

# THE SAAB CLUB

MARCH 1985, NEWSLETTER #135

## SPECIAL PERFORMANCE GROUP NOW AVAILABLE

ORANGE, Conn. -- A limited production, sports edition of the Saab 900 Turbo is now available through dealers for Saab cars, according to Sten Helling, Saab-Scania of America vice president for sales and marketing.

Called Special Performance Group, this new edition Saab adds improved handling and aerodynamics to the 1985 Turbo. Only 2,000 Turbos with the Special Performance Group will be offered during the 1985 model year, according to Mr. Helling.

The Special Performance Group will be available on 3-door Turbos, and black is the only color offered. The body has a sportier look with aerodynamic side skirts that form a continuous line along the lower body. The net result is improved aerodynamics and better high-speed stability.

To handle the increased performance, the

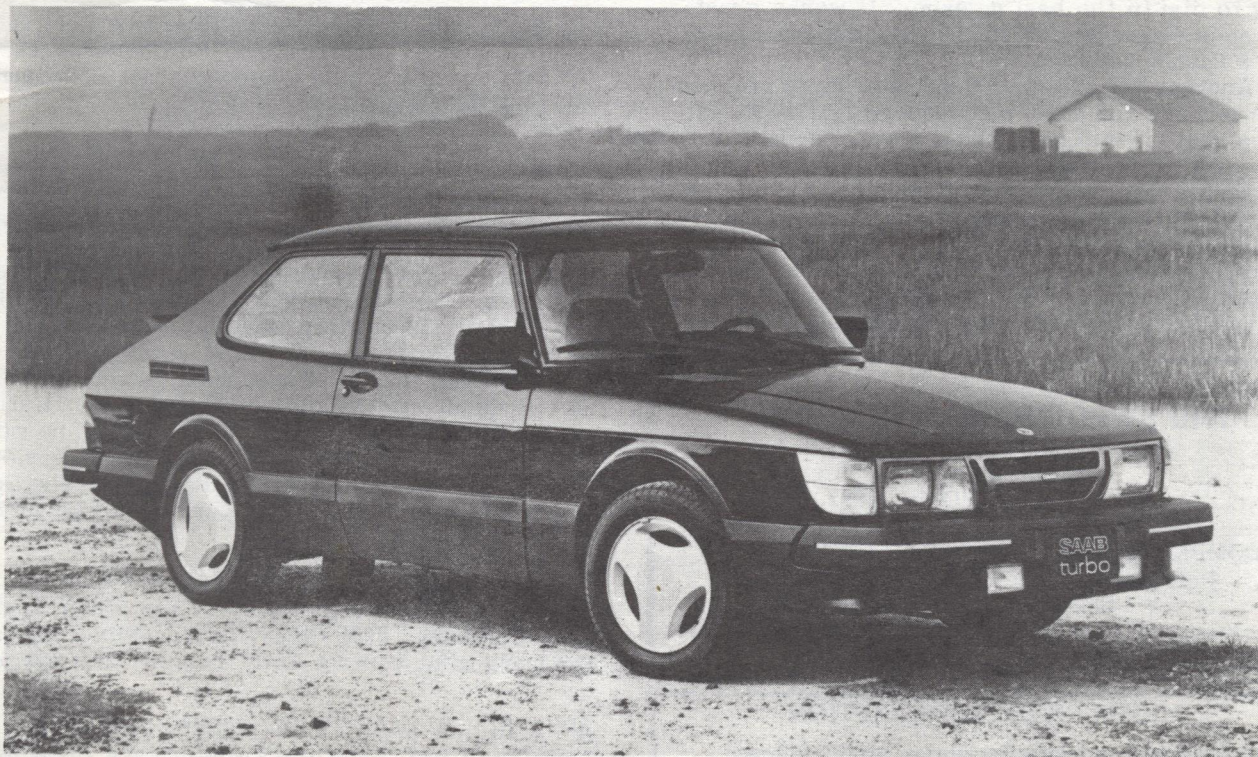
SPG includes Pirelli P6 tires with "V" rating for sustained cruising speeds of more than 130 miles per hour. The tires are mounted on aerodynamic three-spoke aluminum wheels.

Anti-sway bars front and rear give the car improved handling by balancing the lateral forces on all four tires. During high-speed cornering, none of the tires carries an unnecessarily high load and the useful life of the V-rated tires is therefore extended. The gas-filled shock absorbers are tuned to work with the anti-sway bars.

Completing the SPG package are leather upholstery, fog lights and electric sunroof. The side moldings and all badges except the Saab logos are removed from the exterior of the car for a smooth, clean look.

In view of the type of driver that Saab expects for the SPG, this edition of the Turbo will not be offered with automatic transmission.

The SPG carries a suggested price of \$2,860 over the price of a 1985, 3-door Turbo.



Saab Clubs of North America

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

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## 96 RESTORATION EXPENSIVE &amp; OTHER THOUGHTS

After several years of Saabs, I must admit that I've "jumped camp" for a while. I continue to read the Newsletter though, as I'm sure that I'll run across the 96 of my dreams sometime.

I'm sure that there are at least some club members who drive 96's because they love them, not because they can't afford a new car.

I love the idea of a complete 96 restoration, but I think that you would be hard pressed to get a complete job done for under \$7000. Just adding up the "big chunks"; stripping, engine, paint, etc., does not give an accurate total. From my experience (extensive) in this hobby, I would add the "chunks" and double the figure at least. The marque doesn't make much difference, the percentage stays the same. I've done quite a cross section: MG, Porsche, Land Rover, Issetta, Saab, International, Cobra, Jags, etc. I record every nut and bolt, and in every case I've ended up with two to four times the original "chunk" estimate.

This hasn't dampened my enthusiasm over the years. It is probably best just to not record all those nuts and bolts, clamps, hoses and so forth. It's no cheaper, but you will feel better.

On another subject--for the mileage freaks, Holley makes a series of carbs called "Dial A Mile." They have a 5200 type (Holley-Weber) that bolts on the 96 two-barrel manifold. It allows you to dial through ten jet sizes on the dash, and comes with a great computer to give you the info necessary to dial in the best mileage. It works great and sells for around \$200. I have one on my VW and a larger model on my RV. They really work!

Another bit of info. Capri and Pinto engines seem to have the same bolt pattern as the 96. It seems that a Pinto might be a good alternate to the V-4. The 1971 2000cc is a 100 hp, German engine that is reliable, cheap and available. Anyone tried this? Also there is an adapter for Pinto (Saab V-4 and Capri) to a VW transaxle. This might be of interest to someone contemplating a VW transaxle in their 96, or a V-4 in their VW.

