



COMPACT FRONTWHEEL DRIVE CLUB of AMERICA

#119

SEP '83

DEDICATED TO SMALL-ENGINED SMALL CARS & ENERGY CONSERVATION

Saab Clubs of North America

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(218) 525-3253 9 a.m.-8 p.m. except Sunday

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Most of the Convention group at Chestnut Mountain Resort, Aug. 27-28. (photo by Ian Simpson)

NATIONAL CONVENTION DRAWS 150 SAABERS

by Jeff Delahorne

Over 150 Club members converged on Chestnut Mountain resort near Galena, IL the last weekend in August for the first-ever National Convention of the Saab Club. This translated to about 80 Saabs, ranging from Larry Williams' beautiful '63 96 to a couple of '83 Turbo's with Arsey Miller from Saab-Scania bringing the stretched 900CD which is not sold in this country.

The Saturday morning swap meet was greeted with a persistent rain shower, but once moved indoors to a meeting room, sales got rolling. Everything from complete two-stroke engines to new Turbo intercoolers were offered. Arsey made good use of the extra room in the CD to bring a load of old parts from the Schiller Park warehouse, while at least two members brought along trailers to haul all their wares.

The rain stopped for the afternoon rally/tour, but skies stayed overcast which was probably a blessing given the high temperatures the Midwest has endured this summer. Rallymaster Ian Simpson did a good job of winding the competitors up and down the winding hilly roads of Northwestern Illinois, though Bob Wallace and Paul Florance decided Iowa looked interesting and took a long side trip to Dubuque. The Rally results are:

- 1st: Craig & Ann Durch, Milwaukee, WI
- 2nd: Garth & Mara DeLeon, Bettendorf, IA
- 3rd: Pat Greer (Milw.) & Gene Heeren (Dubuque)
- 4th: Harry & Judy Argetsinger, Stanchfield, MN
- 4th (tie): Doug Perrine (solo), Ann Arbor, MI

The countryside around Galen is very scenic, and is definitely the place to take your friends who think that the Midwest is flat.

In the evening Saab-Scania hosted a reception before the buffet dinner, and they were kind enough to provide a Saab oil filter-style coffee mug and a copy of "From Two-Stroke to Turbo" at every place setting. Saab-Scania's Public Relations Manager, Len Lonnegren,

gave the main address at the dinner, presenting an entertaining talk about Saab's current sales success, the cooperative venture (or lack thereof) with Lancia, and the future of Saab in the U.S.

Many door prizes were also given out at the dinner, to: the oldest car: Larry Williams, '63 96, furthest distance traveled to the convention: Paul Florance, Long Beach, CA; Furthest distance driven to the convention: Mark Welden, Griffin, GA 840 miles; only members to come from a foreign country: John and Christine Ayling from Peterborough, Ont., and others. Saab-Scania donated several prizes, as did Gibson Motors, Europa Motors, Nordic Aero, and the New England Sonett Club donated a set of Sonett old-fashioned glasses.

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MEMBERSHIP/SUBSCRIPTION

Dues for membership/subscription are as follows:

First year, third-class mail	\$11.00
First year, first-class	\$12.00
Renewal, third-class	\$ 8.00
Renewal, first-class	\$ 9.00

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 \$8.00 postpaid. Individual back issues: 75¢ each.

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

FRANK GIBSON REPORTS ON '84 PRICE INCREASES

I just received my price schedule for '84's today. There will be a general increase of 2% for all models ranging from \$210 on a 3 dr. 900 base to \$340 on a 4 dr. Turbo. Some price increases for added content (standard equipment) are: \$50 for front console on Turbos; \$50 for electric rear windows on 4 dr. S and Turbo; \$50 for contour velour seats similar to the leather seats on Turbo; \$120 for heated front seats in the base model; \$30 for halogen lights on base and S.

There are some slight additions, deletions and changes with exterior and interior colors. Otherwise still no definite information on technical and detail changes. This should be coming in late September with hopefully every dealer receiving at least one car by Oct. 1.

Frank Gibson, Perrysville, IN

SAAB CLUB OF SOUTHERN CALIFORNIA-- presents Octoberfest Friday, October 14th at Alpine Village in Torrance. Alpine Village is located at the first exit southbound from the 110 Harbor Fwy just past the 405. Beer garden opens at 6 and goes til 1. The cost is \$3.50 and free parking. Look for the Swedish flag inside, Beer is extra. For further info call Paul Florance, 213-438-3257.

SAAB CLUB NATIONAL CAPITAL AREA-- will have an autocross school Sunday, October 2nd, 2 pm at parking lot #4 of the University of Maryland, College Park. There will be a \$3 fee. For more info, contact Bill Erskine at 301-498-6211. The regular SCNCA club meeting will take place October 12, at the Silver Spring Public Library.

PORTLAND RALLY-- The Portland & District Motor Club will hold their second annual 'Howl at the Moon' stage rally November 5-6. This is an SCCA Divisional Pro Rally of about 275 miles with at least 140 miles of stages. For more info, contact rally-master Nicholas Moore, 503-761-6026.

NEW ENGLAND SONETT CLUB-- will have their next meeting Sunday, October 2, at 1:00 pm. The meeting will be held at the Lee Raceway in Lee, NH, located on NH route 125, south of the Lee traffic circle. The main attraction for the meeting will be Bill Pelley's Saab Quantum I vintage class "H" modified racer, originally designed and built by Walter Kern in the late '50's. For more information, contact the New England Sonett Club, Box 4362, Manchester, NH 03108.

ROCKY MOUNTAIN SAAB CLUB-- will have our next meeting on October 11, Tuesday, at 7:30 pm at Deane Buick-Saab, 1080 So. Broadway. Jim Addison, long-time club member and owner of The Saab Center, will present How to Get More Performance Out of Your Saab. In addition we expect to attend a special showing of '84 Saabs at that meeting.

Over 30 people came in June to hear Mark Kline talk about the CIS fuel injection system and examine a Custom Saab that Mark's shop is preparing for an article in Motor Trend magazine.

All interested people are invited to our meetings without charge. For more information, call Stan Beitscher, 424-4876 or 497-2680 or Denny Reul 238-5696 or 340-8750.

TWO-STROKE CYLINDER HONING & SLEEVEING

Recently there was an article questioning whether a two-stroke engine could be sleeved (July p. 4). I think it should be okay to sleeve one. Too many times two-strokes are bored when they don't need it. A cylinder can be terribly scored and still be useable. I have done it. Deglaze the cylinder very lightly, no more than you would a good cylinder. Reassemble and in 20,000 or so it will be good as new.

