



THE SAAB CLUB

MARCH 1986, NEWSLETTER #146



SAAB CONVERTIBLE UNVEILED

A convertible version of the Saab 900 Turbo was unveiled February 7th at the Chicago International Automobile Show. The Saab 900 Convertible will be available, in limited volume, through U.S. Saab dealers in late Spring. Like the show model, the production version of the Saab Convertible will feature silver metallic paint and a Buffalo Grey leather interior.

NEW LOGO CONTEST

The Saab Club needs new logos. We need to get new Club window decals printed, new letterhead, and a new masthead for the newsletter. Rather than hire an artist to design all this stuff, we've decided to open it up to the membership. Even if you aren't artistic, send in a rough sketch or idea of what you think the Saab Club should use as a logo. It should be general enough to cover all Saab models, yet specific enough that folks will associate the logo with the marque.

Prizes will be awarded to the top three finalists. Third place will receive a new Saab crew neck T-shirt designed by Crazy Shirts of

Continued on Page 3

IN THIS ISSUE:

- NEW LOGO CONTEST!!!
- MORE OF JACK ASHCRAFT'S "SAAB 960"
- SOME ANSWERS, AND SOME NEW QUESTIONS

COMING NEXT MONTH:

- READER REVIEWS OF THE SAAB 9000!

SAAB CLUB CELEBRATES 15TH ANNIVERSARY

The Saab Clubs of North America had its origin in the Winter of 1971 when I decided I'd had enough of bad service, no parts, and a feeling of having purchased the only 1970 99E in the country. I had just graduated from college and spent my savings on what was hyped to be the most technologically advanced people mover in the world, and I wanted to share this lone feeling with other owners of this wierd car. I placed a free ad in the Sports Car section of the Chicago Tribune and Daily News. I was on my way to create a small, elite club, so I thought. The original ad is reproduced here.



IMPORT AND SPORTS CAR REPORT

ATTENTION SAAB OWNERS

Finally someone is starting a Saab owners club in the Chicago-Land area. Anyone who owns a Saab 99 or 96 is invited to inquire into the club's activities. Activities will be based on the members interests. [Saab owners are always the unusual type]. Contact Steve Brown for further information, MU 4-7502, evenings.

About two weeks after the ad started circulating, I was driving down the street when I spotted a two-stroke coming toward me. I flashed my high

beams typical of those rare occurrences and he flashed his as we passed each other. Figuring immediately that I had a live one, I stopped my 99 and proceeded to circle back. As I was turning, I noticed the blue 96 was also in the process of doubling back. The two cars merged, and with that another piece of Saab history was formed. With his British accent and dirty blue jeans, Ron Cooper emerged with a smile and uttered the motto of our early days, "How would you like to join the Saab Club?" With that famous encounter, Ron Cooper and I were to get the club off to the start it needed.

The first official meeting of the SAAB OWNERS CLUB OF CHICAGO was held Sunday, March 21, 1971, 1 PM, at Swedish Car Craft. We used the advertising copy of Saab's ads at the time in our first mailing: Now, you need us. About

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Saab Clubs of North America
 Editor & Publisher: Tim Winker, 2416 London Rd., Unit 900, Duluth, MN 55812
 (218) 525-3253, 9 a.m. - 8 p.m., except Sunday

VALVE CLATTER

It looks like there will be a National Convention in '86 after all. The Saab Clubs of Georgia, a group of about 50 folks from the Atlanta area, have agreed to take on the task of entertaining Saab owners from across the country in August. Jack Baxter of S & J Automotive started the ball rolling and has been making a lot of phone calls to get the convention underway. It sounds like they are planning a fun weekend for us Saabers, so mark your calendars. There have been many letters and phone calls asking if and where a National gathering would be held, so there is plenty of interest. I hope to see you there.

You will see some minor changes in layout in the upcoming months. As soon as the smaller print daisy-wheels arrive, I'll be trying three-columns on some pages in an effort to include longer articles, and more articles pertaining to one subject. And since the club needs to have new decals, letterhead stationery, envelopes, and anything else with an address on it printed with the new address, I've decided to try a new look for the masthead of the Newsletter as well. I like the 99 Rally car that has been used for several years, but feel there should be something that represents all the models of Saab. Consequently you will also find details of a "new design" contest in this issue. But hurry with your entries, as we need to get some of this stuff printed soon. Apparently there haven't been any Club decals for many months, so those new members who have been waiting for one, please be patient just a little longer.

One major change that will take place immediately, no more Third Class subscriptions will be accepted. The Club is losing money by continuing to offer this rate. The Dual-rate mailing system went into effect in late '82 at the request of members who didn't want to wait up to three weeks after the mailing went out to receive their Newsletters. Then-Editor Jeff Delahorne stated, "there is no sense in making all 3200 members pay an extra dollar for postage when it is only a minority who really need first class." Now over 80 percent pay that extra dollar and Third Class has become a burden. The Post Office considers Third Class to be "junk mail" and does not guarantee delivery. So the Third Class rate would have to be increased to make it worthwhile financially, but then the Newsletter gets delivered later, if at all. I'm sure that all subscribers want to receive every issue of the Saab Club News, and the one dollar higher rate will ensure that everyone will get their Newsletter early in the month. I am exploring the possibility of mailing by Second Class, which may allow for expansion of the Newsletter, but should keep mailing costs down. I'll keep you posted.

It's time again to compile a list of topnotch Saab mechanics & repair shops around the country. The previous list was published in July 1984 and no doubt there are some changes and additions. Please send your suggestions to me and I will put them together for publication later this year.

Several members have written offering their

thoughts on the Saab 9000 Turbo. These will be put into a special issue next month. I've also been doing some research on gasoline with alcohol blends, since most gas pumps in my area state "Ethanol Added". Thoughts on both of these subjects are welcome.

Tim Winker, Editor

CLUB NEWS

SAAB CLUBS OF GEORGIA would like to invite Saab owners to attend their 1st Annual Tailgate Party during the IMSA races at Road Atlanta, April 4 - 6. For details and a map, send a SASE to: SAAB Clubs of Georgia, P.O. Box 888304, Atlanta, GA 30356. Monthly meetings are on the first Monday at Chi-Chi's, 5275 Roswell Rd NE, Atlanta. Dinner is from 7-8 PM, with meetings starting at 8. Call Lou Savage for more info, 404-394-2310.

NEW ENGLAND SONETT CLUB holds its next meeting on Saturday, March 15th, 10 AM, at Intercontinental Lubricants Corp. in Brookfield, CT. Mr. Robert H. Wehman, President of ILC, will discuss lubrication in general and transmission lubrication in particular. If you wish to attend, contact the New England Sonett Club, P.O. Box 4362, Manchester, NH 03108.

WEST MOUNTAIN SAAB CLUB (New England & New York) will meet on March 16th to discuss final plans for the upcoming Spring Rally on April 19th, and the annual meeting/outing on July 19 & 20. The March meeting will be held at North Country Imports, Rt. 254, Glens Falls, NY. For more info contact David Sullivan (evenings) at 617-879-8288, or call Mark Sullivan (days) at 518-798-1577.

