

COMPACT FRONTWHEEL DRIVE CLUB of AMERICA

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DEDICATED TO SMALL-ENGINED SMALL CARS & ENERGY CONSERVATION

Saab Clubs of North America

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

JANUARY SAAB SALES UP 80% FOR NEW RECORD

Saab Press Info: Sales of Saab cars reached an all-time high of 2,045 units during January, according to Robert J. Sinclair, President of Saab-Scania of America, Inc.

This marked the first time in Saab's history in the United States that more than 2,000 retail sales were recorded during a single month and represents an 80 percent increase over January of 1982.

"During 1982 Saab sales hit an all-time high on the U.S. market, with just over 18,000 units sold," the Saab President noted. "For 1983, we are planning to deliver a minimum of 22,000 units, and the January results are quite gratifying."

Colorado Dealer is Top Seller in 1982--Tom Heydman Pontiac-Saab of Littleton, CO was the top selling dealer for Saab cars in the U.S. during 1982, according to Sten O. Helling, Vice President of Sales and Marketing for Saab-Scania of America.

This is the second year in a row that the Littleton dealership has held the top sales position. During 1982, Mr. Helling reported that Heydman Pontiac-Saab retailed a total of 292 new Saab cars.

Nationally, Saab sales in 1982 reached an all-time high of 18,179 units, an increase of 25.3 percent over 1981.

Second place in the 1982 Saab sales race was again taken by Zumbach Sports Cars of New York, NY; while Gaston Andrey of Framingham, MA finished in third place and Deane Buick Company of Denver, Co placed fourth. Other top-selling Saab dealers during 1982 included Garff Motor Center, Salt Lake City, UT; Clews & Strawbridge, Frazer, PA; B & B Foreign Car Center, Santa Clara, CA; and VOB Auto Sales, Rockville, MD.

CHICAGO SAAB CLUB & CENTRAL ILLIANA SAAB CLUB-- will meet for a buffet luncheon and then caravan down to the Chicago Auto Show on Sat. Feb. 26. The buffet (\$7.95 per person--all you can eat) will be at HEUER's Restaurant, 5591 River Rd, Rosemont, IL (next door to the Hyatt Regency O'Hare) at 11:30 am. For details or directions call Andy Fedorowski 312/454-4825 work or 312/631-4476 home.

SAAB-SCANIA MIDWEST OPEN HOUSE-- Saab has set Sat., March 19 for the open house at its Schiller Park, IL facility. Activities will include demonstrations of the parts/warehouse operations, the technical training center, and more. Here is your chance to see the inside workings of Saab-Scania and be able to talk directly to the people of Saab. An exact time is yet to be set (tentatively 12 noon). Saab-Scania is located on Mannheim Rd (US 12/45) and United Pkwy, just south of Irving Park Rd (IL 19). For details or directions call Andy Fedorowski 312/454-4825 work, or 312/631-4476 home. (The Editor hopes to attend this event, but he is not sure yet.)

CENTRAL ILLIANA SAAB CLUB-- Jan. 23rd meeting was the annual Saab film festival. There were two new films as well as a re-edited film of the factory tour. We had 16 members including two new ones with three V-4's.

The February meeting will be a trip to Chicago for the Auto Show (see Chicago Saab Club notice). Members please call Margrit Adler, 217-356-9244 to confirm if they would like to go. Car pooling will be available on a first come, first placed basis. This meeting will give us a chance to see the new models in their best setting, as well as an opportunity to meet with some of the Saab company people.

March 20th meeting will be a V-4 clinic conducted by Monty Tarr of Catlin, IL. Monty has extensive personal experience with these cars, as well as two strokes. The meeting time and place will be announced later.

April 17th, Arsie Miller of Schiller Park Regional headquarters will be guest speaker. This meeting will be held at 404 W. Green St, Urbana, at 2 pm. As usual, any Saaber within driving distance is welcome at all our meetings.

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

**MARCHAL ALTERNATOR FOR A '74 SONETT?
ALSO: SATCH CARLSON AN HONORARY MEMBER?**

I have a 55 amp. SEV Marchal alternator removed from a '74 99 with a/c. I would like to install it on my '74 Sonett and apparently need a different voltage regulator. Your advice or instructions would be most appreciated.

Perhaps an honorary membership is in order for Autoweek's Satch Carlson. After all, he does seem to give Saab autos and owners more favorable (not to mention humorous) press than most other international motorsports journalists. Maybe he could even be prevailed upon for an occasional paragraph or two for the Newsletter.

Steve Hollars, E. Moline, IL

Ed. Reply: The Marchal alternator should work just fine with the standard Bosch voltage regulator that comes in the Sonett. The Marchal alternator in my '79 99 works just fine with that combination.

As for Satch Carlson, he already is a dues paying member of the Club and has been since 1975 or so. I did ask him once about contributing to the Newsletter, but he's even worse about answering his mail than I am. Satch did pass up a chance for a free ride in the "Svenska Motorhome Mk. II" last weekend at the Forest Lake/Int'l Ice Racing Ass'n race--too busy downing Heineken's or Moet I guess.

Actually, Satch got his rally Sonett, the "Piggy of Plastique" from Jack Ashcraft. And while Satch describes the color Jack painted it as "bilious beige" Jack told me that's not right--it was "Pinto puke."

WHAT TRANSMISSIONS WILL FIT A T/S SONETT?

The transmission in my two-stroke Sonett is on its final legs and I have to make a decision soon. I have done a considerable amount of work on various Saabs, but I've never had a transmission apart, and really have no desire to. My Saab mechanic who does anything I'm afraid to tackle myself is a perfectionist who is willing only to do a complete rebuild at an estimated cost of \$800.

My current alternative is to buy a used transmission at a reasonable price and make the switch myself. What I'm asking for is your input on compatibility between models, as I'm looking to do a simple bolt-in swap.

Thor Carlson, Boonton, NJ

Ed. Reply: The only difference between 1965 and later 95, 96, and Sonett transmissions is in the final drive ratios and the bell housings. Two-strokes have one style bell housing while V-4's have another. By switching bell housings you can use the transmission from a V-4 in a two-stroke and vice-versa. The two-stroke Sonett uses a transmission with a 4.88:1 final drive ratio, the same as V-4 95's and 96's, so this would be the transmission to get. V-4 Sonetts have a 4.67:1 final drive ratio (engine revs slower at same road speed) while two-stroke 95's and 96's used a 5.43:1 final drive (engine revs higher, compared to 4.88:1).

EUROPEAN HEADLIGHTS FOR SAAB 99's
Complete Assembly Kit--Wipers extra, but available. Write: C. Theriault, PO Box 483
Mystic, CT 06355, Ph. 203-599-2147

SNOW TIRE UPDATE--P-8's NOT TOO HOT

Since the 99 got the snow tires this year, I decided to try to make it through the winter with the regular P-8 Pirelli's on the 900. They worked fair on packed snow in sub-zero weather, but several recent snows with temperatures nearer freezing have proven the P-8's to be mediocre performers at best. They make the 900 about equal to rear-drive cars with snow tires, which is annoying. Part of the problem is probably the wide cross-section (185) which tends to make the tire "snow-plane" on top of the white stuff with all tread grooves packed full.

