



THE SAAB CLUB

JULY 1984, NEWSLETTER #128

MILWAUKEE SAAB CLUB-- will meet Monday, July 30, at Shakey's Pizza, Hwy 100 and Silver Spring at 7:30 pm. The topic of discussion for July is "Saab in Motorsports." Schedules guests are PRO Rallyist Erik Zenz and race car builder/driver Larry Gesch. Movies will be shown and MSC stickers and T-shirts will be on sale.

On Friday, August 24, at 7:30 pm there will be an MSC party at Pat and Margo Greer's, 1810 E. Jarvis, Shorewood. Refreshments provided. Everybody is welcome. For more info, call 964-7463.

TULSA SAAB CLUB--will meet August 28th, at 6:45 pm at the Sizzler Steak House at 18th and Yale. After dinner and films we will discuss the October rally. For more info, call Jim Glavas, 663-8087

APPALACHIAN SAAB CLUB--will be meeting the third Tuesday of each month at Pennington's Fund Raising Co., 214 Market St., Johnson City, TN. Anyone interested in Saabs is welcome. For more information, call Mike Woods, 615-753-2101 or write Rt. 6 Box 349, Jonesborough, TN 37659.

SAAB CLUB NATIONAL CAPITAL AREA-- is now meeting on the third Tuesday of each month, still at the Silver Spring Public Library. Outdoor session begins at 7:30 with the formal, indoor meeting at 8 pm. For more info, contact Toby Turpin, 301-384-6732.

SONETT CLUB OF SOUTHERN CALIFORNIA--meets the second Thursday of each month at Antique & Classic, 18315 Mt. Baldy Cir., Fountain Valley, CA. For more info: SSCSC, PO Box 665, Sierra Madre, CA 91024.

SAAB CLUB OF SOUTHERN CALIFORNIA--meets the third Tuesday of each month at the same location at the Sonett Club. Parking lot meeting at 7 pm, indoors at 8. For more info, contact Paul Florance, 54-62nd Pl., Belmont Shore, CA 90803.

UPCOMING RALLIES-- The Editor will be rallying at: Arkansas Traveler: July 28-29 Little Rock, Lac Vieux: Aug 4-5 L'Anse, MI, & Budwieser Forest, Aug 18-19, Chillicothe, OH.

SAAB-SCANIA (SWEDEN) EARINGS UP 80%

LINKOPING, Sweden--Saab-Scania AB has reported that profits before extraordinary income and expenses, for the first four months of 1984 increased by nearly 80 percent over the same period last year, to Swedish Kronor (SEK) 900 million, (\$112 million).

Consolidated sales for the group, which manufactures passenger cars, heavy-duty trucks and buses, commuter aircraft and military jets, increased 26 percent during the same time to \$1,030 million. Sales outside Sweden increased by 34 percent, and are now responsible for 61 percent of the group's total sales.

For the Scania Division of Saab-Scania, manufacturers of trucks and buses, the Board reported that growing international demand has led to a growth in bookings of 30 percent and that the Division's income was considerably better than last year.

Sales of the Saab Car Division rose by 30 percent, the Board noted, adding that the development in the United States was especially favorable with sales up 44 percent so far this year. The U.S. is now Saab's largest individual market.

NAT'L CONVENTION POPULAR--HOTELS FULL

With about six weeks left until the Second Annual National Convention, all available hotel rooms in New Glarus, WI are taken. Apparently there are still accommodations in nearby Madison (35 miles). Hopefully the New Glarus convention people will be able to find rooms as close as possible to town. Call Joyce at 608-527-2095.

Convention Reservations not necessary--Apparently some confusion exists concerning the \$15 per adult convention registration fee. This does not need to be paid in advance. The fee can be paid when you register Saturday morning at the start of the convention.

Convention Posters at Dealers--By now your dealer should have his copy of the bright yellow and blue Convention Poster (similar to the artwork on the back page of the Newsletter) which Saab-Scania graciously paid the postage to mail them to all 350 dealers. We will have approximately 150 more posters for sale at the convention. In case you are wondering, Mark Lundquist did the artwork.

Jeff Delahorne, Editor

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

**TIME
TO
RENEW**

SONETT WIPER MOTOR REPAIR & OTHER TIPS

After having trouble with my windshield wipers on my '73 Sonett, I pulled the motor unit out of the car and found that the brush plate was in need of replacement. I found a replacement brush plate at a local auto parts store, Lucas part # 54701528, cost about \$23.

I also drilled two holes in the bottom of the motor housing, as suggested in the February 1979 Newsletter (p.4) to prevent water from accumulating and freezing up the motor. When drilling the holes care must be taken to prevent a small round disc from falling out of the housing. This disc is in the center of the housing bottom, and is the plate that the motor shaft rests on. I lost mine when it fell to the ground (I was working on it outside). I had to make my own and guess at the thickness.

Loose bulbs in taillights--To cure the problem of loose light bulbs in the taillights, I wrapped part of the bulb base with a strip of self-adhesive aluminum foil tape (muffler repair tape). When installing the bulbs, care must be taken not to use too much tape; you may need to wrap only half way around the bulb. Also reach from the backside of the light socket and help turn the bulb. That way there is less chance of twisting the bulb off the base.

Painting and door seals--When painting a Sonett, the window rubber sealing strips on the doors should be removed. When I purchased my Sonett, it had just been painted. They taped off the strips and, over time, resting my left arm on the door caused the rubber sealing strips to bend up and crack the paint on the door. New strips are still available from Saab for about \$12 each.

Changing U-joint boots--To change the inner or outer u-joint boots, the drive shafts need not be removed from the CV joint. Simply grease up the boots and stretch them over the tee on the inner end of the axle. Be careful not to scratch up the bearing face on the tee when using a screwdriver to stretch the boot over it.

Saab sports cars book--A book about Saab sports cars that I have never seen mentioned in any Newsletter is available from Saab for about \$12. It is titled The Sonett, And All Other Saab Sports Cars. It is full of Saab history and good pictures. The part number is 02-13-660.

Pete Briggs, Thibodaux, LA

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.

BOOK REVIEW: NEW HAYNES 900 SHOP MANUAL

(900) *Saab Owners Workshop Manual*, Haynes Publications (U.K.), 268 pages. \$12.95. Edition covers '79 thru '83 models.

I think a publication with this many pages has to meet expectations on at least two levels: for the home mechanic who plans really heavy tasks such as engine or transmission rebuilding, and, for the owner with a chronic problem needing some way to diagnose and correct it. The latter is generally served in an unsystematic way by the Club's Newsletter (not a criticism).

Having never used any edition of Haynes to rebuild earlier 99's in the past, I leave that evaluation to another member. For the rest of us, I think the manual really falls down. And for several basic reasons: an editorial decision was made to include late-model British-market 99's as well as British and North American 900's. This fatally complicates an already serious problem of systematically presenting the material on a good dozen different 900 series engine combinations found in three countries. The use of three measurement systems (metric, U.K. and U.S.) is neither clearly presented nor comprehensible, unlike the old Haynes 99 one. The murky double-Dutch prose found in the shop manuals is merely copied with no attempt to improve clarity.

