in a "summer" thermostat. I do recall the early Saab's with special "tropic" hoods for hot climates-louvers on each side of the hood.

Looking through my old Saab Soundings, I found some interesting things about the '65's. First of all, Ralph Millet (then-president of Saab-USA) stated that the '65's would not continue the numbering system used in the past. Therefore, you simply had the Saab Sedan, Station Wagon, and Monte Carlo 850. Naturally, we ignored this, and continued referring to the cars as "96's", "95's" and "GT's".

Good ol' Ralph also stated that the new grille "looks every bit as good as one of those big Detroit-grins..."-a classic of wishful thinking.

New for '65, besides the radiator placement, included horsepower upped to 44 SAE for the 96 and 95 and 60 SAE for the Monte Carlo. Compression ratio went from 7.3 to 8:1. Mechanical fuel pump replaced electric, hydraulic clutch replaced mechanical, new heater system, suspended pedals, constant velocity outer u-joints, "silent" exhaust system, dash light rheostat, and flow-through air ventilation for the wagon. The '65 sedan listed for \$1895 p.o.e and the wagon was \$2395. Both carried a 2-year/24,000 mile warranty.

Compared to our '62, the '65 lacked the all important Grill Shade for fast warm-ups in the winter, but we added a pair of "Winter Fronts". Those clever quilted vinyl grill covers we passed on to our '68 and used them for 13 years more until the car was sold last year.

Pete Grendysa, Caledonia, WI

PRESSURE BLEEDING CLUTCH HYDRUALICS #999?

Hydraulic clutch systems are great, while they are working. But, everyone who has ever owned a car with such a system knows that periodically they need overhauling.

While it is not a difficult task to rebuild the clutch slave and master cylinders, the problem is bleeding the systems of Saab 95' and 96's with the Lockheed system.

The easiest way I found to bleed my Saab hydraulic system is by adapting my portable air tank to accept a "blow gun" attachment. The next step is to pry the vent cap from the cover of the master cylinder and drill the existing vent hole from 1/8", which is the size of the nozzle on the blow gun. Fill the master cylinder with fluid, open the bleeder on the slave, place nozzle of the blow gon in the enlarged vent hole (the cap will naturally be screwed on the cylinder), and give it a shot of compressed air from the tank. I found that 50 to 60 pounds of pressure worked the best.

You will see a stream of fluid from the slave. Secure the bleeder and replace the vent cap. Top up master cylinder as necessary. Pressure bleeding by this method has proven successful and quick.

David Hathaway, Pittsfield, MA

NEWSLETTER GOES TO DUAL-RATE MAILING LIST NATIONAL CONVENTION POSTPONED 'TIL 1983

In response to those members who have expressed a desire for continued first class mailing, I've decided that we can handle a split mailing list. So beginning with the September Newsletter we will mail bulk mail to everyone, except those who send us a request for first class mail, which we will stamp and mail out after the bulk rate mail is posted.

Many of you have sent in an extra \$1 or \$2 in hopes of getting the Newsletter first class, so those members can just send us a short note requesting the switch. Other members who want the switch to first class should send us \$1.00, five 20¢ stamps are okay.

Many members have written me their opinions on both sides of this issue and I feel that this dual rate system like Hemming's Motor News uses will be the most fair to all members. There is no sense making all 3200 members pay an extra dollar for postage when it is only a minority who really need first class. Many members expressed the idea that they would not mind a dues increase since the Newsletter was very valuable to them. I am happy that so many of you feel the Club Newsletter is so useful but if the dues go up, I'd rather raise them for better purposes than paying the post office more in postage.

A couple members on the West Coast complained that bulk rate was fine for those "closer to the Midwest," but too slow for them. I tried to point out in previous Newsletters that the delivery time for bulk rate varies depending on your local post office, not necessarily how far away you are. One member in Cedar Rapids, IA doesn't receive his Newsletter until three weeks after I mail it which is much slower than the average delivery time to either coast.

National Convention: Responses are trickling in about my proposed convention, and two changes in the plans seem necessary. One: the convention should be in No. Illinois/So. Wisc. area, which is much more centrally located for more members. Two: It will have to be postponed until next year. We ran into problems with scheduling at Telemark Lodge for the dates I wanted, and then the decision to move it further south means the convention will have to be put off until the summer of '83.

I think that with a confirmed date and place at least six months in advance that many more Club members can plan vacation time or other plans in order to attend. I'm sorry to disappoint those of you who indicated you would attend a convention at Telemark, but I believe we will have a better event in the long run. Those of you in the Northeast might consider attending the New England Sonett Club's meeting at Saab-Scania HQ in Orange, CT. It sounds suspiciously like the old "Open Houses" that Saab USA had in the 'sixties, and I am glad to see Saab-Scania participating again in such a meet. I would like to attend the NESCA meeting, but I'm afraid I'd bring another blizzard and spoil it.

No news yet about the next addition to the Newsletter staff. Two tongue-in-cheek friends of ours suggested naming our new consultant "Saabas-tian" or "Saabrina," but Carolanne thinks there are too many "Saabs" around here as it is.

Jeff Delahorne, editor

SONETT WHEELS UNBALANCED: OTHER V-4 TIPS

I have a couple of tips for other club members. Those neat aluminum Sonett wheels don't have the mounting flange nor the tapered lug bolts found on stock steel wheels so it is possible for them to get mounted slightly off-center. This causes an out-of-balance condition and vibration like you wouldn't believe even with perfectly balanced wheels so take care mounting them.

I tried to find a new Weber 28/32 DGV-5A as described in the July 1980 newsletter but all the places I called said that there's no such animal listed in the Weber catalog. I have ordered a 32/36 DGV-5A in the hope that my 1700cc V-4, which has a cam and free-flow exhaust, can use a little more carb. I'm bolting this onto a Sonett II so I'll write in about air cleaner mods as I work them out. My present 28/36 DCD Weber is getting by with a 1" high home-made foam filter, terribly restrictive, so anything will be an improvement, and the DGV gives me inches more to play with. If anyone is using a modified stock Sonett air cleaner and has found oiled foam or better yet, oiled gauze (K&N) elements, please let me know. Paper filters don't make it out of my driveway in Tucson before they clog.

My 95 stock lever-type rear shocks lasted almost 100,000 miles with several oil changes and a rebuild along the way, but when I got around to replacing them I looked for something better (and cheaper). Bill Jacobson at Sports Car Service in Wilmington, DE sold me a tube shock conversion that took a couple of hours work to install (mostly spent trying to get the old shocks out) and has transformed the handling of the car. I use Bilsteins at all four corners, the rears are normal 96 sized, and they do protrude a few inches into the rear compartment. I highly recommend the conversion for those who are willing to trade a tiny bit of utility for economy and much improved ride and handling.

Incidentally, I have a V-4 with over 80,000 miles on a water pump so it is possible. I can't get too angry with Saab for making the water pumps so difficult to replace when I think of the Austin-Healy Sprite with a frame member directly under the cannister-type oil filter, or the Chevy Monza V-8, which requires undoing engine mounts to change the spark plugs!

