



THE SAAB CLUB

JUNE 1986 NEWSLETTER #149

ATLANTA NATIONAL CONVENTION DRAWS CLOSER

The National Saab Owners Convention in Atlanta, Georgia, is a little over a month away. The organizers have big things planned for the weekend of July 18th thru 20th. You should have received details in a separate mailing from the Saab Clubs of Georgia, hosts for the July event.

A couple of items that didn't make the mailing, and some reminders from the organizers. The cutoff date for Registration is Monday, July 14th. The Radisson has to know in advance how many people will be attending the banquet. Send your Registration fee of \$40 per adult to Theresa Baxter at S&J Automotive, 1491 Howell Mill Road, Atlanta, GA 30318. The Adult Registration Fee includes the Friday night Get Acquainted Party hosted by the Radisson Inn, the Saturday evening Banquet and Dance (cash bar), the Road Rally, all Tech Sessions, and Coffee breaks Saturday and Sunday.

Room reservations should be made directly with the Radisson Inn by calling 800-824-8657 or 404-351-6100. The address is: Radisson Inn and Convention Center, I-75 at Howell Mill Road, Atlanta, Georgia 30318.

Tables for the Saturday Swap Meet will be available at \$15. The parking area for the Saturday Concourse is covered, so it will take place rain or shine. The hotel will provide water for cleanup of the cars to be displayed in the Concourse. There are reports of many folks bringing early and rare Saabs to the meet, including Quantum race cars, 750-GTs, Monte Carlos...

Saab-Scania of America recently opened a regional office in Marietta, Georgia, and several Saab officers are expected to participate in the gathering. Unfortunately, a Barber/Saab Pro Series race is scheduled for the same weekend at Brainerd International Raceway, and some Saab dignitaries are expected to show up there.

Jack Baxter is still looking for some ideas and help on Tech Sessions. You can call him during the day at 404-351-7222. You can call the same number for the latest info on the '86 Saab Owners Convention.

SAAB FINDS EXPLOSIVE SAFETY SOLUTION

States where seat belt laws are in effect report a 20-percent drop in traffic fatalities. There is, however, still a chance that motorists could receive head injuries despite the use of seat belts. Problem is, belts work best when tightly attached, but most people wear them loose. And the padding of clothes can get in the way, also.

Saab found a solution using, of all things, explosives, to take up belt slack in a collision. The new Saab 9000 Turbo is equipped with emergency belt tensioners for the front seats. Within 10 milliseconds of a collision, an electronic sensor activates the tensioners, and in another 10 milliseconds the belts are tight.

This is how it works. In a head-on crash at 11 miles per hour or more, a sensor under the dash triggers a shotgun like blast inside a small cylinder. The explosion forces a piston up inside the cylinder in the same way that a bullet shoots up the barrel of a gun. There is a difference of course: Unlike a gun barrel, the cylinder is capped, and the piston is tied by a steel wire to the seat belt's takeup reel. That's the mechanism that winds up the belt. The piston's seven-inch stroke inside the cylinder corresponds to the amount of slack that can be taken up. By the way, the belts are not activated in the event of a side or rear impact.

The charge produces enough force to take up the slack, but is harmless to people. Once the slack is taken up against the body, the piston stops. That means no rib injuries either.

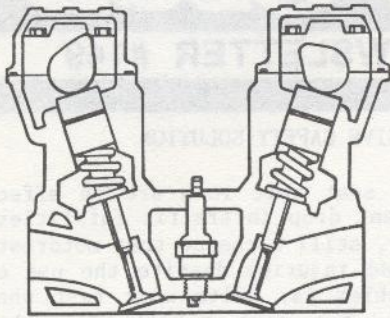
Tests with calibrated dummies show that the HIC value (Head Injury Criteria, by which automakers measure survivability in a collision) is improved by 50 percent with Saab's belt tensioner compared to an ordinary belt with two inches of slack. This can be the difference between life and death.

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VALVE CLATTER



MY MOST HUMBLE APOLOGIES!!! The May issue was mailed several weeks late due to problems with the mailing list. Carolanne Curtis, the interim Editor, had agreed to update the mailing list monthly, and provide mailing labels to the Saab Club until I had the facilities to handle the task. Unfortunately, there were several problems with this long distance arrangement, and I decided to tackle the mailing list beginning with the May issue.

Theoretically, I had the best available software (Superbase) for the C-128 to deal with this monumental chore. But when it came time to print out the labels, the computer refused, and it took several weeks to identify and attempt to correct the problems. My thanks to Loren Lovhaug of TC-128 magazine, and to Bruce Jaeger, Commodore whiz, for their late evening and weekend assistance in working out the difficulties. The bugs are not completely out of the system, but we have managed to close in on the problem. As a result of the May backup, the June issue also is late, but I hope to be back on schedule for July.

If you have missed an issue in the past few months as a result of our mailing list bugaboos, please drop me a Post Card. I regret these errors, but hope you'll be understanding and chalk it up to the learning process. I appreciate all the calls and letters of support I've received, and most of you indicate I'm doing a good job. Thanks!

Due to the amount of time spent on correcting the mailing list troubles, I have been unable to attend to several other chores around the house. There are the usual things like mowing the lawn once in awhile, and painting the garage. The office needs some paint and paneling before I can put up shelves so that there aren't huge piles of paper all over the floor and desk. I would like to spend some time on promotional materials for the Club, such as posters and handouts for Saab dealers, parts stores, and repair shops. I'd like to get a chance to change the oil on the 99 before I head to Atlanta for the Convention. So there

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.

will not be an issue of the Saab Club Newsletter in August. Instead, there will be a combined August/September issue to be mailed the first week of September, possibly with a few more pages if there are enough articles.

There has been a lack of articles on 99s lately. Isn't anyone having problems with them? Also, there have been requests on evaluations of Intercooler set-ups. If you have installed an Intercooler on your Turbo, let us know how it works.

The Georgia National Convention is only about a month away. Make your reservations now to participate in this Grand Saab Party. I hope to meet many of you there.

'Til next month...

Tim Winker
Editor

REGIONAL SAAB CLUB NEWS

CENTRAL ILLIANA SAAB CLUB will not meet this summer. Contact Margrit Adler, 217-356-9244.

MINNESOTA SAAB CLUB is planning a Get-Together for the Pepsi Grand Prix/TransAm at Brainerd International Raceway, July 19-20. Saab dignitaries will be in attendance for the Barber Saab Pro Series race. Also, see below for August Picnic/Gathering. For details call Bob Swinehart at 612-774-4873.

MINNESOTA SONETT CLUB -- is planning to hold a gathering in association with the Minnesota Saab Club and all regional Saab owners in August. Date and location (Central MN?) to be announced. For info call Jeff Schille, 612-457-6891

NEW ENGLAND SONETT CLUB will hold its Annual Meeting on Sunday, June 22nd at 10am at Old Sturbridge Village, Sturbridge, MA. There will be a detailed discussion and demonstration on the V4 engine, followed by the Great Room Buffet at the Bullard Tavern. For details, write to: NESCC, PO Box 4362, Manchester, NH 03108.