Fred Sisson, Norcross, GA

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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

## '85 CONVENTION SET FOR AUG. 16-18 IN PENN.

After much searching for a suitable convention site, we have tentatively chosen Wilson College in Chambersburg, PA as the location for the Third Annual National Convention. The date we have selected is the weekend of August 16-18, 1985.

I followed up on members' suggestions for many possible locations in Eastern Ohio and Western Pennsylvania/Western New York, but none were suitable either because of insufficient facilities or full bookings.

More details on accommodations, advance reservations, etc., will be available in next month's Newsletter. In the meantime we solicit member's suggestions about activities, and we will of course use the comments from last year's convention in preparing for this year's event.

Thanks to Bill Jenkins of Carlisle, PA, who suggested the Wilson College location.

Carolanne Curtis, Convention Coordinator

**SUSQUEHANNA SAAB CLUB**--The first meeting of the Susquehanna Saab Club will be held March 10, 1985 at Hotel Magee, Bloomsburg, PA, beginning at 2:00 pm. Any interested Saab enthusiasts from the N.E. Pennsylvania area are invited to attend. This will be an organizational meeting for the newly formed club. Details of the upcoming rally at Lycoming College, Williamsport, PA will be discussed. For more information and reservations, please contact: Bette E. Anderson, Cor. 2nd & Oak Sts., Berwick, PA 18603, 717-752-5304 (7-10 pm)

**PENNSYLVANIA RALLY**--A rally will be held at Lycoming College, Williamsport, PA on March 17, 1985. All interested persons should contact Boyd Smith, 717-433-3861 (5-9 pm).

**CENTRAL ILLIANA SAAB CLUB**-- meets March 24, 2 pm at Margrit Adler's house, 1507 W. University in Champaign (phone 217-356-9244). JMK Tire Co. of Champaign will have two representatives to discuss tires, and all aspects of alignment, ride control, etc. They will bring visuals. This will be a very important meeting and all Saabers are welcome.

**TULSA SAAB CLUB**--March meeting will be the 26th at the usual meeting place, the Hardesty South Regional Library, 6737 So. 85th E. Ave. The meeting will start at 7:30 pm and will include discussion of a get together for the Azalea Festival in the Spring. For more info, contact Ray Kurr, 918-258-4922.

**SAAB CLUB NATIONAL CAPITAL AREA**--meets the Third Tuesday of each month at the Silver Spring Public Library, 8901 Colesville Rd, Silver Spring. For more info, contact Toby Turpin, 301-384-6732.

**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.

**WATKINS GLEN TICKETS**-- Saab enthusiasts interested in Sky Box seats for Watkins Glen events should contact Alexandre Barbier, 607-565-2711.

## SWAY BARS FOR SONETTS &amp; OTHER V-4 TIPS

by Paul Florance

Yes, sway bars do indeed exist. Most owners have seen the front model that Saab installed until sometime during '73 on 95's and 96's. At that point they were dropped from the car. But they can be found in junkyards, Newsletter classifieds, etc. The 96 front sway bar also fits Sonetts.

To install on a Sonett, it is easiest when the engine is out of the car. It is possible with the engine in, but it requires removing the starter, and exhaust, and gently jacking the engine up and inserting the sway bar from the side.

With the engine out, look for the large hole inside the engine compartment left and right that is plugged. It will be necessary to remove the plug. Above the large hold on each side are a pair of smaller holes that may or may not be blocked by metal. Drill these out as they are for the rubber bushing brackets.

Remove the two bolts on the lower ends of the A-arms and install the rubber bushings and sway bar as one by replacing the bolts.

The above also applies to 95's and 96's lacking front sway bars.

All this becomes even more important if deciding to install a rear sway bar. They are available from ADDCO (Lake Park, FL 33403, 305-844-2531.) On the Sonett a rear bar may be too much to handle and just plain un-needed. However, on the taller 95 it is a nice bonus. The rear bar attaches by means of an "L" bracket to the lower shock mount, replacing the shock washer. The bar itself leads forward and attaches to the floor via a rubber bushing and metal brackets.

In 95's you will have to use four bolts with washers to install, as the enclosed U-shaped bolt will not fit. The holes are both sides of the bulkhead behind the spare tire.

The difference is well worth the time and effort. The lean is not the monster it once was. And with a set of P-8's or maybe even P-6's... hmmm.

Suspension Parts

Another thought after a hard winter (still going on for most of you) is that it's a good idea to pay close attention to suspension parts. The last V-4's were brought into this country in 1974, so we are no longer dealing with spring chickens. So check ball joints, bushings, tie rod ends and front brake hoses. Replace if need be. If you are not sure of just how and what to do, then I suggest purchasing the Haynes Saab 95/96 V-4 repair manual for the vast sum of about ten bucks U.S. (\$11 postpaid from the Club. Ed.) Most of the information in it also applies to Sonetts as well. It is a handy book to keep in the trunk for that rare occasion.

Cooling System

Another area that should be looked into is the condition of the cooling system (wrong time of year? Ha!). It is also your breathing system. Due to age and wear and tear, hoses become brittle and hard. Check and see if they are soft (not too soft--no bubbles or soft spots) and aren't cracked. Replace if need be. Also be sure to flush the system and change the antifreeze.

On the Sonett it is possible to run an electric

cooling fan and also remove the existing plastic fan. To do so, replace the existing fan belt with one that runs the other three pulleys minus the old fan pulley. Mount the fan in a push-air position on the front of the radiator. It helps prevent washing the fan motor in hot air.

On other V-4's it is a mighty tough fit to get an electric fan on. There is one way, however, it isn't simple. Install a Sonett radiator. You can also try slanting the radiator back and mounting the fan on the front. To do this you must move the lower two radiator mounts out and reinstall them. Also cut the upper support arms from the fender to the grill and shorten. Two small "L" shaped notches should be cut in the top of the grill to allow the grill to clear. And then you must move the lever arm that opens the hood over to clear the radiator. You can install an extension piece to pull the hood lock.

The upper hose can be replaced by a universal flex hose. The lower hose is a bit tougher. The best way is to measure the distance between the two hose nipples and go to a friendly parts store that allows you to play in the hose department. Find a hose that has the elbow you need and cut off the ends and fit. Another method is to cut the current lower hose in half and install a sleeve to fill the gap.

This, then allows you, the crazy Saab owner, to install a fan (10") on the driver's side of the radiator, on the pull-side of the 95/96.