A four-inch wet snowfall managed to get Carolanne and the 900 stuck after slowing down to turn the corner in front of our house. I took the 99 out with the 155 Vredestein snows to compare the difference and found that I had much more traction and could drive up significant hills while the 900 was stopped by a gentle rise. Admittedly the 155x15's on the 99 are pretty narrow tires for a car that size, but they tend to underscore the fact that for going in the snow, skinner is better. Of course they make the 99 an unimpressive performer on dry pavement, but you have to decide which is the bigger compromise.

Squeaky Heater Fan Strikes 900--Like Bob Swinehart's 900, our car has been struck by the squeaking heater fan syndrome; just out of warranty of course. First the low speed developed a rhythmic squeak, then a couple months later the second speed has a faster rhythmic squeak to it too. It is probably only a matter of time before the bearings go away completely and I will have to change the motor--no easy task since you have to pull the dash to get to it.

Part of the problem is that the fan is on all the time unless you turn the air distribution selector down to "O" or the bottom-most position. But then you only get heat out of the two side dash vents and the windshield fogs up. With the fan running all the time, it not only gets much more use than the fans on 96's and 99's (which lasted years--never had to change one) but it runs while the air is still cold coming through and the bearings must be insufficiently lubricated with cold stiff lube. I guess this is the problem since I haven't taken it apart yet, but I am disappointed the heater fan only lasted a year and three months and 23,000 miles.

When I change the heater fan I am going to wire it through an "extra" switch position on the dash so that it only runs when I want it to. Hopefully this will prolong its life.

Stiff Shifting into Second Gear--The car is still balky at going into second gear until warmed up and changing to Amsoil 10W40 synthetic oil did not make any noticeable difference. In the '79 99 I use 75wt and have no problems shifting when cold, so maybe I'll try 75 wt in the 900 and start the gear oil debate all over again. And please, Amsoil-backers, I did not say your oil isn't any good. I just said it didn't make my 900 shift better when cold. It may be it has a designed-in reason for stiff shifting that no oil can improve. And I don't mind spending \$6/qt if I can use the synthetic oil some place where I can leave it for 12,000 miles or so (I just cannot bring myself to do that with the engine).

Jeff Delahorne, Editor

HOW TO REPAIR SONETT ROCKER PANEL RUSTOUT?

I recently skimmed through all club Newsletters since 1979 and found nothing dealing with the problems I now face. My '72 Sonett, as is wont to happen in northern climes, is beginning to suffer from rocker panel rustout. I would like to hear from others who have overcome the problem. Is it possible to get replacement rocker panels? I can see where removing the doors and nose would make welding new panels in a lot easier, but does the rear quarter of the body also have to be removed? I have no welding expertise or equipment, so I am expecting to have the project done. I would like to know what pitfalls to avoid. What is the feasibility of using stainless steel?

Chuck Repede, Cleveland, OH

Ed. Note: According to my friendly parts connection, Gene Leopold at Odberg-Ryan, outer rocker panels are still available from Saab at a list price of \$64.35 ea. The inner rocker panels used to cost \$20.05, but are now listed as "discontinued." In any case, read on for one way to repair your rocker panels with minimal welding.

ONE WAY TO SIMPLY REPAIR SONETT ROCKERS

- 1). Remove Rust-thin areas
- 2). Remove jack supports--grind, roll, tear off
- 3). Remove "undercoating," loose dirt, scale, etc. from interior
- 4). Paint interior, especially corners and crevices with Rustoleum Red
- 5). Paint interior (over Rustoleum) with enamel
- 6). Match repair section, drill 3 or 4 locating holes through floor and through outer rocker
- 7). Trim ends of repair section to match existing
- 8). Braze new jack pads to repair section (bend pads to conforming shape first)
- 9). Clean up, epoxy coat, locate repair section on car (using 3 or 4 jacks, wood blocks, large rubber mallet, prayer, etc)
- 10). Insert 3 or 4 pop rivets, and rivet in place from center toward ends, alternating between floor pan and outer rocker--check end fit
- 11). Drill and place rivets, fitting repair panel as you go (complete this fitting-riveting before epoxy sets
- 12). Coat rivets with epoxy & paint. Epoxy any places where repair panel does not fit
- 13). Paint repair panel

Don Reed, Saab Club National Capital Area

ANOTHER WAY TO REMOVE V-4 PILOT BUSHING

That was a good tip on the flywheel bushing, (Sept. '82, p. 2) something I'd never thought of as causing a transmission seal to leak. I have removed pilot bushings in the past by filling the hole with grease, then driving in a clutch shaft or tight fitting drift. The resultant pressure on the grease forces the bushing out. I think the Haynes Manual suggests this method. It may work no better than a chisel, but it is more fun.

Bleeding clutch hydraulics--For the last five years or so I've been bleeding late V-4 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 tubless steel rim might work as well. I use a hand pump--compressors blow them apart.

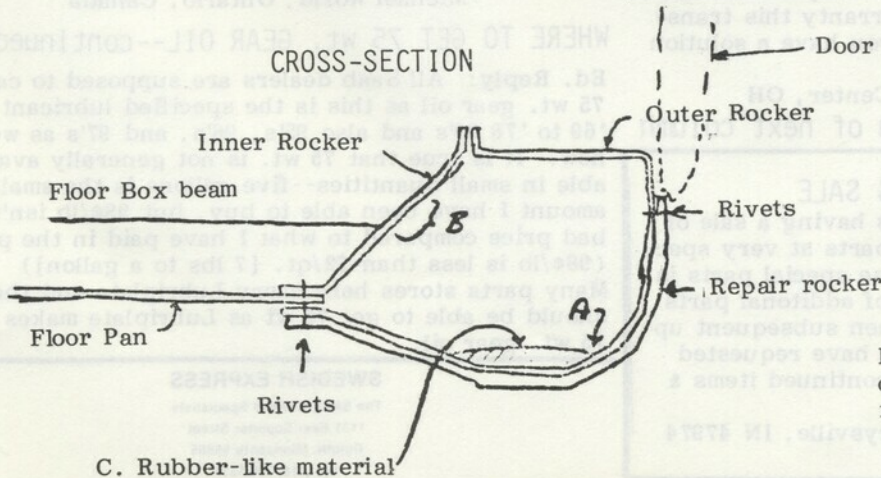
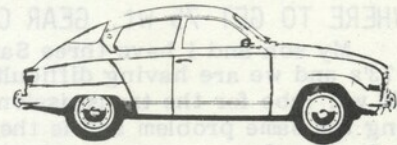
Two-stroke plugs--Has anyone tried the Nippon Denso plugs for either the standard or sport two-strokes?

Wally Freece, Seattle, WA

HOW TO REMOVE FRONT BRAKE HOSES ON V-4'S?

I have a problem with my 1969 96 V-4. I cannot find enough room to put a wrench on the end of the two front brake hoses to disconnect them from the supply line from the master cylinder. The end I am talking about is the one which is up in the engine compartment near the front suspension. How do you get a wrench on the end and room to swing the wrench without removing the engine and suspension? I am not joking about this as I spent three afternoons trying to get the hoses loose. Perhaps some Club member could help out.

