



COMPACT
FRONTWHEEL
DRIVE CLUB
of AMERICA

#111

JAN 1983

DEDICATED TO SMALL-
ENGINED SMALL CARS &
ENERGY CONSERVATION

Saab Clubs of North America

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MEMBERSHIP/SUBSCRIPTION

Dues for membership/subscription are as follows:

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First-year membership includes two back-issue newsletters, Club tech sheets and emblem. 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 nonprofit organization.

A collection of 15+ back issues with Club tech sheets punched for your 3-ring binder is available for \$6.00 postpaid.

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

MINNESOTA SONETT CLUB--will hold their next meeting after the Forest Lake Ice Race on Feb. 6th. The ice race track is on Forest Lake, but the actual meeting will be held at a location yet to be determined. Club officers will be elected at this meeting. For directions or info, call Jeff Schille, 612-457-6891.

CENTRAL ILLIANA SAAB CLUB-- The January CISC meeting will be January 23rd and will feature the showing of Saab Films. The location will be Randy Riggs home, 11 Lane, Savoy, 2 pm. This was a much enjoyed meeting last year and these films are back by popular demand. All area Saabers are welcome and should call Margrit Adler (217-356-9244) for directions and if they will attend.

The February meeting will be featuring, hopefully, a visit by Arsie Miller, Saab representative from the Schiller Park regional office. Time will be 2 pm at Margrit Adler's house, 1507 W. University, Champaign. Date not determined, call for same.

Belated report (due to Editor's error) on the Central Illiana Saab Club luncheon meeting with the Chicago members at Dwight, IL. Seven cars came up from Champaign to meet with 12 from Chicago, including Andy Federowski. We took over one section of the parking lot. We had a roomful of constant conversation, a luncheon which did not turn out quite as planned, due to the restaurant having changed their policy that day, but none seemed to mind and everyone enjoyed being able to tell their favorite Saab story, exchange problems and solutions and discuss Saabs.

We adjourned to the parking lot which was filled with 99's, 900s, a Turbo and two grand-looking Sonetts. We hope to have another meeting like this some time and perhaps work on doing a rally together.

NEW ENGLAND SONETT CLUB--members should send in the club questionnaire from the November newsletter if you have not done so. This is very important and will influence the future direction of the club and the newsletter.

Watch for the February, 1983 issue of "CAR COLLECTOR and Car Classics" magazine, available at selective newsstands in January. It contains a cover story on the Sonett written by Mike Raphael, NESCT treasurer.

SAAB CLUB NATIONAL CAPITAL AREA--will next meet February 2nd, at 8 pm in the Silver Spring Public Library, 8901 Colesville Rd, Silver Spring, MD. For more information, contact Toby Turpin, 301-384-6732.

SAAB CLUB OF SOUTHERN CALIFORNIA-- For info on any upcoming events of the SCSC, contact Paul Florance at 213-438-3257.

CHICAGO SAAB CLUB-- The open house at Saab-Scania's Schiller Park regional office has not yet been rescheduled. The Newsletter will carry an announcement as soon as a date is known. For more info on the Chicago Saab Club, contact Andy Federowski, 312-454-4825 days; 312-631-4476 eve.



Saab Club Member Erik Zenz finished third in Production Class at the Sno*Drift Pro-Rally Dec. 4 and 5 at Grayling, MI. Erik's navigator was another Club member, Lawson Smith of Fayetteville, NY.

Saab rallyists Sandy and Linda Liversidge of Vermont ended the 1982 Pro-Rally season second overall in Production Class. (photo by Phil Berg)

SAAB SETS ALL-TIME SALES RECORD IN NOV. '82

Saab Press Info: With a total of 1,892 Saabs retailed in November, Saab-Scania of America set a new all-time record for deliveries in one month, not only in the United States, but among all Saab distributors outside of Sweden.

The new one-month record of 1,892 deliveries is 34 percent higher than the sales recorded for November 1981 and brings Saab sales for 1982 so far to a total of 16,774, an increase of 27 percent over the same 11 months in 1981.

"This year will be the best year ever for sales of Saabs in the United States," commented Robert J. Sinclair, President of Saab-Scania of America, on the November sales figures, "and this comes at a time when many car manufacturers continue to show a downturn in sales."

"Besides just setting a new American sales record, I am happy to note that we in November set a new record for all Saab distributors throughout the world," said Mr. Sinclair. "The United States is the largest car market in the world, and Saab sales in the U.S. should always be the biggest anywhere."

The Saab President said that he expects total sales for 1982 to reach above the 18,000 mark, another all-time record for Saab.

V-4 PILOT BUSHING & CLUTCH HYDRUALIC TIPS

That was a good tip on the flywheel bushing--something I'd never thought of as causing a transmission seal to leak. I've removed them in the past by filling the hole with grease, then driving a clutch shaft or tight fitting drift. The resultant pressure on the grease forces the bushing out. I think the Haynes manual suggests thi method. It may work no better than a chisel, but it's more fun.

For the last 5 years or so I've been bleeding late V4 and 99 clutches with a spare cap. I drilled an appropriate sized hole in it and installed a Schraeder-type tire valve from a Michelin bicycle tube-it has a threaded stem and a nut to lock it on the tube which simplifies attaching it to the cap. A standard rubber valve stem for a tubeless steel rim might work as well. I use a hand pump-compressors blow them apart.

Has anyone tried the Nippondenso plugs for either the standard or sport two-strokes?

Wallace Freece, Seattle, WA

FIRESTONE SS-660 TIRES & CIS TUNING ?

Members might be interested in knowing that I recently purchased a set of Firestone SS-660 tires (European version of the HPR), size 195/60. They are mounted on EMS five inch rims. Their performance is incredible. Response is instantaneous and grip is vastly improved in wet and dry over the 185/70 VR Pirelli CN-36's that were on before. Cost was \$75 each from the Tire Barn in Indianapolis.

Does anyone have any experience in modifying the CIS injection for more power output? My non-turbo 2 liter has been equipped with a longer duration, higher lift cam and headers with unimpressive results.

Bill Colom, New London, CT

MASS. 99 GOES 173,000 MILES ON ONE CLUTCH

What is all the fuss about bleed clutch hydraulics? My '75 99 bleeds by gravity just fine; slave and master reseal at 95,000 miles and new slave cylinder at 176,000. What? Clutch disc every 30,000? I changed my first clutch at 173,000 miles because of slippage (rivets into pressure plate--the flywheel was like new with a fine emery cloth). Perhaps if I went into it at 170,000 when I first detected a slip on heavy loading, I might have saved the pressure plate.

This car has been good on tires also. The original French Firestone's were replaced at 61,000 miles because of the onset of winter (they would have gone another summer). The Uniroyal replacements went for 63,000 and 66,000 miles when I replaced them with pairs of Michelin XZX's which look very good after more than 50,000 miles.

After seven years and 179,000 miles I can say that the Saab is a pleasure to drive, but on the other hand, being a mechanic of such exotic beasts as Jaguar, Alfa Romeo, Land Rover and EMD Locomotives has given me the courage to face some of Saab's unique service challenges.

Richard Warren, Halifax, MA

DIRTY FUSE DISABLES 96 CHARGING SYSTEM

Just a note about a recent experience on a long trip with my '72 96. The alternator light came on about midway on the trip. With that the turn signals flashed slowly when used, telling me we were running on battery power only. I did a few checks but didn't really know what I was looking for. We drove the rest of the 2½-3 hours with the light on except for a few flickers and one ten-minute stretch when it went off. The headlights were on during the entire trip.

