



THE SAAB CLUB

NOV./DEC. 1984, NEWSLETTER #132

SAAB TO INCREASE CAR PRODUCTION TO 150,000

LINKOPING, Sweden: Saab-Scania AB of Sweden has announced it will increase Saab passenger car production capacity in response to the continued rising demand for its high-performance sedans.

In a statement released in Sweden, the Board of Directors of Saab-Scania AB said automobile production capacity will rise to 150,000 by 1988. This represents an investment of about 360 million Swedish Kronor (\$45 million). Production is now running at an annual rate of 105,000 cars and is scheduled to reach 120,000 during 1985.

Saab-Scania AB also announced that sales during the first eight months of 1984 rose 27 percent to SKr. 16.2 billion (\$2 billion). Sales outside Sweden increased by 34 percent, now accounting for 62 percent of total sales.

For the first eight months of 1984, the Saab Car Division reports sales up 26 percent worldwide to SKr. 6.1 billion (\$760 million). The United States this year surpassed Sweden to become Saab's largest single market.

Sales of the Scania Division's trucks, buses and industrial engines increased 26 percent worldwide, with the largest gains reported in Europe and South America. Saab-Scania of America recently started deliveries of the first Scania transit buses built at a new plant in Orange, Connecticut.

SAAB SERVICE CENTERS OPEN IN MOSCOW

Saab Press Info: Apparently, the high-performance Saab Turbo is exempt from the ban on high-technology exports to the Soviet Union: increasing numbers of Saab cars are finding their way to Moscow through the Swedish automaker's International and Diplomatic Sales (IDS) program.

But until now, Saab owners stationed in the Soviet Union have had to drive to Finland for parts and service. To solve the maintenance problems for these temporary Muscovites, Saab has appointed the Soviet organizations Avtoexport and Glavmosavtotrans as factory-approved service points.

Bjorn Westerling, manager of Saab's IDS department, expects this step will continue to increase Saab sales in the Soviet capital. Moscow, with its large corps of Western diplomats, is no exception to the worldwide surge in Saab sales to persons in foreign service.

CENTRAL ILLIANA SAAB CLUB--will not hold a meeting during December. Any member having a problem or needing help, please contact Margrit Adler at 217-356-9244. We will have a party (After New Year's Party) in January. Time and date will be in the December Newsletter. Monty Tarr is setting up a rally Time and Distance for April, with a cookout to follow. Details later, but all Saabers who want to enter will be welcome.

MILWAUKEE SAAB CLUB--will again have their annual Christmas meeting in the Sternwirt at the Pabst Brewery, 915 W. Juneau Ave. Call Jim (352-0627) or Pat (964-7463) for date and time. Everyone welcome. Bring a friend.

The annual Ice Race time trials event is scheduled for Sunday, Jan. 27, at Lake Keesus in Waukesha Co. Call for details.

TULSA SAAB CLUB--will hold a dinner meeting at 6:45 pm November 27th at Mazzio's Pizza, 51st and Sheridan (The Farm) in Tulsa. The business meeting will begin at 7:30 with the agenda including election of officers for 1985.

First place at our Fall Rally was won by Betty & Jim Glavas (driver & navigator). Members enjoyed a picnic following the rally and a good time was had by all.

NORTHEASTERN PENNSYLVANIA SAAB CLUB--Anyone interested in forming a Northeastern PA Saab Club (Wilkes-Barre, Scanton, Williamsport, Bloomsburg, Berwick, Danville, etc.) please contact Bette Anderson, 717-752-5304, or write Corner 2nd & Oak Sts., Berwick, PA 18603.

SOUTHERN CALIFORNIA SAAB CLUB & SAAB SONETT CLUB OF SOUTHERN CALIFORNIA---have lost their meeting place until after the first of the year at least. Both clubs meet on the same night (second Tuesday of the month) and are looking for a meeting place in the same general area. For more info, call Paul Florance, 213-438-3257.

DEADLINES CHANGE--Because many Club members suggested it, we are changing our Classified Ad and Club News deadlines to the third Monday of the previous month. This will mean the Newsletter will reach you early in the month of the cover date.

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

NEW ENGLAND SONETT CLUB--will meet Saturday, December 1st, 1:00 pm at the Terra Nova Restaurant in Litchfield, NH. Ron Katz, Performance Tire Specialist and Manager of Retail Operations for Merchants Tire Company, will address the Club on performance tires for the Sonett. Advance reservations through the New England Sonett Club are required for this meeting. For reservations or additional information, contact NESC, PO Box 4362, Manchester, NH 03108.

APPALACHIA 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 info, call Mike Woods, 615-753-2101 or write Rt. 6 Box 349, Jonesborough, TN 37659.

SAAB SALES UP 46% IN OCT.--31st RECORD

ORANGE, CT: Sales of Saab cars increased 46 percent in October to 2,749, up from 1,885 in October last year. This is the thirty-first consecutive record month for the Swedish automaker in the United States.

In the Year-to-date, Saab sales have reached a total of 27,037 Saab 900, 900S and Turbo models. This represents an increase of 28 percent over the first ten months last year, when Saab's American dealers sold 21,189 cars.

Saab-Scania of America President Robert J. Sinclair is targeting sales of 32,000 for calendar year 1984.

SUBARU POWERTRAIN CONVERSION FOR V-4's

Are you tired of hard to find and expensive parts? Bored with shifting out of first before you get across the crosswalk? Tired of taking the bus home, or roadside overhauls? Switch to Subaru power. The Subaru drivetrain makes a wonderful conversion. I will be glad to answer any questions about my experiences. Send SASE or call evenings. Dwayne Nelson, Route #1, Box 236, Rupert, ID 83350, 208-436-6859

CORRECTION-- The Club Member pictured with Erik Carlsson and Robert Sinclair on the cover of the September 1984 issue was not John Kilroy, but Jeffrey Weaver of Madison, WI. We apologize for this error.

MEMBERSHIP/SUBSCRIPTION

Dues for membership/subscription are as follows:

First year, third-class mail	\$14.00
First year, first-class	\$15.00
Renewal, third-class	\$11.00
Renewal, first-class	\$12.00

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.

