



NINES

THE SAAB CLUB NEWSLETTER

\$1.50

November
1986

no. 153

Saab Sets Record Pace at Talladega.

Beginning early in October, three Saab 9000 Turbos began circuiting the Alabama International Speedway at Talladega in a long-distance, high-speed endurance test. After eight days of day and night driving, the cars have completed over 25,000 miles, equal to one trip around the earth at the equator, and have set 18 new international speed records for standard production automobiles.

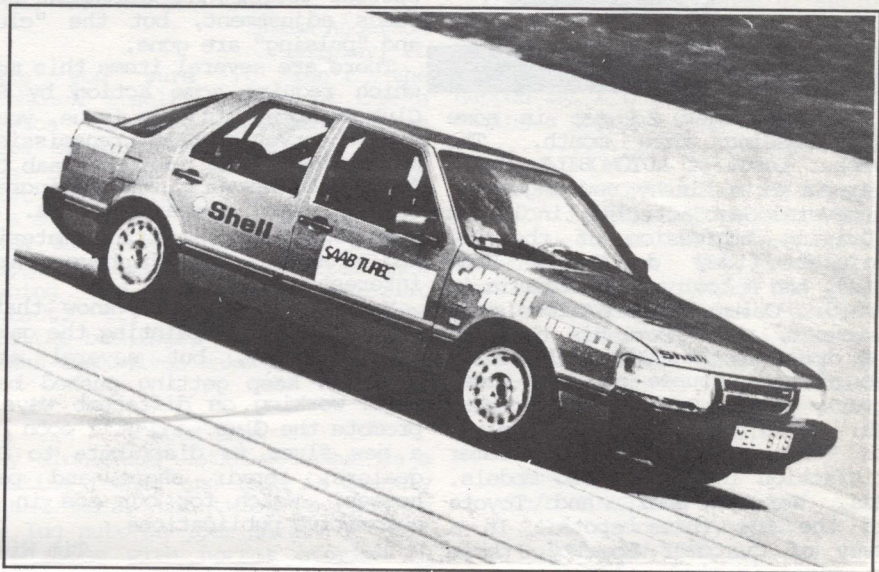
The aim of the Swedish engineers who have initiated the test -- and who are drivers on the track -- is to keep going for as long as possible... until their ritual at the Alabama track expires on October 28th, and to drive the cars at an average speed of no less than 200 kilometers per hour (124.2mph), including stops for fuel and driver changes. In the first eight days, the cars have been averaging well over their target speed, around 210 km/h. New records have been established for one hour (137,010 mph), 500 miles (134,898 mph) and 24 hours (133,465 mph).

Despite the punishment the cars are taking, no major problems have occurred thus far, according to Olle Granlund, Saab's chief engineer for engines and transmissions, who devised the test dubbed "The Long Run" by Saab-Scania.

Drivers are running the cars, all standard production vehicles off Saab's regular assembly line, for two-hour shifts, stopping once per hour to refuel by Shell crews. Shell is one of the sponsors of the endurance run, along with Garrett Corporation, builders of the turbocharger which boosts the 9000's engine to its rated 175 horsepower.

Another participating sponsor is Pirelli, which is supplying high performance P600 tires, standard production models showing remarkably light wear and excellent road adhesion thus far.

The endurance test is being sanctioned by NASCAR (the National Association of Stock Car Auto Racing) and the world governing body of motor sport, FISA (Federation International du Sport Auto), which will certify each record.



SINCLAIR GETS SWEDISH AWARD

Robert J. Sinclair, President of Saab-Scania of America, Inc., has been named a Commander of the Polar Star, First Class, by the King of Sweden, Carl XVI Gustaf. Mr. Sinclair was presented with the decoration at a meeting of the Swedish-American Chamber of Commerce held in New York City. On behalf of the King, the decoration was presented by Mr. Magnus Faxen, Consul General of Sweden.

The Royal Order of the Polar Star was instituted in 1748 and is the highest honor awarded to other than Heads of State. It is presented by the King on the recommendation of the Swedish government and is intended as a reward for civic merit, for scientific accomplishments, for literary, learned and useful works, for the creation of new establishments of importance to the Kingdom of Sweden, and for personal services rendered to Sweden.

Mr. Sinclair, 54, has headed Saab-Scania of America, Inc. since May of 1979. He resides with his wife in Fairfield, Connecticut.

900 DRIVER TAKES H-STOCK IN SOLO II

Utah's Chris Peterson took home the victor's medal for H-Stock following the recent Yokohama SCCA Solo II National Championships. Peterson drove his Saab 900 Turbo to a cumulative margin of victory of less than seven-tenths of a second.

SAAB CLUB ANNOUNCES HELP NETWORK

The Saab Club is giving you a chance to aid fellow Saab owners who may run into trouble on the road. Sign up for the Saab Club Assistance Network. We are looking for members who are willing to get involved through several categories, from just offering telephone assistance to offering a place to stay.

Margrit Adler has volunteered to co-ordinate the SCAN. Margrit has been involved with Saabs since the 2-stroke days, and has often given assistance to Saab drivers who have had trouble in central Illinois. Please send your offer to be a part of SCAN directly to her at:

1507 W. University Ave.

Champaign, IL 61821

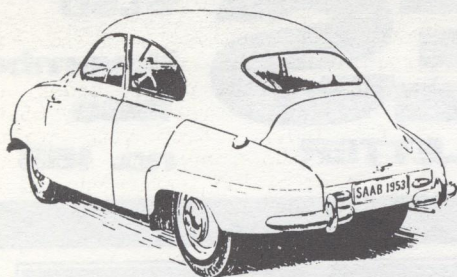
Please send your name, address, phone number, and which categories you are willing to be a part of:

- Can give phone info on a mechanic or place to stay.
- Can offer minor mechanical assistance at home.
- Willing to go out and render aid on the road.
- Willing to offer a place to stay in an emergency.
- Stop in to just talk Saabs.

If your Saab expertise is limited to one or two models (e.g. V-4s only), please give that information, too.

The SCAN list will be assembled over the next several months and will be published in NINES. It will also be updated on a regular basis.

FROM THE BACKSIDE



I have managed to get in some extra reading this month. The November issue of AUTOMOBILE, David E. Davis Jr's flashy new magazine, has several Saab articles, including a Driving Impression of the 900 Cabriolet (they don't do Road Tests), and a tour of Scandinavia in a 9000. Columnist Mel Nichols, a 900 owner, also gives his thoughts on a drive in the 9000. AUTOMOBILE also cites a couple of J.D. Power surveys where Saab ranks pretty high: Saab tied for eighth place with Volvo in the Total Customer Satisfaction Index for 1985 models. Honda, Mercedes-Benz, and Toyota hold the top three spots. In a survey of Customer Loyalty, those who traded in their old car on one of the same make, Saab ranked third behind Cadillac and Mercedes.

