



THE SAAB CLUB

MAY 1986 NEWSLETTER #148

SAAB-SCANIA BREAKS GROUND IN MERIDEN

Saab-Scania of America broke ground on April 29th on the first phase of its corporate campus in Meriden, Connecticut. Digging up the first shovelful were Robert Sinclair, Saab-Scania's U.S. president, and Connecticut Governor William O'Neill.

The Meriden Planning Commission has approved Saab-Scania's plans, which include a 144,000 square foot distribution center, a 68,000 sq. ft. engineering and training facility, and a 108,000 sq. ft. headquarters building on the 77-acre property. Construction of the distribution center begins this spring, with completion expected in summer 1987. The other two buildings are targeted for completion by 1990.

Saab-Scania expects to employ 700 people in Connecticut when the campus is complete. Gov. O'Neill travelled to Saab-Scania's headquarters in Sweden in 1984 to encourage the company's expansion in his state. Says Mr. Sinclair: "Cooperation from the Dept. of Economic Development made it easy to stay in Connecticut."

The new site faces Interstate 91 between New Haven and Hartford. Saab-Scania's present headquarters in Orange, Connecticut, will serve as the company's eastern regional office when the new facility is ready. The company will retain the bus manufacturing plant established in Orange two years ago.

Saab-Scania of America has been in Connecticut since 1961 when it moved from New York City to New Haven. The company took possession of its present corporate headquarters in Orange in 1971 and is now spread out at four locations in Orange and West Haven.

The company has grown considerably in the last five years, tripling its automobile sales to a targeted 45,000 cars in 1986. Total revenues are expected to reach \$750 million this calendar year. Besides adding the Scania Bus Division in 1983, Saab-Scania of America last year established the Scania Truck Division to distribute Scania trucks.

In addition to the Meriden property, Saab-Scania has purchased an adjoining 85 acres in the town of Wallingford with a view towards future expansion.

SAAB OFFERS \$60,000 PERFORMANCE PROGRAM

Saab will offer performance awards to Saab drivers participating in Sports Car Club of America and International Motor Sports Association endurance races and in SCCA's rally and Showroom Stock series. Monetary awards will be available to racers in SCCA's regular short distance Showroom Stock series, the SCCA Endurance Cup, SCCA National and Divisional PRO Rallies and in IMSA's Endurance Championship.

"We are budgeting \$60,000 in performance awards for 1986 to support racers and rallyists driving Saab cars in competition," said Saab-Scania of America President Robert J. Sinclair. "The sales success of Saab cars in the United States and in Europe owes a lot to the cars' success on race tracks and rally roads. Many of these wins are the result of the enthusiasm of individual Saab fans who have been willing to spend much of their time and money to compete in their Saabs. Our performance awards program is designed to support these enthusiasts."

Complete details of the 1986 Saab performance awards program are available from the public relations department of Saab-Scania of America, Inc., Saab Drive, Orange, CT 06477.

CONVENTION PLANS PROGRESSING WELL

Jack Baxter of the Saab Clubs of Georgia reports more progress in plans for the 1986 National Saab Owners Convention. Prices for rooms will be a bit higher than last year, but the Radisson Inn in Atlanta is a much fancier facility. Rooms will be \$50/night, whether the room has two double beds or a king size bed. Extra beds for youngsters are \$5/night. In addition, there will be a registration fee of \$40 per adult to cover the Friday night party with an Open Bar, the Saturday banquet, and the Saturday night dance with a D.J. and Cash Bar. A Rally, Swap Meet, and several Tech Sessions are in the works, but help on Tech Sessions is still needed. Call Jack Baxter at (404) 351-7222 for more details.

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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

You'd be amazed at the time that goes into the Saab Club. I often work evenings and weekends to try to keep ahead of the volume of mail that comes in. Fortunately, I really enjoy it, so the time of day that I work at the keyboard or over the layout table doesn't much matter. Jeff Delahorne wasn't kidding when he told me there are often 50 to 60 hour weeks.

The advantage is that the editor can take off some time during the middle of the week, which I did recently by traveling to Colorado for five days. Nancy and I visited her relatives near Boulder, and had opportunity to do a bit of exploring while there. Colorado is good Saab country, with lots of nice older cars, and plenty of the newer models on the road, and twisty roads up the canyons to give suspensions a good workout.

One day was spent visiting Saab repair shops and dealers in the Denver area. I was able to spend a little time talking with Rich Osner, salesman at Deane Buick-Saab and long time Saab fanatic. Rich was able to give me a little information on the Denver area club, which is apparently dormant at this time. I also spoke with Stan Bietcher, past president of that club, who told me pretty much the same thing. As with any organization, it appears they are at a low point now, but expect some of the enthusiasm to build again over the next few years.

Another fanatic is Jerry Danner, president of Swedish Automotive And Bodyworks, formerly known as Mile-Hi Saab. He runs a very impressive facility for Saabs, including a repair shop, body shop, large parts inventory, and a wrecking yard with most Saab models represented. Jerry is quick to point out that there are some pretty badly wrecked cars in his yard, but that the passenger compartments remain intact. To his knowledge, there have been no fatalities in the Saabs he takes apart.

I have to thank Jerry for several things. He found my weakness for Mexican food, and took Nancy and I to a small Mexican restaurant near his shop that had great chili relenos. He also introduced me to Lyle Kloke, who was in the process of moving from Denver to the East coast to build engines for the Skip Barber/Saab Formula racing series. Lyle had a clean '79 99GL that he had to sell before his move, so we became the car's new owners.

We chose to drive our new acquisition home via South Dakota, as we've driven the Nebraska route many times. Probably not a good idea, as we met one of the last big winter storms. I was stopped by a highway patrolman near Hot Springs, SoDak, for doing 60mph (I had just passed a pickup hauling a trailer, and hadn't gotten back down to the

Federally mandated speed limit). He let me off with a warning since I was driving a car that was easily up to the task of handling such adverse weather conditions.

Turning to another subject, the Saab Service Information arrived too late to be included in this issue, so the June issue will have that much more. As a result, there are more reader articles this month. There are also several new advertisers, so please patronize them, and let them know you saw their ad in the SCN.

Information on local Saab clubs is still needed, particularly on the West coast. Please send officers or contact peoples' names, number of members, meeting locations, etc. When this info is compiled, I'll be instituting a "newsletter exchange" with the local club editors.

I have managed to finally get the basement office workable, so I'm not constantly running up and down stairs to answer the phone or look up information. The dining room table is again available for other purposes, such as dining. The Saab Club phone now has an answering machine to take your messages when I'm not around. So things are getting a bit more organized around here. I'm expecting May to be easier.

Tim Winker, Editor

CLUB NEWS

CENTRAL ILLIANA SAAB CLUB will not meet during May. There will be a brunch meeting on June 8th. Please reserve your spot by May 20th. For details call Margrit Adler, 217-356-9244.