NORTHERN ILLINOIS SAAB CLUB -- 24 hr hotline: 312-673-4752

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

SAAB CLUBS OF GEORGIA meets the first Monday of the month at Chi-Chi's, 5275 Roswell Rd NE, Atlanta. Dinner is from 7-8pm, meetings start at 8:00. Call Lou Savage for more info: 404-394-2310.

SAAB-SCANIA FLORAL CLOCK CLUB meets on the 3rd Tuesday of each month at Tadpoles Lounge, the Holiday Inn in Frankfort, KY. Write Jack C. Baxter Sr., 322 Murrell Ave, Frankfort, KY 40601.

TULSA SAAB CLUB -- For info call Howard Slaff, 918-451-4244.

VINTAGE SAAB CLUB OF WASHINGTON STATE invites all Saab owners & friends to their Annual Gathering and Picnic, Saturday, Sept 13th, at Marymoor Park in Redmond, Washington. For more information contact Rich Roberts at 203-328-2303 (days) or Skip Schoot, 206-486-1351.

WEST MOUNTAIN SAAB CLUB reminds New England Saab owners of their 6th Annual Multi-event Meeting to be held July 19 & 20 at the Singletary Rod & Gun Club in Oxford, MA. There will be car contests, tech sessions, films, & much more. Contact David Sullivan, 617-879-8288 after 6pm; Tom McDermott, 518-798-1577 days; or Mike Blair, 617-525-3872.

Philadelphia area -- Want to form a Saab club? Contact Doug Signorovich, 215-533-2822 (days) or 622-7047 (eve).

Memphis, TN area -- Those wishing to start a local club, contact Dennis DeLeonard, 2812 Ole Pike Dr, Germantown, TN 38138. Home phone 901-756-0377, work 363-8030.

Monterey Bay, CA area -- Anyone interested in forming a Saab Club please contact Jack Deal, Eurotechs, 211 Cedar St, Santa Cruz, CA 95060. Call 408-427-3599.

CAPACITIVE DISCHARGE IGNITION INSTALLATION ON 99'S

Up until recently, we've had four 99's in the household, a '70 which is still in mint condition, and a '76, '77, and '78. They've been fine cars -- just one annoyance has been high noise levels during cruising speeds, 55-60mph. Wondering whether any club members have comments or fixes on this problem?

Also, any recommendations on maintaining the rubber seals on the front calipers to protect same against road grime and premature failure? My '76 99GL required two replacement calipers to repair an inoperative emergency brake due to defective seals. I wonder whether "Armor-All" or silicone grease might be used to advantage here?

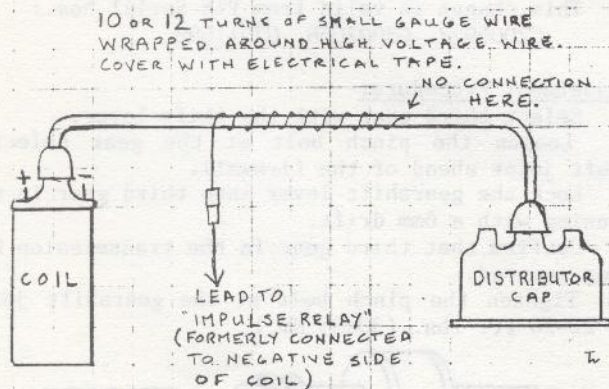
For anybody with the older distributor with points, and 99's using the impulse safety relay (fuel pump control), here is a very simple modification that will allow use of a "Capacitive Discharge Ignition" system. I've had very good luck over the years using both "Mark 10B" and "Tiger" units. "CD" units are more efficient than the transistor type ignition CDs, and will work even when the battery is loaded down to 4 or 5 volts during cold weather starts.

Modification Steps:

1. Disconnect the two leads at the negative terminal of the ignition coil.
2. Wrap a few turns of "bell wire" or other small gauge solid core wire around the high-voltage lead as per the drawing.
3. Connect end of the lead (disconnected in step 1) which leads to the "Impulse Relay" to one end of the solid core wire, as shown in the drawing.
4. Mount the "CDI box" in a handy location under the hood over the left fender to keep away from the exhaust manifold heat.
5. Connect CDI unit following manufacturer's instructions.

I'm running copper core ignition wires with resistor spark plugs. This is adequate suppression for radio interference (RFI).

Norman E. LaFleur Sr,
Senior Electronics Technician, E. Lyme, CT



POSSIBLE REPAIR SOURCE FOR TWO-STROKES

Robin Veiders (cracked two stroke engine block) might want to drop a note to:
Reynolds Block & Head Repair
2632 E. 13th Place
Tulsa, OK 74104

Mr. Reynolds has been in the business since 1940, and seems to have worked on just about everything that has ever had a crack in it. I have no personal experience with him or his work, but he is spoken highly of in Skinned Knuckles, A Journal of Car Restoration. I don't have any info on 2-S crank repair. Good Luck.

Peter McLaughlin, Evanston, IL

Rumor has it that there is a fellow by the name of David Baugher in Manassas, Virginia that repairs 2-stroke crankshafts. But I wasn't able to reach him for confirmation before going to press. If anyone has info on any shop that will rebuild the cranks on 3-cylinder Saabs, please send it to the Saab Club Newsletter.

TW

MORE HELP FOR V-4 OWNERS

My 1969 96 V-4 has just passed the 180,000mile mark and continues to run like new. It has been a remarkably inexpensive car to operate.

For those V-4 owners who start to detect a growling noise in 4th gear at from 45-55mph, you'd better get the car to a shop and consider a trans rebuild immediately. The noise on mine gradually got louder over about 10,000 miles of driving, and I thought that I was hearing bearing noise. The trans had not been rebuilt since new and had 178,000 miles on it. The teardown revealed that the main shaft nut had done nothing more than lost its torque, but that was enough to put a new wear pattern on the ring and pinion. The mechanic told me before the rebuild that, unless the ring and pinion were replaced, the noise was going to be there after the rebuild. He said that he could only shim parts on the shaft in order to put the noise at a speed that would cause less disturbance in everyday driving, and that was the way things turned out. Even with the extreme mileage on the trans, the freewheel hub and clutch were OK, and there was very little internal wear. If the shaft nut had not come loose, I could have gone another 50,000 miles on that trans. I've used moly in the gearbox for about 80,000 miles, and it obviously does the job.

Also, for those of you who are using the 43mm carb sold by Saab Motor Sport, long highway runs in hot weather will cause engine heat to be transmitted from the manifold to the carb, thus causing fuel to heat up in the float bowl, atomize, and then percolate from the carb. The car runs richer, and the idle deteriorates. A thicker gasket needs to be installed between the carb and manifold to prevent this.