An article caught my eye that should be of interest to Saab people. Road & Track former editor John R. Bond, in the June 1982 issue, wrote in the Miscellaneous Ramblings column a little ditty entitled "Front-wheel Drive-Who Wants It?" in which he pointed out that Chevy Blazer front universal joints (which are common u-joints, not the constant-velocity joints used by every front-wheel drive made) are troublesome. Furthermore, Mr. Bond stated that the only advantage of front-wheel drive is that it pulls and steers better on snow but a

rear-wheel drive with limited slip will do just as well! In other words, two wheels pushing you straight ahead when you want to go around a slippery corner will do as well as two wheels pulling in the desired direction. Sure. I stopped laughing when I realized he was probably more serious or would be taken seriously by the magazine's readers. At least we know better.

Bob Miller, Tucson, AZ

HOW TO RECOGNIZE DIFFERENT 2-STROKE ENGINES

(Ed. Note: I found this Saab info among some old service bulletins and thought it might help some club members in distinguishing different two-stroke engines.)

Sales of two-cycle Saab automobiles in this country spanned a period from 1956 through 1968. During that period a total of 10 different engines were used, but of these several have been replaced so that only a few are of current interest. The following is a list of these engines giving their usage and identifying characteristics.

Standard 750cc, 1956-1960

Look for single carburetor, overhead fan shaft, water pump on the generator, and an eight bolt head. Uses crankshaft #7828007, complete engine replaced by 1961-1964 standard 850cc, #7819998. Recommended spark plug is Champion UK-10.

GT-750, 1959-1962 (7828999)

Look for single carburetor, overhead fan shaft, water pump on the generator, eight head bolts and a red block. Original crank replaced by #7828007, complete engine replaced by 1961-1964 standard 850cc, #7819998. Recommended plug is Bosch MG V 260 T31S.

Standard 850cc, 1961-1964 (7819998)

Look for water pump on generator, single carburetor, overhead fan shaft, and 12 head bolts. Uses crankshaft #7828007. Recommended plug is Champion UK-10.

GT-850, 1963-1964 (7835705)

Look for triple carburetor, oil injection, red block, and water pump on the generator. Uses crankshaft #7829807. Recommended plug is Bosch MG V 260 T31S.

Standard 850cc, 1965 Only (7837453)

Look for single carburetor, water pump on the front of the head. Uses crankshaft #7828007. Recommended plug is the Champion K-9.

Monte Carlo 850cc, 1965-Obsolete

Look for triple carburetor with common throttle shaft, red block, and water pump on front of head. The intake manifold and carburetors are the only significant differences from the later 1966 and 1967 Monte Carlo engines. Uses crankshaft #7829807 and recommended plug is Bosch MG V 760 T31S.

Standard 850cc, 1966-1967 (7846801)

Look for triple carburetor, water pump on front of head. Uses crankshaft #7828007. Recommended plug is Champion K-9.

850cc Separate Lube, 1967, Also Known as 850LD

Look for triple carburetor, oil injection, water pump on front of head, green block. This is a standard tune engine with oil injection. Uses crankshaft #7848724 with Monte Carlo pistons and rings. The tapered O-ring retainer on the nose of the crankshaft is not available as a spare part and should not be removed from the crankshaft. Recommended plug is Champion K-9.

Monte Carlo 850cc, 1966-1967 (7847338)

Look for triple carburetor, oil injection pump on left side of the engine and a red block. Uses crankshaft #7829807. Recommended plug is Bosch MG V 260 T31S.

continued on bottom of next page

TIRES, SHOCKS, AND DEALERS--ALL BRIEFLY

Please find enclosed a check to cover renewal costs. I find the fee to be really quite small in relation to the money saved just by reading about the trials and errors of other Saab owners.

I thought that since I've never written before that I would relate a few of my experiences-albeit briefly.

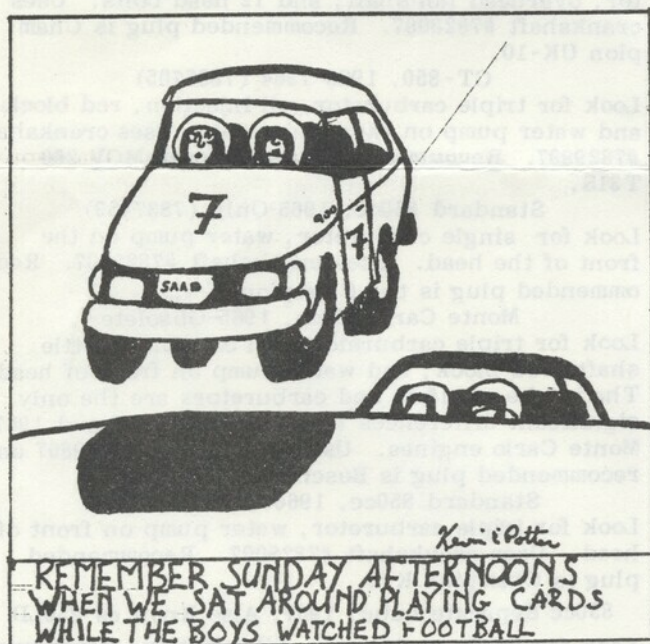
Tires-One set in 52,000 miles and they are Kleber V12's and you can rest assured they will be replaced with the same thing-excellent!

Shocks-Gabriel adjustables set on the firm setting seem to handle pothole-ridden Mass. with great aplomb-I have lost one steel wheel from these mini-craters, however.

Dealers-Although I purchased my '74 99LE from a personal friend, I have had the need to contact a dealer now and then. (I do my own maintenance.) I cannot recommend highly enough Shaw Saab in Hingham, MA. Fred Shaw himself opened his parts department one day when old blue was in dire need of track-rod ends. Very good man, very good personnel and they will even give advice over the phone. Egad!

In closing I'd like to say you do a very good job that is appreciated by at least one Saab-ophile.

John Cole, Halifax, MA



TWO-STROKE ENGINES---continued from p. 3

Standard 820cc, 1968 (7867880)

Look for triple carburetor, standard engine, debored to meet emissions regulations. Pistons for this engine are not available, standard 850cc pistons may be legally fitted by boring the block. These engines are identified by a yellow circle of paint on the rear of the block beneath the head. Uses crankshaft #7828007. Recommended plug is Champion K-9.

Note-All GT or Monte Carlo engines are painted red and must use Bosch MG V 260 T31S plugs to prevent burning pistons. Standard engines are generally green except for 1964 and earlier where color varied from year to year.

P-6, P-8 and TRX TIRE EXPERIENCES ON 900

Your list of "ways not to get letter printed" failed to mention "writing a second letter before the first one is published, thus overloading the editor".

