

THE SAAB CLUB

JANUARY 1985, NEWSLETTER #133

MINNESOTA SAAB CLUB-- February 7 meeting will be held at Snap-On Tools, 5650 International Parkway (exit Hwy 18 at Bass Lake Rd), starting at 8 pm. Bruce Clark, field manager for Snap-On, is the featured speaker. Bruce is a Saab dealership-trained mechanic, has been a formula car driver as well as racing a Sonett. This should be a very interesting and informative meeting. Contact Bob Swinehart, 774-4873 for details.

NEW ENGLAND SONETT CLUB-- The next meeting of the New England Sonett Club will be held Saturday, March 2, 1985 at the William Gregg House Restaurant, 176 Mammoth Road, Londonderry, NH from 1:00 pm to 4:00 pm.

Jeff Delahorne, Editor of the Saab Club Newsletter will be our featured speaker. Questions pertaining to Sonett maintenance, repair and performance as well as other subjects of interest will be discussed. Jeff will be traveling from Duluth, Minnesota to this meeting.

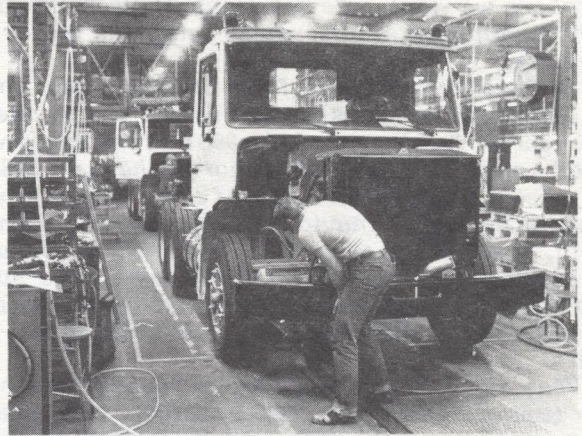
The William Gregg House Restaurant is located 2.6 miles west of NH route 102 from Interstate 93 (at the intersection of NH routes 102 and 128). Please make advance reservations for this meeting by February 15. \$3.50 per person will cover attendance and hot hors d'oeuvres. Mail to: NESCL, PO Box 4362, Manchester, NH 03108.

CENTRAL ILLIANA SAAB CLUB-- will not meet in February so that members can arrange to go to the Auto Show in Chicago. The club will meet March 24th, 2 pm at Margrit Adler's house, 1407 W. University Ave, Champaign, IL, phone 356-9244. Weather permitting we will do some outside problem solving.

Upcoming in April will be a Time and Distance Rally followed by a cookout sponsored by Monty Tarr. We hope to coordinate this event with the newly reformed Chicago Area Saab Club. Details in March.

MINNESOTA SONETT CLUB-- will meet at the Forest Lake, MN Ice Race, Sunday February 2. Members will gather at the track on Forest Lake to view the ice races, then retire to the Trout Air restaurant just south of Forest Lake for a meeting. For more info, call Jeff Schille, 612-457-6891.

MORE CLUB NEWS ON PAGE EIGHT.....



The first of five Scania T112 conventionals destined for America are on the assembly line at Scania's main plant in Sodertalje, Sweden. (See story on page 11.)



The Saab 99 Turbo of Sweden's Ola Stromberg lines up for the start of the Lombard RAC Rally in Chester, England, Nov. 25th. See related story on page two. (photo by Jeff Delahorne)

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

TIME
TO
RALLY

VALVE CLATTER

by Jeff Delahorne

JOLLY OLD ENGLAND

Carolanne and I went to England for a week in November, taking along seven-week old Erik. Despite stateside advice to the contrary, we found the English were most hospitable to people travelling with infants, giving us special treatment most everywhere we went. We did leave 2½-year old Ian with grandparents--discretion being the better part of sanity.

While there the good folks at Saab-Great Britain Ltd. most graciously gave us the use of one of their cars. We drove a 1984 99GL, two-door five-speed, a car that was last imported here in 1980, but is still a significant part of the product mix in England and Scandinavia. As you can see from the photo, it has been updated in many ways, including H-engine (with single Stromberg carb), five-speed gearbox, 900-style steel wheels and trim, late-model built-in side mirrors, and other small refinements.

The 99 seemed to have fairly "sporty" suspension tuning and the 175/70-15 Michelin MXL tires were adequate in the dry, and impressive in the heavy rain we encountered several times. The price tag of £6995 sterling looks good at current exchange rates (which are dismally low from the English perspective, about \$1.15/£) being about \$8050, but then one must add the cost of fuel injection vs. the carb if you are considering the U.S. market. I've heard estimates of about \$1000 per car as the difference that fuel injection adds, which sounds reasonable when you figure the catalytic converter.

I suspect that by the time you add all the necessary U.S. equipment that a 99 would not sell for enough less than a base model 900 to justify the cost of carrying a distinct different body style in the U.S. line-up. It's a shame really, because in its present form it is a well-mannered, competent car in a slightly smaller package than the 900.

Driving on the "Wrong Side"--Once I stopped trying to shift the door handle and Carolanne got used to having the "dead pedal" on her side, we enjoyed ourselves. An American is immediately impressed with the quality of road surfaces, which are billiard-table smooth, even on small secondary roads. Also, being from a "rust-belt" state, I was amazed at the pristine condition of their cars. Apparently body damage, rust holes, not to mention mechanical flaws, all are forbidden, and one does not get the all-important M.O.T. sticker (Ministry of Transport), which is essentially the validation of their permanent license plates.

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.