Anyone wanting to tune up their 900, diddle with the pollution control goodies in order to pass inspection, or trace down the reasons for rough engine idle, is in serious trouble. Not only is the information incomplete and scattered, but it is downright inaccurate since distinctions are not always made between catalytic or non-catalytic models or the B and H engines. Photo illustrations accompanying the text are unmarked, absent, mismatched or irrelevant. I could go on.

With the increased sales of Saabs in the U.S. my only hope is that Chilton Press will get into the act and come out with the same format it did for the 99 ten years ago, using plenty of Saab supplied exploded parts diagrams. The latter go a long way in helpful explanations and do better than a lot of murky photos. Chilton could do a bang-up book with half as many pages as well.

Charles Fall, Los Angeles, CA

EDITOR'S NOTE: While I agree with Charles Fall that the Haynes 900 manual is at times confusing, mostly because of the plethora of models/variants, and could be better, when compared to the price of the Saab factory manual (about \$120) it is probably worth what it costs. Compared to the 96 series, the 900 models are much more complex automobiles, and as such place a great burden on any press attempting a workshop manual.

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APC PERFORMANCE CHANGES GIVE 8.2 sec 0-60

by Shep Siegel, Danvers, MA

I've done a considerable amount of research on the Saab APC system and thought that club members might be interested in my findings. The simple modifications presented herein take my '83 from 0 to 60 in under 8.5 seconds, do not in any way impair drivability, and have not toasted the engine yet! I expect further "free" gains once I fit an intercooler and some "intelligent" enrichment devices. A terse APC functionality description follows:

APC is a control system which modulates the wastegate position as a function of engine knocking and intake manifold pressure. The control system is a "closed loop" servo which will, hopefully, maintain a maximum boost pressure for a particular load condition. Understanding the component parts is essential:

1. The APC Solenoid Valve

The solenoid valve is the control element in the system. Driven by the APC control unit the solenoid valve regulates the pneumatic pressure that deflects the wastegate open. The solenoid valve has just two positions; open (non-energized) and closed (energized). In the open state boost is minimal, in the closed state, boost is excessive. To obtain intermediate control, a technique known as Pulse Width Modulation (PWM) is used. The solenoid is turned on and off at a rapid rate by a "train" of pulses from the APC control unit. The ratio of "on" time to "off" time of this pulse train is known as the "Duty Cycle."

In its non-energized state the wastegate actuator is exposed to the pull pressure of the intake manifold, thus the wastegate is most easily opened. This condition is easily simulated by just disconnecting the electrical connector to the solenoid valve. Un-actuated, the turbo system should run at its 0.30 Bar "basic setting." If you suspect any APC trouble, this is an easy first measure to try. If, with the solenoid valve un-energized, you do not solidly maintain the 0.30 Bar basic boost setting under load, you have troubles in, arrggg, wastegate-Land. Check those hoses for leaks. Unless you are in Denver on a 100 degree day with diesel fuel in the gas tank, 0.30 Bar boost is NOT going to detonate!

When the solenoid valve is in the energized state, very little pressure is available for deflecting the wastegate open. This condition happens with some APC electronics failures. So much pressure is available that you will quickly boost yourself into actuating the over-boost pressure switch that cuts out the fuel pump.

2. Knock Detector and Pressure Transducer

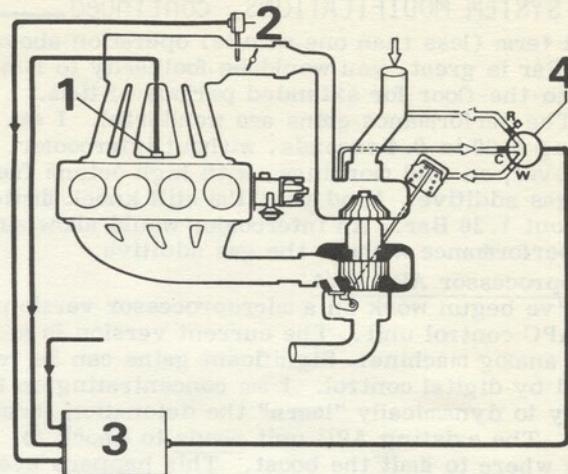
The knock detector and pressure transducer are the feedback elements for the APC system. At the onset of engine knocking, or if boost becomes excessive prior to knocking, APC will reduce the solenoid valve's duty cycle.

The knock detector is simply a strain-gauge-like device that develops an analog signal proportional to the amount of vibration atop the engine.

The pressure transducer is a passive device which varies resistance with the pressure applied relative to atmospheric pressure.

3. The APC Control Unit

The APC control unit receives signals from, a-



The APC SYSTEM: 1) Knock Sensor 2) Manifold Pressure Transducer 3) APC Control Unit 4) APC Solenoid Valve at the wastegate

mong other things, the knock detector and the pressure transducer. It then generates the pulse width modulated signal to drive the solenoid valve. It is an analog computer of sorts: and while it is fine for the casual driver, it poses serious performance limitations to those interested in pushing the engine. Among other things, it cannot remember detonation threshold and the factory "boost retard from detonation" is excessive.

4. Performance Improvements

Under optimum conditions (i.e. sea level and cold) and with high octane fuel (92 r+m/2 or better); the boost will tend to limit because of the pressure transducer sensing excessive pressure, rather than engine knock. Intercooled engines will act this way most of the time. To exploit this wonderful cool, dense air, we need to raise the manifold pressure at which the APC control unit limits boost without altering the APC knock/back-off function. This is readily done by an adjustment at the APC control unit. Those wishing not to cut the control unit calibration seal can perform the same thing by placing a 100 ohm, 1/4 watt resistor in parallel with the pressure transducer. This raises the limit point from 0.80 Bar to about 1.40 Bar. In most applications knocking will occur well before this amount of boost, and will be limited as usual. Up until the mixture begins to detonate, you will be treated with an elevated boost level, and the associated performance gains.

This new higher operating pressure is in excess of the factory setting of over-boost pressure switch. This switch cuts in around 0.90 Bar and shuts off current to the fuel pump (about 5 degrees into the red zone). The violent reverse torque on the drivetrain that results from the abrupt fuel cut-off is arguably worse than any short-term overboost condition. I've changed my overboost protection from an active to a passive system so that it doesn't stop fuel flow when I need it most. Instead of cutting out the fuel pump, my overboost switch simply activates a klaxon horn in the cabin. Beware: lacking the active protection, boost pressures can be dangerously high, for as long as you want. While

continued on next page

APC SYSTEM MODIFICATIONS, continued

short term (less than one minute) operation above 1.00 Bar is great, you would be foolhardy to run foot-to-the-floor for extended periods of tiem.

The performance gains are wonderful. I am getting 0-60 in 8.4 seconds, without intercooler, at sea-level, on cold mornings, with high octane fuel and gas additive. Mind you, I'm still knock limited at about 1.20 Bar. An intercooler would allow similar performance without the gas additive.