CENTRAL ILLIANA SAAB CLUB will meet at 2 PM on March 16th at Milt Adler's office, 404 West Green, Urbana, IL. JMK will be on hand to discuss suspension systems and CV joints. For more info contact Margrit Adler, 217-356-9244.

PENN-LANCO SAAB CLUB meets the 1st Tuesday of each month at Bube's Brewery, Mt. Joy, PA. Contact Tim Brown at 717-627-SAAB for more info.

MINNESOTA SONETT CLUB contact people are Jeff Schille at 612-457-6891, or Warren White at 715-483-3010.

SAAB CLUB NATIONAL CAPITAL AREA-- meets the Second Wednesday of each month at the Bethesda Regional Library, 7400 Arlington Rd, Bethesda, MD at 8 PM. For more info contact Toby Turpin, 301-384-6732.

TULSA SAAB CLUB -- meets every 4th Tuesday at 7:30 PM at the Hardesty South Regional Library.

MISSISSIPPI GULF COAST AREA. Anyone interested in forming a Saab Club in this area, please contact John Zupko, 63 Oakland Court, Gulfport, MS 39503, 601-832-6619.

ST. LOUIS AREA. Anyone interested in forming a local Saab Club in this area, please contact: Dave Eppstein, 729 Buckley Rd., St. Louis, MO 63125, 314-487-6341.

The Saab Club Newsletter is published as a service to Saab owners and enthusiasts. Technical articles written by subscribers may recommend procedures or parts not approved by Saab Scania of America, Inc. The Saab Club cannot stand behind the correctness of information contained in these articles, but offers them based solely on the experiences of the writers.

NATIONAL CONVENTION IN GEORGIA

Start planning your vacation for the Atlanta area in mid-August. The Saab Club of Georgia has volunteered to put on a National Saab Owners Convention for 1986. Tentatively, the convention will be held either August 15th thru 17th, or the 22nd, thru 24th. Details on the '86 gathering are still in the works, but will be announced in the SCN as they are available.

NEW LOGO CONTEST

Continued from Page 1

Hawaii, plus a one year subscription to the Newsletter. Second place also gets a free one year subscription to the Newsletter, and a Crazy Shirts long sleeve crew neck with a Saab on the front and back and "SWEDEN" down the right sleeve. A women's Tropitop shirt with Saabs front and back may be substituted for either of the above shirts. The winning entrant will get a tri-blue "Saab Sport" windbreaker, in addition to the year's subscription to the Newsletter. The shirts and jacket are furnished by Saab-Scania's Parts and Accessories Division.

Since we need to get these items printed soon, the contest will end on March 31st. Winners will be announced in the May issue of the Newsletter. So get to your drawing tables or desks. Send your entry to: The Saab Club, 2416 London Road, #900, Duluth, MN 55812.

900 SPEEDO REMOVAL AND MISC. TIPS

If you need to work on the speedometer of a 900, first follow the manual to remove the instrument cluster. To remove the faceplate from the speedo to service it, you must remove the small black screws on the front of the faceplate. When it is loose it's then possible to rotate the faceplate to access the screws holding the workings together. DO NOT attempt to pry off the needle! Make your repairs and lube the gears with a light grease if need be (vaseline works fine).

Some random thoughts on the 9000 for those that haven't yet seen one in the flesh. Look for the fuses... can't find them? Look in the glove box. They are mounted behind a flap. Nice.

And where does one put ski racks, etc? Peel back the rubber along the top of the door frame at each door. Two threaded inserts can be found at each door, thus when the door is shut, the rack is secure. You can use your old Thule rack if you have one. Remove the clamping arms, leaving just the T-shaped legs. Drill two holes in each leg, and you have a NEW rack that will fit the 9000. Place some heavy tape or glue a thin piece of rub-

ber on the back of the rack legs to prevent damage to the paint.

Here's a couple of cheap and easy things to do. Place one large Heavy Duty Trash Bag in the trunk. You can use it for your spare, or lie on it if you need to do some roadside repairs. Also, toss in an inexpensive pair of gloves. Handy for those dirty things one sometimes must do, even with a Saab. Keeps your mitts warm and clean so you can show up at that appointment looking good.

Paul B. Florance, Seal Beach, CA

GAS ODOR, COOLING SYSTEMS, & UNLATCHED HATCHES

My '78 99GLE had a gas odor after fillups. I couldn't find any leak, but I did notice the usual puff of pressure no longer came out when I removed the gas cap. I finally found the problem. The fuel pump is held within the tank by a rubber collar and pair of special clamps designed to bottom out to proper tightness. Unfortunately, over the years the rubber had squeezed down to a thinner size causing an inadequate seal. The fix is to replace the O.E. clamps with stainless hose clamps.

Aluminum head disease is well known. The cure is big bucks. Prevention, however, is cheap -- just change antifreeze, or better yet add anticorrosion treatment. Ask your parts man. Old antifreeze stays very good for protecting against cold, but corrosion inhibitors are consumed. Corrosion will form crud in your system causing overheating and poor interior heat. Be very cautious about using radiator flush as the effect may be to loosen things up so much as to ruin aging head gasket sealing. Also, if you need a thermostat, be sure to get the original design 3-way type to be sure you get the best interior warmup.

Apparently many 99 & 900 hatchbacks are not secure when locked. Many can be opened without a key faster than with a key. Try yours. Just push the button forward and press the handle hard forward. Many cars will engage the latch and open. Nearly all can be opened by more ruthless pressure. My own car was extremely easy -- it was sometimes confusing whether it was locked at all. You can fix it by pulling back the upholstery panel and bending the brass rod with your thumb. Just look at the mechanism. You can see the lock disengage and how close the gap is.

Robert Allen, Hamden, CT

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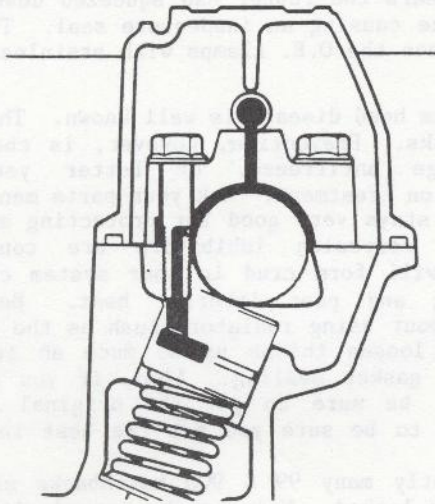
S A A B

SAAB SERVICE TIPS

SERVICE TIPS: JANUARY 1986

Oil is fed to the cylinder head under pressure via an oil passageway through the engine block. It is distributed by an oil pipe to holes in the bearing caps. Note well! The black camshaft bearing bolts and the silver bolts must not be confused when assembling. The black bolts are specially drilled to permit oil flow through the bolt and thus feeding the camshaft and lifters.

Misfitting can oil starve the valve lifters. Install the 8 black bolts (drilled) in the bearing caps so they are situated towards the spark plugs.



The basic function of the ACC (9000 Turbo) interior air sensor can be easily checked. Holding a small strip of paper over the sensor grille will result in the paper being drawn against the grille by the small fan within the sensor.

