



THE SAAB CLUB

JANUARY 1984, NEWSLETTER # 122

MILWAUKEE SAAB CLUB-- will hold its third annual Ice Race on Sunday Jan. 29th at Lake Keesus, WI. For more info, call Pat Greer at 414-964-7463.

It was necessary to change the date of the Christmas meeting at the Pabst Brewery from Dec. 28th to Jan. 3rd. It is sincerely hoped that this change did not create any inconvenience.

MINNESOTA SONETT CLUB-- next meeting will be after the Forest Lake Ice Race on Feb. 5th at the Trout Air Restaurant, just off I-35 south of Forest Lake. For more info, call Jeff Schille, 612-457-6891.

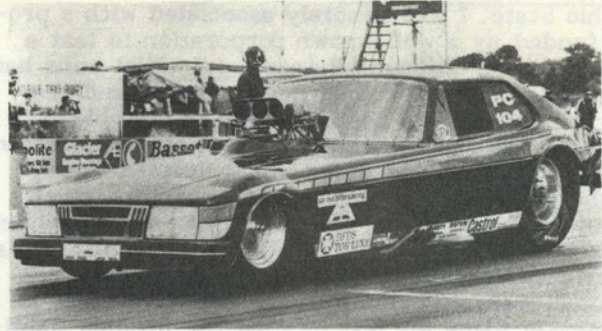
SAAB OWNERS' CLUB OF CANADA-- is offering a group trip to the Indianapolis 500. Cost includes transportation via deluxe motor coach, two-nights accomodation, reserved seat for the Indy 500 race, hotel taxes, U.S. exchange. Cost per person: Twin--\$219; Triple--\$174; Quad--\$159. For more information contact: Saab Owners' Club, 646 Village Parkway, Unit 19, Unionville, Ontario L3R 2S7, 477-4536.

SAAB CLUB OF SOUTHERN CALIFORNIA-- will have the next meeting on Feb. 21 at Antique & Classic, 1815 Mt. Baldy Circle, Fountain Valley

EAST TENNESSEE SAAB CLUB--will have their first meeting January 19 (may be too late for this issue) at "Ken's Auto Specialty," Greenwood Dr, Jonesbrough, TN. Anyone interested should contact Mike Woods, Rt. 6, Box 349, Jonesbrough, TN 615-753-2101.

MINNESOTA ICE RACES-- Saab rally drivers Erik Zenz and Jeff Delahorne will both enter their 99's in the four-hour Showroom Stock Enduro Feb. 11-12 in Duluth, while Jeff also plans to race at the Forest Lake two-hour enduro Feb. 5th. For more info, contact the editor.

GREATER NEW YORK AREA SAAB CLUB-- will hold their next meeting on Sunday, Feb. 26, at Floyd Bennett Field Building #272. The subject will be exhaust systems. For more information, contact Marc Frank, 212-438-2022.



FUNNY CAR WITH FAMILIAR PROFILE IN SWEDEN

Swedish drag-racer Leif Helander built a Saab Turbo-like body for his funny car because "Most other bodies are based on unidentifiable American cars." He adds "But everybody is familiar with the distinctive nose of a Saab Turbo and it happens to be more aerodynamic."

Leif's funny car, named "Starkotter" after an 11th century Viking chieftan, is powered by a Keith Black-prepared Chrysler V-8, supercharged and running on methanol at 1,500 horsepower. The car has covered the quarter mile in 6.94 seconds at 203 mph.

CENTRAL ILLIANA SAAB CLUB-- will not meet in December or January. Next meeting will be March 25, 1984, 2 pm at 404 W. Green, Urbana. Saab-Scania's Service Training Manager, Fred Sanders, will be present with films and much knowledge. For more info, call Margrit Adler, 217-356-9244.

MID-HUDSON SAAB CLUB-- held its second meeting and our membership is growing. Thanks to Marc Frank from the Greater New York Area Saab Club we had an informative session. Our next meeting is Thursday, February 2, at 7:30 pm at which time we will elect officers. The subject at the meeting will be increasing performance using camshafts and exhaust systems. Our club is actively seeking new members. For more information, contact Lewis Eig at 914-352-6124.

SAAB SONETT CLUB OF SOUTHERN CALIFORNIA-- meets regularly every second Thursday of the month at Antique & Classic, 18315 Mt. Baldy Cir., Fountain Valley, CA. Meetings begin at 8:00 pm.

Saab Clubs of North America

Editor and publisher: Jeff Delahorne, 5805 Oneida St., Duluth, MN 55804

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

Consultants: Dick Grossman, Jack Ashcraft, Carolanne Curtis, Andy Buc, Ted Tucker

FROSTBELT SAABER BEWILDERED BY SUN WOES

Mr. Shobrys of Houston (Nov/Dec. p. 2) will find a description of how to clean up his oxidized paint in the June '81 Newsletter, under "Saab Service Tips." Incidentally, those of us stuck in the "Salt belt," who must take heroic measures to prevent even Saabs from dissolving du to enlightened snow removal (forget the plow--use more salt), are somewhat bewildered to hear people who worry about what the sun does to their cars.

"Silicone Rainsweep"--While a graduate student at Ohio State, I was remotely associated with a project funded by a well-known corporation to test a product called "Silicone Rainsweep." Pilot runs had been made of both product and package, and the ones we tested were neatly packed in "bubble packs." The stuff worked great; it stayed effective until it wore off, and water would literally "yump" off the glass. It had one problem though. When oil got onto the glass, the result was a smear which would not come off until the silicone came off. This experience essentially matched the findings of the manufacturer, and this product was never sent to the market place for fear of what the product liability lawyers would do if they every oiled the stuff. Therefore, I have not tried "Rain-X," figuring that the potential benefits do not outweigh the risk of driving blind one night.