Microprocessor APC Unit

I've begun work on a microprocessor version of the APC control unit. The current version is a solid analog machine. Significant gains can be realized by digital control. I am concentrating on the ability to dynamically "learn" the detonation threshold. The existing APC unit needs to knock to know where to limit the boost. This happens every time you get into boost. A digital system would be able to better predict where detonation might occur and keep you on the safe side of things. Additionally, a microprocessor version will control mixture enrichment, something I'm just starting to deal with.

Conclusion

I have 40,000 miles on my car, the last 10,000 running with elevated boost pressures. The vehicle has some substantial modifications, but the APC is the most horsepower/torque significant. The best 0-60 times, measured yesterday (6-22-84) at 72 degrees and sea level, no intercooler, 93 octane fuel, and no gas additive: Without APC modification: 9.5 seconds. With modified APC pressure retard: 8.2 seconds.

The modifications I am running with go beyond simply scaling the pressure transducer error signal. I think I have a minimal component fix for the "excessive boost-retard on knock" designed into the stock APC control unit. I do not particularly care about these problems because I plan to replace the control unit with my own. Work continues on this digital, plug-compatible, replacement for the APC control unit which will also support some enrichment control device.

I hope it remains clear that I am striving to increase performance without wasting the engine. Blind increase of boost, especially with the onset of detonation, spells big trouble! I would like to hear if other club members have tried such things.

Shepard L. Siegel, 121 Nichols Circle,
Danvers, MA 01923

SAAB-SCANIA AB ANNOUNCES NEW TOP SPOTS

LINKOPING, Sweden--Sten Wennlo, since 1976 general manager of the Saab Car Division of Saab-Scania AB of Sweden, has been named an executive vice president of Saab-Scania by the company's Board of Directors.

At the same time, Bertil Krook was nominated as an executive vice president of the Swedish transportation equipment group. Mr. Krook, at present executive vice president of Sandvik AB, will begin his new duties at Saab-Scania on September 1.

Mr. Wennlo, 59, started in the automobile business in 1957 as public relations manager for ANA (AB Nykopings Automobil fabrik). In 1965 he became sales manager for Saab-ANA, and in 1972 he was named manager of the marketing sector of the newly established Saab Car Division within Saab-Scania. He was appointed to his present position as general manager of the Saab Car Division in 1976.


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Bosch W7D	\$. 89
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SAAB CLUB DEALER/MECHANIC LIST 1984

At long last, here is the updated version of the Club's "Recommended" Dealer/Mechanic List. The last update was February 1982 and since then I have received many recommendations for many new shops which are included here. Also, the Feb. '82 Newsletter which the old list was part of has been out of print for some time, so those members joining the Club in the past year or more have not gotten a copy of the last version. So clearly it was time for an update.

This list is *not* a guarantee that all the shops and dealers appearing in it will be perfect. People are on this list because one of your fellow Club members has referred them. I do not have the time, nor does the Club have the money, to go around the country checking out each of these shops. This list is a starting point only, intended to let you

know about the location of dealers and independent mechanics in the event of a highway emergency.

No doubt there are many fine dealers and independent mechanics whose names are not on this list. This does not mean they are necessarily to be avoided. It just means no one has bothered to write the club about them. If your favorite mechanic is not listed here, please write or call. I will publish an addendum in a couple months. Likewise if a shop has moved or gone out of business, please let me know. Many thanks to all of you who have helped by sending recommendations in.

Note that a useful companion to this list is a copy of Saab's listing of Authorized Saab Sales and Dealers, which should be available at any Saab dealer, or from Saab-Scania of America, Inc., PO Box 697, Orange, CT 06477.

Jeff Delahorne, July 1984

CALIFORNIA

Bo Jonsson, Swedish Specialist, 97 21st Ave, San Mateo 415-349-3606

Vasek Polak, 199 Pac. Coast Hwy Hermosa Beach, CA 213-376-0935

Command Performance, 8575 Commerce St, San Diego 714-566-4230

Tor's Saab Sales & Ser., 414 No. H St, Lompoc, CA 805-736-5368

Scandia Auto Imp'ts, 14021 E. Whittier Bl., Whittier 698-0547

West Coast Sp'ts & Imp'ts, 4761 Convoy, San Diego 714-279-4462

Borrdini Racing (96's) 898 Mission San Luis Obispo, CA 541-0189

Svensk Motorsport, 5335 Banks St Sand Diego

John's Saab, 1838 Washington Way Venice, 213-827-0182

Ace Muffler, 1591 Pac. Coast Hwy Long Beach 599-1920 (custom wk)

Import Motor Wks, 1651 Serrano Los Angeles 463-3412

Big Auto Wrecking, 400 E. Redondo Beach Blvd, Gardena, CA (Sonett parts, some other models)

Ban Auto Salvage, 2133 E. Anaheim St., Wilmington, CA 436-9231

Import Motor Supply, 101 N. Manchester, Anaheim 714-924-3369

Ron's Custom Upholstery, 520 E. Anaheim St, Long Beach 435-3012

Marand Auto. Body & Painting, 8027 Rosecrans, Paramount, CA 633-6488

Star Lincoln-Saab, 901 S. Brand Bl., Glendale 213-243-SAAB

John's Imported Car Service, Santa Barbara, CA

Masada Motors, 6740 Vineland Ave No. Hollywood, 213-760-3503

Bates Auto Repair, 781 W. LaCadena Dr., Riverside 714-684-0605

Import Auto Sup. & Malki Auto, San Bernadino, CA (V-4 & 3 cyl)

