

THE SAAB CLUB

APRIL 1984, NEWSLETTER #125

NAT'L CONVENTION CHANGED TO AUG. 18-19

The National Saab Club Second Annual Convention has been changed to August 18 and 19. The date change was for better coordination with Saab-Scania. The event will take place in New Glarus, Wisconsin. New Glarus is a small Swiss Village in Wisconsin's rolling hill country, situated in Green County on Route 69 about 30 minutes southwest of Madison.

The Convention Schedule is:

Aug. 17, Fri. Evening: Guests arriving--informal cocktails on the New Glarus Hotel balcony.

Aug. 18, Sat. Morning: Registration, Swap Meet, Dealer & Accessory Sales

Aug. 18, Sat. Afternoon: Touring rally (about 80 miles, a nonspeed event)

Aug. 18, Sat. Evening: Cocktails and banquet with dinner program--speaker to be announced

Aug. 19, Sat Morning: Technical and How-To sessions for all experience levels

Saab-Scania is generously supporting our event again this year. Details will be provided in upcoming Newsletters.

The whole town of New Glarus has opened up for our convention. The following list identifies the lodgings and an approximate range of room rates. Please make your reservations as soon as possible for both their planning and ours.

Chalet Landhaus (608-527-5234) \$38-45

New Glarus Hotel (608-527-5244) \$17-31

Swiss-Aire Motel (608-527-2138) \$32-38

Town Edge Motel (608-527-2310) \$32-38

There are also beautiful camping areas nearby. For family members more interested in other activities the Hidden Valleys area is teeming with events including cheese factory tours, underground caverns, and the famous American Play-ers Outdoor Shakespeare Theatre.

If you have any questions, or would like to indicate your intentions of attending, please contact one of the following individuals:

Mark Lundquist--815-399-6233 eve's

815-226-6030 days

Andy Federowski--312-454-4825 days

Jeff Delahorne--218-525-3253 9 am-8 pm

NEW ENGLAND SONETT CLUB--will meet Saturday June 16th, 1:00 pm, at the Terra Nova Restaurant in Litchfield, NH. There will be the annual election of officers. Dick McCarthy of the Kelly Insurance Company will also present a program on collector car insurance, how you could save money on Sonett insurance while increasing your coverage. For more information, contact NESCL, PO Box 4362, Manchester, NH 03108.

MINNESOTA SAAB CLUB--had two well-attended events. Our March 31 fix-in enjoyed good weather and repairs to brakes, gearshift, anti-sway bars and electrical system were made. Our April meeting had over two dozen in attendance to hear Chuck and Don Andrews speak on Total Performance Alignment.

Our meetings continue to be the first Thursday of each month, 8 pm at Shakey's at Larpenteur and Snelling.

CENTRAL ILLIANA SAAB CLUB--May 20 at 2 pm Monty Tarr will present his oft-postponed brake clinic at Margrit Adler's house, 1507 W. University, Champaign, IL, 217-356-9244. Our March meeting featured Fred Lind, District Service Manager for the Chicago area. Mr. Lind presented a very informative program on the CIS system, as well as other areas of Saab maintenance and problem solving.

MILWAUKEE SAAB CLUB--will meet on Monday, April 23, at Shakey's Pizza, Hwy 100 and Silver Spring at 7:30 pm. Club member and engineer Jim Juranitch will discuss tuning CIS systems and Milwaukee's new vehicle emission testing program. A tech clinic on CIS tuning is scheduled for Sat., April 28. On Monday, May 21, Mr. John Paul of Badger Electronics will discuss auto stereo components and installation, alarm systems, and other electronic items (topic postponed from March meeting).

WCC-GMACS gimmick rally on April 29. MSC members will be representing their club and earning points for a year-end trophy. For more info, call Pat Greer 414-964-7463.

SOUTH FLORIDA SAAB CLUB--All Saab owners interested in forming a South Florida ("Gold Coast") chapter, please contact Dr. Mel Becker, Miami, 696-1911 or evenings 667-5884, or write to 505 East 25th St., Hialeah, FL 33013.

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

95 HANDBRAKES, CLUTCH HYDRAULICS, TIRES

96 Handbrakes--If you find that you can no longer get a firm lock with your handbrakes the cause might be worn shoes, stretched cables or worn drums. If your adjustment nut is all the way in on new shoes then the drums are suspect. To adjust the rear brakes, jack up the wheel and spin the tire by hand. Turn the adjuster nut until the brake locks and then back off till there is just a slight rubbing. If the cable needs adjustment be sure to adjust them with the handbrake off and the rear brakes adjusted. Turn the two nuts on the cable (under the handbrake lever) until the brake holds on about the third click. Be sure to take a look at the rear axle bushings while down there. 95 owners check to make sure that your right side wires to the taillights are not hanging down and touching the rear muffler (stock only).

Clutch Hydraulics--Some folks may have noticed that their 95/96/97's are no longer spring chickens anymore, as much as we try to keep them so. I lost my clutch pedal with a wimhoop. I checked the fluids and there was no leakage. I pressed the pedal and saw the stroke was real short. The pedal felt soft to the floor. I opened up the master and found that the return spring inside was in pieces. I found a local hardware store with a spring of about the same length and coil diameter, and thus made a road fix and was able to continue my trek.

Brake masters--You can attempt to rebuild your master, but for the cost of a new master and the simple fact that its job is to stop the car, and the age of the car itself, I would recommend replacing the unit whole.

Tires--The local Sonett's are now sporting P-6's (195/60-15) and P-8's (185/65-15). It makes for better handling and also easier to find a roadside fix if you find yourself with a blowout far from home (?). These tires are being mounted on stock mag wheels and so far there doesn't seem to be any problems. If you think that you might be a wee bit tight as far as space goes in the rear, you could install a spring spacer or a gas shock.. Wear should be pretty good as the car is quite light compared to the Turbo's that came stock with these sizes and get decent mileage.

Paul Florance, Long Beach, CA

PORTING V-4 HEADS IMPROVES MPG AND MORE

Many V-4 owners have installed better carburetion and extractor exhaust systems. I got my larger single barrel and tuned exhaust from Motor Sport Service. As I made the additions I used a stopwatch and a corrected speedo to check the improvements in gas mileage and in acceleration times from 40 to 60 mph in 3rd gear. I did the acceleration times enough to establish a good average. The extractor exhaust lowered the time from an average of 8.7 sec. to 8.3 sec. The bigger single barrel carb improved the average to 7.3. Both of these changes resulted in about a 2 mpg improvement overall, with the carb giving about a 1 1/2 mpg increase.