A collection of 15+ back issues is available for \$8.00



For the curious among you, a right-hand drive Saab does not have everything "backwards." The shift lever is exactly the same, just like sitting in the passenger seat here and using your left hand. The wipers are still on the right, turnsignals on the left and the instrument cluster is arranged the same. And yes, the pedal arrangement is retained. The shifting seems a bit odd, since you must push away from you to go from first to second, which was my main problem; all other gears being found easily as the five-speed seemed to shift more easily than in our 900. Curiously, though, the hood release is still on the left.

Saabs in England--Unlike the U.S., most of the 900's in England are not Turbo's. We saw lots of 99's, but not many 96's, and of course no Sonetts, as they were never imported into England.

Erik Carlsson--We also stopped by to see Erik Carlsson, the famed Saab rally driver of the '60's who lives not far from the Saab headquarters in Buckinghamshire. Erik is married to Pat Moss, sister of Sterling Moss, the great English Formula One driver, and a great rally driver in her own right. Their teen-aged daughter, Susie, is not involved in Saabs, but with show jumping horses. Erik had driven his 1963 Monte Carlo Rally-winning 96 around the Sutton Park spectator stage of the RAC Rally, so it was not at the house and unfortunately we could not see it. Erik and Pat were both most gracious to us.

RAC Rally--I got to see some of the Lombard RAC Rally, England's round of the World Rally Championship. For the first time in several years a Saab was there as a serious challenge. Ola Stromberg brought his 99 Turbo over from Sweden and led the Group A classification after the first day of the grueling five-day, 2000 mile event. Unfortunately Ola was later forced to retire when the clutch shaft broke and Mikael Ericsson of Sweden won the Group A title in an Audi 80 (4000 here) Quattro.

Saab/Sony Radio Manual--Those who are interested in delving more deeply into the Sony radio installation in the Saab 900 should look into a new Saab manual. It is the "Saab/Sony Audio Equipment Service Manual" for M81-83 Turbo systems, p/n 02-61-586 and has a suggested retail price of \$3.75. It has good detail on both installation and troubleshooting, has 128 pages, and looks like a good deal for \$3.75.

INDEX TO 1984 SAAB CLUB NEWSLETTERS

Here is my fifth annual index to the Club Newsletter. As before, it does not contain references to club meeting notices, want ads, or any other non-technical stories. There is still a considerable overlap between the 99, 99/900 and 900 categories, so keep that in mind. All the back issues cited here (Jan. to Nov/Dec. 1983) are still available at this writing for \$1.50 each, postpaid.

Jeff Delahorne, Editor

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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.

COMPLETE 96 RESTORATION--IF AND HOW?

by Peter McLaughlin

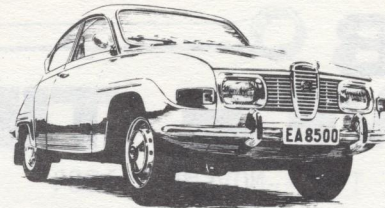
Since my last article on "reclaiming" my 96, (Oct. '83 & Nov. '83) I've been struggling with the questions of how to and whether or not to do a really thorough 96 restoration. There, I said it: "restoration." In fact, I think we can go so far as to say it is possible to improve on the original, out-the-factory-door, vintage 96. Today there exist such items as non-porous epoxy primers, urethane paints, new caulks, undercoatings and rust proofing that were not used in manufacturing done 10 to 30 years ago (and are often still not used thanks to the corporate bean counters).

Mechanically speaking, over the years this newsletter has outlined dozens of 96 weak points and their remedies. From steel balance-shaft gears to Jack Ashcraft's valve seat retrofit for unleaded gas, there are many ways to update and improve on the original rendering. Saab once sold a rally 96 that was already strengthened at all the likely points of failure, the fabled "orange cars."

Perhaps the toughest 96 nut to crack is the transmission, which appears to be the weak link in the 96, and out of character with the inherent strength of the rest of the car. According to the statistics in the back of *From Two-Stroke to Turbo*, the 96 tranny underwent a substantial strengthening by Saab in 1975, based on experience gained by the works rally cars. Such transmissions might be available from Europe, which I plan on checking out. Of course, a thorough rebuild together with a less than Erik Carlsson driving style should result in a long-lived tranny.

The free-wheel mechanism is another weak point, which I believe in taking out of the picture all entirely. As with the fiber balance-shaft gear, I know there are many people who will say: "Gee, my car is five-zillion miles old and I've never had any trouble with my free-wheel and I just love it." Well, A) I got stuck with zero power going up what was to be a fun little mountain road thanks to a failing free-wheel. B) I don't think Jack Lawrence would sell a sleeve to permanently lock out the thing if it wasn't a liability. C) I like to have my engine available to slow the car down at all times in the event of bad brakes, although I do not recommend the practice (engine braking) as a regular thing due to wear and tear on the transmission. Remember Murphy's Law: "Anything that can go wrong, will." Circumventing Murphy is best done while the engine and transmission are out of the car; not while you're far from home without a tow truck in your back pocket.

Recent Experiences--My current restoration enthusiasm comes from several recent experiences. One was doing my present 96 according to the two-



part article printed last year (Oct. '83 & Nov. '83). After all that was done, I still have a car that is rust-prone, with a tender underbelly. Not at all a pleasant realization after all that hard work. The next experience was taking apart a somewhat rotten 96 to ree up valuable garage space. (If you have a hopeless carcass, I recommend doing this for both the parts you'll get as well as the mechanical confidence you'll gain from completely disassembling the car. It is quite an experience.) But, as the tilt-bed tow truck literally dragged (no axles) that fond old 96 off the garage floor, I had the sad realization that it wasn't that bad that it couldn't have been saved. But the question was how?