In the book department, I've been enjoying the various Road Test collections published by Brooklands. My favorite is CAR & DRIVER ON SAAB, as it includes several articles on performance models, and has a 1963 comparison test of an 850-GT and an Austin Mini Cooper. It is quite interesting to read what contemporary automotive writers thought of the late-50s aerodynamic two-strokers in that period when domestic manufacturers were pushing big cars with tail-fin styling.

Speaking of books, the Saab Club's library of repair manuals is building well. The former editor kept all of the items which had been donated to the Saab Club, so there were no shop manuals to help answer technical questions. Thanks to Dan David of Saab's Tech Services, we now have the 900 and 9000 Factory Shop Manuals. Some others are being donated, and when I pass the editorship on to someone else, this collection of Saab literature will also be passed on, as it should be.

Turning to things mechanical, a "clunk" in the left front and pulsing brakes on my 95,000 mile 99

indicated a need for some front end work. I don't consider myself to be a mechanic, but I have been known to tackle "Remove & Replace" jobs. With Bob Hansen of Swedish Express as tutor, we changed ball joints, shocks, and brake rotors and pads (the metallic/organic combination mentioned in last month's NINES). Saab's flat rate allows the better part of a day for these operations; it took us three hours including cleanup. Bob's expertise helped considerably, as leverage is necessary for removing the ball joints and rotors if you don't have the Saab special tools. The alignment still needs adjustment, but the "clunk" and "pulsing" are gone.

There are several items this month which require some action by Saab Club members. In this issue, you'll find a survey on Saab transmissions, an invitation to join the Saab Club Assistance Network, and an increase in the annual membership rate. Get out your letter writing materials and respond to whichever areas interest you.

You'll be happy to know that I finally finished painting the garage (I sure am), but several other projects keep getting pushed back. I am working on different ways to promote the Club, and will soon have a new flyer to distribute to Saab dealers, repair shops and parts houses. Watch for our ads in the automotive publications.

Tim Winker
Editor

REGIONAL CLUB NEWS

APPALACHIAN SAAB CLUB -- For info: Wendell Francis, Rt. 5, Box 334, Dandridge, TN 37725. (615) 397-2172.

CENTRAL ILLIANA SAAB CLUB -- An Open House at Gibson Motors, Perrysville, IN, is planned for later this year with test drives of the '87 Saabs. An Open House is also planned at Tatman Auto Body Shop, Urbana. Dates pending. Call Margrit Adler, 1507 W. University Ave, Champaign, IL 61821. (217) 356-9244.

CENTRAL PENNSYLVANIA SAAB CLUB meets the first Tuesday of the month at Bube's Brewery, Mt. Joy, PA. For more info contact Paul Bolesta (717) 292-5496.

DELAWARE VALLEY SAAB CLUB -- Meets the 1st Thursday of the month. For location and info contact Doug Signorovitch, (215) 622-7047.

GREAT LAKES SAAB CLUB (Western Michigan) -- c/o Jim Laman, 763 Larkwood Drive, Holland, MI 49423. (616) 335-5215.

MINNESOTA SAAB CLUB -- The December meeting will be held in Princeton, MN on Tuesday, the 4th. A tour of GTC Auto Parts will be provided along with a demonstration of Saab cylinder head rebuilding. Meet at Andrews Auto Rebuilding by 7:30pm; tour will start at 8:00pm. Call Bob Swinehart, (612) 774-4873.

MINNESOTA SONETT CLUB -- Jeff Schille (612) 457-6891.

NEW ENGLAND SONETT CLUB -- P.O. Box 4362, Manchester, NH 03108.

NORTHERN ILLINOIS SAAB CLUB -- 24 hour Events Hotline, (312) 673-4752.

SAAB CLUB NATIONAL CAPITAL AREA -- Meets the second Thursday of the month at the Bethesda Regional Library, Bethesda, MD. Toby Turpin (301) 384-6732.

SAAB CLUBS OF GEORGIA -- meets 1st Monday of the month at Gregory Scott's, 6317 Roswell Rd. NE, Sandy Springs. Dinner from 7-8pm, meetings start at 8:00. Lou Savage (404) 394-2310.

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

TULSA SAAB CLUB -- meets the 4th Tuesday of each month at 7:30pm at the Golden Corral, 2145 S Sheridan, Tulsa. Contact Paul Glavas, (918) 250-2150.

VINTAGE SAAB CLUB OF WASHINGTON STATE -- Call Rich Roberts at (206) 328-2303 (days) or Skip Schott, (206) 486-1351.

WEST MOUNTAIN SAAB CLUB (New York/New England) -- David Sullivan, 314 Union Av, Framingham, MA 01701-6319. (617) 879-8288 after 6pm; Tom McDermott, (518) 798-1577 days; or Mike Blair, (617) 525-3872.

NEW CLUBS FORMING:

MEMPHIS, TN -- Dennis DeLeonard, 2812 Ole Pike Dr, Germantown, TN 38138. (901) 756-0377 H, 363-8030 W.

MISSISSIPPI GULF COAST -- John Zupko, 63 Oakland Ct, Gulfport, MS 39503. (601) 832-6619.

MONTEREY BAY, CA area -- Jack Deal, Eurotechs, 211 Cedar St, Santa Cruz, CA 95060. (408) 427-3599.

SW OHIO -- contact Tom Kinnamon, (513) 874-7128.

DEADLINE for Club News, the 10th of the month preceding publication.

Saab Club 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

ASK BOB

2-STROKE OIL RATIO

What is the best ratio of oil for my '68 2-stroke 96? The only thing I have as a guide is the red warning tag in the gas cap which cautions that a quart of oil needs to mixed with every 6 to 8 gallons of gas. I use the 2-stroke oils that say BIA certified, Service TC-W, which can be used up to a 50:1 mixing ratio if that is the manufacturer's recommended ratio. Where can I find the answer?

Douglas Rugh
Sevierville, TN

Before "concentrated" oils were available, owners mixed from 6 to 8 gallons of gasoline with a quart of motor oil. I've seen a lot of engines "blown" with an 8 gal/qt ratio; I don't remember any with the 7 gal/qt ratio. I'd lean towards more oil, especially since the cost of "blowing up" that old smoker is so high. As for concentrates, SAAB no longer has their concentrates available, and I'm not familiar with the oil you mention.