I have used Key oils and lubricants in my 96 for over 100,000 miles, and I couldn't rave enough about their effectiveness. Their motor oil is good for a 10-15% increase in gasoline mileage, and if engine and transmission wear are true indicators, friction must be reduced dramatically. Their lubricants are highly refined and also use Jojoba bean oil. Send to the following address for brochures, price lists:

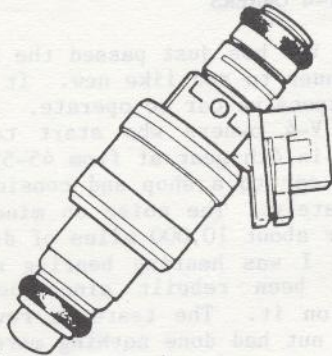
Key Oils and Lubricants
8202 Allport Ave.
Santa Fe Springs, CA 90670

Tom Mudd, Saginaw, MI

SAAB SERVICE TIPS

SERVICE TIPS: MARCH 1986

A growing problem of industry-wide concern is the contamination of electronic fuel injectors by high temperature deposit formation on the outside of the nozzle tip. This problem is generally acknowledged as having developed due to changes in oil refining practices and a reduction in the use of detergent additives in gasoline sold in some areas of the U.S. Injectors used in multi-point electronic systems such as the LH System used in many new Saabs are mainly affected. Deposit build-up gradually reduces fuel flow until the car begins



stalling and hesitating after cold start. The driver may also notice a reduction in power output.

This problem can be avoided by using well-known brands of gasoline containing detergents or by occasionally using a packaged detergent additive such as Chevron Techron. If driveability deterioration has begun, switching to a high detergency fuel such as Mobil Super Unleaded+ may clean the injectors within two to four tankfuls.

A great deal of research is underway on many fronts concerning this problem. Gasoline improvements, more deposit-resistant injectors and corrective service procedures are all being considered. Saab owners, particularly those with 16-valve engines, should be aware of the importance of fuel detergency to maintaining peak operation and performance.

Driving a car with fouled plugs can cause damage to the catalytic converter. If not corrected, fouled plugs can also contribute to fuel contamination of the engine oil. Contaminated oil will have a definite smell of gasoline and in some cases can cause a higher than normal reading on the dipstick.

Oil diluted with fuel must be changed before the car is driven extensively.

The graphic equalizer on the 9000 cannot be installed in the middle position of the center console. Interference between the heat sink of the equalizer and the heater housing will not allow this exchange.

Anytime you consider relocating any of these items (ashtray, radio, equalizer), remember that if inserted into the lowest position, the ashtray will interfere with the operation of the shift lever.

Sling type towing equipment will cause damage to the lower front spoiler assembly and the cooler group on a 9000 if towed from the front of the car. Saab recommends that if you must tow from the front of the car to use wheel lift type equipment or a flat bed.

The 9000 with manual transmission may however be safely towed from the rear with sling type equipment and the proper procedures:

- Attach "J" hooks to the rear axle.
- Position a 4" x 4" x 5' wooden block under the trunk well.
- Position tow bar under bumper.
- Attach safety chains to the rear axle.

There is no limit to the distance that the 9000 with manual transmission may be towed with the front wheels on the ground. The differential is in an oil bath designed to lubricate the rotating components in the transmission.

REPLACE FRONT HUB NUTS ON 9000

SERVICE CAMPAIGN

514

S.I.03/86-829: This Service Campaign involves Saab 9000 Turbos built from the beginning of production until late December 1985 production. All cars built within this time period must have a new front hub nut installed and locked with Loctite 242.

If these cars are not corrected it is possible to experience noise in the front end assembly, a "clunk" between acceleration and deceleration or wheel bearing damage.

Purchasers of affected vehicles will receive a notice directly from Saab-Scania of America notifying them of this problem. The following M86 9000 Turbos are affected:

- VIN Serial Nos. G1000001 - G1010201

NEW GEAR SELECTOR MECHANISM ON 900 5-SPEEDS

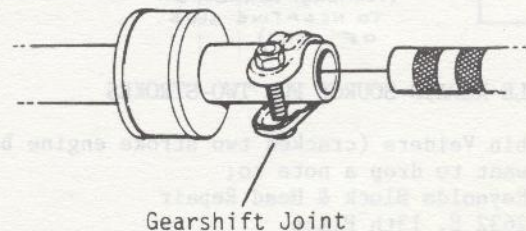
S.I.03/86-830: A new gear selector mechanism has been introduced into new car production (M86-1/2 900 models with 5-speed transmission) as a running change. This change involves new gearbox and selector mechanism part numbers and a new adjustment procedure.

This change is valid from VIN Serial Nos.:

G2009923, G3007066, G7011598

Adjustment Procedure:

- Select third gear with the shift lever.
- Loosen the pinch bolt at the gear selector shaft joint ahead of the firewall.
- Lock the gearshift lever into third gear in the housing with a 6mm drift.
- Confirm that third gear in the transmission has been secured.
- Tighten the pinch bolt at the gearshift joint to 22-26 ft. lbs. (30-35 Nm.).

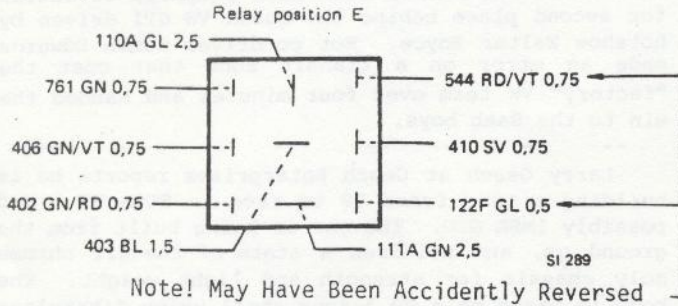


NEW A/C TIME DELAY RELAY FOR 9000

S.I.03/86-831: A new time delay relay has been introduced into 9000 Turbo new car production which delays the engagement of the air conditioning clutch for a few moments allowing the idle speed to be adjusted by the AIC system.

This running change is valid from VIN Serial No. G1001945. The Part Number for the AC Delay Relay is 95-13-219.

This relay may also be fitted to earlier 9000 Turbos that exhibit momentary rough idling when the A/C cycles on.



Installing the Relay:

1. Before installing a new relay in earlier cars, first check that the socket (Pos. E) is properly wired. The two wires shown may have been mistakenly reversed.

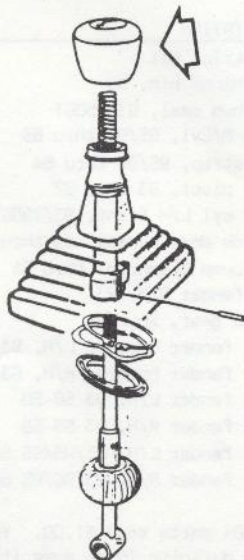
544 RED/WHITE - should be connected to terminal 16.
122F YELLOW - should be connected to terminal 50.

2. Correct any wire locations as necessary and plug in the new relay.

LOOSE GEAR LEVER KNOB ON EARLY 9000s

S.I.03/86-833: A repair procedure has been developed to correct a car that may have a loosely fitted gear lever knob. Initially, grease may have gotten on the shift lever and caused the knob to come loose.

Should it become necessary to remove the gear lever knob for any reason, discard the old knob. It must not be re-installed.



GEAR LEVER KNOB P/N 93-82-425

Fitting a New Knob:

1. Clean all traces of grease from gear lever splines.
2. Apply three drops of Loctite Super Bonder #495 to the splines or inside the knob and press the gear lever knob into place.