Steve Goldberger, N. Canton, OH

ED. NOTE: My experience with Rain-X is that it works great on the highway when the air rushing over the windshield is strong enough to "whisk" the droplets away. But around town, it seems to smear more than when not using it.

On the general subject of windshield smearing, I've noticed that the salt brine on slushy winter highways is great for smearing windshields. This seems to be especially bad with aging wiper blades which appear to be porous through dry-rot and soak up the brine and constantly smear it. I found on a recent trip through Wisconsin in the sloop that by changing to a new wiper blade I had carried along, the smearing problem vanished.

Also I've found Anco's "Snow Blades" (as reported a couple of year's ago by Margit Adler) to be the best winter wipers ever. They almost never load up with ice since there is a rubber covering over the brackets that hold the blade.

Jeff Delahorne

TROUBLESHOOTING MALFUNCTIONING V-4 WIPERS

Over a period of time, the windshield wipers on my 1970 V-4 96 developed an erratic movement cycle. When the wiper switch was turned on, the windshield wipers would perform one or two oscillations, then pause and stop until with additional movement of the steering wheel, they would repeat this sequence as the car was being driven.

I inspected the wiper mechanism under the dash to determine if the malfunctioning might be mechanical, resembling that discussed by Andy Buc in the July '83 Newsletter (p. 2). However, there did not appear to be anything mechanical wrong.

So I decided to analyze the problem from an electrical standpoint. Beginning with the fuse box on the firewall, I followed the wiring to the wiper motor. Here, the wiper motor gearbox cover plate was removed to observe the drive movements. All was fine.

I then proceeded to the steering column and removed the wiper control switch. Using a Phillip's screwdriver, I extracted with some difficulty two small screws. (Might these be the dreaded Pozi or Torx screws? *Ed. Note: Pozi-drive, no doubt*), Anyway, be careful in removing them as the stubborn little devils are recessed deeply in the switch assembly to mount it firmly on the steering column.

Upon removing the switch mechanism, I examined the four electrical posts and wire connections. In the black, charred residue caused by electrical "shorting," I discovered that two wires had been severed from the control posts. The small wire connectors, secured in the posts by miniature brass screws, had broken off from the lead-in wires. Lacking these special connector replacements, I improvised by doubling over the lead-in wire ends to occupy most of the post openings and then turned the screws down firmly.

Since the steering column serves as a conduit for the electrical cable harness containing numerous wires for wiper controls, horn, turn signals, etc., the rotation of the steering shaft may agitate the cable harness. Apparently, over a prolonged period (my Saab is now a teenager), this disturbance is sufficient to fatigue and finally sever lead-in wires to the switch mechanisms. In my case, the severed wires made intermittent contact when the steering wheel was moved.

Leonard P. Vidger, San Bruno, CA

Dear Saab Clubbers,

HAPPY NEW YEAR! We hope your Saab will serve you well in '84.

We are now stocking over 500 part numbers, with thousands of items on the shelf for immediate shipment.

We stock genuine Saab parts, plus OEM parts such as Bosch, Mann, SKF, Hella, Boge, Elring, Purolator, Wahler, Girling, AP, and Sachs. These are all premium quality European parts at the lowest possible prices. Give us a call - we care about your 99-900.

With our computer now working

we hope to soon get a mailing to all of you on our mailing list.

Hope to hear from you!



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MEMBERSHIP/SUBSCRIPTION

Dues for membership/subsription are as follows:

| | |
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| 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.

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This is my fourth annual Index for the Club Newsletter. As before, I have omitted references to club meeting notices, want ads, race and rally stories, and the editor's column. In addition, there is a considerable amount of overlap in the 99 and 900 categories, so checking both those areas when looking for a story might be a good idea.

Good Luck! Jeff Delahorne, Editor

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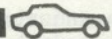
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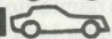


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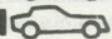
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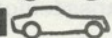
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MIKE TUCKER WINS E-P AUTOCROSS IN SONETT

I won the E-prepared autocross title for the third year here in the Central Carolina Region of the SCCA. Next year I plan to do much more to the car. This year I did the following:

- 1) Weber 40 DFI carb
- 2) 3/4 race camshaft
- 3) MSS heads
- 4) Suspension lowered three inches
- 5) Braided steel brake lines
- 6) Full tube-frame chassis built into stock pan
- 7) Lightened flywheel

Results:

1) The weber 28-36 DCD carb does not give as much top end as the 40 DFI, though I would not use the 40 on the street due to poor mileage and cold starting.

2) The 3/4 race cam does not hurt torque and allows the engine to rev freely.

3) Heads--MSS offers several degrees of modification. The heads I used have larger valves and porting. They are not the super-trick dual port heads that Jack Lawrence uses on his SCCA F-P Sonett. The porting and larger valves give much better breathing and higher horsepower.

4) Suspension--Right now it is as low as it goes and that's too low for street use. Seven-inch rear slicks now rub, although the front tires do not. Handling is fantastic with seven-inch Good-year slicks.

5) The stock Saab brake lines flex and cause a loss of brake pedal feel and power. My car now stops quicker and the pedal feels stiffer.

6) A full tube-frame means between the front and rear suspension. My roll cage/frame is SCCA legal and increases frame strength. The car is much more predictable and easier to drive. At speeds over 120 mph, I also feel much safer. Sonetts have a very flexible chassis especially between the front window pillar and rear bulkhead. Improving the handling is limited by the chassis. Anyone serious about fast driving should put in a full roll cage.

7) A lightened flywheel is worthwhile since it does not hurt the low end and helps the trusty V-4 rev quicker.

Next year I plan to do the following:

- 1) Removal of all street equipment, glass, heater, lights, etc.
- 2) Dual-port exhaust (MSS)
- 3) Dual Tilton brake master with separate masters for front & rear
- 4) Flared fenders
- 5) Removable rear glass (lexan)

SAAB BOOSTS CAR PRODUCTION TO 120,000

Saab Press Info: Saab-Scania AB will increase Saab passenger car production capacity in response to the rising demand for its high-performance sedans.