My third experience answered the question. I called the Discount Book Company (800-348-2665), and plunked down \$17.90 for a copy of *How to Restore Your Collector Car*, by Tom Borwnell. Whether you have any restoration experience or not, the book is simply phenomenal. It is not slanted toward antique ladder-frame type cars as many restoration books are, and it does have information aimed at unit-body cars. There are three chapters on rust. I would also recommend it to those who have a solid old Saab who might simply want to upgrade it in certain areas.


Why restore a 93, 95, 96 or 97? Besides all the usual reasons, the dog-gone cars are a real head turner. I can say that the 96 draws more interest, attention, amusement and eyebrow lifting than a \$40,000 sports car. You know, people, lots of people, will go out and spend a minimum of \$5,000 to \$10,000 for a fiberglass kit, which they will drop on top of a Pinto or VW frame. Why? To have something different and nostalgic. What do they really end up with? About \$7500 worth of plastic on top of a VW.

The Bottom Line--I've done some very rough 96 restoration budgets, and I believe it can be done for between \$2500 and \$3500. As usual, it depends on how much work you farm out. This includes \$800 to have the car completely de-rusted by Redi-Strip. Their process removes everything: paint, undercoating, caulk, bondo, and most importantly, all the rust. This allows you to start from square one with the new coatings previously mentioned, not to mention any patch welding that may be needed.

Parts? You would be surprized what's still available for the 96. The wait is sometimes long, but that's where planning comes in. I strongly recommend you find a parts person who knows the car you are doing, even if it's not your local dealer. UPS only takes a couple of days, and it's cheap.

Today most families have a second car. I bought a Tercel a couple of years ago, and, with a radio, slushbox and two extra doors it cost over \$7300. If that's not your idea of a grocery-getter, (you 900 owners), then how about a neat, cute and different old Saab?

Peter McLaughlin
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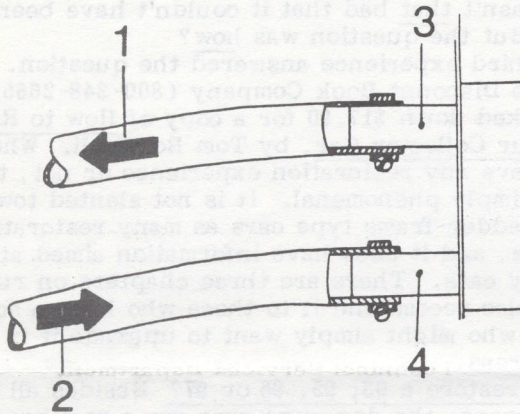
SAAB SERVICE TIPS

SAAB SERVICE TIPS--NOVEMBER 1984

SPECIAL EDITION: COOLING SYSTEM REPAIR & MAINTENANCE

1. If the power unit has been removed or you have replaced a heater valve, don't forget to properly reconnect the heater hoses to the heater valve pipes.

Refer to the diagram below anytime you have disturbed the hoses or be sure and mark them for proper location before removal. Incorrectly connected hoses will cause very low heat output and the heat that you do receive will be impossible to shut off.



1. To water pump.
2. From inlet manifold.
3. Upper water valve connection.
4. Lower water valve connection.

Added Note M84-85: The electrical harness along the cowl is secured to the heater hoses with a nyloc tie. If the hoses are disconnected for any reason be sure to resecure the harness.

2. A new phosphate-free anti-freeze was introduced beginning with 1984 models which reduces the risk of corrosion damage and clogging of the cooling system. This new coolant leaves very noticeable white traces even from very small leaks. Traces of weeping coolant may appear where you may not have noticed weepage before. Before making unnecessary cooling system repairs check carefully to determine if the residue is only weepage or a significant loss of coolant.

3. When installing a water pump shaft and bearing of the latest type (Version III) in a 2.0L "B"-engine, **DO NOT** press directly on the shaft. Installing tool p/n 83-90-551 permits pressing of the assembly into place. Pressing directly on the shaft prohibits free rotation and guarantees either immediate gear breakage or premature failure in service.

4. During late M84 production two new radiators (Blackstone) were introduced into production and may be identified by heavy rubber grommets and 8mm bolts instead of 6mm bolts and no rubber grommets at the two upper mounts.

These new radiators may also be fitted to earlier 900's with only the addition of an inexpensive mounting kit (p/n 88-17-579) and should be considered anytime you attempt to repair a severely clogged or leaking radiator.

5. Removal and replacement of the Saab 900 heater valve may be greatly aided by the use of a special hex driver (p/n 84-71-054) which is a 4 mm driver with a rounded tip. This driver allows access to the heater valve mounting from a slight angle instead of straight on.

6. The cooling system is Factory-filled with a mixture of ethylene glycol and water (50-50 mix). For maximum security against freezing and corrosion the glycol should be 50-70% of the mixture. Use low phosphate anti-freeze brands suitable with aluminum alloy cylinder heads and mix with clean fresh water.

To prevent freezing in the cold season and reduce the risk of boiling over in hot weather, never use pure water (water only--no antifreeze) in the cooling system. Pure water is also undesirable as it affords no corrosion protection.

The Factory fill coolant must be changed and the system flushed according to the maintenance schedule. The important corrosion inhibitors and other coolant additives lose their effectiveness with time and use. Without adequate corrosion protection, serious damage may occur to the cylinder head and other components which come in contact with the coolant. Corrosion protection may be depleted even though the coolant gives adequate anti-freeze protection and has an acceptable (alkaline) pH of 7.5-11.0. When preparing a new coolant solution, mix the recommended ethylene glycol with water that is low in corrosive ions such as chlorides and sulfates. Avoid hard water which can cause clogging in the radiator. Do not use coolant booster additives. Keep the cooling system full and free of air pockets and foaming.