BOILING CLUTCH FLUID IN 900?: & MORE

I had a problem last summer that I consider very hazardous. As I approached Susanville, CA, on my vacation to Lake Tahoe, I had to climb a long steep pass and as I approached the summit I had to shift down. Much to my surprise I had almost no clutch! It took me a minute to guess what had happened and that my clutch fluid was boiling and if I just kept going I would end up with no clutch at all and I would have to knock the transmission into neutral. So I kept stopping and letting it cool down. I finally reached Tahoe and the next workday I went into Reno to Sierra Saab. The Service Manager said my guess was correct and he bled and refilled my system with DOT 3. I asked if this was unusual and he said no.

By the way, Sierra Saab were very nice and appeared to know what they were doing, as I did talk to several of their service people.

Hot Weather Miss--I read in several Newsletters about the miss that sometimes occurs when you have been running hard and fast in hot weather. I had it happen to me several times on my last vacation when I was in the Sierra-Nevada mountains. It seemed to happen in the afternoon, so I made sure that I would need gas then and as soon as I filled up with some cool gas it the miss stopped.

I had another engine miss that I could not solve for the longest time. I decided it had to be something to do with the pollution control system. It turned out to be that I had somehow locked the gas cap and then put it back on locked. Of course it did not tighten down, so no vacuum was formed. Why it took me so long to notice this, I don't know.

Dan Pierce, Kirkland, WA

Illinois' Oldest and Finest Dealer Invites You To . . .

SAAB DAY at Europa Motors

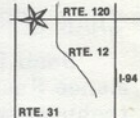
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SALES

Check out the SAAB line for 1985

Test Drive the . . .

16 VALVE TURBO - TWICE THE EXCITEMENT!

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REAR AXLE ALIGNMENT & TIRE WEAR PROBLEMS

I have recently come across a severe rear axle problem. My first set of P-8's on the rear of my '83 900 developed flat spots. At first I related it to an occasional rear wheel lock-up when breaking. But in the last few weeks I have discovered about three or four other cases of rear tire flat spots. It turns out that the rear axle is *very* susceptible to bending (the shop manual warns against jacking the car up at the rear axle as it may damage the axle alignment).

Some of the people who I talked with were fortunate enough to isolate the problem before the warranty was up and had the rear axle and rear tires replaced. For the ones out of warranty, there was a \$52 fee for re-aligning the rear axle (they bent it back to spec.). The fee is not too outrageous if it will be a once in a life time affair. With my limited sampling thus far, the problem exists in several '82 and '83 models with greater than 20,000 miles. The cars I had sampled had never been jacked up at the rear axle, although they had been driven predominantly on West Virginia roads.

The local Saab service manager told me that Saab-Scania told them not to replace the rear axle in the future, but to correct the problem by bending the axle back to spec. If you own a 900, check the rear axle alignment. The rear wheel alignment specification from the Saab 900 manual ('79-83) is:

Toe-in 0.08-0.24" (2-6mm) if possible, each side should be measured individually, i.e. 0.04-0.12" (1-3mm) per side.

Camber $-1/2^{\circ} \pm 1/4^{\circ}$ (negative camber)

If your rear wheel alignment doesn't meet these specs, your rear axle should be repaired as well as replacing the rear tires if they have developed flat spots. One clue that the flat spots have developed is a humming or a thump-thump sound.

E.C. Borchert, Charleston, WV

PHOTOS FROM SAAB KLUBBEN STOCKHOLM

These photos are from "Saab foraren" the Newsletter of the Saab Klubben Stockholm. Above, is the "new" Saab 90 for '85, which is a 99 with the 900 notchback rear end grafted on. The 90 comes with a carbureted 100 hp H-engine, in either four- or five-speed versions.

Below is a customized 99 done by Wolfgang Schussler and Helmut Reinhardt. It is a 1980 99 Turbo with intercooler and boasts approximately 200 hp. (Thanks to the Saab Klubben Stockholm for continuing to exchange Newsletters with us.)

CLUB HATS & PATCHES AVAIL.

We now have available Club baseball hats in blue, with the Club emblem in an embroidered patch on the front. Or the patch is available separately.

Club Hat--\$7.00 plus \$1.50 postage

Club Patch--\$3.00 plus 50¢

SONETT BRAKE LINE REPLACEMENT MADE EASY

After a panic stop something was amiss with my Sonett's brakes. Pumping would produce some braking action, but steady pressure resulted in that awful sinking feeling. After a careful retreat home I checked the following for leaks: wheel cylinders, exposed brake lines, and master cylinder pushrod boot. These were all OK, but since the reservoir level was going down I knew it had to be going somewhere.

After pulling up the carpets and floorboards I found a half inch of brake fluid puddled in the groove carrying the two rear lines. Pushing the pedal brought up a geyser from a rotten area in the right line near the accelerator pedal. From past experience I knew that new lines could be bought as standard 3/16 bubble flare without difficulty, so I was not too worried. Even so, the prospect of running a new line through all those bulkheads looked like an all day job. I figured there had to be an easier way out.

I wondered about those copper line compression fittings. Consultation with a few friends resulted in the consensus that the fittings were ok if the lines were steel. So off to the hardware store for four 3/16 compression couplings, eight nuts and eight ferrules. Then to the 96 hulk for two feet of clean brake line.

I replaced the corroded area in both lines, using steel wool to clean them before cutting and a little silicone grease on the threads. It works fine, and only took about an hour and under \$5.00 cost.

Art Olive, Stacey, MN



900 HEADLIGHT WIPER SYSTEM; ALSO WHEELS

I recently received my back issues of the Saab Club Newsletter. The trivia and details discussed made for several hours of fascinating reading. For those who have experienced the disabling effects of Saab "gremlins" I suppose the related articles and letters to the editor in the Newsletter could be considered to be a form of group therapy or psychological counseling.