In a statement issued in Sweden, the Board of Directors of Saab-Scania AB said it has approved a heavy investment program for the Saab Car Division's assembly plants in Trollhattan and Arlov. Worldwide Saab sales have climbed from 67,400 units in 1980 to an estimated 93,000 in 1983. Production is now running at an annual rate of 102,000 cars.

At Saab's main plant in Trollhattan the capacity of the bodyshop and the paintshop will be increased from 75,000 to 90,000 units. The final assembly capacity will be increased at both plants. In Arlov, which receives fully built-up painted body shells from Trollhattan, the assembly capacity will be raised from 15,000 to 22,000 units. Together with Saab's Uusikaupunki plant in Finland, Saab's total available capacity will be 120,000 cars.

The increased capacity will become available in stages starting in 1985 and will require the addition of some 300 new workers.

During the first eight months of 1983 sales of Saab cars grew 39 percent worldwide and 48 percent in the United States. Increased volume, improved productivity and a greater proportion of more exclusive models contributed to a considerable increase in Saab Car Division profits.

Sales of the Scania Division's trucks, buses and industrial engines declined 11 percent due to the weak demand worldwide for heavy duty trucks. Scania exports 91 percent of production. Preparations to produce Scania transit buses in the United States in 1984 continue according to plans.

The group's largest growth comes from the Saab Aerospace Division, with sales up 46 percent. Series production of the new Saab-Fairchild airliner has started and the first delivery is scheduled for April 1984.

- 6) ATL fuel cell
- 7) Accusump
- 8) Coil-over suspension
- 9) Oil cooler
- 10) Constant loss ignition
- 11) Removal of fan

This year the SCCA moved Sonetts from D stock to E stock, which will help them, but 99's and 900's were moved from H stock to G stock, which will hurt. But I think Saab's will still be competitive in autocrossing.

Mike Tucker, Durham, NC



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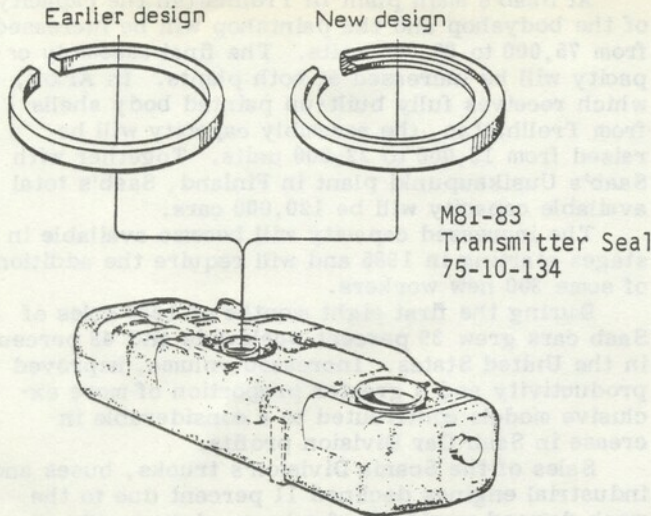
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NEW GASKET SEAL--FUEL LEVEL TRANSMITTER

Saab Service Info. 12/83-659: During M83 production and beginning with VIN Serial Nos. D1025-853 and D2009801 a new seal for the fuel level transmitter was introduced. This introduction coincided with cars that were equipped with the new fuel system using a feeder pump. The new seal (P/N 75-10-134) may also be fitted as a spare part to older models (M81-83) despite the altered seal profile.

NOTE! This seal will not fit M84 models which have a modified tank flange and a different seal.



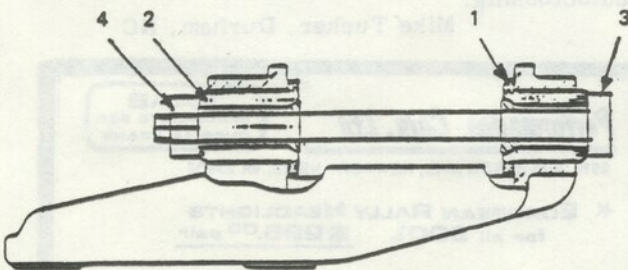
ALTERNATOR MOUNTING CHANGE--MODEL 1983-1/2

Saab Service Info: 10/83-648: A new alternator mounting system has been introduced beginning with VIN D1025616 and D2009727. As a result there is a new procedure for removing the alternator and a kit is now available if you wish to modify a M81, M82 or early M83 car.

To remove the alternator on cars equipped with the new mount it is necessary to release the alternator mounting bracket from the engine. Mounting bolt (No. 3) will otherwise not clear the firewall.

To modify an older car, remove the alternator, release the mounting bracket from the engine and install the new bushings from the service kit. Bolt the mounting bracket to the alternator and attach both to the engine block.

The service kit, P/N 93-37-593 includes the bushings, bolt and nut.