SAAB CLUB NATIONAL CAPITAL AREA has been invited to an Open House at Don Danneman's new Saab specialty repair shop in Laurel, MD, on Saturday, May 10th. Phone 301-725-2244 for details. The next regular meeting of the SCNCA will be May 14th at 8 PM in the Bethesda Regional Library, 7400 Arlington Rd, Bethesda, MD. New officers will be installed then.

THE APPALACHIAN SAAB CLUB holds its next meeting following the TSD Cross Country Rallye on May 18th. The awards presentation and meeting will be at the home of Wendell and Carolyn Francis in Dandridge, TN. Phone 615-397-2172 for complete info.

WEST MOUNTAIN SAAB CLUB events for May:

- 5/4 - Checkpoint outing (LoA) 9-12 AM.
- 5/10 - pre-Rallye 6 party for members.
- 5/25 - General meeting. Annual meeting (R6) is July 19-20 for the Northeastern Region. Contact Tom McDermott (days) 518-798-1577, or David Sullivan (eves) 617-879-8288.

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.

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LOGO CONTEST WINNERS

Twenty-two Saab enthusiasts submitted entries for the Saab Club New Logo Contest announced in the March issue. The panel of judges (consisting of freelance artist Mark Mahla, Saab Club member and sometime artist, Bob Hansen, and your humble editor) took to this serious task over several glasses of Leinenkugels at Grandma's Saloon & Deli near Duluth's famous Lift Bridge. Selection of one winning entry was difficult, because several were quite good. Some drawings used variations on the Saab grilles, others used the airplane or griffin logos that Saab has used, while still others depicted the cars themselves, either individually or in groups. After a bit of debate, we are pleased to announce the top three designs.

Two of the favored final selections were submitted by Henry Jorgensen of Silver Spring, Maryland. His simple choice of the griffin forming the "S" in Saab was given the nod as number one, being simple, yet bold, and covering the marque rather than one or more models of Saab. His decal design also incorporates the airplane logo that Saab used in the early years, and will be the basis for the new window decal. Henry is the winner of the "SAAB SPORT" tri-blue windbreaker.



Jack Ashcraft has long been a part of the Saab Club Newsletter, and his artistic work is one of the regular highlights of this publication. His concepts for the masthead and feature columns win

him the second place award of a new long sleeve crew neck shirt by Crazy Shirts of Hawaii (see ad in this issue). Jack, for those of you who don't know, is a freelance artist whose designs lean toward cars and airplanes. He is part owner and an instructor at an art school near his home in Central Point, Oregon, and restores 96s and Sonetts in his spare time.

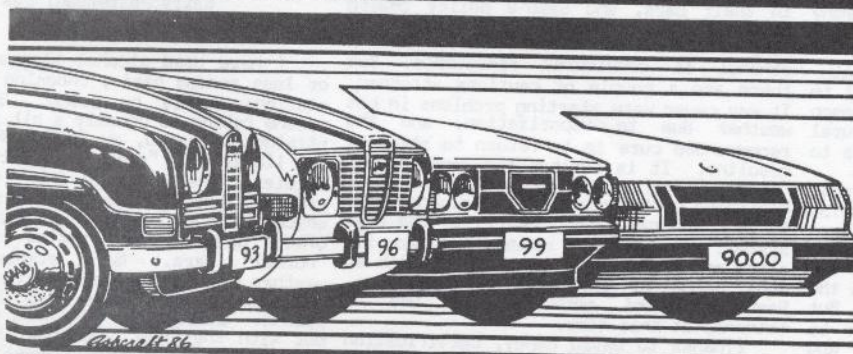
Third place goes to another design which utilizes a combination of early and late model grilles and logos. Thomas Chuhay of Panama City, Florida submitted the drawing. Tom will receive a crew neck T-shirt with a Saab SPG on the front, also designed by Crazy Shirts.



The jacket and shirts are furnished by Saab-Scania's Parts and Accessories Division, courtesy of Mike Kornowa. In addition, all three will be receiving a one year subscription to the Saab Club Newsletter.

Other entrants are listed below:
 Jeffrey Ballini, Pompton Lakes, NJ
 Greg Bowham, Normal, IL

- Lewis Eig, Monsey, NY
 - Paul Fassler, Wethersfield, CT
 - Camy Fischer, New Paltz, NY
 - Bob Francett, Bangor, PA
 - Kerry Hallihan, Alexandria, VA
 - Darlene Hartman, No. Tonawanda, NY
 - Ind. Saab & Subaru Service, Colo. Springs, CO
 - Larry Leetzow, Normal, IL
 - Mark Leng, Succasunna, NJ
 - Barry Ling, Seville, OH
 - Jim Matthes, Rochester, MN
 - W.R. McCall, Bristol, VA
 - Ed O'Connor, Scott Depot, WV
 - Andy Saksa, Milwaukee, WI
 - Fred Seymour, Levittown, PA
 - Brent Thompson, Wilmington, DE
 - Julie Yocum, Mapelton Depot, PA
- Thanks to all who sent in their ideas.



THE
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GASOHOL: F.I. FOE OR FRIEND?

Often when you pull up to the gas pumps these days, you'll see a sticker on the pump that reads "ETHANOL ADDED". What is this stuff, and does it make a difference in the driveability of your Saab?

Gasohol, a blend of gasoline and alcohol, was introduced in the U.S. several years ago in an effort to cut down the consumption of petroleum, and to find a good use for grain surpluses. Most gasohol contains Ethanol, or "grain alcohol" used in concentrations of up to ten percent in gasoline. It is sometimes marketed as "premium unleaded" gasoline, as it also raises the octane level of the fuel. Most fuel ethanol is produced by fermentation of corn or other crops. U.S. production of ethanol for fuel has increased from 10 million gallons in 1978 to 500 million gallons in 1985.



Ethanol is still more expensive than gasoline, however, the current wholesale price running \$1.30 to \$1.40 per gallon. So the Federal and State governments give tax reductions to make gasohol competitive with gasoline. The current tax breaks are 6 cents per gallon on the Federal level, and 4 cents per gallon in Minnesota. When gas stations were paying over a dollar a gallon for gasoline, the tax breaks for the use of an alcohol blend made the refiners or distributors a few extra cents per gallon. Retail prices on a gallon of regular now range from 65 to 90 cents across the country, and the tax break is no longer worth the bother to refiners. Minnesota will likely be cutting back on its gasohol tax incentive, because it has cut significantly into highway construction funds, and because many companies are using imported ethanol rather than using up American surplus grains. A gasoline distributor here in Duluth told me they've stopped adding ethanol due to the lower gasoline prices, AND because of the many complaints from customers regarding poor engine performance.

Some gasoline refiners are also beginning to use methanol ("wood alcohol") to blend with gasoline. Despite its common name, most methanol comes from natural gas, though the technology also exists to extract it from coal.

