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COMPACT FRONTWHEEL DRIVE CLUB of AMERICA

OCT 1982

DEDICATED TO SMALL-ENGINED SMALL CARS & ENERGY CONSERVATION

Saab Clubs of North America

Editor and publisher: Jeff Delahorne, 5805 Oneida St., Duluth, MN 55804 • (218) 525-3253 9am-8pm ex: Sun.

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MEMBERSHIP/SUBSCRIPTION

Newsletter #109, our 92nd multipaged monthly. Dues for membership/subscription are \$11.00 for regular subscription (3rd class mail) for the first year (\$12 for first class mail), including two back issues, Club tech' sheets and emblem. Renewal dues: \$8.00 (\$9.00 for first class mail). 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. Back Issues: A collection of 15+ back issues with Club tech' sheets punched for your 3-ring binder is available for \$6.00, ppd. Always specify: 96, 97, or 99/900 for appropriate tech' sheets.

SAAB CLUB NATIONAL CAPITAL AREA--meets regularly the second Wednesday of each month at the Silver Spring Public Library at 7:30 pm. The SCNA will run an autocross on October 31. For more info, contact Toby Turpin, 301-384-6732.

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

SOUTHERN CALIFORNIA SONETT CLUB-- usually has a meeting or event every month. Upcoming events include a weekend trip to Las Vegas, a day or weekend trip to Solvang, and a tune-up clinic. For more information, contact: Phil Zarrow 714-892-9639 or Ed Fearman, 213-355-7562.

MINNESOTA SAAB CLUB--meets the first Thursday of each month at 8 pm at the Shakey's at Snelling and Larpentuer in St. Paul. For more info, contact Bob Swinehart, 612-774-4873.

SOUTHWEST ORPHAN CAR SHOW & SWAP MEET--The Heinkel-Messerschmitt-Isetta Club will hold the "Southwest U.S. 3rd Annual Weird Little Orphan Car Show and Parts Swap Meet", Saturday Jan. 15 in Phoenix, AZ. The meet will be at the Rodeway Inn, Metrocenter, I-17 at Peoria Ave. The meet is a get-together for but not restricted to, owners of all little cars 1000cc and less. Everyone is welcome. For more info, contact Louis Hudgin, 950 E. Hampton St. Tucson, AZ 85719, 602-624-7986.

DELAWARE VALLEY SAAB CLUB-- will hold a TSD Rally Sunday Nov. 14 in conjunction with the Buckingham Sports Car Club. Registration at 11 am at Thompson Toyota, Rts. 313 & 611, Doylestown, PA. Pre-Rally meeting Nov. 10, Wed. at 7 pm at Mr. Ron's Public House, Rts. 202 & 363, King of Prussia, PA. For more info call John Bolehala, 215-630-8184.

GREATER NEW YORK AREA SAAB CLUB--did not have an August or September meeting due to work on the Club roster and dealer/mechanic list. Oct. 17 meeting was at Floyd Bennet Field and November meeting will be at a new dealer in Colonia, NJ, Bell Saab. For details call Marc Frank, 212-438-2022.

MILWAUKEE SAAB CLUB--held a hand's-on tech' session Sept. 25 at Jim Hart's garage that was well-attended. Their next meeting will be Nov. 22 and will feathre representatives from parts houses to talk about aftermarket parts for Saab. For more info call Jim Hart, 414-352-0627.

SAAB CLUB NATIONAL CAPITAL AREA--will have their next meeting Nov. 10, 8 pm at the Silver Spring Public Library. The SCNA will also be running the final autocross of the season on Oct. 31, 9:30 am at the Hoffman Building parking lot, Alexandria, VA. For more info, call DeWitt Boyd, 703-536-5358.

WESTERN NEW YORK SAAB CLUB-- Anyone interested in starting a local chapter in the Rochester/Western NY area, contact Mark Tubbs, 29 Traymore Rd, Rochester, NY 14609, 716-654-8011.

CHICAGO SAAB CLUB--has tentatively scheduled an Open House at Saab-Scania Central Region offices in Schiller Park, IL, Dec. 4th. More details in the Nov. Newsletter, or contact Andy Federowski, 312-454-4825 wk, or 312-631-4476 home.



Sandy Liversidge on his way to the Production Class victory at the Centennial Pro-Rally in Colorado, Sept. 12. (Photo by Phil Berg)

A PRIMER ON SNOW TIRES.....by The Editor

People tend either to love snow tires and use them religiously, or else find them useless and never touch them. I'll admit that I count myself among the former, especially since I am an incurable worry about preparation of things automotive and I have to have every possible edge in dealing with winter. So given that many of you do not accept the fact that snow tires (in the snow belt) are at all necessary, I will try to convey what information I know about them.

The first myth about snow tires that I would like to explode is the one that "good radials are better on ice than snow tires." This one is left over from comparisons of radials with old bias-ply, tractor-lugged type snow tires. The best modern radial snows are made of a rubber compound known as "hydrophilic," which means the rubber has an affinity for water. Since it is the thin layer of water the tire produces by compressing the ice that makes the ice slippery, tires with hydrophilic rubber compounds have very good traction on the ice. So radial snows with hydrophilic rubber have much better grip on icy surfaces than do regular radial tires or non-hydrophilic snows.

Snows on all four wheels--Most people tend to think of snow tires in terms of providing straight ahead traction, such as climbing a hill. But the rear wheels (on a front-drive car) have a large role to play in braking and cornering. If you have snows only in the front, you have an unbalanced situation with better grip at one end of the car than the other. This can make for some interesting and not at all pleasant experiences. Last winter I drove a 99 that had very good snow tires in front and old, marginal tread conventional tires in back. While the car had plenty of traction up hills and away from a stop, any braking action beyond the faintest pedal action would bring the rear end around. This is clearly not the sort of behavior you need in a panic situation.

On another occasion, in our 900 with snows on the front and nearly-new P-8's on the rear, a gentle highway bend at 45 mph in three inches of snow turned into a tail-out slide. Fortunately my ice racing experience helped me correct the skid (have to have power on) with no more ill effect than "jello knees." Club member Phil Davis of Ohio told me that he rolled his 99 in a similar situation last winter, again, with snow tires only on the front. Saab also recommends all four tires be switched to snows. So the message is clear: use snow tires on all fours.

All-Season Tires--These tires are basically a compromise, having neither the dry road holding ability of comparable regular radials, nor the traction in the white stuff that good snow tires have. However, all-season tires should be better than dry tires in the snow, and better than snows in the dry. So you have to decide if you have lots of driving

conditions in between the extremes (lots of rain?) where such all-season tires would be worthwhile. Perhaps they would be a good choice for a second car for which you do not want two sets of tires.

What Snows to Buy?--First make sure they are hydrophilic. The European tire manufacturers were the first to develop and use hydrophilic compounds, so this rubber is most common in their tires. It seems the Americans and Japanese snow tires are by and large non-hydrophilic. An exception to this general rule of thumb seems to be Michelin, whose tires are not (to my knowledge) hydrophilic. Last winter I used both Semperit's (non-hydrophilic) and Vredestein's (hydrophilic). The Semperit's have a very hard rubber compound and would probably wear a long time, and they have good traction in deep snow (very aggressive tread), but were noisy and had poor traction on icy surfaces. The Vredestein Snow+ tires were much better on the ice, were quieter, and had good grip in deep snow. They do seem to be rather soft, however, and I would not expect them to last as long as the Semperit's. Long tread wear is not the most important criteria to me in choosing a snow tire though.

Kleber, Continental, and Gislaved all make hydrophilic snow tires, though I have not driven on any of them. I have heard many good recommendations for the Swedish-made Gislaved's, but Conti's are probably the most widely distributed.