This, then allows you, the crazy Saab owner, to install a fan (10") on the driver's side of the radiator, on the pull-side, for the 95/96. Lots of work, sure, but now you have cooling when you need it, and no fan bearing to worry about the rest of the time.

Radiator Flush Kits

Some work and some don't. Most likely the results will depend upon the inside condition of the radiator itself. It is possible to rod out (clean the tubes inside) but all too often the time isn't worth the hassle as the fins have become brittle with age. Thus the best alternative is that of recoring. Not cheap, but then quality never is.

When replacing your waterpump, check the condition of the back plate that the large hose runs out of. It should be smooth and solid. If it is rutted and pocked then it is time to replace it. The rough surface causes the water to tumble and and waterpump has to work harder to do its job. I have seen attempts at coating the back plate and some work, some don't. A marine shop might be able to provide a coating service for the plate or a product that could do the job.

Paul Florance, Long Beach, CA

## ALTERNATE OXYGEN SENSORS BY AC, AUTOLITE

Two alternate sensors which can be used instead of the Bosch sensor are the AC AFS9P and the Autolite E198. In the case of both sensors an adaptor wire will have to be fabricated to connect the sensor to the Saab connector. The AC sensor is available from Chevrolet dealers while the Autolite sensor is available from Chrysler-Plymouth and Dodge dealers. Both sensors retail for approximately \$30.

Charles Mason, LaHabra, CA

## SONETT COOLING SYSTEM HOSES &amp; OTHER MISC.

In response to "Sonett Cooling System Hoses Mis-routed" (Feb. '85, p. 2), there is no need to re-use the original small molded heater hose that connects to the heater thermostat valve. Most auto parts stores stock 90° molded heater hoses similar to the one used on the Sonett. The only difference being the longer length of the hose which is no problem to trim down to match the original hose. I had good luck with finding this hose at a NAPA parts store.

Also, if you plan to replace all of the cooling system hoses on a 1973 Sonett III (I am not familiar with the other years), also replace the screw on the top of the rectangular "block" above the thermostat housing. This is the "block" that the PVS (positive vacuum supply) valve screws into. Anyway, this particular screw on my Sonett was half eaten by corrosion. I found a replacement at a foreign motorcycle shop and made the washer for it out of gasket material. I suggest soaking this screw with penetrating oil before attempting to get it out of the "block."

PVS Valve--If you want to keep the distributor advance system stock and are in need of replacing the PVS valve, you can get one from Ford for about \$30. The part number is DY-165-1, D7AZ-12A091-A. The identification numbers on the original part cross reference in the Ford parts catalog. This valve assembly was used in some 1973 Mercurys. The new valve is partly constructed of plastic rather than being cast.

Does this type of advance system have any beneficial effects? Especially if you put a 160° thermostat in the car, since the PVS works off of the water temp.

Thermostat--I recently purchased a 160°F thermostat for my Sonett from Ford Industrial. The part number is C5JZ 8575B. The cost was a bit high at \$12 where I purchased it.

Pete Briggs, Thibodaux, LA

*Ed. NOTE: The Factory Sonett manual describes the operation of the PVS as follows: "When the temperature of the coolant is risen [sic] above +225°F (107°C) the valve readjusts the vacuum advance so that the idling will be faster and the engine cooling will be improved."*

## MODIFICATION TO "UNGO BOX" ALARM SYSTEM

The Ungo Box TL 3000 is perhaps the best car alarm available, but there is an easy way to make it even better. There is a 10 second delay on the door switches, but no delay on the hood or trunk switches. By running a wire between the door and trunk switches you can eliminate the 10 second door delay. To allow access without the alarm sounding, place a switch in the new wire and locate it so you can open the circuit before the door switch triggers the alarm. There will now be the normal delay. I mounted the switch in the door opening where it is out of sight and out of the weather, yet located where I can activate it before the door light switch closes.

All of this gets you only a few precious seconds, but possibly this is enough to make the difference between radio and no radio, radar detector and no radar detector. For less than \$5.00 it is worth a try.

Will Mack, Boston, MA

## WHEEL THUMP NOT RELATED TO TIRE ROTATION

Regarding Bob Mitchell's comments in the January issue (p. 11), my wheel thump problem is obviously not related to tire rotation. As a matter of fact, the tires on my 900 were rotated every 4000 miles. Rotating tires does not prevent the rear axle from becoming bent. The bottom line being, Saab has a less than adequate design on the rear axle if, under normal driving conditions, the axle is susceptible to being bent out of specification. Once the rear axle is bent the tire wears unevenly and a thump sound can be heard. Frequent rotation can help reduce this uneven wear, although who can afford the time to rotate more than once a month.

E.C. Borchert, Charleston, WV

*ED. NOTE: From what I have heard, it seems the rear axles on 900's are bent in transit, possibly by being over tightened on the truck transporter. The Saab rear axle design is very stout, and I have driven hundreds of rally miles on some of the worst roads imaginable, and have yet to bend the rear axle.*

**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.



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1982-on Non-Turbo-----	\$23.25
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## CORRECTIONS TO 96 RESTORATION &amp; MORE

There were a couple of typo's in my January article (p. 5). The author of How to Restore Your Collector Car is Tom Brownell, not Borwnell. Also my zip code is 60201.

I just received a call from a fellow in New Jersey who recently completed a 96. It seems he bought it more or less as a "beater" to help preserve his '78 Turbo, but now he's grown so fond of the 96 that it pains him to drive it in the salt. We came to the conclusion that the answer for now is to buy an old Ford Galaxie wagon as a "salt car." A terrible thought, as one of the first things I loved about the 96 was the way it got me home to New York over the snow-covered Adirondack Mountains.

New De-icer--There is good news in that a new road ice-melting compound that is non-corrosive is being tested. It is calcium magnesium acetate. Not surprisingly, it isn't being developed to protect our beloved cars, but rather to prevent the further destruction of steel bridges and reinforced concrete, the present decay of which has a price tag of 50 billion dollars just for the bridges.

Speaking of titles and sources for the would-be do-it-yourself restoration, I recommend Automotive Collision Work, by Edward D. Spicer. It's a very detailed, textbook-oriented approach to hammer and dolly work, body solder, welding, painting, etc. It is a bit dated, but very sound. I also purchased a ten-dollar set of made in Taiwan hammers and dollies, just to see if I can develop the "touch" to restore some wrinkled old 96 fenders. The tools are cheap to the point of sleaze, but an equivalent set of American quality tools would cost nearly \$200.