Now for the interesting part. Last year, at 160,000 miles, I noted a bad valve in number three cylinder. So to get it done right and also to have the heads and intake manifold given a rough porting job, I sent the heads to Jack Lawrence at MSS. His shop did a first-class job. The porting resulted in mileage and performance increases that I would not have thought possible. Evidently, the porting now makes maximum use of the improved carburetion and exhaust. Mileage is now up almost 2 mpg additional, and average 40-60 time is now 6.8 seconds. (Ed. Note: The valve job probably didn't hurt either.) Average trip mileage during the warmer months now averages over 41 mpg, and I can recall someone in the Newsletter saying that figure just wasn't possible on a 96 V-4.

Thomas B. Mudd, Saginaw, MI

MORE 99 HEADLINER TIPS & EMS STEERING

Recovering headliner--I have used a spray-on adhesive in the past with very poor results. I now use a brush-on material which I find to be far superior and more economical. The material I use is "Kantleak #77" neoprene adhesive, made by Davis, Kraus and Miller of Detroit (about \$10/qt.). There are probably other brands available which are just as good. Once you have learned to "roll up" the adhesive on the brush (like spaghetti on a fork) it is easy to use.

Tire width and steering--When I got my '77 EMS it had 185/70SR15 tires, and it "steered like a truck." A switch from the sport steering wheel to a standard steering wheel helped only a little. I switched to a P165/80R15 tire, and it was like adding power steering. The P-metric radials have a narrower tread than the equivalent alpha-numeric tire. To date I have not noticed any lack of traction, handling, or stopping ability.

Fred Stohr, Spencerport, NY

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.

MSS SONETT III
Road Racing S.C.C.A
an insight

A 10 page, 8 1/2 X 11 booklet, outlining the procedures needed to convert a street Sonett into a competitive SCCA F Production race car. Price: \$10.00

Motor Sport Service
1400 E Second St
Jamestown, NY 14701

MORE 96 TIPS FROM PETER McLAUGHLIN

MSS Exhaust--It is well made, seems to help the car's breathing problems, and sound formidable. I had to jet the FoMoCo carb up a size to eliminate backfiring and also advance the timing to about 10 or 12 degrees. Like the stock exhaust "collector," the MSS header pipes are very susceptible to parking lot bumper damage. Why not protect your investment with a protection plate gizmo. You will lose an inch or two of ground clearance with the MSS glasspack. Going up a deeply rutted mountain road in Kentucky, the scraping and dragging was teeth rattling, but it survived surprisingly well. I guess that's why Baja 96's route their exhaust over the roof.

Exhaust gasket (compliments of Jack Lawrence of MSS)--Don't bother buying the flange gasket for the header pipes-to-cylinder head connection. Clean all mating surfaces and check the inside of the trumpet-shaped part of the header for any welding slag on the seam. Use clear silicone liberally (a 1/4" bead) on all mating surfaces. Bolt together, and presto, no more leak. It doesn't burn and doesn't smell once it is dry. This works fine on stock units too. For tightening the four nuts that have a habit of coming loose, buy a crow-foot wrench of the correct size, since clearance with a socket or open end is often a problem.

Air Filters--You may have modified your air cleaner housing with extra holes for better intake, but come winter, I find the old preheated air arrangement works better. With an MSS exhaust, the jacket of tinwork that surrounds the left header pipe will no longer fit. Modify it with tin snips at the top where the pipe comes through. Needless to say, if you have already butchered your air cleaner, a trip to the junk yard is in order.

Anti-Seeze--When assembling any exhaust system, coat all mating surfaces with anti-seeze compound. That's the silvery-gooey stuff sold in a can with a brush applicator on the cap. Doing this will make repairs and disassembly a much happier occasion. I use this stuff on spark plug threads, wheel bolts and just about any nut or bolt that might give me trouble later due to rust or heat.

Cheater Bar--A couple of feet of 3/4" plumbing pipe kept in the trunk will make removing even impact-installed wheel bolts a breeze.

Manual Choke Conversion--I used a store-bought set up. Look for the one that applies to early single barrel Ford Pintos, and you'll have a close fit as they used the same FoMoCo carb as the 96. Because of clearance problems, my choke is activated opposite of normal. That is, with the knob in the choke is on, and with the knob out the choke is off. On the bracket that holds the steering column, just opposite the ignition switch, there is a small rubber plug. Remove it and you will have the ideal place to mount your choke knob. Route the cable through the firewall by the speedo cable.

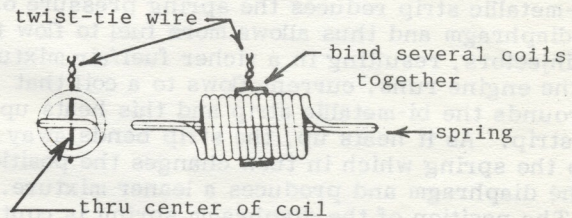
Peter McLaughlin, Evanston, IL

APPALACHIAN SAAB CLUB--will hold their next meeting April 28 at the Edgepark Whaley Motel in Gatlinburg, TN. This will be a breakfast meeting at 10 am. Mike Woods, Rt. 6, Box 349, Jonesborough, TN 37659.

SONETT TURN SIGNAL FIXED BY SPRING MOD'S

Cleaning and lubricating the turn signal switch mechanism on my Sonett did not fix the problem of not staying in the "on" positions. Since I did not want to leave the moving parts unlubricated (mine had some sort of grease originally), I fixed the mechanism as follows.

1. Remove the switch, and clean and lubricate
2. Find the single tension spring on the side of the mechanism, and carefully remove it. Do not confuse it with the two compression springs.
3. Take a small piece of thin wire (I used a twist-tie with the paper stripped off) and position it through the spring to bind several center coils together, like this:



4. Reinstall the spring and try the switch. If it stays, reinstall; if not, repeat steps 2 and 3, binding more coils in the wire and try again.

This procedure increases tension on the stretched spring, yet doesn't permanently alter anything, so it is adjustable in the future if need be.