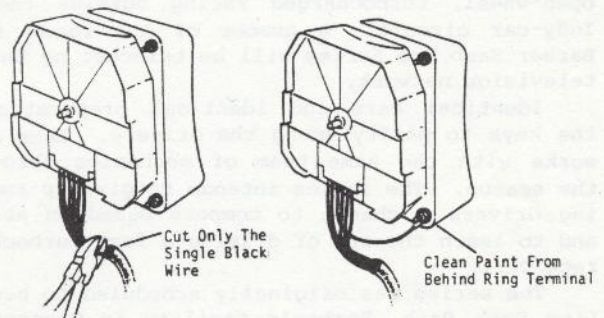
BULB FAILURE INDICATION ON 9000 PICTOGRAM

S.I.03/86-834: The pictogram in the instrument cluster of a 9000 may intermittently light up and indicate a bulb failure even though the bulbs are OK. This is most likely to occur when signalling or braking.

A service solution is now available to correct these cars, but be sure that you check the bulb function first.

Repair Procedure:

1. Remove the plastic cover over the right rear taillight.
2. Cut the black wire (189A SV 1.0) as close to the sheathing sleeve as possible. Do not harm any other wires.
3. Fit a ring terminal to the black wire and secure it to the mounting post as shown. The mounting post itself will not provide a ground. The ring terminal must fit snugly against the car body. Clean the paint from the body before tightening the nut.
4. Refit the cover over the taillight.



Saab Service Tips and Service Information are provided to the Saab Clubs of North America as a courtesy to Saab owners by Daniel L. David, Manager of Technical Services at Saab-Scania of America, and Robert Sinclair, President of Saab-Scania of America.

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S A A B

BARBER SAAB PRO SERIES BEGINS U.S. TESTING

The Barber Saab Pro Series is on track, literally, according to series originator Skip Barber, who recently received the first of his new Saab-powered, Mondiale race cars for U.S. testing.

The car, which completed testing at Northern Ireland's Kirkistown Circuit in late April, was termed by Barber "...a real rocket", following the tests. The cars will all use the same Saab 2liter, 16valve, turbocharged four-cylinder that powers the Saab 900 and 9000 series road cars. For this racing series, the engines are expected to put out over 200hp for a top speed of 160mph. The cars will all be shod with BFGoodrich's latest ultra high performance street radial tire, the CompT/A R.

The first batch of 35 chassis/rolling stock has been air freighted to Connecticut's Lime Rock Park for fine tuning and race prepping before the series officially begins. The first race of the Barber Saab Pro Series is now scheduled for June 29th at the Meadowlands in New Jersey, as a supporting event for the CART Indy Car race that weekend.

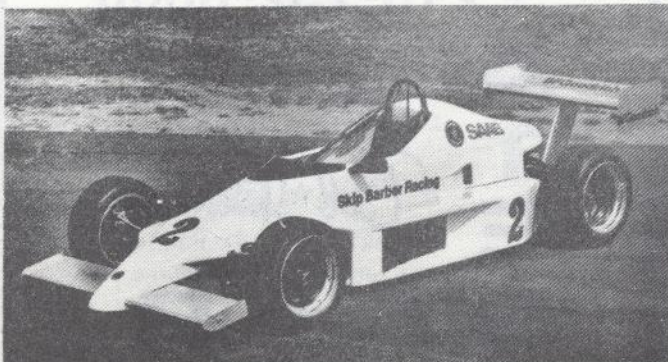
The 12-race series will tour the country making stops at Watkins Glen International, Road America, Brainerd International, Miami's Tamiami Park and other road racing venues before the Nov. 16th finale on the streets of St. Petersburg as part of the SCCA Trans-Am weekend there. The series of races, in which all cars are identically prepared, runs in conjunction with major IMSA, SCCA Trans-Am, and CART Indy-car events. It is the nation's only open-wheel, turbocharged racing outside the CART Indy-car circuit. A number of the races in the Barber Saab Pro Series will be telecast by the ESPN television network.

Identical cars and identical preparation are the keys to parity among the drivers. Each driver works with the same team of mechanics throughout the season. The series intends to give up-and-coming drivers a chance to compete based on ability, and to learn the art of driving a fast turbocharged race car.

The series was originally scheduled to begin at Lime Rock Park, Barber's facility in Connecticut, on May 26th. However, the failure of a major racing car parts supplier to meet production schedules forced the season's first races to be postponed to allow more practice and familiarization time for the driver corps with their totally new race car.

The Barber Saab Pro Series schedule for the next month:

June 29	Meadowlands, NJ
July 6	Watkins Glen, NY
July 20	Brainerd, MN



SAABS IN COMPETITION

Saab took the early Group A manufacturer's point lead in SCCA's PRO Rally Series, thanks to a 1st place showing by Rich Kushner and Jeff Delahorne. The pair took the class win at the Tulip 200 Rally, finishing 12th overall in their 99EMS. Several favorites in the Group A category, including the Toyota Corolla of Richey and Howard Watanabe and the Subaru RX Turbo of Chad DiMarco and Charlotte Greene, retired early in the rally, despite Tulip's reputation as a fast, smooth event. The Kushner/Delahorne team were prepared to settle for second place behind the quick VW GTI driven by hotshoe Walter Boyce. But co-driver Robin Edwards made an error on a transit zone that cost the "factory" VW team over four minutes and handed the win to the Saab boys.

Larry Gesch at Gesch Enterprises reports he is building a tube frame 99 to race in SCCA GT-3 and possibly IMSA GTU. The car is being built from the ground up, and utilizes a state-of-the-art chrome moly chassis for strength and light weight. The body is based on a 99 3-door shell using fiberglass for the hood and door skins, and Lexan for the hatch and side windows. It uses a highly modified "H" engine, driving the front wheels, of course.

It has been a "no nonsense, no money spared" project, and Larry is looking for a sponsor, or at least someone to buy his old #99 race car. The new car should appear soon on road courses in the Upper Midwest.



MOTOR SPORT SERVICE

1400 EAST SECOND STREET
JAMESTOWN, N. Y. 14701

Several years ago we purchased the stock of a terminated dealership. It is finally on computer. Listed below is a small example of some of the items on the inventory.

P/N	DESCRIPTION	QUANTITY	PRICE @
0011965	EMS stripe kit	1	\$ 4.00
7014285	Door hinge pin, 93	9	.25
702903	Rear hub seal, 93/750GT	7	.75
703025	Brake M/Cyl, 95/96 thru 65	1	35.00
703594	Hood strap, 95/96 thru 64	3	1.00
704231	Wiper pivot, 93 thru 57	2	6.00
706289	Wheel cyl L/H front, 93/750GT -58	2	8.00
706386	Outside door handle, 93 thru 56	1	5.00
706403	Fuel pump diaphragm, thru 64	11	5.00
706758	Rear fender R/H, 93	1	20.00
7073935	Speedo gear, 2cyc/V4	3	1.00
707991	Inner fender housing L/H, 93/750GT	1	45.00
707992	Inner fender housing R/H, 93/750GT	1	45.00
709553	Front fender L/H, 93 58-59	1	22.00
709554	Front fender R/H, 93 58-59	1	22.00
711977	Front fender L/H, 93/96/95 60-64	1	50.00
711978	Front fender R/H, 93/96/95 60-64	1	50.00

For list of 800+ parts send \$1.00. You may need access to a parts book for definite ID on some items. Prices are not on list.