Be that as it may, I acquired some information concerning headlight wipers that might be of interest to those with European lights on their 900s. After the convention in New Glarus, WI, my wife and I headed northward into Canada, then westward to B.C. making a point of stopping at Saab dealerships as we went. Since Euro lights are legal in Canada Saab dealers there also stock the O.E. wiper systems that are sold in Sweden (stateside I found the relavent part numbers to be unlisted).

For those who are interested, here they are:

Description	Right side	Left side	Canadian \$
Motor	85 52 218	85 52 176	\$133.90 ea.
Bracket	85 52 309	85 52 366	\$5.40 ea.
Arm	85 52 069	85 52 051	\$35.95 ea.
Washer	85 59 601	85 59 593	\$5.60 ea.
Stop	85 71 614	85 71 614	\$5.40 ea.

The totals for the complete package come to \$372.50 Canadian or about \$280 US at current exchange rates. One place to try is Performance Car Center Ltd, 1st Ave North at Cornwall St, Regina, Saskatchewan, S4R 2H1, 306-545-8666, Herman Folgering, Parts & Service Manager.

Wheel Ventilation--I am sure everyone has noticed how insects go splat up the windscreen after you've hit them with your car. Well, I noticed that they also go splat the same way on the inside of the front wheels from the inside rim perpendicularly towards the ventiations holes on the outside of the wheel. My interest in this disgusting phenomenon has to do with how it relates to the after-market wheels that can be fitted to Saabs, but which also have wider ventilation holes or slots than the O.E. wheels.

I imagine that in rainy conditions water spray from the road (often oily) would travel in a similar pattern outward throught the wheels, past the brake discs and calipers with a potentially bad effect on the braking efficiency. At least that was the case with a Volvo (heaven forbid) that I owned outfitted with mag wheels. During the rain the first few seconds (or so it seemed) of braking were spent waiting for the discs to heat up enough to burn off the oily road spray before the brakes started to work. So I have to question the wisdom of replacing the O.E. wheels with those offering greater brake "ventilation." Any comments?

Gene Zagorsky, 165 E. 35th St.,
New York, NY 10016

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CARTER ENGINE KNOCK ELIMINATOR & MORE

My 1979 900 GLi betan to knock after 95,000 miles. Amoco high test gas (\$1.44/gal) helped but was expensive. So I tried the Carter Engine Knock Eliminator (AMMEC Inc., PO Box 15178, St. Louis, MO 63110, \$79.95). This device can be installed in less than one hour, and really works. The knock eliminator senses any knock and then retards the ignition timing until the knock ceases. I'm back to regular gas (\$1.02/gal) and the Saab seems perfectly happy. There is a noticeable loss of power when regular gas is used, but if I go back to high-test the power returns. The obvious reason is the retarded spark caused by the knock eliminator.

Engine Vibration--I have a problem which has developed recently which one of the members might be able to help with. My Saab has developed an engine vibration at about 2200 rpm. This developed before the knock eliminator was added so that is not the cause. I've tried everything I could think of, and so has my favorite mechanic. The vibration is not in the running gear since it vanished when the clutch is disengaged and the engine speed is allowed to drop while the car does not slow down. It is also noticeable while the car is in neutral although not quite as badly as when it is underway. I would appreciate any and all suggestions.

Sylvan J. Hotch, Wayland, MA

*Change of Season
Specials*

Good 'till
11/25/84

Replacement Heater Core Kit	-----	\$75.00
99's-----74-80	-----	
Lambda Sensors	-----	42.95
Mann Oil Filters 99/900	-----	2.25
Air Filters 99/900	-----	5.53
Plug Wires 78-80 Turbo	-----	8.10
99/900 Non/Turbo	-----	7.15
Bosch Ignition Rotor	-----	
99/900 thru 80	-----	2.55
NGK Spark Plugs 99/900	-----	.89

AAR

#3 Brickton Rd. Route #4
Princeton, Minnesota
612-389-3776

Zip- 55371

MORE FRAM OIL FILTER REPORTS & OTHER TIPS

I have used Fram PH-16 oil filters in our '79 900 Turbo since 1981, when I bought a case of a dozen. I've never had a leaking PH-16, but then I am a little heavy-handed and on three occasions I've had to hammer a long screwdriver through the filter in order to turn it loose; but I guess this would happen with any screw-on type filter which si tightened too hard. I am confident of the Fram PH-16 and my experience in more than three years using those filters is 100% satisfactory.

I also understand Saab's duty to endorse and encourage its own filters, which may or may not perform any different from a PH-16, but, at \$5.00 plus tax per filter, it is an expensive, pocket draining situation. Fram PH-16 users should be concerned with counterfeit Fram oil filters, which are being introduced in the U.S., possibly to ruin Fram's reputation.

A/C fast idle fix--I have performed Mac Steiger's fix for Air Conditioned 1979-80 900s which appeared in the January '84 Newsletter (p. 7). It works even better than the original fast idle valve did (when it worked) and the engine feels like it "breathes" much better. This has been reflected in improved gas mileage in our car.


Josie Maymon, Nashville, TN

CHECK FINAL DRIVE OIL LEVEL IN AUTOMATICS

Although every Saab built has been, and is, front wheel drive, it still has a "rear end" (final drive) in the transmission. In the manual transmission, this rear end is lubricated by the gear oil (and for long transmission life, you'd better stick to Saab's specs on gear lube). On the automatic, however, there are seals between the rear end and the automatic part of the transmission. So a simple peek at the automatic dipstick is not enough. Find out how to check the rear end, or tell someone else how to do it.

Case in point: A former customer (he had to drive two extra miles after I moved) took his car to be serviced by the agency that services his big German car. Yesterday the agency called in a panic. It seems that the car "locked up" on the owner's wife; the front wheels suddenly stopped turning. Fortunately this did not happen at highway speed or with someone tailgating. It seems the other place knew how to change his oil, filter, spark plugs, et. al., but didn't know enough about Saabs to check the rear end oil level. Since the guy is a lawyer, guess who is going to buy a new transmission? If you're not a lawyer, you'd better check your own.