Hemmings Motor News, a large monthly publication, is mostly made up of ads and classifieds, yet it is a great source for tools, materials, and other publications. One such magazine is Skinned Knuckles "A Journal of Car Restoration," which always has something of use in it. Hemmings is on our local newstand; Skinned I had to send away for. Lately I base my acquisition of printed matter on how useful it is to me, which is why the club Newsletter remains a favorite.

Peter McLaughlin, Evanston, IL

## ADDENDUM TO FAULTY 900 BRAKE MASTER CYL.

Here is something I would like to add to my article on my brake master cylinder failure (Feb. '85, p. 3). I actually felt my master cylinder going bad several months before having to replace it, but I didn't realize what I was feeling. This warning signal was as follows: When braking moderately hard, if I would let up slightly on the brakes (not all the way), then get back on them, the brake pedal would travel an additional inch or so on this second application. This gets your attention quickly. The trouble is, when I would pump them after stopping, they would work fine. Giving them light, but steady foot pressure also did not show any problems. As the miles added up, however, this extra pedal travel occurred more often and with less pedal pressure. So take heed if your car starts doing the same thing.

Steve Parsons, Washington, IL

## 99 HAS REAR SHOCK MOUNT BREAK--REPAIRED

Last winter I had an enlightening experience with my '79 99GL (purchased new, never hit, 85,000 miles). The right rear wheel well filled with the salt sauces the local road people create and then we saw the temperature dip to minus 19°F.

I knew the well was full and the wheel did rub the ice when going over a bump. Then, crossing a rough railroad track, in spite of my slowing down (I knew the crossing), I heard something snap and then the bouncing, swaying, clunking routine began. It seems things go wrong most when it is colder.

I figured I had a broken shock, but when I pulled the wheel I found the shock intact, but the top mount was broken. There is a reinforcing plate welded there, but it had ripped out of the metal about 1/8 to 1/4 inch around the reinforcement.

My welding friend fixed it for a very reasonable price. There was some surface rust in the area, but it certainly wasn't rusted through.

Allan Swanson, Columbiaville, MI

*ED. NOTE: See the May '83 Newsletter (p. 5) for a Saab reinforcing plate that was added to 900's in 1982. My '79 99 has also broken both rear upper shock mounts, but in rally use with stiff Bilstein shocks. They have since been heavily reinforced and seem to be holding up.*

## MORE ADVICE ON INTERMITTENT 99 SOLENOID

Concerning B.W. Sheflin's article on alternate 99 solenoid systems (Jan. '85, p. 8), this is a problem I recently had, often getting just a click when I would turn the key. The dealer clobbered a Ford starter solenoid in while my Mom had the '78 GLE. Unfortunately, since the power for the starter still had to pass thru the original contacts, the Ford parts is somewhere behind the junk in the corner of my garage.

The fix would be to remove the solenoid (with starter), remove the plastic cover/terminal block on the solenoid by undoing the two screws and two solder joints, and then refurbishing the heavy ampere contacts within. The problem is dirt and arcing which cause poor or intermittent closing. This is an unsavory job because the starter is in such a lousy position.

Remember if your solenoid clicks when the key is turned it is not: 1) a relay anywhere 2) the switch at the key 3) a bad solenoid per se 4) a bad starter if it will usually start.

Creeper--Another tip is to salvage the seat back from the rear seat of a 95 or 96 as a creeper for laying on cold ground.

Euro 99 Grille--I just bought an '84 99 grille and headlight assembly from Sweden. Because the light bezels snap into the grille, the overall size is within postal limits. Modifications required are minor and optional and involve drilling two holes at the bottom of the opening, or sacrificing two extra pins in the plastic grille's lower edge. It looks great.

I strongly recommend the heavy rubber floor mats for winter on all cars. The egg crate design traps salty water, your carpets and floor stay dry and clean (and unrusty). You'll be amazed at just how much crude comes in.

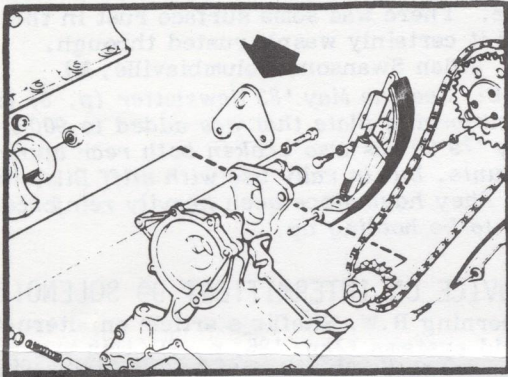
Robert Allen, Hamden, CT

# SAAB SERVICE TIPS

## SAAB SERVICE TIPS--JANUARY 1985

All M85 Saab 900 models are equipped with air conditioning from the Factory. Before removing a power unit from the car, the compressor must be unbolted and a lifting eye (P/N 93-13-222) must be attached behind the water pump (see drawing). Two lifting eyelets are essential to ensure proper balance of the power unit when removing and re-fitting.

When installing air conditioning on cars without AC up to model year 1985, the eyelet (fitted as standard equipment) was removed and discarded to allow room to mount the compressor.



When installing the Saab-Guard Alarm (Kit P/N 02-10-559), care must be used when routing the blue wire and the red wire through the shift console to the ignition switch. These wires (blue - constant 12V and red - switched 12V) must not be allowed to be pinched by the handbrake or handbrake cables. Be sure the wires are routed and secured (use cable ties) before reinstalling the shift console.

Beginning with Engine Serial No. F04855, a new spark plug is being fitted to 16-valve Turbos in production. The plug is a Champion Gold-Palladium C9GY and is suitable for both normal and hard-driving use.

Front Disc Cooling--To ensure that both front discs receive an equal amount of cooling air, a plate is now being attached over the opening of the front spoiler not covered by an oil cooler. This running change begins with VIN Serial Nos. F1014381 and F2007350 and involves a plate and three attaching clips.

An improperly adjusted throttle housing mounted throttle switch may lead to complaints of engine idle speed which is too high and also will not react to the grounding and subsequent release of the GN/RD test lead. The switch may be adjusted so that it functions correctly electrically but is also serving as a stop to prevent the throttle from closing completely.

To avoid this possibility, use the following steps when making a basic throttle setting on a problem car.

a). Loosen the two throttle position switch locating

screws.

b). Check the dashpot setting. Back off if necessary so that the throttle is free to close.

c). Check the throttle cable. There should be a little slack in the closed position.

d). Readjust the throttle-stop screw as outlined in the service manual.

e). Once all mechanical settings are made, use your VOM to adjust the throttle position switch. Move the switch only enough to close the contacts on the internal microswitch. Too much movement will bottom out the microswitch and begin to push the throttle open.