J&B Imports, 1547 Struck, Unit L Orange, 714-771-7570

Swedish Auto Works, Andy Myers Sand Diego 619-232-7188

Western Turbo, 1050 Pioneer Way #6, El Cajon, CA 92020 714-444-9731

Burke's Auto Body & Paint, 1331 Ohio, Long Beach

Boulevard British Saab, 1350 Long Beach Blvd, Long Beach

Lindqvist Mtrs, 4235 S. Sepulveda Culver City, 213-390-3652

Euromotor, 1902 Lafayette, Santa Clara, CA 95050

Swedish American Mtr'sport, 1635 Ohms Way, Costa Mesa 714-548-0412

German Car Clinic, 430 S. Bascom San Jose

Eldon Penner, 501 Barhan Ave, Santa Rosa 707-525-1635

Embarcadero Auto (Mike Land) 210 Brannan St, SFO, 415-546-1384

Parker Auto, 250B San Antonio Rd Mountain View 415-941-0342

T&S Motors, 1394 4th St @ Gish Rd San Jose 408-297-4665

Newark Radiator, 37350 Filbert, Newark, 415-791-8500

Perry-Key Body Shop, 28953 Mission Blvd, Hayward 415-537-1175

Jim's Upholstery Shop, 15608 E.14 St., San Leandro 415-351-5130

Midas Muffler Shop, 13745 E. 14th St., San Leandro 415-351-0622

Ted Bunding, Saab Craft, 912C W. Evelyn Ave, Sunnyvale 408-730-0109

Rich Palumbo, Marin Saab-Volvo, San Rafael, 415-459-7178

Paul Perry, The Saab Factory, San Jose 480-241-SAAB

PACIFIC NORTHWEST

Pioneer Automotive, 1733 Dowling Anchorage, AK 99503

Sunshine R.E.A., Fairbanks, AK

Coach & Four, 1019 NE Everett, Portland, OR 503-224-1768

Granade's Saab Ser. Cen. 905 NE Union Ave., Portland, 238-0441

Alex Fowler, Circle & Square Mtrs Port Townsend, WA

Alan BMW/Saab, 21420 Hwy 99, Edmonds, WA 206-771-7100

Rowland Motors, 517 E. Pike St., Seattle, 328-2303

Monza Motors, 13908 Hwy 99, Lynnwood, WA 206-743-7828

Hi-Line Auto Elec., 823 SW 148th St., Seattle 206-243-8910

Glenn's Welding, 16410--28th West Alderwood Manor, WA 206-743-2226

R&H Garage, Ltd, 7223 Aurora Ave. North, Seattle, 206-782-7809

Precision For. Car Ser., 83rd & Aurora No., Seattle 206-783-1888

Tom Noel's European Specialties, 1190 Main St., Springfield, OR 726-1808

WEST

Garff Mtr Center, 600 So. & State
Salt Lake City, UT

Cline's Auto Sales, 4608 S. State
St., Murray, UT 266-3548

Hanson Equip. Inc., Hwy 6 & 50,
Grand Junction, CO 303-243-7771

Boulder Valley VW, 3150 28th St.,
Boulder, CO 303-444-1644

Bob Markley Imports, 3805 W. 10th
St., Greeley, CO 303-353-3311

Mile-Hi Saab, 519 Lipan, Denver

Deane Buick-Saab, 1080 S. Colo-
rado Blvd, Denver 303-757-6161

Vail Imports Garage, Vail, CO 303-
926-3684

Ft. Collins Foreign Car, 205 N.
College, Ft. Collins, CO 80521

Dana Motors, 2046 Grand Ave.,
Billings, MT 656-7654

Little Germany, Inc., 5235 E.
Speedway Bl. Tucson 602-881-3273

Mel's Saabaru, 319 S. 14th St.,
Colorado Sprgs 303-632-5807

Gary's Foreign Car Serv. 1810 W.
7th St., Clovis, NM

Import Auto Repair, Las Vegas NV

Kevin Crawford, Frontage Rd, 190
Kellog, ID

Fred Parker, Chaffin Olds, Idaho
Falls, ID

Bruce Peterson Honda/Saab, 3600
Reserve St, Missoula, MT 711-4900

Gary Price Small Car Co, 2110 E.
2nd Ave, Flagstaff, AZ 86001

B&F Auto, 500 E. Coal, Gallup,
NM 505-722-9654

TEXAS

Holley's, 308 Colorado, Austin,
478-8620

Rollins Mtrs, 2111 Wyoming St.,
El Paso 533-7411

Alpha Auto Supply, 1920 Trinity
Mills, Carrollton, TX

Jack's Complete Car Care, 706
Montana, So. Houston, TX

Star Mtrs, 7000 Katy Rd, Houston
TX, 713-869-8511

Pit Shop, 326 Butternut, Abilene

French's Foreign Car Serv, 946
N. Beltline Rd, Irving, TX

Pilot Knob Saab, G502 Lockhart
Hwy, Austin, 512-243-1248

T&M Automotive, 4949 Sharp #106
Dallas, TX 214-688-1747

Atlas Auto Service, Houston, TX

OKLA

Tim Dwyer, 5505 S. Mingo, Tulsa
918-665-0350

MIDWEST

Auto Sports Int'l, 1011 S. Minn.
Ave, Sioux Falls, SD 605-339-9626

Bob Adams Imp'ts, 2004 E. Main St
Albert Lea, MN 507-373-2471

Andrews Auto Rebuilding, #3
Brickton Rd, Rt 4, Princeton, MN
612-389-3776

Larry Bollig, Dave's Midway Pit-
stop, Sartell, MN

Tom Stendahl, Phoenix Mtrs, 701
Hwy 7, Excelsior, MN

Swedish Express, 1131 E. Super-
ior St, Duluth, MN 218-728-5334

Dahlin Repair, Ely, MN 218-365-
5751

Import Auto Clinic, 2583 Univ Ave
Madison, WI 608-231-1221

Odberg-Ryan Saab, 2224 W. Su-
perior St, Duluth, MN 722-3317

Tosa Imports, 6102 W. North Ave
Wauwatosa, WI 414-771-2340

Larry Gesch, 5302 W. Center St.,
Milwaukee, WI 414-442-7683

Ron's Repair of Impts, 2015 Jack-
son St., Two Rivers, WI 414-793-
1633

Foreign Car Center, Madison, WI

Mike Williams, Shell Brookfield Sta-
tion, East Grand River Ave, E.
Lansing, MI

David Parps, The Car Doctor,
3850 28th SW, Grandville, MI 616-
530-0486

Curt Spicer, Saginaw Overseas
Auto Cen., 5801 Dixie Hwy, Sag-
inaw, MI 517-777-9390

Trans World Automotive, 2001 Page
Ave, Jackson, MI

K&N Automotive, 1240 Jewett #3,
Ann Arbor, MI 313-665-9944

Steward-Heriman, 830 28th St SE
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Reagan's Repairs, 5490 W. Michi-
gan Ave, Ypsilanti, MI

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Sport, Merriam, KS

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Bontrager Auto Service, Iowa City

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iversity City, MO 63130

George's Imports, 7746 Worvall Rd
Kansas City, MO 64114

Hall Howard, RFD#4, Warrensburg
MO 64093

Willi Splitsgardt Auto., 8209 Man-
chester Rd, Brentwood, MO 63144
968-2585

ILLINOIS & INDIANA

Petersen Automotive, Des Plaines
IL, 312-640-0503

Peterson-Frew Automotive, 727
First Ave, Des Plaines, IL

Devon Automotive, 1221 W. Devon
Chicago, 312-274-6262

Mike Scanlon, 6135 No. Broadway
(rear) Chicago, 973-1377

Service Above & Beyond, Inc.,
Fred Cappeller, 1512 No. Troop St
Chicago, 312-489-SAAB

Mikes Imports, Mike Papadopoulos
2535 Warrenville, Downers Grove
312-852-5888

Europa Motors, 2412 W. Rte 120,
McHenry, IL 815-385-0700

Bob's Auto Repair, Jefferson and
Evergreen, Bensenville, IL

Bob Sanderson, Alpha Beta Works
Kesslinger & Randall Rds, Geneva
IL 312-232-2624

Wigglesworth Imports, 705 E.
Roosevelt Rd, W. Chicago 312-293-
1970

Metric Wrench, 580 North St.,
Springfield, IL 789-4576

Mr. Auto Body, 1405 Hagan, Cham-
paign, IL 217-352-8585 (fiberglass)