At the dealer they said the problem was probably dirty fuse connections. I found that when I replaced #8 (instrument/backup lamps) fuse and cleaned the terminals, that all was fine. Just before getting it fixed the headlights were very dim, proof that the battery was not being charged. I still don't know why a fuses could stop the battery from being charged but it seems to do just that.

Neal Harris, N. Syracuse, NY

ELECTRICAL CONNECTORS FAIL MECHANICALLY

I feel moved to comment on electrical connector integrity in Saabs because of recent developments on my 1980 900. That corrosion leads to open circuits in cooling fan, fuel pump relay, etc is not surprising to Saab owners. However, mechanical failures can also occur. I have had connector pins push out the back of multipin connector bodies on two occasions. One was the main bulkhead connector which cause a turn indicator failure. The other was in the electronic ignition module connector; the trigger pulse lead wire pin pushed back to produce an erratic, hot starting problem which was difficult to trace. Most likely this is a quality problem during assembly--the pins were not properly inserted in the first place.

A question: Is is normal for the warm control pressure in a Lambda-equipped car to rapidly oscillate between 48-53 psi at idle? Slightly above idle it settles into a normal 51 psi.

Bob Swinehart, St. Paul, MN

TWO-STROKE

Here is my third annual Index for articles appearing in the Club Newsletter. I have omitted references to club meeting notices, want ads, race stories, and the editor's column. The references do not differentiate between long technical articles and short, one-paragraph tech' tips. I hope this index helps you find that tip you know is in there somewhere, but where? Good Luck!

Jeff Delahorne, Editor

V-4 95/96

Brakes, sticking	May p. 3	Carbs, triple carbs for pre-'64	Apr. p. 2
Carbs, sticking butterfly	Feb. p. 3	Carbs, triple carbs for pre-'64	Jun. p. 2
Carbs, Solex rebuild	Feb. p. 2	Engine, how to tell different models	Jul. p. 3
Carbs, Weber 34ICH stock replace.	Apr. p. 4	Engine, high altitued tuning	Jun. p. 3
Carbs, Weber 34 ICH	Oct. p. 4	Engine, air preheater plate rattle	Nov. p. 3
Carbs, Weber 28/36 carb	Jun. p. 8	Exhaust, cleaning with Redi-Strip	Jun. p. 2
Carbs, Weber 34 ICH	Oct. p. 9	Israeli member's two-stroke experience	Nov. p. 3
Carbs, Weber 34 ICH & PCV clearance	Nov. p. 3	Overhead fan shaft model	Jul. p. 2
Carbs, Weber 32/36 carb		Overhead fan shaft	Jun. p. 3
Clock repair	Apr. p. 5	Suspension, loose A-arms rattle	Oct. p. 3
Clutch, poor rebuilt press. plates	Jan. p. 2	Sven's Two-Stroke Tips	Oct. p. 3
Clutch, faulty disc.	Sep. p. 2	Temp. gauge, mechanical	Aug. p. 2
Clutch, heavy duty	Sep. p. 4		99
Electrical, connection corrosion	Nov. p. 12	Air Cond., pulley mount	Sep. p. 8
Engine, balance shaft gear failure	Oct. p. 4	Air Cond., cog belt stays on better	Sep. p. 9
Engine, balance shaft seal, Honda p/n	May p. 5	Air Cond., mount bolt	Jan. p. 7
Engine, dipstick Ford p/n	Jan. p. 2	Alternator, brush repair	Apr. p. 8
Engine, wider fan belt wears longer	Mar. p. 2	Alternator, diode failure	Jul. p. 9
Engine, V-4 same as Ford Industrial	Jun. p. 8	Auto. trans., shift cable installation	Sept. p. 4
Engine, Ident. #'s for V-4's	Aug. p. 4	Clutch, tips on replacement	Aor. p. 6
Engine, Ident. # questions	Nov. p. 9	Doorlocks, headless knobs	Jun. p. 8
Engine, lifters from NAPA	May p. 4	Early model 99 tips	Jul. p. 8
Engine, larger oil filter as oil cooler	Jul. p. 5	Engine, cyl. head failures & replace.	Mar. p. 3
Engine, worn pilot bushing & trans leak	Sep. p. 2	Engine, Delco distributor	Apr. p. 8
Engine, valve stem seals	Sep. p. 4	Engine, Delco distributor cap	Aug. p. 9
Fuel line freeze	Apr. p. 4	Engine, Delco ignition part numbers	Jun. p. 4
Fuel pump replacement	Jun. p. 9	Engine, new cyl. head for '73 2.0 l.	Sep. p. 4
Israeli club member's experiences	Nov. p. 3	Engine, oil filter	Oct. p. 9
Radiator fan, winter disconnect	Feb. p. 2	Engine, oil pressure sender	May p. 5
Radiator fan, electric replacement	Jun. p. 7	Engine, oil pressure sender	Apr. p. 9
Radiator fan, electric fan from Fiat	Sep. p. 2	Engine, pistons for 1.7 & 1.85 eng's	Jul. p. 8
Reader survey results	Apr. p. 5	Engine, valve cover gasket leaks	Feb. p. 4
Shocks, replacement for 95 lever shocks	Jul. p. 3	Engine, '69 1.7 converted to two cyl.	Oct. p. 5
Steering column, repair	Feb. p. 3	Fuel system, CIS check valve	Oct. p. 7
Transmission, rear mount	Mar. p. 4	Fuel system, fuel line leaks	Feb. p. 9
Turbo V-4 96	Aug. p. 4	Fuel system, CIS fuel pump removal	Aug. p. 3
Water pump, how to replace	Jan. p. 2	Fuel system, CIS rough idle	Aug. p. 2
Water pump, tool for removal	Jul. p. 5	Fuel system, gas odor in car	Jan. p. 3
Water pump, 1/4" drive ratchet	May. p. 3	Fuel system, gas odor in car	Aug. p. 3
		Fuel system, pump relay & hard starts	Jan. p. 3
		Fuel system, pump wiring short	Sep. p. 8
		Gear shift u-joint	Jun. p. 4
		Heater control breakage	Mar. p. 4
		Heater control replacement	May p. 9
		Ignition lock, hair spring break	Apr. p. 9
		Ignition lock, hair spring repair	May p. 5
		Ignition lock, removal of broken key	Jul. p. 12
		Ignition lock, repair	May. p. 4
		Radiators	Oct. p. 7
		Rustproofing	Feb. p. 4
		Sleeping bed for back of 99	Feb. p. 4
		Steering, cure for heavy EMS steering	Apr. p. 2
		Steering, easier EMS steering	Apr. p. 9
		Steering, loose rack	May p. 8
		Warning buzzer, repair	Sep. p. 5
		Wheelcovers, keeping large ones on	Jun. p. 5

SONETT

Air Filter	Mar. p. 2
Ashcraft's Sonett IV proposal	Mar. p. 5
Autocrossing	Feb. p. 9
Autocrossing	Jul. p. 7
Auxillary lights rewired	Aug. p. 4
Clutch master cylinder	May p. 3
Radiator fan, electric	Mar. p. 2
Springs from 96 for front & rear	Sep. p. 4
Welding seam rust	Jan. p. 2
Wheels, difficulty of mounting	Jul. p. 3