Frank Townsend, Ninety-Six, SC

CHANGING BRAKE HOSES ON 95, 96, OR SONETT

If you own a 95, 96 or 97 and have not changed the brake hoses (front and rear), then it is probably time to do so. Aside from developing cracks on the outside, they corrode and swell on the inside, eventually impeding the flow of brake fluid. The symptoms of this may be dragging front brakes, uneven wear on the pads, or excessive pressure required on the brake pedal to bleed the brakes.

As previously noted in the Newsletter, Beck-Arnley lists a replacement rear brake hoses for the V-4 (p/n 0730143) for \$10.96. Although the Saab Service Manual states that the front and rear hoses are of different lengths and must not be confused, the Beck-Arnley hoses I bought for my wife's 97 are identical in every way to the Saab hoses I had previously bought for my '71 96. The hoses are the same length front and rear.

If one orders the Beck-Arnley hoses, you must use the part number when ordering as they are listed by number only. If you ask them for brake hoses for a 96 or 97 they will tell you that they have no listing for them.

How to change the front hoses: First, clean the fittings thoroughly to remove any accumulation of gunk. I use "Chemtool" to blast away the grease, and later clean and Armor-All any rubber parts that may have been contaminated by the Chemtool. Now remove the nut connecting the brake line to the brake hose. This is accessible from the engine compartment. Do not allow dirt or grease to contaminate the end of the brake line.

Now for the tricky part--unscrewing the lock nut on the brake hose. This is accessible from the wheel well. I assume that the car is now on jack stands with the front wheels off. Use the box end of a 14mm wrench (the kind which has the box end slightly bent). The box end can just be slipped concave side down over the nut. The nut can be reached by passing the bent end of the wrench through the rear half of the access hole which is bisected by the brace supporting the brake hose. After this nut has been removed, the hose can be unscrewed from the caliper. Save the copper washer for the new hose.

Install the new hoses in reverse order. The Saab Service Manual recommends the following:

- Install hoses with wheels freely suspended and aligned straight ahead
- When tightening the brake pipe (line), hold the brake hose nipple (not the locking nut) to prevent the hose from twisting and changing position
- Hoses must not come into contact with steering or suspension parts nor be twisted but be mounted in a neutral position
- Front hoses should form a downward directed curve

Above all, OBSERVE RULES OF CLEANLINESS WHEN WORKING ON BRAKES!

John Allen, Orinda, CA

HIGH FUEL PRESSURE CAUSES WEBER CARB WOES

About a year ago, I replaced the FoMoCo carb (original equipment) on my Saab 96 V-4 with a Weber 34 ICH unit. Performance seemed to be better, however, actual gas mileage did not improve noticeably and fuel fumes were always present after the engine was shut down in the garage.

Recently, my wife complained the car was operating poorly. The engine would falter and stop while waiting at traffic signals. Fearful of being unable to start again, she would accelerate excessively (race the engine) at stops. Ultimately the engine balked and refused to start again.

Careful inspection disclosed that when cranking the engine an excessive amount of fuel was being forced through the carb orifices and accumulating in the carb body. Raw gas was also abundant in the manifold. The spark plugs were also wet and fouled and the engine oil on the dip stick was diluted with gas.

The above diagnosis invoked a thorough, pre-mature tune up commencing with replacing the spark plugs and changing the oil and filter. After further electrical work the Weber carb was removed, inspected and taken to a foreign auto parts shop. Here I was told that the float was operating properly and rested at the correct level. I was informed that the Weber carb is very sensitive and should be subject to gentle, low fuel pump pressure. High pressure, say much above four pounds, the parts specialist cautioned, forces excessive gas through the float chamber and past the inlet needle valve. So I measured the fuel pressure with a testing gauge and found it to be considerably above seven pounds!

At the specialist's suggestion, I purchased an adjustable fuel pressure regulator (a "Scat" VW high-performance item #35149 for \$20.75). This was mounted on top of the metal fan guard and directly in front of the carb fuel intake. This regulator is presently set at four pounds pressure.

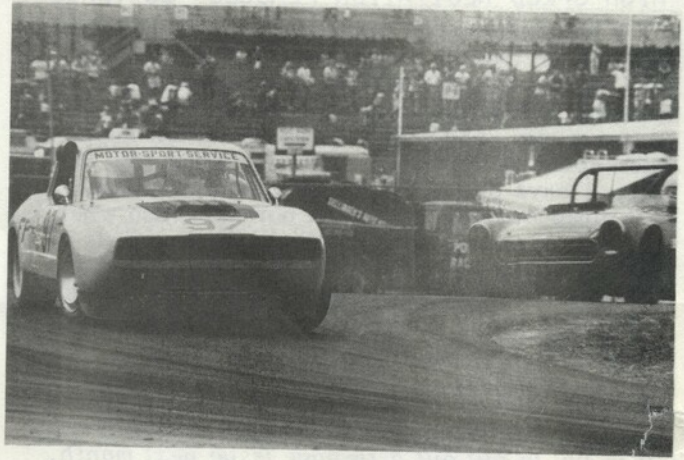
With a controlled amount of fuel entering the carb, I was able to get the engine started, however, only at a high rpm with the choke out and the accelerator depressed. The engine would stop abruptly if either were relaxed. I checked for air leaks, but all connections were fine.

In my desperation and frustration, I now studied with suspicion the solenoid idle device which protrudes from the right side of the Weber carb. To remove it, one needs a very small allen (hex key) wrench to back out a small black screw which secures the unit in place. Next, remove the solenoid assembly by unscrewing with turns to the left.

Upon removal, one will discover four tiny pin holes--three in the circumference and one at the tip. I cleaned the brass head and then tapped the unit in my hand and shook it which freed considerable trapped gasoline. In the carb chamber vacated by the solenoid component, I inserted a small hose and, to my surprise, blew out more trapped gasoline.

A brief turn of the ignition key and--Eureka! All systems were GO. After warm up, minor adjustments of the carb throttle and mixture control produced a beautifully performing engine. No strong gas vapor is evident now after shutdown.

Leonard P. Vidger, San Bruno, CA



Jack Lawrence's F Production Sonett in SCCA road racing action this year.

MSS SONETT HAS PERFECT SEASON IN SCCA

(Pat Lawrence reports on MSS's racing season.)

We had an unexpectedly good season this year. Jack ran races at Nelson Ledges May 22nd and June 5th, Watkins Glen on June 26th and July 17th, and then a double race weekend at Pocono July 30-31st. We were fortunate and placed first in all six races we entered. Since we can only use points from our six best finishes, we have "retired" for the season and are preparing for the national runoffs in Georgia in October.

IMPORTING A '74-80 96--POSSIBLE, BUT HOW?