COMPLETE KIT: 93-37-593

- | | |
|------------------|-----------|
| 1. Rear Bushing | 75-10-308 |
| 2. Front Bushing | 75-10-332 |
| 3. Bolt | 80-84-071 |
| 4. Nut | 80-74-106 |

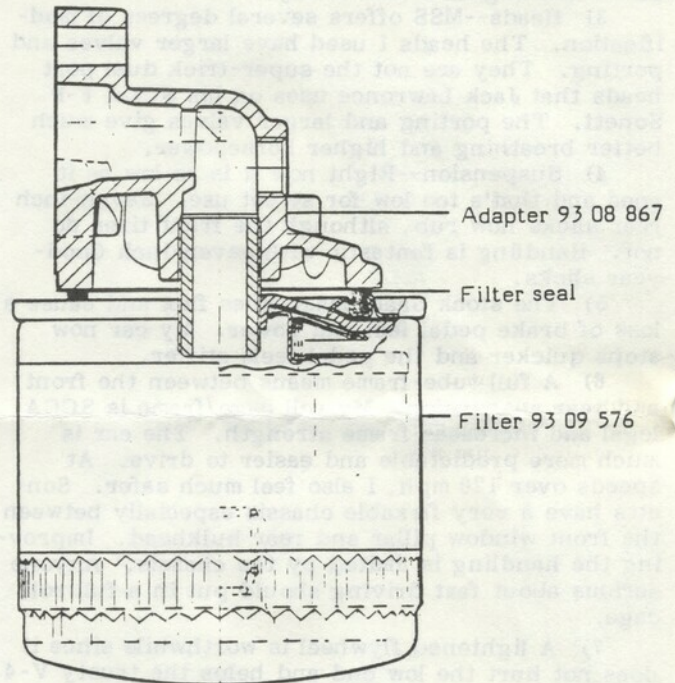
LEAKAGE AT ENGINE OIL FILTER, H-ENGINE 900

Saab Service Info. 12/83-658: Oil leakage may occur at the filter seal after replacement of Long-Life oil filter, P/N 93-09-576.

The reason appears to be the stiffness and profile variation of the seals, so that a satisfactory seal will not be obtained in certain cases when the filter is tightened to the specified torque by hand (approx. 5 Nm, 3.5 ft. lbs.). To eliminate oil leaks a new installation procedure is being recommended.

Until further notice, our recommendations are as follows:

1. Lubricate the entire seal of the new filter.
2. Fit the filter and tighten it by hand.
3. If leakage should occur when tightened by hand, re-tighten a further 1/4 of a turn (approx. 15 Nm, 11 ft. lbs.) using a filter wrench, or until a satisfactory seal is obtained.



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

DIFFICULT SHIFTING INTO FIRST IN '80 900T

I have an '80 Turbo with almost 60,000 miles and I'm very pleased with its performance in almost every way. The problem I have is a growing difficulty in getting into first gear. Frequently when I'm stopped at a light it's not possible to put it into first; I either have to put it into second, then into first without letting up the clutch, or completely let out the clutch, then put it back in, before being able to engage first gear. The problem seems to be independent of whether the car has been warmed up. Any comments would be appreciated.

R.L. (Jay) Vivian, Jr.
Stamford, CT

Ed. Note: If it's any consolation, we have the same problem with our '82 900. It seems particularly bad when waiting at a stoplight on an uphill slope.

CALIF. MEMBER SOLVES A/C FAST IDLE PROBLEM

Regarding my letter printed in the October Newsletter (p. 8), and Josie Maymon's response in the November/December issue (p. 8), I think I can offer a good solution to the A/C fast idle compensation problem.

By replacing the existing Saab (electrically actuated) fast idle valve with a Datsun (vacuum actuated) valve (Datsun p/n 16487-P7500) I have solved my problem completely. One additional large "T" fitting is needed (Saab p/n 83-66-791), also an electrically operated "magnet valve" (Saab p/n 85-91-117, as used on the '84's). Total cost is less than \$40.

The wire previously routed under the intake manifold to the old fast idle valve is rerouted to the new magnet valve. A new vacuum line is spliced into the vacuum reservoir and run to the magnet valve, and from the magnet valve to the new (vacuum operated) fast idle compensation valve.

Now whenever my A/C compressor switches on, it also switches on the magnet valve, which in turn operates the fast idle valve, keeping the engine at the proper idle speed. It works every time.

I hope this suggestion helps other owners with a similar problem. Thanks also to Josie Maymon for his help, and his suggestion for an "on demand" seat heater switch.

Mac Steiger, Vallejo, CA

Ed. Note: Mac also sent in a correction to this letter:

Regarding my recent letter describing the details of the A/C slow idle problem, I have a correction.

The dealer mistakenly gave me the number of a small "T" fitting. While a couple of small vacuum line "T's" are needed, they are available at any local auto parts store. The large T, which is needed, and only available as far as I can tell from Saab, is p/n 83-17-828.

I also found that the magnet valve could be purchased for \$7.49 from a Mark IV air conditioning shop, and was identical to the Saab part.

Mac Steiger

A TRX ALTERNATIVE--ALSO HEADLINER TIPS

One more time please for TRX-type tires. I and a friend have possibly found the solution. Sears-Roebuck makes a 190x390 TR Roadhandler which costs \$102 each. This is comparable in price to Michelin TRX, but is a much better tire. My friend has over 35,000 miles on his so far and has lots of tread left. I have almost 14,000 on mine and the tread depth measures within 1/32 of original. Sears has a 48,000 mile warranty and I've had good service after having to special order them last fall.

Headliner--In reference to Bob Mitchell's tip (Sept. '83, p. 7), I too have had tough luck on ve-lour headliner material from an upholstery shop. I put it in myself with a friend using the equivalent of Sprayment. It held for several months and then began to droop. My solution was to insert upholstery pigtail-type pins with clear heads about 1/4" or less diameter. If you watch what you are doing and place them correctly it resembles a padded-tuffed custom job. Not factory of course, but individualistic and they do hold in most place.

Phil Niemann, Overland Park, KS

FADING PAINT TROUBLES & WINDSHIELD SMEAR

Regarding the fading paint troubles, and windshield smear bothering Don Shobry's (Nov/Dec. p. 2): If there is anything that will actually stop the fading of your paint, I've never heard of it. Chalking is known to be due to the UV component in sunlight, but in combination with water and oxygen. Best is to keep the car parked inside whenever possible, or in the shade. Popular Science magazine tested a number of waxes some time ago, and rated Rain Dance as the longest lasting, but again that won't stop the UV. Another article in Popular Science (April 1980) discussed the then new silicone sealer-lusterizers. They are no panacea, though they'll put a nice shine on initially.