Willard S. Freedman, Roanoke, VA



- A. Location of rust through
- B. Location of new 1 1/2" holes
- C. Sound deadening material

Epoxy coat both surfaces (outside of outer rocker, inside of repair rocker) prior to assembly

REMOTE OIL FILTER FOR 99's HELPS COOL OIL

An interesting modification can be made to your '75-'80 99 that: 1) Increases engine oil capacity; 2) Improves oil flow characteristics in cold weather and at high rpm; and 3) Provides a certain degree of oil cooling.

This modification involves the installation of a remote dual oil filter bracket manufactured by Trans-Dapt. The parts needed are the oil filter bypass plate (p/n 69103), heavy duty hose and connectors (p/n 691047 for 36" and 691048 for 48"), and the oil filter bracket itself (p/n 691030).

I used the 36" hose (24, 36, and 48" hoses are available) and mounted the bracket near the heater fan motor on the right (passenger's) firewall side of the engine compartment. Mounting of the bracket can be tricky due to location of the mounting holes. I super-glued the nuts directly over the mounting hole on the bracket so that the bolt could be screwed right in from the other side (under dash inside the passenger compartment).

Make sure that the hose reaches the already mounted bracket and that the hose is clear of all sharp edges, hot manifolds, moving pulleys, etc. Be sure to use teflon tape on all brass connectors. Do not over tighten the filter bypass plate or distortion of the o-ring will occur with consequent leaking. Be sure to leave sufficient room for installation/removal of the oil filters (Fram PH-8A or equivalent). 48 inch hose might provide greater flexibility of mounting at slightly higher cost.

My oil capacity is now 5.9 quarts and my oil pressure stays below 70 psi on cold running and high rpm due to 2.5 times more filtering area. My oil temp. is reduced slightly due to location of the oil filters away from the engine. Also installation and removal of the oil filter is easier than the stock location.

John P. Barron, St. Louis Park, MN

WHERE TO GET 75 wt. GEAR OIL FOR 99's?

My son and I have three Saabs, one '75 and two '73's and we are having difficulty in obtaining 75 or 80 wt. lube for the transmissions. Are others having the same problem and is there a satisfactory substitute?

We have just had one of the transmissions rebuilt and the man who rebuilt it is out of this oil and does not want to replenish at 35 gallons at a time at \$.98 per pound.

He had previously been able to purchase 35 lbs at 62¢/lb. "Looks like a shakedown by the oil companies," he said. He will not warranty this transmission if 80w90 wt is used. If you have a solution we would like to hear it soon.

Forest Booher, Belle Center, OH

continued at bottom of next column

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, PG Box 186, Perrysville, IN 47974

2.0 OIL PUMP FITS 1.7/1.85--WORKS BETTER

I recently rebuilt a '72 1.85 liter engine from a 99E and upon checking the oil pressure found that it was only 7 psi at idle and 25 psi at 2000 rpm. This caused the engine to rattle a bit at idle. Instead of replacing the Triumph engine's vane-type oil pump, I discovered that the oil pump from a 2.0 liter will fit just fine. The Swedish 2.0 pump is of the bi-rotor (or G-rotor) type and bolts right up to the 1.85 engine using the 1.85 pump drive and mounting bolts and o-ring from the 2 liter.

After starting up the engine, I checked the oil pressure with the 2.0 pump and found it had gone from 7 to 43 psi at idle and from 25 to 60 psi at 2000 rpm. There may be some 2.0 liter oil pumps laying around salvage yards that can be had for a reasonable sum.

I checked another Triumph engine (a 1.7) and found it had only 15 psi at idle. Since the oil pressure sender only triggers at 5-7 psi, you won't know if your oil pressure is low. It could be that short life in 1.7 and 1.85 engines is due to low oil pressure.

Tom Wydeven, Menasha, WI

HELP FOR HARD WARM STARTS IN CIS 99's

I would like to offer some help to Paul Saikowski of Niantic, CT who wrote in the Nov/Dec. issue regarding his '78 GLE fuel system trouble.

I have a '77 EMS that I have owned since new and now has 115,000 miles. I too experienced great hot starting difficulties and after much testing in the fuel system I found that the installation of a check valve in the line to the warm-up regulator has cured the problem. A new warm-up regulator is over \$200 here. A check valve can be had for much less--Volvo dealers have an in-line one available for their injected engine fuel lines. An industrial supply outlet can provide replacement nylon fuel lines such as Parker/Hannifin and I obtained extra banjo fittings for hooking up my own pressure test gauge at the local foreign car wreckers. I used a heat gun to shove the fuel line onto the fittings.

My Saab has been an extremely reliable and trouble-free car, better overall than my previous BMW 2002. Repairs have included replacement of a noisy timing chain (do not forget to replace tensioner and rails at the same time) and a noisy alternator bearing. Make sure front brake caliper parts are lubricated at least every 10,000 miles for trouble-free operation. The car has averaged 29 Imperial miles per gallon since new--I drive mostly highway.

Michael World, Ontario, Canada

WHERE TO GET 75 wt. GEAR OIL--continued

Ed. Reply: All Saab dealers are supposed to carry 75 wt. gear oil as this is the specified lubricant for '69 to '78 99's and also 95's, 96's, and 97's as well now. It is true that 75 wt. is not generally available in small quantities--five gallons is the smallest amount I have been able to buy, but 98¢/lb isn't a bad price compared to what I have paid in the past. (98¢/lb is less than \$2/qt. [7 lbs to a gallon]) Many parts stores here carry Lubriplate and they should be able to get 75 wt as Lubriplate makes a 75 wt. gear oil.

SWEDISH EXPRESS

The SAAB & Volvo Specialists

1131 East Superior Street

Duluth, Minnesota 55805

Tel. (218) 728-5334

MORE HOT START WOES AND OTHER 900 TIPS

Last September I sold my '77 EMS and bought an '81 900S with only 6000 miles on it. Since then I have added about 7000 miles and have experienced or corrected a few problems & irritations that I thought would be of interest to members.

Hot Start Problems--When I got the car, it was a real bear to start up hot. The dealer checked the injection pressure and found the rest pressure was dropping too low too quickly. The problem was the o-ring in the pressure regulator in the fuel distributor. Replacing the o-ring improved the starting for the first half-hour after the engine is shut off. However, if the shutdown lasts from a half-hour to an hour and a half, a problem remains.

Actually, the engine starts right up, then dies as soon as the starter is disengaged. On a hot day (the problem is not very severe on these cold winter days) it may be necessary to engage the starter six or seven times before the engine will continue to run by itself. One problem with finding a cure for this is that Saab's specs say only that the rest pressure must stay at 2 bar or more for 20 minutes (mine does). There are no specs for longer periods so no one knows what is normal rest pressure at these longer periods.

I plan on having the injectors cleaned to see if that will help. If it does not, I may look into finding a way to manually engage the hot start pulse relay so that the cold start injector will keep the engine running until the injection pressure builds up. Currently the cold start injector pulses on a hot start only when the starter is engaged.

Tire wear & toe-in--My 900 has TRX tires, which I like very much except that there are no cheap replacements. They ride well, are quiet and handle very well.