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SAAB SERVICE TIPS--OCTOBER 1984

1. All 1985 Saab 900 models are pre-wired for a new Saab Guard Alarm system which will be available later in the model year. The new system, when available, will plug directly into the Factory installed wiring harness. The OE alarm harness is found only on M85 models.

Until the new alarm system becomes available, the 1984 alarm system (p/n 02-10-559) may be installed as before, alongside the newly introduced alarm harness. Do not attempt to connect the 1984 alarm kit directly to the O.E. harness on 1985 cars.

2. Don't forget that early M85 Turbos must have the EXH counter cable disconnected at the PDI. 16-valve engines are equipped with the new heated oxygen sensor and are designed to last 60,000 miles before any replacement is needed. Later cars do not need any modification.

3. Front and rear fender edge mouldings for all 900's have been reduced to one part number (p/n 92-57-262). The moulding is dimensioned to fit the edge of all front fenders, but must be trimmed by 1.1 in. (27 mm) in order to fit the rear fender opening. Cut the moulding with a fine-tooth saw. Using shears will leave the cut end whitened.

4. A short period of excessive valve lifter noise may be experienced on Saab 16 valve engines that have not been operated for a long period of time. Long periods of sitting such as during the car transportation process, may allow some draining of the oil passages which feed the hydraulic lifters.

If excessive valve noise is noticed, allow the engine to run at an idle for at least 5 minutes then gently drive the car. Do not operate at full throttle or use high engine revs during the drive. It may take 15-20 minutes for air which is in the oil galleries to be completely purged and the excessive valve noise eliminated.

SERVICE CAMPAIGN 507--EARLY M85 TURBOS

Saab Service Issue 11/84-721: This Service Campaign affects early 1985 model year Saab Turbos. The campaign consists of two separate modifications and owner notices. Manual transmission equipped cars within the VIN Serial No. range must have the distributor rotor secured with Loctite to the distributor shaft.

Cars with automatic transmissions must have the distributor rotor secured with Loctite and certain cars must also be inspected for a possible defective oil cooler line and improper routing of the automatic transmission cooler lines.

Purchasers of affected vehicles will receive a service campaign notice to inform them that they are eligible to have the above problems corrected at no charge. Owner notices will be mailed once the supply of Loctite and primer has been shipped to dealers (est. late-November). Vehicles wholesaled after 11/1/84 have already been modified.

All M85 Turbos with manual transmission within the VIN Serial No. range: F1000001 - F1010515.

All M85 Turbos with automatic transmission within the VIN Serial No. range: F1006132 - F1010515.

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.

MOISTURE AND CLUTCH FLUID BOILING POINT

In reference to Dan Pierce's letter about boiling clutch fluid in the Nov./Dec. 1984 News'letter (p.2), I'd like to add a few points which may be helpful to club members.

1. As moisture is absorbed into hydraulic fluid over time, its boiling point gradually decreases. It should be changed every 2 years or 30,000 miles as recommended in the maintenance schedule.

2. DOT 4 hydraulic brake fluid (Factory fill since mid-1981) is preferred as it has a higher boiling point than DOT 3. Not only does DOT 4 give greater protection against clutch fade climbing steep grades, it is also a must when using the latest asbestos-free brake pads due to their higher heat transfer characteristics.

3. Saab does not recommend silicone brake fluid (DOT 5) even though it has the highest boiling point in its pure state. The trouble is, unlike a race car's, a passenger car's brake system cannot be expected to remain pure in everyday use. Unlike DOT 3 and DOT 4, DOT 5 does not absorb water. This can allow water into the system which not risks not only boiling but corrosion.

4. 1979 to mid-1981 900's have a louver on the left side of the hood. Many owner's removed the blocking plate from under it, thinking it would aid cooling. Doing so allows rain and melting snow to saturate the brake/clutch fluid reservoir area. On these cars we suggest covering the reservoir and master cylinder with a special shield, P/N 87-47-541.

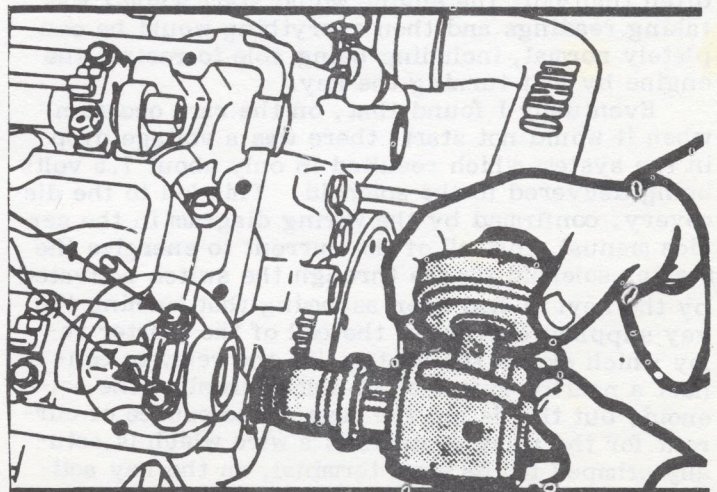
Daniel L. David, Manager
Technical Services Department
National Service Division
Saab-Scania of America

IGN. DIST. POSITION ON 16 VALVE ENGINE

Saab Service Info 10/84-714: It is very important that the ignition distributor be in the correct position and remain tight. To insure this, the bearing cap must never be moved.