Methanol supply and production capacity exceeds the demand, both in the U.S. and worldwide, with the price running less than half that of ethanol. Consequently, there would be no need for government tax incentives. So methanol is favored as the "cheap" way to blend with gasoline. But an equal amount of "cosolvents" must be used to prevent fuel separation, and ingredients to protect the fuel system from corrosion must be added.

Several major oil companies, notably Amoco, Mobil, and Shell, have taken stands

against the use of methanol blends, citing greater fuel consumption and driveability problems. A report called "Methanol Gasoline Blends as a Motor Fuel" published by the Motor Vehicle Manufacturers Association of the United States, discusses the advantages and disadvantages of blends of up to 15% methanol in gasoline. The section on "Deterioration of Fuel System Materials" states: High pressure fuel injection systems with wet fuel pumps are more sensitive to methanol-gasoline blends than carbureted fuel systems for the following reasons:

- Methanol is electrically conductive, therefore accelerating pump corrosion and wear.

- With methanol in the system, any water in the fuel tank is now carried through the entire fuel system, and all fuel injection system components are susceptible to water corrosion.

- Many materials in the fuel system are also susceptible to corrosion or degradation by methanol.

- The products of water-caused corrosion and methanol-caused corrosion or degradation can plug the metering slots and orifices in the fuel system, causing adverse driveability, reduction in fuel economy and loss of exhaust emission control.

The report goes on to discuss the problems of increased swelling and elongation of nitrite rubber, dissolving of epoxy compounds, and corrosion of metals in the fuel system caused by methanol-gasoline blends. Though these problems can be taken care of by use of different materials in the production of future vehicles, past and present autos would need extensive modification to handle concentrations of 15% methanol in gasoline.

There are oil companies that are currently marketing methanol blends. ARCO has developed what it calls a "precise methanol blend", which consists of 4.75% methanol, 4.75% of a heavier alcohol (tertiary butyl alcohol) as a cosolvent, and small amounts of corrosion inhibitors in unleaded gasoline. The combination is called "Oxinol" and is also used by Sunoco under a license agreement. But the long term effects of these blends on vehicle durability are not yet known.

The EPA has granted waivers under the Clean Air Act for the use of certain alcohols and an ether in unleaded gasoline. They have not required that the presence of these components be disclosed on the dispensing pumps. Fuel containing these additives may be labeled "super unleaded", "premium unleaded" or similar names, with no indication that they contain alcohol.

A number of states are planning to require that this information be posted on dispensing pumps. A recommended label is shown here.

Almost all automobile manufacturers recognize the use of alcohol blend fuels in their cars, and Saab's policy toward "Gasohol" is in line with other auto manufacturers. Gasoline with up to 10% ethanol is considered acceptable, but there are a couple of cautions attached. It may cause warm starting problems in hot weather due to vaporization, and the recommended cure is to return to straight gasoline. It is further recommended that "the fuel filter be replaced soon after beginning continuous use", as alcohol is a solvent and can loosen debris in the fuel system. Though many other car companies allow methanol blends of up to 5% with an equal amount of cosolvents and inhibitors, Saab does not recommend the use of methanol at this time.

(Thanks to David Raney, Certification Engineer at Saab-Scania of America's Technical Services Division, for his assistance in preparing this article.)

Tim Winker, Editor

ALCOHOL CONTENT

Methanol _____ %

Ethanol _____ %

Cosolvent _____ %

Recommended dispensing pump label format.

READERS EXPERIENCES WITH ETHANOL

I thought I would give you my experience with two tanks of ethanol gasoline in my 1978 99EMS. Put simply, the engine started harder, idled rougher and the gas mileage dropped from a consistent 32mpg from Albuquerque to Las Cruces (225 miles) to 24mpg.

I work for the state agency in New Mexico which sets standards for gasoline and regularly checks that ethanol blends do not exceed ten percent ethanol. My division is not responsible for our Petroleum Standards Act, but I have discussed the ethanol situation with the person who heads that program many times. Ethanol ranks second to improper metering of gasoline in the number of complaints he receives about gasoline.

During our hot summers ethanol gasolines cause severe vapor locking problems. A new problem has recently surfaced with the lowering of the lead content of gasolines. One major supplier of gasoline from the pipeline has begun adding methyl tertiary butyl ether (MTBE) to its gasoline to replace lead antiknock compounds. MTBE blends well with ethanol, but MTBE results in gasoline which will just meet EPA emission regulations when burned. Adding ethanol to MTBE enhanced gasoline results in fuel which will not meet EPA Clean Air Act standards. MTBE and ethanol mixtures exhibit even worse vapor locking characteristics than plain ethanol. Of course the lower the BTU content of ethanol gasolines results in less miles per gallon.

While it is the official policy of our state and our department to use ethanol fuels in our departmental vehicles, it is the unofficial policy of managers with increasingly scarce travel budgets to direct that no alcohol garbage be burned by our staffs. My budget cannot stand the increased fuel costs. Many of my inspectors average 35,000 to 50,000 miles of travel a year. Not only is mileage important, but dependability and relaxed, unfrustrated drivers are important.

Ethanol has no business on the road; either inside the driver or his car's fuel tank.

Barry Patterson, Las Cruces, NM

I have used alcohol blends on a more or less random basis, choosing my service stations mainly by price. Because the octane rating is usually a bit higher than straight Unleaded, my 900GLE doesn't seem as likely to "ping" as with Unleaded regular. The O₂ sensor does its work and prevents the mixture from getting lean, which is the reason why ethanol blends often give a bit better mileage in "normal" cars. Warm starts in warm weather are accompanied by some sputtering and missing until the vapor bubbles are passed. Overall, no big deal pro or con. But with the "new" OPEC now in effect, I think we'll see less Gasohol and more straight petroleum products for the next few years.

Steve Goldberger, North Canton, OH

LOST 5-SPEED GEARSHIFT TENSION

If your 5-speed gearshift suddenly loses its spring tension, left to right in the neutral position, a broken spring may be your problem. My 1982 900T suddenly lost its spring tension and I began having trouble engaging third gear and kept hitting fifth gear instead.

Here is a functional explanation: To help one engage third gear on the 5-speed, there is a square plastic collar concentric on the steel shaft connecting the gear shift lever to the transmission. This plastic collar has all four sides scalloped. Around the plastic collar are two pivoted arms that each hold a small cylindrical roller. When shifting from second to third gear, the rollers roll onto the scallops in the plastic collar, thus aligning the shift linkage for ease in "finding" third gear. The two lever arms with rollers are held against the plastic collar with a 1/2 inch long spring. This spring is what broke on my 900T. I suspect the spring may have been faulty, as I only had 62,000 miles, and my 1980 900T has 105,000 miles with no such problem.