Windshield smearing--I stopped smearing on the windshield of my wife's car by rubbing down the windshield with an industrial grease cutter, Trichloroethane, i.e. cleaning fluid. Xylol is probably as good, it is no different than xylene, and these are used as paint thinners too; check at the hardware store. Autoparts stores probably carry a tar remover which would be equivalent, but it does remove the wax on the paint too. Use rubber gloves, apply with a clean rag or paper towel. Use Rain-X after this and let it stand maybe more than a minute before removing. Good Luck.

K.J. Strack, Pittsburgh, PA

MORE FADING PAINT PROBLEMS & OTHER TIPS

In response to Don Shobry's letter (Nov/Dec p. 2), my 1977 99GL 5 door (brown) also suffers from fading paint. Under the mistaken assumption that the paint is only slightly oxidized I have had the car buffed twice. Unfortunately the paint clouds up soon after the buffing. I've found that keeping the car covered or garaged (including while at work) is the only way to slow down the fading.

In response to Mike Zulich's letter (Nov/Dec. p. 5), I, too, have a jumping fuel gauge needle. I just ignore the problem, as the gauge seems to remain accurate.

For those who are traveling, I can recommend "Tor's Saab sales & service" in Lompoc, CA and "Boulder Valley VW & Saab" in Boulder, CO. Both places are fast and courteous, and most of all, accommodating.

I have added 22mm sway bars to my car, and they make a remarkable difference.

Eric Goss, Goleta, CA

TROUBLE WITH SLIPPING ALTERNATOR BELTS

Over the years I have had trouble with slipping alternator drive belts. If they are too tight bearing noise, failure, and intermittent alternator shorting can result. Correct tension can be difficult to achieve, especially on my '79 99, which has a long V-belt that runs both the alternator and the air conditioning compressor.

By coating the V-belt with a belt conditioner (Siloo is one I have used) before installation you can turn the belt inside out and spray the stickum over the entire belt surface. Done this way it enables you to keep the goo off the engine compartment and the belt dressing does last quite a long time. The extra tackiness means the belt won't slip with less tension and less wear on the alternator bearings.

Vic Koivumaki, Lancaster, MA

ERRATIC TURN SIGNAL BLINKING & MORE

There are several reasons why a turn signal on one side will not show blinking on the dash: burned out bulb, defective flasher, fuse, wiring short. The reason for mine was new to me. The symptom, in addition to the dash light not registering the turn signal, was that the parking lights and stop lights would alternately flash.

The cause was due to the left turn signal housing not being sufficiently grounded. The cure was to run a short ground strap from the tab coming off the housing of the light to the bolt which holds the housing to the fender. To secure it to the bolt, I simply added an 11mm nut. This solved the problem.

To discover that it was a grounding problem I ran a long wire from the housing to the engine body and tried the signal. It then worked properly, so I removed the test wire and saw it return to its erratic flashing pattern.

The idea that this could happen in just this way came from John Busse of Scandia Auto, who explained that whenever an electrical problem occurs in one system due to engaging a completely different system, this is often due to a grounding problem. The direction of the current actually flows through the negative grounding system, and not through the positive as we would think. And so, when one grounding system fails, it seeks the next nearest path, which in this case was the parking lights on the same housing.

Seat Belts: I have been told and have heard many times that seat belts should be replaced every four or five years, yet few of us do so, probably thinking that it would be expensive. There is a company in Sun Valley, California that specializes in racing equipment. They will reweb seat belts for \$15.00 each, using black web rated to 5,000 lbs. Send them your entire seat belt, with hardware. They will reweb it matching the configuration and length exactly. The company is: Filler Products, Inc., 9017 San Fernando Road, Sun Valley, CA 91352.

99 "Overheating"--For about a year my '77 99 has been consistently running hot (or so it seemed). The temperature gauge always ran about half way between normal and hot. In even a minor traffic jam it approached the red. Turning on the heater and fan helped, but it was still hot. The sensor was replaced, as well as the thermostat, and the radiator boiled out. All helped a little, but it still ran too hot.

I installed an override switch which turned the radiator fan on sooner than the sensor did. This also helped some, but not enough. With the override switch off the gauge tacked almost immediately to the red. Last week while changing a headlight bulb (and removing the ground cable) I noticed a great deal of corrosion around the ground cable. Upon examining the cable I discovered that almost 90% of the connection near the terminal to be corroded completely through.

After cleaning all the corrosion away from the battery deck and replacing the ground strap the overheating stopped. In fact the temp gauge now runs under normal unless very hot and then only slightly over normal. In retrospect I see that there was a hint of this a year ago in noticing that the

ONE WAY TO INSTALL 96 FRONT WHEEL BEARINGS

Almost all of the older 95, 96, and 97 models still on the road are candidates for new front wheel bearings and seals. This can be accomplished without that heavy duty arbor press you've been meaning to buy. Removal of the old bearings can be accomplished by hammer blows as they are to be discarded. Protect the expensive machined parts with brass or aluminum stock, however.

The secret of reassembly is to deposit your shiny new bearing packed with lithium grease (not "wheel bearing grease") in your freezer for at least three hours. Heat the casting slightly with a propane torch and the frozen bearing will just about fall into place (number side out, of course). Very light tapping will assure it is fully seated.

Now put the cleaned and relubed half-shaft in the freezer. Being careful not to damage the seals, heat the inner bearing race until the grease just begins to melt. Drop in the frozen shaft and tap the end lightly.

Incidentally, Saab has dropped the price of their bearings from about \$48 to about \$28.

Wes Verkaart, Duxbury, MA

ALUMINUM CAM-GEAR FROM V-6 FOR THE V-4?