Vacuum lines which provide vacuum to operate the sensors in the heating and ventilation system are routed next to the power steering reservoir on 16-valve Turbos. If for any reason you disturb the reservoir, such as when installing a burglar alarm warbler, be sure that you do not pinch any vacuum lines when refitting the reservoir.

Leaving the hood open overnight on cars equipped with the Saab-Guard Alarm may cause the battery to be discharged by morning if certain precautions are not taken. The hood switch provides a ground for the trunk light and unless the trunk light is switched off or the battery disconnected, the light will stay on when the hood is open or removed.

To check a battery drain complaint on a M85 car without a Saab-Guard Alarm, check the Factory supplied brown hood switch wire tie-strapped to the firewall above the white vacuum storage tank. If the male terminal of the brown wire is grounded this will also keep the trunk light on and discharge the battery.

## CORRECTING COMPLAINTS OF CLUTCH NOISE, NATURALLY-ASPIRATED 900'S WITH 5-SPEED

Saab Service Info. 01/85-738--Beginning with VIN Serial Nos. F2002349 and F2001197, a new clutch disc was introduced on naturally-aspirated 900's with 5-speed transmissions. This new disc (P/N 87-22-324) eliminates the noise (shriek) which is sometimes heard just before the clutch is fully engaged.

Earlier naturally-aspirated (non-Turbo) cars with manual transmissions (M80-early M85) may be fitted with this new disc to correct complaints of noise.

## POOR FUNCTION OF FUEL GAUGE, EARLY M85

Saab Service Info. 01/85-731--Erratic function of the fuel level gauge may be a result of a damaged electrical terminal at the fuel level transmitter. Some early M85 models up to VIN Serial No. F1006542 and F2003350 may have electrical connections which were over crimped during assembly, damaging the wire.

### Repair Details:

1. Remove the trunk floor and rubber cover over the transmitter.
2. Perform a continuity check while at the same time moving the wire leads around to check for a poor connection.
3. If a poor connection is found, remove the terminal from the three pole connector and attach a new terminal (P/N 85-82-090). Reinsert and test the system.

## NEW CLUTCH SLAVE CYLINDER INTRODUCED

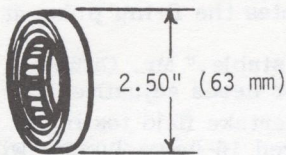
Saab Service Info. 01/85-737--Beginning with VIN Serial No. F1002757, M85 Turbos are now equipped with a new slave cylinder in the clutch assembly. The new slave cylinder was also batch produced on naturally-aspirated models between VIN Serial Nos. F1005757-F1009803 and F2002937-F2005017. The slave cylinder will be introduced permanently on naturally-aspirated models during late M85 production.

Slave Cylinder Assembly - P/N 87-22-209.

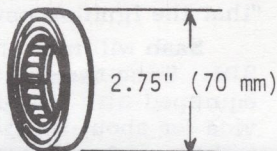
Should it become necessary to replace the slave cylinder on earlier cars we recommend that you use this new kit to improve clutch release. However, when changing to the new style, the release bearing must also be changed to the new type (P/N 87-21-995) to match the new slave cylinder.

Removal and Replacement Information:

1. Identify the release bearing type before attempting to replace a slave cylinder or removing the clutch. Using clutch release tool P/N 83-93-175 on the new style release bearing will damage the bearing.



New style release bearing  
P/N 87-21-995



Old style release bearing  
P/N 87-04-728

2. Use release tool P/N 83-93-175 and spacer ring P/N 83-90-023 to remove the clutch and old style slave cylinder. Complete replacement information for the old style slave cylinder is contained in Service Manual Section 4, Manual Transmission (P. 411-2).

3. Do not use release tool P/N 83-93-175 when removing a clutch equipped with a new style slave cylinder. Instead, depress the clutch by pushing down the clutch pedal in the car and inserting the spacer ring (P/N 83-90-023).

*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.*



## 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

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7746 Wornall Road  
Kansas City, Mo. 64114  
816-333-6582

## 900 FLYWHEEL PULLEY SEPARATION PROBLEMS

The crankshaft pulley on our '83 Turbo 3 door developed a 5 or 6mm separation and at 17,000 miles made that valve clatter type noise at 2250 rpm. I happened to be in Dayton six days before I got the February Newsletter with the Service Bulletin about this problem. The noise became more noticeable and Simons Saab replaced the pulley immediately without even an appointment. Of course it was not cheap: part--\$84.39; labor at 2.5 hours--\$75.00 for a total of \$168.95. I was relieved that they had the part since I was not about to drive the car once they told me what happened.

The noise, when it happens, is strange since it sounds just like classic valve clatter. But you cannot isolate it at the valve cover and it seems to be coming from both sides of the engine. We had a similar noise in the past which I found to be a bolt backing out of the power steering pump bracket and touching the pulley at different rpms. I suggest that everyone check all their bracket bolts and radiator mounting bolts frequently.

Now the Saab old timers will realize that very little changes in this world. Those annoying, strange problems in the 93 and 96's live on in a new refined atmosphere of the 900's. I'm no engineer, but it seems to me that two concentric pulley parts held together by a concentric rubber ring would have durability problems. I wonder if a replacement solid pulley will be just as valuable in the future as the steel replacement balance shaft gear is for the fiber unit on the V-4?

Jim Schlueter, Cincinnati, OH

*Ed. Note: The durability problems with the 900 crank pulley seem to be isolated in one batch. Saab has used the same basic pulley design for many years in the 2.0 liter, and it has not been a major problem. I have seen one pulley on a '72 99 separate, but that car was over 10 years old. The rubber ring is for vibration dampening, and presumably a solid steel pulley would not be suitable.*

## SPARK PLUG WIRE DETERIORATION ON INSIDE

I have a 1978 99 EMS. The original equipment spark plug wires are of an induction type, stamped "Bourgeois 403 Class B." Owners who change their own plugs might do with a reminder to check the resistance of these leads when changing plugs.

I have found these wires have a limited service life, about two or three years. Just beyond the plug boot the wire is in a high heat area and the fine induction coil inside is slowly oxidizing. From the outside the insulation will appear fine, but cut a few old leads near the boot and the problem is apparent. The use of an ohmmeter for the backyard mechanic is the surest way to check; 3,000 ohm is good, whereas infinite resistance is obviously bad. The plugs will fire even with the minute breaks inside, but reliable operation is slowly being undermined.