Other members should be aware that there is a new federal import exemption that may make it possible to bring in 1974-80 96GL's, as well as European 99/900's. Since setting up such a complex purchase would take about/at least a year, all 96's will be five years old by then, and thus be eligible for exhaust emissions exemption (except California). See September's *Road & Track*, p. 166 for addresses and informative letter and response.

Personally I believe 1974-80 V-4's would pass the emissions tests. The major block may be non-sealed beam headlights. I'd like to hear from other members who have any information on putting a "new" 96 on US roads.

Robert Allen, 114 Kimberly Rd.
Hamden, CT 06518

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We will UPS all parts to any location
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HIGH SPEED HESITATION PLAGUES '80 TURBO

I have a 1980 900 Turbo with about 35,000 miles. It has been trouble free except for one minor problem. It has a high speed miss or hesitation after cruising at highway speeds for an hour or two at temperatures above 90°F. The hesitation happens when speed is increased slightly. When this happens, I have pulled off to the side and can hear the fuel pump buzzing more than normal. Also when I remove the gas cap a great deal of pressure is released and the engine stalls. I have changed the fuel filter to no avail. The car runs well the rest of the time. Any help on this matter would be appreciated.

Russ Grobe, Rochester, MN

16-PAGE NEWSLETTER POSSIBLE NEXT MONTH

Since this issue is so chock-full of ads, I'm going to try to put out a 16-page issue next month, if I can get enough tech' tips to fill it. So keep those articles coming in. It everyone's experiences that make the Newsletter useful, spreading the knowledge around and keeping each person from reinventing the wheel for each repair.

Ian Simpson advises that copies (color prints) are available of the two shots in this month's Newsletter, plus another view. 8x10's are \$4.50 for the first one, \$3.50 each additional print, while 11x14's are \$10, \$9.00 each additional. Delivery time 2-4 weeks. Write Ian Simpson, 3046 N. 46th St., Milwaukee, WI 53210. Jeff Delahorne, editor

LAST MINUTE CLASSIFIED ADS

Parting out 1965 Monte Carlo 850. Lots of good parts at low prices. Send SASE with needs or for list of available parts (examples- trans.: \$85; fenders: \$20). Steve Parsons, 119 Stahl, Washington, IL 61571, 309-694-6588.

Most Saab Alternators & Starters rebuilt: \$65; Rebuilt solenoids, distributors, and new voltage regulators available at very good savings. Special armatures rewound. Bob Hearst, 8520 NE Bothell Way, Bothell, Wash. 98011, 206-486-5400.



NATIONAL CONVENTION, continued from page 1

On Sunday morning Fred Sanders, Field Training Representative for Saab-Scania gave an informative demonstration on the CIS fuel injection system complete with a mock up of a complete CIS set up. Fred also did yeoman service the rest of the weekend, answering a myriad of questions about Saabs from members at the meet. The second tech' session was presented by Chuck Andrews of Andrews Auto Rebuilding concerning "Total Performance Alignment," meaning both four wheel alignment and total body/component alignment. Rear wheel alignment especially seemed to be a hot topic judging from the number of questions that were asked.

On the subject of a second convention next year, almost all the comments I heard were positive. Suggestions on where to have it ranged from Galena again, to resorts in Indiana, Michigan, Pennsylvania, and Colorado. Most people seemed to think that more time for tech' sessions would be useful, and from the interest and questions at the two we had this year, I'd have to agree. Otherwise the format seemed to go over well and I think we should have another convention next year.

I would like to thank Saab-Scania for their support of the convention, including Len Lonnegren, Fred Sanders, and Arsey Miller. Andy Federowski actually did most of the planning and preparation, along with Ian Simpson who set up the rally and Margrit Adler who helped out with registration.

MOTOR SPORT SERVICE

1400 EAST SECOND STREET
JAMESTOWN, N. Y. 14701

We have a few items we have overstocked on, so are offering them at the following prices:

PN	Item	Price
275211	Piston ring set for 1500 V-4 std.	\$25.00
275214	Piston ring set for 1500 V-4 +.040	25.00
875290	Main bear. set V-4, u/s -.020, -.030	16.00
970340	Con Rod brg. set, 99, 1.7 & 1.85L Std., -.010, -.020, -.030	10.00
971340	Main brg. set, 99, 1.7 & 1.85L Std., -.010, -.020, -.030	12.00
972220	Con rod brg. set, 99, 2.0L, -.010, -.020, -.030	10.00
972020	Main brg. set, 99 2.0L, -.010, -.020, -.030	12.00

NEW ITEM: Sonett exhaust system with two muffler rear section. Complete: \$175.00. Rear only: \$76.00
Turbo rear exhaust system for 99 and 900 sedan and wagonbacks, replaces T muffler.

Turbo and non turbo catalytic converter test tubes for 99 and 900

Tuned exhaust systems for Sonett, 96' & 95, V-4's

CIOFFI'S TIRES & PARTS

In Stock & On Special Through November 30:

Michelin TRX, 180/65HR390	\$100.65
Michelin XZX, 165-15	\$56.95
Michelin XVS, 175/70-15	\$80.95
Continental, 165-15: \$51.95, 155-15: \$45.95	
Other Sizes and Brands also available	
Hella headlight conversion kits:	\$25.75
900 European headlights:	\$290.00 pr.
Air Filter, '75-'82	\$9.81 ea.
Oil filter (spin on)	\$3.39 ea.
Spark plugs, BP6ES/W7D	99¢ ea.
Fuel filter, '75-80: \$9.95; '81-82:	\$11.20 ea.
RGP Brake Pads, ft. '69-74 or '75-80	\$12.89
RGP Brake Pads, rear, '69-74 or '75-80	\$12.59
Brake Pad installation tool ('75 on) available	

All Prices Plus Shipping--Minimum order \$15

INSTALLATION ADVICE AVAILABLE

We Carry a Large Inventory of Saab parts, accessories and tires.

174 Terrace Ave.
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AUTOMOTIVE POLITICS AND OTHER WHITE ELEPHANTS

Three years ago candidate Reagan promised, among other things, to abolish the 55 mph speed limit. The administration, under President Reagan, shows no tendency to make good on that particular campaign promise. Now, unfulfilled campaign promises are not at all unusual but the reasons behind this one are at least interesting to the car owner.

The law, like prohibition, is almost universally disliked in concept, and is even more universally disregarded in practice. This makes nearly all of us petty criminals and, like in prohibition times, causes multi-million dollar businesses to flourish. In the 30s, it was booze and its distribution, and with it came the mob and Elliot Ness.

The double nickel, an equally distasteful piece of legislation to many, has built up its big business as well. First, the towns, cities and states reap billions of dollars in traffic fines. This is revenue out of all proportion to that which they would ordinarily have produced from traffic miscreants.