INEXPENSIVE ADD ONS FOR 900s

Tires

Pirelli P6 195/HR60 - best all around handling, wet or dry, good ride, expensive (\$80 mail order).

Pirelli P8 185/65 - good if kept 32 to 35 psi, I got 44k on the front, and would have gotten 55k rear but one delaminated (not dangerously), good ride, no noticeable gas mileage improvement (\$55 mail order).

Riken 195/HR60 - not as good handling or wearing as the P6, fair ride, noisy (\$65 mail order).

Semperit 165 snow tires (4 like God planned it) - strange to have a soft skinny tire after the P6s. Noisy but good gas mileage and won't float on slush (\$40 mail order).

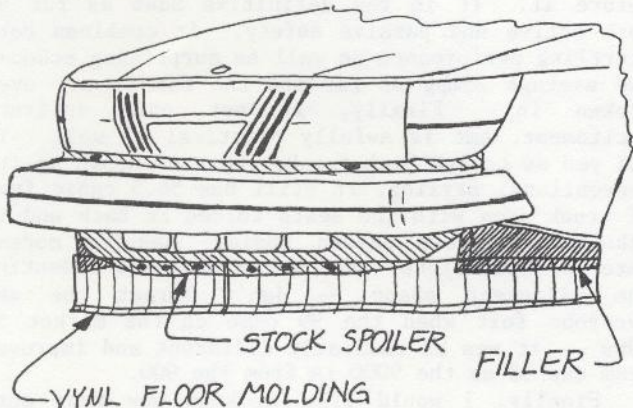
Has anyone tried the Gatorbacks or new Michelins?

Shocks

I bought KYB Gas-A-Just shocks (21.50 each, mail order) for my 1982 900 3-door and found them to be an inexpensive handling package. The handling is great, with dive, roll, and bottoming virtually eliminated and replaced with a confident tires-on-the-road feeling. They raise the car 1/2 to 3/4 of an inch due to the gas pressure and also increase the spring rate. The added damping gives them a very firm, almost unpleasant ride with P6s at 34psi, better with 165 snowtires at same pressure. These shocks are self adjusting, not adjustable.

An airdam for ten bucks

Make a sheetmetal filler to maintain the height of the stock spoiler around to the wheel well and mount it in the holes provided for the turbo airdam. Wrap vinyl floor molding around with one inch overlap on the spoiler and filler. Fasten in place with sheetmetal screws (with big washers) through the spoiler and glue to filler. This lowers the



spoiler by three inches to about the same height as the skid pan or turbo airdam, and improves gas mileage by one mpg. Alternatively, skip the filler and use the vinyl only under the stock spoiler for 90% of the effect at 10% of the effort.

Locks

Saab mushroom locks are very easy to open with a coathanger, switching to straight ones may not be as safe in a crash but will help keep the Blaupunkt in the dash.

Katie Level & Karl Guntheroth, La Habra, CA

Just a thought on Mail Order of tires; you may save a few bucks, but you when you buy from a reputable tire store, you usually get a price break on mounting and balancing, plus a place to go if you

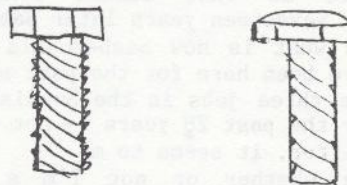
do have a problem. Ever had to limp around on one odd tire while you waited for the Mail Order company to replace one under warranty? The difference in price may be \$40 on a set, but the immediate and ongoing service is well worth it.

TW

SIMPLE V-4 CLUTCH REPAIRS

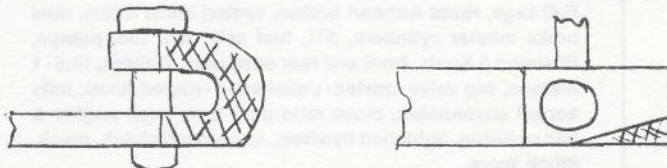
Having recently had ample opportunity to observe the innards of my clutch, I have finally gained some understanding of its operation and offer the following:

Loose clevis and pushrod holes. These can easily be corrected without removing the engine or transmission. Find a 3/8" bolt slightly longer than the original pin. The bolt should be threaded all the way to the head. Now carefully grind away the threads on the bolt, checking often for fit. Mine went in when the threads were almost gone. Be careful to keep the bolt round by rotating it against the grinding wheel, and straight by watching the remaining thread pattern. If desired,



the end of the bolt can be drilled for a cotter pin, but I found this unnecessary as gravity will keep it in place. Finally, round off the head of the bolt so it doesn't catch on the bell housing and coat with wheel bearing grease.

Shimming the slave cylinder. As mentioned in previous newsletters, you have to stop adding shims when the clutch arm hits the pressure plate. If you inspect the leading edge of the clevis you may see the results of previous attempts. You can increase your shimming range if you grind off the clevis as shown (shaded area on drawing below). Of course the engine must be out to do this, so it might be something you would want to do as a preventative measure to solve a future problem.



You don't have to worry about weakening the part as long as you grind on the outboard side of the center line of the bolt hole.

Art Olive, Stacy, MN

SEEKING RUBBER SEALING BELLOWS FOR SONETT

- On the Sonett III's, Saab used Sealing Bellows (P/N 74 17 371) for three different applications:
1. Transmission selector rod-to-firewall,
 2. Windshield wiper gearmotor output-to-heater box,
 3. Rear bumper support tubes-to-body.

In my car, all of these have succumbed to oil or ozone, but the part is no longer available from Saab. Can anyone suggest a substitute?

Tim Reiser, Canonsburg, PA

CLARIFICATIONS FROM BOB SINCLAIR

Thanks for printing my exchange with Saab owner Dr. Kauffman and for the comments from owners Morse and Tarr in Newsletter #148.

I appreciate Mr. Tarr's kind compliment concerning my marketing professionalism, but I've got to take exception to a few of his points.

First, it is not true without reservation that my "services are available for a price." To be sure, I work for a living. But my track record should underscore that I've been selective about it.

Contrary to Mr. Tarr's impression, I did indeed begin my automotive career with Saab. In March 1958 I joined Saab Motors, Inc., as the company's second U.S. field sales representative, calling on Saab dealers. The other fellow had New England, and I had all the rest, with the then marketing area extending south to Virginia and west to the Mississippi River. My first company car was a 93B, with the doors hinged in the rear.

I stayed with Saab until December 1961, when Volvo offered me what looked like a better opportunity. Seventeen years later Saab approached me to rejoin what is now Saab-Scania of America, Inc., and I've been here for the past seven years.

So that's three jobs in the Swedish automobile industry over the past 28 years -- not exactly your corporate drifter, it seems to me.

Regarding whether or not I'm a true "Saab freak," I leave for others to decide. Surely I don't rank at the top of the list, but I don't think I'm at the bottom either.

Best regards,
Bob Sinclair

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ON WATER LEAKS AND RANDOM 9000 THOUGHTS

I have a couple of other places to look to find water leakage into the front passenger floor on the 900. First, look to see if water is dripping in from the bottom of the air intake box for the passenger compartment. Sometimes the gasket around the box separates a bit from the firewall due to age; in addition, the drain for the box, accessible from the engine compartment side, gets clogged. I suggest you make sure the hose is not clogged; it allows rain water and condensation from the AC evaporator to drain outside the car. Further, have a Saab dealer seal the gasket again.