The bolts are intentionally provided with a special driver and are not removeable. They are tightened with the specified torque and locked in production. At the same time, the joints against the bearing cap are also sealed.

The bolts are not stocked as spares.



These bolts must not be removed.

STARTER CIRCUIT ELECTRICAL PROBLEMS IN 99

This article is in response to John Paschkewitz's question in the October '84 Newsletter (p. 3) about failure of the car to start after a long stint on the freeway. Though I have gotten around the problem I still do not have an answer as to why it happens.

While accumulating 140,000 miles on my 1975 99LE, the only really annoying development has been its repeated refusal to start in rest areas on interstate highways. This began at about 100,000 miles but it was a very intermittent problem, even after hundreds of miles of highway driving it would start more often than not. Of course it never failed to start at home or where it was convenient to try to investigate the cause. The problem was not related to outdoor temperature; it began in the summer, continued through the winter and on into the next summer, but it was definitely related to how hard the car had been driven and I began to wonder if Saab had built in a system to assure compliance with the "double nickel" speed limit.

The first time it happened I swapped relays (the ones on top of the front fender next to the fuse block) between the rear window heater and the starter, but this had no effect, so I got a couple of people to push me and started the engine by "popping" the clutch.

When time became available I opened up all of the relays and found nothing. I then disassembled both the starter and solenoid and found them to be in virtually new condition. I also reinforced the heat shield with an old aluminum license plate.

Anticipating a recurrence of the problem, I cut through the plastic tube which covers the two wires that connect the solenoid to the wiring harness and spliced a piece of #14 wire onto the yellow wire that energizes the solenoid and cut it to a length which would allow me to touch it to the positive terminal of the battery. This was not a fix, it was a jury-rig to permit me to isolate the starter and solenoid from the ignition switch and relays. With the transmission in neutral and the ignition "on" this started the engine every time it refused to start with the key.

For months I kept a volt/ohmmeter with me and, when my wife was along to twist the key, took every opportunity to check voltage and continuity. It took many trials to locate the problem because more often than not, the engine would start while I was taking readings and then everything would be completely normal, including being able to restart the engine by just turning the key.

Eventually I found that, on the rare occasion when it would not start, there was a voltage drop in the system which resulted in only about 7.5 volts being delivered to the solenoid. This led to the discovery, confirmed by the wiring diagram in the service manual, that all of the current to energize the starter solenoid passes through the switch activated by the key! I had been assuming that turning the key supplied current to the coil of the starter relay which closed the contacts in the relay to connect a nearby source of 12 volt current to the solenoid, but this is not the case. The source of current for the relay contacts is a wire which is actually crimped to the same terminal, on the key activated switch, that supplies current to the relay coil, this in the circuit delivering current to the starter solenoid there is about ten feet of small

wire, the ignition switch contacts and the relay contacts.

I did not replace the switch under the key, though I may eventually have to do so as I believe the contacts in this switch are responsible for the voltage drop noted when turning the key would not actuate the starter solenoid. Instead I decided to get the solenoid current off of the contact in the key activated switch (ignition switch) and take a chance that it would continue to work well enough to close the starter relay. Two options seemed appropriate; rewire the terminal block relay into which the starter relay plugs so as to supply current from the 12 volt wire that feeds the fuses, or leave the wiring alone and simply connect the wire from the Saab starter relay to the coil of an additional relay, instead of to the starter solenoid, and supply the starter solenoid with current through the contacts of this added relay.

I chose to add an additional relay, largely as a matter of convenience, though this option adds the current for an additional relay coil to the current that must be carried by the contacts in the ignition switch. The relay added was a starter relay for a Ford (available at discount department stores for about \$5.00) the coil of which draws very little current yet its contacts will handle several hundred amperes, so full voltage to the starter solenoid is assured.

Wiring this additional solenoid is the ultimate in simplicity, only three steps are required. One: bring a wire from the terminal on the starter solenoid, to which the battery cable is connected, up to either of the large terminals on the Ford relay. Two: attach the small yellow wire that goes to the coil of the starter solenoid to the other large terminal on the Ford relay (you will have to cut the yellow wire to do this). Three: attach the cut end of the wire (this comes from the Saab starter relay) to the coil terminal on the Ford relay (the No. 10 stud).

Since incorporating this "fix" we have put 20,000 miles on the car on interstate highways with no recurrence of the hot-start problem, but I carry about 8" of wire in the glove compartment, should it ever be necessary to manually apply 12 volts to the coil of the Ford relay due to further deterioration of contacts in the key actuated switch.

B.W. Sheflin, Killington, VT

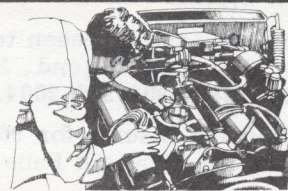
MILWAUKEE SAAB CLUB-- will have their annual Ice Race on Sunday January 27, at Kandler's on Lake Keesus. For more information, contact Pat Greer, 414-964-7463.

ATLANTA SAAB CLUB-- Anyone interested in starting an Atlanta-area Saab Club chapter, please contact Lou Savage, PO Box 888304, Atlanta, GA 30356 404-394-2310.

SAAB CLUB NATIONAL CAPITAL AREA-- meets the third Tuesday of each month at the Silver Spring Public Library. For more info, contact Tobv Turpin, 301-384-6732.