Here is the fix: Remove the passenger door metal threshold plate, holding down the edge of the carpeting. Also remove the vertical metal plate ahead of the passenger door that runs from the bottom of the dash to the floor, which also holds the edge of the carpeting. (It is also easier if you disconnect the passenger seat heater and remove the passenger seat as well, but can be done without resorting to that.) Now pull back the carpeting to expose the center tunnel between the front footwells.

Next remove the screw at the front of the air distribution box under the dash and remove the air distribution duct that runs between the front footwells. At this point, one will be able to see the gear shift linkage with the plastic collar and, if the cause is the same as mine, you will see a piece of broken spring hanging from one of the roller lever arms.

Now, apply the emergency brake and engage third gear. (This will make it easier to hook the new spring.) Remove the old spring and hook one end of the new spring in the end of one lever arm. Take a piece of string or wire, thread it under the shift rod, hook the loop of the string in the other end of the new spring and hook the end of the spring into the hole in the other lever arm. Remove the string. With the gearshift lever still in third gear, check for alignment by checking to see that both rollers are at the very bottom of their respective scallops. If not, loosen the small screw in the lever arm and slide the lever arm up or down to position the roller at the very bottom of the

scallops. Now if you try shifting the gearshift, you will be pleased that the spring tension is back to normal. Before putting all the parts back in reverse order, I recommend applying grease to the rollers and plastic collar for smooth movement. It is really an easy job to do, and the spring only cost \$1.50 at the dealer. You might even have one in your parts collection that would fit, but you want to make sure it has enough tension.

Rick Bohn, Hollis, NH

REGARDING PAINT REPAIRS ON 99'S

Several members wrote to point out that the only Saabs covered under the "faulty paint jobs" repair (April '86 SCN) are those built in Belgium. They can be identified by the VIN number, the fifth digit of which should be a "7". Belgian Saabs have long been accused of being inferior to those built in Scandinavia, with poor paint and a greater chance of rust the primary reasons.

POSSIBLE SOLUTIONS TO WATER LEAKS

There were several responses to Martin Lee's question about standing water in the passenger foot area of his '82 Turbo. Robert Miller of Cocoa, FL, writes: My '80 EMS had the same problem which was the result of rust buildup (unnoticed) in the weld seam on the door jam about the bottom of the windshield. The rust pushed in the rubber seal around the door resulting in a leak.

From Greg Bonham of Normal, IL: I believe the problem is a leaking windshield. I have had this problem before, and I have also seen it mentioned in an earlier Saab Club Newsletter. Any glass specialty shop should be able to replace the mouldings for about \$20.

Sherm Levine called to recommend checking the corners of the windshield, and if necessary to apply some windshield sealant from a tube. Another possibility he mentioned was a rust out in front of the rear wheel, where water could splash in and run forward.

Finally, Tom Foote of Olympia, WA suggests a fix for 95/96 owners with similar problems: My problem was water leaking down the wiper shaft. On the 96 there's an O-ring inside of the threaded post. There's also a triangulated rubber boot, i.e. a piece of rubber hose cut with a $\pm 30^\circ$ angle the post runs through. It also tends to leak, so I silicone sealed it to the body. Get under the dash with a flashlight and have someone spray water on the windshield with a hose. Chances are you'll see the H₂O drip off the wiper arm.

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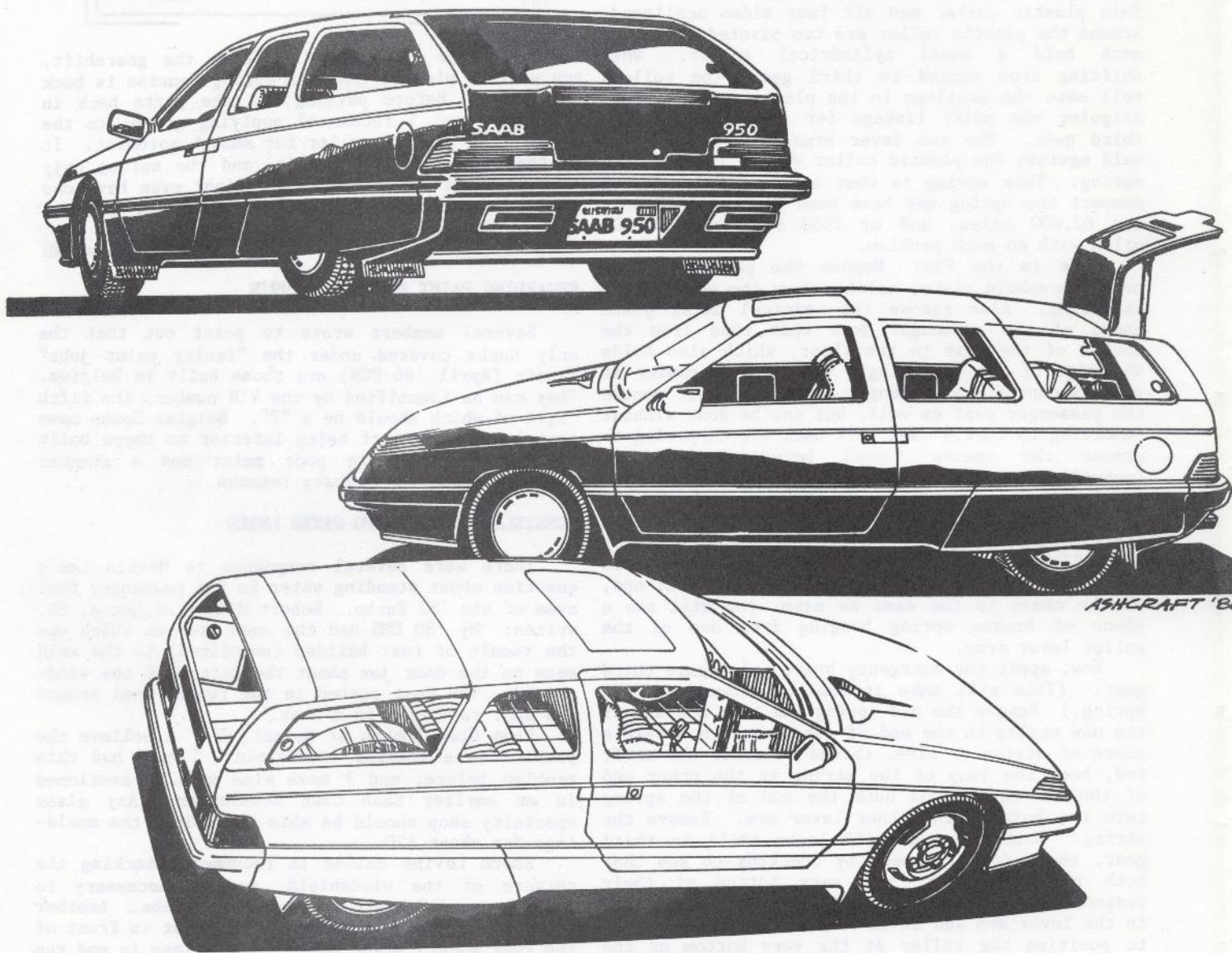
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SAAB 950