Another source of water leakage onto the passenger floor area might be from the rubber grommet that the wires from the right fender area enter the lower dashboard into the car. Make sure that grommet is also sealed up.

I have another few comments to make about the 9000. We have owned 5 SAABS, including the 99, 900 and now, the 9000 range. Each of them have been fine cars, and we are definitely committed to the Saab philosophy of transportation. The 9000, however, is the logical extension of the cars before it. It is the definitive Saab as far as both active and passive safety. It combines both startling performance as well as surprising economy (we average 25mpg so far and the car is not even broken in). Finally, it not only delivers excitement, but is awfully practical as well. To all you so called Saab freaks who are thrown by its conventional styling, it still has 56.5 cubic feet of trunk area with the seats folded in back and is like a veritable cavern inside, despite modest exterior dimensions. And for all of you lamenting the different shape -- don't forget the way everyone felt when the 99 came on the market in 1969 -- it was as radically different and improved from the 96 as the 9000 is from the 900.

Finally, I would like to know how many auto importers or manufacturers have presidents such as Mr. Sinclair who do take the time to respond to comments or contribute to newsletters. Certainly, other companies should take a lesson in customer relations from Saab. And as for you folks who think those Audis are so great, we have had the displeasure to own two of them; a 4000 and a 5000. Both proved to be disappointing cars, since they were maintained by the book, yet required both new engines and transmissions around the 50,000 mile mark. Granted, we have always been meticulous about our cars, but considering that our Saabs all had well over 100,000 on them without major repairs says something about why Saab is doing so well now and why Audi -- albeit a much larger company -- is enjoying such a poor reputation for reliability.

Kurt W. Krauss, Boonton, NJ

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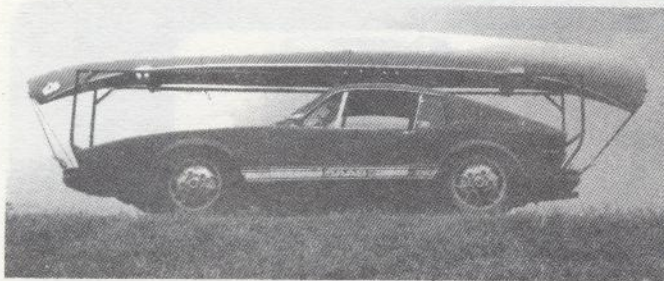
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ROOF RACK FOR SONETTS

I am enclosing a photo of [my Sonett] which is wearing my custom built canoe/utility rack. [The rack attaches to the bumper mounting points.] It's relatively easy to put on and take off, and can carry a lot more than the weight capacity of the fiberglass roof (which is 55 lbs). With the boat on the car, gas mileage is reduced by only 1-2 mpg at 70mph.

Bill Repaske, Franklin, LA

A RACER OFFERS V-4 PERFORMANCE TIPS

For several years now I have used Oillite bushings for rebuilding Saab V-4 distributors. The part number is AA6286 which measures .5015 ID and .6280 OD (1/2" x 5/8"). Cost is about \$1.00. The top bushing is the same as a VW Rabbit bushing. Some machine work is required to turn the hole on the bottom. My local machine shop charges \$15.00 for this service.

Dual port heads add serious amounts of horsepower to the V-4 engine without hurting the reliability. Recently I have had several sets machined for \$100 per head, less valve and port work. I can make drawing available to anyone interested. The exhaust system is still in the design and fabrication stage.

96 and Sonett wheel bolts are a problem for competition cars, because they tend to loosen up when high speeds and lateral force are put on them. After having a widened stock wheel come loose at 100+mph, I got serious about a solution. Wheel studs with lock nuts allow the wheel to be held on by more threads, and give a warning if they begin to loosen up. The size used is 9/16" coarse thread by 9/16" fine. Total length is 3-1/2 inches. Cost is around \$3.00 each without nuts.

Mike Tucker, Matthews, NC
SCCA F-Production '69 Sonett

COMMENTS ON ODOMETER TROUBLES

The newsletter looks better than ever under your direction. I like your first choice for the new Saab Club logo. It retains a link with the past while updating the symbol in a strong simple design. The masthead design submitted by Jack Ashcraft is also very well executed. Great talent among Saab Club members and the Leinenkugels seemed to aide the judgement of the judges.

Regarding odometer problems on 99's and 900's. I have had odometer problems with a '76 and '78 99 and with a '79 900. The 99's both had a crack in the nylon gear on the right side of the speedometer. Replacing this gear fixed the '76 but

had little effect on the '78's problem. There was nothing else apparently wrong or slipping but I could not get the odometer to work consistently. After messing with it for about three months (I can take the speedometer out of a 99 in about 3 minutes now), I finally gave up and took the speedometer to a speedometer shop in Albuquerque.

The repairman smiled when I brought the speedometer in and said, "another VDO instrument." The VDO meters waiting to be claimed on his shelf far outnumbered any other kind. Since I was from out of town he had the speedometer back to me in 4 hours, and was the best \$32.00 I have spent on the car in a long time. The odometer works perfectly. My advice, if the simple replacement of an obviously broken gear doesn't correct the problem, don't waste your time trying to fix it. Take it to a repair shop and let a professional do it. On a 900 where the speedometer is so difficult to remove, it is probably best to take it to a repair shop the first time.

Barry Patterson, Las Cruces, NM

In your most recent newsletter, I noticed an article concerning odometer failure in the Saab 99 and 900. This is not exclusive to Saab. Mercedes, Porsche, Volvo, VW, all experience the same problem. Fear not! My company can repair the odometer/speedometer combination. Please contact me if I can be of any assistance.

J. Charles Nichols
Nichols Speedometer & Instrument Co.
P.O. Box 5051
1336 Oakland Ave.
Greensboro, NC 27403

I have had very good luck with the people who repair VDO gauges. Their address is:

VDO-Argo Instruments, Inc.
980 Brooke Road
P.O. Box 2630
Winchester, VA 22601
Telephone (703) 662-1700

Normally the price is around \$40-50 though it depends on the severity of the problem. They do give estimates. It normally takes about three weeks to repair.

David Mondecar, Atlanta, GA

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CLASSIFIED AD RATES

Ads offering parts or Saabs for sale or wanted are available to members and non-members. Ads are limited to 25 words, plus name, address, and phone number. Ad copy will be abbreviated and excess words deleted where possible. Enclose sufficient funds with your ad, we will not bill. No ads will be taken by phone. The Classified ad rate is based on the total dollar amount listed in the ad.

Under \$200.....FREE
 \$201 to \$900.....\$2.00
 \$901 to \$2000.....\$5.00
 Over \$2001.....\$10.00
 Ads without a price listed.....\$10.00

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 III, 78k mi, all original & operational, driving lites, A/C pkg, CB, stereo, spares, garaged. \$3500. Ian Watson, San Diego, CA. 619-268-3958.