I always gave the gas station guy the oil and the following statement, "Put THIS can of oil in the gas tank first, then put seven gallons of gasoline on top of it." I also watched that he did, as I've seen blown engines, and the oil can still sitting UNOPENED on the island. On cold days, I like to take my oil out of the warm house, and fill up with gas while it is still warm. Happy Smoking.

Bob

BUBBLES IN THE FUEL LINE

I found bubbles in one of the clear fuel injection hoses going to the cylinders. I fixed it by cleaning the injector with alcohol and compressed air. Where did the bubbles come from?

Adrian Snare
Etters, PA

The bubbles are vaporized gasoline. When the valve in the end of the injector leaked the gasoline in the line into the manifold, the gasoline was no longer under pressure, so the heat of the engine could warm it and cause vapor bubbles.

You cleaned your injectors, yes, but did you check the spray patterns? Your Service Manual will show correct (and incorrect) spray patterns. I'd strongly recommend you take the car (or injectors) to your SAAB dealer and let him clean and check the spray patterns on your injectors. The improved performance will more than pay the bill if he finds a dinger.

Bob

REAR END RATTLE ON A HATCHBACK

My 1980 900 3-door has an annoying knock coming from the rear axle when driven on dirt roads and coarse pavement up to about 30mph. I have emptied the trunk of all unfastened materials and the condition still exists. The muffler hangers seem to be OK. Any other ideas?

Sherm Anderson
Chipley, FL

Are you sure it isn't the hatchback itself? SAAB put out a Service Bulletin regarding some extra supports that could be added when the hatchback is closed to quiet some noises. If you're sure it's suspension, check all bushings, shock and suspension. Make sure a suspension arm has not shifted on a bushing and is making metallic contact. Try spraying rubber lube onto the bushings. Lastly, I've seen shocks themselves make a "thump".

Bob

TORQUE TALK

My dictionary defines torque as a twisting force, and this is exactly what I mean, the twist you put on the lug nuts on your cars. I could fill pages with horror stories on the subject, the worst being a \$250 bill from a flat tire. Reason? The last tire-changer had chattered his air wrench on the nuts so they would be tight. They were!

Each bolt, nut, and spark plug is supposed to be tightened (torqued) to a specified amount. Nowhere on your car is that amount more disregarded than with your wheels. You should buy a torque wrench just for use on lug nuts; I find Japanese ones in the flea markets for \$4 -- adequate for the small use you will ever make of them. Add a 3/4" socket and become a real grizzly bear about your lug nuts. When you have tires changed or rotated, INSIST that the

person doing the work tighten the lug nuts, in the proper order, to the specified torque (usually 65 to 85 ft. lbs.). Keep your torque wrench in the trunk, but remember, it is a precision instrument and is not to be used to loosen nuts or for any other reason.

I've seen cracked wheels, stripped studs and nuts, and all too often, flat tires that can't be changed on the road -- and doesn't it always happen at 2 o'clock in the morning during a pouring rain storm?

The "ASK BOB" column is a regular monthly feature of NINES. Submit your questions with as complete information on the problem as possible, also giving the year & model of SAAB. Problems that are of general interest will be answered here. Questions regarding High-Performance tuning and modifications will not be considered for publication in this column.

Send your questions to:

ASK BOB
c/o NINES
2416 London Rd., #900
Duluth, MN 55812

Neither Bob, NINES, nor the Saab Club of North America will be responsible for repairs undertaken as a result of information in this column. For a proper diagnosis, it is recommended that you have your car serviced by an authorized Saab dealer.

86 CONVENTION MEMORABILIA

- '86 Convention T-Shirts — \$7.00
- "Troll" T-Shirts — \$8.00
- '86 Convention Posters — \$2.00
- "Saab Clubs" Lic. Plate — \$5.00
- "Saab Clubs" Lic. Bracket — \$4.00
(Specify Model & Year)

(Add \$2.00 Shipping Per Order)

Send To:

SAAB CLUBS OF GEORGIA
1491 Howell Mill Road
Atlanta GA 30318



Exclusively since 1958

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Parts & Accessories

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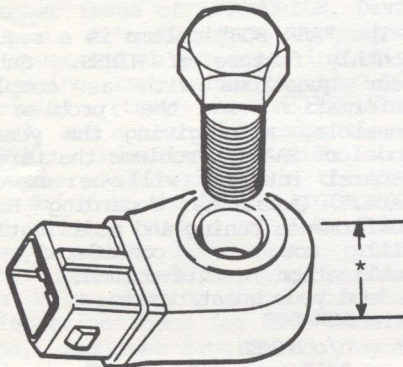
Wholesale & Retail - UPS Daily Shipments

1135 Easton Road
Abington, PA 19001 (215) 886-8660

SERVICE SUBJECTS FROM SAAB

SERVICE TIPS: SEPTEMBER 1986

A new knock detector was introduced into very late 1986 900 and 9000 new car production. The new knock detector is somewhat thicker in construction than before and requires a longer bolt. All previous designs from 1983 and later now supersede to the new style.



* Increased 3.5 mm

When installing into an earlier car the longer bolt (P/N 81-25-197) must also be used. Using the wrong bolt or torque specification can reduce the effectiveness of the knock detector.
Torque Specification - 10.5 ft. lbs.

Water coming through the hole in the plenum on the 9000 where the bracket for the LH control unit is attached can easily be misdiagnosed as a left side windshield leak. If this occurs, water can be found dripping around the area of the clutch pedal.

Check for this by removing the safety pad on the driver's side and looking up at the fastener which protrudes through the underside of the plenum. Determine if water is entering the car from this point.

If so, correct by removing the LH control unit and its bracket and apply some butyl tape around the fastener in the plenum. Re-install the bracket and LH control unit and check for leaks. The upper two points of the attachment for the bracket need not be sealed as it is unlikely water would enter from these points.

Service Manual Correction: Please note the following correction to page 240-79 of the 900 Section 2:3 Service Manual (P/N 03-31-041). Step 3 tells the technician to

connect an ohmmeter across terminals 3 and 5 of the air mass meter connector. Instead, the proper procedure is to connect the ohmmeter across terminals 3 and 6 of the air mass meter conductor.

Many technicians routinely check the 900 automatic transmission pan bolts whenever the car is on the lift. Be forewarned though, overtightening the pan bolts can crush the gasket and cause an oil leak anyway. If you want to check these bolts, a torque wrench should be used and the bolt backed off slightly before tightening to specification.

If you suspect a damaged gasket, it should be replaced. Overtightening will not prevent a leak.

Torque specifications

Auto. Trans. Pan Bolts, 900

Front Pan Bolts 6-9 ft. lbs.