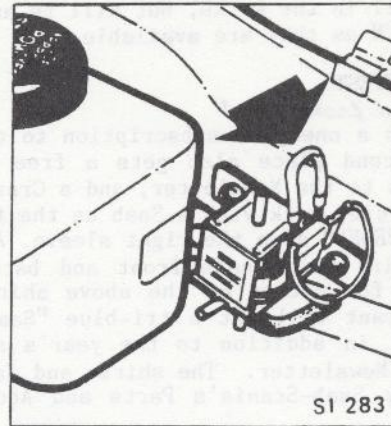
The gearbox of the 9000 Turbo exhibits two traits regarding the selection of reverse gear which are inherent in the design of the gearbox and which cannot be adjusted out.

a) Selecting a forward gear before engaging reverse will stop gear wheel rotation and prevent grinding of the reverse gear. Short of outright abuse, grinding reverse gear in a 9000 will not damage a reverse gear.

b) "Blocking out" of reverse gear may be noticed on other occasions. To help against this, the driver may briefly engage the clutch to turn the gear wheels to aid in gear alignment. Again this trait cannot be adjusted out and should be considered characteristic of the vehicle.

Excessive hydraulic lifter noise on 16-valve engines may be experienced if oil pressure feeding the lifters is low. When diagnosing a lifter noise problem, be sure to include an inspection of the oil feed tubes. A bad tube can develop a seam separation along its length that can result in a pressure loss. Defective tubes must be replaced.

A resistor has been introduced into 900 new car production to prevent inadvertent flashing of the seat belt warning light when the air distribution knob is turned. The resistor attaches at the recirculation valve solenoid and serves the same function as the one recommended in S.I. 02/84-671.



IMPROVED BRAKE LIGHT GASKETS

S.I.01/86-815/816: An improved rubber sealing gasket has been introduced into new car production that is more resistant to wrinkling or deformation. The gasket is also available as a spare part and may be fitted to earlier cars.

GASKET (900 2 dr, 4 dr) P/N 95-51-953

GASKET (900 3dr, 900G) P/N 95-14-233

The improved gasket was introduced into production from the following VIN Serial Nos.:

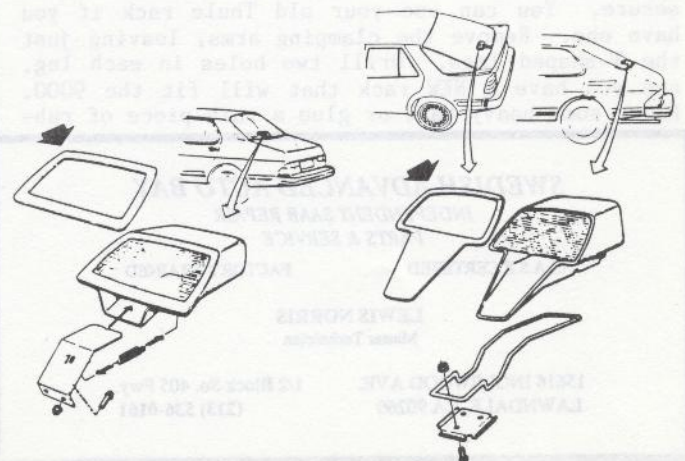
900 2 dr, 4dr - G2004274, G3004155, G7007167

900 3 dr - G2004274, G3004155, G7007633

9000 Turbo - G1003048

Replacement Instructions

1. Release the brake light from the mechanism holding it against the glass.
2. Remove the old gasket and replace it with a new one.
3. Refit the brake light and align it.



SAAB SERVICE TIPS *Continued***POSSIBLE DEFECTIVE OIL PRESSURE SWITCH ON EARLY '86 900 & 900S MODELS****SERVICE CAMPAIGN****513**

S.I.12/85-813: This service campaign involves early M86 900 and 900S model Saabs. A new oil pressure switch was introduced on these vehicles and some of these switches were

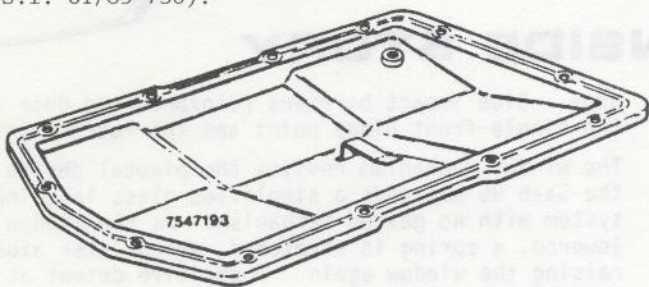
found to be defective. As a result of the defect, an oil leak could develop.

Purchasers of affected vehicles will receive a service campaign notice directly from Saab-Scania of America informing them of the possibility of an oil leak. The owner notices were to be sent on or about January 20, 1986. The following vehicles are affected: M86 900, 900S models with engine Serial Nos. G000001 - G017894.

CORRECTING UPSHIFT FLARE ON AUTOMATIC 900s

A service fix has been developed to prevent the upshift flare which sometimes occurs at cold temperatures (below 32° F) and in combination with the first upshift sequence of the day on 900 models with the B-W Type 37 Automatic Transmission. The repair consists of a new front pan (P/N 75-47-193) and a new throttle housing lever (P/N 75-64-396).

The new front cover/throttle lever combination is only effective when it has been combined with the installation of the new suction filter (See S.I. 01/85-730).



FRONT OIL COVER	P/N 75-47-193
THROTTLE LEVER	P/N 75-64-396
DIPSTICK (See S.I. 01/85-730)	P/N 75-45-502
PICKUP FILTER (See S.I. 01/85-730)	P/N 75-44-125

New front pans, throttle levers, dipsticks, and pick-up filters have been introduced in various stages of new car production. Please note the serial numbers listed below to determine what parts are needed to complete a repair.

Pick-up Filter, Dipstick - Installed from gearbox numbers 008-1784, 009-2744, 012-3331.

Front Pan - Installed from gearbox numbers 008-018355, 009-012294.

Throttle Lever - Installed from Engine Number G014670.

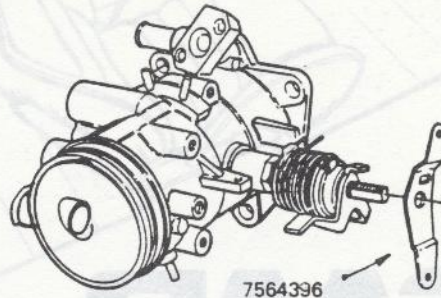
Installation Instructions:

1. Drain the transmission fluid into a clean container. Remove and discard old pan.
2. Inspect the oil pick-up filter and install the new style, if necessary (See S.I. 01/85-730).
3. Fit a new pan gasket and install the new front

pan (P/N 75-47-193). Torque the pan bolts to 6-9 ft. lbs. (8-12 Nm). Install dipstick (P/N 75-45-502) if not already installed (See S.I.01/85-730).

Re-fill the transmission with ATF. It is likely that you will need to add an additional quart of ATF (**Type F only**). The new dipstick and pan volume allow for greater oil volume in the gearbox. Check the oil level 'as specified in the vehicle Owner's Manual or your Service Manual. The best results will be achieved if the level is kept at the "MAX" level mark.

4. Install the new throttle lever (P/N 75-64-396) at the throttle housing. Adjust the throttle cable as specified in the Automatic Transmission Service Manual, Sec. 4 (p. 444-3 & 4).