The 950, like its predecessor, the 95, is based on its sedan sibling, differing only in roof (rear add-on section) rear quarter greenhouse panels, and rear door, from an appearance standpoint. Under the skin, slightly stiffer springs (rear) and recalibrated shocks are the ONLY mechanical changes required to go from sedan to station wagon. Dimensionally, the

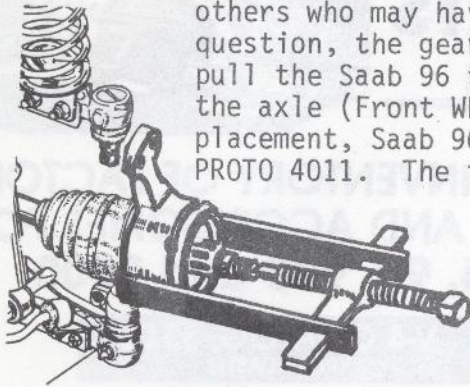
two cars are identical except for a half inch taller stance of the wagon due to the stiffer springs.

The 950-960 Series is a concentrated design effort towards simplicity, with a deliberate attempt to move away from the complexity of many modern cars, including those offered currently by Saab. Like ALL cars, there are some

MISCELLANEOUS TECHNICAL RAMBLINGS

by Jack Ashcraft

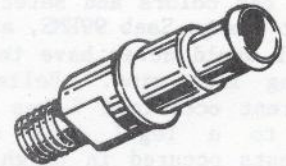
In response to Mr Ahearn and any others who may have had the same question, the gear puller used to pull the Saab 96 front hub off the axle (Front Wheel Bearing Replacement, Saab 96 NOV 85) is a PROTO 4011. The tool may or may



not be available from PROTO at this time. NOTE that ANY good quality wheel puller will work! If a specialized tool is about the only thing that will work then I will mention it by part number (as with the SAAB gear puller, No.

784002 mentioned). If any similar tool will work, I will merely call it by its most common, generic name, as was the case in this article.

SMOG VALVE TALK



Another company--Borg-Warner--has decided they can supply PCV valves to fit the Saab V4. Their number for the valve is PCV-255. NAPA stores continue to handle the same valve (as far as I can tell) under the number 2-9255. I've used both in the V4 and they work fine.

compromises and these cars are not meant to be all things to all buyers. On the other hand, Saabs never have meant to appeal to everyone. For those who don't care for the Swedish flavor, there still are Toyotas....

What these cars would do is provide reliability (through Subaru mechanicals) and ruggedness (through Saab body construction) yet remain relatively simple to repair and maintain. They would also provide the opportunity for a lot of current Saab owners to once again approach a Saab dealer with a serious idea of buying a car, not just looking at the newest, far-out-of-our-price-range model.

Automobiles are designed to fit a particular price window, from the very first piece of design paper onwards. This Saab series could be built, given the economy of scale of using Subaru mechanicals, to sell at \$7-8000 (1986 dollars) and still provide the manufacturer with a reasonable return of capital. The fact that Saab has chosen to move into the YUPPIE price market with their cars is no sign that they could not be competitive in the tougher \$7-8000 range,

as you might suspect. They have chosen to take the path of least resistance for a small company and move into a price bracket where they have to compromise less and can charge whatever the market will bear.

This then, is the legacy that Saab has given us. That they will never build the 960 and 950 (or anything remotely similar) for this price range I am quite sure. It is an interesting state of affairs, though, when an old Saab man like me is seriously considering a new Taurus or Sable, which are as close to Saab in driving feel as you are likely to get. We Saab nuts who have spent thousands of hours behind the wheel of various Saab 95, 96 and 97 cars have been abandoned by Saab and we had as well face it.

These 950 and 960 Saabs I have designed for you here are fun to look at and to speculate about over a beer. Realistically, we all know Saab does not have the corporate courage to produce them. Happy driving, future FORD owners....

Jack Ashcraft

READER RESPONSE ON 9000 REVIEWS

I must agree with Mr. Sinclair that Dr. Kauffman's letter about the Saab 9000 was "both pejorative and tendentious". Mr. Sinclair's response was an excellent one and should reinforce our belief that Saab is one automobile manufacturer that takes its customers seriously.

I would like to comment on the disagreement about car colors and safety. In 1974, I bought a bright orange Saab 99EMS, and at that time remarked that I would never have to worry about other cars running into mine. Believe it or not, on two different occasions I was rear ended after I had come to a legal halt at intersections! The accidents occurred in bright daylight when the car was easily visible for hundreds of yards. The reason was lack of attention by the drivers of the offending cars. In the second accident, the brand new Subaru suffered \$2500 damage and was towed away, whereas my Saab had minor fender bending and its drivability was not affected.

In 50 years of driving in cars of widely varying colors, this bright orange car was the only one to be hit in this way. So my conclusion is the same as Mr. Sinclair's, namely that careful driving is far more important than the color of the paint on one's car.

Emerson Morse, Berlin, NH

I believe the feature regarding the 9000 to be quite interesting. I was not surprised by Mr. Sinclair's response to Dr. Kauffman. Mr. Sinclair is too often accepted as a "Saab freak" simply because he is President of Saab-Scania of America. Too many of us who are "Saab freaks" do not realize that what he is, is a professional marketer of automobiles, whose services are available for a price. He did not begin his career with Saab. For those of us who think passionately of our Saabs, it is often difficult to realize that someone could work for the company, and not have the emotional attachment to the cars as we do.

Regarding Jack Ashcraft's "960": COME-ON!!! The car he shows was in production over fifteen years ago. It was known to the world as the Citroen GS, available in both sedan and station wagon versions. Granted, it used a different engine than Ashcraft's concoction, and better space utilization, but it certainly could have been the model for his so-called 960 "discovery", "design", or whatever he cares to call it.

Monty Tarr, Catlin, IL

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HEADLINER INSTALLATION

Do you go to your car in the morning and find "sagging headliner"? Cheer up friend, that rotten drooping dusty and dirty piece of cloth above your precious head can be replaced without too much hassle. I have restored my '69 Sonett and '78 Turbo headliners to original condition without a great expense. Here is my simple formula for success.

The most difficult task is removing the old headliner. It helps to remove the side panels first. Next, remove the old headliner material with the help of a good wire brush.

A good contact cement, such as Weldwood, must be thinned out for proper application. Thin so that one can brush the cement on both surfaces. The fiberglass mat headliner that Saab uses absorbs a lot of glue, so a good sealer is first recommended.

When both surfaces are tacky, apply the nylon material to the fiberglass mat. Do Not Stretch the material. You can use staples to hold the excess material on the back side of the headliner mat.