Gibson Mtrs, Main & Jackson St.
Perrysville, IN 317-793-3512

Imported Car Center, 912 Saga-
more Pkwy, N. Lafayette, IN

Autohaus, 1515 No. "A" St, Rich-
mond, IN 317-962-0341

OHIO

Wolf Import Mtrs, 1685 Mentor Ave
Painesville, OH 216-354-5689

Ed Wolf Shaker Saab, 10299 Shaker
Blvd, Cleveland, OH 216-231-2722

The Common Market, Columbus,
OH 614-291-5004

OHIO--continued

Terry Wells, 15141 National Rd SW
Reynoldsburg, OH

Roger Karns, Precision Automotive
S.R. 235 & Gerlaugh Rd, New Car-
Isle, OH 879-1127

Qua Imports, 11 Broadway, Bed-
ford, OH 216-439-2323

Springfield Motors, Old Rt. 68,
Springfield, OH 513-323-3791

Simons Cadillac-Saab, 530 N. Main
St., Dayton, OH 513-223-9124

Miller's, 808 Wick Ave, Youngs-
town, OH 216-746-2345

Don Renkar, One Stop Saab, 400
E. Fulton St. Ave, Columbus, OH
614-228-7129

PENNSYLVANIA

Bane Auto Service, 500 32nd St,
Altoona, PA

Stillman's Atuo Ctr, 45 S. Macdale
Bl, Glenolden, PA 583-1771

Swedish Motors, Essex & Decatur
Streets, Marietta, PA 17541, 717-
426-2202

Kunkie Mtrs, RD#1 Dallas, PA
717-675-1546

Gingrich's Saab, 110 State St, W.
Fairview, PA

Victor Sports Cars, 1135 Easton
Rd, Abington, PA 215-886-8660

Clews & Strawbridge, 310 Lancas-
ter Pike, Frazer, PA 215-644-5054

Al Tilley, 76 Grow Ave, Montrose
PA 717-278-1103

Guy McCardle, 100 S. Logan Blvd
Burnham PA 17009

Country Motors, Albert Sefcik,
620 Evans City Rd, Butler, PA

Werner Motors, 1250 N. Broad St.
Lansdale, PA, 215-855-9077

Beck Foreign Cars, Rte 616, York
New Salem, PA 717-792-1510

MB Serv. Center, 129 N. MacDade
Bl., Glenolden, PA 215-583-0322

Glen Williams, Jenkintown Shell,
800 Old York Rd, Jenkintown, PA
884-9797 (also waste oil collection)

Yenko Sportscars, 575 W. Pike St
Canonsburg, PA 412-745-0100

Charles Darrow, 2112 Lycoming
Creek Rd, Williamsport, PA 17701

Rick Parr, 1463 Dridge Hill Rd,
Lititz, PA 717-627-5837

Gary Reider Service, RD#4 Box
232, Boyertown, PA 19512

MARYLAND

Dick's Speed Shop, 2542 Pennsylv.
Hagerstown, MD

Scandinavian Impt Servicenter,
7404A Westmore Rd, Rockville, MD
301-340-7222

Ken Mead, 371 W. Patrick St,
Frederick, MD 301-662-5100

Brewer's Auto Repair, Main St.,
Maugansville, MD 301-739-0420

W.A. Koopman, 4922 Cordell Ave,
Bethesda, MD 301-656-9220

Wayne's Atuo Repair, Getty Serv.
Sta., 6100 Reisterstown Rd, Balti-
more, MD 358-5300

Danneman's Auto Serv., 223 Little
Montgomery St, Laurel, MD 301-
725-2244

Dave Schalet's Impt Car Serv.,
5010 Garrett Ave, Beltsville, MD
301-937-4991

VIRGINIA & WEST VIRGINIA
Loki Automotive, Rt. 1, Box 19D,
Ruckersville, VA 22968, 804-985-
7924