99/900

Brakes, pad dust on wheels	May p. 7
Brakes, rust on rotors	Jan. p. 7
Cooling system	May p. 7
Engine, advice on engine removal	Aug. p. 5
Engine, 2.0l timing chain	Aug. p. 5
Engine, 2.0l valve adjust	Jun. p. 6
Fuel system, CIS safety inspection	Jan. p. 6
Fuel system, fuel hose recall, hatchback	Aug. p. 6
Fuel system, hot start relay	Sep. p. 6
Fuel system, low pressure, hard starts	Nov. p. 2
Fuel system, loose throttle body	Jun. p. 6
Oxygen sensor causes power loss	Nov. p. 9
Oxygen sensor warranty coverage	Oct. p. 7
Passenger seat rattle	May p. 7
Power antenna replacement	Sep. p. 6
Radiator fan wiring	Jan. p. 6
Spark plugs	May p. 6
Wheels, lug nut applications	Apr. p. 7
Wheels, Shelby wheel	May p. 6

900 ONLY

Air Cond., Delco compressor	Feb. p. 4
Air Cond., '82 new style condenser	Jun. p. 7
Alternator, new adjusting link	Mar. p. 9
Alternator, shield for B+ wiring	May p. 6
Automatic trans, neutral safety switch	Sep. p. 6
Brakes, disc care	Oct. p. 9
Dash rattles	Jun. p. 6
Differential cover gasket, 5 spd	Jan. p. 7
Door rattles, rear doors on 4 dr.	Jan. p. 6
Engine, chain guides, H-engine	Sep. p. 7
Engine, '81 H-engine oil pump cover	Jan. p. 7
Engine, H-engine rotor breakage	May p. 6
Engine, head bolt breakage	Jan. p. 7
Engine, spark plug wires, H-engine	Jun. p. 6
Engine, tune-up spec's tech' sheet	Nov. p. 7
Exhaust, improved tailpipe mount	Oct. p. 5
Fuel system, accel. enrichment relay	Jan. p. 6
Fuel system, accel. enrichment relay	Sep. p. 6
Fuel system, CO adjust anti-tamper plug	Sep. p. 6
Fuel system, fuel level sender	Aug. p. 7
Fuel system, fuel tank pressure	Oct. p. 5
Fuel system, pump fuse	Aug. p. 8
Heater fan motor, silicone fix fails	Mar. p. 2

GIBSON MOTORS PARTS SALE

Gibson Motors, Perrysville, IN is having a sale of two-stroke, V-4, Sonett and 99 parts at very special reduced prices. A list of these special parts is available, with monthly updates of additional parts. Send a SASE for this list, and then subsequent updated lists will be sent to all who have requested a parts list. Many parts are discontinued items & may not be available new again.
Gibson Motors, PO Box 186, Perrysville, IN 47974

Heating system, air filter	Sep. p. 7
Ignition, relay overload	Mar. p. 9
Ignition, new switch	Feb. p. 9
Ignition, key warning buzzer	Jun. p. 6
Maintenance tips	Jul. p. 6
Odometer erratic	Jun. p. 5
Radio, change in size of dash opening	Sep. p. 7
Radio, installation	Feb. p. 4
Radio, installation	May. p. 8
Radio, Sony XR-70, whine in speakers	Feb. p. 9
Radio, upgraded dashboard speakers	Apr. p. 9
Seat belt latch lubrication recall	Jan. p. 6
Speedometer error	Jul. p. 5
Spoiler, installation on rear of 4 dr.	Sep. p. 8
Suspension, '81 rear suspen. changes	Jun. p. 7
Wheels, '82 900 wheels	Jan. p. 7
Windshield washer jets	Aug. p. 5

TURBO ONLY

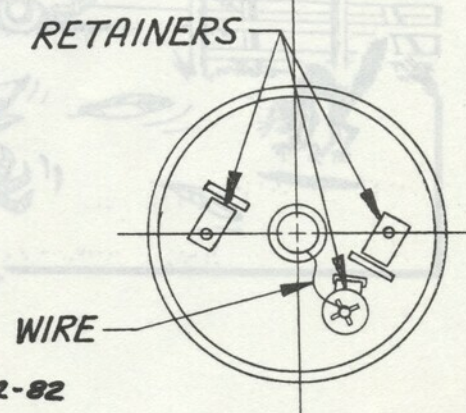
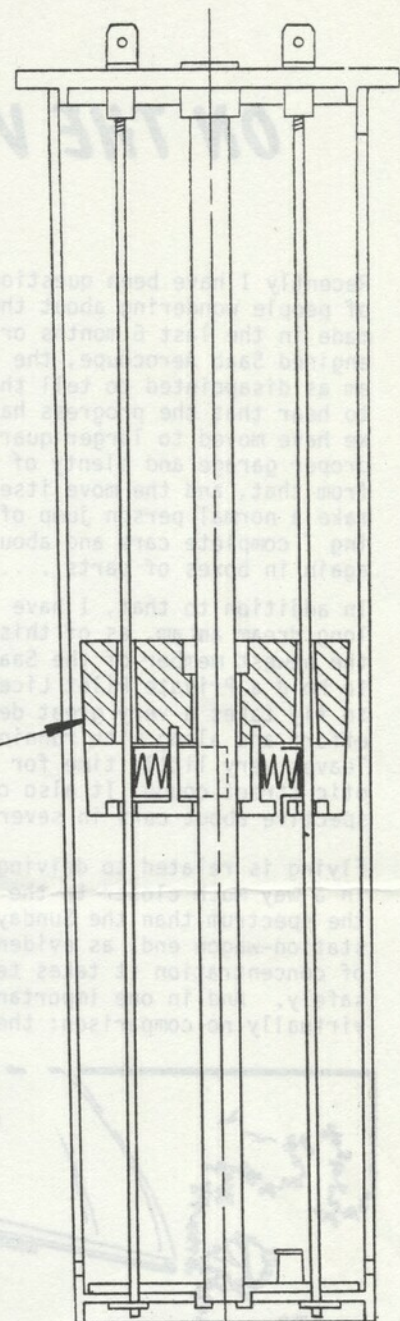
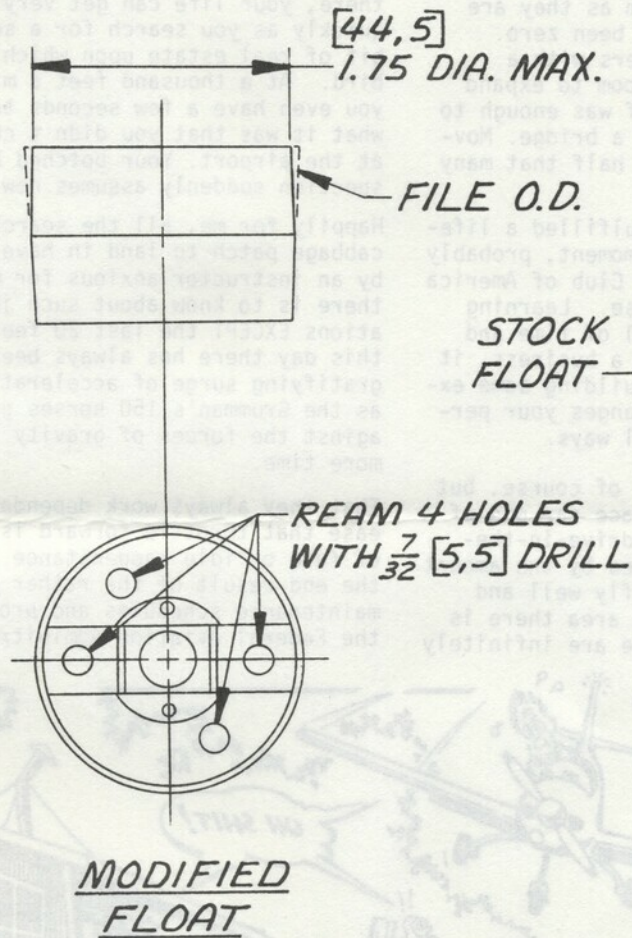
APC Maintenance update	May p. 7
APC Spark plug deposits	Jun. p. 6
APC turbo system explanation	Mar. p. 8
Airflow sensor cleaned	Apr. p. 4
Boost raised to 15lbs.	Jul. p. 6
Boost intermittent	Aug. p. 8
Differential cover oil leak	Sep. p. 6
Differential cover oil leak	Jun. p. 6
Exhaust system replacement	Jul. p. 5
Fuel distributor, increased flow	Sep. p. 9
Fuel tank & hot start problems	Aug. p. 7
Performance tuning	Aug. p. 9
Radio, Sony amplifier buzz	Sep. p. 6
Report after 73,000 miles	Jun. p. 4
Turbo unit failure	May p. 8