Use a little extra care around the mirror and visor attaching points. Cut an "X" and wrap excess material around the hole for the dome light. The fiberglass mat directly below the light hole is very fragile, so be careful not to break this small piece off like I did.

Remember to keep your hands clean from glue and other debris. I use rubber gloves for initial assembly, then remove them for installation into the car.

Good luck, and if you're still smiling after completion of this Saab love, the happiness is probably from the contact cement fumes.

Steven Brown, Chicago, IL

COLD START FIX LEADS TO DECREASED FUEL ECONOMY

I had the cold start retrofit done (warranty) on my normally aspirated M85 900 (Sept. & Nov. '85 SCN, S.I.7/85-769). The result was better start and driveaway, but with a 14% decrease in MPG! The dealer says "That's normal, because we needed to richen the mixture". Anyone else have this experience? Or comments on mixture control?

To check out the setup on the tuning, the Saab manual indicates that a dwell meter might be used in place of a Saab/Bosch pulse rate meter. The manual gives a few basic calibrations, but after hooking up a Hawk tach/dwell and Sears Engine Analyzer and a volt/ohm meter to see if I could read these calibrating marks - I gave up! If someone has experience here I'd appreciate some advice.

Stewart Bloom, San Francisco, CA

WARM START TROUBLES IN NON-TURBO 900

I have a very annoying problem with my 1985 900 (early '85, actually manufactured in '84). This is the base model with the 8valve normally aspirated engine. Since new, the car has had a "warm start" problem which is getting worse as time goes by. The engine starts just fine from cold in sub-zero weather. It is also fine when started while the engine is hot. However, when the ambient temperature is about 70 degrees or higher, or the car has been cooling down for awhile and the engine is lukewarm, it is extremely difficult to start, sometimes requiring five or six tries. When the engine finally catches, it shakes horribly for the first 5 or 10 seconds, as though running on two cylinders. After this initial period everything settles down and is fine.

Every time I have brought the car in for service the dealer has claimed that nothing is wrong with it. During a recent warm spell, it got so bad that I made a special appointment just to have the problem checked. Again, the dealer claims "nothing wrong". I have now had two Saab dealers try to diagnose the problem.

I'm not familiar enough with Saab's fuel injection and emission system to be able to diagnose the problem myself. If anyone has any suggestions as to what might be wrong, help would be greatly appreciated.

Bob Alpert, Collingswood, NJ

ODOMETER FAILURES ON 99 & 900

The odometer on my 1978 99GL works only intermittently, and will often stop when the trip odometer reaches ".9". Later, sometimes after stopping the car, it will begin working again. Punching the reset button also helps.

A friend with a 1979 900EMS reports he has the same problem, and attributes it to broken or worn gears in the sealed box. He has heard that a California firm can fix them, but has no other details. A longtime Saab Club member, he's never seen anything about odometer problems in the Newsletter. By the way, a 1975 99LE I had to part with never suffered from the problem, but it had a trip odometer with a twisting reset knob.

Reid Magney, Evanston, IL

CAN A 2-STROKE BLOCK BE REPAIRED?

I own a fully restored 1966 Monte Carlo 850. The original red two-stroke motor had been replaced with a specially built, polished and re-ported "racing" engine which performed superbly. Unfortunately, the engine mysteriously developed a blown head gasket and a crack in the block on the front cylinder wall between the intake and transfer ports, when I left the car with a national chain for preventive maintenance on the body. Local engine specialists all agree that the workmanship that went into the polishing and porting of the block is almost impossible to duplicate. However, no one has been able to tell me for certain if it is possible to repair the block. Some suggest the crack could be welded and the cylinder rebored, others suggest sleeving the cylinder; some say nothing will work. Since the original engine ran so well and seems so special, I hate to abandon it. Suggestions would be appreciated. Also, has anyone discovered a source for rebuilding the fully webbed Monte Carlo cranks?

Robin Veiders, New York, NY

REAR BRAKE LOCKUP QUESTIONS

The April issue had comments on Saab 9000 rear brake lock-up problems. It seems as though people have neglected similar problems with the Saab 900.

I have a '79 Turbo. Comparing the 1979 Turbo (Road & Track, April '79) to the 1985 900 Turbo (R&T, January '85) there is a decrease in stopping ability, plus increased lock-up results and a decrease in handling.

	Stopping Dist. 80-0 mph	Slalom Speed
'79 900 Turbo	267 ft.	61.4 mph
'85 900 Turbo	282 ft.	58.1 mph

You would think that the brake problem is as simple as improper brake balance. Why is there such a substantial Slalom Speed change?

Also comments towards the 9000 quickness were made. This is due to transmission ratio changes from the 900 Turbo.

I am also interested in finding the best intercool set-up.

Brad Coxon, Chadds Ford, PA

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DEADLINE: Second Friday of each month for the following month's issue, i.e. the second Friday in January for the February issue.

COMMERCIAL ADS: Contact Editor for rates and info. Deadline, First Friday of each month for the following month's issue.

Sonett's For Sale

'74 Sonett, rbtl eng & trans, redone interior, cass stereo sys, over \$6000 put into car. Needs some work. Compl A/C kit avail with car. \$2500 or best offer. Neil Simon, 2810 S. 162 Plaza, Omaha, NE 68130. 402-330-1604.

'74 Sonett, completely and carefully dismantled. All parts incl body in exc cond. Chassis rusted in areas. Best offer. Wally Karr, Downers Grove, IL 312-229-2027 days, 312-852-1097 eve.

'74 Sonett, vy gd cond, 26k mi, new clutch, many other new parts, no rust, gd body & interior, runs great. Pictures avail. \$4500. Doug Whisler, Hutchinson, KS 316-663-8959.

'74 & '72 Sonetts, both in gd cond. '72 has prof. rbtl eng. \$2800 ea o/b/o. Fred Furrer, W12464 Boots Rd, Wisconsin Dells, WI 53965. 608-742-3881.

'74, '73, & '72 Sonetts, no rust, mechanically very good, No AC. \$2000 to \$3500. Call Pat or Tom at French's Foreign Car Service, 926-C N. Belt Line Rd, Irving, TX 75061. 214-399-1222.

'69 Sonett V4, S/N 1597, blue with black interior, 75k mi, alloys, XAS tires, quartz headlites, Sonett III floor shift, no rust, must sell, \$2000. John Harmon, 11829 Innis Pt, San Diego, CA 92126. 619-271-5037.

'69 Sonett, early model 97CP, 80k mi, V4 rebtl carb & trans, full tilt hood, window & body glass perfect, new tires, receipts, 2nd owner. \$4000. Chris Webb, 120 West Casino Rd, 23D, Everett, WA 98204. 206-355-4046.