Rear Pan Bolts 6-9 ft. lbs.

SPECIAL TOOL FOR FRONT CRANK SEAL

Application: All 900 models, 1981-
All 9000 models, 1986-

S.I. 09/86-877/878: Due to crankshaft and oil pump design changes on M85 and later engines, a new special tool has been produced for



installing the front crankshaft seal. The Saab P/N is 83-94-215. This sleeve replaces sleeve P/N 83-93-340.

UPDATED PROCEDURE FOR REPLACING GEAR DRIVEN WATER PUMP

Application: Saab 99 1977-80
Saab 900 1979-80

S.I. 09/86-879: To ensure proper alignment of the idler shaft and pump gears, an updated procedure is introduced to measure pump depth and to install a new pump. A special nut (left-hand thread) has been assigned as a required Saab special tool (P/N 83-56-305).

A significant change from the original impeller installation procedure is the use of the left-hand thread nut to draw the impeller onto the shaft. The nut is used only for installation purposes and must be removed once the impeller is in place.

Impeller Holding Tool (P/N 83-92-672) must be used to prevent the pump from turning, both when the nut is being tightened and later when it is removed. The holding tool must be tightly positioned against the impeller as shown in the drawings (Fig. 1 & 2). If the pump is allowed to rotate in either direction you will destroy the pump teeth.

Tighten the nut (Fig. 1) by turning it counterclockwise to a torque of 11 ft. lbs. (15 Nm). Reposition the impeller holding tool (Fig. 2) as shown and remove the nut.

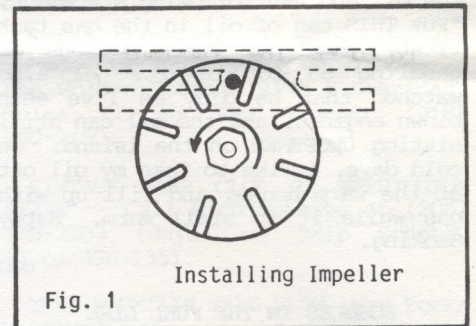
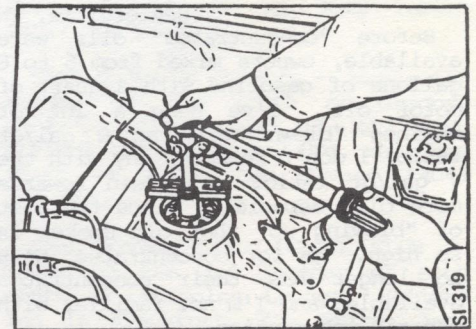
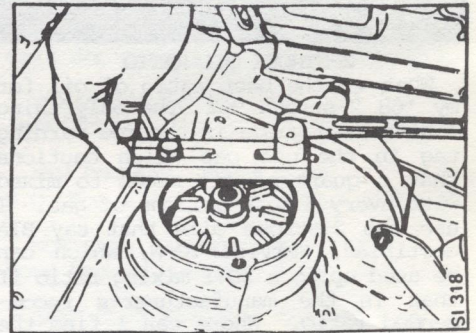


Fig. 1

Installing Impeller

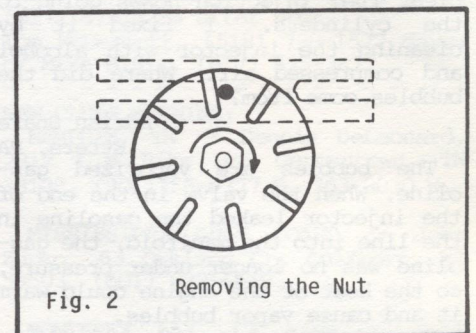


Fig. 2

Removing the Nut

NOTE: This 7-page S.I. gives the complete procedure for water pump replacement on all '77 thru '80 Saabs, and is available from the Saab Club. Send \$1.50 for a copy of 09/86-879: WATER PUMP REPLACEMENT. to the Saab club at the Duluth address.

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SERVICE SUBJECTS continued

NEW TORQUE SPEC FOR CYLINDER HEADS

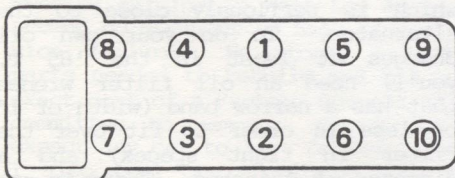
Application: All 900 models, '81-on
All 9000 models

S.I. 09/86-884/885: A new cylinder head torque is now in effect beginning with 1987 Saab 900 and 9000 models. This applies to re-tightening procedure required at the 1000 Mile Break-In Service and whenever a new cylinder head gasket has been installed on a 1981 or later Saab.

1000 Mile Break-In Service

1. Back off the cylinder head bolts (Torx E16) and tighten them in the order shown to 60 ft. lbs.*

Note: It is not necessary to warm up the engine and allow it to cool before tightening the head.



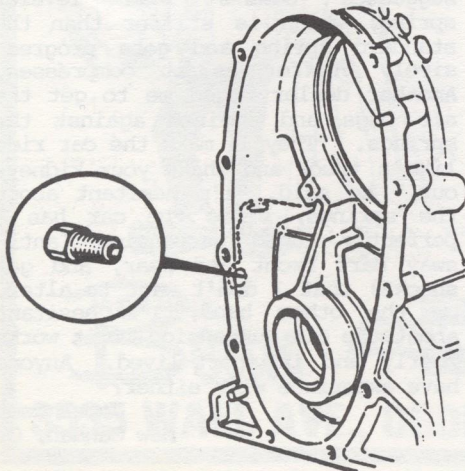
2. Tighten the bolts a further 90 degrees (1/4 turn) in the order shown.

Replacing Cylinder Head Gasket

1. Tighten in the order shown to 45 ft. lbs. (60 Nm).
 2. Tighten again in the order shown to 60 ft. lbs. (80 Nm)*.
 3. Run the engine until warm (the cooling fan should cycle on) and then allow to cool for 30 minutes.
 4. Back off the head bolts and retighten them in the order shown to 60 ft. lbs.*.
 5. Tighten the bolts a further 90 degrees (1/4 turn) in the order shown. No further tightening is required.
- * Indicates new torque specification.

POSSIBLE OIL LEAK ON '86 900 w/AT

S.I. 09/86-886: Some of the plugs at the pressure test access point may have incorrectly machined threads. Bad threads can cause an



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

oil leak. The following cars with the BW37 automatic transmission may be affected:

G2018264 - G2022242
G3013632 - G3016585
G7020091 - G7025438

Leaks may be corrected by simply replacing the defective plug with a new one, but only when a leak is detected. Not all cars are affected. Extra sealant is not required.