GENERAL

Battery terminal resistance from heat	Sep. p. 6
Clutch hydraulics, pressure bleeding	Sep. p. 3
Clutch hydraulics, pressure bleeding	Oct. p. 6
Clutch hydraulics, pressure bleeding	Jul. p. 2
Distilled water for coolant	Apr. p. 4
Fuses, stainless steel don't corrode	Jun. p. 4
Lock and key tips	Jun. p. 8
1-3-5 Shifting technique	Nov. p. 6
Silicone brake fluid	Sep. p. 5
Spark plugs, NGK	Mar. p. 2
Tires, comments	May p. 3
Tires, comments	Sep. p. 5
Tires, comments	Jan. p. 8
Tires, CN-36's and P-8's	Aug. p. 5
Tires, P-6's	Oct. p. 9
Tires, P-6 vs P-8	Aug. p. 8
Tires, P-6's & P-8's on 900	Jul. p. 4
Tires, Phoenix 3011	Jul. p. 7
Tires, radial belt breakage	Jan. p. 8
Tires, snow tire primer	Oct. p. 2
Tires, TRX, Avon as alternative	Nov. p. 9
Tires, TRX	Sep. p. 9
Tires, TRX alternatives	May p. 5
Tires, TRX, 220/55's on 900	May p. 8
Window moulding shrinkage repair	Sep. p. 3

FUEL LEVEL SENDER REPAIR FOR 1982 900's

About a month after the purchase of my '82 Turbo a year ago, I experienced the same gas gauge problems that were reported by Margrit Adler in the Nov/Dec. Newsletter. Our local dealer reports approximately 50% failure rate on the '82's. After having a second transmitter fail after two weeks, I decided to try fixing it myself. The problem is a design error in the plastic foam float. The draft in the mold for the float is incorrect, which causes the float to bind on the brass guid rods and on the inside of the plastic housing. To fix it is fairly simple, and takes about 1½ hours of work.



1. Do not attempt this if the tank is completely full of gas.
2. Remove key from ignition; loosen gas cap to relieve pressure, and retighten.
3. Remove trunk floor compartment door by unsnapping rubber hinge straps.
4. Remove trunk floor by pulling board rearward.
5. Remove rubber boot with wires coming out of it (right-hand side).
6. Disconnect wires and unthread black plastic ring (counter-clockwise) by tapping with hammer and wood block.
7. Slowly remove transmitter from tank. (DO NOT DROP RUBBER WASHER IN TANK!!)
8. Allow to air dry a few minutes.

continued on page eight

TAK 12-82

ON THE VALUE OF A PRE-FLIGHT

by Jack Ashcraft

Recently I have been questioned by a number of people wondering about the progress I had made in the last 6 months or so on my mid-engined Saab Aerocoupe, the "Sundancer". I am as disappointed to tell them as they are to hear that the progress has been zero. We have moved to larger quarters with a proper garage and plenty of room to expand from that, and the move itself was enough to make a normal person jump off a bridge. Moving 7 complete cars and about half that many again in boxes of parts.....

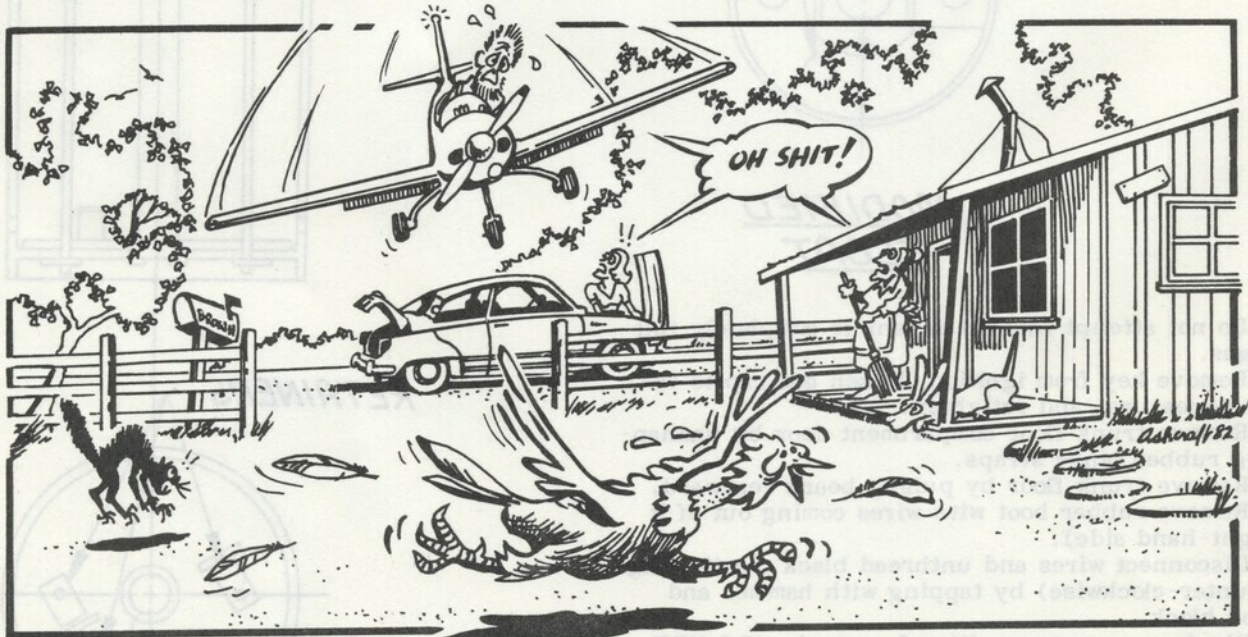
In addition to that, I have fulfilled a lifelong dream and am, as of this moment, probably the newest member of the Saab Club of America to hold a Private Pilot License. Learning to fly takes a very great deal of time and effort and along with running a business, it leaves very little time for building some exotic street coupe. It also changes your perspective about cars in several ways.

Flying is related to driving, of course, but in a way much closer to the race car end of the spectrum than the Sunday-drive-in-the-station-wagon end, as evidenced by the amount of concentration it takes to fly well and safely. And in one important area there is virtually no comparison: there are infinitely

less chances to pull over to the edge of the road if something goes sour in the business district up front there. Should you suddenly find that the world has gone silent on you up there, your life can get very exciting very quickly as you search for a soft, inexpensive bit of real estate upon which to perch the bird. At a thousand feet a minute of descent you even have a few seconds to ponder just what it was that you didn't check back there at the airport. Your botched Pre-Flight Inspection suddenly assumes new meaning to you.

Happily for me, all the searches for a soft cabbage patch to land in have been generated by an instructor anxious for me to learn all there is to know about such jelly-knee situations EXCEPT the last 20 feet or so. To this day there has always been that very gratifying surge of acceleration and climb as the Grumman's 150 horses go to work against the forces of gravity and evil one more time.