All of these tires are available in the 165x15 size and some are also available in 155x15, though it seems the small 155's are becoming harder to find. 165 snow's will chew up the fender flares on a Sonett whenever you hit a bump with the wheel turned so use 155's. 165's are fine even for 900's, but the 5½" wide wheel now used on 900's is about as wide as should be used with a 165. Pirelli does make a 185/65R15 snow tire, but narrower tires usually have better traction in the snow.

Those 900 owner's with TRX rims are limited to Michelin's TRX snow unless you pick up four regular 15" rims to mount the snow's on. Incidentally, '78 and earlier 99 rims do not like to fit '79 and later 99's and 900's. The center hole of the earlier wheel is just a little too small, though the lug-bolt pattern and spacing are OK.

Good Luck, and have fun driving in the snow; after all, Saab's really excel in the white stuff. I will be happy to answer any questions.

Jeff Delahorne, editor

RACING ON ICE--*The 20th Annual Minnesota Cup Race in Duluth is scheduled for Jan. 15 and 16, 1983. Anyone interested in racing their Saab should contact me. This is entry-level, no-hassle racing that is relatively safe and loads of fun. I would also welcome all interested Club members who enjoy watching Saabs compete to make the trek north. We also have cross-country and downhill skiing and beautiful scenery as added diversions and the cold isn't as bad as everyone says. We'll also have an opportunity for non-racers to test their driving skills on the ice if enough people show up. Contact me if you're interested. I can make motel reservations, etc.*

Jeff Delahorne, Duluth, MN

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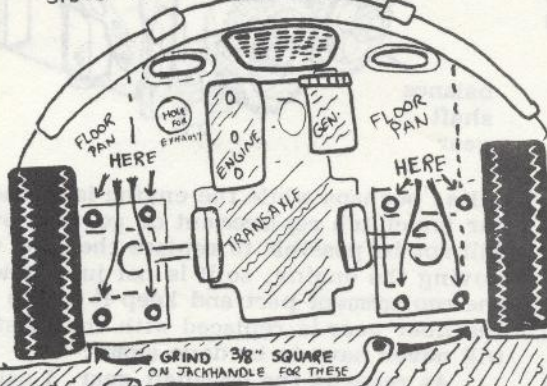
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SVEN'S TIPS

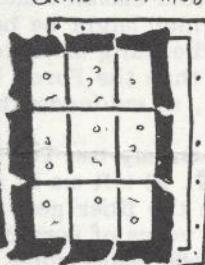
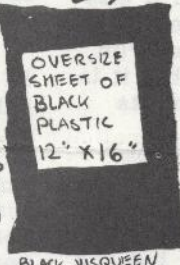
STROKE Tuck Boy

LOWER A-FRAME NUTS ARE LOCATED ON FLOOR PAN ON BOTH SIDES OF SUSPENSION TOWER 'BOXES'



SVEN'S DRY IDEA (FOR WET DAYS) AND HI-SPEED STREAMFORMING

TO BLOCK OFF YOUR PRE-64 GRILLE:
 REMOVE & DISCARD 'WINDOW SHADE' AND RELATED JUNK FROM REAR GRILLE 'BOX'.
 CUT 10 1/2" X 12" X 2" THICK FOAM RUBBER.



PUT SHEET INSIDE GRILLE BOX (ROLL UP, UNROLL INSIDE BOX.)
 NOTCH SHEET FOR INNER GRILLE BARS AND PUT FOAM 'SPACER' INSIDE PLASTIC. PRESTO! DRY WIRES!

THE ABOVE MOD WORKS WELL ON MY '63 96. BUT! OTHER OLD 2-STROKES MAY OVERHEAT. USE CAUTION AT FIRST-WATCH THAT TEMP. !!!

SAAB'S NAZI CONNECTION



SAAB'S PLANES #9

LICENSE-BUILT JUNKERS JU-86A'S WERE JUST ONE OF SEVERAL 3RD REICH DESIGNS BUILT BY SAAB FLEUGZEUGS! JAWOL!

FRONT END NOISES

OLD SAABS EVENTUALLY DEVELOP A NOISE IN THE FRONT END THAT SOUNDS EXACTLY LIKE WORN OUT BALL JOINTS. CHECK BALL JOINTS FOR WEAR BUT MORE OFTEN IT'S JUST LOOSE LOWER A-FRAME BOLTS! TIGHTEN WITH 1/16" WRENCH. TO REACH REAR OUTSIDE NUTS, GRIND END OF U.S. JACK HANDLE TO FIT 3/8" SOCKET. USE AS LONG EXTENSION.

* GERMAN FOR: 'AIRPLANES' = 'ESSER!'



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IS A CALM AND ANALYTICAL STATE OF MIND. MOST CATASTROPHIC SCREW-UPS IN MECHANICS ARE DUE TO ANGER, FATIGUE OR FRUSTRATION. CUT YOURSELF SOME SLACK! IF YOU GET FRUSTRATED OR TIRED, QUIT FOR A WHILE! YOU'LL BE GLAD YOU DID!!!
 FOR A BETTER UNDERSTANDING OF THIS LITTLE-KNOWN ASPECT OF MECHANICKING READ R. MCKENNA'S GREAT BOOK "THE SAND PEBBLES" (STEAM ENGINE REPAIRS ON NAVY GUNBOAT IN 1926 CHINA!!)

ONE DAY IN THE GARAGE: A MODERN PARABLE IN 4 PARTS BY Tuck Boy



V-4 CARB REPORT & BALANCE SHAFT GEAR FAILS

I have travelled nearly 5,000 miles now, under many different driving conditions, with the new Weber 34-ICH carburetor in my '71 96 and I am ready to recommend it without qualification for any 95 9r 96 owner. I am using a 1500 cc motor (from a '70) but I believe the carb will perform as well with the 1700 motor. This carburetor is incomparably better than any of the Solex or Ford models originally fitted. My car now starts instantly, cold or hot, idles smoothly, and accelerates very nicely, though it is not quite as fast as with a good Weber two-barrell. Driveability is excellent and gas mileage is the best I've seen for a V-4, I'm getting 23 to 26 in Minneapolis and 32 to 36 on the highway (these are real mpg figures, after correction for odometer error).

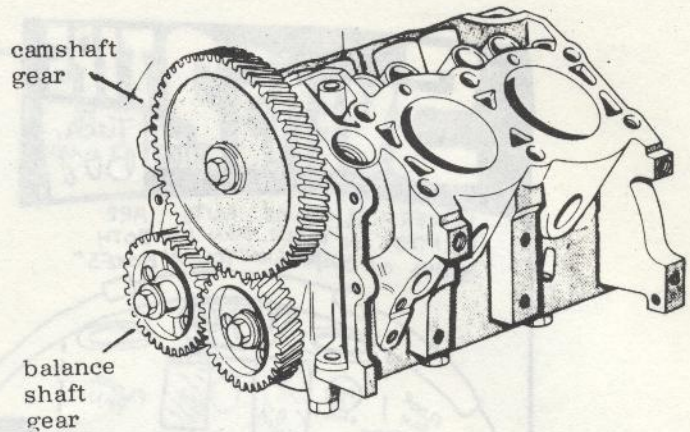
Installation was a little more tedious than I had expected, the main difficulties involving the fitting of the air cleaner and the PCV valve (the valve as it exists, will not fit under the new choke linkage). The throttle linkage was not a problem. I simply removed the throttle lever and replaced it with the comparable part from the old Ford carb (it fit without alteration) and I used the standard linkage without any modification. Of course the standard linkage was never a very elegant affair, and almost any modification made at this point should be an improvement.