Plug P/N 93-17-165
When replacing a plug, tighten the new plug to 4-5 ft. lbs.

ENGINE STALLS WHEN ENGAGING DRIVE ON 9000 WITH ZF AUTOMATIC TRANSMISSION

S.I. 09/86-887: Upon inspection of returned warranty replacement units, Saab has found transmissions that were replaced unnecessarily. The problem (engine stalls when engaging "D", or no Reverse) in most cases can be corrected by following the guidelines given in the Fault Tracing section of the Service Manual (page 440-2, Sec. 4:2).

COPIES OF S.I.s AVAILABLE

Copies of the Service Informations listed in the Aug/Sept '86 issue of NINES (pg. 4) are available for \$1.00 each, by writing to the Saab Club at the Duluth address.

MASTER TECHNICIANS TOUR NEW ENGLAND

The six winners of the 1986 Saab Master Technician Competition recently toured New England in Saab 9000s as guests of Saab-Scania of America's National Service Division.

The winners were Saab technicians who have reached the designation Master Technician, and who scored the highest of 54 fellow "Masters" in Saab's yearly competition. To be a Saab Master Technician one must have a minimum of five years experience as a Saab technician, have successfully completed all Saab required technical courses, and hold National Institute for Automotive Service Excellence (ASE) certification in all eight automotive categories.

The "best of the best" include: Edward Mayberry, of Raymond P. Scott, Inc, Wynnewood, PA; Daniel Winterhalter, Morris Imports, Inc., Minnetonka, MN; Lindsay Frens, from Country Motors Corp., Oakfield, NY; Sidney Stites, of Jimmy Vickers American, Merritt Island, FL; and John Purvis and Donald Wollum, both from Boulder Valley Volkswagen Co., Inc., Boulder, CO. The latter was runner-up to Patrick Valteau, Brownell Motors, Inc., Fishkill, NY who could not attend the tour.

SWEDISH ADVANCED AUTO BAY INDEPENDENT SAAB REPAIR PARTS & SERVICE

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WORLDWIDE SAAB SALES UP 20 PERCENT

Sales of Saab cars are increasing throughout the world. During the first nine months of 1986, sales were about 20% higher than for the corresponding period in 1985.

Through September almost 94,000 units had been sold, compared to 78,500 for the same period in 1985. The nine month sales figure equals the number of cars sold during the entire year of 1983.

The proportion of cars sold on the export markets has increased from 75% to 80%. In many markets, including Canada, Austria, West Germany, Italy, Spain, Australia, Japan, and Switzerland, sales during the first nine months of 1986 exceeded those for the entire 1985 calendar year.

Total Saab car sales in 1986 will reach between 120,000 and 125,000 units. U.S. sales for this year are projected at 45,000 Saabs.

hakkapeliitta®

Limited quantities of Hakkapeliitta NR-09 snow tires are still in stock.

Hakkas are now available mounted on Saab, original equipment steel wheels for an additional \$60 ea. Price for 5 or 5½ inch wheel includes mounting, dynamic balancing and UPS shipping.

"Just ask for Hakkas."

165SR-15 -- \$68

185/65SR-15 -- \$89

(each incl. UPS shipping)

other sizes available

GREER ENTERPRISES

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TECHNICAL TALK

Technical articles written by subscribers may recommend procedures or parts not approved by Saab-Scania of America, Inc. The Saab Club of North America cannot stand behind the correctness of information in these articles, but offers them based solely on the experiences of the writers.

THE GREAT TRANSMISSION LUBE DEBATE

I also noticed the ROAD & TRACK Technical Correspondence about the Saab 900 transmission failure. Recently, a mechanic I deal with stated that seven out of eight Saab 900 gearboxes fail prior to 100,000 miles. The source of his statistic is unknown. Saab continues to call for 10W-30 or 10W-40 Motor Oil to be used as gearbox oil. To an unknowledgeable person like myself, this does seem rather thin. Both my mechanic and a local dealership recommend 75W gear oil for Saab manual gearboxes. My '78 99EMS has 117,000 miles; my '83 900 has 60,000 miles. Both gearboxes are purring along smoothly on 75W gear oil.

I think the time is ripe for a Saab Club Owner Survey:

1. Year, Model, 4 or 5spd, mileage.
2. Have you had any gearbox trouble? If yes, at what mileage? Cause of the trouble?
3. What gear lube do you use in your transmission?
4. Do you use any additives?

Please send your responses to me by 12/31/86. They will be tabulated for the February, 1987 issue of NINES.

Thor Carlson
26 Wilson Place
Newton, NJ 07860

CHECK RADIATOR HOSE SIZES

I bought my '76 99 used, and unknown to me it had been fitted with a '77 engine. When the radiator hose that runs from the thermostat housing to the radiator needed replacement, I went to the dealer and bought the hose for a '76. It is approximately 1" shorter than the hose for later models. I was going 55 to 60mph when the fitting pulled off the radiator, causing the car to overheat. The head warped and the block cracked.

The same hose failed about 4 months later on my wife's '78, and the dealer's parts man tried to give me the same hose. He wasn't aware of the two different lengths. I had the old hose with me and he was able to match it. At a quick glance you can't tell the difference between the two. The shorter one puts too much strain on the radiator fitting. Make sure you get the right hose.

Paul Rabs
North Andover, MA

QUICK V4 BALANCE SHAFT REPLACEMENT

Through many old issues of SCN, my brother and I have kept 2 99s going for eight years, and a '73 96 for

about a year, with minimal down time at the dealer.

We recently replaced the balance shaft gear with the engine in the car. Just a couple of tips: Remove the alternator belt, fan, radiator, timing cover, etc., to expose the gear. Remove all the oil pan bolts you can get to easily. Pry down gently on the oil pan just enough to remove the gear. Make sure you clean out the oil pan full of old teeth before you install the new gear. Use a spring loaded grabbing tool for the big pieces, and rinse the small pieces out the drain hole. Also be sure to get the timing marks on the gears lined up properly. Install the new (used?) gear the same way, with just a little more prying. Be careful not to slip and get your fingers caught in the process, and don't pry so hard the oil pan bends. Clean the mating surfaces and install the oil pan and timing cover with a good quality silicone sealer. Reassemble the rest and you're back on the road.

Our two 99s are both '78s; one bought new now has 189,000 miles on it and has been extremely reliable. A few words about keeping up a 99: I highly recommend wiring the "EXTRA" switch to the radiator fan. It is simple and a very good precautionary measure. Stay away from Fram PH-16 oil filters with later 99s, as oil can leak around the gasket when cold. I've used Castrol GTX 20-50 since my first '78 was new and had no problems. I use 10-30 or 10-40 in the transmissions depending on the season and both are fine. No EP-75 for me! For spark plugs, I've had the best luck with Bosch (non-platinum).