Bob Mitchell, Pleasantville, NJ



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MOBIL-1 EXPERIENCES, LAMBDA SENSORS & MORE


I have an 1978 99 which now has 174,000 miles on it. At 33,000 I switched over to using Conoco DN-600 10W-30 synthetic motor oil which I used for the next 40,000 miles while I lived in Idaho. Since moving back east to the Philadelphia area, I switched over to using Mobil-1, with which I've been very satisfied, except for increased oil leakage from the firewall end of the valve cover in spite of careful attention to even tightening. I only considered making the switch to Mobil-1 after they changed the viscosity rating from 5W-20 to 5W-30 which they did when they up-graded to an SF oil. 5W-30 in Mobil-1 I judged to be acceptable and I've been quite happy with the oil's performance. I'm still trying to solve the valve cover gasket leakage problem.

Lambda Sensor--I'd like to hear some more on the experience of people with the Lambda sensor. Mine had continued to work apparently quite well ever since I've had the car. My first Saab mechanic told me not to change it unless it wasn't working correctly and so I'd left it in. It was only rated for 15,000 miles. However, at 175,000 miles I thought it might need changing, which I did with no difficulty. There has been no apparent change in the performance, mileage or driveability of the car which I take to mean that the one I took out was working just fine after all.

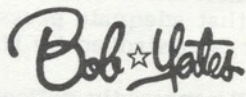
Alcohol-based dry gas--I too have had some difficulties whenever I have used an alcohol-based dry gas, especially one with methanol in it. In addition to erratic behavior of the fuel gauge, the car was almost impossible to start after resting for 20-30 minutes or more after having been driven to normal operating temperature. This was experienced after using only one-half of the typical canful. It did not matter whether the outside temperatures were around zero as in the winter, or in the low forties like during nasty spring weather. However, the problems would disappear after the next fill-up, which I usually do between 1/2 and 1/4 tank. I have settle on using STP gas treatment at about one-half the smaller dispenser bottle every fourth or fifth fill-up and not letting the tank get too low, especially during the winter and nasty spring weather. The STP stuff is based on toluol and not methanol.

The Club Newsletter has been a really valuable aid in keeping our car running reliably these last six and a half years and I'm going to see if we can make 200,000 miles with it.

Alan G. Baker, Harleysville, PA



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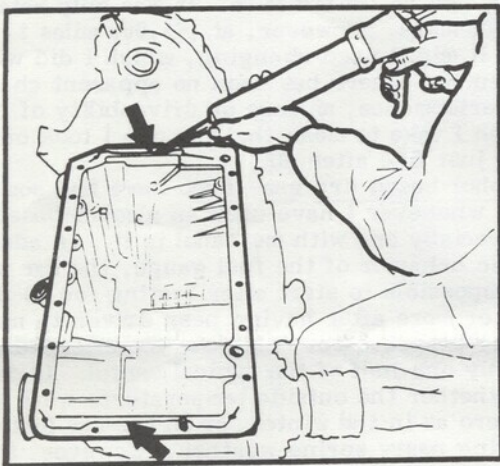
1222 E. LINCOLN HWY (U.S. Route 1)
LANGHORNE, PENNA. 19047

SAAB SERVICE TIPS

ENGINE/GEARBOX STEEL GASKET, ALL 2.0L

Saab Service Info 08/84-703 (supersedes S.I. 01/84-662). A steel gasket is now available which seals the engine-to-gearbox joint. The new gasket may be fitted to all Saabs equipped with a 2.0 liter engine. The part number for the steel gasket is 75-15-946 (universal configuration).

As with earlier steel gaskets, it is constructed of thin steel and has a light coating of bonded sealant applied. Additional sealant (hi-temp silicone sealant) is applied only at the grooves at each end of the gasket. The bonded sealant is used up when the gasket is installed and may only be used once. Always use a new gasket.



Installation Procedure:

1. Thoroughly clean both sealing surfaces and position a new gasket (p/n 75-14-946). Be sure that both engine/gearbox alignment dowels are in the gearbox to insure proper alignment.
2. Apply hi-temperature silicone sealer (min. 500°F) to the grooves at each end of the gasket (see arrows). NOTE! Additional sealant around the gasket is not necessary. Apply only at the grooves.
3. Mate the engine and gearbox together as soon as possible.

CHECKING BOOST DURING NORMAL SERVICING

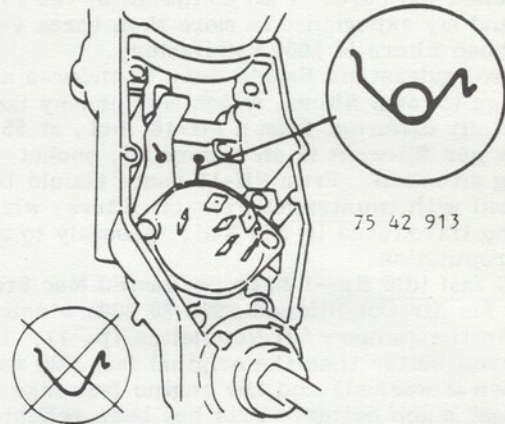
Saab Service Info 05/84-686--Effective immediately, the recommended method of checking the charging pressure of Turbos with the APC system at the 1,000-Mile first service and at all prescribed major services is being changed. The practice of checking charging pressure with special gauge P/N 83-92-813 at 3,000 rpm should be discontinued during normal service. Instead, it is sufficient to observe the APC gauge in the instrument cluster during the road test and verify that adequate pressure is being produced and that it is controlled by the APC system.

At full load the gauge will repeatedly deflect slightly down from its full boost indication which indicates knock response and APC control.

Continued in middle of next column.....