Lee Fischer, Newport News, VA



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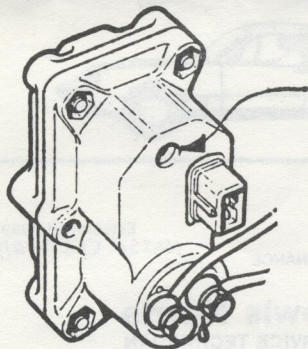
THE SAAB & VOLVO SPECIALISTS

WARM-UP REG. TWEAK IMPROVES DRIVEABILITY

I was having driveability problems with my '75 99 during warm up. The car would stumble severely when driving on a cold engine, with the logical culprit being a faulty warm-up regulator. Since the cost of a new regulator is in excess of \$100, I had learned to live with the problem because the car ran fine after reaching normal operating temperature. When I mentioned the problem to my good friend who happens to be a factory-trained Mercedes, BMW, Prosche, Audi, VW, Renault and Triumph (?) mechanic, he told me about this simple technique that he uses to solve the problem without replacing the warm-up regulator.

Bosch warm-up regulators consist of a spring-loaded diaphragm valve. When the engine is cold, a bi-metallic strip reduces the spring pressure on the diaphragm and thus allows more fuel to flow to the injectors, resulting in a richer fuel/air mixture. As the engine runs, current flows to a coil that surrounds the bi-metallic strip and this heats up the strip. As it heats up, the strip bends away from the spring which in turn changes the position of the diaphragm and produces a leaner mixture.

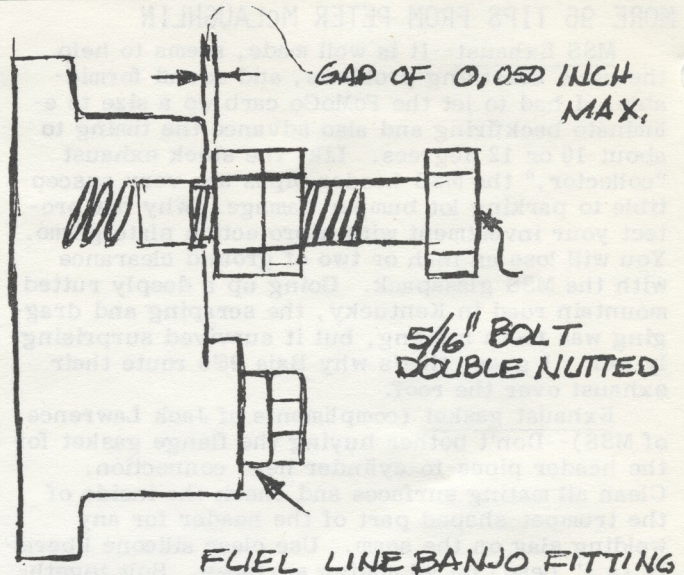
The position of the diaphragm spring is controlled by a piston that is recessed into a cylinder in the warm-up regulator housing. The cylinder and the face of the piston can be seen at the top outside face of the regulator (see illustration). This is the point of attack. A minor adjustment to the position of the piston can produce a major improvement to the car's driveability.



CYLINDER
WITH FACE
OF PISTON
EXPOSED

All that needs to be done is to tap the piston in a few millimeters. This is critical--if the piston is tapped in too far, it will fall into the regulator and the regulator will have to be disassembled and the piston repositioned. This is no small task, according to my friend. I avoided this problem in a very simple way. A 5/16" bolt fits nicely into the cylinder. I used the bolt to drive in the piston and a nut on the bolt to act as a stop so I wouldn't drive the piston in too far.

To set the nut/stop, I placed the bolt against the face of the piston and turned the nut down until there was a small gap of a couple of millimeters between the face of the nut and the face of the regulator housing (see illustration). To insure that the position of the nut relative to the bolt did not change, I double-nutted the bolt. After setting the gap, I simply tapped the bolt with my precision micro-adjuster (4-pound Snap On ball-peen hammer) until the nut stopped against the face of the regulator housing. After I performed this bit of magic, I



FUEL LINE BANJO FITTING

have had no driveability problems during warm up.

Ideally, this adjustment should be made using a pressure gauge, but if you make the adjustment a little at a time, you can get to the point where your driveability problems will be cured. Remember, do not try to make too drastic a change the first time. Try driving in the piston in .050-inch increments until you reach a satisfactory setting. If you have access to a pressure gauge, make sure that you set the cold engine control pressure after the engine has been sitting overnight to ensure that it is cold.

I hope I've helped some of my fellow Saab'ers save a little money while improving their car's driveability. Good luck and happy motoring.

D.J. Milan, Boise, ID

'78 99GL HAS DOOR LATCH TROUBLE--ANY IDEAS?

I have a 1978 99GL with a door problem. The front passenger door will not open from the outside. Only the inside latch will work, a real inconvenience. I have removed the inside panel to a point of access, but I cannot determine why the mechanism won't work. Perhaps some other members can help.

Apart from technical problems, we have a California personal plate for our Saab: TROLWGN. We thought it was clever at the time, but nobody, not even Saab owners, seem to "get it." Maybe we were too clever. We thought about VGGNVGN but that seemed too far out--actually I like it better.

James M. Fulcomer, San Mateo, CA

The Classic Swede



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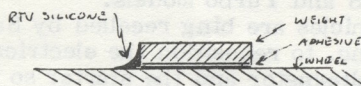


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FOR SAAB 95/96

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letter--The 95/96 News.

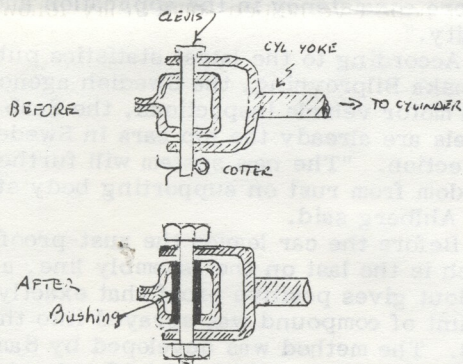
ONE WAY TO HELP KEEP MAG WHEEL WEIGHTS ON

Mag wheel weights often come loose due to road salt, gravel, etc. These weights are glued to the aluminum wheel with pressure-sensitive adhesive. The answer to keeping them on is to seal off the contact zone using GE RTV silicone, which has been sold for years, or the "new, improved" Silicone II.



- 1). Use the silver color silicone and your job will be all but invisible.
- 2). Prepare the area with 000-grade steel wool. The area must be clean and dry.
- 3). Squirt some silicone on a finger and wipe it on the weight-wheel junction.
- 4). Do not overdo it! You'll just add weight and ugliness. All you need to add is enough to cover that critical zone.