That they always work dependably when you ease that throttle forward is no lucky twist of fate or idle happenstance. Rather it is the end result of the rather strict aircraft maintenance schedules and procedures that the Federal Aviation Administration insists



continued on page eight

upon if you are going to own and operate an aircraft. The Pre-Flight Inspection is the grass-roots end result of their urging, and on the Grumman Traveller that I fly, takes the better part of a leisurely ten minutes.

I do it leisurely because this is something better not hurried, better not rushed so something is forgotten. Mud in the pitot tube (where ram air is picked up to run the air-speed indicator) will not be noticed during taxi, nor run-up. It will definitely be noticed, however, on take-off when the airspeed indicator reads zilch and you find yourself past the point of no return on a short air strip. You'll get in to the air all right because the plane is designed to FLY in the first place and as soon as it has enough air speed it will simply lift off, pretty much by itself, unless you do something dumb.

But now that you are up there, with a non-functional airspeed indicator, things can get interesting. Most small planes have a fairly critical landing speed that you need to observe--too fast and you use up a disturbing amount of runway. Too slow and the bird flies like your average flat rock. Experienced pilots could land without that gauge and perhaps I could too, but I would rather take my time on a pre-flight and just make sure that a mud dauber hadn't attempted nest building on the pitot tube the night before. At least if I have to set the bloody thing down in Mrs Brown's farm yard I can be pretty certain it wasn't because of something I didn't check before take-off.

I also find that I am now checking my Saabs

over more thoroughly and at a bit slower pace (though THAT could be due to old age). The pre-flight inspection on the Saab can save us a good bit of grief, too, if we do it often and in a thorough manner.

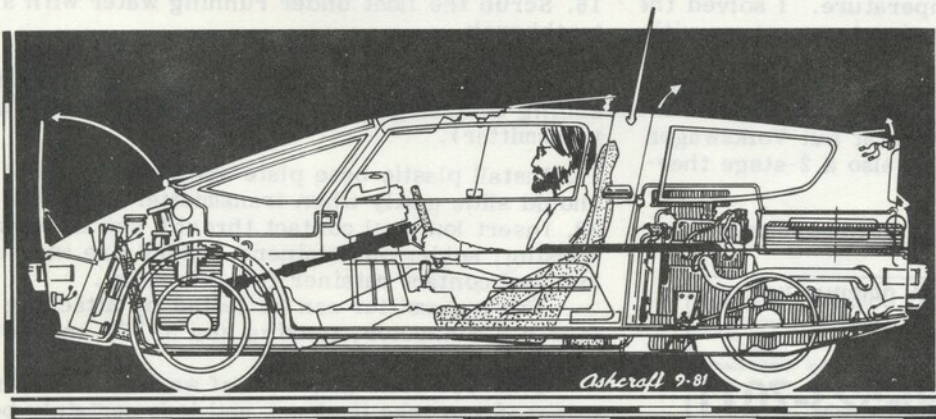
Happily, a Saab requires a good bit less fiddling with than a lot of cars, especially those that are British or Italian, but need some attention nevertheless.

Twice a week you should check oil, water, fan belt, hydraulic fluid and tire pressures (including the spare on your 95).

Once a month your Saab should have the gearbox oil checked, the fuses rolled to cut corrosion, the dwell and timing set, the battery water checked, and the chassis lubricated (the last item takes all of 5 minutes with a \$7 hand grease gun). These simple checks will go a long way towards keeping the Saab running well and will do a great deal for your peace of mind as you drive a lonesome road on a dark, stormy night.

That's about all the Pre-Flight you can do to a Saab, and because the cars are so simple (in a relative way) and so reliable, we tend to build up a confidence in them ("..Well it always started before when I turned the key...") and ignore the check-out. But those of us who have been stranded know full well the value of regular checks on the vehicle. These simple Pre-Flight checks will go a very long way towards preventing your Saab from crapping out on the road near Mrs Brown's farm. And for God's sake, don't park in her yard, I might have to land there!

Satch Carlson, whose "Life In The Fast Lane" column is the only reason I read AUTOWEEK, recently confided that the main reason that the British drink warm beer is because they all have Lucas refrigerators.

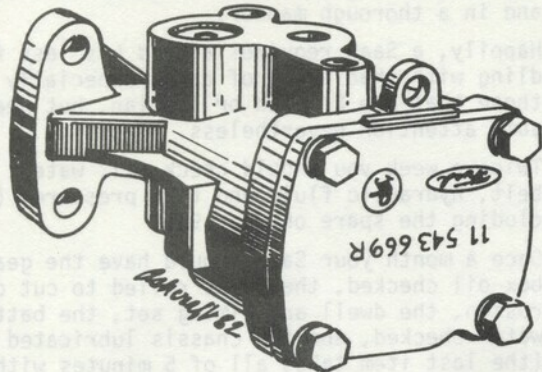


For those of you interested in such insane projects, here is the layout of the mid-engine Saab V4 powered "Sundancer" that resides, half built, in my garage. Ah, for more time...

Jack Ashcraft

RELIEF FOR V4 OIL PUMP SHOCK

by Jack Ashcraft



I recently had occasion to change an oil pump in a 1700 V4 engine. It was well out of clearance in all dimensions of measurement (see shop manual) so there was no alternative to replacement.

When I checked the Saab price for the pump my body immediately lapsed into catatonic seizure! \$209 complete, plus shipping! EGAD, MARTHA! The high cost of Saab prices has bugged me for a while but this was nearly cause for selling off the Swedish iron and buying Japanese. Seriously.

Before I committed emotional hara-kiri, I made a trip to the friendly local House of Henry (Ford) and asked to see a V6 Mustang oil pump. Comparing it to the 1700 V4 pump was most enlightening. They are identical right down to the casting numbers on the base plate, as shown in the sketch! The price, however, was no where near identical. The nice folks at Ford get \$38 complete, for the assembled oil pump. For your information the FoMoCo part number is D4ZZ-6600-A.

Once again the oriental horde has been turned back at the moat. Skol!

LOW FUEL PRESSURE CAUSES HARD STARTING 99

In response to Paul Saikowski, Niantic, CT (Nov/Dec 82, page 2) low fuel pressure causes hard starting 99, Paul has the same symptoms I had with my '78 EMS with A/C. The dealer replaced everything from 12 injectors to the fuel accumulator without results. All this was done under warranty with a factory representative watching. Also, this was before Saab came out with the hot start valve. After all this I still had hard starting in hot weather but no problems when cold. I determined that it was percolation in the fuel when I saw air bubbles in the clear plastic fuel lines at the fuel injectors. This problem seems to be most common with dark colored cars with A/C because of restricted air flow through the radiator and when the car is shut off the sun raises the under the hood temperature. I solved the percolation by lowering the engine temperature with a 180° thermostat for the summer months and re-installing the 190° thermostat for the winter. There was no change in gas mileage or how the engine ran. Saab does not sell a 180° thermostat but Volkswagen does for their Scirocco and it is also a 2-stage thermostat just like Saab's.