Performance Cars, Ltd, 9916 Jeff-
erson Ave, Newport News, VA
804-596-3700

Dave Baugher, 9704 Lomond Dr,
Manassas, VA 22110, 703-631-9291

International Motors, 2931 Annan-
dale Rd, Falls Church, VA 703-
534-0770

Lester Motors, 6352 Virginia Bch
Blvd, Norfolk, VA 804-461-7614

Joseph Sterbutzel, PO Box 196,
Moorefield, WV 26836

NEW YORK & NEW JERSEY

Norm & Vinny, Glen Cove Imports
Glen Cove, NY

Huntington Gulf, 445 W. Jericho
Tpke & Oakwood Rd, Huntington
NY 271-1661

Europe Garage, RD#1 Cortland,
NY 607-756-2866

Lighthouse Mtrs, Danbury Rd,
Rte 6, Brewster, NY 914-279-8066

New Salem Garage, Route 85, RD1
Voorheesville, NY 518-765-2435

Bel-Aire Mtrs, 421 Richmond,
Staten Island, NY 212-981-2353

Wallace Scott, 557 N. State Rd,
Briarcliff Manor, NY 914-941-8660

Checkpoint Foreign Car Serv.,
487 Kenmore, Buffalo 716-836-2033

Setauket Foreign Mtrs, Main St,
Rte 25A, E. Setauket, NY 941-4540

Louie's Garage, Rte 1, Waddington
NY 315-322-5535

Sports Car Center of Syracuse,
5800 Bridge St, Syracuse, NY

Drake Steet Mtrs, Route 262, Elba
NY 716-757-6868

Luv Imports, Ltd, 220 Fulton St.,
Farmingdale, NY 694-2200

Brownell Mtrs, Rte 52, Fishkill,
NY 914-831-3000

Swedish Auto Service, 922 Emer-
son Ave, Syracuse, 315-468-2160

Cortland Datsun/Saab, RD#1,
Route 11, Cortland, NY 607-756-
2866

Dave's Foreign Car Service, St.
James, Long Island

Zumbach Sports Cars, 629 W. 54th
St., New York City 212-247-1444

PFH Enterprises, 71 Stillson St.,
Rochester, NY 14607

Motor Sport Service, 1400 E. 2nd
St, Jamestown, NY 716-665-4200

Reinertsen Motors, Rte 53, Den-
ville, NJ 201-627-0616

How-Lou Mtrs, Rte 36, Keansburg
NJ 201-787-4585

Parkfield Mtrs, 18 New Bridge Rd
Bergenfield, NJ 385-7736

Bob Mitchell, 403 E. Redwood Ave,
Pleasantville, NJ 609-641-4460

Middlesex Foreign Car Serv., 1233
Rte 27, Somersent, NJ 201-247-8769

Lee Layton, Mawah, NJ, 201-327-
1717

Swartz Motors, 200 E. Blackwell
St., Dover, NJ 201-366-0224

Bell Saab, 1200 Rte 27, Colonia,
NJ 201-388-4100

Sports & Specialist Cars, 1641 No.
Olden Ave, Trenton, NJ 609-882-
7600

NEW ENGLAND

Dean Hill, Charleston Rd, PO Box
257, Claremont, NH 603-543-3127

Clyde Billing, Inc. 258 State St,
Augusta, ME 207-622-6336

Stetson Auto Sales, Rte 131 PO
Box 3, Warren, ME 273-2345

Knight Auto Sales, 54 Cumberland
Bangor, ME 207-942-1505

NEW ENGLAND--continued

Coldbrook Saab, Upper Madison Ave, Skowhegan, ME 474-9881

Ocean View Foreign Cars, Rte 9 Cape Porpoise, ME

Barry Glynn Foreign Autoworks, R1, By-Pass South, Kittery, ME

P.J.'s Auto Village, South Burlington, VT 802-658-4483

Ed. S. Fleury, PO Box 205, Essex VT

A&B Motors, 25 South St, Woodstock, VT 802-457-2444

Vinton Motors, RFD4, Memorial Dr St. Johnsbury, VT 802-748-3169

Tofani Mtrs, Rte 2E, Montpelier VT 802-223-6396

Wigwam Sports Car Ctr, 1385 Mineral Springs, N. Providence, RI

Charlie Newkirk, Auto Emporium, RFD 3, Scobie Pond Rd, Derry, NH 03038

Gary Blake Saab, 58 Portsmouth St, Exeter, NH 603-778-0563

Olin's Garage, Tilton-Franklin Rd Franklin, NH

Dick Kinney Auto Sales, 149 Amherst, Nashua, NH 883-5713

128 Sales, Inc, 230 John St, Reading, MA 944-7760

Mecca Mtrs, 30 Penniman Rd, Allston, MA 617-787-1707

Hillcrest Auto Inc. 20 Janes Ave. Medfield, MA 617-444-0441

F.M. Shaw, 427 Lincoln St., Hingham, MA 617-749-1617

Gene's Garage, 265-69 Lowell St. Lawrence, MA 617-682-7047

Charles River Saab, 20-32 Watertown St., Watertown, MA 923-9230

Gaston Andrey of Framingham, 1800 Worcester St, Framingham

Gaston Andrey of Boston, 5 Waldo St, Brookline, MA 734-5280

Dan Chernoble, Overseas Motors, 337 Pleasant St, Belmont, MA 617-484-9771

Bedard Bros., Rte 8, Chesire, MA 413-743-0014

Paul Murphy, Acton Foreign Auto, 4 Eastern Rd, Acton, MA 263-0775

The Classic Swede, Main St, Ashfield, MA 413-628-3855

C. Eric Nelson, Pioneer Valley, Greenfield Rd, Deerfield, MA 413-665-2140

Lucien Houle, 630 Broadway, Lawrence, MA 617-687-9426

Quantum Mechanics, 45 Huntington Ave, South Yarmouth, MA 617-394-5193

Secors Saab, Broad St, New London, CT 203-442-3232

Nelson Mtrs, Boston Post Rd, Old Saybrook, CT 203-388-5785

New Age Motors, Wallingford, CT 203-265-7000

Mitchell Pontiac, 384 Hopmeadow St, Simsbury, CT 203-658-4431

Continental Motors, 15 Station Pl. Stamford, CT 203-327-7410

Saab of New Canaan, 43 Vitti St., New Canaan, CT 203-966-5800

Continental Motors, 26 State St., Extension, Fairfield, CT 367-7486

Steve Graseck, Farmington Mtr. Sport Serv., Farmington, CT 203-677-9074

West Haven Mtrs, 221 Bull Hill Ln West Have, CT 934-6311

DELAWARE

Sports Car Service, John Jacobson, 4616 Gov. Printz Blvd, Wilmington, DE 302-654-2278

SOUTH

David Wolfe, Saab Parts & Repair Drawer J, Woodstock, GA 30188 404-926-4452

Swedish Imports, 5404 Chapel Hill Blvd, Durham, NC 27707, 919-493-4545

John Poulton, STS Ltd, Rt 7 Box 78, Burham, NC 27707 (rebuilds 96 transmissions)

Autohaus of Asheville, Inc. 2 Kenilworth Knoll, Asheville, NC 28805 704-252-1363

British & European Car Service, Louisville, KY 40201

Smith Imp. Car Serv. 1250 E. Broadway, Louisville, KY 583-4724

Ole Volks Home, Hwy 45 North, Humboldt, TN 784-4936

'Doc'--Eastside Auto Clinic, Charlotte, NC

Gene Jones, America Imp. Service Battleground Ave, Greensboro NC

Morris Mtrs, 2038 Meeting St., Charleston Hgts, SC 554-4455

Savannah Intl Mtrs, 8301 White Bluff Rd, Savannah, GA 352-4741

Mike Harrison, NE Imports Serv. Bldg 34B, DeKalb-Peachtree Airtport Chamblee, GA 404-451-8895

S&J Automotive, 1491 Howell Mill Rd, Atlanta, GA 30318

Jim Whitstruck, 6001 Nashville, Pensacola, FL

Tom Denton, Geneva, FL 305-349-5571

C.H. James/Bob Brown Imports, 4902 S. Orange, Orlando, FL

J. James, 4936 S. Orange Ave, Orlando, FL 851-4320

Quentin Hall, Beach Blvd. Auto., Jacksonville, FL

Cartech, 1681 SW 67th, Miami, FL

Phil Crist, Impt. Service Center, Gainesville, FL

Tom Rogachesky Auto, Rt 3 Box 921, Orlando, FL 305-293-9583

Performance Motor Sport Service, 8450 Madrid Ave. Baton Rouge, LA 504-923-0934

CANADA

Harry Holvajian, Marino's, 3480 Lakeshore Bl., W. Toronto, Ont.

Nino, Sunoco Garage, Laurence & Marlee, Toronto

Peter Stojanovic, 5 Robert, Toronto 416-924-8219

Sam Kapil, Central Texaco, Shuter & Jarvis St's, Toronto

Raymond's Auto Centre, Stephen & N. Cumberland St., Thunder Bay, Ont 345-0561

Otto's Service Centre, 245 Richmond Rd, Ottawa, 613-725-3048

Grand Touring Cars, Barry Nunn 744 York St, London, Ont 433-3232

Lacaordaire Motors, 3500 Jean Talon W., Montreal, Que

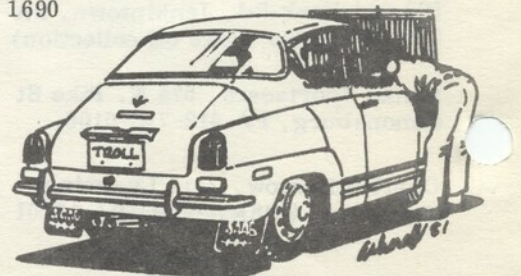
Ninth Ave Motors, 895 St. Louis St Lachine, Que, 514-631-4387

Sports Tune, 408 36th Ave. SE, Calgary, Alberta

Eurocar Service, 647 Westmount Rd, Sydney, Nova Scotia 902-564-9721

Suters Auto Service at Snowball, Aurora, Ont, 727-2404

Davis Auto, Newmarket, Ont. 898-1690



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: contact Editor for rates and info. 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 August issue will be August 6th, and the deadline for the September Newsletter will be Sept. 4.