'67 Sonett II, #86, 2-stroke, 35k mi, manufacturers certificate of origin, Saab Warranty & Owners manuals. We're open to offers, but this car must be seen to be believed! Rick at Parrformance, Lititz, PA. 717-627-7222, 9-6 EDT.

93s, 95s, & 96s For Sale

'73 96, blue, low mileage, minimal rust, exceptional cond, AM/FM stereo, all mechanical spares incl. \$2000. David S. Lewis, 38 Yellow City Rd, Amenia, NY 12501. 914-373-8474.

'71 96, Gd cond, new clutch & exh, \$300. Steve Hazelton, 201 Ingerson Rd, Maple Plain, MN. 612-479-2125.

'69 96, turn key Rally car. Built V4, steel balance shaft gear, 10:1 pistons, Ford V8 valves, 2-bbl Holley-Weber, cast iron close-ratio gear box, reinf. susp, roll cage, exhaust over roof, skid plate, no rust. ALSO, '66 96, rbtl eng & trans, late disc brakes, minor rust, case of Bel-Ray MC1. 2 Sonetts, one with rust free chassis, both stripped. Extra new & used parts incl: complete European grille, shop & parts manuals, sales brochures & ads, 6 yrs of SCNews. Prefer to sell in one lot. \$2800 o/b/o. Aaron Engel, 2006 University Circle, Las Vegas, NV 89119. 702-731-5707.

'69 95, blue, 15k mi on eng, new rear shocks & new tires, no rust, intr/extr vy gd cond. \$600. Greg Bulger, 8730 Comomar, Atascadero, CA 93422. 805-461-3733.

'69 95, heavy rear end damage, gr running eng, new distrib, rbtl trans, 10k mi, \$400 o/b/o. Mark Rheude, 781 E. Swanee Ln, Covina, CA 91723. 818-332-0046.

'68 95, some rust, runs good, one owner, \$450. James Kauffman, 1430 Mt. Clinton Pk, Harrisonburg, VA 22801. 703-434-1244.

'68 96 2-stroke, new paint & cast wheels, Calif lic plates "2-CYCLES", write for more info & photo. Rodney Mesquit, P.O. Box 1077, Carmel Valley, CA 93924.

'67 96, body fair, no rust, mech. all rbtl, w/ '73 Sonett motor, \$500 obo. '70 96, fair throughout, \$500 obo. '67 96 2-stroke, fair, no rust, & '67 w/o eng, \$500. '67 95, no motor, no rust, \$100. Many parts. Steve Nicholoff, P.O. Box 2182, Boulder, CO 80306. 303-444-8669.

2 Stroke & V4 Parts For Sale

'66 96 body, 850cc SCCA D sedan with roll bar. Typically rough race car body. \$200. Ted Bunding, 912-C West Evelyn Ave, Sunnyvale, CA 94086. 408-730-0109.

Monte Carlo 3-cyl eng, oil inj, runs nice & quiet, \$300. 3-cyl oil inj Monte Carlo engine N.O.S., never run, \$1000. Complete set V4 crossflow intake, 2-45DCOE Weber carbs, distributor, air horns, linkage, \$1200. Sandy Fotter, RFD #1, Box 313, Fairfield, ME 04937. 207-453-7849.

Sonett parts, F&R 5mph bumpers, hdlt buckets, alloy rims, tail lamp assy, misc parts. Rich Osner, 609 S. Laredo Cir, Aurora, CO 80017. 303-751-1557.

2-stroke 750 pistons, new 750 gsks, lenses, 93 grilles, new 93 wiring harness, new wiper arms, starters, generators, oil pumps, heads, carbs, distributors, 93 dash gauges, etc. Make offers. Charlie Dodson, 7 Wainwright Av, Annapolis, MD 21403. 301-267-9245.

34 ICH Weber Kits for V4s, incl linkage, \$150 plus UPS. Swedish Express, 1131 E. Superior, Duluth, MN 55812. 218-728-5334.

Cast Aluminum rocker covers for V-4, very sharp, \$50. 78-80 Turbo core, \$125. Bob Mitchell, 403 East Redwood Ave, Pleasantville, NJ 08232. 609-641-4460.

96 Rear window, tinted, \$50. Tinted door windows for 95/96, \$30/pair. Plus freight. Wesley H. Verkaart, 25 Cross St., Duxbury, MA 02332. 617-585-8469(h), 747-2577(w).

New Parts, Mas brk cyl for 70-73, \$27. F&R inner wheel seals, \$3. Brk mas kits for 69, \$5. Fan belts, \$2. Full gskt sets, blue & silver, \$25. Condnsrs, \$1.50. early style V4 air filters, \$3, Sonett A/F, \$5. Willy McBride, 2529 SE 14th Ave, Portland, OR 97202. 503-240-4160 Mon-Thu.

Gauges, wheels, alternators, trans, eng, radiator, hood, trunk lid, many other parts. All under \$200. Steve Hazelton, 201 Ingerson Rd, Maple Plain, MN 55359. 612-479-2125.

Parts cars, '66 95, \$90. '69 96, incl gd eng & trans, \$150. James Kauffman, 1430 Mt. Clinton Pike, Harrisonburg, VA 22801. 703-434-1244.

V4 & 96 Parts New: brk pads, timing gear sets, hydraulics, front muffler, hubcaps. Used: fenders, doors, bumpers, interiors, hoods, delux dash, trans, heads, distrib, radiators, A/C unit. Send large SASE for compl list or make offers. Charlie Dodson, 7 Wainwright Av, Annapolis, MD 21403. 301-267-9245.

99s & 900s For Sale

'84 Turbo, 3dr, 5spd, leather interior, cruise, elec S/R, all maint. records, exc cond. \$10,500. John Gleason, P.O. Box 3153, Scranton, PA 18505. 717-343-7912, lv msg.

'79 900 EMS, blue, A/C, S/R, 4spd, some fender lip rust, but car is solid. Runs good, hi mileage, low price. Call Tony at PARRformance, 717-627-7222, 9-6 EDT.

'78 99 Custom Rebuild, MSS 9.7:1 forged pistons, MSS headers & custom exh, Bosch blue coil, inj mods, oil cooler & remote filter sys, Bilsteins & Pirelli P6s all around, plus snows. \$3000. Douglas Johns, St. Louis Park, MN. 612-926-3144.

'75 99LE Automatic, 31k mi, 4dr, A/C, P/S, AM/FM cass, alarm, Sienna Brown, exc cond in & out. \$2900. Thomas Major, Queens, NY. 718-275-1897 after 6PM.

'74 99LE 3dr, engineer owned since new, runs well, recent brakes & ft discs, exh, radiator & heater rbld, plus new Michelin snows. \$1250. I. Grant, 1163 Avon Rd, Schenectady, NY 12308. 518-377-5128 eves.