'74 Sonett III, 32k mi, aux lights, dual exh, Florida car, like new. 2nd owner. \$5500. William McCormick, 6343 Taylor Rd, Clinton, OH 44216. 216-825-8981.

'73 Sonett III, Exc cond, 62k mi, restored at Europa Motors in '84, New rear pan, rockers, factory orange paint, new radio, ball joints, wiring, brakes, MSS exh. \$4000 obo. Ted Marshall, Wilmette, IL. 312-256-8688, lv message.

'73 Sonett III, Mint cond, 52k act mi, new paint, trans, brakes, muffler, rims. I don't want to sell, but my wife to be does. \$3700 obo. Randy Neufeld, Duluth, MN. 218-624-2971.

'73 Sonett, Green, 42k orig mi, 10k or rblt trans & clutch, runs & looks exc, no rust. \$3500. Robert Keil, 6556 W. Roscoe, Chicago, IL 60634. 312-736-7628.

'73 Sonett III, 60k orig mi, vy gd cond, new Imron paint. \$3500. Linda Stiles, 1122 Lafayette NE, Albuquerque, NM. 505-265-1933

'73 Sonett III, all orig, no rust, exc interior, AM/FM, 20k mi on rblt eng, new front end, Michelin radials, recent exh. \$3500. Paul A. Wieselmann, Los Angeles, CA. 213-851-9913

'73 Sonett, 93k mi, 25k on rblt eng, A/C, AM-FM cassette, 5 alloy wheels, new exh, new water pump, body & interior vy gd. \$2500 obo. Karl Guntheroth, 200 Valley Home, Apt B, La Habra, CA 90621. 213-922-5668 (w), 213-694-3937 (h).

'73 Sonett, blue, needs eng rbltd & brake work. F/G good. Car in Nashville, TN. \$1200 obo. Bill Repaske, 121 Bayou View, Franklin, LA 70538. 318-828-1927.

'69 Sonett V4, yellow, recently out of 8 yr storage. 80k mi, vy cln, no rust. \$2500. Baldwin Foreign Auto Repair, New Lebanon, NY. 518-794-8729.

'67 Sonett II, red, chassis #168, blown engine, otherwise gd cond. Also, '72 Sonett III, 48k mi, looks & runs great. Need garage space. \$4500 takes both. Lori Imhof, 118 Camp St, Emmaus, PA 18049. 215-965-6660.

93s, 95s, & 96s For Sale

'73 96, Green, 107k mi, gd cond, MSS exh, rblt trans, clutch, heads. \$1200. Hubert Adams, McIntire, IA. 517-737-2235 after 5:30pm.

'72 95 Wagon, Mint cond, 69k mi, new brakes, exh, batt. A/C. Drives as good as it looks. \$3000. M. Tabin, Champaign, IL. 217-367-9021 or 217-398-6439 evs.

'68 96 V4 Deluxe, flawless, blue, 11k mi on totally rblt drive train. Many performance parts, new paint & tires (P3s). Includes 3 parts cars & many spares, some new. Write for complete details. \$3300. Randy Tremaine, 319 S. Dudley, Memphis, TN 38104. Days 901-525-1550 (Import Service), nights 901-523-1850.

'67 Monte Carlo 850, rebuildable, spare tri-carb setup & velocity stacks. \$750 obo. 617-639-1407.

'63 95, gd eng & 4spd trans, disk brakes, OK body, orig cond. \$850. John Hauenstein, 547 Main St, Tell City, IN 47586. 812-547-4437

'59 938, partially restored but in storage for 5 yrs. Includes extra doors, hood, shop manual, plus numerous other parts. \$1200. John Bottger, PO Box 25133, Richmond, VA 23260. 804-288-7697.

3 - 96s, plus extra parts (2 trans, 1 eng), literature, enough stuff to build a choice 96. \$475. Bill Pensar, Box 1, Lemon Cove, CA 93244. 209-597-2504.

2 Stroke & V-4 Parts For Sale

V4 Cylinder Heads modified for No-lead gas. We install new Mustang V6 hardened exhaust valves & valve seats, new intake valves, valve springs, guides, keepers & seals. \$250 exch for your rebuildable heads, plus shipping. \$100 core charge. Jack Ashcraft, 270 Wilson Rd, Central Point, OR 97502. 503-664-5259.

34 ICH Weber Kits for V4s, incl linkage, \$150 plus UPS. Swedish Express, Inc, 335 E 1st Av E, 55802. 218-728-5334 or 722-1530.

Parting Out '74 Sonett. Performance eng, gd trans, hatch glass w/lifters, doors, alloys w/new Michelins, VDO clock, amp, pressure gauges. Whole or parts. David Struyk, 650 Wayland, E. Lansing, MI 48823. 517-332-7239.

Parting out wrecked '72 Sonett. set of 4 wheels, \$200. Worn not torn seats, \$30 ea. Windshld, \$50. Many other parts reasonable. Nick Hayden, 3385 W 86th St, Cleveland, OH 44102. 216-431-9413 or 281-9823.

Sonett III parts - Extensive collection of body, mechanical, electrical, suspension, & interior parts, \$5 to \$450; complete parts cars \$750; send SASE for list. Order large items for delivery at convention. Randy Cook, 58 Cinderella Ln, Ft Walton Beach, FL 32548. 904-863-9399.

'68 Sonett II parts car. Rear window broken, F/G good, \$300. Baldwin Foreign Auto Rep, New Lebanon, NY. 518-794-8729.

Sonett II parts. Compl dash with instr, \$100. Steering column & wheel, \$35. 2 blk vinyl seats, \$50. Bob Seath, 10904 Crooked Lake Blvd. Coon Rapids, MN 55433. 612-421-8885.

Rear F/G from '68 Sonett, \$200. Late model mag, \$25. Tires, \$10 ea. Barry Mabel, Albany, NY 518-482-8432.

A/C system compl, incl switches, from '74 Sonett. \$150 obo plus UPS. Ray Hull, 8360 SE 57th St, Mercer Isl, WA 98040. 206-232-6173.

New 96 front I/S lite, \$15. V4 grills, hubcaps. Bob Mitchell, 403 E. Redwood Ave, Pleasantville, NJ 08232. 609-641-4460.

Liquidating 2-stroke engine parts, rebuilt & rebuildable cranks, heads, manifolds, \$5 to \$125. Ken Cich, 2119 W 5th St, Duluth, MN 55806. 218-727-1346.

Misc 2-stroke eng, trans, body parts. MUST SELL! P B Schechter, 935 E Gorham St, #2, Madison, WI 53703.

3-spd trans for 2-stroke, 2000 mi, \$200. Al Hauenstein, 547 Main, Tell city, IN 47586. 812-547-4437 days, 547-3763 evs.

'63 96 parts incl 3spd trans, also 69-71 96 parts, eng, trans, intr. Cheap! SASE to J. Ogilvy, 2423 Nation, Durham, NC 27707.

Chilton's manual for two-stroke & V4, '60-up. New hardbound copies, \$10. Jack Vines, E 3227-28th Ave, Spokane, WA 99223.

99s & 900s For Sale

'77 EMS Turbo, very rare factory prototype, 2dr, red, 52k mi, currently in storage, will sell only to enthusiast. Best offer over \$2000. William Elliott, Bernardsville, NJ. 201-758-7400 days, 201-766-9464 after 7pm.