An alternate solution may be to put in the garden variety non-inductive leads, which are readily available, very low in cost and seem to last much longer. What effect these might have on the electronic ignition and performance, I have no idea. These wires usually have ohm ranges around 15K instead of 3K.

Jim Baldwin, Waltham, MA

## SAAB ANNOUNCES IGNITION SYS. BREAKTHROUGH

ORANGE, Conn. -- The Saab Car Division of Saab-Scania AB has unveiled a car ignition system that may become the vital link automakers have been waiting for to develop more efficient engines.

According to Per Gillbrand, in charge of Saab engine development, ignition systems were the last roadblock hampering better engine efficiency. Other developments have forged ahead, including turbocharging and four valves per cylinder--pioneered by Saab and now being introduced by car manufacturers everywhere.

"But innovation in the high voltage components of ignition systems has not kept up with the pace set by other engine subsystems," Mr. Gillbrand said. "We weren't controlling the spark precisely enough."

One of the reasons for the slow developmental pace is that conventional ignition systems can only be manufactured profitably in large production runs over several years. As a result, car manufacturers can now only choose between a few available ignition systems produced by specialized companies.

This led Saab-Scania to research whether an entirely different type of ignition system could be developed and manufactured on a smaller scale. The result is the Saab Direct Ignition system (SDI), which the company feels has every chance of becoming the standard of the future.

### An Entirely New Approach

The basis of any ignition system is to step up voltage from 12 volts in the battery to the thousands of volts needed for the spark plug to ignite the fuel/air mixture in the cylinders.

Conventional systems do this with a coil alone. This is called the inductive system, since the high voltage is induced by the electromagnetic field in the coil. The inductive principle has been in use since the 19th Century.

The SDI is a capacitive system. A 12-volt current is applied to a capacitor in the immediate vicinity of the spark plug. The capacitor steps up the voltage to 400 volts. The final ignition voltage of 40,000 volts is generated by a small high-power coil fitted directly on each spark plug.

This sounds simple enough. The main reason for capacitive ignition systems not being used to any appreciable extent is that the spark duration is very short--one-tenth of the time provided by inductive systems. But recent advances in electronics made it possible for Saab to control timing with such precision that this problem is eliminated by the SDI system. Mechanically-driven distributors were neither fast nor accurate enough.

"Conventional ignition systems do not meet tomorrow's demands," Mr. Gillbrand said. "The SDI system opens the door to further engine development. We'll get better fuel economy, higher power, less sensitivity to variations in fuel quality, improved reliability and reduced maintenance."

### Faster Voltage Buildup

The biggest difference between the SDI capacitive ignition system and conventional inductive systems are charging time and voltage.

Conventional systems are slow: It takes 20 microseconds to build up the high voltage needed to fire a spark between the spark plug's electrodes. The SDI system needs only one microsec-

ond to step up the voltage, this better control over spark timing is achieved.

A second fundamental advantage of the SDI system is its higher voltage: the spark is fired at 40,000 volts instead of 25,000 for a conventional system. This means that a reliable spark is generated even if the spark plug is worn and dirty. So the useful life of the spark plug is much longer.

The Saab Direct Ignition system gets its name from the placement of the ignition coils. Instead of a single coil shared by all spark plugs, the SDI system includes individual coils placed directly on top of each spark plug. The SDI system therefore has no high-voltage ignition leads from which current can leak, resulting in misfiring in damp weather and poor cold-starting. There are no voltage losses and more energy is delivered directly to the spark plug.

### Maintenance Free

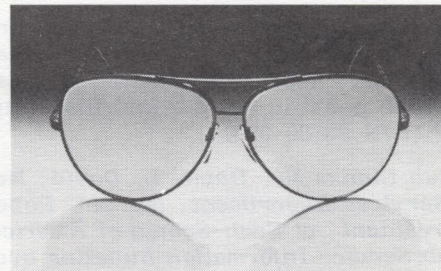
The ignition coils and all parts with a voltage above 12 volts are totally sealed in the SDI's patented ignition cassette.

The SDI system has no rotating distributor and no moving parts. A sensor on the crankshaft senses engine rotation and signals the SDI's microprocessor, which initiates the firing pulse at exactly the correct instant.

"The system is so stable," Mr. Gillbrand said, "that the ignition never needs adjustment."

Saab will now undertake field testing of the SDI. Some two-hundred 16-valve Turbos will be equipped with the SDI and used in ordinary service for about two years. The experience gained will be used as a basis for possible modifications before deciding to put the system into production.

# Driving force.



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# PARTS MART



## CLASSIFIED AD RATES

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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 April issue will be March 20th and the deadline for the May issue will be April 24th. All ads and club news must arrive on or before those dates to be included.

## SONETTS FOR SALE

1971 Sonett III, excel. mech. cond., restored rocker panels, 8 Michelin tires, 4 are studded snows, fog & driving lights, Alpine stereo: \$2000. Sam Doran, Wappingers Falls, NY, 914-297-8151.

1971 Sonett, #17, Rblt trans, new clutch, water pump, hoses, brakes, paint, 1500cc, 123K, 95 diff. Early style mags, Conti steel radials, sheepskin seat covers, Calif. car: \$3100. Paul Florance, 213-438-3257

1974 Sonett, green w/ new brown interior, strong V-4 eng., hi-perf carb & cam, single exhaust: \$3000 obo. Kevin Greatens, 414-468-8691 after six

## 95's and 96's FOR SALE

1959 93B, No body rot, no floor under feet, seized motor, all good glass; seats intact, restorable, rough: \$199 David Comparetto, Box 526, Strong, ME 04983, 207-684-3719.

1961 93F, complete but engine apart, good body, very restorable, towable: \$300. Peter Pratte, 816-531-6843 eve's.

1964 96, beautiful cond., garage kept, no rust, all original; excel. mech.; driven daily: \$2000. Pete Quigley, 904-252-5561 ext. 1191 day, 904-788-9699 eve's.

1967 96 3 cyl, 2-stroke; needs headliner inside & paint job on ext.; good running cond.; ALSO 1968 96 V-4, needs gearbox, otherwise exc. cond.; int. all redone in orig. fabric. Various spares for both Best offer. Loray Robinson, Long Beach, CA 213-423-5759.

1967 Monte Carlo, restored, red 2/ herring bone int., new pistons, hoses, wat. pump, brakes, cltch

## 95's and 96's FOR SALE, continued

rblt trans.; am-fm cass. w/ 6x9 Jensens, Q1 lights, Steel radials on steel rims (stock 99 mags will fit) garaged Calif. car: \$3200. Paul Florance, Long Beach, CA 213-438-3257.