Clutch pedal "dead travel"--Since Saab is an aircraft company, they tend to engineer their cars the same way and this is true of how the clutch and brake pedal arms are made on the 900. They are not solid steel, but are folded and welded flat steel to save weight. Unfortunately this can create a problem where the master cylinder yoke connects to the pedal arm via a clevis pin, as all the load is concentrated on two small wall zones. In my case, the holes were worn oval and I had 2 1/2" of free pedal travel before the clutch was moved. I brazed in a steel bushing which should not wear out.



I also used a bolt with a nylock nut instead of a clevis pin to attach the pedal to the cylinder yoke. You can also repair the worn area by brazing in a piece of bolt stock to build up the worn area, but be sure to leave the unworn side for alignment purposes.

Merle Janes, Madison, WI

SAAB CLUB NATIONAL CAPITAL AREA--next meeting will be Wednesday, May 9, 8 pm at the Silver Spring Public Library, 8901 Colesville Rd, Silver Spring, MD. For more info, contact Toby Turpin, 301-384-6732.

SAAB CLUB OF SOUTHERN CALIFORNIA--meets on the third Tuesday of each month at Antiques & Classics Restaurant, 1815 Mt. Baldy Cir., Fountain Valley. There are no dues for the local club at this time, and any visitors are welcome. For more info, call Paul Florance, 213-438-3257.

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.



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SAAB SERVICE TIPS

SAAB SERVICE TIPS---MARCH 1984

Spark plug wire gripping pliers are recommended to remove plug wire boots from the spark plugs. Over time, the boot can become stuck to the insulator and be hard to pull away. Never pull by the wire itself or it will become damaged internally or it may even pull completely out of the boot. Gently pull directly on the boot itself, taking care not to damage the boot. Incorrect use of the pliers will pinch the rubber insulation of the boot.

From VIN serial Nos. E1018782 and E2008539, AC equipped cars (900S, Turbos) now have a clear plastic hose protecting the thermostat capillary tube. The length of the plastic hose is cut in such a way that it limits to the correct distance how far the capillary tube may be inserted into the evaporator.

Also during M84 production and beginning with VIN serial No. E1020319, longer Turbocharger-to-exhaust manifold bolts are now being used in conjunction with a self-locking type nut.

A new rectangular air outlet on the rear sill behind the rear bumper was introduced from VIN serial Nos. E1014020 and E2006222 (4-door sedans). Note that 3-door models share the same floorpan as that of the 4-door, and have a solid plate (P/N 92-93-549) mounted instead of an air outlet.

Saab Halon Fire Extinguisher, P/N 02-02-515: The Saab fire extinguisher may be mounted under the passenger front seat on the forward seat support beam (with gauge toward the shift console). Center the extinguisher in such a way that it just clears the seat support beam and mount the extinguisher with the nozzle facing towards the rear of the car so as to provide easy access to the quick release straps. NOTE! Before drilling the seat support beam, check that all electrical wires are safely out of the way and that the mounting bracket does not pinch any wires as it is tightened down.

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.

CHARLESTON, S.C. CLUB-- Any Saab Clubbers who would like to form a local chapter in the Charleston area contact Shawn J. Mulvey, 1056 Woodside Dr, Charleston, SC 29412, 803-795-0860.

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RECALL 256--MID '83 ALTERNATOR CABLE POSIT.

Saab Service Info. 03/84-678: Recall 256, Alternator Cable Position, safety-related; NHTSA No. 84V-012, Mid-'83 900's.

Saab-Scania has notified the National Highway Traffic Safety Administration that a defect which may be safety-related exists in mid-1983 model year Saab 900, 900S and Turbo models.

These vehicles are being recalled by Saab-Scania of America, Inc. to reposition the electrical cable between the alternator and the starter so that it cannot rub or come in contact with the brake fluid pipe attached to the left inner wheelhouse. Damage to the cable insulation at this point could result in a short circuit and, possible, a fire.

Vehicles Affected By This Recall: 1983 900 Models withing these VIN serial No. ranges--
D1008087 - D1023334
D2003190 - D2008892

SAAB INTRODUCES COMPUTERIZED RUST-PROOFING

Saab Press Info: Saab-Scania AB of Sweden has introduced a computer-controlled rust-proofing process at the Saab automobile plant in Trollhattan.

The automated system sprays rust-inhibiting wax into recessed cavities of the finished car bodies without human intervention. Workers no longer have to manually insert the spray nozzles into access holes from often uncomfortable positions under the car.

"Automation allows us to refine our rust-proofing process," said Rune Ahlberg, head of production at the Saab plant in Trollhattan. "The result is more consistency in the application and better quality."

According to the latest statistics published by Svenska Bilprovning, the Swedish agency for annual motor vehicle inspections, the Saab 900 and 99 models are already the top cars in Sweden for rust protection. "The new system will further improve freedom from rust on supporting body structures," Mr. Ahlberg said.

Before the car leaves the rust-proofing station, which is the last on the assembly line, a digital readout gives positive proof that exactly the right amount of compound was sprayed into the body cavities. The method was developed by Saab's production engineers and built in Sweden by Atlas Copco AB.

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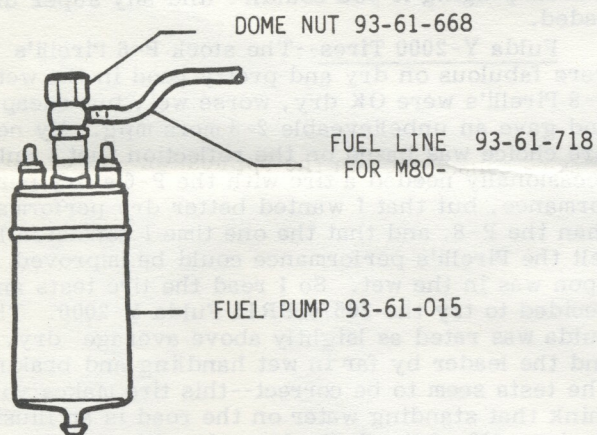
10% Discount to the members of the club.

'75-82 CIS FUEL PUMP ALTERNATIVE SPARE PART

Saab Service Info. 03/84-673: In case of short supply of the original M75-82½ fuel pump, P/N 83-34-997, the newer design, P/N 93-61-015 (identified by its external check valve) may be used as an alternative. Note the following parts and precautions for the different fuel tank designs involved.