Regarding tires; I have driven, briefly or at length, 900's with the following: TRX 180/65X390, Michelin ZX, P-6, P-8, and Goodyear "Eagle R-390". The Goodyear seems to be a special product made for Saab. The service stores have never heard of it (I live near Akron, OH). It is a 205/60R390 in size with an "Arriva" style all weather tread. It is available through Saab and is described as a product "for those who desire all-weather capabilities for their TRX wheels". Club member Dr. Rovner has installed these and reports excellent traction on snow and ice. I drove it to evaluate the dry road behavior (I assumed it would be good in snow) and found it less "quick" than TRX and with a stronger tendency toward self-centering, but with a good amount of cornering power available.

The P-6 tires seem to handle about the same as TRX, but I must qualify that I drove the P-6 only briefly on a dealer's demo. The Michelin ZX were as bad on the 900 as my experience on the 99's, except the power steering masks their extreme tendency to self-center.

The P-8 is about like the Goodyear but without the self-centering tendency and a little softer ride. I have not driven P-8's in the snow, yet. The TRX is still my favorite for summer use, mainly because of its quickness. It is treacherous on ice and snow, and should not be used in frost-belt winters.

It should be said that the Saab owner's manual warns against the use of TRX and P-6 tires (and, I think I recall, CN-36 from the '79-'80 EMS) on ice and snow. ZX and P-8, with 50% or more tread, are given credit (in the manual) for handling "moderate" snow and ice. (Less than 1 foot in Minnesota?)

I have one serious concern about using 190/65 X390 (or 205/60X390) tires on Saab rims. The elliptic cross section of these tires needs the rim to be shaped correctly to get the tire to be shaped correctly. 190/65X390's are normally on a 150X390 wheel, while the Saab wheel is 135X390. (5.9" or 5.3") Does this size difference screw-up the way the tire works? We know it holds air. If anybody knows (or suspects) the answer, please write.

In a Car & Driver column about 2 years back, LKJ Setright described the P-8 at length. He wrote that the design parameters were chosen to optimize (minimize) the rolling resistance of the tire. The wide profile (65 series) was chosen for this purpose as was the "open block" tread concept. With this background, one would not expect the P-8 to be a "performance" tire (which it is not), but something suited toward more civilized driving habits. The presence of power windows, power door locks, power radio antennas and power mirrors on the 4-door Turbos which carry P-8's indicates that Saab expects the cars to be purchased more by people with conservative habits than by fire-breathing speed freaks. Steve Goldberger, Akron, OH

Ed. Note: Our '82 900 3-door has the P-8's and while they might not be billed as a "performance" tire I have found them to have cornering capabilities far beyond anything I've driven before. So while the P-8 may not be as sticky as the P-6's, the price is much cheaper (approx. \$79 vs \$115), they handle well in the rain, and wear decently.

"POOR MAN'S" V-4 OIL COOLER--LARGER FILTER

When you first took over as editor of the club newsletter, you featured an article on an oil cooler for the V-4. (Oct. '80, p. 2. Actually it was a remote oil filter installation, not an oil cooler, but the second filter did have the result of cooling the oil.) Here is the poor man's method: simply use a larger one quart oil filter, which will probably increase oil capacity (total) by 1/2 quart (four quart total). This modification will cost nothing (extra oil?) and will help keep your oil clean and cooler.

JC Whitney even sells a finned cast aluminum cover for the 1 quart filter- "to dress it up and aid in cooling your oil", if you believe that. My choice of oil filter is the "king". Fram's HP1 at \$8 and for the filter it is truly the king. However, Wix, Ford, Sears, and most discount places will have a one quart filter that will fit, for less. Here are the specs for the Fram HP1 oil filter: OD 3 23/32", height 5 3/4", thread 3/4"-16 straight thd. U.N.F., relief valve setting 7-9 psi, and it has an anti-drain valve. I always use Penna Grade A oil 20W/50-8 months, 10W/40-winter.

Another note on filters, I usually avoid the cheap or discount brands-often you get what you paid for, a cheap filter. I usually stick with the Fram or Wix line. As an example, Fram air filter #CA-154-PL, besides fitting the Edsel, fits a V-4 perfectly.

J. R. Weiss, Pittsburgh, PA

TURBO EXHAUST REPLACEMENT IS CHEAP, WORKS

I had to replace the muffler and tailpipe on my '78 Turbo and I found out many interesting things. First, the factory muffler and tailpipe cost approximately \$350. Second, a very nice looking and sounding system can be made by any competent muffler shop using any one of the "turbo" mufflers now on the market. The muffler fits nicely under the rear seat cavity, then an exhaust pipe can be bent to incorporate the left and rear hangers. A local shop did this for me for \$50. The car still has a nice sporty sound but is just a little quieter. Third, any time the exhaust system on a turbo is modified, the boost will have to be recalibrated. Mine was about 1/2 pound lower than with the stock exhaust system, indicating an efficient stock system. By the way, I use a Sun vacuum gauge to check the boost on my car. It also has a pressure scale up to 12 lbs and also reads in bars.

Rick Finch, Smyrna, GA

"CRICKET" TOOLS HELPS WITH V-4 WATER PUMP

Here's a tool that I am sold on. It's called the Cricket made by Davenport Tool Co., Eldredge, IA. It's a squeeze action 3/8" wrench that allows you to remove those tricky V-4 water pump bolts and that bolt on the slave cylinder and all those other tricky little things that are such a pain to do when you turn the ratchet and the nut turns back with it when you are trying to take it out. The cost is about \$15. The nicest thing about this squeeze action wrench is its small size for tight places and the fact that it fits in your hand.

Paul Florance, Long Beach, CA



Club member Arne Gunnarsson's 96 in action in a SCORE off-road race. Arne won his class in the Parker 400 this year and was second at the Baja 500. He is currently leading the points race for the off-road world championship.

900 SPEEDO IS 8% OFF, CALIBRATION CURES IT

I hope my experience will help some fellow club members. On my new 82 Turbo 900, the speedometer was off by 8% on the plus side. The dealer replaced it with a new one, which after I checked, also was off by the same percentage. I took the car to a VDO speedo shop in North Hollywood, CA and for \$55 they calibrated it to perfection. I'm happy to say the dealer reimbursed me the \$55. Talking to other 82 owners and even Saab car salesmen, it seems to be a common problem. Maybe owners of new 82 Turbos should check their odometer and not get a lot of unwanted miles, which can make the new car warranty expire a lot sooner. The speedometer was fixed by changing the gear ratio. For Southern California members, the address of the speedo shop is: North Hollywood Speedometer Co, 6111 N. Lankershim Blvd, North Hollywood, CA, 213-761-5136.

Hugo Peña, La Puente, CA

GARDEN HOSE HELPS POUR 96 (&99) GEAR OIL

If you don't have a long-neck funnel when replacing the gear oil in the transmission of a v-4, cut a 2 or 3 foot length of old lawn hose (up to 3/4" diameter) and insert it in the inlet hole. Then use a small funnel or pitcher to pour oil in the tranny and not on the engine or garage floor. Check the oil level with a transmission dip stick.