1971 96, 8000 rpm, 100+ hp motor, 2 bbl, cam, bored, balanced, blueprinted, etc. Euro grill, air dam, alloys, full gauges, A/C, leather wheel, sway bar, new everything, professionally built: \$5650 obo. Mike Linnartz, 6709 Six Forks Rd, Apt. B-3, Raleigh, NC 27609, 919-848-2337 eve.

1972 96, good cond., kept up by orig. owner, 143K \$1800. Roberta Seifert, Woodacre, CA, 415-488-4144, before 9 pm PST

1972 96, 103,000 mi., red, mechically very sound, good int., recent brakes, exh. Some rust in usual place, but basically very solid. Detailed service records avail.: \$1200. Ruth Perry, 617-385-2325 after 6 pm.

1972 95 wagon, very good cond., 60,000 mi., new brakes, exh., battery; A/C, radio. drivers very good, spare eng-trans: \$5500. M. Tabin, M.D., c/o Meyer Ctr., 2310 Mound Rd, Decatur, IL 62526 217-377-3410.

1973 96, tan w/ brown int., rblt trans, new clutch, brakes, hoses, wat. pump, paint; 1700cc strong eng., Arriva steel radials, 6x9 rear spkrs, will install your stereo: \$2800. Paul Florance, Long Bch, CA, 213-438-3257.

## 95, 96, and SONETT PARTS FOR SALE

V-4 water pump, new: \$35 incl. post. 95 and 96 new and used parts, list on request. The Classic Swede, PO Box 216, Ashfield, MA 01330.

Two Sonett wheels: \$40 ea. Iron case 4 spd 96 trans.: \$295. Numerous other trans. parts for 96. Dennis Sweeney, 412-238-4556.

New 43mm MSS V-4 intake w/ brake fitting: \$45. Cast aluminum valve covers for V-4, ribbed top: \$75. Timothy J. Hearn, Beeny Road, New Hartford CT 06057, 379-0037.

One car must go: '58 93B complete, beyond restoration rustwise; or '68 96 V-4, complete rusty driven to same location 45 mi. SE of Albany; either car \$199. Robert Allen, 114 Kimberly Rd, Hamden, CT 06518, 203-248-8798.

Two Sonett II parts cars, one in Lubbock, TX, one in Fresno, CA: \$500 each, or best offer. David Purvis, 209-237-7051.

95 parts, doors, fenders, rear trunk lid, numerous mech. parts. Bill Connell, 412-285-1872.

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

V-4 "Drivetrain Service Manual," which is power-train sections of factory manual, good cond.: \$10 incl. post. Eric Killinger, Box 283, Boulder, CO 80306.

Starter & alternator for V-4: \$20 ea. Sonett steel wheels (4.5" wide): \$8 ea. Rear axle from '66 Monte Carlo, w/ or w/o brakes: \$? Other misc. parts. Prices plus ship. Steve Parsons, 309-694-6588.

## 95, 96, &amp; SONETT WANTEDS

Wanted: Set of windshield, side & rear window gas-kets for '66 96. Ralph Cantral, 5911 Dixon Dr., Raleigh, NC 27609, 919-781-4393.

Wanted: Solid 2-stroke 95 body, mechanicals unimportant, must be towable, will travel up to 400 mi. Reasonable price, \$100 or? James L. Gadberry, R#2 Box 78, Nancy, KY 42544.

Wanted: for late model 95/96; coil spring compressor tool or info. on how to get one. Fred Campbell 218 Stephenville Manor, Stephenville, Newfoundland A2N 3C2 Canada

Wanted: sales literature, manuals, posters, promotional items, esp. early models & foreign editions; Need Sonett II owner's manual, 2-stroke phantom view poster, large dealer's sign. Robert Allen, 114 Kimberly Rd, Hamden, CT 06518, 203-248-8798.

## 99's and 900's FOR SALE

1972 99 4 dr., 4 spd, A/C, very nice Cond: \$1400; 1978 99 3 dr, auto, A/C very good cond.: \$3000; Engine from '79 Turbo, under 5000 mi., orig. incl. turbocharger, fuel inj., manifold, dist., etc: \$1200 plus ship. '78 ign. switch, new: \$20; '72 regulator, new: \$25. Robert Dixon, 802-222-4682.

1974 99LE 2 dr, 62,400 mi., good body, gray, A/C auto, motor seized, needs new int.: \$1000. Ed Archer, 7381 High Ridge, Lantana, FL 33462.

1974 99LE 4 dr, all parts except head. extra doors & lenses. Bill Connell, 412-285-1872.

1976 99GL hatchback, A/C, 4 spd, 72,000 mi., one owner, excel. condition: \$2850. Barry Patterson, PO Box 3975, Las Cruces, NM 88003, 505-522-0324, Will deliver in SW airlines area.

1977 99 EMS, silver, A/C, 4 spd, am-fm stereo cass. Ansa exh., new KYB gas shocks: \$3000 or best offer. Don Eisenstein, 6805 Mayfield #802, Cleve., OH 44124, 216-461-0125, 216-991-6000.

1978 99 Turbo, 3 dr maroon w/black trim, am/fm stereo cass., sunroof, 4 new Vredestein Snow+ radials mounted on Inca wheels, 4 summer tires, new turbo, clutch 4 brakes, more. Garaged, excel. : \$6500 or best offer. Donald E. Romano, RD #2, Box 192B, Berkshire, NY 13736, 607-657-2590.

1978 Turbo, 3 dr, 80,000 mi., maroon metallic w/ burgundy int., radio, tinted windows: \$7000. Ed Archer, 7381 High Ridge, Lantana, FL 33462.

1979 900 Turbo, excel. cond. new head & exhaust valves, many extras: \$7500. Karl E. Wellman, 805-922-8083.

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

1979 99 2 dr Turbo Pro Rally car, very fast & reliable; eng. & trans. rblt 9-84; Safety Devices cage, Willans harnesses; suspension fully reinforced, etc. Ready to rally: \$4975. Avail. w/ non-turbo eng., Jeff Delahorne, 5805 Oneida, Duluth, MN 55804, 218-525-3253, 9am-9pm Mon-Sat.

1980 900 Turbo, 5-dr, 5 spd, Aquamarine Blue Metallic, new TRX tires & turbo motor, well maintained, 90,000 mi.: \$6000. (NADA Avg. retail: \$6400) Virginia Bohn, Hollis, NH 603-880-3016.