**NEW PLIERS FOR VALVE SEALS ON 16-VALVE ENGINES**

S.I.01/86-817: Special pliers have been introduced for the removal of valve guide seals on 16-valve engines. The pliers are constructed with hardened steel jaws in combination with galvanized handles. The Saab part number is 83-94-157.

CORRECTION TO OIL LINE ADAPTER P/N

The part number for the oil line adapter listed on page 4 of the Feb. '86 SCN was incorrect. The correct P/N is 75-72-910.

AIR CONDITIONING SAFETY REMINDERS

Always take extra safety precautions when working with refrigerant R12. It can be dangerous when handled improperly and horseplay must never be allowed near a car which is having its AC system charged. Treat this operation with respect.

- Never handle R12 without eye protection. Liquid R12 can easily freeze an eyeball and cause blindness. If R12 should strike the eye:

Do not rub the eye.

Splash cool water into the eye. This will gradually thaw the eyeball.

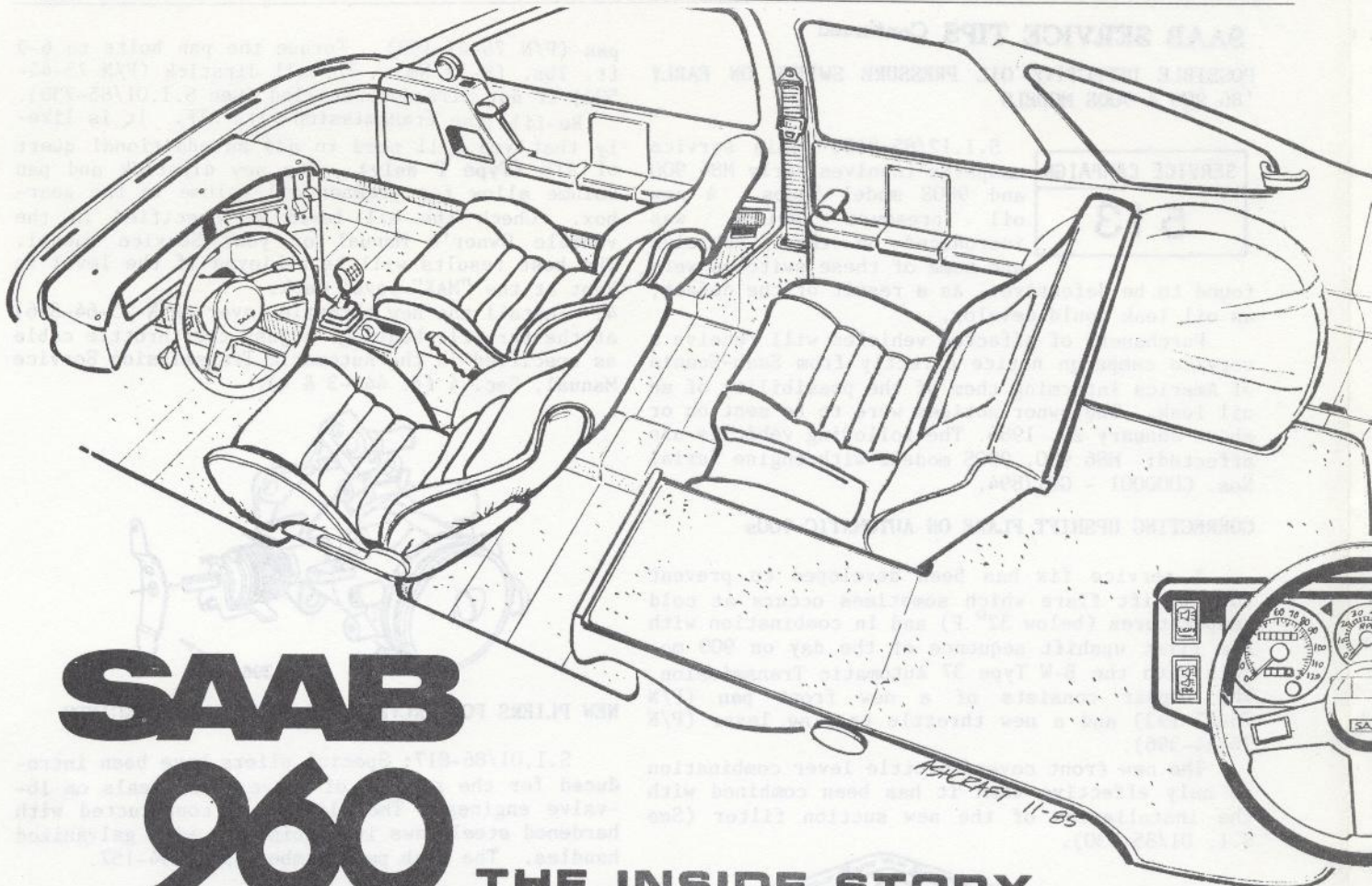
Prevent dirt from entering the eye.

Seek immediate, professional medical attention.

- Do not allow R12 to come in contact with an open flame or allow tanks to be stored in areas in which temperatures may reach 125° F.

- When discharging an AC system, always do so slowly and with care.

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



SAAB 960

THE INSIDE STORY

Convenience and simplicity mark the interior of the Saab 960. Reversing the trend towards acres of plastic, the car eliminates the "dash" ahead of the passenger for a roomier, more open feel, puts useful-sized glove box bins in each door panel, and continues the Saab tradition of utility and interior flexibility.

The Saab 960 is slightly longer, lower and wider than the 96 and the interior space is significantly enlarged. Leg room at the rear is 4" greater due to that same increase in the car's wheelbase. Aerodynamics dictate a high bustle trunkline, which increases trunk volume by over 50%.

The interior is carpeted and upholstered in fire retardant, durable materials throughout. Front seats are fiberglass shells with steel tube framework and deep, variable density foam cushions. They recline, adjust fore and aft and can be raised or lowered 1.5". The upholstery snaps or zips on and can be removed for cleaning or replacement in a few seconds each seat.

Rear seats are split 40-60, providing several different combinations of load-carrying volumes and shapes. The spare tire, battery and tools are located in their respective storage areas in the trunk space to help keep weight distribution at a reasonable 55% front, 45% rear.

The doors and their mechanisms are a new concept based on old ideas (isn't everything?). A steel main inner skeleton carries all the loading of the

door. Side impact barriers reinforce the door at the single front hinge point and the latch point.

The window mechanism revives the pivotal design of the Saab 96 but adds a simplified glass lowering system with no geared mechanism. As the window is lowered, a spring is stretched, which later aids in raising the window again. A positive detent at the fully closed position prevents jimmying the window open. The helper spring is adjustable, as is the track tensioner. This combination will insure that the window "stays put" when you lower it to a certain point.

The center side window can be fixed in position (standard car) or lowerable (deluxe car) using a mechanism similar to that in the door. Rearmost side windows that pivot open (2 positions) and a flow through ventilation system are standard in all models.

A single mounting bracket accommodates the window lift system and the inside door handle, simplifying assembly/repair. Door locking is done by pushing the inside door handle in rather than pulling it outwards.

Outside mirrors are remotely adjustable with the single knob shown at the front of the glass.