GT-3 99 race car, 45DCOE Webers, full cage, NASCAR type brakes, fuel cell, many parts. Race ready accept rubber. Incl HD tandem axle trailer. Sacrifice at \$4000. T. King, 159 Countrywood Ln, Encinitas, CA 92024. 619-436-3651 eves or lv msg.

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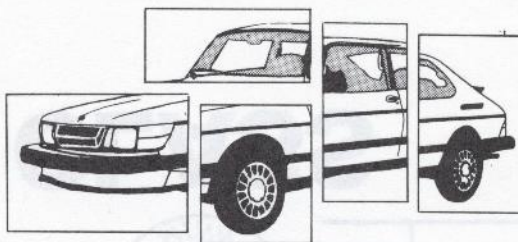
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- ex: '82 900T - hit hard left rear, drives OK, \$2795. PARRformance, 1229 Brunnerville Rd, Lititz, PA. 717-627-SAAB, 9-6 EDT.

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Headliner material for all 99s & 900s. Exact copy of the nylon headliner Saab uses. Approx 2.5 yds needed for a 99. \$15/yd incl instructions. Trollhattan Performance Cars, 107 W. Hubbard, Chicago, IL 60610. 312-822-9339.

4 OE Spoke wheels off an 81 Turbo, incl caps & lugs, 135mmx390mm for Michelin TRX. \$195. Eric Swanson, 3722 Northbridge, Boise, ID 83706. (w) 208-362-1300 ex.131, (h) 208-342-3155.

99 gearbox, rbilt, fits to '75, \$250. Air dam for '78 Turbo, new. 4 "minilite" style wheels with Dunlop SP57 185 VR tires, offer. Rich Osner, 609 S. Laredo Cir, Aurora, CO 80017. 303-751-1557.

Trailer hitch for '74, w/connectors. Tony Bedini, 53 Old Danbury Rd, Wilton, CT 06897. 203-762-0619.

Cooling fan, fits '75 on 99, \$50 +shpng. Reid Magney, Evanston, IL. 312-869-6251.

'77 99GL, compl car with gd radials, tow it a way, \$100. Pete Briggs, 303 Wisteria Dr., Thibodaux, LA 70301. 504-446-9329.

'72 99 body, 2dr, no rust or hits, eng & trans avail. \$200. Ted Bunding, 912-C West Evelyn Ave, Sunnysvale, CA 94086. 408-730-0109.

'74 2.0 Engine block with crank, 40k mi, needs one bore sleeved, \$100. Gd head with cam & valves, 80k mi, \$150. I. Grant, 1163 Avon Rd, Schenectady, NY 12308. 518-377-5128 eves.

Trade Mini-spare from '79 plus cover for regular size spare tire & wheel plus cover. Sell or trade metric size turbo wheels from '79 with good TRX tires. Dash panel inserts from '79, slight damage. Terry Parsons, 3411 Bathgate Ln, San Jose, CA 95121. 408-274-0301.

900 Service Manuals, P/N 320051, covers '79-'80, \$40. 900 bra with "SAAB" lettering, \$40. Saab Club Newsletters from 7/77 - 7/84, \$40. Locking gas cap for '80 900, \$15. Plus shpng. Jim Herrel, 55 Atwood St, Lisbon, NH 03585. 603-838-5982.

Factory Service Manuals, '79-'84 900, \$70; Sonett III, \$20; V4 drivetrain, \$15. Haynes 99 manual, \$5. Intereurope 95/96, \$10. Saab Club News, 80-86 w/binder, \$25. 900 S/R shade, \$30. 6 Mann oil filters, \$10. Comer Buck, 3232 Valaire Dr, Decatur, GA 30033. 404-934-1435.

'69-'73 Triumph & early 2liter eng/trans parts; hoods, doors, glass... great deals for West coast Saabers. Moving from S.F. Bay area, everything must go before June. Paul Matz, 415-752-3691.

Wanted, All Models

Early Sonett II steering wheel. Halda Speedpilot w/cable. Pre-68 tail light rings, N.O.S. or vy gd. GT750 temp gauge. Porting and chamber specs for 2-cycle engines. Sandy Fotter, RFD #1, Box 313, Fairfield, ME 04937. 207-453-7849.

Sonett tachometer. Tom Foote, 512 S. Sherman, Olympia, WA 98502. 206-357-9925.

Monte Carlo crank, rebuilt or good, or name of rebuilder. Steve Nicholoff, P.O. Box 2182, Boulder, CO 80306. 303-444-8669.

V4 A/C kit incl compr, mount, & idler, \$157 A/C switch plate for Sonett III, \$5? Lug bolts for late Sonett mags, \$2 ea? Latch cover for S-III rear window, \$5? Chrome ring for S-III auxiliary lites, \$5? Gerald Whitaker, 10996 Main Street, Cincinnati, OH 45241. 513-563-5099.

'73 to '76 99, 4 or 5dr, stick or auto, Need solid body, gd interior. No Belgians. Need not run. Gary Shepard, 726 W 3rd St, Duluth, MN 55806. 218-722-6921.

4 Super Inca wheels, P/N 0270090, in top cond. Les Lewis, 1723 W. Water St, Elmira, NY 14905. 607-734-2163 days.

Both front seats from a 2dr 900, any yr, charcoal or black only, in vy gd to exc cond. Will pay \$100/pr plus shipping. Wesley Verkaar, 25 Cross St, Duxbury, MA 02332. 617-585-8469 (h), 617-747-2577 (w).

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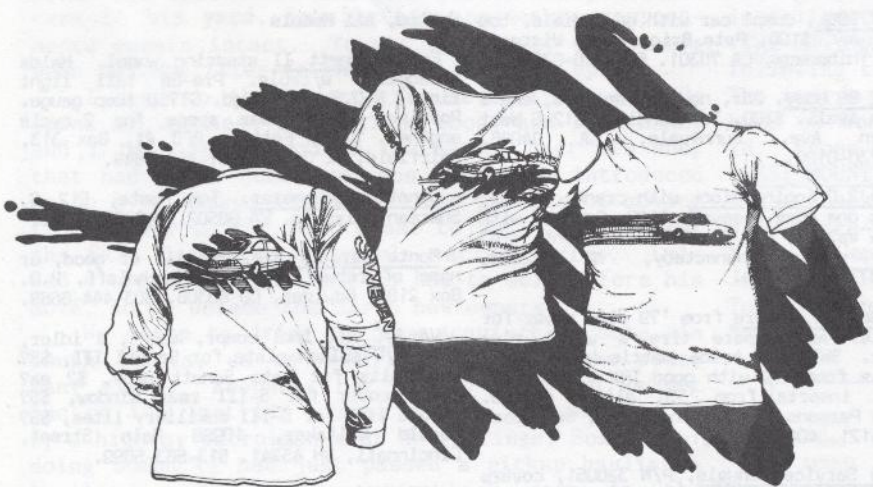
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