Second, the radar traffic gun business has given the modern Elliot Ness a potent weapon to trap all us bad guys with, and produced its own multi-million dollar business.

The third big bucks scam comes from the builders of radar detectors. These smart little devices tend to make the cops and robbers game at least a little more even for the serious road user, whether he is a regular scofflaw or just a salesman with a quota to make to feed the wife and kids. Interestingly enough, several of the police radar gun builders also manufacture very effective radar detectors, a situation akin to selling arms to both Iran and Iraq.

The fourth heavy dollar recipient in this scenario is the insurance companies. To them the 55 mile limit is the greatest thing since actuarial tables. They now have a wonderful reason to raise your premiums. Four tickets this year, huh, buddy? That'll be \$100 more for your insurance next year, you criminal, you!

Personally, I think 55 mph is quite fast enough for a lot of the roads in this country, particularly those that are rough, narrow, two lane affairs, that meander through quiet villages and down along the river past the retirement



home. But on the Interstate highways, designed at the onset for 80 mph, it is a farce of the cruelest kind.

I made a business trip from southern Oregon to Salt Lake City and back very recently. Figures at the end of the 1400 mile round trip indicated an average speed of 68 mph and an average fuel consumption of 38.4 miles per gallon. The Escort detector in my 68 Sonett warned of the posse in force (4 units) near Elko, Nevada, and at a number of places in Utah, indicating areas with a high regard for traffic revenue.

This mostly desert area is about as interesting to the traveller as the surface of the moon and 80-85 mph (to average 68) was about as dangerous and dramatic as a walk to the bathroom. Apparently a large portion of the public agrees, as I was passed by a couple of big trucks and several other cars during the trip, and noted that a very high percentage of the other motorists were travelling in the 70-75 mph range.

Times have changed since the peanut farmer saved us all from ourselves with the double nickel. Big cars can sneak up on 30 miles to the gallon and the small ones can see 50. Less miles are driven each year and most of the time there are a lot less cars on the road (big cities excluded). The 55 mile limit is a white elephant the administration is stuck with. Big money interests love it to pieces and lobby to keep it and the rest of us pay for it. I'm afraid there is little chance for the situation to change. But an Escort and a sharp eye will go a long way towards evening up the odds of the game, if you are a serious highway user.

Those that really LIKE or PROMOTE the double nickel should spend a couple of months driving in an endless caravan from Wendover, Utah, to Reno. At 55.

Jack Ashcraft

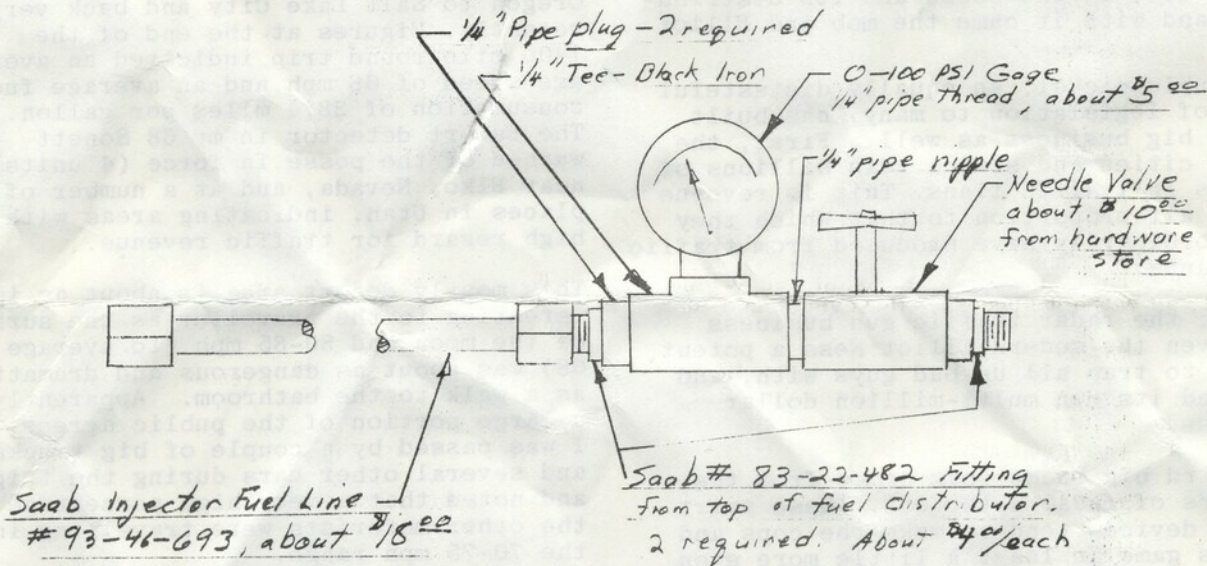
CIS FUEL INJECTION TESTER & HOT STARTS

I recently completed construction of a CIS Fuel Injection tester, using hardware store items and some Saab parts. The sketch below shows how the parts fit together and the approximate cost of some of the items. The total cost will come close to \$50, so it's not a real cheap gauge. However, if you live a long way from a dealer or you enjoy working on your own car, the cost is worth it.

There are a couple of things the sketch doesn't show. The Saab fittings (p/n 83 22 482) do not have pipe threads, but have straight metric threads (8 or 10mm, I don't remember which). Therefore, you must drill and tap the pipe plugs to match this thread. Then use epoxy to seal the fitting to the pipe plug. Use black pipe, not galvanized pipe (a piece of galvanizing might break off and get trapped in the injection) and clean it thoroughly. The \$5 pressure gauge is of the type used on air compressors and it works OK. You may want to spend more and get a better gauge; say, one that is damped. The tester works very well.

With "bad" check valve:		With new check valve:	
Time	Fuel pressure	Time	Fuel pressure
0 min.	36 psi.	0 min.	36 psi.
2 "	36 "	7 "	36 "
5 "	35 "	10 "	36 "
10 "	32 "	20 "	36 "
13 "	21 "	27 "	34 "
15 "	10 "	37 "	34 "
17 "	0 "	45 "	34 "
		55 "	32 "
		80 "	18 "

Saab specifications indicate there should be a minimum of about 21 psi after 20 minutes. I believe this can be misleading. Look at the pressure with the "bad" check valve. It holds fairly steady for ten minutes (thanks to fuel in the accumulator), then begins to drop fairly quickly to zero at 17 minutes. Had the leak been somewhat smaller, but still a leak, the pressure may have stayed above 21 psi for 20 minutes, but then drop to zero shortly afterward. Although this would meet the spec's, it might not give satisfactory warm starts because



Hot Starts--

The reason I wanted to make this tester is that my car has always suffered from a hot start (actually "warm start" would be a more correct term) problem. I'm happy to report that I think I've found the cause of the problem and, in addition, have gotten a good indication of why this problem is so hard to find and cure.