Len Vidger, San Bruno, CA

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151lbs. BOOST GIVES TURBO 8 SEC. 0-60 TIME

I have just passed 30,000 miles on my '80 Turbo 3 door and I thought that I would share my thoughts and experiences on this wonderful car.

I was quite green about Saabs before I bought mine, not knowing anyone who had ever owned one and not having a dealer in town. I had never even seen a 900, but I had driven a '78 Turbo and read quite a bit about them. The Turbo is what really got my interest up. I am now Saab crazy, having convinced my roommate to buy a '73 99; my parents, who have always felt that I was wasting my money on cars, to but an '82 900, and I am restoring a '74 Sonett.

I've just come back from Complete Saab in Woodstock, GA for my 30,000 mile service. Even though we now have a dealer in Charleston, I really feel that the 300 mile trip to Complete Saab was worth it. My car was running well before the service, but after the people at Complete Saab serviced it, it was running beautifully. Knowledgeable service, helpful hints, and no unnecessary parts, all at a reasonable price is what one can expect there.

One of the reasons I went to Woodstock was that I've modified my car in several ways, mostly on the performance end. The biggest thing that I've done is to add water injection and remove the catalytic converter. In conjunction with this, I've changed the wastegate to intake controlled, increased the fuel line pressure, and jumped the enrichment micro-switch. All this changed my gas mileage very little if any, but the car really flies now. I'm running approximately 15 pounds boost and am getting a very smooth 0 to 60 in around 8 seconds. Other modifications are the use of Blueprinted Synthoil 100 in engine and gearbox, a manual switch for the cooling fans, and European headlights.

As far as problems with the car, I've had nothing really major. I found the alternator belt rubbing against the speedometer cable; a clunking sound in the rear turned out to be loose shock mountings, and I've replaced inner front brake pads at 15,000 miles and both front pads at 30,000. One problem I've found, not with the car itself, but with people who do not know how to take care of a Turbo. Change the oil every 2,500 miles (unless using synthetic), let the car idle for a few minutes before shutting the engine and oil pressure off. In hot weather, let the engine run until the cooling fan comes on or run a switch like I have. Take care of your car, and it will take care of you.

Anyone interested in more details on water injection, etc., or just wanting to talk Saabs feel free to contact me. I'll be more than glad to help you. Car magazine sums up the Saab in a great way-"a thoughtful car for thoughtful people"-and it very much is.

Comer Buck, Isle of Palms, SC

900 MAINTENANCE ADVICE FROM CALIFORNIA

I bought a 1981 900LI in October 1981 and have put on about 25,000 miles since then. Below are my recommendations and observations since purchase. Mind you, this is for Southern California and my Saab has seen no snow.

--Members who buy new model 900's from the dealers ought to immediately check for, and if necessary, replace the muddy brown coolant in the system. The brown color is from oxidation. The protective qualities have been lost. Either Saab uses a cheap brand, or the car has been sitting on the dock too long, causing deterioration.

--When the car is up on the rack for the first time, fill the steering rack boot with the requisite 1/2 pint of gear or motor oil. Saab neglects to do this for some reason.

--Using a grease gun with a needle sharp fitting on the business end, penetrate the rubber bellows surrounding the front ball joints and fill. They are too dry on delivery.

--Jensen j-1283 30 watt 4" speakers can be mounted as replacements for the original pair. Except for replacing two electrical connectors which come with the kit, no modifications are necessary. For anybody who likes music, the \$50 investment is well worth the price.

--The oxygen sensor on my 900 went bad at 17,000 miles. I had to buy a new one for \$65. The thing, however, is covered by the federally mandated 50,000 mile warranty for pollution devices. If this has happened to you, get your money back from the regional distributor customer relations employee. Also, it figures you should get a free replacement at the 30,000 mile dealer servicing.

--Saab recommends changing the motor oil at 7,500 and the manual transmission oil at 30,000 miles. Considering the repair and replacement costs of these things, the intervals are too long. The motor oil in my engine goes black at 6,500 miles and I try to get it changed well before then. If the dealer changes your oil, he puts on an \$8 oil filter filled with cotton waste, Sears has a deluxe model for \$3.50. The transmission oil change shouldn't go more than 15,000 miles, or once a year. At these frequent intervals the costs aren't too great if you do it yourself. With practice, you won't always get dirty!

--Rather than remove the instrument fascia to get behind the instrument cluster, first consider removing the radio speaker assembly. Considerable access to problems can be had this way.

--If the engine never seems to reach normal temperature, it is because the thermostat will not open.

(Seems strange, shouldn't the engine get too hot?) The English 2-way model that Saab supplies does not last more than a few thousand miles. (it is an \$18 replacement.) Volvo uses an identical model that can be had for \$13. It is made in Germany and is bound to last longer, JC Whitney sells something similar, but be sure to get the right temperature setting.

--The valves on the Swedish-made Goodyear tires that my car came with were defective, causing slow leaks. Consider replacing these before having a tire shop pull the wheels off to check for nails, etc.

Charles Fall, Los Angeles, CA

CLUB HELPS MEMBER MAINTAIN FRAGILE FREE

Thanks to the club, I've been able to keep my second Saab 99 (the first was a 'fragile freewheeler') in very decent shape for 97,000 miles now. A recent review of all repairs since the Wagonback was bought in 1975 revealed a repair cost of 3.67 cents per mile, due in small part to the tips for routine maintenance and minor repairs given in the newsletters.

During a recent complete body strip-down, re-paint and rustproof session, I might recommend:

--3M Rubberized Undercoat to spray all seams and body crevices noted in the dealer shop manual.

(No rust found!)

--Using lacquer thinner to clean all removed rubber gaskets, mouldings, and bumpers, followed by quick application of Armor-All to keep the parts from becoming brittle.

--Double-check the holes for mirrors and antennas for rest. Dealers often neglect to paint or seal these areas.

--A shot of WD-40 on the sockets for the interior panel pins keeps the pins from snapping in half.

--Repaint with polyurethane based paint like DuPont Imron or the one supplied with Maaco's best job: it's very tough and nearly waxless, and worth the extra bucks.

Jay White, Franklin Lakes, NJ

PHOENIX 3011 TIRES GIVE LIGHTER STEERING

Regarding the recent discussion about tires: I replaced the original equipment Pirelli CN36's on my 78 Turbo with 205X15 Phoenix 3011's three months ago and I am very impressed by the much improved handling and performance, particularly in the rain and for cornering. Even without power steering, parallel parking with the wider tire-patch Phoenix tires is no longer the chore it was for my wife with the Pirelli's. The cost of the Phoenix tires is significant but I believe the additional expense is rewarded.