'80 900T, 3dr, blue w/blue interior, 117k mi, 5spd, exc cond, new turbo, tires & brakes, needs A/C comp & radio. \$3500. Eric Barr, 3730 S Adler, Santa Ana, CA 92707

'78 99 I, AC, SR, FM-cass, New turbo, head, oil seals. Low mileage. Also '78 99 EMS. Both in exc cond. Bob Beach, 13 Heritage Hall, Tarrytown, NY 10591. 914-332-5323

'77 99, blue, 80k mi, AC, body god, needs some work. \$2000. Also, '78 99T, SR, AC, EMS silver, 90k mi. \$2000. Linda Roberts, 512 Edgewood Rd, Pittsburgh, PA 15221. 412-244-8332

'75 99LE, 3dr, 69k mi, AT, AC, cruise, 185/70VR Comp T/As, Blaupunkt AM/FM cass, tach. Incl service manuals & spares. \$2250. John Paschkewitz, 697 Lakeside Cir, Robins AFB, GA 31098. 912-929-3856.

99 & 900 Parts For Sale

'79 900 parts, complete light brown int, perfect, \$400. Doors, excl cond, \$150 ea. 900 str/rack, non-power, \$150. 99 st/rack, 75-80, like new, non-power, \$150. Much more, call & inquire. Can't ship large pieces, you pick up. Quantum Mechanics, 45 Huntington Ave, S. Yarmouth, MA 02664. 617-394-5193.

99 hood, vy gd cond, \$80. 99 wheels, 2 nice, \$15 ea, 3 rusty, \$5 ea. Plus shp. Allan Von Ohlen, 7312 Argenta Tr W, Inver Grove Heights, MN 55075. 612-454-2810.

Parting out '78 99GLE 4dr, brakes, pwr string, AC, pink interior, all glass, hood, trunk, bumpers, everything that didn't rust. James MacKay, PO box 464, Wheaton, IL 60187. 312-668-4438 (h), 668-7603 (w)

Parting out '77GLE, mags, Sun roof, AC, PS, elec mirrors... Glenn Thompson, 921 11 St SE, Rochester, MN 55904. 507-282-8498.

Windshield from '82 900 4dr, \$50 plus shp & ins. Bob. 219-464-3529 after 6pm.

4 EMS rims, just refinished, \$195. Set of 4 Bilsteins for 99, used, \$85. Inner CV jt for 99, new, \$75. Compl AC sys for 99, \$100. Tom Parker, 3705 Sharon Rd, Midland, WI 48640. 517-835-8387.

3 wheel covers from '79 900GLE, like new, \$100 incl shp. A. Schitkovitz, 3170 3E Timberlake Dr, Hillsboro, OR 97123. 503-640-8508.

Sony XR75B AM/FM cass preamp w/Sony XM45 12w rms amp, new in boxes w/wrnty cards, \$175 obo. Thule Olympic locking ski rack, never used, a steal at \$75. Barry McHale, 405 W 13th St, Wilmington, DE 19801. 302-654-6579.

Konig seat, Berlin model, blk, exc cond, opt lumbar support & brackets, \$425. Dave Fulginiti, Woodbury, NJ. 609-845-1967.

Hatch glass from 79 900, dfr nds repair, \$25. Compl exh sys incl C/C, vy gd cond, \$50. Plus shp. James Burt, Box 12, Pleasant Valley, IA 52767. 319-359-7031 (w)

Sport Clutch Pkg for 99/900. Autocross, Rally, or towing. Incl disc, plate & TOB. 69-75, \$105; 76-on, \$95 plus UPS. Swedish Express, Inc., 335 So. 1st Ave. E., 55802. 218-728-5334 or 722-1530.

Liquidating Dealer Stock of 99 & 900 parts. New radiators, hubcaps, calipers, Ansa exhaust, halogen headlights, lenses, heads, hatchback glass, bumper covers... Misc used parts, too. Send large SASE for printout. Charlie Dodson, 7 Wainwright Ave, Annapolis, MD 21403. 301-267-9245.

900 thru Turbo 16 engines, 5spds, auto-matics, cat conv, str/racks, wheels, fuel pumps, AC comp, fuse box, wiring harness, relays... Henry Castellon, 70 Saltonstall Ave, New Haven, CT 06513. 203-469-5420.

4 Vredestein snow tires, 165x15 on 4.5" rims, 40% tread, incl hub caps, Make offer. 75-77 Saab factory workshop manual, \$35 incl UPS. John Donald, PO Box 92, Mooers Forks, NY 12959. 514-733-6898.

78-80 Turbo exh manifold, \$50. Turbo crank, \$100. HdLite covers. Bob Mitchell, 403 E Redwood Ave, Pleasantville, NJ 08232. 609-641-4460

Delta Mk 10B C.D. Ign, fits all 12v, complete w/instructions, \$20. Jack Vines, E 3227-28th Ave, Spokane, WA 99223.

4 Pirelli P8 OE tires, 25k mi, gd tread left, \$100 obo. Jay Jacobs, New York, NY 212-481-1234.

Wanted, All Models

V4 Aluminum Valve covers, new or good. If you know of source, please advise. Ed Owen, 186 Iron St, Ledyard, CT 06339. 212-677-6030 days.

Full set of Inca wheels or 77-79 EMS alloys. Chet Grabowski, 1020 15th St, #25-D, Denver, CO 80202. 303-298-7700 (d), 303-623-2438 (eve)

Inca wheels wanted for 80 900GLE. Will trade for OE 390 TRX alloys, or steel rims from '85 900. Phil Niemann, 7620 W 52nd St, Overland Park, KS 66202. 913-262-5966.

Wanted for 99, RR mudflap, spring loaded horn contact for str column. James MacKay, Box 464, Wheaton, IL 60187. 312-668-4438

Dealer brochures service manuals, and license bracket for '84 Turbo. John Paschkewitz, 697 Lakeside Cir, Robins AFB, GA 31098. 912-929-3856

MEMBERSHIP/SUBSCRIPTION

Annual dues for Membership/Subscription are as follows:
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 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.

Headrest insert for '76 99, color tan. John Donald, PO Box 92, Mooers Forks, NY 12959. 514-733-6898

Seeking late 99 or early 900 4 or 5-dr. Will trade for '73 Sonett. Jack Ashcraft, 270 Wilson Road, Central Point, OR 97502. 503-664-5259.

SAAB

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The Intune Video Manual represents an idea whose time has come. A complete, step-by-step, highly detailed 'how to' tune-up and maintenance manual for your car. Each service is performed by a factory trained mechanic who is committed to instructing in a clear and concise manner. An on-screen index system helps the user locate each operation easily.

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Dodge/Daimler Ram (R)	Jeep Grand Cherokee (R)	Vauxhall GL (R)
Dodge/Daimler Ram (R)	Jeep Cherokee 4x4 (R)	Volvo 460 (R)
Dodge/Daimler Ram (R)	Jeep Cherokee 4x4 (R)	Volvo 740 GLE (R)
Dodge/Daimler Ram (R)	Jeep Cherokee 4x4 (R)	Volvo 740 GLE (R)
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