To begin with, the problem with my car was a leaking reverse-flow check valve in the fuel pump. This apparently is a fairly common source of trouble. Another common source of leakage are the O-rings in the line pressure regulator. In fact the dealer replaced these a year ago, which reduced, but did not eliminate, the warm start problem. Since replacing the valve (done only a couple of days ago as of this writing, so final evaluation is not yet complete), I have found a very noticeable improvement in starting ease after the car has been shut off for from 30 minutes to two hours (engine thoroughly warm before shut off, air temp in the upper 80's to 90's). In fact, warm starting now is virtually normal!

there still could be enough heat in the engine after 20 minutes to vaporize the fuel and cause vapor lock. The purpose of the rest pressure is to keep the fuel from vaporizing until the temperature drops to a "safe" level. With the new check valve the pressure remains virtually constant for over 45 minutes. Is this satisfactory? I think so, and I'll know after another month or so of hot weather driving.

Now, when you do your own work you can enjoy the "luxury" of watching the rest pressure for 45 minutes. But a dealer does not usually have this option. In fact, I'll bet many rest pressure checks have been made for almost 20 minutes and/or have been called satisfactory when the pressure almost meets the spec's. Therefore, I feel a better specification would be to say that the rest pressure should remain virtually constant (max. drop of 1 or 2 psi) during the 20 minute checking period. If this is followed, perhaps a lot of aggravating warm start problems can be eliminated.

Steve Parsons, Washington, IL

ROBERT MITCHELL'S RESPONSE TO AUGUST ??'S

In answer to Nicholas Wilson in the August News-letter (p. 2): The oil light on an oil-injected three cylinder is different from that used on conventional four cycle engines. There is a cam on the oil pump that pulses a contact in the pump, grounding it with every revolution of the pump. That ground is applied to the postcard-sized black box on the firewall, heating a bimetallic strip, which eventually bends enough to extinguish the oil lamp. I feel that your "hot oil" problem would be cured by replacement of the black box. I've never heard of rebuilding the pump, neither have I ever experienced trouble or failure with the pump.

To Ken Ingle (Aug. p. 3): Again a case of saving a buck. So the fan shaft is only an inch too long. Well, that inch takes it too close to the radiator for me. A slight tap on the front that would only result in a dented front sheet could now puncture the radiator. Be sure to replace the square pressed on piece that the fan mounts to. That piece is an interference fit on the shaft, and once pressed, it is slightly larger than new. Reuse of that piece can result in the fan coming forward, again ruinous to the radiator. (Ed. Note: Saab's price on the V-4 fan bearing has dropped recently, and is now \$16.36 list, while the mounting flange is \$15.28.)

To Lynn Warren (Aug. p. 4): I've seen a lot of headliners refastened in a lot of ways, including a couple of hundred staples, but I've never found a glue that would hold. I've corresponded with the automotive adhesive manufacturers, talked to body shops and upholstery shops, tried about every glue suggested, all without success. However, good luck to you!

To Paul Florance (Aug. p. 8): A good article on turbo starter removal, which is no picnic. But a point well taken about torquing all bolts to specs, especially on the exhaust manifold. Be sure, however, when doing any work around the turbo (or changing the oil for that matter) to follow the recommended start up oiling procedure.

To Basil McNeely (Aug. p. 8): What exactly is inadequate performance? For those who read his letter and are not familiar with the Turbo, there is a fuel pump cutout which prevents overboosting. I've seen all sorts of schemes used to increase performance--water injection, timing advance, removal of catalytic converter, the whole lot. The cars go like a rocket, until they blow up! Why try to out guess the engineering staff at Saab? If they blow up an engine, they just call for another. Can you?

Bob Mitchell, Pleasantville, NJ

FOR SALE

1966 Saab Monte Carlo 850, dark grey/red. Ex. Victor "street racer." Highly tuned 850 built by Victor Sports Cars for racing 96. Installed in Victor's personal Monte Carlo. Tractable, but screams! Since then fenders off repaint with new black fender beading. Entire interior restored with painstaking duplication of original materials, colors, and stitching. May be one of the finest (and fastest) Monte Carlo 850's available: \$3500 firm. Rick Parr, 1463 Dridge Hill Rd., Lititz, PA 17543, 717-627-7222

99 OIL FILTER REMOVAL WITH SNAP ON WRENCH

Later 99 owners ('75 on), especially 99 Turbo, may want to avoid Saabs 'Long-Life' filter as the standard "flats" are not there. They have been replaced by a silly fluting which isn't much help. 900 owners have plenty of room so disregard.

Buy Snap-On's "Bluepoint" GA-339 filter removal tool which utilizes standard filter flats, e.g. Mann or Hastings to name two quality brands. With careful placement one can readily unwind the old filter and pass it hand to hand for removal between a water hose and vacuum brake reservoir.

Incidentally, a small sandwich bag teased over the old filter before you start, with a few rags placed down on the engine bay make for a neater job.

Trying to place a new filter filled with fresh oil down through this assorted impedimenta to a horizontal position has never done much for me either. To get oil pressure back in the system neatly, simply remove the fuel pump circuit fuse. Obviously now the car cannot actually be started nor will raw fuel be dumping down the cylinder walls. Turn on the ignition switch with the key, cranking the starter for short intermittent bursts. When oil pressure has returned throughout the engine the oil pressure light on the dash will stay out for a few seconds after returning the key to "K."

Dr. Bill Jenkins, Carlisle, PA

SUNROOF REMOVAL TECHNIQUES & MORE TIPS

Regarding Ian Duthie's sunroof rattle (Aug. p. 8): There are springs on the various bars in the sunroof, as well as a flat metal spring under the latch to prevent vibration. The screws in the sunroof must all be tight. In addition, too much slop in the tracks will allow rattles.

To remove the sunroof, remove the four screws (using Pozidrive screwdriver) from the front of the sunroof. Close till it is open one inch, then lift up the painted panel. The rubber seal will cause some resistance, but it will flex. After the panel is up a few inches, carefully pull it forward and then out of the hole in the roof. Install in reverse order. These procedures are detailed in the Saab service manual.

In April '82 I went to Germany on business at Opel. While there, I found that the main Saab distributor for Germany was in Frankfurt. I went up there and bought European headlights and headlight wipers for my 900. The headlight assemblies cost \$100 each and the wiper setup was another \$120. The headlights are far better than the standard US lamps. The wipers also help quite a bit, especially in the winter. The only way to get these parts relatively cheaply is to go over to Germany yourself, or have a friend go. Incidentally, all of Saab's electrical parts are made in Germany, and it costs more to buy them in Sweden than in Germany.