SAAB ENTHUSIASTS IN NORTHERN CALIFORNIA-- My garage workspace has been condemned. I am looking for individuals to share new space, parts, tools. I am concentrating on restoration of early model 99's. Paul Matz, work 415-472-2500 x1600, home: 415-461-3471.

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 February Newsletter is Jan. 23 and the deadline for the March issue is Feb. 19th. All ads and club news should arrive before those dates to be in those issues.

SONETTS FOR SALE

1967 Sonett II, serial 999189, very clean, black int. and exterior; 3 cyl. 2-stroke oil injected; '71 mags, new tires. Allen Shapiro, 203 38th St., Manhattan Beach, CA 90266, 714-632-0420

1968 Sonett II: \$1000. Richard W. Shanner, 100 Atlantic #216, Long Beach, CA 90802, 213-437-1429

1971 Sonett, red: \$1500 or offer. Duane Carlson, 1893 NW 70th RR2, Ankeny, IA 50021, 515-289-1429 after 6 pm or weekends.

1972 Sonett III, 100,000 mi., alloy wheels, blue, good orig. condition: \$2500 or best offer. Jon Burke, Westview Place, Shaftsbury, VT 05262, 802-375-5959

1973 Sonett III, excel. condition, new radials: \$2000, mus sell. Seth L. Goldstein, 415-635-9103.

Two Sonetts: 1973 blue, good cond.: \$2900; 1974 yellow, ser. #25, excel. cond.: \$3900. Rebuilt trans. in both. Call for more details. Michael F. Zeugin, 201-694-7976 (work #)

95's and 96's FOR SALE

Two 1965 96 two-strokes, one complete, bad trans, little rust: \$250; Other much rust & bad engine: \$175. Will part either, spare parts. L. Eckart, 1158 S. Cleve-Massillong Rd, Copley, OH 44321, 216-666-2030.

1967 95, 5,000 mi. on rebilt 2-stroke 3-cyl engine. Monte Carlo pistons, new exh. sys., runs great: \$1500. Bert Dyer, 714-788-9010, Riverside, CA

1968 96 ex-rally car, Jack Lawrence engine, close ratio, suspension, exhaust, wheels, fiberglass seat, skid plate, extensive Devcon Z; needs loving home:

95's and 96's FOR SALE, continued

Offers? David Kuehne, Box 142, Dryden, NY 13053 607-844-9567/6312.

1970 96, looks and runs great; blue, service records avail., am-fm stereo cassette, A/C: \$1500. L. Schwartz, Old Bridge, NJ, 201-679-6508 after 4

1971 96, good engine & trans, fair interior, body rusty: \$200. Other 96 & 93 parts avail. J. Anderson, Buffalo, NY 716-773-6120.

1972 96, single owner, rebilt transmission, good cond., Blaupunkt am-fm cassette: \$2250. 415-488-4688.

1972 96, 74,000 mi., body excel. cond., no rust or dents, runs great: \$2000. 1971 95, 70,000 mi., Southern car, no rust, perfect body, interior flawless: \$2000. Richard Phillips, 50 Village Brook Ln, Natick, MA 01760, 617-655-7096.

95, 96, and SONETT PARTS FOR SALE

Complete A/C system from '72 V-4 w/ orig. instructions used: \$199.95. Robert Allen, 114 Kimberly Rd, Hamden, CT 06518, 203-248-8798.

Repair kits for '73 96: Fomoco carb, disc caliper, rear wheel cylinder, clutch slave cyl., oil press. sender, one each; First \$10 gets all. John Valente Box 9 Marlboro, VT 05344 (please send SASE for return if not first)

Used V-4 engines, trans., & misc. parts. Baldwin Foreign Auto Repair, New Lebanon Center, NY 12126, 518-794-8729.

Spare parts catalog for Sonett II, V-4 & III, fair cond: \$40; Spare parts catalog for 95 & 96 V-4, good cond.: \$50. Samuel C. Savage, 8201 16th St, Apt. 321, Silver Spring, MD 20910, 301-588-8121 H

V-4 Clutch cover, disc & bearing, new: \$92; V-4 Brake master cyl. '71-73, new: \$90; both incl. post. The Classic Swede, PO Box 216, Ashfield, MA 01330

Two-stroke, 4 spd. trans. from '66 95, quiet running, good synchro's: \$225. A.J. Szumski, 2316-A Grove Ave, Richmond, VA 23220, 804-358-0475 after 6 pm EST.

V-4 engine & trans. from '69, both in good cond., \$600 for both or will sell separate. Robert T. Garber, 41841 Lawrence Ct., Elyria, OH 44035, 216-324-5507.

From '72 95; rebuildable short block: \$75; heads: \$50 ea., master cyl.: \$60; steering rack: \$75; calipers: \$20 ea.; instruments: \$40; starter: \$50; complete front & rear suspension & more. Larry Armi, 12970 Long Boat Way, Del Mar, CA 92014, 619-481-6288.

Classified Ads continued on next page.....

95, 96, & SONETT WANTEDS

Wanted: radiator shutter (grill screen to close in winter) for a '64 96. Frank Townsend, Rt 2 Box 203, Ninety-Six, SC 29666, 803-227-2004.

Wanted: Two oval headrest inserts for 96 or 99. John Hurd, 1219 Eldorado, Klamath Falls, OR 97601 503-884-1734.

Wanted: '72-73 96; Visiting Arizona/New Mexico in February & would like to locate rust free one that runs well. Jim Sollers, 197 Pine St., Apt. 6, Portland, ME 04102, 207-774-5131.

Wanted: For late model 95/96. Cowling scoop and plastic emblem for rear window scoop. Fred Campbell, 218 Stephenville Manor, Stephenville, Newfoundland, A2N 3C2.