SONETTS FOR SALE

1973 Sonett III, 49,000 mi., complete eng. & trans. rebuild, compl. brake sys. rebld, Koni's, MSS exh. new clutch, exc. fiberglass, interior v.g., no rust, some spares: \$3000 obo. Steve Hewett, 1945 West Wood, Decatur, IL 62522, 217-423-2831 H, 800-637-5824, ext 2685 office.

95's and 96's FOR SALE

1953 Saab 92, dull blue, some rust, eng. & trans. free but need work; one of four 92's in U.S.--was to be Saab-Scania restoration project, but another 92 is being done instead: best offer over \$2000. Write: Saab-Scania of America, Inc., PO Box 697, Orange, CT 06477, Attn: Lennart Lonnegren.

1964 96, terrible condition, but complete: \$50. Can deliver east of New Mexico along I-10 or I-20. Tom Tschappler, 505-887-1430.

1966 95 two-stroke, rebld crank, body in good cond: \$800. Mark Zenick, RD#1 Baptist Corner, Shelburne Falls, MA 01370, 413-625-9235.

1967 two-stroke oil-injected 96, 10,000 mi. on rebld eng., good freewheel but trans. needs work, v.g. body & int., minor rust: \$750. Randy Dumont, 61 Sullivan St., NYC, NY 10012, 212-966-6842.

1967 95 Wagon, 3-cyl, body solid, engine dead?: \$175/b.o. or trade for alloy wheels for 1980 900. Dave Nichols, 3017 Oxbow Rd, Evergreen, CO 80439 303-985-3332 or 674-0159.

1968 wagon, motor & trans. rebuilt, good int. & ext. \$1295 firm, H.D. Brady, 1225 Burwell St, Breerton, WA 98310, 206-377-1867.

1971 96, excel., original, no modifications, no salt, complete service records, one owner: \$2000; Also

1967 96, needs clutch, no salt: \$500; also Saab 93 parts. Nancy Richards, Rt 2, Box 182, Ashville, AL 35953, 205-594-5667.

1972 96 new paint, minimal corrosion, Sonett wheels, Cibie headlamps, Koni's on front, fog lights, Clarion Hiway Fidelity, new Die Hard: \$1950. Bill Littlefield, 413-782-0132.

1973 95, new paint, Zeibart, valve job, clutch, brakes, exhaust, shocks, water & fuel pumps & more--also two 96s, one w/ solid body & exc. int. plus two truck loads of parts: \$3500 for everything Thomas Franko, 3512 Mayfair St, McKeesport, PA 15132, 412-672-6622 eve's only.

1973 96, one owner, well-maintained, needs balance shaft gear otherwise terrific eng, light rust & dent in left fender, underbody has heavy rust: best bid over \$700. L. Ball, 629 Kenwood Pkwy, Mpls, MN 55403, 612-374-1106 M-F 1-4:30 or 374-5371 eve's

1973 95, good cond., freewheel trans., new Pirelli's new brakes & front shocks, needs rear-shocks: \$700. Kate Charles, 3037 Frisby St, Baltimore, MD 21218, 301-467-3348.

95, 96, & SONETT PARTS FOR SALE

Set of Sonett wheels, missing 5 lug washers: \$200 FOB Spfld. Four Gislaved studded tires, mounted on steel wheels, 1 season: \$150 FOB Spfld. Bill Littlefield, 413-782-0132.

1967 96 engine & trans., good freewheel, new valve job, clutch & press. plate; \$195. Larry Melinsky, Box 186, Howard Lake, MN 55349, 612-286-5298.

Saab spare parts catalogue, V-4, exc. cond: \$80; Saab spare parts cat., 93, GT-750, 96, Sport 95: \$60, Saab service manual, '65 95, 96 & Sport; '68 95 ready to restore: \$300; '71 95, underneath in good shape, awaiting renovation: \$200; Mark Zenick, RD#1, Baptist Corner, Shelburne Falls, MA 01370, 413-625-9235.

1974 Sonett engine, as new, balanced, you must reassemble: \$600 plus crate & ship, or pick up; 96 radiator w/ '99 core, some modification required: \$75; 96 hoods, fenders, bumpers, etc., very cheap, pick up only. Bob Mitchell, 403 E. Redwood Ave, Pleasantville, NJ 08232, 609-641-4460.

Factory workshop manual 95, 96, Sport, Monte Carlo/2 stroke & V-4, 90% cond.: \$70; Also 1975/77 99, 70% cond. \$30. John Donald, PO Box 92, Mooers Forks, NY 12959, 514-733-6898.

Weber 34 ICH carb, new, still in box: \$100 + ship. Larry McGaughey-Lee, 117 A Leslie St., Ukiah, CA 95482

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

Owner's manual 1970-?: \$7.50; frt seat covers, brn plaid: \$15; Fomoco carb: \$60 obo; locking gas cap: \$7.50, fuel press. reg: \$10; new frt pads: \$5 and misc. switches, wrenches, etc. Len Vidger, 2320 Whitman Way, San Bruno, CA 94066, 415-873-3495.

Hi-perf. V-4, new bearings, rings, pistons, water & oil pump, steel bal. gear, heads & manifold ported & polished, all bearings treated w/ moly., 1500 mi. break in: \$1,100. 750 cc 2-stroke block: \$100 L. Baranski, 639 Pemberton, Grosse Point Park, MI 48230, 313-833-4686.

95, 96, & SONETT WANTEDS

Wanted: operator's manual for V-4 Sonett II. L.D. Simons, Box 696, Honaunau, HI 96726, 808-329-7852

Wanted: one set of .5 or 1.0 oversized Monte Carlo 850 pistons for '66 850. Fred Paxson, Box 222, Trout Lake, WA 98650, 509-395-2426.

Wanted: V-4 transmission tools: assembly jig/press (2) ea: dial indicators (784062) end cover shimming tool (784237) pinion adjust. meas. tool (784146) prices must be reasonable. David Kronen, 22706 Califa St., Woodland Hills, CA 91367, 818-703-7323

99's and 900's FOR SALE

1976 99EMS, 71,000 mi., air, am/fm, one owner, all records: \$2900. Jeff Coultas, 217-245-6603 eve's.

99 & 900 PARTS FOR SALE

Set of four EMS wheels and centers, minor corrosion. will send photo upon request: \$200 + ship. Forrest John Hassell, 122 Morehead Dr., Martinez, GA 30907

For sale or parting out, '72 99E, 2 dr, brown, good body; eng. & trans. shot: \$200 takes it as is, or doors, trunk lid, hood, etc. all in good cond. from \$35 up. 312-784-2679 M-F days, Gary.

Instrument cluster for '81 & newer Turbo 900: \$100 Brian J. Crockett, PO Box 542, Canton, CT 06019

Parts from '78 99: wiper motor ass'y: \$15; voltage regulator: \$5; back seat (red): \$20; 3 beauty rings \$5; one steel wheel: \$10. Tim Rourke, 58109 County Line, Three Rivers, MI 49093.