David Bartlett Jr.
E. Millinocket, ME

ENGINE & TRANS SWAP: 900 TO 99

I have just completed installing an engine from an '85 900 with an '84 5-speed into my '76 EMS. The task was completed with some degree of difficulty. The 5-speed is a definite improvement for highway driving. Despite many years of changes, the motor mounts bolt on, the exhaust manifold bolts on, and the fuel injection from the '76 was retained. The electronic ignition was very easily installed. If you wish further information, you can call me at (203) 877-3327. I would be very happy to answer any questions you may have about the swap.

Richard M. Obert
Milford, CT

FAST SERVICE NOT SUCH A BARGAIN

Be wary of the service in "10-minute oil change" places. Alternator problems developed in my 1985 Turbo a few hundred miles after one of these oil changes. The dealer traced the problem to an internal break in one of the alternator leads. The mechanic said the wire was crushed and loose, apparently from someone who knocked it while trying to change the oil filter, which is perilously close to the alternator. To do your own oil changes at least in the '85 T, you'll need an oil filter wrench that has a narrow band (width of 1" or less in order to fit over the filter in tight spaces) and a diameter of 4 inches. There is not enough clearance to use the so-called universal filter wrench, which has coil springs that grip the filter as the wrench is turned.

Has anyone had experience with Saab's "Load leveler springs/shock system" or Saab's "air suspension bags"? No dealers in Maine or my area of Connecticut have experience with either and I'm trying to choose between them. Here's the problem: When I load my '85 T with five adults and a week's worth of baggage, it sits so low in the rear that the exhaust system and rear mud guards scrape the road if I hit even the smallest bumps. A good-sized pot hole could take out the catalytic converter with one swipe. I thought the inflatable air bags, which fit inside the rear springs and can be inflated as needed, would be a good solution since they are adjustable to the load. But my dealer advised against them. He claims they don't work well or last long, although he said he has no experience with Saab's bags. He suggested Saab's load leveler spring, which is stiffer than the standard spring and gets progressively stiffer as it compresses. Another dealer urged me to get the air bags and advised against the springs. "They'll make the car ride like a truck and shake your kidneys out," he said. I'm hesitant about the springs, since the car has a perfectly tuned suspension (anti-sway bars front and rear, and gas shocks) that I don't want to alter. On the other hand, I'm hesitant about the air suspension if it works poorly and is short-lived. Anyone have experience with either?

James Kent
New Canaan, CT

INTERCOOLER REVIEW & TRANS TROUBLE

I have 20,000 miles of positive experience with an aftermarket intercooler purchased from Omnicool in Santa Barbara, and installed by myself. Installation took one loooong day. The result is better throttle response, though nothing phenomenal. The cooling effect also made me feel comfortable in upping the boost a bit.

Now for the sad news. I have just discovered that my 1981 900T is in need of new pinion bearings if not a complete transmission overhaul. The car has only 55,000 miles of carefully maintained non-abusive driving. Similar problems plagued my 1970 99, but I had come to believe that transmissions were no longer an inherent weak link in the Saab power train. Nevertheless, my heretofore competent and reliable mechanic at Swedish Service in West Los Angeles seemed no stranger to Saab transmission failure. He stocks all the parts needed to rebuild and had the exact cost of a Factory Rebuilt unit committed to memory. Now I don't expect any car to last forever. But I also feel one should be able to drive 75-85 thousand miles without major transmission work. This is my third Saab that has experienced transmission failure well before those figures had been reached. And many people would consider me a bit

87 CONVENTION IN TULSA, OK

The Tulsa Saab Club will be hosts for the 1987 National Saab Owners Convention. According to Jim Glavas, coordinator for the event, the convention is scheduled for July 24, 25 and 26, in the city of Tulsa. Though a definite location hasn't been chosen, members of the convention committee are negotiating with several area hotels and expect to make a final announcement in the next few weeks.

compulsive when it comes to auto maintenance.

So the questions are these: How aberational are my transmission woes? Is there something about the basic design of the 99/900 transmission that makes it subject to greater stresses than the more standard layout of say a Volvo. I wonder if other front drive manufacturers, especially those who recently switched from rear drive, are experiencing an earlier incidence of trans failure?

Of course, my experience could be written off as a simple string of bad luck or the unjustified grousing of a heavy footed road burner. Still I would be interested to hear both general and specific comments about Saab transmissions from other readers.

Mark Krenzien
Marina Del Rey, CA

SAAB SWAP cont. from page 11

Dash & elec control units i.e. gauges, switches, pump... for 900T. Also want passenger rear qtr, \$100? Bryan Walker, 1509 Marston, Ames, IA 50010. (515) 233-5322.

5 speed trans & linkage from 84 or newer 900. Charles Willits, Huntington Beach, CA (714) 962-8401.

"S" or Turbo alloy wheels (4) for 86 900. Also need Persian Blue rear headrests for 4dr. John Zupko, 63 Oakland Ct, Gulfport, MS 39503. (601) 832-6619 (h), or 688-4509 (w).

Standard 900 S or Turbo rim (24 rectangular vents) for 82. Also want 5spd gearshift knob. Rob Moul, 1916 Princess St, Wilmington, NC 28405. (919) 343-8599.

Brake servo unit & VDO clock for 80 900 Gli. Alex Kistler, 843 N. 26th St, Philadelphia, PA 19130. (215) 232-9537.

Tools wanted: SAAB dial indicator. Align. arbor/pinion shaft PN7841224. Freewheel "sleeve" tool PN8790313. Peter McLaughlin, 1804 Grant St, Evanston, IL 60201. (312) 869-0443.

Hi perf front spkrs PN 0258848, Sway bar kit PN 0026542, 4-spoke sport steering wheel PN 0025692, 900 Parts Manual thru 83, Inca or Ronal alloy wheels, Driver's Euro headlight. Rob Allen (203) 248-9798.

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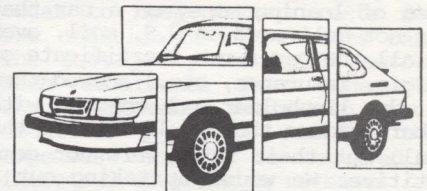
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A LOOK AT EUROPEAN DELIVERY

My wife, Deborah, and I acquired a 1986 900S 3-door this year through Saab's International/Diplomat Sales program. I'd like to share the experience with other Club members.