When I got the car, the outside tread of the front tires seemed excessively worn. Closer examination indicated that there was a toe-in problem. Measurement confirmed this--1/2" toe-in! You can get an indication of whether your toe-in is correct by rubbing your fingers back and forth across the tread. If the tread rows feel that they have one sharp edge and one dull edge, the toe-in is possibly incorrect. (The correct toe-in for 99's and 900's is $0.08" \pm 0.04"$ [2 ± 1 mm]) If the sharp edge is toward the inside, there is too much toe-in. If the sharp edge is on the outside, there is too much toe-out.

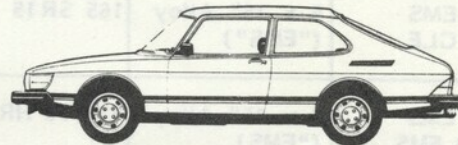
Engine compartment rattle at 4000 rpm--This turned out to be the power steering pump pulley. Saab has two service letters on this. One concerns replacing the pump if end play exceeds .012". This sounds like a small amount, but it feels like a lot when the pump is on the engine. The other service letter concerns replacing only the pump pulley. In this case the original pulley is replaced by one which has four large holes in its webbing (the origi-

nal one was solid). It worked and now it is much nicer to run it through the gears with no rattle at 4000 rpm.

Buzz from engine compartment at 2600 rpm--This one turned out to be the a/c hose rubbing against the hood. (see also Saab Service Bulletin on p. 7 of this Newsletter) The cure was to tie the hose away from the hood with a nylon tie-wrap. Things rubbing against the hood (or fenders, firewall, etc) are a good source of buzzes. Check for signs of rubbing from things like cables (cruise control, for example), hoses, clips, etc.

High pitches chirp/whistle--I also, like Jeff Delahorne, had to disconnect the cable that drives the timer for the oxygen sensor replacement reminder to get rid of a high-pitched chirp coming from inside the dash. There is also another similar sound that is apparently caused by a small air leak around the right-hand rear view mirror or in the door weatherstripping. The "leak" was a small air gap where the mirror case fits up against the housing that mounts to the door. The mirror case is spring loaded against the housing, so I "plugged" this gap by placing some weatherstripping (hardware store variety) between the two parts.

Door fit--The driver's door on my car was very hard to close and it did not fit well either. I have noticed this on other late model 900's--including brand new ones on the showroom floor. This is disappointing in a \$12,000+ car. However, these problems can be mostly overcome by proper adjustment. Adjustment of only the striker plate may not be enough. The hinges should be adjusted first to get the door to fit in the opening properly (up/down and front/back). Then adjust the striker plate so that the door is not forced up or down when it contacts the striker. This takes quite a bit of work to do properly--a number of readjustments may be necessary. Even if the door is forced up (or down) only slightly by the striker it will affect how easily the door closes.



Question--When cold my engine has a slight knock or pecking sound in it. My '77 EMS had a similar sound when cold all of its 74,000 miles and it is still going strong so I do not think it is serious. I have always assumed it was a slightly loose piston or piston pin. It goes away when the engine warms up. Can anyone shed some light on this for me?

In general I find the 900 is a better car than my 99 EMS. It is quieter, rides less harsh, but handles better, thanks, in large measure, to the tires no doubt. The seats, dash, and engine accessibility are also better. The power steering is a major improvement also, although at highway speeds I do miss the firm feel of the EMS's manual steering.

However, nothing is perfect, and with the 900 its major shortcoming (other than high parts prices) is its lack of "poop" especially at highway speeds. It is definitely not as fast as a 99 and this is due to greater weight, 5 less horsepower, and economy gearing. The five speed does not shift as nicely as the four speed. However, it is still a super car and I really like it.

Steve Parsons, Washington, IL

VICTOR SAAB

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We will UPS all parts to any location. We have one of the largest parts inventory on the East Coast. Complete line of 900, 99, and V-4 parts and accessories in stock. We have new and used parts for all model SAABS. Call Dan Stella or Dave Andrews. 215-886-8660.



Sandy Liversidge of Burlington, VT slides his 99 around a tight gravel corner on a special stage of an SCCA Pro-Rally. Saab won the manufacturer's title for Production Class for the third year in a row.

SAAB WINS MANUFACTURER'S TITLE IN PRO-RALLY

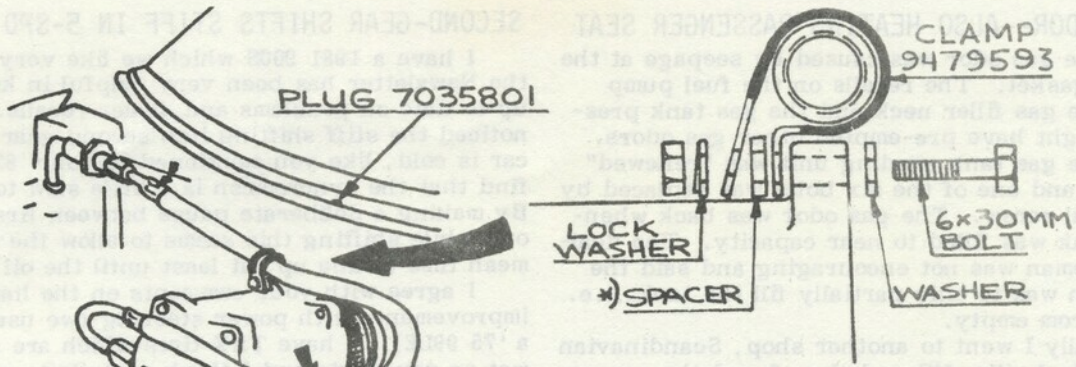
Saab Press Info: The Production Class in the national Sports Car Club of America Pro-Rally Series has only existed for three years. And in each of those three years the winning car make has been the Saab.

The 1982 Pro-Rally season ended with the fifth Reno International Rally, and again Saab claimed the manufacturer's championship in the Production Class. The 1982 win, however, did not come as easily as the wins in 1980 and 1981. This time a scant two-point margin divided first place Saab from second place Plymouth (164-162).

Leading the Saab rally contingent during 1982 was Sandy Liversidge of Burlington, VT, who won no less than three first places in the Production Class in the year's 12 Pro-Rallies. Liversidge was beaten out of the driver's crown by Steve Nowicki of New Berlin, WI who drives a Plymouth Arrow. However, Linda Liversidge won the Production Class co-driver championship.

Saab was able to win the Manufacturer's title despite Nowicki's overall driver's victory by virtue of added points from other Saab drivers such as Erik Zenz of West Allis, WI, Tom French of Irving, TX, Curt and Debra Spicer of Saginaw, MI and Phil Pilcher of Memphis, TN.