99's and 900's FOR SALE

1973 EMS, bronze metallic, stereo cassette, A/C, new exh, KYB's, radiator; driven daily w/ 2000 mi. oil changes since new. Very good condition: \$2500 Clyde McLaughlin, 603-753-6583 7-10 pm, serious inquiries only.

1982 900 3-dr, 19,500 mi., SCCA Showroom Stock C race prepared; finished 3rd in very competitive NE Div.; runs great. Good buy for racing or street car: \$5400. Len Schrader, Reinertsen Motors, 201-627-0616.

1984 Turbo, 4-dr, black with Tan leather interior, 2700 mi., all options w/ dealer installed intercooler, alarm: \$19,500. Michael B. Bottomy, M.D., 700 Bowling Ave, Nashville, TN 37215, after 6 pm, 615-297-6331.

99 & 900 PARTS FOR SALE

Used 1.7 engine, newer auto. & std. trans. & misc. parts. Baldwin Foreign Auto Repair, New Lebanon Center, NY 12126, 518-794-8729.

New Thule Combi Box ski holder, p/n 02-81-238: \$134.40. AAR, 612-389-3776.

Brand new Ronal alloy wheels, Saab p/n 89-45-909: \$130 ea or four for \$500 F.O.B. New York. B. Shapiro, 78 Livingston St., Brooklin, NY 11201, 718-403-9696.

1982 900 stock steel wheels, centers, clips, & lug nuts (replaced when new): \$175. Misc. new parts, 1/2 off. All plus UPS. Tom Bonczar, 1417 North Scott St., #203, Arlington, VA 22209, wk 703-549-3611 no collect calls.



REPLACEMENT TURBO FOR SAABS!

Improved throttle response, increased power, improved driveability and eliminates use of engine oil to lube turbo with the Aerodyne turbo for your 1979 thru 1985 Saab turbo. Call or write

George's Imports L.T.D.
7746 Wornall Road
Kansas City, Mo. 64114
816-333-6582

99 and 900 PARTS FOR SALE, continued

Service manual for '69-74 99: \$9.00 plus postage. Harry Lutz, 6831 Alto Vista Dr., Nashville, TN 37205

Lockable hoods (#1050-13), brand new, for Thule 1050 roof rack: \$20. John Christian, 6502 Ridge Dr., Bethesda, MD 20816, 301-986-1243.

Wrecked '74 99 LE, rollover damage, parting out. Good eng (w/o head) & trans.; frt susp. & rear axle good, int. weather damaged: complete car \$400. Make offer for parts you want. Bowie Gray, 1824 Oakdale Dr., Wilson, NC 27893, 919-243-2397 eve's 919-243-3174 days.

900 dashboard, slight damage: \$150. Rear bumper bike rack, made in Sweden, very sturdy: \$75. Alex Thomas, 185 Long Hill Dr, Glastonbury, CT 203-659-0643.

Saab Sun roof wind deflector: \$10. Kevin Kelleher, Delaware, 302-995-6429.

Four std. wheels for '81 900S with Michelin 180/65-HR390 tires mounted: wheels excel., tires 2 poor tread, 2 fair: \$35 ea. or make offer. L. Eckart, 1158 Cleve-Mass. Rd, Copley, OH 44321, 216-666-2030.

99 and 900 WANTEDS

Wanted: for '80 900GLE, L&R electric mirrors with switches & wiring harness. Byron Breisch, RD1, West Sunbury, PA 16061, 412-283-6921.

Wanted: two rear headrests for 99/900 3 or 5 dr (bordeaux red or other color?) Also one driveplate (flywheel) for 2.0L automatic (good to perfect cond) For sale: two front headrests (99 '75-79) new blue lining: \$25 for both. Joel Soumagne, 785 Vimy N. St., Sherbrooke, Que, J1J 3N8 Canada.

Wanted: Original frt floor mats for 99 EMS. Vincent DelGobbo, 1089 Main St., Apt. 3, Coventry, CT 06238, 203-742-5045 eve's.

Wanted: Windshield wiper drive ass'y for '75 or newer 99 incl. motor, cable drive, cable & tube. John Paschkewitz, 697 Lakeside Cir., Robins AFB, GA 31098, 912-929-3856.

Wanted: for '74 99 2 dr: front grill, front & rear spoilers. I have misc. 99 & 96 parts for trade. Colin Selig 617-396-2376.

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: new or used locking gas cap for '80 900. Also need one or more hub cap centers for Inca wheels. Tom Deyton, 2303 So. Vaughn Way, #208, Aurora, CO 80014, 303-337-0969.

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 NESCT Technical Editor, Bill Lee. Send \$2 for a copy to: NESCT, Box 4362, Manchester, NH 03108.

SCANIA TO BRING HEAVY TRUCKS TO U.S.

ORANGE, Conn. -- Details of Saab-Scania's plans to market a line of Scania heavy trucks in the United States have been announced by Robert J. Sinclair, president of Saab-Scania of America, Inc.

"The entry is planned for 1985, but the first year will basically be a year of planning," Mr. Sinclair said. "We have an enormous job ahead. We must build an American organization." In the beginning the company will concentrate on the North-eastern United States.

The Scania trucks, unlike the Scania buses now produced in Connecticut, will be made in Sweden. Only pre-delivery work and installation of accessories and alternative equipment will be done at Saab-Scania of America's facility.

During the start-up period, the company will limit the number of models offered in the United States in order to simplify engineering, service training and parts requirements. "This limits our sales volume," Mr. Sinclair said. "But on the other hand we shall be able to keep a superlative quality level."