M80-82½ Models: For installing pump P/N 93-61-015 on M80-82½ models with plastic fuel tanks, order dome nut P/N 93-61-668 and fuel line P/N 93-61-718. The banjo connection on the newer pump is lower relative to the top edge of the fuel pump collar thus requiring the new fuel line with a preformed S-bend near the banjo. Do not install the newer pump with the original straight fuel line.

M75-79 Models: For installing pump P/N 93-61-015 on M75-79 models with steel fuel tanks, order dome nut P/N 93-61-668. Take care when adjusting fuel pump assembly height to ensure that the pump sits as high as possible without touching the metal mounting socket. This is to avoid stressing the end of the fuel line (the original line has a preformed bend). Attach the suction strainer so the end of the rubber connection is about 8mm away from the bottom of the pump and the overall height from the bottom of the strainer to the top of the rim of the mounting socket is about 225mm.



NOTE! When replacing the fuel pump on older vehicles it is advisable to replace the o-ring seals (83-26-704) in the fuel line banjo



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SAAB-SCANIA REPORTS PROFITS UP 46% IN 1983

Saab Press Info: Saab-Scania AB of Sweden reported a 46-percent increase in income during 1983, to a total of Swedish Kronor 2.0 billion, approximately \$250 million.

In its preliminary financial report for 1983, the Board of Directors of Saab-Scania announced that gross sales reached Swedish Kronor 20.8 billion (\$2.7 billion), an increase of 11 percent.

The Swedish transportation equipment group also announced a strengthening of its equity to assets ratio from 42 percent to 48 percent, thanks in part to a new share issue. "our financial position has allowed us to maintain a high level of investment with our own funds," said George Karnsund, Saab-Scania AB president.

Saab Car Exports Grow 18.5 % In 1983--Record numbers of Saab cars sold in the United States by Saab-Scania helped the automaker's worldwide exports grow 18.5 percent in 1983. Exports took a 70-percent share of sales. In the U.S., where Saab car sales rose 42 percent, Saab-Scania of America reported the largest increase on a major market. Total sales for Saab came to 96,012 worldwide, an increase of 9.5 percent, and 25,833 in the U.S.

Production rose to 96,000 in 1983 and is now running at an annual rate of 105,000. Saab recently undertook a large investment program to raise capacity to some 120,000 units by early 1985.

According to Saab-Scania of America President Robert J. Sinclair, the United States is now approaching the sales volume of Saab's Swedish home market. If the American subsidiary reaches its target of 30,000 sales in 1984, the U.S. will become Saab's largest market.

Saab is forecasting production of approximately 102,000 to 104,000 cars in 1984.

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TURBOCHARGER FAILURES--HOW TO AVOID THEM

"Turbo Failure"; Perhaps the most dreaded words a Saab owner can hear. The stats say that nearly half of all Saabs sold in the U.S. are turbo's, so I hope at least half of all Newsletter readers can benefit from my experience.

I've just finished bolting in my third turbo at 60,000 miles. The neighborhood Saab parts man doesn't have to refer to the fiche anymore to select the proper gaskets. He says, "I push a lot of rebuilt turbos over this counter." It was buried in my '80 Turbo manual, but Saab's advice must be followed to prolong turbo life. Namely, wait a few seconds for oil pressure to get to the turbo bearing after you start the engine before you rev it up. Second, you must idle the car before shutting it down. This allows cooler oil from the engine to cool the turbo bearing area down to a temperature that won't cook the oil after shutdown. Sure it's a drag to sit in a parking lot for a few minutes when you were doing 90 a second ago, but these things are expensive!

An Airesearch-rebuilt turbo for my '80 lists at \$415 from Saab. Figure \$500 for the job if you are handy and your time is free. The last failure occurred in Los Angeles, so I thought I'd try to lower the cost by finageling a rebuilt through Airesearch direct. Talking to their salespeople revealed that the closest Airesearch-approved rebuilders was Gary Hetrick at Turbomaster Inc. (14908 Gwenchris St., Paramount, CA 90273, 818-634-4202). I called him and he told me he could supply me with a unit rebuilt with Airesearch parts to Airesearch specs from stock at \$369. However, he said if I could leave mine with him for a day I'd be billed for time and materials as needed to rebuild and rebalance to the same specs for a worst-case cost of \$225.

The savings seemed worth the risk, and I was pleasantly surprised the next day when I picked the unit up and it looked like jewelry. It works like new so far. Gary backs his work with a six-month guarantee and issues a written report on each rebuild detailing the cause of failure. Gary told me that contributing causes are often to blame, such as dirty oil, plugged oil supply or drain lines, or excessive exhaust system back pressure.

Speaking of oil, an experienced aftermarket turbo shop in Denver said that in 15 years he'd settled on Valvoline 20W50 as the best oil for turbo applications. I've seen one ad recently for a new Valvoline oil formulated just for high turbo bearing temperatures, called "Turbo V," which might be even better. As far as reducing cooldown idling time, I'm starting to think a turbo oiler might be worth the trouble after all. Jerry Danner at Mile High Saab in Denver showed me one last year and basically the oiler is a can that fills with oil from the turbo supply line after the engine is started. As long as the engine is running, the oiler holds on to the same couple of pints of oil. After shutdown, the oiler bleeds its cool oil through the turbo bearing over a period of about ten minutes, cooling (and lubricating) the turbo bearing more effectively than letting the engine idle.

Turbo Tuning--You can tune your non-APC turbo to deliver either low and mid-range performance, or high-rpm pull, whichever you prefer. APC supposedly does both. For low end power, run the valve clearances toward the wide end of the recommended range, set the timing at stock or a

degree or two farther advanced, and then adjust wastegate pressure to limit boost to just below detonation, probably 7-8 pounds. If you can put up with more leisurely performance off the line in return for more stimulating performance on boost, run your valves at the tight limit (mine are .008 intake and .016 exhaust) to achieve an effective cam profile of higher lift and more duration, set the wastegate so the turbo pressure is just shy of the 10-pound overpressure switch that cuts out the fuel pump and back off the timing to avoid detonation. I've found 14 deg. BTDC to be necessary for hot summer driving, with 15-16 deg. possible during cooler seasons.