Michael Rosenfield, Rome, OH

B.C. Specialty Shop offers Saab parts for sale to Canadians at prices below wholesale. Now in our 4th year of business we are able to offer all Canadians exceptional savings. Send for mail order price list to Saab Specialties, 8930 Shaughnessy St, Vancouver, B.C. V6P 3Y5 Canada.

MISC. TIGHTENING/TORQUING TIPS

When changing transmission fluid, always pull the drain plug after you take out the fill plug. Occasionally a fill plug will be in too tight, and with a frozen fill plug and no oil in the transmission.....

Don't overtighten plugs, nuts, or bolts. Each one has a recommended torque, either given in the specifications, or from a general table available listing all sizes of nuts, bolts, etc. A little anti-seize compound on the transmission plug, oil plug, and spark plug threads can prevent problems later.

Don't pull the spark plugs from a hot aluminum head. The aluminum has expanded and gripped the plug very tightly. If you do strip the threads, kits are available to rethread the hole, but it's a nasty job.

On the 900 oil plugs, use a 13mm six-point wrench. The hex portion of the plug is soft, and if the last mechanic made like Charles Atlas, you may round off the corners.

A little tool I made makes changing the fan belt on a 99 a snap. Take a piece of 3/16" rod (I used two welding rods welded end to end) and fold back about 1 1/4" of one end back on itself as tight as you can, and then make about a 1/2" radius hook. Now, on the other end, bend a 3" right angle for a handle. To use, hook the belt into the small end and push it down and around the pulley.

Bob Mitchell, Pleasantville, NJ

FAULTY IGNITION LOCK RELAY EASILY FIXED

I had a great time at the National Meet and my car (an '81 900S) ran fine all weekend. However, when I got up Monday morning to head for work, I was greeted with alternator and parking brake lights that would not go out, and with electrical accessories (AC, fan, turn signals, etc) that would not work.

The problem was in the ignition lock relay, which is located in the fuse panel. The fault was that the internal contacts were not making good contact. The fix involved removing the relay's cover (using a small knife or screw driver to pry it off) and then using needle nose pliers to bend the moveable contacts toward the stationary one. I bent it just enough so that when the contact first touched, there was about a 0.016" air gap between the solenoid's core and moveable contact plate. This assured there would be sufficient contact pressure when the solenoid was activated by the ignition switch. The relay now works fine.

I feel the cause of this problem was that the contact pressure was not set correctly when the relay was made. Then, as wear on the contacts occurred, the contact pressure went to zero and so did the current flow. Saab does have a service bulletin (#10/81-511) that says that '79 & '80 (and newer?) can suffer from overloaded ignition lock relays during hot weather when using lots of accessories. Since overloading produces excess heat, this could cause burned contacts and/or distorted contact plates, resulting in the problem I had. Saab's recommendation is to install a second relay. Time will tell if my repair is sufficient--it is certainly cheaper.

Note: If you are suddenly faced with this same problem, you may be able to effect an immediate "repair" by wiggle and/or tapping on the relay. I actually had the problem three times Monday. The first two times I was able to wiggle the relay and get it to make contact. It didn't work the third time though.

Running out of Fuel: On a CIS-equipped car, if you run out of gas, simply putting gas in the tank may not get you going. The pump and/or system seems to get air locked. You need to vent the system by loosening a fuel filter fitting and running the pump until you get pressure. Be Careful However! The pump puts out lots of pressure and flow when it does begin working.

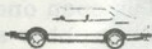
Steve Parsons, Washington, IL

Ed. Note: My experience is that the pumps seem to lose their prime and you must pressurize the fuel tank to force some fuel up into the pump to get things going. I've had good luck disconnecting one of the evaporative lines at the fuel filler neck and using an air nozzle. It doesn't take much and you should be careful of too much pressure. A bicycle pump might work, though I used an air bottle.

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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 October issue will be Oct. 6, and the deadline for the November/December issue will be Nov. 9.

SONETTS FOR SALE

1967½ Sonett V-4, #000263, wood dash, mags, good engine & trans., fiberglass good, completely disassembled, asking \$950. Jeff Krebs, PO Box 72, Holicong, PA 18928, 215-794-7098.

1971 Sonett project car, complete exc. grill, repairable rust, strong eng., bad trans, new brakes & exhaust sys., wipers work: \$700. Randy Cook, 404-962-0528.

1974 Sonett with rebld eng., new gas shocks, new Michelins: \$2900; Also '72 Sonett 90,000 mi.: \$2100 both in great shape, lots of spare parts, package deal avail. Doug Minkoff, 971 N. River, Ypsilanti, MI 48197, 313-483-4561.

1974 Sonett III, exc. cond., all original, never wrecked: \$3200. Scott Simon, 404-394-6644, Atlanta, GA.

1974 Sonett, exc. cond, new: paint, brakes, Michelin XZX, clutch, freewheeling hub at 50,000 mi. Factory AC, Alpine stereo, 75,000 mi.: \$2800 obo Andrew Schwartz, 2616 Harriet Ave. So #210, Minneapolis, MN 55408, 612-871-3984 H, 612-373-4351 wk

Have three Sonetts, must sell 1; '74 Sonett, red, less than 1000 mi., best offer over \$4800; '74 Sonett w/ A/C and stereo, less than 9000 mi.: \$4500 obo; '71 Sonett w/ A/C, no rust, 52,000 mi: \$3100 obo. Can deliver in late October. Max Mellner, 132 E. 5th Ave., Berea, OH 44017, 216-243-0224.

95's and 96's FOR SALE

1960 93, engine & trans. are very good, body is good, has rusted floor; new mas. cyl, brakes & wheel cyl's and battery. Runs good: \$600. Al Krebs, PO Box 72, Holicong, PA 18928, 215-794-7098

95's and 96's FOR SALE, continued

1960 93F, unrestored, rusted but complete: \$195. R. Gus Bloch, 134 Park St., Rutland, VT 05701, 802-775-5258.

1967 Two-stroke 96, 108,000 mi., completely rebuilt eng. at 80,000, rebld trans. at 70,000; some rust, rear quarter dent: \$575. Coleman Bynum, 9 Grand St., Cornwall, NY 12518, 914-534-7843.

1970 96 without engine, but with good trans, body shot: \$75; Also 96 eng. w/ carb, starter & dist., approx 60,000 mi.: \$130; Also rebld distrib. for '70 V-4 engine: \$50; two Koni gas adjustable shocks never used: \$60/pair. Bill Nyhan, 312-637-7149.