Robert Bukowiecki, Shrewsbury, MA

'82 900 FUEL LEVEL SENDER REPAIR, cont'd

9. Un-solder and remove the three retainers from the bottom (be careful of the fine wire).
 10. Lift out low-fuel warning light contact (flat brass piece under round retainer).
 11. Remove housing and plastic brass plate (may require filing solder from rods).
 12. Note location of sliding float contacts, and remove float.
 13. Pull white plastic piece from bottom of float (if piece does not fit securely in float, melt the ends of the pins with soldering gun).
 14. File the OD of the float to 1.75 (see drawing).
 15. Ream the four holes with 7/32 drill.
 16. Scrub the float under running water with a toothbrush.
 17. Polish the brass rods with fine steel wool.
 18. Assemble float and slide on rods (low-fuel light sliding contact goes on rod marked "L" on top of transmitter).
 19. Install plastic base plate and housing (float should slide easily when transmitter is tipped).
 20. Insert low-fuel contact through slot in bottom of housing; solder on retainers; solder fine wire to low-fuel contact retainer (see drawing).
- The transmitter can be tested by attaching the four-pin connector, turning key to "K" and slowly tipping the transmitter.

This may seem like a lot of work, but it is really not if you take it slow; and it is certainly better than paying for a new transmitter or fuel tank. So far, I have modified over 20 gauges with no further problems.

Todd Kimberly, Waterloo, IA



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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 Classified Ad deadline for the February Newsletter will be Feb. 3. All ads should be at the Club office before that date to guarantee appearance in the February issue. The March ad deadline will be March 3.

SONETTS FOR SALE

1967 Sonett II, #211, 60,000 mi.; 1968 96 V-4; 1968 96 V-4 for restoration--3 V-4 motors, 4 two-stroke motors and many parts from 10 dismantled 96's & 95's; 20 tires & rims, grills, body panels, interiors, etc: whole lot only \$3500. Bernard Murphy, 412-242-8811, Pittsburgh, PA.

1971 Sonett III, 43,000 mi., new 140 hp turbo V-4 engine, new trans. & paint, exc. cond; garage kept Texas car; also Koni's, CN-36's, 5 spare factory mags, spare trans, etc.: \$6500. Leon McCaskill, 214-462-8040.

1973 Sonett, new suspension, Koni's, rotors, windshield, carpet, headliner, battery, door gaskets, solid body, good tires, beautiful detailed engine compartment & wiring, 77,000 mi.--\$4600 invested: \$3495 obo. Lou Dollinger, 20 Hampton Rd. E., Williamsport, MD 21795, 301-223-7380.

1973 Sonett III, 50,000 mi., needs wipers, body work. Many new parts, plus extra rally V-4. \$1500 Dob Kaseta, 617-583-1814, Brockton, MA

1974 Sonett III, 48,000 mi., '81 repairs incl: steel balance shaft gear, clutch, complete stock exhaust; also recent brakes, rebuilt carb--has defective free-wheel; engine fine, incl. shop manual: \$2200. Brett Roggenkamp, 713-353-3387, Houston, TX

95's and 96's FOR SALE

1960 93, slight damage rt. rear fender, very little rust. Not running: \$300 obo. Ted Bunding, 912 W. Evelyn, Sunnyvale, CA 94086, 408-730-0109.

1962 'Bullnose' 96, complete or in parts; 1966 Sport parts, new & used two-stroke parts far too numerous to mention. Send for free listing w/ prices. I have engine, drivetrain, & body parts, also wheels & tires. Neal Zeilinger, Rt. 2, Box 65, Neola, IA 51559, 712-545-3123.

1967 96 two-stroke, good cond., many extra body & engine spares, am-fm stereo cass.: \$375. Bob Sabroski, 218-724-3654, after 5 pm. Duluth, MN

1970 96, original owner, 74,000 mi., never damaged, driven every day, good mechanical condition: \$695 Bob Tennant, 419-756-4409, Mansfield, OH

95's and 96's FOR SALE, continued

1968 96 two-stroke parts car, driveable, but body badly rusted; engine & trans good plus many other parts: \$300. Lee Payne, 218-543-4568, Pine River, MN

96 two-stroke, running, webbed case trans., extra carbs, doors, and much more: \$300. Doug Webb, 10825 Snowville Rd, Brecksville, OH 44141, 216-526-7258.

1968 95 wagon, 85,000 mi., well-maintained, good running cond., little body rust, four extra wheels & snowtires, also manual: \$1500. Dale Wagner, 417 SE 6th St., Ankeny, IA 50021, 964-6448 days, 964-1965 eve's.

1970 96, rebuilt trans, many new parts; not running \$400 obo. William P. Nyhan, 312-637-7149, Chicago

1968 96 Deluxe, am-fm, clock, tach; 115,000 mi., good body, very good running cond., needs exh: \$900. Art Norton, Star Rt., Box 12, Warba, MN 55793, 218-492-4504.

1971 96, runs well, comes with garage of spare parts incl: 2 engines, 2 trans (1 Sonett) 2 fenders, axles, electrical parts and more: \$900 obo, Bill Richards, 47 Glann Rd, Apalachin, NY 13732, 607-625-4380.

1973 96, good running cond., esp. suspension, engine & trans. Almost new exhaust, good interior; needs repair of floor pan rust-through, but only minor rust elsewhere, 123,000 mi.: \$675 obo. Paul Moore, 311 Cedar Ave, Gaithersbury, MD 20877, 301-926-0779 eve's.

95, 96 and SONETT PARTS FOR SALE

Sonett engine, 1700 cc from '72, very good cond., also trans., good cond., both for \$625. Lou Dollinger, 20 Hampton Rd, E, Williamsport, MD 21795, 301-223-7380.

Custom built tow hitch for Saab V-4's, 93 through 97 (can be adapted to other cars & models): \$50 + shipping. Also model 95, white body in storage since '72, rust free--sheet metal parts, etc. avail. Kenneth Wyle, 251 W. State St, Waverly, IL 62692, 217-435-9777 eve's & weekends.

Starter solenoid for '69-on 96's, new: \$30 incl UPS. Scott Johnson, 714 1/2 1st Ave. E., Superior, WI, 715-392-2703 or 218-834-4411 & leave message.

Sonett V-4 engine from 1970, complete, all original, 43,000 mi.: \$175; '70 Sonett trans: \$100; '70 Sonett single exhaust, complete: \$50; alternator from same car: \$40; many other '70 Sonett parts. Greg Rogers 717-657-3491 or 717-652-3066, Harrisburg, PA.

Striping '73 Sonett: trans. rebuilt: \$435; engine: \$250; wiper motor & cable: \$48; 5 mags with tires & bolts: \$250; rear window w/lifter: \$150, headlight buckets: \$45 ea; rear fiberglas clip: \$300 and more. Trollhattan Performance Cars, 1439 W. Lill, Chicago IL 60610, 312-248-8861.

Parting out two-strokes: engines: \$75; rebuilt crank \$50; alternators & starters \$20 ea; glass, body parts manuals. John Weir, 23 Birch Dr., Chatham, IL 62629, 217-483-3692.

Saab literature, 92, 95, 96: \$1 to \$20. Send SASE for list. Larry Bean, 2873 Grosvenor Dr, Cincinnati, OH 45239.

95, 96, and SONETT PARTS FOR SALE, cont'd

Large selection of 95, 96, 97 and early 99 parts, including interiors, bumpers, radiators, gauges and most mechanical parts. All parts in dry storage last eight years. David von Gunten, 301-875-3349 after 7 pm EST, Silver Spring, MD

Scrapping '69 96 V-4 complete car, body rust, good parts from \$1 to \$50. Parts for '68 Deluxe tach: \$25 am-fm plus bracket for mounting: \$50; Wheels \$5 ea. hub caps (4): \$15, trade any part for four steel wheels and bolts for a '76 EMS. Roger Freeburg, RD #1, Box 52, Huntingdon, PA 16652.