However, one way that might produce the best of both worlds would be to consider the new Carter Engine Knock Eliminator. (Carter Auto. Div., ACF Inc. 9666 Olive Blvd, St. Louis, MO 63132) This black box uses a knock sensor like the APC system to electronically retard ignition timing when detonation is detected. The advantage of this system is a knock sensitivity you can set yourself. In theory a non-APC turbo owner could set boost at 9.9 psi and timing at 20-22 degrees, and let the EKE give you as much top end as an APC (or more) with almost the same low-end power (of course, you couldn't duplicate the APC's higher compression ratio). As a side benefit, the EKE would let you use regular unleaded with no ping if you couldn't find any super unleaded.

Fulda Y-2000 Tires--The stock P-6 Pirelli's were fabulous on dry and pretty good in the wet. P-8 Pirelli's were OK dry, worse wet, but cheap and gave an unbelievable 2-3 more mpg. My next tire choice was based on the reflection that I only occasionally needed a tire with the P-6's dry performance, but that I wanted better dry performance than the P-8, and that the one time I consistently felt the Pirelli's performance could be improved upon was in the wet. So I read the tire tests and decided to try the 205/60HR15 Fulda Y-2000. The Fulda was rated as slightly above average dry, and the leader by far in wet handling and braking. The tests seem to be correct--this tire makes you think that standing water on the road is an illusion. It gives 90% of the P-6's dry grip with supreme wet handling. Think about it--where you could use extra confidence is often in a defensive, rather than offensive driving environment.

Koni Shocks--When the stock Bilsteins faded, I looked through the magazine ads for cheap Bilsteins and found that the shock Koni makes for the 900 Turbo is gas pressured, adjustable, lifetime guaranteed and uniformly cheaper. After 10,000 miles, I can report that the 3/4 position is a little firmer than the Bilsteins and completely satisfactory.

Carl Holmes, Encino, CA

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PARTS MART



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 May Newsletter will be May 1st, and the deadline for the June Newsletter will be June 4th.

SONETTS FOR SALE

1973 Sonett III, #1274, tan, 74,000 mi., MSS exh., less than 5000 on Mich. XAS 165's, exact duplicate seats in russet Tolex (\$600), grille lights, hand choke: \$3600. Bill Ames, Box 566, Elizabethtown, NY 12932, 518-873-6531.

1974 Sonett III, #2117, red, 36,800 orig. mi., in storage in Texas for 4 yrs, new MSS exh., new battery, exc. tires, all orig., some rust left rocker \$2600. Bill Ames, Box 566, Elizabethtown, NY 12932, 518-873-6531.

1974 Sonett III, blue, fair cond., needs trans. work, paint & general cleanup, priced to move: \$1900 obo. Michael Kitchen, Duvall, WA 98019, 206-788-4569 eve's or leave message.

1974 Sonett III, 67,000 mi., 100% original & in exc. cond., no rust. Saab stereo & driving lights: \$3900 Jim Walsh, Wall, NJ 201-528-7136.

95's and 96's FOR SALE

1960 93F, orig. paint, but needs paint job, 72,000 miles, new interior, runs good: \$900. Dave Graham 4208 Iola Dr., Sarasota, FL 33581, 813-924-7686

1963 95, bad eng., bad 4th spd, 2/ '72 front seats, good int., decent MC steering wheel, 97% straight body, light rust: \$125. Clarke Waldron, 525 Laura Ann Ct, Pittsburg, CA 94565, 415-458-5968

Two 96's, one 1966, one 1967; one complete; Monte Carlo cranks, injector blocks, 3 bbl carbs, front discs, some body work, but little or no rust, good interiors OEM parts, titles, etc. all for \$1700 as package. Ken Keown, 801-467-2688 leave message.

95's and 96's FOR SALE, continued

1968 96 V-4, disassembled rebuilt engine and trans. some extras: \$800. Tom Smith, Box 931, Eureka, CA 95501, 707-445-7401 eve's.

1970 96, blue, rebilt eng. (35 mpg w/ Solex) rbilt trans, body has some rust. Also '69 95, blue, body only. Plus many parts, moving must sell soon--asking \$650 for all. David Heppert, Rt. 2, Box 73, Newport, VA 24128, 703-961-6318 M-F 8-5

1970 96 V-4, 94,000 mi., everything works, floor replaced, some rust, driveable but needs timing work; freewheel OK: \$550 obo. Also Starmaster 165SR15 M/S tires, very good cond.: \$100. Richard Lyons, RD1 Lot 34, Col. Est. Trl Ct., Titusville, PA 16354 814-827-3193.

1972 96, 80,000 miles, very good V-4 eng., new tires, needs lower left A-frame bracket welded: \$300 obo. Dean Peterson, Rt. 1, Milaca, MN 56353 612-983-3183.

95, 96 and SONETT PARTS FOR SALE

'67 Sonett hood: \$75; good '67 Sonett body & hood: \$500; four Sonett II mag wheels: \$250; car and eng. disassembled--trans. good--sell separately or all for \$750. Jeff Krebs, PO Box 72, Holicong, PA 18928, 215-794-7098.

One new in box 3 banger cap, Bosch 055 or 03-009 \$12 incl. 4th Cl. postage. Bill Littlefield, 110 Eddywood St., Spfld, MA 01118, 413-782-0132.

V-4 eng. from '73 Sonett III, 43,000 mi.: \$425 obo; '74 Alloy wheels: \$40 ea. Bill Miller, 111 Metropolitan Ave., Cranston, RI 02920, 401-944-6648.

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

Four 165SR15 Sears Michelin steel tires, 4,000 mi. \$200 + ship. Clarke Waldron, 525 Laura Ann Ct., Pittsburg, CA 94565, 415-458-5968.

New Bosch points & cond. kits for 3 cyl. 8 kits for 93 & 95, 8 kits for GT 750, 5 kits for '62 96--all 21 for \$25. Jim Walsh, 201-528-7136.

'72 96, eng. removed, trans., glass, bumpers, grn body & int. etc in exc. cond. w/ 70,000 mi. very little rust. near Balt., MD. : \$175 or make offer. 212-438-2022.

Engine parts & A/C system removed in upgrade of '72 Sonett (78,000 mi) \$7 to \$75, SASE for list. Also 4 spd trans, smooth case 3 cyl, as is: \$50 + ship. Lee Fischer, PO Box 823, Newport News, VA 23607, 804-245-0165.