The outer skin of the door is fiberglass which is bonded to the metal skeleton of the door. This keeps the weight of the door down while improving it's overall strength. Door rust-outs, of course, would be all but eliminated.

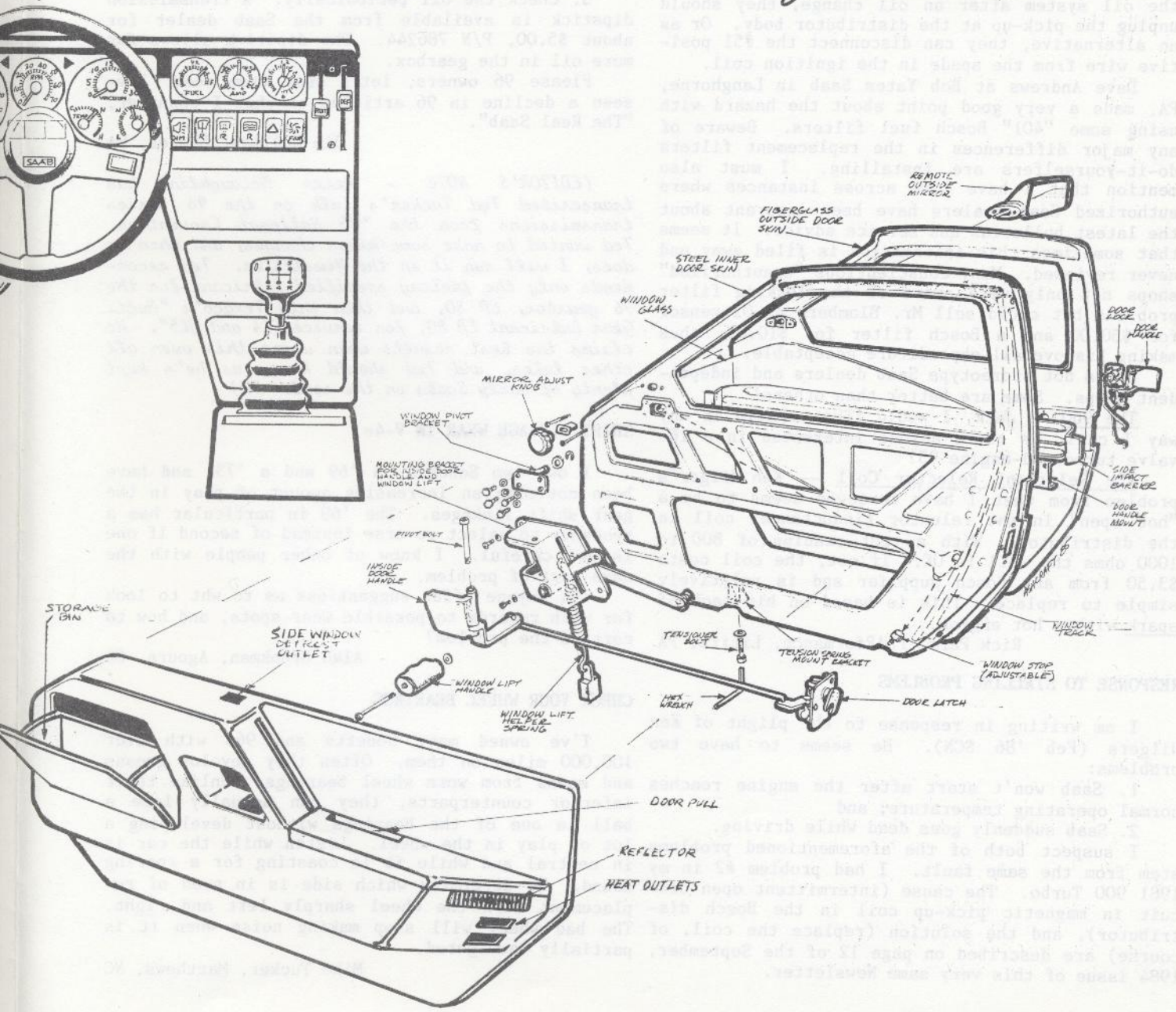
The inner panel of the door is asked to do a variety of jobs besides it's cosmetic function. It provides ducts for side window defrosting and rear seat heat, carries a reflector for night safety, a glove bin for storage, a padded arm rest, and a hand grip point for closing the door.

The instrumentation module provides all-analog data to the driver, has rocker switches situated at finger tip distance from the steering wheel, and includes idiot lights as well as full instrumentation. A vacuum gauge (boost gauge on turbo models) and a tachometer are included. Three shelves in the center console will accept a variety of audio gadgetry from stereo and equalizer/amplifiers to mobile telephone units. Each shelf area has a swing-up door which opens out of the way for use then closes to cover them when not in use. Out of sight, out of mind is the theory here, and a fully retracting antenna removes the final clue as to

whether or not the car is equipped with any electronic gear. The bottom bin is a location for the OPTIONAL cigar lighter/ashtray. Each shelf becomes a storage area if equipment doesn't occupy the space. The traditional Saab 99/900 shifter lock ignition switch is retained, within a padded pocket designed to keep key rattles to a minimum.

This is not a vehicle of video game gimcrackery. It is designed to be simple to manufacture, easy to maintain and of obvious good quality throughout. Weight is the great enemy of a car and many components are designed to do 2 or 3 jobs instead of one. The Saab 960 design is a deliberate attempt to provide an interesting, useful automobile that uses high technology where it has PRACTICAL VALUE and logical simplicity everywhere else.

- Jack Ashcraft



NOTES FROM THE COUNTRY SAAB STORE

Congratulations Tim for continuing the newsletter for us. We depend on this monthly issue of unedited Saab experiences.

Responding to the many inquiries about turbo life, our research and development has greatly influenced the recommended service schedules of our customer's cars. Use of a diesel grade SF-CC/CD oil is a must. Our insistence on 2500 mile oil changes has resulted in 90,000 plus miles without as much as a puff of excess oil smoke. A turbo charged car will not be rendered useless if the turbo compressor were to fail. We would be happy to explain why and enlighten any Saab owner if they would call us requesting such information.

Frying Robert Bosch -- To be short and to the point, Mr. Bosch's electronic ignition system should never be provoked into producing high secondary voltage unless connected to a grounded, gapped spark plug. If owners insist on priming the oil system after an oil change, they should unplug the pick-up at the distributor body. Or as an alternative, they can disconnect the #51 positive wire from the spade in the ignition coil.

Dave Andrews at Bob Yates Saab in Langhorne, PA, made a very good point about the hazard with using some "401" Bosch fuel filters. Beware of any major differences in the replacement filters do-it-yourselfers are installing. I must also mention that I have come across instances where authorized Saab dealers have been ignorant about the latest bulletins and service advice. It seems that sometimes this information is filed away and never reviewed. Many conscientious "unauthorized" shops not only were aware of the leaking filter problems but could sell Mr. Blomberg an O2 sensor for \$50.00 and a Bosch filter for \$10.00, thus making his overall expenditure acceptable.

Let's not stereotype Saab dealers and independent shops. Some are better than others!

The 960 -- Jack, I would like to help in any way I can! Is there anyone interested in a 16-valve turbo mid-engine 95?