Ron Neumann, Branford, CT

MIKE TUCKER'S AUTOCROSS RESULTS & MORE

So far this year I have three firsts and two second places in five autocrosses in my '69 Sonett V-4. I am using 23x7.5x15 Goodyear Blue Streaks on widened stock wheels, springs (stock) cut one coil. The next modification is to try 23x5.5x15 M&H slicks on the rear to try to induce some oversteer on short courses. No clearance problems on the street with 165x15 Conti tires with the cut springs. The car has almost no body roll!

Cleaning your distributor and lubricating it will improve performance and mileage. First remove the distributor after setting timing on TDC. Disassemble it completely and clean with a good rust removing lubricant (WD-40). Be sure to free-up advance unit and check vacuum advance. Reassemble and lube all moving advance parts with never-seez (anti-seize compound). Re-install points and set at .015. Install distributor and set points with dwell meter $50^{\circ} \pm 2^{\circ}$. A quicker advance will mean a quicker Saab.

Mike Tucker, Matthews, NC

MORE AUTOCROSS RESULTS: Club member Steve Parsons of Washington, IL reports that he took first overall in D stock class at a two day autocross in Portage, IN. Steve has a '69 Sonett.

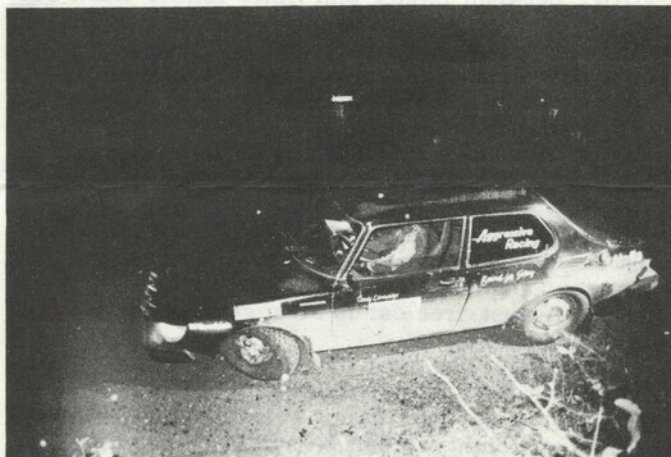
SAAB SETS ALL-TIME US SALES RECORDS IN '82

Saab Press Info: Sales of Saab cars reached an all time one-month record during June 1982 with a total of 1,707 cars retailed, an increase of 63.7 percent over June 1981.

During the first six months of 1982, a total of 8,713 new Saab cars were retailed through the 310 dealers in the United States. This represents the highest number of Saabs ever sold during one six-month period in the company's 25-year history in this country, and a 20 percent increase over the same period one year ago.

Sten O. Helling, Vice President of Sales and Marketing for Saab-Scania, noted that the former one-month record of 1,702 sales was set in March 1979, and that sales of Turbo models were responsible for just over 50 percent of Saab sales during 1982.

Mr. Helling added that Saab's plans for 1982 call for sales of about 17,500 units in the U.S., an increase of 13 percent over 1981. "Judging from the record sales for the first six months, I am confident that we will reach this number." He said that the production pace at Saab's factories in both Sweden and Finland are being increased to meet the increased demand for Saab cars in the U.S. and Europe.



Sandy Liversidge and Linda Wilcox at speed in the Susquehannock Trail Pro-Rally in Pennsylvania.



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SPECIALS THROUGH 9/30/82

*H.D. complete clutch for 99 or 900 4 spd.: \$99

*Complete Turbo clutch, 4 spd.: \$105

*2 litre head gasket set: \$35

*KYB shocks: \$20 each

*Primary gear sets with fused clutch shaft: \$125 exch

ALSO--USED PARTS

One rebuilt 4 spd two-stroke transmission: \$275 with one year guarantee; One set of four EMS mag's from a '75: \$160; one wagonback rear window: \$125; one Sonett II or III windshield: \$85.

EARLY 99 TIPS BY BRIAN DAHLIN, ELY, MINN.

Many interior parts are designed to break away easily for safety reasons. Do not use the steering wheel to pull yourself up into or out of the car. Avoid kicking the shift control-do not force the turn signals and other controls.

Extended driving with a front wheel vibration will accelerate wear of steering gear, ball joints, etc. **KEEP TIRES EQUALLY INFLATED AND BALANCED.**

Electrical problems? Clean fuses **FIRST.**

The ventilation fan is not required over about 30 mph.

Overheating is sometimes a problem with Saabs. In extremely hot weather and city driving it may be necessary to turn on the heater to help with cooling. Below 0° F a cardboard piece can be slid down directly in front of the radiator, with a hole in front of the radiator fan.

Corrosion maintenance-Frequent washing of the underside helps. Pay attention to the trunk-empty rear storage boot and hose out. Rear wheels drain into boot and boot drains onto ground. Clear all drains.

--BRACES between engine compartment and passenger compartment (underside)-hose mud out of channels.

--JOINT between fender and inner fender-wash out from inside engine compartment-clear drain holes below front turn signal housing.

--DOORS-remove rubber plug at rear of door and wash out-clear any obstruction to drain holes with a screwdriver while flushing with water.

--REINFORCED point under trunk-hose out mud.

--SPACE between gas tank and car body-high pressure car wash from below.

Every couple years the underside and wheel wells should be inspected for loose rustproofing. Scrape and paint as needed. I use Rustoleum 769 primer. A rust-free car is stronger and therefore safer in collisions.

Headlights-The most dangerous accidents are head on collisions while passing. The use of headlights during daylight hours greatly extends the distance at which you can be seen by oncoming vehicles. Saabs are designed so that headlights will shut off when the ignition is off, so there is no reason to ever shut the lights off, except when starting at extremely cold temperatures.

Occasionally water will collect in the rear brace on the underside of the trunk lid. When you open the trunk water spills into the trunk. The cure is to drill a couple of 3/16" holes at the very rear lower edge of this brace. The water will then drain out behind the trunk lid gasket and hence not into the trunk. Replacing the trunk gasket and/or refitting the trunk lid also helps.

Shift linkage problem-There is a rubber coupling halfway between the shift control and the transmission (vibrating damper on shifting rod). If this slides part way out, which it shouldn't, you will only be able to engage second and fourth gear. To repair: pull up front carpets and plastic cover over the shifting rod and mark the position so that you don't rotate while pushing it back together. To ease assembly, I "lubricated" the rubber part with silicone seal and for good measure put a couple short sheet metal screws through the metal cup into the rubber.

PISTON WOES IN REBUILDING TRIUMPH ENGINES

The following information should be useful to anyone contemplating a rebuild/overhaul of a British made Saab 99 engine.

My 1969 99 had a very bad engine. One of the pistons had failed; the top piston ring groove was badly distorted and had broken the piston ring in many pieces. Under the assumption that the cylinder was badly scored, I had previously picked up a 72 1850cc engine at a local junkyard for a mere \$75 with no guarantee, except that I knew it was running up until the accident. I figured that between the two old engines, I would get most of the expensive parts of one good one. This turned out to be true except for the main topic of the letter, pistons.