KYB gas shocks for 99s and 900's: \$24 ea plus \$2 pair ship. 2.0L cyl. head w/ recent valve job: \$375 CIS fuel injection system from '79 99: \$150. Jeff Delahorne, 5805 Oneida St., Duluth, MN 55804, 218-525-3253

New cyl. head for 99, never mounted, includes re-conditioned valves in head, for '73-80: \$575. 617-481-7749 after 5 pm

'71 1.7 eng. (FI) bad head, 90,000 mi.: \$50; '75 99 l.frt. turn sig. ass'y: \$15; 4 spd trans. cases & misc. gears, fwd half l. frt fender, offers, cheap. Steve Kranz, 13407 Meadow Rd, Snohomish, WA 98290, 206-334-7108

99 and 900 WANTEDS

Wanted: 5 spd transmission from '80 Turbo, minor damage OK. Rick Weber, 27029 Shorewood Dr, Palos Verdes, CA 90274, 213-541-2722

Wanted: One headrest insert and cover (tan) for 1976 99: \$15-20. John Donald, PO Box 92, Mooers Forks, NY 12959, 514-733-6898.

WATER DRAINAGE IN 99/900 TRUNK & DOORS

I have found it advisable to check the drainage pipes in the trunk and along the lower sides of the 99/900 series for possible blockage. The trunk of my '79 900 had a nice little puddle in it; the cul-pit was a drainpipe filled with mud. A handy way to rectify the problem is to use a bottle cleaner to pass through the end of the pipe and clear the way for draining water.

Another bit of advice is to make sure the paper attached to the inside of the doors is still in place. This is behind the door trim panels and keeps rain-water from draining into the passenger compartment. Instead the water should drain to the bottom of the doors and out the car. However, if the tape has aged long enough, it will allow this paper to fall to the inside of the bottom of the doors, possibly blocking the drainage of the doors and inviting rust. The paper acts like a shower curtain and for that matter, if the paper has deteriorated enough, it could be replaced with an old shower curtain cut to fit.

Kurt W. Krauss, Boonton, NJ

TOOL INTERCHANGEABILITY BETWEEN 96 & 900

If you are upgrading your Saab transportation, i.e., moving from the vintage model 96 to the 1984 900 series--take stock of the tools.

For example, you will want to keep the old 96 hub cap/wheel nut wrench as a spare. It is a "copy" of that issued with the new 900 models. And the old 96 wheel jack can be used singly or in combo with the new 900 jack. With the two, you can raise both front or rear wheels together, or either the right or left sides simultaneously as when inspecting the exhaust system or switching tires. You will find the 96 jack superior--it is heavier and more efficient. It will also mount securely in the special trunk holder provided in the 1984 900.

As for the spark plug wrench, forget it. Let it remain with the old 96, there is no interchange. One must use the newly-designed 900 wrench (with, however, the 96 or 900 hub cap/wheel wrench serving as the handle) for removal of spark plugs.

Len Vidger, 2320 Whitman Way
San Bruno, CA 94066

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BRIGHTER REAR LIGHTS INCREASE ACCIDENT RISK

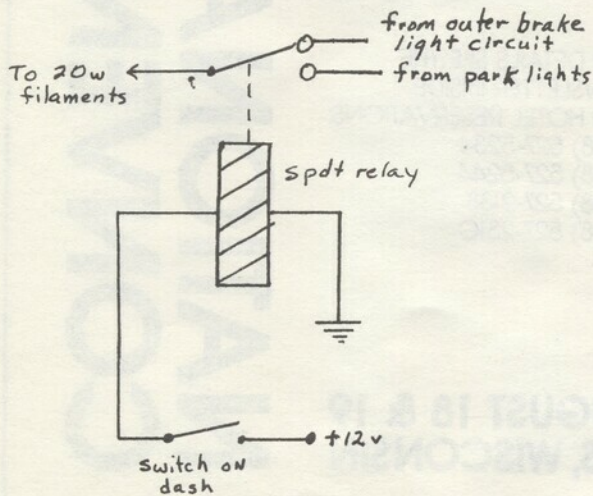
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One of your readers suggested brightening the rear parking lights with more powerful bulbs (May '84, p. 8). If the Saab were an Amish buggy meandering along at a one-horsepower pace, this might well reduce the odds of being run into from the rear; but since the Saab usually moves more quickly, brightening the rear parking lights should increase the risk of a rear-ender.

The reason is that the visual system does not notice luminance per se; it notices changes in luminance. And it notices changes from dark to light more readily than it notices changes from light to lighter. You can see this when you follow another Saab at night. Each time the driver steps on his brakes, two pair of brake lights flash on. The outer pair are combination brake- and parking-lights: 20- and 5-watt filaments combined within one glass bulb. The inner pair are 20-watt lamps alone. When the driver brakes, (1) all of these lights increase equally in luminance; (2) the outer lights glow more intensely than the inner, because of their additional 5-watt filaments; yet (3) the inner lights are the ones you notice most. This is not because the inner lenses are a little larger, for as their area is greater so is their luminosity lesser, and visibility is a function of both. You notice the inner lights more readily because their contrast from dark to light is more obvious than the outer lights' contrast from light to lighter.

Brightening the rear parking lights reduces the brake lights' contrast with their surroundings, and hence impairs the brake lights. This is why brightening the parking lights is a mistake, for it is brake lights that prevent rear-enders in most situations. The only exceptions involve slow-moving vehicles like Amish buggies--or cars during a grey-or white-out.

Of course, if your Saab is white like mine, and if you live in snow country like me, then whiteouts become a serious consideration. So during snow (and fog) only do I brighten two of my rear parking lights. To do this I broke the part of the brake-light circuit leading to the 20-watt filaments of the outer stop/parking lights, and added a spdt (single pole, double-throw) relay and a switch, like this:




In addition, I made and recommend three other modifications to the rear lighting. I added a cen-

tral eye-level brake light which is extra-noticeable partly because no other lights are near enough to it to lessen its contrast when it comes on. I connected a momentary-contact pushbutton in parallel with the brake light switch, so I can ward off tail-gaters (especially effective in conjunction with the eye-level light). And I replaced the lamps of the inner brake lights and of the back-up lights with halogens. These draw the same 20 watts of power as the normal lamps, and fit in the same space, but they put out twice the light. This makes only a marginal difference in the brake lights, as you would expect from the discussion above, but in the back-up lights the improvement is substantial. For the first time in the Saab I am able to see what I am backing into!

Hella sells spdt automotive relays (U.S. part #66149, \$7.75) and halogenization kits (U.S. part # 81140, \$20.45). Each halogenization kit contains two bulbs and two adapters: they require no wiring, but just bayonet in place like an ordinary bulb. The pushbutton I made is from an ordinary Saab fog-light switch by prying it open and removing the spring catch.

Essentials Unlimited (600B Old Lancaster Road, Bryn Mawr, PA 19010) stocks the Hella parts, discounts them 25%, and sells by mail.

Charles Maurer, Hamilton, Ontario



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