The Reluctant Reluctor Coil -- Ken Hilger's problem from what I have reviewed seems to be a "hot open" in the reluctor (inductance) coil in the distributor. With a test reading of 800 to 1000 ohms the coil is OK. If not, the coil costs \$3.50 from any Bosch supplier and is relatively simple to replace. This is based on his lack of spark with a hot engine.

Rick Parr, PAARformance, Lititz, PA

RESPONSE TO STALLING PROBLEMS

I am writing in response to the plight of Ken Hilgers (Feb '86 SCN). He seems to have two problems:

1. Saab won't start after the engine reaches normal operating temperature; and
2. Saab suddenly goes dead while driving.

I suspect both of the aforementioned problems stem from the same fault. I had problem #2 in my 1981 900 Turbo. The cause (intermittent open circuit in magnetic pick-up coil in the Bosch distributor), and the solution (replace the coil, of course) are described on page 12 of the September, 1984 issue of this very same Newsletter.

I suggest Mr. Hilgers check out this possibility. It sure sounds familiar.

Larry Savage, Seattle, WA

96 GEARBOX BLUES

Even though I own an '81 900 Turbo, I still very much enjoy my 1973 96. For the past 14 years, I've owned a 96 and have worked on just about everything.

I love almost all of the car except the gearbox. I've learned the hard way, it pays to take care of the transmission. I'd like to take this opportunity to pass on a few tips:

1. Don't hot-rod the gearbox. Remember, city and highway driving are not Monte Carlo.
2. Change the gearbox oil religiously. I suggest every 10,000 miles or twice a year, or sooner. Water condensation and other contaminants can cause failure.
3. Check the oil periodically. A transmission dipstick is available from the Saab dealer for about \$5.00, P/N 786244. The dipstick allows for more oil in the gearbox.

Please 96 owners, let's hear from you. I've seen a decline in 96 articles on what I consider, "The Real Saab".

Jim Hallman, Sumner, WA

(EDITOR'S NOTE - Peter McLaughlin has transcribed Ted Tucker's talk on the 96 series transmissions from the '85 National Convention. Ted wanted to make some minor changes, and when he does, I will run it in the Newsletter. Ted recommends only the factory specified lubricant for the 96 gearbox, EP 80, and then only Texaco's "Multi Gear Lubricant EP 80, for service GL4 and GL5". He claims the best results when using this over all other lubes, and Ted should know, as he's kept plenty of early Saabs on the road. TW)

SHIFT LINKAGE WEAR IN V-4s

I own two Sonetts, a '69 and a '73, and have been noticing an increasing amount of play in the gear shift linkages. The '69 in particular has a tendency to select reverse instead of second if one is not careful. I know of other people with the same sort of problem.

Can anyone offer suggestions as to what to look for with regards to possible wear spots, and how to correct the problem?

Alan Brookman, Agoura, CA

CHECK YOUR WHEEL BEARINGS

I've owned many Sonetts and 96s with over 100,000 miles on them. Often they develop groans and moans from worn wheel bearings. Unlike their inferior counterparts, they can actually lose a ball in one of the bearings without developing a lot of play in the wheel. Listen while the car is in neutral and while it is coasting for a roaring sound. To determine which side is in need of replacement turn the wheel sharply left and right. The bad wheel will stop making noise when it is partially unweighted.

Mike Tucker, Matthews, NC

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 April issue is March 12, 1986. The deadline for Commercial Ads is March 7th. Deadlines for the May issue are April 11th for Commercial Ads, April 16 for Classifieds.

Sonetts For Sale

'73 Sonett III, gd cond, recent under pan work - welded & sealed, eng vy gd, F/G OK. \$2200. Sonett parts car, \$300. Bruce Baldwin, New Lebanon, NJ. 518-794-8729, days.

'74 Sonett, rbldt eng & trans, redone interior, cass stereo sys, over \$600 put into car. Has a bent rod & needs some brake work. Compl A/C kit avail with car. Best offer over \$2500. Neil Simon, 2810 So. 162 Plaza, Omaha, NE 68130. 402-330-1604.

95s & 96s For Sale

'73 96, high mileage, radials, AM/FM stereo, many new parts. \$600 obo. Dave Kunkel, Philadelphia, PA. 215-225-4984.

'70 96, 136k mi, maintained with TLC, Blaupunkt Maxima radio, Continentals. \$2000. Lionel Goodman, Princeton, NJ. 609-924-3864.

'67 Monte Carlo, Red with herringbone interior. Rbldt 850 inj. eng, trans, brakes. Clean Calif car. \$3100. Paul Florance, Seal Beach, CA 213493-6707

'64 96, 2-stroke, 4 spd, runs good, body in very gd cond, no rust. Orig New Mexico car. Many extra parts. \$500. Also, '60 93F, 3 spd, no eng. Exc body. Free if you'll save it from junk yard. Barry Patterson, P.O. Box 3686, Las Cruces, NM 88003. 505-646-3208 days, 522-8685 eves.

'61 93F, perfect project car comes with every critical part incl: radiator, generator, starter, & hubcaps. Body & glass all in very gd shape. Must sell soon, moving overseas. \$250, towing avail. Scott Shepard, 220 Lobban, Warrensburg, MO 64093. 816-747-3415.

95, 96, & Sonett Parts For Sale

4 spd Webbed Trans, fits V-4, \$250. Ray Kurr, Broken Arrow, OK. 918-451-2899.

Sonett Seat from '74. Great cond, no rips or holes. \$80. Steve Brown, 107 W. Hubbard, Chicago, IL 60610. 312-467-4666.

Sonett parts, F/G hood for Sonett III, \$500 obo. Rear glass for S-III, \$250 obo. S-III instrument cluster, \$50. S-II black vinyl seats, \$50 ea. Hi-perf Weber 40DFI carb, \$75. 96/97 rear wheel brngs, new, \$20/side. 96/97 wheel studs, \$1.50 ea. Mike Tucker, 2324 Davis Dr., Matthews, NC 28105. 704-846-4098.

Misc. 96/97 Parts. 97 doors & rear clip, fenders, switches, starters, alternators, trans cases, gears. For list send SASE to Paul Florance, 126 1/2 Main St., Seal Beach, CA 90740.

Ribbed case transmission for 96 V-4. Rbldt to OE specs with factory tools. New OE bearings throughout. \$495 plus shipping. Midwest Fabrication, 4719 Pitt St., Duluth, MN 55804. 218-525-2884.

Radiator for '71-'73 95/96, new, \$50. Starter, \$30. Alternator, \$40. '71 95 body, no rust, 28k mi, \$400. Jim Hallman, Sumner, WA. 206-862-0218.

Sonett alloy wheels, 1970 style, earliest avail, \$100 ea obo. Sonett factory Parts & Shop Manual, \$75. Robert Allen, 114 Kimberly Rd, Hamden, CT 06518. 203-248-8798.

'64 3-cyl eng & 4-spd trans, gd cond, \$150. Also 95/96 factory shop manual, \$20. Misc. 96 parts. Warren Barkley, 712 W. John St, Martinsburg, WV 25401. 304-267-6016.