The carburetor features a manual choke, which suites my preference in this cold climate, and it also has a solenoid idle cut-off, which might be helpful if you are having trouble with dieseling or "after-run." My carb runs slightly richer than the Ford, but it is well within the correct range, as evidenced by its optimal performance.

V-4 Balance Shaft Gear--On my last trip from Vermont to Minnesota, my 1971 96 left me in a fix in Michigan City, Indiana, when the fiber gear on the balance shaft failed, after 11 years of service. The problem is easy to diagnose (the motor runs, but the fanbelt doesn't move), but it is no fun to fix. My solution was to tow the car home (500 miles), remove the engine, take off the front cover and oil pan, and replace the gear. I was lucky to get an all steel replacement, used, at an industrial Ford dealer here for \$25. I was not happy, though, to discover a broken tooth on the camshaft gear. There is no steel replacement for this one, and the new fiber gear cost \$94.50 at Ford. (I also got a front cover seal there for \$4.50 as compared to \$24 quoted by a local dealer.) The whole project, including the cost of towing the car back, cost me about \$450.00.

This is the second time I have been stranded in a Saab, due to failure of the balance shaft gear. The first time was in the summer in Missouri, also en route to Minneapolis. It was a motor which had been driving an air conditioner for most of its life, and it failed at 84,000 miles. This time the motor had much higher mileage, but had never driven an air conditioner, nor had the fanbelt ever been unduly taut, or the fan, alternator or water pump bearings faulty. I can only assume that this fiber gear represents a true "weak link" in the V-4 motor, in the sense that other parts of the motor are not subject to structural failure due to stress/concentrations, or fatigue, and accordingly their useful life is determined by the nature of their use and the processes of normal wear.

It would seem prudent to recommend that members consider the replacement of this gear as a routine maintenance procedure sometime after 75,000



miles, perhaps while the engine is already out of the car for clutch replacement or gearbox overhaul. It will not be possible to replace the gear without removing the engine, so it is not just as well to buy the replacement part and keep it in the glove box. If the fiber gear is replaced with the all steel unit, it will never have to be done again.

As regards the camshaft gear, I can only imagine that mine failed because of unusual stress after the balance shaft gear failed. The camshaft gear is twice as large, with much better mechanical advantage, and much more uniform loading. I do not believe this gear will fail as a matter of course.

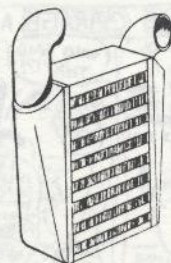
Creg Faris, Minneapolis, MN

Ed. Note: The steel replacement gear for the V-4 balance shaft is no longer available. Pat Lawrence of Motor Sport Service advises that they plan to get an estimate for having a quantity of the gears special made, but this may be a while. There may still be some used or even new gears available at industrial Ford dealers, but one such dealer I contacted reported that the gear was "discontinued."

There are some warning signs of incipient balance gear failure. One is a noticeable "whirring" sound on deceleration caused by excessive back-lash of the worn fiber gear. The fiber gear was used by Ford instead of the longer lived steel unit, because it is somewhat smoother and quieter. And at an average life of about 125,000 miles, the fiber balance gear only seems a "weak link" in an engine as rugged as the V-4.

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MEMBER TURNS '69 99 INTO A TWO-CYLINDER

I did an experiment in energy conservation with a 1969 99. Having had it since new in June of '69 I have detailed records of its greatest weakness-cylinder head gasket seepage. At the fifth gasket replacement I opted for the improved '71 head from a junker hoping it would solve the recurring problem. What I didn't know was that the '71 head had lost the spark plug threads and a helicoil had been improperly installed.

Within eight months (at 190,000 miles) I discovered the problem. Rather than have a special oversized insert made and/or pull the head again, I took an old camshaft and ground off four lobes. The two cylinders thus deactivated must be 2-3 or 1-4 to retain an even firing engine. With no changes in ignition or carburetion I reinstalled the modified cam and fired up the first two-cylinder Saab on my block.

What follows is the road test summary and technical data:

Idle Speed: This ran about 1600 rpm, which makes sense since originally the carb was running four cylinders at 850 rpm and frictional losses are the same.

Mileage: Short trips within my town of 10,000 averaged 31 mpg with temperatures averaging around 30°F. Highway driving at about 50 mph resulted in about 44 mpg.

Acceleration: The following table summarizes several runs averaged together.

0-30	12 sec.
0-40	26.5 sec.
0-50	36 sec.
0-60	66 sec.

Driving Sensation: The best analogy I can make is to say that driving the two-cylinder 99 is very much like having a three-cylinder, two-stroke 96 at about 8000 feet above sea level. My father-in-law, being more experienced in older cars, described it as being like a '30's vintage American car. Approaching a hill, the question is not whether to gear down, but rather how low a gear will be needed?

Safety: I drove the car in Minneapolis and had no problem keeping up with the flow of traffic. The vacuum brake booster had plenty of reserve and the heater, though slow to warm, was comfortable at below freezing temperatures. Pulling up the hill from the Minnesota River valley took third gear at 37 mph, so four-lane highways and off-peak traffic are necessary on hills. Forget mountains!

I initiated this experiment to keep an old (190,000) Saab on the road at minimal cost. The spark plug threads that were damaged held with compression, but I had been concerned about their survival. It is essential for this approach to save fuel to have the deactivated cylinders rather tightly sealed. As such they act as air springs. By contrast it would be easier to take a '71-'74 electronically injected Saab and install a control switch to shut off fuel to two cylinders when power demands are low. In this case the two inactive cylinder would still be pumping air, a process requiring quite a bit of energy.

Since this experiment, and having tired of replacing head gaskets, I have turned my attention to a '74 99LE. With no head work in 142,000 miles and oil consumption at less than 1/4 qt. in 3,000 miles, I can say that Saab made a dramatic improvement in switching from British to Swedish engines.

Eric Johnson, Northfield, MN

900 GAS TANK PRESSURE & IMPROVED EXH. MOUNT

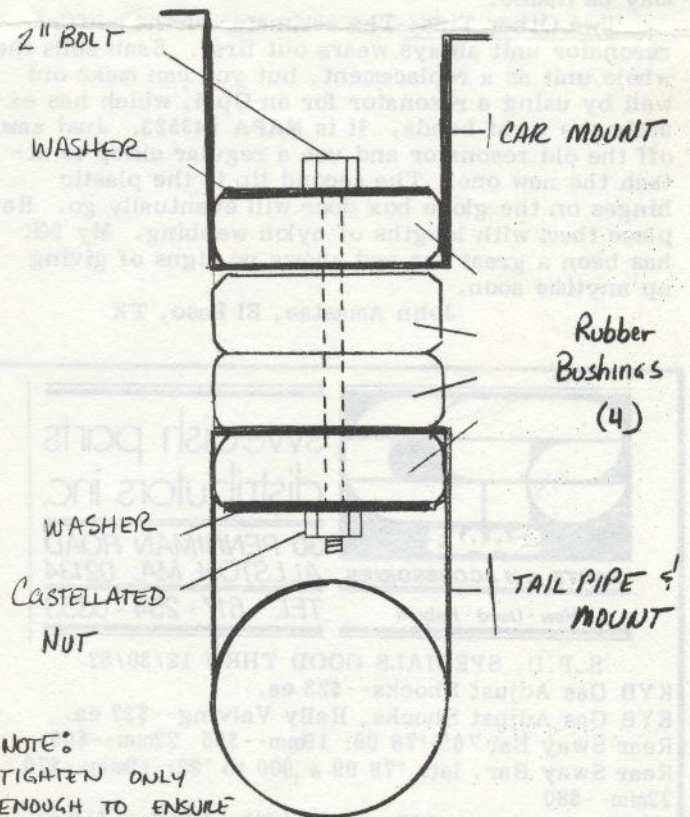
I just received my back issues (two years worth) of the Newsletter and didn't realize how much I missed them. I was up all last night reading them, trying to catch up! Keep up the good work; I'm glad to see Dick Grossman is just as "feisty" as ever.