Upon removal of the pistons from the 1850cc engine, I found that every top piston ring was broken. Whether they broke during the removal process or during engine operation was elementary because the problem was with the pistons. The top ring groove of every piston was slightly distorted. The groove was too wide by at least .0100 and the groove width varied by as much as .015. This was from an automatic transmission car with less than 80,000 miles. The similar pistons from my 69 99 with 100,000 miles were worse and one had completely failed as mentioned above. The 1850cc engine was in very good condition otherwise (less than .001 taper and out of round in all cylinders) so I ordered a set of pistons with rings from JC Whitney. I knew that ordering from Whitney was a gamble, but I did not want to spend more money than necessary on an old car.

Now for the good news: the pistons from JC Whitney are a different and improved design from the original, and they fit! They are made by AE, the same company that made the original equipment piston and cylinder head for the engine. AE (Associated Engineering) is a very big British conglomerate that makes pistons, rings, cylinder liners, and other aluminum castings. I was quite relieved to note that the pistons were a very different design, autothermic, featuring cast-in steel pieces to help control thermal expansion.

The JC Whitney piston ring set for the 99 1850cc will not fit the original pistons even if the groove is not worn. Also, the main bearing set was of Glacier Bearings manufacture and the rod bearings were Vandervell; both companies are reputable (Vandervell was original equipment). JC Whitney's engine gasket set was also made by AE (probably original equipment) but not cheap. The timing chain for the British engine is the same as for the Triumph TR7.

The division of AE that makes pistons is Hepworth which is referred to in the Saab service manual as one of the original piston manufacturers. If your old 99 is running fine on its original pistons they were probably not Hepworth. I do believe that

the new Hepworth (JC Whitney) pistons will give a normal long life. The piston ring grooves on the new Hepworth pistons are deeper and narrower than the old design in addition to the rest of the piston being of a very different design.

When honing cylinders, use Flex-Hone type of hone. It is vastly superior to the old straight stone and lasts much longer.

David Roth, Port Byron, NY

SEV ALTERNATOR DIODE FAILURE DIAGNOSED....

A technical note for owners of '74 99's, and possibly owners of models from other years with the same problem. For several months my Saab exhibited two symptoms: very hard cold-weather starting, and the occasional blinking of the yellow alternator light. The hard starting resisted all efforts to tune the car and the yellow light finally went from blinking to full on (continuous on, but not at full brightness. Perhaps 1/3 normal brightness). BUT: a volt-meter across the electrical system (in the lighter socket) showed that whenever the ALT light came on the system's voltage jumped from the nominal 14V to 16V. My mechanic's suggestion for the light: look for a bad ground.

Several frustrating months later, after cleaning all grounds to mirror brightness, I noticed a wire dangling near the clutch housing. It comes from the ballast resistor near the coil, loops over the plastic clutch housing and connects to the NARROW blade (top contact) solenoid over the starter. It is usually covered with grease, therefore beautifully camouflaged. Plug it in, and VOILA--two problems with one wire.

Evidently vibration, unintentional pulling while tuning the engine, the greasy condition, all can lead to a non-contact situation. I am sure that more than one 99 owner has tried to deal with this situation. Here's hoping that this will save someone from an ulcer.

Jerry Plotkin, Aurora, IL

.....FINALLY

This letter is a follow-up to my letter of less than a week ago (if you have managed to wade through your correspondence to read it yet!), in which I spoke of a loose (disconnected) cold-start feed wire as being the cause of the lighting of the alternator light. That may have been the case, but a day after sending the letter, something else transpired: the alternator gave out!

The problem was diagnosed (by Bob Sanderson of ALFA-BETA WERKS of Geneva, IL) as a terminal case of diode failure. This same diode may have been suffering from an intermittent short, causing the ALT light to glow since the system was producing 16V or so. In any case, the old SEV unit was replaced by a rebuilt Bosch alternator, and all appears healthy once again.

Jerry Plotkin, Aurora, IL

BUILD A CONSOLE FOR YOUR 900!

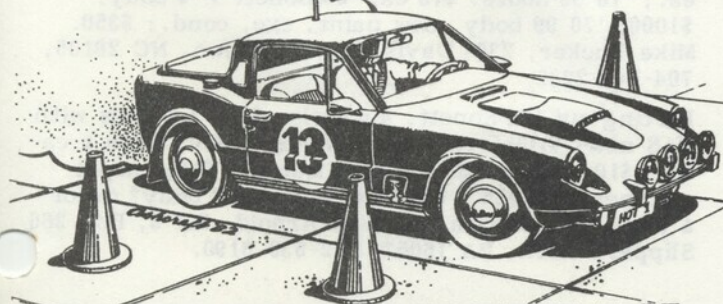
Use hardboard or plywood, then cover or finish as desired. Holds 10 tape cassettes and other stuff (e.g. sunglasses), has panel for accessory instruments. Does not interfere with legroom. For stick shift cars--some modification required for automatics. Send large SASE and \$2 to: B. Wassertzug, 11825 Enid Dr., Potomac, MD 20854

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SAAB SONETT V4

SAAB CLUB T-SHIRTS

We now have available T-shirts with Jack Ashcraft's artwork silkscreened on the front. The shirts are good quality, 50% cotton/50% polyester, available in sizes small, medium, large, and extra-large. The "Old Saabers" T-shirt is light blue with dark blue ink, while the "Giant Killer" shirt is yellow with dark blue ink. The price is \$8.00 each, including shipping. Please use the order blank below.

"Old Saabers" T-shirt

Mark quantity of each size desired in the blank next to the size:

___ small ___ medium ___ large ___ x-large

"Giant Killer" T-shirt

___ small ___ medium ___ large ___ x-large

Send orders with \$8 for each shirt to the Saab Club. Please allow four weeks for delivery.

Name _____

Address _____

City, State/Province, Zip/Postal Code _____

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

1967 Sonett II, #000111, two-stroke, 3 cyl., 68,000 mi., in good cond.; owner must reassemble engine, two "C" class pistons needed, body needs painting, int. good: \$2000 firm. Call in eve's, ask for Buzz, 717-657-3066 or 717-657-3491, Harrisburg, PA

1968 Sonett II, white with black & gold interior, Shelby wheels, cam, carb, MC gearbox & floor shift. Pictures to serious inquiries. Call collect, 813-855-1928, Billy Hoffmann, 305 Woodward St., Oldsmar, FL 33557.

Sonett II V-4: \$1900; Sonett III with 1500 V-4: \$2000 Sonett III frame: \$100; Sonett III frame, front half: \$50; Sonett III engine, disassembled; III doors, no glass, solex carbs, starters, alternators: \$35 ea. Other items on request. Richard W. Shanner, 426 Lime #6, Long Beach, CA 90802, 213-432-2177.