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

1970 96 parts car, rough eng. & trans. many mech. but no body parts left: \$50. Mike Chapman 2611 South St., Rolling Meadows, IL 60008, 312-394-0656

1967 2-stroke engine: \$50; 820 & 850 blocks, alt's, starters, rad's, front axles, fact. manuals, anything \$10 ea + ship or truck away everything for \$100. John Weir, 23 Birch Dr, Chatham, IL 62629

95, 96, and SONETT WANTEDS

Wanted: V-4 2-barrell manifold. Bill Littlefield, 110 Eddywood St., Spfld, MA 01118, 413-782-0132

Wanted: for '66 96--like new rear bumper & bumper-ets: \$25?; good rear view door mirror: \$4? 3 cyl. A/C pulley: \$5? trailer hitch; orig. fact. upholstery brown cloth w/ light gray vinyl; orig. unworn steering wheel: \$10? gas cap w/ 2-cycle flag: \$3?

Also wanted: good running, rust free, restorable pre-1960 92 or 93. Al Krebs, PO Box 72, Holicong, PA 18928, 215-794-7098.

Wanted: Monte Carlo brakes, will take in almost any condition, will offer \$100 & up. T. Belloise, 305-940-3909, 745 NE 161st, N. Miami Beach, FL 33162

Wanted: need one inner drive axle to fit '65 trans. F.V. Gunderson, RD 2, Box 344, Boonton, NJ 07005

99's and 900's FOR SALE

1972 99E Automatic, orig. owner, 120K miles, motor strong, trans. rblt, int./body excel., new Michelin steel radials, diff. bearings need replacing: \$1000 obo. L. Katz, 213-596-1363

1972 99, new clutch, tires & \$400 red paint job, 100K miles, well cared for; eng. not running & will need work: \$600; ALSO '72 99E, cobalt blue metallic paint with tan int., many spares (brain box, alt) only 47K miles: \$1150. 212-438-2022 anytime.

1974 99LE, 2 dr, orange w/brown int., valve job & brakes in '83, runs good: \$1500 obo. Bob Keil, 6556 W. Roscoe, Chicago, IL 60634, 312-283-7745, 736-7628.

1975 99LE 4 dr. with PS, PB, A/C, automatic. Eng. & rblt trans need to be reinstalled. dented left rear fender, otherwise clean: \$750 as is. Jeff Krebs, PO Box 72, Holicong, PA 18928, 215-794-7098.

1975 99LE 4 dr, sienna brown w/orange int., 4 spd am-fm stereo: \$1500. George Kovatch, 214 Kilbirnie Dr., Pittsburgh, PA 15108, 412-457-7714

99's and 900's FOR SALE, continued

1979 900 Turbo, 5 dr, 4 spd, orig. owner, all records, blk ext 2/red int.; 60K mi's; Blaupunkt 4-spkr stereo, trlr hitch, A/C, TRX wheels/tires, extras plus new top end & more: \$9500. Terry Parsons, 3411 Bathgate Ln., San Jose, CA 95121, 408-274-0301.

1980 900 Turbo, 29K mi. A/C, P/S, sunroof, am-fm cass.; 5 spd.; 5-dr, TRX tires, white ext, green int., very good cond.: Andrew Lawn, 201-857-0318, 165 Cedar St, Cedar Grove, NJ 07009

1980 900 Turbo, 3 dr, black, excel. cond., new Bilsteins, new Stahlflex (205x60), 4 spkr Blaupunkt w/ booster/equal.; Marchal lights, 120 mph speedo, Transferable, unlim. mile. warranty thru 8-84: \$9500 or offer. Jerry Wachtel, 226 E. Montgomery St., Baltimore, MD 21230, 301-727-0499.

99 and 900 PARTS FOR SALE

1975 2.0L block and all valves, valve cover, etc. eng. has 70,000 miles. Best offer. S. Goldstein, 201-359-3483, call after 6 pm.

900 Parts--Red front seats from '80 Turbo, driver's seat heated: \$250 pair. Bill Ashley, 213-376-8632.

Front spoiler from '82 non-turbo, like-new cond.: \$30 postpaid. Dave Engel, 3873 Monroe, Toledo, OH 43606, 419-472-0107.

900 Turbo top end parts: 4 exh. & 3 intake valves, 8 springs & retainers in as new cond.: \$100 incl. ship. Terry Parsons, 3411 Bathgate Ln., San Jose, CA 95121, 408-274-0301.

'72 1.85L cyl. head, 4,000 mi. on complete re-conditioning job: \$195 212-438-2022 anytime.

1973 99 misc. parts--rear bumper: \$50; set taillight ass'y w/o lens: \$15; service manual '69-74: \$35, all plus shipping. Ken Williams, 23 Cinnamon Ridge, Old Saybrook, CT 06475 203-388-5816.

900 Service manual for '79-80, complete set in two hardbound volumes: \$50; Black bra, fits all 900's '79 to date: \$35. R.L. Weaver, 703-941-4198, 7010 Braddock Mews Pl., Springfield, VA 22151

For '79 Turbo: factory manuals: \$50; fact. front power window ass'y, no instruc: \$125 set; two new ball joints: \$50 pr.; set of 4 Bilsteins, 20,000 & still good: \$80 set; dash cover, grey w/ logo: \$20; car cover w/lock: \$35; 2 bras, 1 used: \$20, 1 still in box: \$40. Robert Barker, Houston, TX 713-468-1834.

Set of four 1980 GLE alloy wheels w/180/65R390 TRX tires- two new, two almost gone, w/ lug nuts & centers: \$300 plus ship. Kurt Schoch, 801 Yale Dr, Bartlesville, OK 74006 918-335-0473.

Cosmic brand mag-alloy wheels, four 15x5½, made in GB for Saab, perfect fit, one yr. old, black & alloy colored solid spoke syle: \$350 + ship. Pic. avail. Eddy Borchert, H 304-984-0356, W 747-4535.

Regular headlight lenses, buckets, doors and all hdwe for '80 900GLE, will fit '79-82 900's. \$100 + UPS. Also outside mirrors, chrome, from '75 99LE, exc. cond.: \$10 ea. plus post. Phillip A. Niemann 7620 W. 52nd St., Overland Park, KS 66202

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99 and 900 PARTS FOR SALE, continued

KYB gas shocks for 99's, stiffer than oem, softer than Bilsteins: \$25 ea incl. UPS. Jeff Delahorne, 5805 Oneida, Duluth, MN 55804 218-525-3253.

900 Dashboard, slight damage: \$195. Alex Thomas, 203-659-0643.

Full 3 binder Saab factory service manual set for '82 \$150; factory driver's seat lowering kit: \$30; both incl UPS. Marty Boxe 415-351-7297.