In response to the pressurized gas tank problem (Aug. '82, p.7), the owner's manual mentions the fact that the gas tank is supposed to be under pressure (1.5 psi). See page 25 II of the Evaporative Emission Control System, in the owner's manual.

A problem I had with my '82 Turbo a few weeks after delivery was the rear exhaust pipe hanger breaking. The dealer gladly replaced it with a new one only to have it break again two weeks later. My solution was to take a two inch bolt (1/2" diameter), castellated nut, two washers, and four rubber bushings that I picked up at a parts store and make my own hanger (see diagram). The only problem, unless you can match the original stack height, is that the entire exhaust system needs to be realigned, which the dealer did during the regular safety inspection. I suspect the system was already out of alignment to start with.

Also, the service manager informed me that the power antenna on the '82 is causing a problem (blows fuses, hangs up, burns out relays in about two weeks) and Saab has recognized the problem. They usually break when they are extended, and then the first time you open the hatchback, the antenna catches when you close the hatch and bends over.

Rich Jochum, Fontana, CA



NOTE:
TIGHTEN ONLY ENOUGH TO ENSURE THE ASSEMBLY IS SNUG - BUT MAKE SURE THERE IS LATERAL MOVEMENT.

ANOTHER VARIATION ON BIKE PUMP CLUTCH BLEED NON-ASBESTOS BRAKE PADS ONE OF '83 CHANGES

I've read every one of the hydraulic clutch bleeding tips with interest and occasionally a bit of skepticism, but I never thought it would be my turn to write one. After 100,000-plus miles on my '72 99E and more cylinder rebuilds and the accompanying misery of pumping up the system than I care to remember, I finally had enough.

My new trick is a combination of the radiator pressure tester recommended in the manual (before they blithely point out that, of course, you can do it manually by pumping the clutch pedal) and the suggestion by David Hathaway in the July '82 issue (p. 2) about drilling out the vent hole in the master cylinder cap and using a compressor. I went to the local bicycle shop and got the smallest inner tube they had (about one inch in diameter, used and free; who wants to pay \$60 for the radiator gadget?). I cut out a section including the valve stem (about eight inches on either side). Then I folded one end over and clamped it between two blocks of wood with a C-clamp. The other end I clamped over the master cylinder filler neck with a hose clamp (aircraft type). Then I inflated the tube section to about two to three inches in diameter. With this constant pressure, I could open the bleed nipple and then pump the clutch pedal twice to bring up the pressure without any help.

It works beautifully. It also works if you do not have a compressor; a bicycle pump will do just fine. Using a slightly larger tube, it should also serve for one-person brake bleeding. If you get a used tube, be sure to clean out any latex puncture sealer that may be inside.

Two Other Tips: The resonator of the muffler-resonator unit always wears out first. Saab sells the whole unit as a replacement, but you can make out well by using a resonator for an Opel, which has exactly the right bends. It is NAPA #43523. Just saw off the old resonator and use a regular clamp to attach the new one. The second tip is the plastic hinges on the glove box door will eventually go. Replace them with lengths of nylon webbing. My 99E has been a great car and shows no signs of giving up anytime soon.

John Amastae, El Paso, TX

Saab Press Info: For 1983 all Saabs are equipped with entirely asbestos-free brake pads. Saab's engineers have succeeded in combining a number of brake system properties which only a few years ago were considered incompatible. This pioneering work has resulted in Saab's being able to become the first car manufacturer to offer: Up to three times the life of the brake pads; asbestos-free semi-metallic inner and outer pads on the front disc brakes; asbestos-free pads of organic material on the rear disc brakes; improved braking performance under all driving conditions; and less carcinogenic asbestos dust in the traffic environment and in workshops.

Other improvements and innovations on the '83 Saabs include:

°New front parking lights, integrated into the headlight bezels. These lights, which make the vehicle considerably more visible to other drivers when the parking lights are used at dusk or dawn, are switched on along with the amber side marker lights when either the parking lights or the headlights are turned on.

°Electrically controlled front windows on both three-door and four-door versions of the 900S and Turbo models, as well as a central locking system for doors and trunk lid on both three- and four-door versions of the 900S and Turbo.

°The rear seat belts in the '83 Saabs are now of the three-point inertia reel type for the outermost passengers. (The center belt is a lap-type belt.) This new system offers more protection for the rear seat passengers, as well as additional protection for people in the front seats, since unbelted rear seat passengers can cause injuries to belted front seat passengers in certain types of accidents.

Improved Fuel Economy: For 1983 normally aspirated Saabs, the EGR (Exhaust Gas Recirculation) system has been deleted, allowing the engine to run better and to offer greatly improved fuel economy without any penalty in harmful exhaust gas emissions. Thanks to the optimizing of the normally aspirated engine performance, the EPA fuel economy figures for the '83 900 and 900S models are 23 city and 36 highway for cars with five-speed transmission, and 22 city and 29 highway for cars with automatic transmission.

SEPT. NEWSLETTER MAILED LATER THAN USUAL

Because of delays in getting the paste-up to the printer, the September Newsletter was not mailed until the 27th and 28th of the month. So the fact that your Newsletter did not arrive until the second week of October is the Editor's fault, not the Post Office's. There seems to be some confusion over the meaning of the "closing date" for the Newsletter. When I say this issue closed on October 12th, that means that was the last day information could get to me and still be included in this issue. That is not the day we mail the Newsletter. It takes the printer four or five days to print it, and then another four days to a week for us to collate, fold, and label all 3200 Newsletters. We try to mail about the 18th of the month so the Newsletter arrives before the end of that month.

Last month was the first month we mailed under the split mailing list system, and we had about 150 continued on bottom of next page



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V-4 Brake shoes--\$13 set V-4 Wheel Cyl.--\$19 ea.

All Saab Brake Master Cylinders: \$100

Used 99 hoods: \$75 to \$150

Used Ring & Pinion Ass'y for '74 up automatic: \$200

OXYGEN SENSOR WARRANTY COVERAGE CLARIFIED

In the July 1982 Saab Club Newsletter, there appeared a letter (p. 6) from Charles Fall of Los Angeles, California. In this letter, Mr. Fall made some mistakes regarding the warranty coverage on oxygen sensors. It might be helpful to readers to note a correction.

In Lambda-equipped Saabs up through model years 1979, the maintenance interval on the oxygen sensor is 15,000 miles. On 1980 and later years, it is 30,000 miles. What this means is that the sensor is to be replaced at these intervals as part of the regular scheduled maintenance program.

These replacement maintenance items are excluded under the Federal Vehicle Emission Control Warranty. ("Exclusions: This warranty does not cover... maintenance items and adjustments listed in the Owner's Manual."), Federal Emissions Performance Warranty ("A part not required to be replaced at definite intervals in accordance with the written instructions for maintenance and use shall be covered..."), and the California Emissions Control Warranty ("This warranty does not cover: The repair or replacement of warranted parts, which are scheduled for replacement prior to 50,000 miles, such as spark plugs and oxygen sensor once these parts have been replaced or at the first recommended replacement interval as part of regular maintenance services."). In short, the emissions warranties only cover defective sensors prior to 15,000/30,000 miles, depending on the model year. The owner is responsible for buying the regular service replacement.