Factory rebuilt two-stroke, 3 carb, non-injected engine, low mileage, can be heard running: \$350 w/ water pump, starter, generator, fuel pump and carbs incl. 1967 V-4 engine, complete with carb: \$100; Radiator from '67-68 V-4, good cond.: \$25 Thomas Franko, 3512 Mayfair St., McKeesport, PA 15132, 412-672-6622, no collect calls.

95, 96, and SONETT WANTEDS

Wanted: oil warning relay for '66 injected engine. Also orig. red fabric/gray vinyl seat upholstery, new or good cond. for '66 96 both front seats. Robert T. Garber, 41841 Lawrence Ct., Elyria, OH 44035, 216-324-5507.

Wanted: V-4 transmission for 95, good used or rebuilt. Ed Reading, 8716 Maple Ln., Edmonds, WA 98020, 206-774-4977 home.

Wanted: Saab Quantums formula S cars, parts, wrecks, what have you; also magazines with articles about Quantum. Also want 950 kit for 850 2 stroke. William A. Weiss, 271 3rd Ave, West Haven, CT 06516, 203-932-5302.

Wanted: front rubber bumpers for '69 V-4 Sonett. Hank Latunski, 25612 Via Solis, San Juan Capistrano CA 92675, 714-831-7024, or 714-493-4066.

Wanted: any performance parts for V-4; carb, intake, cam and trick tips. Ken Burson, 2505 So. 38th St., Omaha, NE 68105, 402-553-6979.

Wanted: rear glass (deck lid) for Sonett III. Need immediately. Call collect if you can help. Jim Brennan, Curtis Corner Road, Peace Dale, RI 02879, 401-789-5895.

Wanted: for '66 M.C. -- air pre-heater ass'y: \$12; fuse block covers; water temp sender; exterior door handle; service manual, owner's manual/brochures. J. Berrian, 136 N. Rogers, Olympia, WA 98502

99's and 900's FOR SALE

1973 99 2.0L, many new parts, body in exc. cond., not running \$400 obo. William P. Nyhan, 312-637-7149, Chicago, IL

1974 99 2 dr., auto., air cond., p.s., new Good-year Arriva tires, blown head gasket: \$400 or part out. Kevin O'Grady, 3786 Grosvenor, South Euclid OH 44118, 216-932-7698.

1975 99 EMS, one owner, exc. cond., 60,700 mi., no rust or accidents, 4 spd, am-fm stereo, sterling silver: \$2500. Paul J. Brun, 602-979-3930, Arizona.

1976 99 Wagonback, 4 spd, a/c, new exhaust sys., new steel radials, radio, very good cond. fire under hood: \$1200. Ed Faulk, 204 Parkwyn Dr, Elizabeth, PA 15037, 412-751-8975.

99's and 900's FOR SALE, continued

1976 99 EMS, 53,000 mi., silver, am-fm, new exh., trans, clutch: \$2300 obo--also '72 Sonett" \$1100. Doug Minkoff, 971 N. River, Ypsilanti, MI 48197, 313-483-4561.

1976 99 Wagonback EMS equipped, 4 spd, am/fm/cass. w/ jensen spkrs, Ansa exh., new steel radials new batter, EMS striping, 70,000 mi., exc. cond: \$3450. D.H. Fichter, 312-887-0692, Hinsdale, IL.

1977 EMS, strong running car, good running gear; new clutch, not raced, no rust. Needs minor body work to look great: \$2100 obo. Lou Dollinger, 20 Hampton Rd. E, Williamsport, MD 21795, 301-223-7380.

1978 EMS 99, 4 spd, a/c, new Pirelli P-8's, quartz lights, stereo, well maintained, exc. in all respects: 53,000 mi., cardinal red: \$5000 firm. ALSO: 1979 99 GL, 4 spd, Blaupunkt stereo, Saab custom steering wheel, new tires, exhaust, 36,000 mi., exc. cond., alabaster yellow: \$4650 firm. Bob Dixon, 314-532-0806 eves, St. Louis, MO

1978 99L, am-fm cassette, 53,000 mi., almost new Uniroyals, two extra snows: \$3500. John Meredith, 307-235-5653. Casper, WY

1978 99 GLE, Dorado brown, orig. owner, Automatic a/c, sunroof, well maintained, 60,000 mi. Dean George, 714-669-8119 eves, 714-832-0230 weekdays, Santa Ana, CA \$5500 obo.

1981 900 Turbo, white, excellent cond.: \$10,500. Richard C. Gilman, 405 South B Street, Oxnard, CA 93030, 805-486-2014.

99 and 900 PARTS FOR SALE

One Semperit M401, 165SR15 radial tire, new: \$55 incl. shpg. Two front headrest covers, green: \$15 or swap for two covers in cinnabar red for '78 GLE. Harris Lewis, 11859 Marigold St. NW, Coon Rapids, MN 55433, 612-427-5116.

Parts from '74 99LE 4 dr: hood: \$60; brain: \$75; steering column: \$70; steering rack (NP): \$100; RF and RR doors: \$50 ea, engine, drivetrain, seats, radiator, etc. available. Michael Pazyniak, 360 E. Pike St., Houston, PA 15342, 412-745-2454.

Saab gutter mount roof carrier, aluminum: \$50 + UPS One Pirelli CN 36 175/70HR15, new: \$65 + UPS. Clock from '78 99: \$10 + UPS. Bob Dixon, 314-532-0806 eve's, St. Louis, MO.

Brake booster from '76 99, used & working fine: \$20 Books: "Saab the Innovator" and "From Two-stroke to Turbo," new, both for \$25. Please add shipping. Craig Thompson, 1123 Lincoln #9, Santa Monica, CA 90403, 213-393-4924.

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99 and 900 PARTS FOR SALE, continued

EMS front spoiler, cracked but very useable: \$40.
Lou Dollinger, (see address in 99/900's for sale)

Pirelli P-6 tires, 195/60HR15, three in various levels of even, normal wear, newest has 5250 miles: \$100 for all. Black vinyl bra cover to protect grille and hood: \$40; Two grey & blue Saab insignia front seat and headrest covers for '80: \$50 for both. Russ Prymak, 617-358-4331 eve's, Wayland, MA.

'75 99 Automatic trans, 85,000 mi.: \$200; power steering rack w/pump: \$150, both + shpg. Tedd Donlon, Herrick Rd, Lyndeboro, NH 03082, 654-6612 days, 654-9296 eve's.

Instrument Cluster for '81 & '82 Turbo: \$325; Sony XR-70B stereo w/power amps: \$425; '82 900 Turbo front seats, 6 mos old: \$150 ea. Mark Lundquist, 814 Woodland Dr, Rockford, IL 61108, 815-399-6233

'76 99, 54,000 mi., engine, auto. trans., doors, trunk lid, A frames, starter, alternator, fuel pump, etc. \$10-\$200. Also '74 Sonett carb, starter, & alt. '72 99 carb--change from fuel injection; A-frame, '67 two-stroke new radiator, 3 carbs, etc. Alex Ciuca, 213-682-1517 eve's, Los Angeles, CA

'78 99 front & rear seats, red: \$185; '74 doors ea. \$100 (no rust); '74 front & rear bumpers: \$100, assorted other '74 body parts, good frame also. Trollhattan Performance Cars, 1439 W. Lill, Chicago IL, 312-248-8861.

1970 and 1974 body parts and glass; '70 1.7 engine & FW trans: \$400; '73 2.0L short block: \$100; '73 intake manifold & injectors: \$50; '70 and '73 brain boxes w/wiring: \$75 ea; misc. other 99 parts. Brian Harris, PO Box 85, Saltville, VA 24370, 703-669-9171 days, 703-496-4727 after 6:00.