NEW SPRING FOR GEAR LEVER LOCK, 99/900's

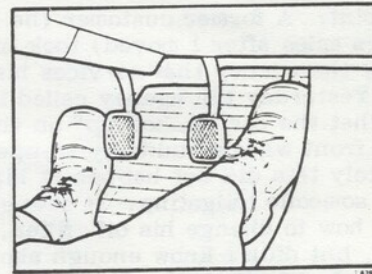
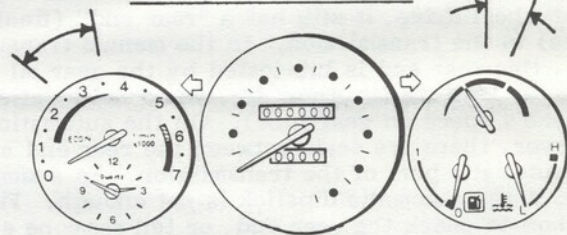
Saab Service Info 06/84-694: Beginning with VIN Serial Nos. E1021984 and E2010177, a new spring (P/N 75 42 913) for the gear lever lock was introduced into production. The new spring is also available as a spare part and directly supersedes the old spring used in both 99's and 900's, P/N 83-75-974.



83 75 974

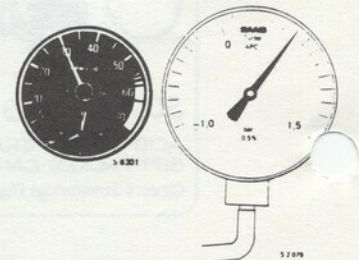
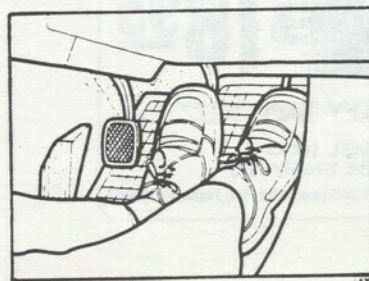
75 42 913

Normal Service Method



Use the 3,000 rpm/brake load method only when it is necessary to obtain an accurate reading, e.g. when making the basic adjustment after a system repair.

Full Load Method



SAAB'S TIRE ROTATION RECOMMENDATIONS

Saab Service Info 07/84-701: Effective immediately a tire rotation is recommended as part of every Oil Change/Safety Inspection and Major Service for Saab 900 models. This operation should be done at the same time as the brake pad inspection step which is recommended every 7,500 miles (every 5,000 miles on M79-84 Turbos used in normal service).

When rotating tires: Always rotate radial tires front-to-rear and rear-to-front. Do not cross the tires or change the direction of rotation.

Tire Pressures: Check that tire (cold) pressures are set as follows:

Normal Load--Front: 27 psi; Rear: 29 psi

Full Load & Trailer Towing--Front: 30 psi;
Rear: 32 psi.

Check Tire pressures COLD. Do not adjust when tire is warm. Do not overinflate. Overinflation will cause increased tire wear.

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

ONE CAUSE FOR LOSS OF BOOST IN TURBO'S

For those members that have a loss of boost pressure and think it may be a wastegate sticking open, here is another possibility. Check the nipple going into the manifold on the by-pass tube from the wastegate. If this is loose it will cause a leak and a loss of Turbo boost pressure definitely affecting performance. It happened to my Turbo and it took me months to find the cause. Even then it was found only by accident.

Larry H. Smith, Honeoye Falls, NY

Continental TS 730-165 SR 15 Hydrophilic
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Swedish Rally Champ Ola Stromberg on a recent trip to the U.S. (photo by the Editor)

SWEDISH RALLY CHAMP MAKES U.S. DEBUT

by Jeff Delahorne

Swedish Group A Rally Champion Ola Stromberg tested the U.S. Pro Rally scene driving to a third place overall in the Budweiser Forest Pro Rally, August 25-26 in Chillicothe, Ohio.

Stromberg drove an ex-Stig Blomqvist 99 Turbo prepared and entered by Dick Fitzgerald of Baton Rouge, LA. The car with Stromberg at the wheel was clearly the fastest two-wheel drive entry at the rally, being beaten only by the four-wheel drive Audi Quattro of John Buffum, and the 4WD RX-7 special of Rod Millen.

Stromberg runs a 99 Sedan (2 door) Turbo in Sweden, sponsored by the Swedish Saab dealers since Saab no longer has a factory rally team. The Group A regulations require a stock engine block and turbo, but do not limit boost pressure, a fact that has allowed Stromberg to develop a car that produces a reliable 220 hp.

When asked about the future of rallying a Saab, Stromberg thought that the new two-door 900 sedan with a twin-cam turbo could be competitive, though it is a fairly long car for rallying. The main problem is that with "very high horsepower, you have no traction out of bends and it is very difficult to steer the car," said Ola.

Stromberg said he enjoyed his first trip to the U.S. (except for the Louisiana heat) and hopes he can return. He also competed in the 24-hour Showroom Stock Enduro at Mid-Ohio driving a 900 Turbo with Jack Lawrence.

Other Saab Racing News--At the 1984 SCCA Runoffs at Road Atlanta, Jack Lawrence finished second in a bid to repeat at F-Production national champion. In Showroom Stock C, P.D. Cunningham of Milwaukee, WI was 11th as a Datsun 200SX won.

At the Budweiser Press On Regardless Pro Rally, Oct. 26-28 in Houghton, MI, Sandy Liversidge was the best of a five-Saab entry, finishing 15th overall (65 starters) in a '73 99. Jeff Delahorne finished 17th in a 99 Turbo after struggling with overheating woes during the second night, while Club Member Tim Scheib of Appleton, WI was 18th in his '74 99.

VALVE CLATTER

by Jeff Delahorne

WINTER DRIVING TECHNIQUES

While those of you who live outside the Snow Belt may not feel much need to know anything about winter driving, storms can and often do penetrate as far south as Dallas and Atlanta, and if you have occasion to take a trip northward, this information might help.

Car Preparation--No matter how great a driver you are, if your car is poorly prepared for cold weather, you will be in trouble. Fall is a good time to check over your Saab and make sure it is ready. Change the anti-freeze, check the battery cable connections and make sure they are clean and tight. Make sure the engine is in proper tune, check fan belt condition and tension, etc. One system I find that is often neglected, especially in older cars like 96's and Sonetts, is the windshield washer. During most of the year it is never used and seems like a luxury, but it can mean the difference between seeing or driving blind on wet roads.