I might also note for owners that there are very few defective sensors found. They will take a considerable amount of contamination and still function. And it is very easy to find out if the sensor is working. By simply connecting a pulse relation (duty cycle) meter, which all Saab dealers should have, you can check if the Lambda system is compensating for engine mixture changes. If it is, the sensor is working.

You have a fine Newsletter and we enjoy reading it here at Saab.

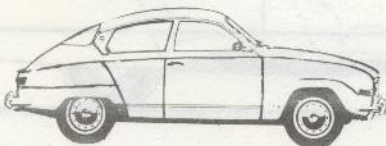
Gerald Plante, Warranty Manager,
National Service Division, Saab-Scania

EDITOR'S COMMENTS, continued from page 6

Newsletters mailed first class. Some members wrote in asking, "I got my Newsletter Oct. 4, is this first class?" If there are stamps over the bulk rate "imprint" then it was mailed first class.

Visitors Drop In--This past couple months we had several out of town club members visit us here in Duluth. Steve Anderson of Des Moines, Roger Pfeiffer of Cedar Rapids, IA, Andy Federowski of Chicago, and Eric Johnson of Northfield, MN all stopped in on their way to or from vacations in this area. All members are invited to stop in and visit anytime, though a card or phone call ahead of time will insure that I'll be here. I hope to attend the Open House at Saab in Schiller Park, IL in December and perhaps meet more members there.

Jeff Delahorne, Editor



BY FRED CAPPELLER, LAKE BLUFF, IL

Radiators--The very early 99's had a radiator with an inlet on top and an outlet on the bottom. It took Saab until the 900's for them to revert to this system. Why? I'm still scratching my head on that one. Suggestions for hot-running 99's include:

- 1) Have radiator rodded out to clean the crude that will get stuck in the bottom tubes.
- 2) Have the radiator shop close off the top outlet near the fan thermostats and solder a curved tube from the bottom. Use the same hose and support it against vibration.
- 3) Hook up the "extra" switch so that it grounds out the fan thermostats. This locks the barn before the horse escapes. Otherwise wait for the day, 95° and humid, as your temp gauge (not to mention blood pressure) goes through the roof.
- 4) Check the screws on the back of the cooling fan. Tighten and Loctite. It is not necessary to remove these screws.

Oil Leaks--Always use the best seals available (double-lips if possible). Grease pan gaskets after they've been tacked to the tranny, but only on the engine block sides. Use non-hardening Permatex under the timing chain and flywheel seal covers.

CIS System--If a CIS pressure test reveals an immediate loss of pressure, take a 17mm wrench to the fuel pump. Remove the banjo bolt and pour a small amount of gas into the top of the fuel pump. If it all flows back into the pump, the check valve is the culprit. I've taken an inline check valve available from the dealer and spliced it onto the banjo fitting and pressed a piece of 1/4" copper tubing into the valve and fuel line end.

Distributor Care--Again, when tuning up, lube the distributor cam and put a few drops of oil on the felt under the rotor. I am starting to see a lot of fried distributor bushings.

BY MARGRIT ADLER, CHAMPAIGN, IL

99 Dash Repair--Last year I used Elmer's Wonder Bond to seal down the dash cover on the windshield side on my '77 99. It has worked extremely well. It was exposed to very cold and extremely hot weather and the cover is still in place.

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JACK ASHCRAFT'S RESPONSE TO 'WHO NEEDS FWD?'

Ed. Note: The June '82 issue of Road & Track had a guest shot in the "Miscellaneous Ramblings" column by former R&T editor John R. Bond. In that article, subtitled "Front-wheel Drive--Who Wants It?" Mr. Bond makes several questionable claims about fwd, including evidence of short-lived constant velocity joints from a survey in Pickup, Van & 4-Wheel Drive magazine. He then goes on to propose a front-engine, rear drive layout using a flat-four, air cooled engine hung in front of the front wheels so as to eliminate the transmission hump endemic to most conventional drive cars.

While R&T did not print Jack's letter, they did print a rebuttal by Saab-Scania President Robert J. Sinclair in the Letters to the Editor column in the Sept. R&T.

John Bond's article made several good points (highcost of a new car vs. that of a quality used car, and the need for some Yankee ingenuity to produce a price-competitive U.S. small car) and several questionable ones (who needs FWD, and the "tragedy" of combining FWD with a transverse four-cylinder engine). In supporting his claims, he also chose to ignore a number of the attributes of FWD (vs. front engine, rear drive) automobiles, notably, improved handling on any loose surface, improved highway stability, and superior packaging (greater useable interior and trunk space). JRB promotes his design as the solution to the U.S. auto manufacturing dilemma.

Exactly why the U.S. manufacturers are in such a marketing pickle has been thoroughly discussed on the pages of R&T (and many other) magazines, but at this point in time it appears to have been management stupidity (thinking the U.S. buyer would not buy foreign cars in quantity), inferior design from a packaging and quality standpoint, and obvious excesses in wage contracts. Unfortunately none of these problems has been satisfactorily resolved, so the getting out of the marketing pickle is still a ways down the road, assuming it ever occurs.

A good place to start, as John R. Bond suggests, is with a competitively priced small car, produced inexpensively, and in great quantity; for high unit production is the key to low unit cost. I do not agree that a high import duty (something Mr. Bond advocates--Ed.) would resolve the problem; it would only allow our manufacturers to keep coasting along while cranking out inferior products at ever higher prices.

Is the super low buck car buyer best served with some antediluvian air-cooled engine hung well ahead of the front wheels, driving the rear wheels through an ancient rear differential assembly? Assuredly the drive train would be cheap. How the air-cooled engine would be coerced into meeting

modern emission requirements remains an unsolved mystery as does the question of reasonable traction on the driving wheels with the engine stuck way out front, but driving the rear wheels! The proposition is ludicrous, cheap or not. The handling should be about like a pickup truck with no load in the back, and Nader's response to it would probably make the Corvair operation look like kindergarten.

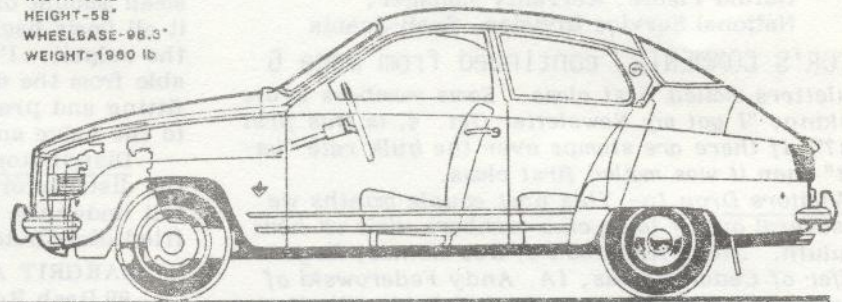
Simpler, lighter engines and power trains are certainly the way to go, insofar as our emission laws allow. But reverting to an inferior, archaic drive system looks like a cop out. Why not use the superior FWD layout with a more compact power unit? You can retain a flat floor (as in the Saab 96, which IS flat, by the way), better packaging (no drive line or differential hump inside), and retain the safety of FWD. Two or three-cylinder in-line engines, or square, boxer or Vee-four's use the underhood space more efficiently than the in-line four or Vee-six and can cut weight in the process. (See accompanying drawings.)

"Making it Simple" is an admirable slogan and highly desirable from a theoretical manufacturing standpoint. But many of the items that add to cost are "progress" related. Large areas of curved glass for an example, necessitate ever larger heater and air conditioning units, add weight, and increase the sticker price.