The increased American concern for driver safety, lower noise levels, and new legislation permitting heavier rolling weights and increased width and length are factors that prompted Scania to enter the American market. "All these changes imply an advantageous position for Scania trucks," Mr. Sinclair said.

The Scania Division of Saab-Scania AB first emerged as one of the leading builders of heavy trucks and buses in the years after World War II. Scania only builds Class 8 trucks, with four basic engine families and 250 chassis variations. Scania truck engines range in output from 210 to 420 horsepower (DIN).

In the Class 8 category, Scania is the world's seventh largest truckmaker and third largest exporter. Scania holds a 15-percent share of the world export market.

Doennig named Scania chief in U.S. -- Hans W. Doennig, a veteran of the imported truck business in the United States, has been appointed manager of sales and marketing for the recently formed Scania Truck Division of Saab-Scania of America, Inc.

SUNROOF LEAKAGE CURE & STARTING PROBLEMS

I have an answer to any question on sunroof leakage. My sunroof started leaking on the inside of the car. I also noticed that I could hear the sound of water sloshing around up there as well. A neighbor suggested that the drain might be clogged up. So I got a long thin steel cable (speedometer cable might do, but I used a hand brake cable from my bicycle). I inserted this in the hose that drains into the rear vent exhaust below the rear side window. I fed more of the wire in until I hit the problem. Sand, dirt and water came pouring out. I guess over seven years this had accumulated. My car is a 1977 99 EMS.

Starting Problems -- It seems over the past four or five months my car has been hard to start. It began about two or three years ago when, if the cooling fan or the headlights were on, then the car would not start until they were off. Now when it gets hot and I shut off the engine, and then try to

BOB MITCHELL'S COMMENTS ON NOV/DEC ISSUE
Boiling Clutch Fluid--Dan Pierce (p. 2) of Washington was lucky it was only his clutch fluid that boiled--and why did it boil? It is brake fluid and brake fluid absorbs water, and it is the water that turns into compressible steam. This can also happen with brakes. Your service booklet tells you to change the brake fluid, but how many do?

To E.C. Borchert of West Virginia (p. 3). See p. 7 of the Nov./Dec. issue regarding tire rotation. Follow Saab's instructions and your thump will not occur.

To Art Olive of Minnesota. Half a good Sonett brake line repair. Sure, plice in a piece of steel line, but good mechanical practice says that brake line must be double flared. Compression unions are definitely not recommended for brake pressures.

To Alan Baker of Pennsylvania (p. 5). Did you, or your Saab dealer, check your Lambda ratio with a Lambda meter? All too often I hear the phrase, "A Saab mechanic told me..." Well, they're only human too; try a second opinion. Your Lambda sensor is contaminated, which is why the "EXH" light lit on your dash at 30,000 miles, and every 30,000 miles thereafter. Right now your Lambda is in the failure mode, with the electronic injector "on" for 60% of the time and "off" for 40%, not varying according to the condition of the exhaust gasses. From personal experience, I know that there is a very definite difference between a working Lambda sensor and a non-working one. Possibly not as much in performance, but certainly in gas mileage.

To all readers: Do you use a torque wrench on your lug nuts? The tire jockeys that change your wheels usually tighten them up so tight that you will NEVER get them off with anything you have available in your car. I buy torque wrenches at a local flea market (new, Japanese) for \$4. Put an indicator at the proper wheel nut torque (75 ft. lbs) and carry it as a precision tool in your trunk. It might just be the best investment you've every made at 2 o'clock in the morning in a blizzard.

Bob Mitchell, Pleasantville, NJ

HONOLULU BUYS 46 SCANIA TRANSIT BUSES

ORANGE, Conn.--The City and County of Honolulu Department of Transportation Services has awarded a \$6-million contract to Saab-Scania for 46 transit buses to be delivered during 1985.

This is the third contract won by Saab-Scania of America, which opened a bus plant in Orange, CT, earlier this year. The first customers for Scania's CN112 Advanced Design Bus were Iowa City and Coralville, Iowa with a joint order for ten buses which are now in service. The second customer, Halifax, Nova Scotia, ordered 12 Scania's.

restart a few minutes later, nothing happens. I have been jumping between the service outlet and the battery to get it started. Doing the usual at the TSI socket does nothing if it is hot. There is obviously a voltage drop when it gets hot. But where to begin looking? Any suggestions?

David Mondecar, Atlanta, GA

ED. NOTE: See B.W. Sheflin's article on Page 8 for one solution to this problem.

Please use knife/letter opener

85-01 F
Ron Lunder
Box 1174
Westwood CA 96137

JAN. 1985

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 - Club Hats--Light blue baseball hats with Club patch on front-----\$7.00 plus \$1.50 UPS
 - Club Patches--embroidered three-color patches, 2-3/4"Hx4-1/4"W-----\$3.00 postpaid
 - First Million Book--Saab-Scania published book by Gunnar Sjogren with Saab history and drawings Softcover only-----\$3.00 postpaid
 - 1976 Posters--16x20 poster with Mark Stehrenberger drawings of 92, 96, Sonett II, Sonett III and 99 EMS-----\$3.00 plus \$1.50 UPS
 - Convention Posters--17x22 bright yellow poster from '84 Convention-----\$3.00 plus \$1.50 UPS
- All T-shirts are presently out of stock, as are brass grill emblems. Please Note: Shipping costs are per order; i.e. two mugs, UPS is only \$1.50. Send all orders to: The Saab Club, 5805 Oneida, Duluth, MN 55804.