1970 96, white with red int. (paint & int. 1 yr old) New clutch, trans. bearings, fresh rebld 1500, 80,000 mi., clean Calif. car, new hoses, wat. pump fog lights & ready for stereo (yours): \$2700 firm. Paul Florence 54-62nd Pl., Belmont Shore, CA 90803 213-438-3257, might even be willing to deliver.

95, 96 and SONETT PARTS FOR SALE

Two sets of wheels: Four steel stock rims (V-4) with Sears tires in good cond.: \$150; Four early-style Sonett mags w/ 3 Mich. ZX and 1 Pirelli tire in good cond.: \$400. Buyer pays shipping. B. Hunter, 213-431-6217.

Service Manuals: Sonett III supplement; plus V-4 95/96 & Monte Carlo '67 to '70: First \$35 will ship prepaid. Marvin Rosenkrantz, 921 Great Plain Ave Needham, MA 02192.

96, 97 Sonett & Two-stroke parts: Engine blocks, green mixer/red injected: \$100/120; crankshafts, mixer/injected, rebuildable/rebuilt: \$35 to \$110; Solex triple carbs (downdraft) w/ manifolds: \$25; Sonett gas tanks: \$20; other engine & misc. parts. Will consider offers/trades. All parts plus ship. Ken Cich, 2119 W. 5th St, Duluth, MN 55806, 218-727-1346.

95,6,7 parts for sale: 1498 V-4 blue motor in 96, 1969 can drive: \$150; well worn dealer's copy '60-'64 parts book, all pages legible: \$45. Bob Allen, Hamden, CT 203-248-8798.

More classified ads on next page.....

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

Sonett III parts: parting out several cars. Send SASE to : Randy Cook, 1877 Oak Ridge Ln., Lawrenceville, GA 30245.

Sonett parts: door skins: \$40; headlight doors: \$25 new parking lights, ft: \$15; new marker lights: \$12 seat: \$5; dash: \$5; transaxle: \$100. Max Mellner, 132 E. Fifth Ave., Berea, OH 44017, 216-243-0224.

Parting out 1958 93, engine seized & floor rusted: \$200 complete or parts; ALSO parting out '66 96, less engine & trans., many good body parts: \$100 complete or parts. Al Krebs, PO Box 72, Holicong, PA 18928, 215-794-7098.

'72 & '74 Sonett III for parts, all body parts, engines & trans, glass, most int. parts & more. everything for \$1500. Dave Cieslak, 301-335-6398 after 5

Parts from '69 Sonett V-4: bonnet, minor flaws, no trim: \$75; pass. door w/glass

Parts from '68 96: grille w/turn signals: \$25; brake mas. cyl (1 yr old): \$35; sport dash: \$40; also left fenders & many odds & ends. Mike Hamilton, 527 Harlan, Plainfield, IN 46168, 317-839-5445.

1972 Sonett bonnet: \$375; '73 V-4 motor & trans: \$300. Delivery arranged. Tom Nola, PO box 627 Wurtsboro, NY 12790, 914-888-2246.

95, 96, and SONETT WANTEDS

Wanted: outside mirror; good door edge trim; dash padding or complete dash; seats in good cond., blue grey or red. Bob Doan, 5927 Vernon Oak Ct., Burke, VA 22015, 703-250-8969.

95, 96, and SONETT WANTEDS, continued

Wanted: parts for '58 Granturismo 750, especially engine. Also want to get in touch with other GT owners: Fredrik Sollie, Havnabakken 12 Oslo 8 Norway, tel 02-234346.

Wanted: Sonett V-4 ('68 or '69) windshield; front axles & suspension parts and 4 1/2" or wider steel wheels or mags. Ken Cich, 2119 W. 5th St., Duluth, MN 55806, 218-727-1346.

Wanted: Scale model die cast toy Saab 92 or 93 from Somerville Models England: \$25; Sonett III large dealer's wall poster: \$30; V-4 sale brochurs featuring right hand drive from G.B.: \$10. Bob Allen, Hamden, CT 203-248-8798.

Wanted: headrest for '65 Monte Carlo, parts book for 95/96 '65-72, especially for two-stroke models. Frank Townsend, Rt. 2, box 72, Ninety-Six, SC 29666, 803-227-2004.

Wanted: Complete Air Conditioning unit for 1970-74 Sonett III. Must include all parts for dash and engine hook-up. Will pay anything reasonable. Steve Zimmert, 213-430-9363, PO Box 2330, Long Beach, CA

99's and 900's FOR SALE

1974 99LE, 4 dr., 4 spd, A/C, am-fm cass., always garaged, southern car, no rust, well maintained, 130,000 mi., no major work done or needed: \$1850 or offer. John Younker, 379 Alva Lane, Lilburn, GA 30247, 404-923-2859.

1975 99LE, power steering, new automatic, A/C, am-fm stereo CB 8 track; not running, asking: \$1000. Jeff Krebs, PO Box 72, Holicong, PA 18928, 215-794-7098.

Dear Fellow Saab Club Members,

We would like to express our appreciation to Saab and to all the club people who helped make the recent event in Galena possible. We enjoyed the opportunity to present our views on Total Performance Alignment. If there are any further questions, we would be glad to answer them.

We displayed at Galena some of the new parts that we currently stock. We are expanding our nationwide parts sales and will soon be on-line with a computer to expedite your orders. Some of our every day low prices on new 99/900 items are:

Mann oil filters	\$3.00
Mann/Purolator air filters	5.50
99/900 T mufflers	50.00
99 header pipes	60.00
900 header pipes	62.50
Waterpumps-all years to 1980	65.00
Bosch fuel pumps	105.00
99 Rebuilt cyl. heads-exchg.	350.00
Cylinder head gasket set	22.50

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99's and 900's FOR SALE, continued

1976 99 2 dr. sedan, body recently stripped, treated and repainted; am/fm, automatic, power steer., exh. good, body solid; int. clean, 68,000 mi. runs fine; Plus '75 3 dr. parts car, all lenses, bumpers glass still intact, engine partially dismantled: both for \$3000. Steve Bottorff, 216-248-0400 days, 216-752-0430 eves.

1978 EMS 3 dr., 70,000 mi., fine tuned at 60,000 incl. brakes, clutch & tires; gray w/maroon int. very good cond. John Trzaskus, 214-680-8644 8-5 or 214-234-1396 eve's & weekends.

1978 99GL 3 dr., coral white, 4 spd, A/C, cruise control, am-fm stereo, tach/clock in dash, new exh pipe, clutch & press. plate, 52,000 mi., very good cond.: \$4400 obo. Paul Thielman, 101 Amy Dr., Muscatine, IA 52761, 319-264-1646.