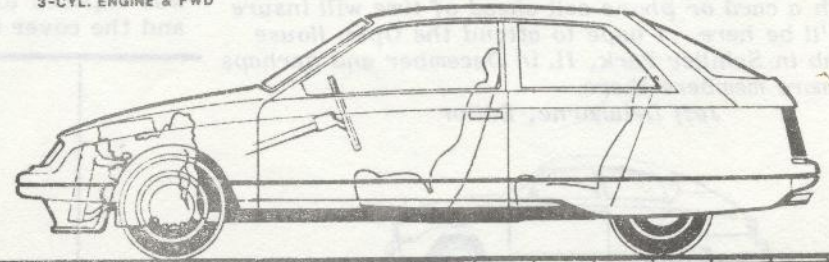
Until the public either cannot afford the "progress" related gadgetry or reaches the point that car buying becomes a matter of logic and not emotion, there is serious doubt that an ultra-simple machine will capture much of the market. If it does not, the economy of high volume production is lost along with the cost saving. It becomes, along with the 2CV Citroen, an efficient but nutball car for funny artists and college professors.

American car builders must assault the invading
CONTINUED ON NEXT PAGE

SAAB 96:
LENGTH-165.4"
WIDTH-62.2"
HEIGHT-58"
WHEELBASE-98.3"
WEIGHT-1960 lb



SMALL CAR WITH GM
3-CYL. ENGINE & FWD



99 OIL FILTER CHANGE TURNS INTO NIGHTMARE

A simple moral tale for Saabers: or How a routine oil change turned into a giant headache. At the last major tuneup, the shop (a reputable No. Calif. independent) the oil filter must have been put on by the Hulk, judging from its tightness. I broke my cheap oil filter wrench in trying to remove the filter. Then I tried spearing the filter with a screwdriver and turning the filter. This only ripped the filter and spread oil all over the engine compartment. Then I tried using a long metal rod in the same way, for greater leverage. The result was the filter was still on tight, but ripped open more, and I accidentally cracked the fuel line to the fuel distributor.

Ultimately, after hours of cussing in the rain, I bought a good quality filter wrench and took the filter off. The local Saab shop (Setauket Foreign Motors) was able to refit the fuel line, but only after it cracked a few times while being forced onto the fitting. My attempts to do it by submerging the line in hot water were not successful.

Moral: even the simplest operation can get out of hand, and cheap tools do not help.

(Ed. Note: I've had to disconnect the fuel distributor and move it aside in order to get to an over-tightened oil filter on a couple of 99's. When mounting, hand tighten only!)

I've just moved to New York and I towed my 99 on a U-Haul tow dolly for FWD cars, 3000 miles and it seems none the worse for it. It was possible for me to remove and re-fit the 99 on the dolly in about an hour, something I had several chances to do when I got the truck stuck in tight places and had to back up.

Pat Gaffney, Poquott, NY

JACK ASHCRAFT, continued from page 8

hordes from the opposite end of the car spectrum, that is, from the Honda City end and not the Lincoln Continental end. Quality must be given significant priority to let our cars compete favorably with imports. Aerodynamic shapes must be used to raise fuel economy. And of course, the cars must be further simplified mechanically. Base line models can benefit most from this simplicity yet the "fleet car" dumbness must be avoided. Up-market versions can be provided to fit a wide market range, but simplicity and elegant dignity must be maintained. Merely downsizing an admittedly good mid-size car will only continue the disappointing sales curves of the last two years. Cars with front drive make up the major legions of the imports we now face. To attack with what is essentially the ultimate downsized dinosaur would not only be foolhardy, it would be suicide.

Jack Ashcraft, Central Point, OR

GIBSON MOTORS PARTS SALE

Gibson Motors, Perrysville, IN has a list of two-stroke, V-4 and Sonett parts available at very special reduced prices. Anyone wanting this list of specials, please write and enclose a self-addressed, stamped return envelope for a copy. Margrit Adler has a copy of this month's list and the prices are greatly reduced.

Gibson Motors, PO Box 186, Perrysville, IN 47974

MORE ABOUT THE WEBER 34-ICH CARB FOR V-4's

After reading Jeff Delahorne's article in the April 1982 Newsletter, I decided that this carburetor was precisely what I was looking for. Despite the fact that my '71 96 has a good strong engine, an Allison ignition, and an MSS exhaust, its gas mileage has been a mere 21 mpg with the Fomoco carburetor.

The new Weber, unlike the high performance carbs, requires no major modifications and bolts right down. One minor problem I had was that the air filter housing did not quite fit over the carb. A little bit of filing down took care of it. Another problem was that the throttle linkage had a tendency to stick. It took a lot of tinkering to get it set to my satisfaction.

I've had this carb on the car through five tank-fuls of gas thus far, and I would rate it as excellent. It runs very smoothly and there is no hesitation during acceleration. The manual choke works like a charm, there has been a significant increase in power, and most importantly, the average gas mileage has risen from 21 to 30 mpg (50% highway, 50% city).

I got my carb from Loki Automotive, Rt. 1, Box 19D, Ruckersville, VA 22968. From the time I mailed the money order until delivery was only seven days.

George Purtell, Lowell, MA

900 TIRE AND BRAKE TIPS FROM EL PASO, TX

I managed 42,000 miles on my first set of P-6 tires. That includes some very spirited high speed cross country driving and many weekend autocrosses (Solo II). The trick is to be very careful of your tires pressures for the type of driving you are doing. I always use the same tire pressure gauge and go by the cold (before driving at all) readings. I have a '79 Turbo with the factory settings, $-2\frac{1}{2}^{\circ}$ caster, so I was getting uneven tire wear on the front outer edges, especially since I use the same tires to autocross. Instead of simply rotating the tires front to rear, I had the front tires remounted in reverse on their wheels and switched sides on the car to keep the tire rotation in the same direction. With a lightly loaded car (one or two occupants, no luggage) I have found the best pressures at 36 psi front and 31 psi rear. Note: this will allow the rear to "hang out" when cornering hard at speed, but controllably. P-6's are expensive, but I bought the Turbo for its performance, so why cut back on the tires?

Brake discs get a lot of misuse. After washing your car, be sure to drive it using the brakes to dry them to prevent little rust patches under your pads that can pit your discs. If you have been doing a lot of hard driving (i.e., using your brakes a lot at higher speeds) do not park with your emergency brake on. This allows for uneven cooling of the discs and possible warping. I insist that the wheels are torqued to specs whenever one is removed from the car--even at the dealership. Those air impact wrenches are certain to overtighten the lug nuts and cause warping. The shop manual even warns of this. I carry a torque wrench in the car so there will be no excuses.

I agree whole heartedly with Paul Olsen (Aug., p. 3) about not using household cleaners on your car. Mine in black and spots are bad enough with just plain water.

Nathan Dickerson, El Paso, TX

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.

CLASSIFIED AD DEADLINE

The deadline for classified ads for the Nov./Dec. Newsletter will be Nov. 11. Ads should reach the Club office by that date to insure being in the Nov. Dec. issue.

SONETTS FOR SALE

1969 V-4 Sonett, exc. condition: \$2900. Call Dick, 503-640-4770 days or 503-357-8504 eve's & weekends. Portland, OR

1969 Sonett II V-4, #1352, v.g. body & mechanicals, always well-maintained, new clutch & exhaust, good michelins, high miles, cracked rear window: \$1300 or offer. Tom DeRose, 1022 Sherman Ave, Madison, WI 53703 608-251-7539 eve's.