Used 95, 96, 99 Parts, call with needs. Baldwin Foreign Auto Repair, Bruce Baldwin, Box 45, New Lebanon Center, NY 12126. 518-794-8729 days.

99s & 900s For Sale

'81 900 Turbo 4dr, 5-spd, cruise, blaupunkt, 46k mi, met. blue, new cl disc, slave & brng. \$7000 obo. Dwight Diget, Battle Creek, MI. 616-963-2263.

'79 99 2dr, rbldt A/T last yr, A/C good, 130k mi on eng, runs but has bad W/P, 3 good Pirelli P-3 tires, towable. Buy this for trans & parts, \$400 obo. Don Gilmour, Arlington, VA. 703-920-8561.

'78 99GLE, A/T, A/C, Stereo, Sunroof, 66k mi. New Mexico car, no rust, vy clean. \$3500. Gary Lasswell, 6701 Mayhill Ct NW, Albuquerque, NM 87120. 505-841-6516 days, 831-1125 after 6 PM.

'78 99GL, 2dr, 4-spd, AM/FM, solid southern car, very good cond, recent repaint & headliner. \$1650. Randy Cook, 58 Cinderella Ln, Ft. Walton Beach, FL 32548. 904-863-9399.

'74 99EMS 2dr, 4-spd, stereo cass, custom 3-tone brown & gold, 89k mi, reworked head, brakes. \$1950 obo. Dwight Diget, 300 Silver St, Battle Creek, MI 49017. 616-963-2263.

'74 99 4dr, FREE! Save it from the crusher. Many good parts. Henry Johnson, Jacksonville, FL. 904-264-1964.

900 5dr 16-valve & full elect. amenities. Trades accepted. A "SAABophiles" dream. The Country Saab Store, Lititz, PA. 717-627-SAAB.

Want ads continued on next page

99 & 900 Parts For Sale

'77 EMS, running, gd eng & tires, no 4th gear in trans, for parts or whole. Send SASE with needs for prices. Al Sorokach, RR5 Box 333 Elro Drive E, Oak Ridge, NJ 07438. Home) 201-697-7321 or 5228, Work) 201-648-2466.

'74 99LE 4dr parts, doors, \$10 ea. Windshield, \$30. Rear window, \$15. Many other parts. Mitchell Lenno, 353 Roxbury Rd, Stamford, CT 06402. 203-322-7457.

Misc 99 & 900 parts, body, interior, mechanical, glass... priced under \$200 or sell all for reasonable price. Dwight Diget, 300 Silver St., Battle Creek, MI 49017. 616-963-2263.

Trans from '74 99 2.0L, \$150. Complete EFI 2.0L inj sys with many extras, \$75. 2.0L short block, \$65. '76 CIS cam (trick EFI conversion), \$85. Plus shipping. Bruce Alexander, 4719 Pitt, Duluth, MN 55804. 218-525-2884.

Misc Parts, 900 Euro quartz light assys, pads, fuel computers, misc. lenses, all new. New 99 & 96 hubcaps, timing gear sets, bmpr covers, brakes, ign, hydr, trans, heads, orig paints, locking gas caps, filters. Also many used parts. Send SASE for list. Charlie Dodson, 7 Wainwright Ave, Annapolis, MD 21403. 307-267-9245.

4 pistons for 1850 eng, used, "MAHLE 87D2+CO41", approx 4k mi, \$100. 1850cc cyl hd, with intk mnfld & 175 CD-2, \$150. K.L. Mitchell, 442 Elmwood Ave, Richmond Hill, Ontario L4C-1M4. 416-884-0802.

Right dr for 99 2dr sedan, approx '76, all inter hdwe intact, exc cond, no rust, \$95 plus shipping. Frank Stodolsky, 24416 Club View Dr, Damascus, MD 20872.

Wheelcovers for 74-78 99, gd cond, \$50/set ppd. Factory issued Saab posters, '66-'82, \$5 & up. \$1 for list. Steve Vories, 310 SE 6th, College Place, WA 99324. 509-529-5334.

Parts Liquidation: 73 EMS & 75 GLE stripped & catalogued. List includes: '73 trans, vy cln, \$300 EMS mags, \$125 set. "Lumenition" photoelectric ignition, \$75. Shipping extra. Send SASE. Bob "SAAB" Sullivan, 215 Dogwood Lane, Mahwah, NJ 07430.

'79 900 parts, interior, complete except headliner, orange, \$400. Str rack, non-power, \$150. Doors, exc cond, \$150 ea. 99 str rack, non-power, 1 mo old, \$275. Much more, call & inquire. Quantum Mechanics, 45 Huntington Ave, S. Yarmouth, MA 02664. 617-394-5193.

99 headlining material, exact replacement with foam back & cream nylon material, 57-1/2" wide. Contact cement into place. Can also be used for early Sonetts. Installation instructions included, \$15/yd. 99 Wheelcovers in average shape, \$40/set. Rubber front 99 bumper, complete, no damage, \$90. Front & rear seats from '75 99, blue, no holes or rips, mint, \$160. 2.0L crankshaft, orig specs, \$90. 99 sedan L-sd rear window w chrome bracket molding & 'pop out handle, \$55. Trollhattan Performance Cars, 107 W. Hubbard, Chicago, IL 60610. 312-467-4666.

'58 to '85 Parts, late model wrecks dismantled daily. 5-spds, 4-spds, automatics, interiors. Convert to a 16-ylv engine incl electronic harnesses. Complete A/C systems. The Country Saab Store, Lititz, PA. 717-627-SAAB 9-6, EST.

Warmup regulator for 900, '81 on. New. Bosch #0438 140 084. \$120. Eddy Borchert, Cross Lanes WV. 304-747-2129 (8-5), 304-776-7609, eve.

Unies Box, same as Bensi Box, accepts 52 x 180 x 170mm radio, batt. for digital memory, needs some filing of dash, \$30. '82 900 Radio Installation Kit, Saab P/N 06-09-003, \$10. Doug Beards, 80 E. Hartsdale Ave, Hartsdale, NY 10530. 914-948-0025.

Saab Fog Lights for 900, new in box, complete kit, \$50. Ken Hilgers, 3 Cutlass La, Scarborough, ME 04074. 207-883-3008.

Air dam for 900. Mitcom "Flexdam", 2-pc F/G with flex skirt, exc cond, \$65. John Hudak, Pittsburgh, PA. 412-268-3368 days, 412-486-6852 eves.

Michelin TRX Snow tires 180 HR 390, on OE Saab TRX wheels. \$175 ea, plus shipping. Gene Kallaur, 230 Barnshed La, Guilford, CT 06437. 203-457-0527 after 6 PM.

Pirelli P-6 tires used only 1 season, perf cond. \$49 ea or \$175/set of 4, plus UPS. Harris Berger, 4 Demarest Mill Ct, West Nyack, NY 10994.

Radio console for 99s to '75, OEM, \$25. Bosch relay P/N 0-332-003-012, \$5. Bill Wytiaz, Sunset Dr. RD#3, Sewickley, PA 15143. 412-266-3677.

WANTED, ALL MODELS

Starter/Generator with water pump from '60-'64 2-stroke. Will pay freight. Ray Kurr, 405 W. Miami, Broken Arrow, OK 74011. 918-451-2899.