I'm rebuilding my '72 1700 V-4, and I would like to eliminate fiber timing gears if possible. The balance shaft gear was previously replaced with a steel gear from Ford Industrial when the fiber gear stripped (chips ruined the camshaft gear too). I know aluminum gears are available for V-6 camshafts, but I don't know if the V-6 gear will fit, and if so, from a 2600 V-6 or a 2800 V-6? If anyone has had any experience with this interchange, I would appreciate the information.

Lee Fischer, Newport News, VA

temp tacked immediately higher whenever anything electrical was turned on, such as lights or fans, and dropped when turned off. Since then a mechanic told me one of his customers 900's also had a faulty ground wire that disconnected completely and grounded up through the throttle linkage welding it shut.

David Kronen, Woodland Hills, CA

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CLASSIFIED AD RATES

Ads offering parts or Saabs for sale or wanted at prices under \$200 are FREE to members and non-members. 25-word limit, plus name and address. Ads listing prices of \$201 to \$900, enclose \$2. Ads listing prices \$901 to \$2000, enclose \$5. \$2001 and up, enclose \$10. All ads without a price listed, enclose \$10.

Commercial ads, \$10 per column inch, two-inch maximum. We will delete all unnecessary superlatives and abbreviate where possible. Please enclose sufficient funds with ad copy; we will *not* bill.

CLASSIFIED AD DEADLINE

The Classified Ad deadline for the February Newsletter will be Feb. 1, and the deadline for the March issue will be March 1st.

SONETTS FOR SALE

1966 Sonett #19, blk. imron, runs good, solid chassis, needs interior detailing: \$3300 obo; also 1968 V-4 parts car, complete and running, chassis rusted: \$995; will consider trade for 96 V-4. Bill Silva 7 Urban Ave, Pawt., RI 02860, 401-726-0621.

Sonett II, body #186, fully restored, 30,000 mi. on rebld eng.; yellow body w/ black & grey int.; AM-FM, birdseye maple dash, sheepskin seat covers; new Michelin radials: \$4400. Woodhall Stopford, 919-732-7442.

1968 Sonett II: \$1000; Misc. Sonett II & III parts; price list on request. Richard Shanner, 100 Atlantic, H216, Long Beach, CA 90802, 213-437-1429.

1973 Sonett, "grape" with racing stripes, fair orig. condition: \$2450. Les Core, Livonia, MI 313-421-1654.

1973 Sonett III, 75,000, excel. condition, new radials: \$3800. Seth L. Goldstein, 415-635-9103 eve's.

1973 Sonett, good cond., frame rot free; needs minor fibreglass work, upholstery; fog lights, am-fm cass., sunroof: \$2300. Mark Fuhrmann, Alexandria VA, eve's 703-768-2480, will deliver.

Sonetts: '74 ran SCCA F/P in '83, exc. regional or solo car, easily returned to street, have compl. int. bumpers, etc: \$2300 w/ street eng.; \$2800 w/ race eng.; '70 rust free AZ car, easy restoration: \$1100; '73, very good overall cond.: \$2000. Randy Cook 1877 Oak Ridge Ln., Lawrenceville, GA 30245, 404-962-0528.

1973 Sonett III, 66,000 mi., yellow, good condition, no air, trans. rebld, new battery, brakes; needs exhaust: \$3000 negotiable. David Brady, Pontiac, MI 313-332-1661.

SONETTS FOR SALE, continued

1974 Sonett III, 38,000 mi., new yellow paint, Webers, Weber, rally exhaust, Concord am/fm/cass.: \$3800 or might trade for Alfa Spyder. Scott Stratman, 4795 So. Hudson Pl, Tulsa, OK 74135, 918-663-9484 after 7 pm CST

95's and 96's FOR SALE

1960 GT-750, fine orig. cond.; engine out & needs work on piston ass'y; red, low mileage, Halda Speed pilot. best offer. ALSO 1964 850 4 spd, almost perfect restored cond., sunroof, midnight blue, 30,000 miles: \$2750. Dai Williams, 415-989-1955 h. 415-788-1952 work

1961 96, body solid, new radials, 4 spd trans., triple carb, new shocks & exh. sys., cass. deck, plus extra parts: \$1000 for everything. Chip Ruhl Box 1673, Groton, CT 06340, 203-443-8228.

1967 96, 3 cyl., non-injected, powertrain in good cond., body rusted, 15,000 since eng. rebuild: \$300 obo. John Allen, 10 Farragut Ave, Somerville, MA 02144, 617-625-3966.

1969 95 wagon, needs rings & freewheel, doors rusted, Weber carb. best reasonable offer around \$500. Dick Ginsburg, Cornelius, OR, 503-640-5881 days; 503-357-8504 eve's & weekends.

1971 96, carefully maintained since new by orig. owner, all records, fine running cond. & no rust: \$1000. Jane Miller, 535 Commercial St., Provincetown, MA 05667, 617-487-9405.

1972 95 wagon, needs clutch, some floor rust, exc. motor & trans.: \$250; complete motor: \$125; trans.: \$250. delivery arranged. Tom Nola, PO Box 627, Wurtsboro, NY 12790, 914-888-2246 after 9 pm.

1972 96 Body & trans.; all glass, lenses, green vinyl int., bumpers, most body parts in good shape: \$150 takes all. John White, Columbia, MD, 301-962-7600 days, 301-997-9174 eve's.

95, 96 and SONETT PARTS FOR SALE

Complete set of Sonett III late model mag wheels: \$175. Tom Nola, PO Box 627, Wurtsboro, NY 12790 914-888-2246 after 9 pm.

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

Sonett III parts & goodies: extensive inventory of used body, interior, & mech. parts, write or call for specific need; Sonett glasses & coffee mugs: \$2.50 ea.; Brooklands road test book all Sonetts: \$12; dash plaque re: Sonett's '83 SCCA Nat. Champ Randy Cook, 1877 Oak Ridge Ln., Lawrenceville, GA 30245, 404-962-0528.