1970 Sonett III, 74,000 mi., am/fm, A/C, good cond. needs paint: \$2500. George Wells, 3445 Tipperary Way, Riverside, CA 92506, 714-781-9557.

1972 Sonett III, 79,000 miles, 9,000 on rebt eng.; clutch, exh. sys., brakes, etc. & exterior very good interior fair: \$3000 firm. Dan Frutiger, 73 Lantana Way, Laurence Hbr., NJ 08879, 201-583-1764.

1972 Sonett, red, exc. cond, all maintenance records, conti tires, Blaupunkt am/fm/cassette, new battery: \$2700. Steve Semmer, 2215 W. 53rd St., Minneapolis MN, 612-922-9586 home, 612-330-8189 work.

1973 Sonett, 40,000 miles, new yellow paint, quartz headlights, new rear brakes, very good cond.: \$4300 Dale Hartmann, 101 Alabama Dr, LRAFB, AR, 72076 501-988-2941

1973 Sonett III, exc. cond., new upholstery, candy-apple red with white racing stripe; never been off west coast, 55,000 miles: \$4000 firm. 805-736-1600 or 805-736-5453, ask for Edna.

1973 Sonett III, good cond., new tires and brakes, small bumpers: \$3100. William Ashley, Redondo Beach, CA, 213-376-8632.

1973 Sonett III, recent paint, reupholstered seats, MSS exh., Weber two-barrell, rebt trans., 65,000 miles: \$3600 plus spare mechanical parts. A. Sorokach, Box 333 RR 5 Elro Drive East, Oak Ridge, NJ 07438, 201-697-7321.

1973 Sonett III, exc. cond., 83,000 miles, always well-maintained: \$3400. Mike Wallace, 73 Griffin Rd. Framingham, MA 01701 617-879-7510 days 617-877-1275 eves.

1973 Sonett III, 50,000 miles, MSS: carb, exhaust, cam, steel gear; Koni shocks, Pirelli tires, body & exterior almost perfect, no rust: \$4500 obo. Mark Pagios, 713-783-1347, Houston, TX

SONETTS FOR SALE, continued

1974 Sonett, yellow, 65,000 miles, never in an accident, orig. paint, A/C, made in Aug. '74, exc. inside and out: \$4600. Alex Ciuca, 213-682-1517, Los Angeles, CA

95's and 96's FOR SALE

1958 93B, suicide doors, very good cond., complete, saxomat clutch, all systems good, engine needs to be installed: \$1000 obo, Nick Hayden, 3385 W. 86th St., Cleveland, OH 44102, 216-281-9823 or 324-5507.

1965 Monte Carlo two-stroke. Carefully maintained w/ records since new, over \$1800 invested since '80. new paint, radials, battery. Must sell, reasonable offers. Robert Rosenberg, 1315 Cecelia Court, San Luis Obispo, CA 93401, 805-541-1315.

1965 Monte Carlo, southern car, no rust: \$1200 obo. 1964 Grand Turismo, rusted body, good motor, trans and interior: \$500; 1961 93, body good, running w/ 4 spd. trans: \$500; several trans., 4 & 3 spd, rebuildable two-stroke cranks, generators, starters, misc. parts & two 96 bodies for parts. Donald Weed, C-7 Kampus Kourt, Greenville, SC 29609, 803-244-5169.

1966 96 parts car, can be run, no serious rot, new interior, 3 carb oil-injected engine, lots of body and drivetrain spares: \$350. Jerry DiCecca, 172 Leavitt St., Hingham, MA 02043, 617-749-4056.

1967 Two-stroke 96, 108,000 mi., completely rebuilt engine at 80,000; rebt. trans. at 70,000; some rust, rear quarter dent: \$600. Coleman Bynum, 9 Grand St., Cornwall, NY 12518, 914-534-7843.

1968 V-4 sedan, good engine, trans, windows, instruments, etc.; considerable body rust, good parts car, runs, overhauled 4000 mi. ago: \$400 obo. Jerrold Tiers, 6330 Southwood, Clayton, MO 63105, 314-862-0891 after 6 pm.

1968 Deluxe 96, 112,000 miles, engine rebt at 74,000 runs fine, new exhaust, minor body repairs needed, needs new A-arm: \$1000. Mary E. Vettel, 3122A No. Shepard Ave, Milwaukee, WI 53211, 414-962-7976 after 5:30 & weekends.

1972 96, 30,000 mi. on engine, good interior, no rust new radials, exhaust, Jensen speaker, am/fm/cb, much redone: \$2400. M.B. Pilowski, 217-328-5018 home, 217-356-9176 work, Urbana, IL.

1973 95, 100,000 mi., less than 5000 on: rebt trans., rear shocks, muffler, rt. axle and boot; new counter shaft gear, ign. electrics, need to sell: \$2300 obo Mike Malpass, 2001 Wigwam Hollow Rd., Macomb, IL 61455, 309-837-4346.

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95, 96, and SONETT PARTS FOR SALE

Two Sonett parts cars, one complete '72, one '72 for parts only. Five complete doors, 1 rear glass, front glass, engine, trans., some 93 parts: \$700, must take all. Randy Conner, 402-476-2612 or 476-6061, Lincoln, NE.

Roof rack for 95/96: \$25 obo. Bill Drummond, 4611 N. 37 St., Arlington, VA 22207, 703-241-2683.

Parting out '74 Sonett III, all parts avail., rear section w/ sunroof, nose section slight damage, new quarter section, int. exc. Comer Buck, 122 Carolina Blvd, Isle of Palms, SC 29451, 803-886-6078.

Sonett Parts: 4 late-model mags: \$225; 97 V-4 doors: \$100 ea., 97 front: \$500; rear section: \$450, CV's: \$75 ea; late model 96 grill: \$65; LR fender: \$65; doors \$75 ea; 96 & 99 wheels \$7.50 ea; 96 sway bar, \$35; 97 gas tank: \$100. add 10% for shipping. Mike Tucker, 2324 Davis Dr., Matthews, NC 28105, 704-847-2282.

Transmission from '65 96, good cond.: \$175 incl. ship Steve Parsons, 119 Stahl, Washington, IL 61571, 309-694-6588.

Complete front end sheet metal (hood fenders, grill) w/ all lights: \$95 incl. extra parts. Lou Dollinger, 20 Hampton Rd. E., Williamsport, MD 301-223-7380.

Interior pieces and upholstery from '73 96 in green. Driver's seat is poor, all else in very good shape: \$75 obo. Many other parts avail. Thomas C. McTighe 1211 Mathis Ferry Rd., Mt. Pleasant, SC 29464, 803-881-1532.

Parting Out: Sonett. Roof & tail sec.: \$375; pass. door \$250; full gauges ('72) \$150; A/C setup: \$300; V-4 engine \$400; starter: \$50; suspension, \$100/side rack & pinion gear: \$75 ea; plus two-stroke & 96 body parts. Chuck Sandgren, Groton, CT 203-536-9326 after 5 pm.

Used Sonett III parts at reasonable prices. Joe Salley 1902 W. Oak, Denton, TX 76201, 817-387-8053.

V-4 trans.: \$200; starter: \$40; alternator: \$35; windshield: \$40 + other parts. Nicholas Hayden, 3385 W. 86th, Cleveland, OH 44102, 216-281-9823 or 431-9413.

Saab 93F parts for sale: windshield, wheels, trans., suspension, engine parts, very reasonable. Michael Shaw, 327 Madison, Petoskey, MI 49770, 616-347-5683

Blaupunkt tube radio, 1962 am "ivory" knobs and voice & music push bars, no face plate: \$20 or offer + shipping. J. Lubitz, 14067 Crest Way, Del Mar, CA 92014, 714-755-3782.