1973 Sonett III, 29,670 miles, excellent shape: \$4000 Charles Forcum, Route 7, Box 156, Marion, IL 62959 618-983-8233

1973 Sonett, green, 33,000 mi., exc. stock cond., rebuilt trans., new brakes, MSS exhaust at 32,000: \$3600, Bob Keil, 6556 W. Roscoe, Chicago, IL 60634 312-283-7745, 736-7628

1973 Sonett, excellent body & running cond.: \$3000 firm. G. Boenzli, Newport, PA, 717-567-6445

1973 Sonett III, 73,000 mi., interior good, engine good, new clutch, fiberglass has slight damage: \$3000. Mary Schaaf, 7489 North Shore Dr., Erie, PA 16511, 814-453-5892 or 814-899-9205

1974 Sonett, yellow, orig. paint, 56,000 mi., A/C, very good cond. in and out, no rust, exc. running cond.: \$4650. Alex Ciuca, 213-682-1517 after 7 pm Pasadena, CA time.

1974 Sonett III, 68,500 mi., good running cond. w/o freewheeling: \$2500 firm. Mark Galloway, 66 Saddle Ranch Lane, Hillsdale, NJ 07642, 201-666-1409.

1974 Sonett, exc. cond., lime green w/ beige int.; am/fm, Koni's, new brakes, trans. overhauled, 60,000 mi.: \$4000. Paul Perry, 408-286-5391 or 408-241-7222, 966 Schiele Ave., San Jose, CA 95126

Two '74 Sonetts, one yellow, one green; yellow in good shape, new trans; green awaiting trans. overhaul; both complete, asking \$2500 for green, \$3500 for yellow, \$5000 for both. Tom Higgs, 1837 Gloucester Pl., Clinton, MS 39056, 601-924-7631.

95's and 96's FOR SALE

1965 Monte Carlo 850, new tires, good orig. paint, light blue, Southern car, no rust, everything works

95's and 96's FOR SALE, continued

good orig. cond.: \$1500. John Hoskins, 36 Evelyn Pl., Asheville, NC 28801, 704-252-6900 after 8 pm

1967 96LD two-stroke, complete, body rough, engine 57,000 mi., v. good Vredestein radials; ALSO 1965 95 for parts and '67 96LD engine in box, plus many extras, all for \$300 firm. Jerry Zach, Mequon WI, 414-242-5655.

1967 96 V-4, good for parts, good engine & trans.; body rusted: \$200. Mary Gruszka, 88 Myrtle Ave., Edgewater, NJ 07020, 201-224-4937.

1973 95, 100,000 mi., but less than 5,000 on following: rebilt trans., rear shocks, muffler, right axle and boot; new countershaft gear, ignition electrics, body very good: \$2300 or best offer. Mike Malpass, 2001 Wigwam Hollow Rd., Macomb, IL 61455, 309-837-4346

1973 95 V-4, green, driven daily, valve job, trans. & clutch, MSS exhaust: \$1950 obo, Wayne R. Yetter PO Box 1563, San Juan Capistrano, CA 92693, 714-493-4218 or 492.

95, 96, and SONETT PARTS FOR SALE

Parting out rust 1972 95. Many parts saleable or tradeable. Call or write, Steven "Zaab" Zaborski, 4466 S. Lawler Ave., Cudahy, WI 53110, 414-483-6862

Weber carbs for V-4 Saabs: 2 bbl 32/36 DGAV: \$113 manifold: \$170; 1 bbl 34 ICH/250: \$100. Reusable filter; any weber carbs 20% under list. Gary Darby 4690 W. Mildred, Salt Lake City, UT 84118.

Sonett II parts for sale, all in good shape. V-4 engine; 4 spd. trans.; front nose section; tinted wind shield, alternator, numerous other parts. 717-657-3066 or 717-657-3491 eve's, ask for Buzz.

A/C unit for V-4, complete with double pulley and steel balance shaft gear: \$120; rebuilt V-4 distrib, new bushings top and bottom, new electricals: \$65 exch; 1966 95, body only, sound cond., new brakes \$75. Ted Smith, Rt. 1, Box 80, Bent Mtn, VA 24059, 703-929-4328.

For sale, two-stroke crankshaft bearings, individual new roller rod bearings (sorry, no cages) 200 avail. prefer to sell in lots of 100: 40¢ ea. Also, main journal bearings (#6207/3207) new, 2 avail. \$8 each. Keith Drescher, 3829 Shelley Rd. No., West Palm Beach, FL 33409, 305-684-8837.

95, 96, and 97 parts: front 96 sway bar: \$35; calipers: \$20; V-4 dist.: \$35; 96-97 steel wheels: \$7.50 ea.; '70 99 doors: \$75 ea; '68 Sonett V-4 body: \$1000; '70 99 body, new paint, exc. cond.: \$350. Mike Tucker, 2324 Davis Dr., Matthews, NC 28105, 704-847-2282.

Parting out '74 Sonett: 4 wheels: \$80; 2 wheels with M&S new: \$100. rear hatch hinges: \$10; latch & cable: \$10; glass: \$30; owners manual: \$10; carpet set, perfect: \$25. What do you need? body? motor & trans? show room lit? Walt Arnold, RD 3, Box 266 Slippery Rock, PA 16057, 412-530-6190.

Parting out '69 96: good trans: \$185; FoMoCo carb: \$45; fuel pump: \$10; two rust free doors: \$40 ea. radiator: \$20; rear tail light assemblies w/ lens:

95, 96, and SONETT PARTS FOR SALE, cont'd
\$20 ea.; gauges, etc. All parts plus shipping. Joe Jacob, Seattle, 206-329-4447.

1972 95, high mileage and rust, driveable, but best used as parts car: \$350 obo. Also '71 96 body shell no engine or trans. average cond. with minor rust: \$350 obo. Steve Harper, 3309 Columbus Rd, Wooster, OH 44691, 216-264-3534.

Windshield tint strips, smoke grey with white "SAAB" in the middle; remove and replace easily unlike Bolder tint. Fits 95's, 96's and Sonetts: \$10.50 ea plus \$1.50 UPS. Jeff Delahorne, 5805 Oneida St., Duluth, MN 55804

95, 96, and SONETT WANTEDS

Wanted: for '72 Sonett III, rear window (hatch); for '68 Sonett V-4, driver side window crank mechanism Marshal Datkowitz, 49 Stevens Ave, Old Bridge, NJ 08857

Wanted: Sales brochures in Swedish for '71 96 and '73 Sonett. Also, sales and accessories literature for late model European production 96 ('74 or newer) any language, any year. Steve Harper, 3309 Columbus Rd, Wooster, OH 44691, 216-264-3534.

Wanted: 1700cc V-4 engine with low (under 50,000) miles. Do not need carb or manifold. Also want V-4 tranny in exc. condition with freewheeling, bell housing unnecessary. Bob Miller, 6701 N. Waycross Rd, Tucson, AZ 85743, 602-744-4211.

Wanted: Sonett III left door, skin only, no damage; frame, glass, inner panel, lock, all irrelevant: \$50 Ed Steele, 2535 Regent St. #11, Berkeley, CA 94704 415-841-0587.