99 and 900 WANTEDS

Wanted: 99/900 hatchback from '76 to '80. Will pay highest price (& even premium) for right car and will travel. Manual or automatic, 3 or 5 dr. Kenneth Wyle, 251 W. State St., Waverly, IL 62692, 217-435-9777 eve's and weekends.

Wanted: for '74 99--EMS tach/clock; good used trailer hitch, two good used front discs (drum-type hand brake) Leo Wolk, 610 Lovett, Grand Rapids, MI 49506, 616-458-9480.

Wanted: Factory workshop manual for '76 99; Also two hub caps for '73 99E (Saab name in circle). John Donald, PO Box 92, Mooers Forks, NY 12959.

Wanted: used catalytic converter or bypass pipe for 1980 Turbo, also 140 mph speedo from 1979 900. Bill Ashley, 213-376-8632 eve's collect.

Wanted: for 99 Turbo, '79: alloy wheel, need one, or two depending on price. Douglas Catto, RR#2 Kettleby, Ont, Canada, L0G 1J0, 416-939-2233 eves

Wanted: 5/15 wheel covers/hubcaps to fit 1980 Saab I need four, will take multiples of one. Mike Corder 319-356-3483, or 351-0640 eve's.

Wanted: shop manual and air dam for '76 99. Doug Crane, 408 So. Paula Ave, Fullerton, CA 92633 714-992-5245 after 6 pm.

99 and 900 WANTEDS, continued

Want to trade: Have three early 99 EFI manifolds complete w/ press. sensors, control units, senders, injectors, etc--Would like carbureted intake manifolds and carbs, 1.7L, 1.85L or 2.0L. Also need 1.7L dipstick & tube, right & left rear side marker lenses. Brian Dahlin, 1219 E. Madison, Ely, MN 55731, 218-365-5751.

Wanted for '80 Turbo 5 dr.: left front fender, right parking light ass'y, front driver's door, front passengers door. Nick Laubenthal, 741 Alpine Dr, Iowa City, IA 52240, 319-338-4750 eve's.

Wanted: center grill to fit '75 99. Ken Burson, 2505 So. 38th St., Omaha, NE 68105, 402-553-6979.

Wanted: 5 speed transmission from 900; also shop manual for '75-on 99. Martin Krakowski, 2227 Village Ct., Grand Junction, CO 81501.

MORE CLASSIFIED ADS--LAST MINUTE ARRIVALS

Parts from 1975 99LE Wagonback: short block: \$150 4 spd trans.: \$400; doors, \$75; deck lid: \$150 and more. All plus shpg. Alex Gentile, 528 Circle Dr. Bridgeville, PA 15017, 412-941-5320

Wanted: Sonett III floor pan, must be structurally sound. Will consider purchase of parts car. Bob Girton, Rt. 2, Box 147-B, New Bern, NC 28560, 919-633-6359.

Wanted: piston rings for two-stroke engine, piston size OD 0.5A. Gabriel Boenzli, 300 SE waverly, Albany, OR 97321, 503-967-7276.

For Sale: Assortment n.o.s 99 Triumph engine parts 1.7L "F" piston; 1.85L head gasket; crank seal w/ housing; 2 exh. valves, keepers, shims; misc seals and gaskets: \$50 + shpg. Heyward Cohen, PO Box 160, Amenia, NY 12501, 914-373-8048.

CONSUMER REPORTS 100,000 MILE SURVEY

As a lot of you are aware, Consumer Reports has not always treated Saabs as well as we would like, and often has given us a bad writeup in either its model testing and/or its repair record section.

Here is an opportunity to give them some facts, as we have experienced them. In their January '83 issue, they ask that owners of high mileage cars, either 8 years old or 100,000 miles or above, help them by filling out a questionnaire, which will be sent to you by merely dropping them a card listing name, address, make and model of car and mileage reading.

Please help straighten out Saab's reputation for longevity and reliability, by sending your postcard and then the questionnaire to: Consumer Reports, Box CD, 256 Washington St., Mt. Vernon, NY 10550.

Margrit Adler, Champaign, IL



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EDITORIAL RAMBLINGS--START OF A NEW YEAR

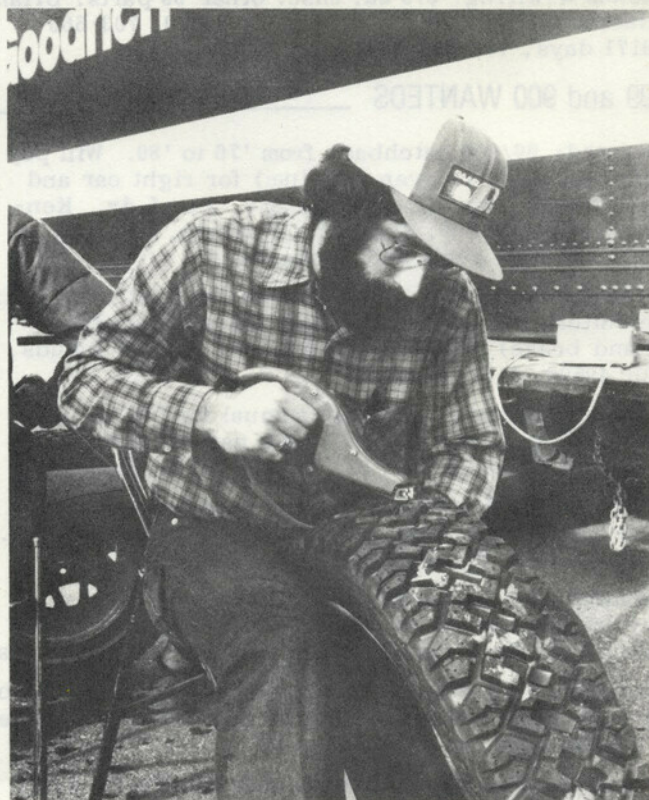
As usual the month I take off from publishing the Newsletter is now gone along with all the pipe dreams of special projects. I did get a chance to make the 11-hour drive to Grayling, MI for the Sno*Drift Pro-Rally. Bob Hansen and I acted as Sandy Liversidge's crew, along with Sandy's brother, H.P. As you can see from the photo of me grooving the B.F.G's, there wasn't much snow and the rally should have been renamed "Sand Drift" for the deep, loose stuff that makes up the back roads in that part of Michigan.

There wasn't much for us to do as crew since Sandy has his car so well-prepared, and the only emergency work we had to do was to bleed the clutch in order to flush boiling brake fluid out. The clutch slave on the '76 and later 99's is a donut behind the release bearing and being inside the clutch shroud it gets pretty hot. The Saab racers at the Nelson Ledges 24hr. race had a bout of boiling clutch fluid too, though Sandy said this was his first experience with any clutch troubles.

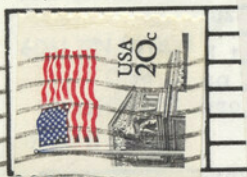
Sandy ended up the rally fourth in Production Class, while Erik Zenz nearly broke his tired '78 EMS in half on the last stage, but it earned him a fine third in Production and tenth overall.

My New Year's Resolution is to put the Newsletter out on time every month. At least I got the first one in under the wire (It's Thursday until midnight Dick...). I hope all Club members have a safe and happy New Year.

Jeff Delahorne



The Editor improves on B.F. Goodrich's tread pattern . (photo by Rick Corwine)



JAN. 1983

Address Correction Requested

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



Please use knife/letter opener