New GT crank assy for '68 84lcc. Also drivers black window sill grill for '73 Sonett. Ron Glass, 3813 Pebble Ct, Palm Harbr, FL 33563. 813-785-8528

Owners Manual for '72 95, \$10-20? Relay switch for seat belt light & windshield washer bottle for '72 95. Rob Robertson, 5 South Cleveland St, Wenatchee, WA 98801. 509-663-8851.

A/C complete for '72 Sonett III, under \$300? V4 distributor, \$25? Intake manifold & Weber carb, \$? Dick Miller, 1920 Alamosa Dr, Colorado Springs, CO 80908. 303-598-6610 eves.

Front & rear spoilers wanted for '84 900 Turbo 4dr. Jeff Miller, 18 Riddle Road, Camp Hill, PA 17011. 717-737-7923 after 6 PM.

Alloy wheels wanted. Set of Ronal silver spokes, Incas, or Silvervanes, with hubcaps. Or will trade my Ronal S (OE style) from '83 Turbo with good Pirelli P8s for your wheels & tires. Also want high perf front spkr setup, retrctable trlr hitch, HD rbr floor mats, set of shop manls & pts bk for '83 900T. Robert Allen, 203-248-8798.

Console for '83 900 wanted. Lionel Goodman, Princeton, NJ. 609-924-3864.

MISC. FOR SALE

Allen Engine Diagnostic Analyzer, 1500 series, with scope & 6 separate meters. Rolling stand cabinet. Worth over \$5000 new, just calibrated to specs by Allen. \$1350. Perfect for small Saab shop. Trollhattan Performance Cars, 107 W Hubbard, Chicago, IL 60610, 312-467-4666.

Delta Mk 10B CD ignition, fits all 12v. Great for 2-strokes. Compl with instr, \$25. Jack Vines, E. 3227 28th Ave, Spokane, WA 99223. 509-535-8610.

Rally Navigator (Co-driver) available for TSD & Pro Rallies. 15 yrs experience. Seeking rides for One-Lap and other events. Tim Winker, 218-525-3253 or 525-4296.

BRAKE NOISE

Saab TSB-6-002: Brake system design and friction materials are developed to meet a diverse array of stringent requirements and provide an optimum level of performance under a wide range of vehicle operating conditions. Low noise level is but one of many design criteria which include government requirements, service life, and maintainability considerations, space limitations, heat transfer and cooling, stopping ability and consistency vs. temperature and moisture conditions, pedal effort and feel, fade resistance and environmental effects. On the last point, Saab has specified only asbestos-free friction materials since the 1983 model year when suitable pads became available.

The choice of brake pads is ultimately a compromise, but priority must be given to those criteria which affect safe braking system performance. In the end, a certain amount of brake noise, squeal, or groaning, must be accepted. The original equipment pads used on Saabs today may cause some noise, particularly when the car is braked lightly under warm, dry ambient conditions. Such noise is considered normal and, in and of itself, is not indicative of any malfunction in the braking system.

Saab does not recommend substitution of other kinds of brake pads for the original equipment brake pads to correct brake noise, believing that performance may be unwittingly compromised. The only permissible modification is the application of a reputable aftermarket brake noise silencing compound to the front pad backing plates where they make contact with the caliper piston (inner pad) or yoke (outer pad). Such compounds should only be applied sparingly so as not to cause pad drag. The long-term silencing effect of such products may vary and may not correspond to the service life of the pad.

Saab recognizes that brake pad noise is objectionable and we will continue to investigate how to deal with worst case situations. If we come up with a satisfactory solution, we will issue a Service Information.

Saab-Scania of America, Inc.
National Service Division

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MEMBERSHIP/SUBSCRIPTION

Annual dues for Membership/Subscription are as follows:

First year	\$15.00
Renewal	\$12.00

Renewals, please clip this corner with the mailing label on the other side, or write the date of expiration (upper right corner of the mailing label) on your check.

First year membership includes two back-issue newsletters and two club decals.

A collection of 20+ back issues is available for \$10.00.

Individual back issues are available for \$1.50 each, 3 or more \$1.00 apiece.

Extra club decals are available for \$1.00 each.

KEEP THOSE POWER ANTENNAS WORKING

Monthly, clean the antenna with a soft cloth by wiping while up, from the bottom to the top. Wiping downwards can force dirt into the sections. Dirt does collect on antennas.

If your antenna stick halfway up during winter weather, it means water has collected in the base and then frozen. If you have a hair dryer, blow warm (not hot) air on the base. Cup your hand around the base so that the heat will reach the base. After a few minutes, run the antenna. Then spray a cloth with silicone, or better yet teflon, lubricant, being careful not to get the lube on the car finish. Wipe from the base up. Again run the antenna up and down a few times so that all parts are exposed to the lube. This should cure the problem.

It is not recommended to use antifreeze on the base as this could harm the rubber and plastic parts. Also, do not use a graphite lubricant, as graphite particles can work into the sections and cause more problems.

Margrit Adler, Champaign, IL

15TH ANNIVERSARY

Continued from Page 1

showed up to investigate the other wierdos driving those strange cars. So this March celebrates the fifteenth anniversary of the creation of our club. From that beginning the membership grew and we developed active events that demanded participation for those wanting to have fun. The original reason for the club was as a mini-political group to dictate better conditions for us Midwesterners with Saabs, but the side benefits were social and educational as well. By 1972, the club declared itself to be "service oriented", and the format was set for those that followed, including the fine efforts of Dick Grossman who took over in 1974 [and turned the Newsletter into a national publication for Saab owners.]

I thought that on our 15th anniversary I would recount the magic some of us felt upon the discovery of another Swedish counter-culture auto rolling happily down the road. Oh, those days when you could flash your headlites and get a reply. For those nostalgia buffs, I will sponsor a small dinner on Sunday, March 16th, almost exactly fifteen years from the club's start. For further information on this Chicago event, call me at 312-822-9339.

Steve Brown
Chicago, IL

Please use knife/letter opener

MARCH 1986

Address Correction Requested

2416 London Road, Unit 900
Duluth, Minnesota 55812



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CLUB ITEMS AVAILABLE

- Club Patches--embroidered three-colored 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 Soft cover 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
- Chambersburg '85 Posters--16x20 poster, yellow and black with a 900 autocrossing--\$3.00 plus 1.50 UPS
- Go Yump a Well-Built Swede T-Shirts are back in stock and feature a 99 rallying. ----\$7.00 plus \$1.50 UPS Specify S, M, L, or XL.
- Saab Club T-Shirts with the grill design from last year's convention logo, yellow with blue ink. Specify S, M, L, or XL. Orders will be delivered by early Nov.-----\$6.00 plus \$1.50 UPS.
- Brass Grill Badges --1-3/4x3" brass cloissone badge of Club emblem-----\$5.00 postpaid.
- Haynes Manuals-- for V4s, 99s and 900s are available for \$11.00 Third Class Mail or \$12.00 UPS. Please state model.
- Club Hats and Mugs are out of stock. We will announce when they are available again.

Please Note: Shipping costs are per order; i.e. two posters, UPS is only \$1.50.
Send all orders to: The Saab Club, 60 Charles St.
S. Meriden, CT 06450