Wiper blades are also often neglected and should be renewed as necessary. I have had good luck with Anco Snow Blades, which I find are superior to regular blades in preventing ice build-up.

Tires--As I have said before, the myth that regular radial tires outperform modern snow tires on the ice should be disregarded. Most all current European snow tires have a hydrophilic compound which has superior grip on ice. If you use snow tires, you should use them on all four corners, especially if your rear summer tires are well worn. Particularly with relatively wide, low profile summer tires on the rear only, a front-wheel drive car will have an unnerving tendency for the rear end to break loose in a corner.

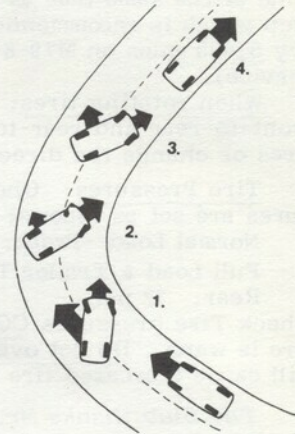
Even if you don't buy snow tires, which aren't necessary in much of the nation, fall is a good time to consider new tires if your present ones are near the end of their tread life. Even in non-Snow Belt winters, you will typically be driving in more rain, country roads will be muddier, and full tread depth could make the difference.

Driving--When the roads are slippery, you have to slow down. This seems overly self-evident, but I have seen many cars off in the ditch on a snowy day because the driver insisted on driving at the speed limit on a road with insufficient traction for 55 mph.

Make all your driving motions as smooth as possible. The best race and rally drivers are always the smoothest drivers, even on dry roads, but especially on slippery surfaces. Being smooth and gentle does not mean keeping a death grip on the wheel and never turning; rather, stay relaxed and plan all steering and braking inputs in advance if possible.

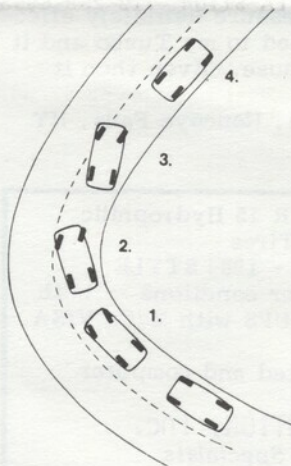
Skids--Front-wheel drive cars behave somewhat differently in a skid than rear-wheel drive cars. In a fwd car, a rear-wheel skid does not occur from too much acceleration, as in a rwd car, and simply letting off the accelerator will not stop a rear-wheel skid in a fwd car. In fact, lifting off the throttle during a rear-wheel skid will often induce a spin as the front wheels are suddenly breaking from en-

gine deceleration. The trick then, is to keep some light pressure on the throttle as you steer with the skid, or as some experts recommend, putting in the clutch and steering with the skid. Either way, one must learn this technique as one's first instinct is to lift off the throttle.



Rear-Wheel Skid

In a front-wheel skid, the car will plow straight ahead instead of turning. At slow speeds, lifting off the throttle will cause the wheels to regain traction and the nose of the car will tuck in. At higher speeds (on the highway) lifting during a front-wheel skid will send the car off the outside of the curve. At higher speeds, one must "feather" the throttle to find "grip" while turning the wheels at a sharper angle.



Front-Wheel Skid



Handbrake Trick--If you are stuck with one wheel spinning, try pulling up gently on the hand brake (99's and 900's). This will put some drag on the spinning wheel and "fool" the differential into applying some power to the other wheel which has traction. On V-4's where the handbrake works the rear wheels, you can try the same trick by lightly applying the brake with your heel and accelerating with your toe, but I have never had great success with that in a 96. It does often work in a 99 or 900.

Saab-Scania of America has an excellent booklet called "Winter Motoring" from which the photos and diagrams on this page were taken. For a free copy, write "Winter Motoring," Saab-Scania of America, Saab Drive, Orange, CT 06477.

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 January '85 Newsletter will be Dec. 17. Thereafter the deadline will be the third Monday of the previous month.

SONETTS FOR SALE

1970 Sonett III, #70500226, MSS cam, carb & exh.; rblt trans, engine & many mechanicals; am-fm, int. fair, stored most winters: \$2000. Dan Beaubien, 3433 Pierce St., Sioux City, IA 51104, 712-258-6953

1972 Sonett, restored, incl. rebilt trans, radiator, new clutch, tires, paint, etc. Orig. tools, owners manual, runs great, 43 mpg. Best offer over \$2800 James Kauffman, 730-434-1244, Harrisonburg, VA

1973 Sonett III, rallye exh/carb, red body w/ black trim; 59,000 mi., exc. cond.: \$3900. Robert Banks, Rt 3 Box 167A, Bruceton Mills, WV 26525 304-379-7362.

1973 Sonett, Calif. car, serial #2274, exc. mech. cond., approx. 80,000 mi.; for details on car care for last 5 yrs, call Bud Clark 714-771-7570 or Lorie Adams 213-491-1177 day or 213-491-0725 eve's. Selling at cost + parts: \$3500.

95's and 96's FOR SALE

1968 95, some rust, needs brakes, exh., battery, one owner, 100K mi., motor/trans. exc., runs good, roof rack: \$700. James Kauffman, 703-434-1244, Harrisonburg, VA

95, 96, and SONETT PARTS FOR SALE

For Saab 96: New doors: \$70; Used doors: \$35 w/ glass; For Saab 93: Used doors: \$35 w/ glass; New hoods: \$75; Used hoods: \$35; New fenders: \$30; Used fenders: \$15; Used 3 speed garbox: \$50; misc parts. Walt Taylor, 215-847-5917 after 6 pm, PO Box 87, Revere, PA 18953.

1973 96 front seat covers, dark green, light green centers, pretty good shape, for 2 seats: \$35 plus UPS. Bob Mitchell, 403 E. Redwood Ave, Pleasantville, NJ 08232, 609-641-4460.