1500cc V-4 engine, new: rings, bearings incl. cam & balance shaft, MSS cam, carb, & clutch, all new valves--good to 7000 rpm: \$600 obo Also one Solex and one Fomoco V-4 carb: \$25 ea incl. ups. Jeff Delahorne, 218-525-3253.

95, 96 and SONETT WANTEDS

Wanted: Owner's manual and/or workshop manual for '67 3 cyl. Sonett II. C. Briel, 820 Crestline Dr., Lawrence, KS 66044, 913-841-9543.

Wanted: steel balance shaft gear for V-4, used or new: \$30 or ? Wes Curtis, Swedish Express, 1131 E. Superior St, Duluth, MN 55802, 218-728-5334 days.

99's and 900's FOR SALE

1971 99, front end bodywork damaged--grill, radiator, etc.; Has '73 trans, seats reupholstered, point-less ignition, no salt damage: \$550. Tom Younker, 659 Willoughby Way NE, Atlanta, GA 30312, 404-688-4918.

1974 99L, 2 dr., new cyl. head, many new spares: \$1400. Joe Brinkman, Oxford, CT, 203-888-0660

1975 99LE, orig. owner, has been well-maintained since new; exc. cond. throughout. Would like to offer to Saab enthusiast. Steve Grossman, 617-347-7770 eve's, Sturbridge, MA

1977 EMS, A/C, 4 spd, new clutch, solid car, maroon color; needs some exhaust & small plastic int. pieces; runs great, 100,000 mi.: \$2395. Lou Dollinger, 20 Hampton Rd. E, Williamsport, MD 21795, 301-223-7380

1978 99 Turbo, 66,000 mi., new cyl. head, new trans new free-flow exhaust, P-6 tires, stereo cassette, sunroof, body & interior exc.: \$6200. Tony Crocker or Becky Walton, 213-241-2267, So. Pasadena, CA

1979 900 Turbo, 5 dr., 4 spd, 30,000 mi., am-fm, TRX tires: \$8500. Don Heth, 768 Rivenoak, Birmingham, MI 48008, 313-642-7273.

99 and 900 PARTS FOR SALE

Air conditioner from '74 99, fits '71-74: \$80 obo. John Gagnon, Rt. 2, PO Box 477A, Edenton, NC 27932, 919-482-8975.

One set 6x7 Hella H-4 quartz headlights for 900's' used 9 mos., no chips, \$39.50 + ups. Jeff Delahorne 5805 Oneida, Duluth, MN 55804, 218-525-3253.

Early free-wheel transmission for 99; broken 3-4 synchro hub, otherwise good: \$150 plus shipping. Gerry Strickfaden, 2132 34th, Los Alamos, NM 87544 505-662-3965.

Front exhaust pipe & muffler, oem: \$50; One pair Koni shocks (rear): \$60; parts fit '79 99GL and other years/models, all are brand new. John Nardoizzi, 312-357-8965, Naperville, IL

Custom built tow-hitch for 99 or 900. Very strong & well-built. Used once: \$50. David Lake, 8021 SE 71st, Mercer Island, WA 98040 206-232-2702

99 N.O.S. parts for early models: Tach w/ clock \$55; four 2 l. FI valves \$60; single exh. header pipe w/ nuff. \$15; For later models: disc pads \$15; fan relays \$5 ea; 2.0 l. FI voltage reg.: \$10; Also Sonett parts catalog: \$10 & Saab logo license plates: \$5 ea; + ups. Steve Hollars, 309-755-7995, E. Moline, IL

Automatic trans. from '75 99LE, 42,000 miles. Tom Wydeven, 414-725-7709, Menasha, WI

Headlight covers for 900's, looks like European headlights, easily installed. Set of two: \$29 + \$2 postage Paul L. Dukehart, 81 W. Green St., Westminster, MD 21157, 301-848-7207

Shocks for '75-78 99, used but in good cond. Gabriel Striders, complete: \$30; Bilsteins, complete: \$70 Craig Thompson, 1123 Lincoln #9, Santa Monica, CA 90403, 213-393-4924.

One Pirelli Cinturato 175/70HR15 tire, never mounted: \$67; '78 99 clocks, works fine: \$20; Bob Dixon, 314-536-2078, St. Louis, MO

MORE CLASSIFIED ADS ON BACK PAGE.....

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



99 and 900 PARTS FOR SALE, continued

'76 99 for parts, 54,000 mi., very good cond., all parts avail. except damage to hood, windshield & door; very good engine, auto trans. Alex Ciuca, 213-682-1517, Los Angeles, CA

Parting out '75 99LE wagonback, 87,000 mi.: hood--\$100; Doors: \$75 ea.; seats: \$35 ea; cyl. head: \$125; short block: \$150; 4 spd. trans: \$400; fuel pump: \$60; Blaupunkt, needs repair: \$85; radiator & fan: \$65; wheels: \$10 ea. and more parts avail.; all + ship. Alex Gentile, 528 Circle Dr., Bridgeville, PA 15017 412-941-5320.

900 Bra (new): \$40; radial chains (new): \$25; New sunroof deflector: \$20; 900 Service man., eng. sec.: (79-80) new: \$8; 900 ser. man., auto trans., new: \$5. Steve Parsons, 119 Stahl, Washington, IL 61571 309-694-6588.

99 and 900 WANTEDS

Wanted, for '78 99 EMS, hood in good cond., left ft. park lamp ass'y w/ lens; left ft. fender; cover for front bumper. Bob Dixon, 314-536-2078, St. Louis

Wanted for 99, full size wheel covers for '73 99, there are two diff. types, both full size, I need one of each. K.J. Strack, 412-221-3252 at dinner time or 1976 Berkwood Dr., Pittsburgh, PA 15243.

Wanted: two TRX 180/65x390 tires: \$40 or? Ken Silverstein, 4009 N. Ridge, Arlington Hts, IL 60004, 312-392-7771 eve's.

Wanted: factory manual for '74 99; will pay reasonable fee or trade 96 factory manual. Tom Gillespie, 319-338-4222 eve's or 325 N. Lucas, Iowa City, IA 52240.

Wanted for '79 99GL: headrest insert cushions, grey: \$10 or ?; late-model sun visors w/ center clips: \$10 ea or?; Right outside mirror, oem: \$15; radiator in good cond., '77-80 ok: \$50. Jeff Delahorne, 5805 Oneida, Duluth, MN 55804, 218-525-3253.

Wanted: Late model 5-dr. 99 or 900, preferably GLE manual & A/C, will pay fair price for right car. Richard Brugger, 2951 S. Lenox St., Milwaukee, WI 53207, 414-744-9465.

Wanted: four hub-caps for '78 99GL, the small center caps, '76-78 should fit; also need one pair rear mud-flaps for 99. Dave Burmaster, 617-371-0030, Concord, MA

Wanted: '76-77 wagonback 99, in good condition. Bob Johnson, 313-661-1256 home, 313-553-2000 ex. 377 wk Farmington Hills, MI

Wanted: left taillight ass'y and hub cap (plastic) for '76 99GL. Will trade '74 99 alternator or pay. M.R. Dixon, 614-861-3932 after 5 pm, Columbus, OH

Wanted: exhaust manifold and tachometer for '74 99. Brian Harris, PO Box 85, Saltville, VA 24370, 703-496-4383.

Wanted: Automatic trans. for '72 99L. Pier Kooistra, 805 Preakness Ave, Wayne, NJ 07470, 201-956-1266 or 201-697-1221.

OCT 1982

Address Correction Requested

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



Please use knife/letter opener