MODEL APPLICATIONS	OE WHEEL SIZE & TYPE	OE TIRE SIZE	ALTERNATE TIRE SIZE	WINTER TIRE RECOMMENDATIONS *
74-80 99 (except EMS, GLE, Turbo) 79-81 900 (except EMS, GLE/Touring, 900S, Turbo)	5 x 15" Steel	165 SR 15	175/70 HR 15	Four 165 R15 snow tires (under moderate conditions two 165 R15 snow tires mounted on the front may suffice if the standard rear tires have at least half their original tread depth)**
74-75 99 EMS 76-78 99 GLE	5 x 15" Alloy ("EMS")	165 SR 15	175/70 HR 15	
76-78 99 EMS 79-80 900 EMS	5 x 15" Alloy ("EMS")	175/70 HR 15	165 SR 15	Four 165 R15 snow tires (mount on extra 5 x 15" steel wheels or the OE type alloy wheels. NOTE: the 165 R15 size is approved for either 5" or 5½" wide rims)**
78 99 Turbo	5½ x 15" Alloy ("INCA")	175/70 HR 15	165 SR 15	
79-80 900 Turbo 3-door	5½ x 15" Alloy ("INCA")	195/60 HR 15	175/70 HR 15 165 SR 15	
79-80 900 Turbo 5-door 80 900 GLE/Touring 81 900S, Turbo	135 x 390mm Alloy ("TRX")	180/65 HR 390	See snow tire option	Three snow tire options: Four 165 R15 snow tires (will not fit TRX wheels - mount on extra 15" dia. wheels)** Four 180/65 HR390 M+S tires (mount only on TRX wheels)*** Four P205/60 R390 M+S tires (mount only on TRX wheels)****
82-83 900	5½ x 15" Steel	185/65 SR 15	175/70 HR 15	Two snow tire options:
82-83 900S & Turbo 4-dr.	5½ x 15" Alloy		165 SR 15	Four 185/65 SR snow tires on 5½ x 15" steel or alloy wheels. Four 165 SR15 snow tires on 5½ x 15" steel or alloy wheels**
82-83 Turbo 3-dr.	5½ x 15" Alloy	195/60 HR 15	185/65 SR 15 175/70 HR 15	



*) 2 mm thick. Use P/N 8073249 or 1324144.

'NOISY' A/C COMPRESSOR OPERATION '81-'83

Saab Service Info 12/82-604: A complaint that the A/C compressor causes objectionable noise and/or vibration in the passenger compartment when engaged usually is not the fault of the compressor. Suspect the compressor suction hose (from the evaporator) first.

1). Short Suction Hose: Early '81 Turbos with Factory A/C (up to Serial No. B1009100) and early dealer A/C kits for 900 and 900S models have a short suction hose which can transmit vibration to the evaporator housing. This may result in noise heard through the ventilation ducts while the A/C compressor is engaged.

Correct by installing longer suction hose, P/N 94 79 577 (see below). Recharge system using 2.5 lbs. (1150 grams) of R12.

REROUTING OF ALTERNATOR WIRING, EARLY '83

Cars built within the following VIN Serial No. range, D1000001--1004470 and D 2001800--2001960, may have an incorrectly routed alternator harness creating the possibility of contact with the alternator pulley.

Check the routing of the harness on all cars falling within the above range during servicing. The routing should agree with the illustration below. (Ed. Note: It might be a good idea to check the wiring on all H-engine 900's to make sure the wiring is not in danger of contacting the alternator pulley.)

Correct Installation of the wiring:

1). Both the alternator and engine harness should

2). Long Suction Hose: From VIN Serial No. B1009100 a long suction hose is used which is fastened at its mid-point by a clamp bolted to the windshield cowl. This arrangement may transmit vibration to the cowl sheet metal which, in effect, can amplify the sound of the A/C compressor and create a high noise level in the car. This has been rectified on M83 Turbo and 900S models as from 10/82 production. On earlier cars correct by removing the clamp from the cowl. Reverse and position it on the compressor housing using a longer bolt and additional washers. The clamp must encircle the hose loosely so that the hose is free to move back and forth. Bend hose at evaporator to align. Tie the suction hose to the coolant hose to avoid hood contact at the bend in the hose. (see illustrations) Plug the unused hole in the cowl rain channel.

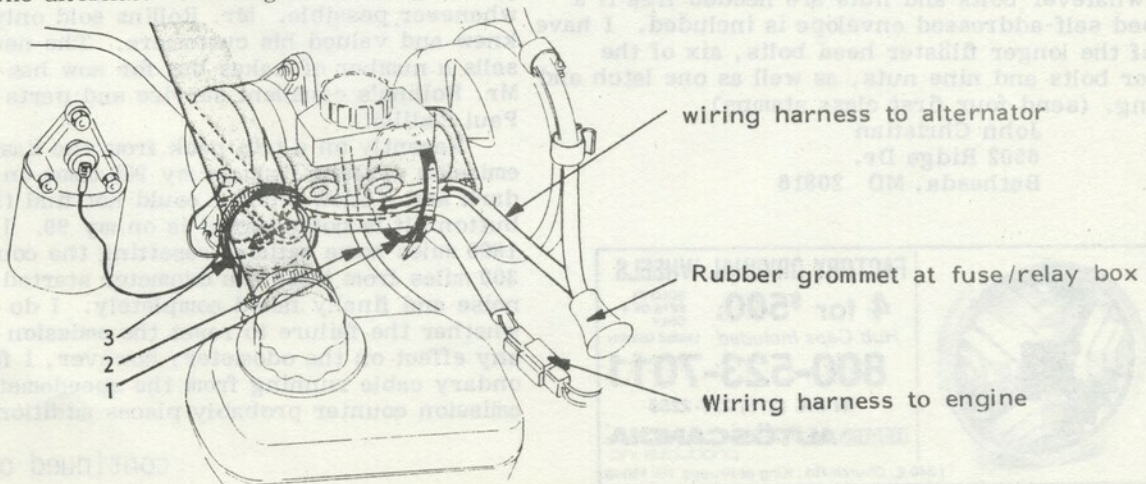
be secured with a nyloc tie to the master cylinder body.

2). Both harnesses should be routed to the left side (outboard) of the clutch fluid hose.

3). Both harnesses should be secured to the water hose with a nyloc tie strap.

CAUTION: If it is necessary to disconnect harness from alternator, remove one battery terminal to prevent shorts.

(The Club thanks Mr. Daniel L. David, Manager of Technical Services and Mr. Robert J. Sinclair, President, at Saab-Scania of America, for continuing to provide the Saab Club with Saab Service Information bulletins.)



900 GAS ODOR--ALSO HEATING PASSENGER SEAT

First the gas odor was caused by seepage at the filler neck gasket. The recalls on the fuel pump support, the gas filler neck and the gas tank pressure test might have pre-empted other gas odors. But then the gas tank sending unit was "renewed" by a dealer and one of the six bolts was replaced by a sheet metal screw. The gas odor was back whenever the tank was filled to near capacity. The dealer shop foreman was not encouraging and said the best solution was to only partially fill the tank, i.e. 10 gallons from empty.

Eventually I went to another shop, Scandinavian Imports in Rockville, MD and they found the source of the gas odor. The nuts for the gas sending unit bolts are imbedded in the plastic body of the gas tank and due to overtightening of the bolts, the nuts will rotate, stripping edges of the plastic surround which is supposed to hold the nuts securely. The bolts were loose, as well as the earlier added sheet metal screw. SI managed to tighten it up and the gas odor has disappeared.