Tinted rear window, 96: \$75 (pick up only); tinted door windows, 95, 96: \$15 pr; Solex triple carbs: \$25; air filter ass'y for same: \$10. Wes Verkaar, 25 Cross St, Duxbury, MA 02332, 617-585-8469.

Sonett parts from '73, all body & fiberglass incl. headlight buckets, all window glass exc. rear hatch frame; instrument panel, seats: \$700. Frank Van Renterghem, 516-928-1879 eve's.

Dual port Solex with Manifold & air cleaner: \$125; Weber 34 ICH with 4,000 mi. on it: \$65. Many other parts for 96 & 99 incl. eng., trans. & body parts. Baldwin Foreign Auto Repair, Bruce Baldwin, New Lebanon Center, NY 12126, 518-794-8729 8-5 M-F

Five Sonett mag wheels: \$250. Wanda Serrano, Farmington Hills, MI, 313-471-1187 eve's; 800-521-6776 days.

Factory shop manual for '67-73 95, 96: \$20; Chilton's Tune-up & Service Manual for 96 & 2 stroke, good 2 stroke tips: \$10. Joe Maienza, 617-692-3186

Complete black padded dash w/ all gauges & tach & most switches, exc. cond.: \$65 plus post.; Two wheels for '72, straight, but rust chipped: \$10 ea plus post. Hood from '70: \$25 plus ship. Any inquiries must include SASE. Thomas Franko, 3512 Mayfair St., McKeesport, PA 15132.

Two-stroke, bulb-type temp. gauge compl.: \$25. 95 taillight ass'y's & lenses: \$15. Many other 95/96 parts new & used. Quantum Mechanics, 45 Huntington Ave., So. Yarmouth, MA 02664, 617-394-5193.

European 95 or 96 grille pieces w/ rectangular headlights & retainers, etc.; all you need is phillips screwdriver, used: \$199.95. Posters from Sweden: jubilee edition 1980 96 metallic blue, 19x28: \$20; "From green to blue" 92-97 all models illus. w/ large graph of production, 17x21: \$15. Robert Allen, 114 Kimberly Rd, Hamden, CT 06518, 203-248-8798.

95, 96, and SONETT WANTEDS

Wanted: pliers used to compress snap ring on axle drive shaft, offer \$15. Thomas Franko, 3512 Mayfair St., McKeesport, PA 15132.

Wanted: Rear window for '73 Sonett. John White, 5028 Castle Moor Dr., Columbia, MD 21044, 301-997-9174 eve.

Wanted: 1964 850 GT, driveable & inspected. Ray L. Myer, Rt. 4, Box 506, Coopersburg, PA 18036 215-346-7765.

Wanted: headrest cushions for 96. Brian O'Shea, 717-724-3858 work.

Wanted: front bumper and mounting struts, bolts: \$55?; front side signals: \$15 pr.?; wheels, two: \$25 ea? and wheel inserts. Bernard Kulp, 301-654-9120 9-6 M-F; 301-384-8832 eve & weekends.

95, 96, and SONETT WANTEDS, continued

Wanted: complete set of Saab special tools for 96 transmissions. Bill French, 1552 Woodlawn Dr, Latrobe, PA 15650, 412-537-5451 days, 412-537-4089 eve's & weekends.

99's and 900's FOR SALE

1969 99, mechanically orig. exc. for complete & proper rebuild of all moving parts. Chassis 13320, never hit, 99% rust free. Color of your choice. can deliver: \$2000--\$3500 depending on finish and rubber. Drian Dahlin, 1219 E. Madison, Ely, MN 55731, 218-365-5751.

1970 99E 2 dr., 130,000, needs some eng. work (rings?) but runs, good rubber, body fair (doors rusted, slight damage to rear), service records avail.: asking \$350, will consider parting out. Mike Maly, 3101 Hillside, Seven Hills, OH 44131, 216-447-1279.

1970 99 2dr., 1.7 carb, body, int., and '72 trans. very good, orig. eng. strong but needs rod bearings, 110,000: \$700 obo. Greg Scarich, 14726 Kingdale Ave., Lawndale, CA 90260, 213-676-7871.

1971 99E 2 dr., 4 spd, BRG dark green, '74 int., orig. owner, 2.0 l. eng. & trans. has pin hole leak in head: \$900. Also misc. '74 parts except major eng. parts. Dick Rutkowski, 4413 Wilmette St., Ft. Wayne, IN 46806, 219-456-4958.

1973 99, carbureted 2.0L, 4 spd, 4 dr., air, body exc., no rust, needs upholstery, right drive axle broken, in middle of clutch job, 104,000: Sell as is \$600 or part out. John Amastae, 915-565-2152, 3521 Fort Blvd, El Paso, TX 79930.

1975 99 wagonback, 3 dr., 107,000, 20,000 on new auto. trans, runs well, Koni's, Cibie's, snows, new batter & exh.: \$1800 obo. Sherman Levine, 84 Greenwood Ln., White Plains, NY 10607, 914-592-2549.

1977 EMS, 66,000, sunroof, alloys, silver/red, ideal restoration or base to build rally or race car, no eng. or trans.: \$900 obo. Clyde McLaughlin, Penacook, NH 603-753-6583 6-9 pm or weekends.

1978 99L, 2 dr., 4 spd, new paint (brown), tan int. new CIS system, Conti. radials, shocks, battery, exh., Blaupunkt am/fm cass., A/C, looks & runs exc., Best offer. T. Grossman, 2140C SW 90th Ave. Plantation, FL 33324, 305-475-7291.

1980 3 dr. 900 Turbo, Red, 5 spd, in great cond., no dents, A/C, Inca wheels, Blaupunkt, sunroof. 50,000 road miles, all maint. records: make offer. David Wright, Indianapolis, IN 317-259-1959.