1978 99L 2 dr, 4 spd, exc. cond. new Imron paint, tint windows, 4 new Conti's, recent brakes, shocks & clutch; new mas. cyl, new cooling sys., new CIS sys., fact. tow pack., Blaupunkt am-fm cass, A/C CB, photo's & service records avail: \$3900. Ted Grossman, 2140 c. SW 90th Ave, Plantation, FL 33324, 305-475-7291.

1979 900 GLE, 5 dr., 79,000 mi., 4 spd, AC, PS, exc. cond.: \$5400. 1979 900 EMS, 3 dr., 36,000 mi 4 spd, cruise control, exc. cond.: \$5400. Will deliver w/in Denver or Phoenix radius. Barry Patterson, PO Box 3975, Las Cruces, NM 88003, 505-522-0324.

1982½ Turbo with APC, black, 3 dr., 13,000 mi. perfect cond.: \$11,900 obo. John Clark, 806 Morgan Lane, Enterprise, AL 36330, 205-347-1258.

99 and 900 PARTS FOR SALE

Parting out '75 99LE, motor & std. trans.: \$600 complete. Doors: \$50; complete front end, incl. grill: \$200. Rear bumper & trunk: \$75. Delivery arranged. Tom Nola, PO Box 627, Wurtsboro, NY 12790, 914-888-2246.

Pair of AFS Cricket 3-way (6x9) speakers mounted in parcel shelf w/color keyed upholstery (green) to match '79-80 900 3 dr or 5 dr. int. Wire leads, baffles incl., like new, ready to install: \$120. Paul Thielman, 101 Amy Dr., Muscatine, IA 52761 319-264-1646

Four new '83 Turbo-style factory alloy wheels: \$300 Tom Treska, 4211 Adams, Des Moines, IA 50310, 515-274-4419.

Four Pirelli CN-36 w/6,000 mi: \$20 ea; aux. tail lenses: \$15 ea; trailer wiring harness: \$20; EMS steering wheel: \$25; rear head rest covers, red: \$10 pair; Bilsteins, 2 ft., 2 rr: \$15 ea. Douglas Perrine, 1170 Kay Pkwy, Ann Arbor, MI 48103, 313-663-7777

1974 99LE wheelcovers, good cond.: \$25 ea. Bob Hearst, 206-486-5400.

For 99: new rear brake pads, '69-74: \$4; 1 new tie rod end: \$7; gasket set, disc brake ft '74: \$6; used flywheel w/out ring gear: \$3; press. plate & clutch disc '74: \$20; clutch clamping tool like in Haynes p. 89: \$10, driver's door light switch for 900: \$4.50, add for UPS. J.J. Zechiel, 920 E. Shore, Culver, IN 46511. Wanted: cruise for 900 & TRX 180/65HR390 tires.

99 and 900 PARTS FOR SALE, continued

Dashboard from '79 900 EMS, slight damage: \$275 A. Thomas, 185 Long Hill Dr, Glastonbury, CT 06033, 203-659-0643.

Engine Oil cooler kit; universal adapter, fits between engine block and spin-on filter, 4-pass heat exchanger plus hardware: \$35 incl. ship. Jay Owen, after 5, 207-729-0971.

Early (freewheel) 99 transaxle, broken synchro hub, otherwise good: \$50 plus ship, very negotiable. Wanted: Sway bars for 99, either front & rear set or rear only; also wanted pristine dash pad for '69-70 99. Gerry Strickfaden, 2132 34th, Los Alamos, NM 87544, 505-662-3965 keep trying.

99 Turbo parts avail. on Oct. 1; would like to hear from anyone wishing to locate hard to find or odd mechanical or body parts; eng. has 50,000 mi, trans. has 5,000 mi.; lots of other parts. Mark Guido, 231 Coventry, Vernon Hills, IL 60061

'78 99 Turbo steering wheel w/hub and safety pad: \$50 or ? Jeff Curnett, 288 Cove Ave, Warwick, RI 02886, 401-737-2606

Parting out '73 99, starter, alternator, fan motor, rbft distrib (carb): \$30 ea.; 2 dr. body & glass in exc. cond: \$75; other parts too. A. Marner, 3912 Carolyn Ave, Fairfax, VA 22031, 703-273-8963

Four steel wheels off '80 99GLi (not the old style) w/ Michelin XZX tires. 3 wheels perfect, one a bit of surface rust--tires are worn, good for Showroom stock racing. Erick Zanner, 614-866-0924 h or 614-221-5038 work.

Four new Saab 5J-15 steel wheels, custom black baked enamel finish, complete w/ long stem valves & lug nuts: \$190 plus UPS. Ed Lewis, 216-796-8461 8-5 weekdays.

1.85L head for '69-72 99, in exc. cond: \$225; Also parting out '70 99E, all parts avail. Doug Smith Box 86, Wentworth, WI 54894, 715-398-3466.

99 and 900 WANTEDS

Wanted: standard four-spoke steering wheel for '81 will trade '79 3-spoke wheel for same. Paul Thielman, 101 Amy Dr, Muscatine, IA 52761, 319-264-1646

Wanted: 1978 99 Turbo intermittent w/s wiper relay Jeff Curnett, 288 Cove Ave., Warwick, RI 02886, 401-737-2606.

Wanted: 1981-82 900 Turbo, 3 dr., 5 spd., darker color preferred. John Trzaskus, 214-680-8644 8-5 or 214-234-1396 eve's & weekends

Wanted: 99/900 3 dr. interior, must be A-1. tan or brown, prefer '82 or newer Turbo; Also rear aux. taillights (on hatchback door) for '81-83 3 dr. Paul Rivera, PO Box 641, Tujunga, CA 91042, 213-352-4800 eve's & weekends.

Wanted: Two "Inca" alloy wheels 5½x15 for 900. Lowell Histan, 215-343-4751 home or 215-828-7250 w

MISCELLANEOUS ADS

Escort radar detector, in exc. cond. with V. Polak suction cup bracket: \$199/bo. Mark Guido, 231 Coventry, Vernon Hills, IL 60061, 312-67-8058

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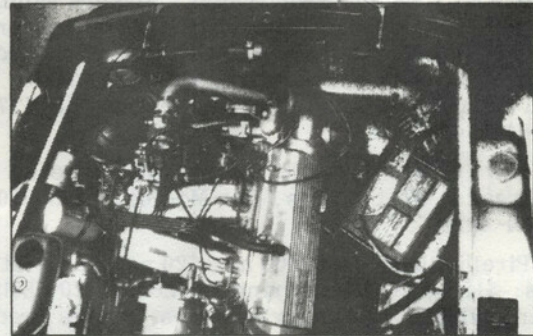
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