900 (and 99) Electric Heater for Passenger Seat- This can easily be installed by using the driver's seat installation as a mirror image. There is no need for an upholstery shop; the seat covers zip open so the heater panels can be inserted. The ground wire attaches to the same screw under the gear shift housing cover. The hot wire is snake under the housing and fastened to the connector along with the other hot wire from the driver's seat heater.

900 Sunroof Latch Difficulty--If the sunroof latch is difficult to operate or has partially fallen out of its recess the cause will be the fillister head bolts which hold the latch in position and serve to attach it to the mechanism within the sunroof. The bolts in my sunroof worked loose, and the shop could not find them within the sunroof and lacking the proper bolt, attempted a fix with an ordinary bolt.

The second time around I decided to repair it myself. The sunroof top panel can be lifted out by opening the sunroof about halfway and removing the screws on the leading edge. A label on the inside of the sunroof noted it was made by a company in Holland. A letter to them (after determining from Saab that only complete sunroofs were available) elicited a generous number of the fillister head bolts (2 sizes), nuts and even a latch.

If anyone has a similar problem I will be glad to send whatever bolts and nuts are needed free if a stamped self-addressed envelope is included. I have five of the longer fillister head bolts, six of the shorter bolts and nine nuts, as well as one latch and housing. (send four first class stamps).

John Christian
6502 Ridge Dr.
Bethesda, MD 20816

SECOND-GEAR SHIFTS STIFF IN 5-SPD 900

I have a 1981 900S which we like very much and the Newsletter has been very helpful in keeping us up to date on problems and dealer recalls. I have noticed the stiff shifting into second gear when the car is cold, like you mentioned in your '82 900. I find that the syncromesh is a little slow to engage. By making a deliberate pause between first and second while shifting this seems to allow the syncromesh time to line up, at least until the oil is warm.

I agree with your comments on the handling and improvements with power steering (we used to have a '75 99LE). I have TRX tires which are great in wet or dry roads and I think contribute greatly to the good handling and precise control. I have 30,000 miles on the car and the TRX tires are wearing fairly fast. The TRX's are treacherous on ice or snow. I use Kleber V-12 M&S tires which are great in snow. I just came home yesterday in a heavy snow storm and with the Klebers on all four wheels I was able to make a panic slow down to allow a car to pull in front of me on the highway. Kleber's however, make the car a lot less precise in handling compared to the TRX's, and they seem to have trouble going straight at high speed with cross winds or turbulence caused by trucks.

One problem I have is, though the car starts fine when cold and the engine rev's to about 1500 rpm, then the revs drop to below 1000 and usually it stalls or runs very rough for about 15 seconds. If I catch it with the throttle at about 1000 rpm I can keep it from stalling. If it does stall it restarts with no problem at all. The dealer has not been able to find anything and I have seen no comments concerning this problem in the Newsletter. The owner's manual says not to touch the throttle for 10 seconds after starting, but this will guarantee a stall. If I do touch the throttle too early after startup, it tends to run rough for the first few minutes. Any comments or suggestions?

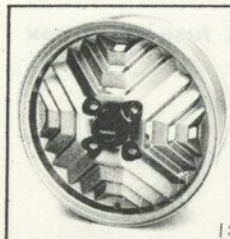
Kenneth R. Andrews, Northboro, MA

EL PASO DEALER RETIRES--& EMISSIONS LIGHT

The recommended Dealer/Mechanic list is very welcome. However, I must regretfully say that Rollins Motors, El Paso, TX has relinquished its Saab franchise. Fred Rollins, at the age of 72, has decided to retire and all Saab owners in the area are the losers. Mr. Rollins and his employees always had time to have a cup of coffee and talk Saabs with you or give advice and the best prices on parts whenever possible. Mr. Rollins sold only Saabs and knew and valued his customers. The new dealer sells a number of makes but for now has retained Mr. Rollins's excellent service and parts manager, Paul Padilla.

Recently on a trip back from the East Coast my emission systems light in my 900 came on. In the dark and a snow storm I could not find the reset button--it is not where it is on my 99. I drove the 1800 miles home without resetting the counter. About 300 miles from home the odometer started making noise and finally failed completely. I do not know whether the failure to reset the emission counter had any effect on the odometer, however, I feel the secondary cable running from the speedometer to the emission counter probably places additional stress on

continued on page 9



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SONETT SHIFTS HARD WHEN COLD & OTHER TIPS

Boty my '67 two-stroke 95 and my '68 V-4 Sonett have developed an alarming propensity for not going into gear when cold. I would guess that the shifting forks are worn, but why only when cold? My sister's 12-year old 96 finally succumbed to this problem plus one salty winter too many in Delaware so she bought the closest new car to a 96 she could find--a Subaru. It is not as roomy as the 96 and she is not crazy about the frameless windows, 13-inch wheels, and lack of freewheeling (wait 'til she has to change the front shocks) but boy does it shift well? I sure should and feels like a 96, but I doubt it will crash as well.

A word of advice--if you ever have the drive-train out of a Sonett, be sure to tighten and locktite the three bolts that hold the rear trans. mount to the firewall. Mine have backed out and they cannot be reached from inside the car or with the trans. in place, so it is cherry-picker time again. I will replace the bolts with longer ones and put nylock nuts over the protruding ends to be sure this never happens again.

I really ought to replace the water pump while the engine is out and accessible, but I kind of hate to replace my 70,000 mile one with one of those 40,000 mile jobs I keep reading about in the Newsletter. The Weber 32/36 DGV5A has averaged 33 mpg in the Sonett in mixed city and highway driving (not really winter driving here) and I highly recommend it for Sonett II's as it clears the hood with a K&N air cleaner and the vacuum take-off plate.

Bob Miller, Tucson, AZ

LOOSE REAR-VIEW MIRROR MOUNT CAUSES RATTLE

I have a tip on Saab 99's and possible 900's. My 99 occasionally has an intermittent rattle in the dash sounding like a loose heat vent flap. This noise occurs at around 2000 rpm. Before one tears the dash apart, first check for a loose rear-view mirror/map light mount. Drive the car and when the noise occurs, hold the mirror. This corrected my problem. I just tightened down the screws.

Benny J. Lum, Battle Creek, MI



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ADD FULL INSTRUMENTS TO YOUR 900

Want a full set of gauges for your 900 but can't find a suitable place to mount them? There is just one good solution: use the radio cutout for your instruments, and mount the radio below the dash. Instruments will look factory-installed and easy to see at a glance, and the radio will actually be easier to reach than in its original location.

The radio cutout is approximately $2\frac{1}{4} \times 7\frac{1}{4}$, and will take up to three 2-1/16" instruments from the VDO "Cockpit" or "Jet Cockpit" lines if you measure and cut carefully. I added a tachometer, oil pressure gauge, and voltmeter to my 1980 900 and achieved excellent results functionally, ergonomically, and aesthetically.

Cut your panel from aluminum or $\frac{3}{4}$ " all-birch plywood, and bond black vinyl upholstery on with contact cement. Mount to the radio opening with screws and speed nuts. All electrical connections can be made under the dash except for the lead to the oil pressure sender, which replaces the existing oil pressure switch. On engines prior to 1981, it is difficult to install the pressure sender without a right-angle fitting, but fortunately, this is a standard U.S. plumbing part, size 1/8 x 27 NPTF.