Parting out '77 EMS, incl. eng., trans, wheels, int. parts, etc. car is complete. Call or write with your needs, Richard A. Branka, 14315 Arcola, Livonia, MI 48154, 313-425-6184, am & weekends.

From '73 99 2 dr 2/ vandalized glass: driver's door, ding at crease, no glass, beige: \$45; pass. door: \$50; trunk lid: \$60, prices plus shipping. Basil McNeely, 5201 Brentwood Ln, Mobile, AL 36608, 305-343-5111 after 6

Stock steel wheels from '82 900, approx. 20,000 mi., set of four only: \$160 or ? + ship. Chuck Gougler, 499 Delmar Ave., Akron, OH 44310, 216-232-0200 or 216-376-0700.

Haynes 99 owner's workshop manual '69-79, all models, \$10.50 postpaid. J. Withey, 2 Hondo Ln., Hot Springs Village, AR 71909

99/900 5/8" Addco rear anti-sway bar, used only one month, all intruc. incl.: \$55 incl. ship. Tom Ledsam, 11600 Washington Pl. #107, Los Angeles, CA 90066.

99 and 900 WANTEDS

Wanted: for '78 99GLE, 5dr, undamaged front left & right parking light lenses: \$5 ea.? Trailer hitch: \$35?; orig. window crank handles: \$2 ea? Al Krebs PO Box 72, Holicong, PA 18928, 215-794-7098

Wanted: good used electric fuel pump for '75 99. John Abbs, 608-356-6871

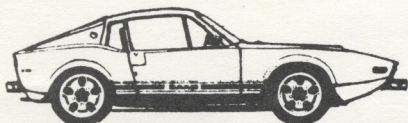
Wanted: good condition '77 or '78 99 w/ or w/out engine & trans. (EMS preferred). Mike Chapman, 2611 South St., Rolling Meadows, IL 60008, 312-394-0656.

MISCELLANEOUS ADS

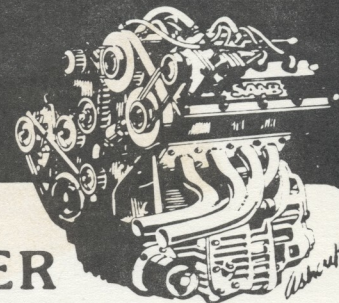
Rally Odometers--Terratrip Rally Odometers are used by most of the British factory teams; Proximity probe (no magnets) allows easy "dead wheel" drive in Saabs; Compact & Reliable. Call or write for more info. Jeff Delahorne, 5805 Oneida St., Duluth, MN 55804, 218-525-3253.

Wanted: Scale models of 99's and/or Sonett. Price? Also interested in Saab literature. Phillip A. Niemann, 7620 W. 52nd St., Overland Park, KS 66202

Collectors Item--Saab Promotional Glasses. Set of 8 old-fashioned and 6 highball glasses w/ silk-screened Saab 96 ('65) and Saab logo. Perfect cont \$75 or offer. Jerry Wachtel, 226 E. Montgomery St. Baltimore, MD 21230, 301-727-0499.



VALVE CLATTER



by Jeff Delahorne

OIL FOR TURBO'S

As a companion to Carl Holmes' article on turbocharger care in this issue (p. 8), the latest issue of Road & Track (May '84) has an excellent article on specialized oil for turbo-charged engines. To paraphrase the article briefly, the ideal turbo oil would have, compared to normal multiweight lubricants, less viscosity index improvers and more detergent and antioxidant properties. Apparently the viscosity index improvers are the components in the oil which are most likely to "coke" and form deposits in the turbo bearing during the hot soak after shutdown. Thus a 10W30 or 15W40 oil should have less VI improvers. This must be why Volvo recommends 15W40 in their turbos.

Chrysler, interestingly, uses a water-cooled loop over the turbo bearing in their Daytona turbos which supposedly thermosyphons after shutdown to help keep this critical area cool. It would be interesting to know how well this works in practice, though the theory sure sounds good.

SEMPERIT CONTINGENCY FOR SOLO II

For those members who autocross, I have received a notice that Semperit will have a contingency plan for SCCA Solo II events this year. The plan covers their Hi-Speed tire which is a copy of the discontinued Phoenix Stahlflex 3011. For those of you who still have 3011's, Semperit will also pay contingency money for you too.

THOSE HANDY VISE-GRIPS

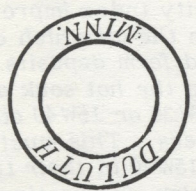
They should do a TV commercial on this one: While travelling to the recent Tulip 200 PRO Rally in Ohio, my Dodge Van decided to lose its clutch linkage in downtown Chicago--yes, right in the "Loop." I coasted into a bus zone, 22 ft. trailer with rally car in tow, and crawled underneath to see if I could do anything. The clutch actuation was neither a cable, nor hydraulic, but a complicated series of levers and push rods. The end of this train of mechanisms was a rod with a large adjusting nut which fit into a hole on the end of the clutch fork. The adjuster nut was supposed to be larger than the hole in the fork, but said fork was well worn and the nut had broken through. I dug out a medium size pair of vise-grips from the tool box and very tightly clamped them to the adjuster nut

continued on back page.....

APRIL 1984

Address Correction Requested

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



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PERMIT No. 1909

VALVE CLATTER, continued from p. 11

thus keeping it from popping through the fork. As an insurance measure, I safety-wired the vise-grips to the linkage in case they fell off on the highway. This arrangement worked all the way to Ohio and back. From now on I think I'll carry a pair in the trunk of the car as an emergency tool.

TULIP 200 RALLY RESULTS

This year's Tulip 200 Divisional PRO Rally had a very large entry of 70 cars and was run on the wonderfully smooth roads of the Zaleski State Forest south of Columbus, OH Mar. 31/Apr. 1. Bruno Kreibich of New York won the rally in his Audi Quattro, while Saab Clubber Erik Zenz was fourth overall in his 99, being the first Production Class car, though there was no formal P-Class. I finished 13th overall, and second in Class B, (with my brother as first-time co-driver) while Rich Kushner and Jim Seiple were 31st overall in their EMS.

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Worn clutch pedal fixed
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- p. 7 '75-82 CIS fuel pump--alternate spare
- p. 8 Turbocharger failure-how to avoid it
Also turbo tuning & Fulda Y-2000 tires



Please use knife/letter opener