99 and 900 PARTS FOR SALE

EMS wheel & Semperit, 99 2 dr. trailer hitch, misc. parts, hoses & manual. George Fischer, New Paltz, NY 914-255-6661.

Wind deflector, brand new, willing to trade for a spoiler or sell for \$40. Will fit '79 or newer. Randy Keenan, One Hickory Lane, Roseland, NJ 07068, 201-884-4205 day, 201-226-3517 night.

Bilstein shocks for 900 Turbo, brand new, compl. set: \$40 ea. or best offer. Glen McCandless, 4124 Sneed Rd, Nashville, TN 37215 615-269-6573.

99 and 900 PARTS FOR SALE, continued

Engine from '75 Saab, complete, only 52,000, parts car also, Joe Lynde, 910 Moorland Rd, Madison, WI 53713, 608-256-2948.

Vinyl Bra fits all 900 models, '79-84, w/ Saab logo, purchased from Saab, used only 3 times: \$29 plus \$3 ship. Dr. H. Berger, 4 Demarest Mill Court, West Nyack, NY 10994, 914-623-0022.

Used 99 Trans. '73-74: \$200 ea.; 99 in-dash tach's: \$45 ea.; '74 99 grille, perfect: \$45; 99 lenses & ass'y's; 900 dashboard: \$195; 900 ft. bumper cover \$35; starters, alternators, & much more. Quantum Mechanics, 45 Huntington Ave, S. Yarmouth, MA 02664, 617-394-5193.

Set of four Bilsteins to fit '79 99, used only 6,000 miles & perform great: \$100/set of 4. David Parsons, Winsted, CT 203-379-6628, 5-8 pm.

Set of four steel wheels (stock) from '82 900, appr. 20,000 mi.: \$150; Clear headlight covers: \$20; Saab license plate: \$5; all plus shipping. Chuck Gougler, 216-232-0200 or 216-376-0700.

99 and 900 WANTEDS

Wanted: Center (gearshift) console and shifter boot from '83 or '84 900, needed to match new accessory console. Also, source of pass. seat heater kit to fit '80 900 EMS. Mac Steiger, 200 Jordan St, Vallejo, CA 94591, 707-553-1799.

Wanted: Tach for '74 99LE. William Sigrist, 85 Grant Ave, Dumont, NJ 07628, 201-385-7013.

Wanted: Saab 99 or 900, later '70's or early '80's. Can travel and pay top price. Write Kenneth Wyle, 251 W. State St, Waverly, IL 62692.

Wanted: '75 or newer 99 2dr., preferably not running, must have reasonably good body, within reasonable proximity of New England. Tedd Donlon, Box 533, Wilton, NH 03086, 603-654-9296 after 5

Wanted: Speedometer for '77 EMS. Jim Egelston, 5530 So. 129 St., Seattle, WA 98178, 206-772-0905.

Wanted: headliner & rear seat to fit '75 99LE 2 dr. Richard Warren, 273 River St., Halifax, MA 02338 617-294-0589.

99 and 900 WANTEDS, continued

Wanted: two front seat headrest inserts for '75 99LE color not important as long as all foam in top cond. \$10 ea. or? Will sell partial int. for '75 99, 4 dr., one & one-half front seats cover and backrest half or rear cover, green: \$35 obo Phil Niemann, 7620 West 52nd St, Overland Park, KS 66202.

Wanted: Complete service manual, orig. or copy for '82 900 Turbo. K. Richard, 4038 B Clark St, Newburgh, NY 12550, 914-564-6682.

Wanted: one or more Inca-style ub caps for a 900 Richard Pavlov, 623 Wheeling Ave, Cambridge, OH 43725, 614-432-2515.

MISCELLANEOUS ADS

Wanted: Need Sonett posters (II, V-4, III) also need Sonett II owner's manual, and any other Saab literature. Also want correspondence from other Saab literature collectors. Robert Allen, 114 Kimberly Rd, Hamden, CT 06518, 203-248-8798.

Wanted: Scale models of 99's and Sonett: \$5 ea or? Also interested in other Saab literature; Scania literature also. Phil Niemann, 7620 West 52nd St, Overland Park, KS 66202

For Sale: Pirelli CN-36 175/70HR15, brand new: \$60 incl. shipping. Russell Sandfield, PO Box 383, Rockport, MA 01966, 617-546-6333.

Four Continental TS771 165SR15 tires. Two are worn but have useable tread (\$10 ea), two (on rear) still have molding nubs: \$20 ea. David Gabbe, 63 Lincoln St., Hudson, MA 01749, 617-467-5358 wk, 617-562-3888 home

Wanted: Four headrest inserts for V-4. Will pay \$10 each. David Kronen, 22706 Califa St., Woodland Hills, CA 91367 213-346-0993.

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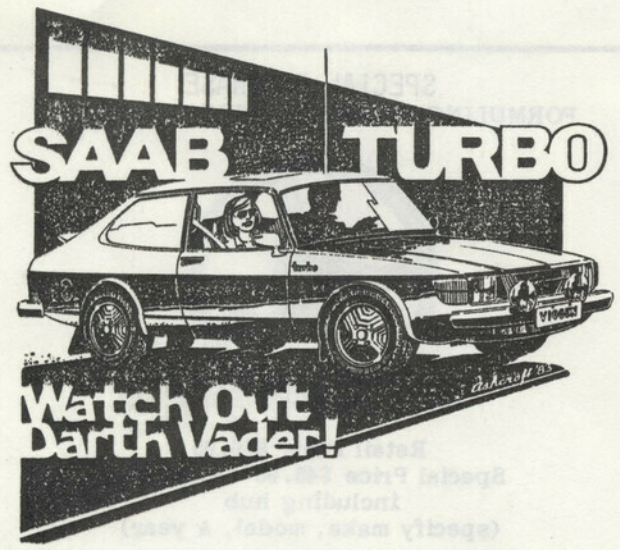
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