The tachometer signal is present at Pin 5 of the ignition diagnostic connector on the fuse panel, whether your car has conventional or electronic ignition. Standard VDO tachometers can be used in either case. Pin 5 is the first one clockwise from the blank pin, viewed from the top. The wiring diagram shows it from the bottom. It is present on the yellow/white wire that goes up to instrument cluster left-hand connector (as you face the dash). This is where the tach is connected on cars that have it standard.

Shop the mail-order vendors for your instruments, as list prices are high. Do not bother with the VDO wiring kits as they are merely a few bits of wire and spade connectors. You can do just as well at your local hardware store or TV parts supplier.

Here are the part numbers of the VDO Cockpit instruments I used:

Voltmeter	332-041
Oil Pressure gauge	350-041
2-post Sender	360-025
Tachometer	333-044

Steven D. Cohen, Nashua, NH

EMISSIONS LIGHT...continued from page 8

the odometer gears. This cable can be easily removed from the speedometer through access through the speaker grill. Who needs another red idiot light anyway and it might save an odometer. (Just be sure to remember to change the O2 sensor every 30,000 miles. Ed.)

While I am on the subject: the original Saab was designed by aircraft engineers used to ready access to instruments. In the 99, three screws allow access to the entire dash. The 900 dash virtually defies access to instruments. I for one deplore this trend. The Saab press blurb says it all "... to concentrate Saab's product range in a market segment for larger well-equipped prestige cars." Unfortunately, this segment of the market often prizes comfort and style over engineering. I hate to see the GM-ization of Saab. I like being part of the "lunatic fringe of American motoring."

Barry Patterson, Las Cruces, NM

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 March Newsletter will be March 9th while the deadline for the April Newsletter will be April 6th. All ads should arrive by those dates to insure inclusion in that issue.

SONETTS FOR SALE

1968 Sonett II, rebuilt eng., trans., clutch, extractor exhaust, Konis, Winston radials, Sonett III alum. wheels, needs some cosmetics: \$2000 Dana Hubbard 213-450-6675

1968 Sonett II V-4, #763, started body off restoration; has all major components incl. all solid glass: \$1000 firm. Andy Fedorowski, 7264 N. Catalpa, Chicago, IL 60656, 312-631-4476 h, 312-454-4825 wk

1969 Sonett II V-4, new brakes, brake master cyl; eng., trans., body, mag wheels in good cond. fire damage to interior, wiring, glass: \$750 or indiv. parts. Allison Burgess, #2 Berrywood Dr, Birmingham, AL 35216, 205-823-3803 before 11:30 am.

Dismantled '72 & '73 Sonett III, good for someone with time & mech. skill; prefer to sell as one, but will part out or trade for 900 parts. Dave Cieslak, 7974 Greenbank Rd, Baltimore, MD 21220, 301-335-6398 after 7 pm.

1972 Sonett, very good condition, new Imron paint: \$3800; also a just overhauled V-4 1.7 engine: \$1000 + trade in or \$200; Both for \$4,500. Tom Denton, Geneva, FL 32732, 305-349-5571 weekdays.

1973 Sonett, new lacquer paint, tires, exh., rotors, and ft. wheel bearing; 2 bbl Holley carb, many instrument add. plus cruise--very good stereo & CB: \$4800. Steve Hantzis, Danville, IN 317-272-2880.

1973 Sonett III, 69,000 mi, a/c, new paint (green) reupholstered seats w/ Saab oem material, Weber DCD carb, recurved dist., MSS exh., trans. rebt: \$3500 (will negotiate) Al Sorokach, RR5, Box 333, Elro Dr. E., Oak Ridge, NJ 07438, 201-697-7321.

1974 Sonett III, 52,000 mi, mech. sound, valve job 3,000 ago, shocks, exh., paint 2 yrs. ago; many new engine parts, reupholstered seats, quartz headlights: \$3800 obo. Jeff Borg, 218-726-0572.

1974 Sonett III, yellow w/black stripe & trim, 77,000 mi., new clutch, brakes, & exh.: \$2000 obo (misprinted as \$200 in Nov/Dec NL) or trade for late model 99. Roger Rood, 1881 Mechanic Ave, St. Paul MN 55119, 612-830-5548.

1974 Sonett, yellow a/c, made Aug. 1974, orig. paint, never in an accident, perfect in and out, 54,000 mi.: \$4500. Alex, Beverly Hills, CA 213-682-1517.

95's and 96's FOR SALE

1965 Monte Carlo two-stroke, carefully maintained since new, over \$1800 invested since '80; new paint, radials, battery, all records: \$1800 obo. Robert Rosenberg, 1315 Cecelia Ct., San Luis Obispo, CA 93401, 805-541-1315.

1969 96, rebuilt engine 20,000 ago, fresh Poulton trans., new brake hoses, wheel cyl, pads & master cyl; new shocks, seat covers, am-fm cass.; body ok: \$1200 obo Alan Garst, 410 Parkdale Dr, Salem, VA 24153; 703-389-1291 day or 989-0917 eves.

1971 95, southern car, never up north, 12,000 mi. on rebuilt '67 engine, rebuilt trans, good body, new shocks ft. & rear: \$1800. David Naquin, Rt. 1, Box 92A, Efland, NC 27243, 919-563-4469.

95, 96 and SONETT PARTS FOR SALE

Several 96 wheels in good cond.: \$7.50 ea; Tow hitch by Draw-tite; also other 95/96 parts. Bill Littlefield, Canton, CT 203-693-4961.

Parting out '68 Sonett: roof & tail (no glass) \$350 obo; bonnet: \$300 obo; windshield, suspension & steering, engine, no-rust chassis, doors; dash & gauges. Phil Zarrow, Westminster, CA 714-892-9639

V-4 trans, good ring & pinion \$100 plus shipping; V-4 brake & driveline parts, make offer. Free 3 cyl. engine. Bob Bondurant, 516-575-2214 days.

96 Parts: Most body parts, lots of engine parts, interior parts, etc. Alan L. Garst, 410 Parkdale Dr., Salem, VA 24153, 703-389-1291 d.; 703-989-0917 n.

1972 95, body only, exc. interior, doors & fenders: \$250. WANTED: headrest inserts for '73 96 & Saab Sport steering wheel in good cond. J. Brain, 616-459-2361 between 9 pm & midnite; 224 Lyon St., Grand Rapids, MI 49503.

Early 750cc two-stroke engine, 105 psi all 3 cyl., complete w/ starter, gen-water pump, carb, etc: \$225; V-4 cyl heads, used (blue): \$50 pr. '70 V-4 starter \$20; old 8"x5" 2-stroke factory manual: \$5 Steve Hollars, 187--41st Ave, East Moline, IL 61244 309-755-7995.

95, 96, and SONETT WANTEDS

Wanted: Tan front seats for '72 96, must be in excellent condition. Bill Littlefield, 6 Trailsend Dr., Canton, CT 06019, 203-693-4961.

Wanted: Two barrel Fomoco manifold for V-4: \$75 or ? (will negotiate) Al Sorokach, RR5, Box333, Elro Dr. East, Oak Ridge, NJ 07438, 201-697-7321.