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

Sonett III nose assemblies, compl. w/ head light buckets, marker lights & turn signals: \$300 to \$500. Many other Sonett III parts; send SASE for list. Randy Cook, 1877 Oak Ridge Lane, Lawrenceville, GA 30245

93 Trunk lid: \$50; 96 hood: \$50; two 96 trailer hitches: \$50 each. Other 93 & 96 parts available. Jerry Anderson, Buffalo, NY 716-773-6120.

Sonett parts: Brake master cyl. '71-73, new: \$90; V-4 timing gear sets, 3 gears, gasket & seal, new: \$82, both incl. postage. The Classic Swede, PO box 216, Ashfield, MA 01330.

1966 95 body only, has some chrome, lenses, guages rear axle ass'y, good tailgate & metal, best offer over \$45. ALSO 1969 96 Deluxe for parts, good motor & trans when parked 2 yrs ago. drivetrain complete, some other parts gone: \$325. J. Kauffman, 703-434-1244, 1430 Mt. Clinton Pike, Harrisonburg, VA 22801.

Two-barrell carb for V-4, Holley/Weber 6520 from Omni/Horizon (to mount on Ford 2 bbl manifold), requires spacer plate or Ford 2 bbl intd. plate: \$55 incl. aftermarket air cleaner & postage. Eric Killinger, PO Box 283, Boulder, CO 80306, 303-442-2356

From 1969-72: bumper ends: \$10; bumper middle section: \$15; bumper guards: \$10; Ford carb: \$15 heater core: \$15; heater motor: \$10; inside window cranks: \$5; wheel: \$5; all parts excel. used, many more items avail., write or call (no collect calls) All plus postage: Tom Franko, 3512 Mayfair, McKeesport, PA 15132, 412-672-6622 eve's.

Brand new, never used V-4 parts: Wever 34 ICH carb: \$90; clutch throwout bearing: \$9; Haynes manual: \$9; all postage paid. Scott Shepard, 204 W. Culton, Apt. C, Warrensburg, MO 64093, 816-747-3415.

95, 96, & SONETT WANTEDS

Wanted: 1, 2 or 3 pistons, size AB or B for 2 cycle oil-injected engine. Frank Townsend, Rt 2 Box 203 Ninety-Six, SC 29666, 803-227-2004.

Wanted: Shop manual for '68 2-stroke 96. Nick Kohn, 917 S. Pleasant St., Belding, MI 48809, 616-794-1389.

Wanted: clock for '68 Sonett; round, black face clock w/ "Veglia" printed over the 12 numeral; Need not be complete working clock--only need balance wheel & spring ass'y. Seth Bengelsdorf, 4 Union Ave, #27, Norwalk, CT 06851

Classified Ads continued on next page.....

95, 96 and SONETT WANTED, continued _____

Wanted: 1964 GT 850, prefer brown without salt corrosion underneath; engine & running gear strong enough to drive to Penna. no phone. Ray L. Myer, Rt 4 Box 506 Ebert Rd, Coopersburg, PA 18036.

Need trunk emblem from 93; Also any leads on floor-pans for same, as well as trunk lock handle ass'y. Paul Florance, 54 - 62nd Pl, Belmont Shore, CA 90803, 213-438-3257.

99's and 900's FOR SALE _____

1978 99 Turbo, 3 dr, black, 4 spd, vg-exc. cond, 2000 mi. on new turbo brgs, rec. clutch & gearbox; and large used parts supply, incl. eng. block, partial gearbox, 5 wheels, etc. Southern Car: \$4995. Basil McNeely, 205-343-5111, Mobile, AL

1979 900 Turbo, 68,500 mi., white, Michelin TRX tires, new turbo, sunroof; maintenance records. \$6400. Jon & Carol Wright, 714-997-4057 or 714-997-4970

1980 99GLi, midnight blue, 47,000 mi., 4 spd, A/C, Blaupunkt CR3001 am-fm stereo cass.; Tach w/qtz clock, exc. maintenance w/ compl. service records: \$5800. Steve Hart, 601 Wolff St., Racine, WI 53402 414-639-5313.

99's and 900's FOR SALE, continued _____

1980 900 Turbo, 5 dr, black, 5 spd, new Blaupunkt 4 channel Tucson, Cibie's, 100 watt Bosch fogs, cruise, rear spoiler, alarm, A/C, 115,000 mi., needs some trans work & power steering seals, but eng., body, tires, etc in exc. cond.: \$4600/offer. Paul Chesloff, 63 Hill St. #5C, Morristown, NJ 07960, 201-285-1751.

1981 900S 4 dr, 5 spd, classic white, 74,000 hwy mi. superb cond., well maintained, no rust; am-fm stereo; sunroof, 4 mounted snows, rust proofing, asking \$7500. Ken Andrews, 617-393-2380 eve/wkends

1981 900S, 4 dr, 5 spd, 26,000 mi., exc. cond., sunroof, A/C, Chocolate brown w/ rust inter., window tint; asking \$7900. Rick Huddleston, 2749 Topaz Ct., Las Vegas, NV 89121, 702-457-5779.

1982 900 Turbo, white, 3 dr, 34,000 mi., exc. cond. w/ extended service warranty (2 yrs left) cruise, Stereo has new amps & speakers; Bluebook or best offer (\$10,500) Paul Britt, 113 Madeira SE, Albuquerque, NM 87108, 505-255-5750 after 6.

99 & 900 PARTS FOR SALE _____

Four Pirelli P-6 195/60HR15; two are good for 10-15,000 more mi.: \$80 for all four tires. Saab Service Manual-eng. section M79-80: \$6. Mike Rand, 122 E. 284, Willowick, OH 44094, 216-585-1288.

CLASSIFIED ADS CONTINUED ON NEXT PAGE

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Car and Driver September, 1984

99 and 900 PARTS FOR SALE, continued

Wheels from '79 900 GLi (steel orig. equip), three, exc. cond: \$10 ea plus UPS. Lowell Histand, 215-345-4751.

Air conditioning unit from '72 Saab. Needs compressor; will accept a trade. Lewis Eig, 914-352-6124.