We found that one needs the services of two agencies when purchasing an IDS Saab: a Saab dealer who knows how to order the car, and a financial institution that can understand loaning money on a car to be delivered overseas. The former is essential; the latter is optional if you can pay cash (we didn't).

I spent a lot of time learning the IDS procedure from various dealerships around the country. (I travel on business more than I like.) Then I practically trained a salesman at the local Saab dealer in Ft. Worth to handle the paperwork. Despite Saab's claim that your dealer has all the info, no one at the local dealership -- which had never done an IDS before -- could find the IDS instruction book. Another was sent from the home office, but without order forms. When the forms were obtained, I went by the dealership to complete the order. But it was late in the day, all the clerical help had left, and neither the salesman nor I could figure out how to get their word processor to process. Deborah typed the forms at home that night so that she, as buyer of the car, could sign them and the order could be placed the next day.

On the subject of financing, our credit union could not get its institutional mind wrapped around the idea of loaning money on a car that was not delivered on U.S. soil, even if all the paperwork (certificate of origin, insurance, etc.) showed them as the lienholder. I checked with other lenders that would finance the deal, but their rates were not competitive. We wound up taking out a "share" loan which was paid off with the new-car loan that the credit union made once the car arrived in

the U.S. (about four weeks after drop-off in Europe). My advice is to find a lender who has a global outlook on business transactions.

We decided to pick up the car in Gothenburg, Sweden, then tour Sweden, Denmark and Norway for about two weeks, and drop off the car back in Gothenburg. There is an additional charge for pick-up in other European cities and for drop-off in other than Gothenburg, Bremerhaven, Antwerp, and Amsterdam.

The "dedicated delivery" at the IDS center was quick but thorough. An IDS representative explained the car's features and all the papers that went with it. He offered a test drive, which we took, and later gave us a voucher for a tank of gas at the BP station next door to the IDS center. The car was prepared for leaded fuel use, and the catalytic converter was encased in bubble wrap in the tool compartment under the trunk floor. We later discovered that "blyfri" - lead free - gas was readily available where we traveled at less-than-leaded prices. Removal of the cat may not have been necessary. Depends on where you go in Europe, I guess, or European lead-free gas may not be suitable for U.S. cars.

On the road, the car performed well. It started easily, hot or cold, and ran smoothly on 95-octane leaded gas. Mileage was in the 21-24 mpg range for combined city-highway driving, including a few side trips on dirt roads in the Scandinavian outback. The car climbed some steep grades with four people on board without a problem. Its performance on 87-octane unleaded gas here in the States is much the same. Overall, we have been quite impressed with the car, but a few minor problems developed during the trip.

The biggest annoyance was that the automatic transmission upshifted roughly when hot. The roughness diminished somewhat with use, but it was still evident when we got back to Gothenburg after 1429 miles. At drop-off, I gave the agent a written list of items that needed attention, but this was the only one that was not fixed. The dealer's mechanic here in Ft. Worth adjusted the throttle cable, which cured the problem.

Traveling in Scandinavia is expensive, especially by car. Not only are gas prices high (from \$2 (Sweden) to \$3+ (Denmark) per U.S. gallon), but you have to contend with parking fees in cities and car ferry costs between (and within) Denmark and other countries. Most hotels in the cities do not have their own parking facilities. You have to use a parking garage or feed the meters on the streets during normal business hours (except Sunday). We could usually find a metered space after hours (3-6pm) and clear out before 8 or 9 the next

morning. In Oslo, the price for the parking garage - run by Saab, no less - at the SAS hotel where we stayed was 85 Norwegian kroner per day (about 7.3 Nkr/\$ or \$11.65). Apparently, free parking for guests is a quaint American custom that has not been adopted in Scandinavian cities.

My advice is to stay in motels outside the larger cities, which we did near Odense, Denmark, and motor in to see the sights. Or, better yet, avoid the cities entirely, especially Copenhagen. It is dirty, noisy, and the most expensive of the cities we visited. We paid about \$100 per night for a closet with bath(?) and no breakfast, which is usually included. The countryside is beautiful and much more conducive to a restful trip.

The drop-off back in Gothenburg was not as smooth as the delivery. We had a 9:55am flight to make, so the dealer included a request on the IDS order for a 7:30am drop-off. However, the delivery agent told us to come by the IDS center at 8:00, which should still give us enough time. He was vague about giving us a ride to the airport. When we arrived to drop off the car at 7:45, another agent was already processing a drop-off for a family that happened to be going on our flight. Their agent even drove them to the airport in their new 9000. We figured we could get the same service, but not so. The agent who handled our case (not the same one as at delivery) started the hour's worth of paperwork at about 8:15, and later made it clear that he was starting work early (before 8:30) to accommodate us. He also made it clear that driving us to the airport, even in our car, was out of the question. Depends on who you draw, I guess. But thanks to a helpful SAS airline supervisor, who got us seat assignments and held our boarding passes for us, and a cooperative taxi driver, we made the flight with only seconds to spare. Lesson: leave plenty of time and make prior confirmed arrangements for getting out of town.

As you can see, the IDS experience was something of an adventure. I recommend it to those who want to see some of Europe from their own cars. Don't expect to save enough on the car to pay for the trip, though, unless you go alone and camp out. The base IDS price for Deborah's car was \$14600 without the \$800 radio. That was a net savings of \$1095 over the radio-equipped, U.S. delivered list price (\$16495). Those cheap fares to London and Frankfurt should be weighed against the \$600 or more it costs to pick up and drop off the car there. Of course, you could always thumb or ride the rails between Frankfurt and Gothenburg.

John Betsill
Weatherford, TX

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MORE ON GOVT CRASH TESTS

I liked the coverage on the 9000's crash test results in the AUG/SEPT issue. Bob Sinclair's response for Saab on the "poor" test score was particularly interesting.

Saab, and Saab owners such as myself, should in fact be very pleased at the 900's top rank in its size range in the Highway Loss Data Institute's ranking of passenger injury claim frequency. The results for 1983-85 models, which were just released, show the two and four door 900s with the best (lowest) personal injury results in their "small cars" grouping (68 and 76 respectively, with 100 being the average for all cars).

However, Mr. Sinclair's position that "real world data" is a "more reliable indicator of vehicle crash-worthiness" than the government's crash test results is questionable to me. This is because the insurance industry's data is not adjusted for variables that could affect results, such as:

- whether Saab passengers use seat belts more frequently than average.
- whether Saabs are involved in more accidents involving lower crash speeds (and thus reduced chances of injury) than average.