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99's and 900's FOR SALE

1971 99E, forest green, rebt eng. & trans., reg. gas, fuel inj., a/c, new interior, decent body, needs rings & valve job: \$950. Kim Hart, Rt. 1, Box 53 Middleburg, VA 22117, 301-656-0922 wk, home 703-687-5404.

1972 99E A/T, 2 dr, 65,000 mi., body & interior fair trunk lid dented, needs paint & TLC; running & could be driven anywhere: \$500. M.O. Blackburn, 1203 Oakwood Trail, Indianapolis, IN 46260, 317-253-2606.

1974 99, new valve job, tires & exh., tuned-up & ready for service; body & int. OK, never wrecked; am-fm: \$1400. Steve Hantzis, 317-272-2880 or 317-839-5445.

1974 99 EMS, orange, very good cond., driven every day, 85,000 mi., many new parts too long to list original owner, never hit: serious inquiries only: \$2500 firm. incl. very good parts car to match. Gary Cortese, 717-622-2230 day, 628-5295 eve. PA

1976 99GL, 2 dr., one owner, exc. cond., rebt. A/T P/S & a/c, all repair records, no rust or damage, am-fm cass., 95,000 mi.: \$3950. Al Hursh, 2213 Woodwind Dr., Orlando, FL 32808, 305-295-2532 eve.

1977 EMS/Turbo 2 dr. (notchback) sedan, ex-Saab preproduction test car, one of four 2 dr. sedans; Cardinal red metallic with Bordeaux, 4 spd, am-fm Blaupunkt, would prefer to sell to enthusiast: \$5250 Steven Rossi, Trails End, 37 Pawson Trail, Branford CT 06405, 203-481-0533 eve's & weekends.

1980 Black 900, SSB 2.0 liter eng., fresh trans., cage, tires (rain) & spares, low miles, street or track. \$3500. Kirk Miller, 201-575-6674 after 6:30 pm or 575-0150.

99 and 900 PARTS FOR SALE

1977 99, mostly mechanical parts; also head complete \$350; auto trans, engine parts \$10 to \$200. Alex 213-682-1517.

For 900: set of Bilstein shocks, Hella H-4 replacement headlight ass'y's; front spoiler, '79 eng. manual; Marchal 850 fog lamps, Clarion 5700R radio/cass. For 99: left dash w/ clock & gauges, Pirahna ignition pick-up, '75 shop manual. Mark Possoff, 215-667-0593 eve's.

Tachometer for 99's with no clock: \$50 incl UPS. SCCA-legal roll bar for 99's \$150 plus ship. Cibie 175 driving lights: \$60 pr. incl UPS. Jeff Delahorne, 5805 Oneida St., Duluth, MN 55804, 218-525-3253, before 8 pm Mon-Sat

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99 and 900 PARTS FOR SALE, continued

Complete shop manual 99LE 1969-74 \$25, cracked exhaust manifold, needs weld: \$20. Brian Sullivan, 1347 A North 38th, Milwaukee, WI 53208, 414-931-7335.

Four-speed trans. from '74 99, 56,000 mi., always used 75wt oil: \$350. Francis Connor, 1405 Princeton Ave., Philadelphia, PA 19111, 215-725-7459.

Complete Air conditioning system from 1980 99, fits most 99's: \$450. Erik Zenz, 2418 Root River Pkwy, West Allis, WI 53227, 414-543-1730.

Four-speed trans. from '71 99 w/ freewheel hardware: \$175. Gary Zaidenweber, 1519 Sherburne Ave St. Paul, MN 55104, 612-644-7396 eve's.

Steering wheels, all fit 99 or 900, all incl. shipping and in good cond. '77 EMS 14" leather rim: \$70; '80 900 15" stock: \$25; '70 99 16" stock: \$25. Steve Cohen, 13 Century Rd., Nashua, NH 03060, 603-884-4209 off.; 603-889-7688 home.

99 and 900 WANTEDS

Wanted: for '77 99, hand brake lever. R. McReynolds, 9 Valley View Dr, Morristown, NJ 07960, 201-538-9405.

Need: Front cross member, grill, front bumper, hood, and right front park light ass'y for '78 900.

Wanted: taillight ass'y for '72 99. Mike Maly 3101 Hillside, Seven Hills, OH 44131, 216-447-1279.

Wanted: for '79 900 EMS 3 dr: right headlight door wheel, hood; also for '74 99LE, trigger points. Jack Hinds, 114 Kingwood Dr, Chattanooga, TN 37412, 615-867-2466.

LAST MINUTE ARRIVAL--CLASSIFIED AD

FOR SALE: 1964 96 two-stroke. 88,000 mi., 4,000 on new radials, recent generator/water pump, windshield wiper rebuild and transmission work: \$850 Stephen Graef, 509-624-3330.

1961 96 FOR SALE

1961 96 two-stroke, only 29,000 miles and in showroom condition--all original interior and exterior and in excellent running condition. Contact Kjell Boberg, Askvägen 12, 435 00 Mölnlycke, Sweden Tel: home: 031/885405 or 031/508764. (photo's available from the Editor for serious inquiries, send SASE)

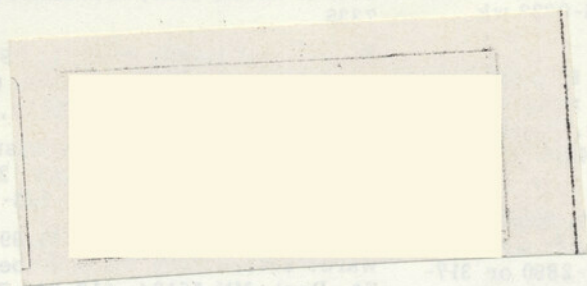
SONETT III MANUALS AVAILABLE--ALSO HAYNES

The Club now has in stock the Saab-Scania reprint of the factory Sonett Manual supplement. This manual only covers the differences between the Sonett III and the 96 and therefore does not cover common parts like engine, brakes, trans., etc. It does have info on wiring, shift lever adjustment, body removal, etc. You should be able to get one at any dealer, but I got so many inquiries as to where to get one that I decided to carry them as a convenience to club members. This manual is a good companion to the Haynes V-4 manual for any Sonett III owner. Prices, all postpaid:

Sonett III supplement: \$12.00
Haynes V-4 manual: \$10.50
Haynes 99 manual: \$10.50

FEB. 1983

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SLIDE CAR SAAB TEACHES SLIPPERY DRIVING

Saab Press Info: Robert J. Sinclair, left, President of Saab-Scania of America, and Bertil Roos, Can-Am racer and head of the ProciSSION School for Advanced Driving, with the school's new Slide Car. By modifying the rear axle setup of a 1982 900, Mr. Roos has created a new tool for teaching drivers how

to handle a car on slippery surfaces. Thanks to an arrangement that allows the rear wheels to swivel up to 14 degrees, the car accurately simulates a car sliding on ice. Thus, a driver can learn how to control the vehicle without having to practice on a frozen lake or a wet skidpad. The Saab 900 used as the Slide Car has been provided to the ProciSSION School by Saab-Scania of America.