Wanted: Freelance mechanic in Tampa, FL area to do balance shaft gear R&R on 95 V-4. Rev. John Attaway, 4705 E. 18th Ave, Tampa, FL 33605, 626-2884.

Wanted: two "C" class pistons with pins and rings, for two-stroke '67 GT engine. Call collect, eve's 717-657-3491 or 717-652-3066, ask for Buzz

99's and 900's FOR SALE

'72 99 with 130,000 mi., has "new" '74 eng. w/ carb. 70,000 mi. on eng., trans. also v. good; smooth body, no rust; front end needs work, car "rattles": \$800 or will part out: \$600 for eng. & trans. \$250 for body. Call Marc at 212-438-2022 anytime.

1974 99 GLE with 56,000 mi., superb cond. in and out, clutch and std. trans need re-seal jobs: \$1200 call Marc at 212-438-2022 anytime.

1972 99 4 dr., w/ '74 inj. engine and manual trans. good int., body, and tires; Blaupunkt am/fm stereo 50,000 mi. on eng. & trans.: \$1750. Thomas Long, 375 South Shore Dr., Crystal Lake, IL 60014, 815-459-7254.

99 and 900 PARTS FOR SALE

1976 99, slight damage, otherwise very good cond., everything for sale, make offer, will ship anywhere Call Alex, 213-682-1517 after 7 pm Calif. time.

1975 99 trailer hitch & wiring harness: \$35 + ship. Richard Cady, Los Altos, CA 415-948-3813.

Carb. manifold for 2.0 1 99, new, convert your EFI (CIS?) 2 liter to carbureted: \$50 incl. UPS. '72 99 4 spd. trans. "King Kong" box: \$300 + ship.; 1.85 inj. engine: \$150 + ship or eng. & trans. \$400 + ship. Jeff Delahorne, 5805 Oneida St., Duluth, MN 55804, 218-525-3253 9am-9pm CDT ex. Sunday.

Parting out '73 99 (carbureted) all parts for sale, e.g. std. trans & eng. \$350; distr., alt., starter, carb., new fan motor, wire harness, exc. tires, all 1/3 to 1/2 price. Body exc. cond. A. Marner, 3912 Carolyn Ave., Fairfax, VA 22031 703-273-8963

Tow hitch assembly for 1980 99 GLi: \$55. Dave Fichter, 100 Glendale, Hinsdale, IL 60521, 312-887-0692

1.85 l. EFI engine, recent rebuild by Saab expert, exc. cond.; Towable '71 99E parts car incl., broken trans., but many useable parts: \$500 takes all. Heyward Cohen, Box 160, Amenia, NY 12501, 914-373-8048.

New SEV alternator, 55 amp, \$100 obo. L. Gottesman, 12 Adrian St., Pompton Lakes, NJ 07442, 201-835-8454.

Fuel filters for K-Jetronic '75--? 99's; smaller size than current 900's. Bosch 450-905-005: \$12.50 ea. ppd. Axle seals for 99, \$5 pair, ppd. Steve Goldberger, 2389 Chesnut Hill St NW, N. Canton, OH 44220.

Cylinder head from '79 EMS, replaced at 25,000 mi., one exhaust seat slightly damaged: \$325. Alex Thomas, 246 Cavan Lane, Glastonbury, CT 06033, 203-659-0643.

2.0 l head assembly from '76 99, completely reconditioned: \$295; bare block, '77 auto trans. 29,000 mi.: \$595; p/s pump; all plus ship, fob Buffalo. Larry Wilson, 416-491-0910 or write #4, 65 Havenbrook, Toronto, Ont. Canada, M2J 1A7

Calloway microfueeler for '78 Turbo, incl. microprocessor & solenoid activated injector valve & 2 stage water inj.; incl. spray valve mounted along w/ inj. for microfueeler in replacement inlet tube-aircleaner to turbo: \$500 obo. Unit virtually new, price 60% of new; use 15psi boost with no detonation on 87 octane gas. Ted Fitts, 3634 Burritt Way, LaCrescenta CA 91214.

Haynes manual for 99, '69 to '76: \$7.50 + postage. Irving Sheer, 2179 Vernon Rd, University Hts, OH 44118, 216-321-4344 after 6 pm Mon-Fri.

Doors from '73 EMS, yellow, very good cond.: \$150 for both, obo. Also a lot of stuff must go, moving east--free? Paul Harmon, 10704 Esmeraldas, San Diego, CA 92124, 714-277-5139.

Intercoolers for Turbo's, air-to-air intercooler lowers intake air from 285-310° to 110-150°, takes about 2 hrs to install, from Wm. Bibereau Co., Sola-dad, CA; price each \$434, but if five of us get together and buy five at once, only \$288 each. If you want to run 25 lbs boost on your Turbo, call Joe Caparosa, 412-285-9340 9-5, 412-287-0047 eve's

99 and 900 WANTEDS--see back page

JULY 1982

Please use knife/letter opener

Address Correction Requested

c/o Jeff Delabonne
5805 Oneida Street
Duluth, MN 55804



BULK RATE	_____
U.S. POSTAGE	_____
PAID	_____
PERMIT NO. 1909	_____

July '82 page 12

99 and 900 WANTEDS

Need two stainless steel hubcaps to fit 900 steel wheels, i.e. '79 GLi. Will pay \$15-20 ea. for undented cap. Lyle Kloke, 1123 Catalpa Cir., Madison WI 53713, 608-257-6217

Wanted: '82 900 Service Manual, complete, reasonable; or will xerox yours and return. Richard Cady Los Altos, CA, 415-948-3813.

Wanted: four center caps (4 hole style) for '81 TRX wheel. Will exchange for my '79-80 (smooth style) caps plus \$25. Edmond Stoops, 1500 Summitt Circle Fullerton, CA 92633, 714-879-4894.

Wanted: two front seats from a '76 or newer 99. Joe Apple, 8811 Utopia Pl., Walkersville, MD 21793, 301-845-4127 after 6:30 pm EDT.

Wanted: '79 or '80 99 or 900, would like to liquidate 21 ft. sailboat worth \$6000 in trade, or will consider outright purchase. Warren White, PO Box 547, 239 Day Road No., St. Croix Falls, WI 54024, 715-483-3010.

MARGRIT ADLER ON BROKEN IGN. KEY REMOVAL

Using a broken coping saw blade, put it in the lock next to the key, putting the blade so that the teeth of the saw are against the teeth on the key, slanted towards you, catch the teeth of the key with the teeth of the saw and draw it out.

We seem to have a rash of broken ignition keys at times, and this looks like an easy way of getting it out.

We also found that piano wire may work even better than the broken saw blade trick detailed above. If you lose both Saab-made keys, do not use brass substitute keys. Brass keys will bend and are not firm enough to make the proper starting contact. Order new keys from the Saab dealer or check local auto dealers for steel blanks and have them duplicated by a key maker.

Margrit Adler, Champaign, IL