1980 900 Turbo, 5 dr., 5 spd, black w/ red velour, very clean, no rust; new turbo, cyl. head, exh. valves; cruise, A/C, sunroof, rear spoiler, Cibie Euro headlights, Bosch fogs, alarm sys., new Blaupunkt Tucson: \$6900. Paul Chesloff, 63 Hill St #5C, Morristown, NJ 07960, 201-285-1751.

1984 900 Turbo 3 dr., black w/ tan leather; pwr sunroof, windows, locks; A/C cruise, fogs, air horns, Shelbys, louvre, bra; Clarion am-fm digital cass. stereo w/ equal.; 15K mi., serv. record, transferable 5-yr warranty: Asking \$15,750. Dave White, 213-236-5070 Day, 213-923-3416 eve.

## 99 &amp; 900 PARTS FOR SALE

Parting out '74 99: 4 spd trans: \$250; Cyl. head: \$250; all other parts reasonable. Dennis Sweeney, 412-238-4556.

MSS street header for 2.0L 99, new never used: \$155 incl. UPS. Bruce Alexander, 4719 Pitt, Duluth, MN 55804, 218-525-2884.

Two taillamp assemblies for hatchbacks up to '79 1 L, 1 R: \$35 ea delivered or \$65 pair. Sony XR-50 am-fm cass. stereo, digital, AMS, in orig. box w/ all hardware: \$160 delivered. Jos Maymon, 810 Bellevue Rd, #254, Nashville, TN 37221, 615-646-1305.

900 Parts: 4 Bilstein shocks, good cond.: \$50 for all '82 front bumper skin, new moulding, fair: \$15; 900 front valence/spoiler: \$20; whip antenna: \$8; full-size spare tire/wheel: \$20. all plus UPS. Tim Middleton, 325 Foxfire #216, Oxford, OH 45056, 513-523-7343.

Two TRX tires 190/65R390, never mounted: \$175 pr. Wanted: Two 75 hubcaps (full wheel covers), fair cond. OK. Greg Bristow, 2420 SW 103rd, Portland, OR 97225, 503-292-6268.

From '76 EMS: 5 alloy wheels, front spoiler, door panels, CV joint & half axle, brake rotors & more: \$180 obo for all. Bill Wytiaz, Sunset Dr RD#3, Sewickley, PA 15143, 412-266-3677.

Two EMS wheels w/ Pirelli P8 tires, under 500 mi. on tires: \$90 ea or \$160 for pair plus UPS. Robert Espin, 607-798-9744.

Locking gas cap, p/n 71-06-007, marked "99, 1979-" was on '80 GLE 900: \$6.00. Trailer hitch for 99, not stock: \$25 + ship. T.J. Burke, 2532 E. Bevens Rd, Caro, MI 48723, 517-673-6942.

KYB Gas shocks for 99 (incl. '79-80 rear) and 900: \$24 ea. plus \$1.25 UPS. Jeff Delahorne, 5805 Oneida, Duluth, MN 55804, 218-525-3253.

99 and 900 WANTEDS

Wanted: OEM-style '77 EMS steering wheel complete w/ hub, in good condition. Bill Jenkins, 61 S. College St., Carlisle, PA 17013, 717-249-6514.

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: Trailer hitch for '83 900 ('81 & later will fit). Ken Williams, 23 Cinnamon Ridge Rd, Old Saybrook, CT 06475, 203-388-5816.

Wanted: Four sport wheel covers for '76 wagonback. Edd Jentzsch, #6 Gilroy Way, Lesmurdie, W.A. 6076 Australia.

Wanted: Heavy grey rubber floor mats w/ "Saab 99" logo across middle. Offer \$25 for full set. Scott Anderson, 411 W. Birch #2, Flagstaff, AZ 86001, 602-779-0561.

Wanted: for '78 99GLE 5 dr, trailer hitch, front spoiler, bike rack, factory parts manual thru '80. Robert Allen, 114 Kimberly Rd, Hamden, CT 06518 203-248-8798.

Wanted: Special tools and test equip. for 900 Turbo Send description & price to Ron Haynes, 224 Vista Dr, Weatherford, TX 76086.

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.

VALVE CLATTER, continued

brother, Bruce, and I) were not pressing particularly hard. Near the end of the stage I topped a hill, and at only about 45 mph, I hit a large rock square on the skid pan. "Large" about the size of a basketball. This pinched off the wiring to the radiator fans which I had not sufficiently protected from such an occurrence.

Normally, losing the fans would not have been a disaster, except that the transit section between the first stage and the next was only about a half mile--insufficient time for the engine to cool down with no fans, and insufficient time to get out and attempt a repair without incurring a time penalty.

So at the start of the second stage, while waiting at the starting line, the engine boiled over. Here I made the mistake of not pulling over and adding more coolant. Instead I hoped if we cruised at a slow pace through this stage the engine would cool down. However, being low on coolant, it never did cool down. We ran the entire 14-mile stage with the temp gauge pegged. Not just in the red zone--beyond the red zone. Yes, this was crazy, stupid, dumb; pick your favorite adjective. But the engine lived, for 14 agonizing miles.

We did have a couple things going for us. I have a very large oil cooler which no doubt helped, as did driving slowly and steadily. Yet the engine never seized, suffering only a minor head gasket leakage which I did not find until later. We finished the rally, though we lost several places, in 17th.

VALVE CLATTER by Jeff Delahorne

TALES OF TURBO TORTURE TEST

For those of you who read about all the things here in the Newsletter that detail what can go wrong with your Saab, take heart. Your car is really tougher than you think; at least based on my experience.

You see, I have this '79 99 rally car with the engine from an '80 Turbo transplanted in it. The car is very fast, but it depends on twin electric radiator fans in front of the radiator (no room behind in the 99) to keep its cool. You must also understand that some (not all) of the roads PRO Rallies are run over are barely capable of being called roads. Especially in the Huron Mountains of Michigan's Upper Peninsula where part of the Press On Regardless is run.

At the start of the second night, we ran one of these "roads" in last fall's POR. Having started the night in 19th position, and with three of the teams in front of us breaking in this first stage, we (my

Continued at bottom of left column....

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- 900 Kit, 99mm front & rear, List \$170 \$125.00
- 900 Turbo Kit, F-19mm, R-22mm List \$190 - \$142.00
- 900 Turbo Kit, F-22mm, R-25mm List \$215 - \$160.00

20% off List on Koni or Bilstein shocks, 30% off List on KYB shocks. Call or write for prices.

ARCHER RACING Parts & Accessories

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The date for the National Convention  
is July 26-28th, not August 16-18th.  
(See story on page 2)  
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MARCH 1985

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- 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.

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