Four tires w/ steel rims & center hub caps from '77 99. 60K miles, but tires are useable; hub caps 3 months old; All for \$75 or \$20 a wheel. Adrian Kocurek, 6114 N. Damen, Chicago, IL 60659, 312-973-3267.

Valve train parts : 3 Turbo exh. valves, 4 intake valves, 8 springs in new cond.: \$95 takes all. Terry Parsons; 3411 Bathgate Ln, San Jose, CA 95121 408-274-0301.

900 Parts: four good Bilstein gas shocks: \$60; front bumper skin: \$20; stock front valence/spoiler \$25; sunroof wind deflector: \$20; TRX wheel locks: \$10; Oxygen sensor, works: \$15; all plus UPS. Tim Middleton, 325 Foxfire Dr. #216, Oxford, OH 45056, 513-523-7343 (not collect)

900 Turbo radiator, also fits non-turbo: \$100 + UPS Bob Mitchell, 403 E. Redwood Ave, Pleasantville, NJ 08232, 609-641-4460

99 and 900 WANTEDS

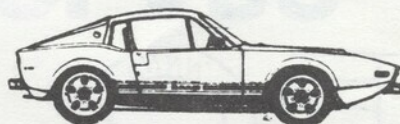
Wanted: for '79 900 GLE; front & rear anti-sway bars : \$100? set. Jacques Roeth, 3118 Cole Hill Rd Berne, NY 12023, 518-797-3075.

Wanted: Limited slip unit for 99: \$200 or? Jeff Delahorne, 5805 Oneida St., Duluth, MN 55804, 218-525-3253.

Wanted: EMS stripe decal for 1973 99 EMS (straight stripe). Ron Dreesen, 514 Read St., Middleton, RI 02840

MISCELLANEOUS ADS

SONETT RUST TREATMENT--The New England Sonett Club has several pages of detailed instructions available on where to look for rust in a Sonett and how to treat the problem, prepared by the NESC Technical Editor, Bill Lee. Send \$2 for a copy to: NESC, Box 4362, Manchester, NH 03108.



DEALER/MECHANIC LIST UPDATE

Here are the additions and corrections to the Dealer/Mechanic List which appeared in the July '84 Newsletter. The deletions are shops which have gone out of business, or no longer handle Saab.

To make the best use of this list, cut it out and keep it with the original in your car. If you do not have a copy of the July '84 list, send us a SASE and we will be glad to provide a copy.

WEST

Circle & Square Imported Car Service, 2621 Cape George Rd, Port Townsend, WA 98368 206-385-2070

Dave White, Stateline Union 76, 4115 Tahoe Blvd, Stateline, CA

Anders Karlsson's Swedish Service, 2700 Lincoln Blvd, Shop 13, Santa Monica Auto Plaza, Santa Monica, CA

Delete: Pioneer Automotive, 1733 Dowling, Anchorage, AK.

Add: M&D Imports, 210 E. International Road, Anchorage, AK 907-962-2836.

Delete: Rollins Motors, El Paso, TX

Add: Casner Imports, 9229 Montana, El Paso, TX 915-592-0255.

Body Shop: Mack Massey AMC, Renault, Mazda, 6381 Montana Ave, El Paso, TX

MIDWEST

Address Change: Petersen Automotive, 7626 N. Parkside Ave, Skokie, IL 60077, 312-675-6540

Name Change: Petersen-Frew Automotive is now Frew Enterprises Inc, same address.

Ron's Auto Repair Center, 119 S. Washington, Ames, IA 50010, 515-232-8555

Denny's Import Repair, 920 Spring St, Madison, WI 53715, 608-251-1177

Carco, Jeff Hofslund, 1 Washington Ave, Duluth, MN 218-726-0987

Upholstery: Rob's Upholstery, 1807 W. Route 120, McHenry, IL 60050, 815-344-4660.

Lusty Wrench, 2120 Lee Rd, Cleveland Hts, OH 44118, 371-8150

SOUTH

Grose's Corner Mercury-Saab, Henderson, NC

Bob Richard's Chevrolet-Saab, Augusta, GA

Ray Burnette VW-Saab, Alexandria, VA

Barry's Performance Imports, 2131 Cromwell Rd, Norfolk, VA 804-623-6568.

Stokes Saab, 4155 Dorchester Rd, Charleston Hts, SC 29405, 803-554-4600.

EAST

Paul Keith Import Service, 1665 York Rd, Hereford, MD 301-343-1191.

Change: Steve Graseck, Automasters, Inc., Centennial Plaza, 566 West Main St., Meriden, CT 06450, 203-634-3302.

Da Rocha Auto Repair, 100 Waterman Ave, East Providence, RI

Change of Address: Rick Parr, Parrformance, 1229 Brunnerville Rd, Lititz, PA 17543, 717-627-7222

Gus Bloch, 134 Park St, Rutland, VT 802-775-5258.

RAMA Auto Repair, 37-08 24th St. Long Island City, NY 11101

Change: Charles Darrow, Williamsport, PA to Swedish Underground 2112 Lycoming Creek Rd, Williamsport, PA 17701, Charles Darrow, 717-753-5117, Lee Smith, 717-322-0268.

Fowler Motors, 333 E. Third St., Williamsport, PA 17701, 326-3721.

FOREIGN

Saab Deutschland, Berner Strasse 89, 6000 Frankfurt/Main; George Sturmer or Mrs. Schwitzer..

Please use knife/letter opener

NOV. 1984

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- White Club Coffee Mugs--with blue Club emblem on both sides-----\$5.00 plus \$1.50 post.
- Convention Posters--Swedish yellow and blue 17x22 glossy poster with convention "Saab grills" logo rolled in a mailing tube----\$3.00 plus \$1 post.

T-Shirts

- Convention T-shirts, yellow w/ convention logo XL only in limited quantity-\$7.00 each
- "Old Saab-ers" 96 two-stroke, light blue, XL only-----\$6.00 each
- "Giant Killer" Sonett V-4, gold, M, L, XL \$6.00 each
- "Darth Vader" 900 Turbo, tan, XL only \$6.00 each

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