In my view, both data sources provide only partial views of the inherent safety of a car. The repeatability data I have seen strongly suggest the government's crash tests do have reasonable repeatability; nevertheless, any single test can be flawed, as may be true in the case of the 9000. It is also true the crash tests only reflect performance in one type of accident, but that type -- "head-on" -- is the major component of highway fatalities.

It is also interesting to note that a recent Insurance Institute for Highway Safety paper ("New Car Assessment Program Results and the Risk of Injury in Actual Accidents") concluded that the best correlation between the crash test data and the HLDI-type data was obtained by combining the two [NHTSA] crash test measurements, the head injury criterion and the chest deceleration value (HIC/1000 + CD/50). If you do this for the 900's test results, you get a value of 1.51 for the driver and 1.87 for the passenger. Both scores are very good relative to the scores of all other crash tested cars. The scores based on the 9000's recent test are 2.19 for the driver and 2.36 for the passenger. Values of 2.2 and above in this format indicate the likelihood of serious injury.

It would be interesting to know what Saab's own 35 mph crash tests of the 9000 produced. Meanwhile, we can await the results of the second 9000 test with the hope that Saab is right in its prediction that the 9000 will equal, and exceed, the 900's safety standards.

As you have probably gathered, I believe that active (e.g. anti-lock brakes) and passive (e.g. air bags) safety systems are the area of development in which the automobile industry -- and we owners -- are going to see the greatest improvements in technology during the balance of the century. I hope Saab will continue a leader in safety as in other areas.

Jim Vaughter
Washington, DC

9000 DESIGNED FOR EASY REPAIR

In response to the letter about the "backward" steps Saab has taken in designing the 9000 (July NINES, letter from Bernie Wassertzug, p.7). Obviously, this reader has not been keeping up on all the news about the 9000. Saab engineers (as you know) don't make "backward steps" and have designed the 9000 so that the clutch and gearbox removal can be performed by the simple task of working through the left side wheel arch. Removal panels are built into the fender wall and the gearbox/clutch assembly is mounted on a sub-frame that swings away, allowing for easy and rapid clutch repairs.

Ray Sigvertsen
Auckland, New Zealand

PARTS LIST FOR "LAMBDA" METER

Several people have requested a parts list for the home built "Pulse Relation Meter" in the Aug/Sept issue of NINES. The diode is a Radio Shack #276-1101 (1N4001) (price, \$.49). It's rated at 1 amp, 50 PIV. The P.C. board potentiometer is Radio Shack #271-220 (\$.59) rated at 1/4 watt, 100k ohm. The other resistors are 1/4 watt, 820 ohm, and 1/4 watt, 56,000 ohm.

Mac Steiger
Vallejo, CA

PRICE INCREASE COMING SOON

NINES, the Saab Club Newsletter, will be expanding soon to better meet the needs of its readers. Beginning with the January, 1987, issue, the newsletter will have more pages which means more information for the Saab owner.

The larger size will also mean an increase in the annual subscription prices. Effective January 1, 1987, the New and Renewal subscription rates will increase by \$3.00, to \$18.00 and \$15.00 respectively. Prior to that time, readers can renew through 1988 to take advantage of the lower rate. For instance, if your subscription expires in December (86-12 on your address label) you could renew through December 1988 for \$24.00. Even if your renewal is up during 1987, you can send \$12.00 now and save three dollars over renewal later in the year. But your renewal must be postmarked by 12/31/86 to receive the old rate.

Another reason to renew before the end of 1986 is a change in tax laws. Memberships and Subscriptions will apparently no longer be deductible on your income taxes, so renew now and get your tax break in '86.

This is also the Holiday season, and NINES makes an excellent gift for a Saab owner. We will send a gift announcement card to the recipient in your name, but send your gift subscriptions early so they may be mailed and received in time for Christmas.

The size of the newsletter is currently dictated by weight in order to keep postage costs down. The addition of extra pages raises the postage by nearly 80 percent. Each additional four pages (one sheet) increases production cost by about 40 percent. Some of these expenses should be covered by increased advertising revenues. But an increase in subscription rates is also necessary.

An annual subscription to NINES is still less expensive than most other marque publications. NINES is published eleven times a year, instead of bi-monthly or quarterly like many other specialized magazines.

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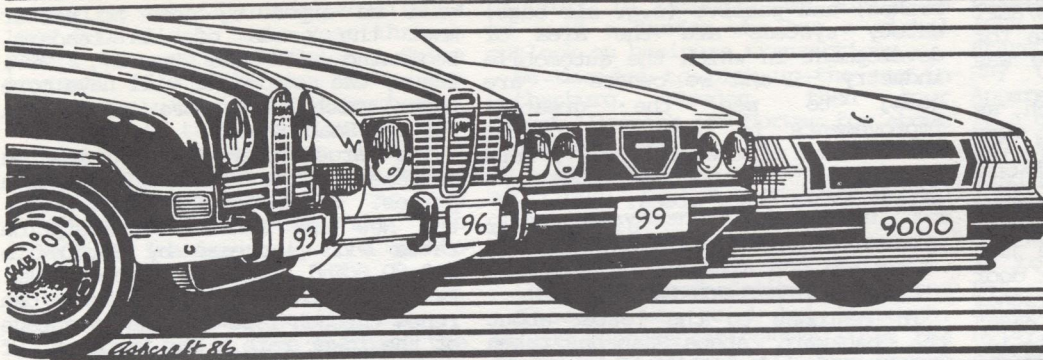
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SAAB SWAP CLASSIFIED ADS

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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
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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, orange, 33k mi, excellent original condition. \$3995. Bill McCormick, 6343 Taylor Rd, Clinton, OH 44216. (216) 825-8981.

73 Sonett, Ferrari Red, 56k mi, factory AC, Blaupunkt stereo, new tires, no rust, exc cond. \$3975. Alex C., Los Angeles, CA. (213) 399-3119.

73 Sonett, #2025, extractor exh, new rockers, Hella Rallye lights, Allison Ign, low mileage eng, newly rblt trans w/free-wheel, VDO oil/amp/vac gauges. \$3500. Tom Burton, Montague, MA. (413) 774-4515 days, (413) 774-3260 eve.

73 Sonett, 64k mi, AC; trans, clutch, alternator, tires all with 0 miles, desert car, no rust, stored last 5 yrs, shop manuals, 7yrs of SCN. \$2975. Ragnar Kuehnert, 1520 King Edward Dr, Reno, NV 89503. (415) 445-3503 (w), (702) 747-2019 (h)

73 Sonett, yellow, 110kmi, pan solid, rockers bad. Fiberglass, int, eng & drivetrain OK. Asking \$1000. Jim Hart, 7125 N. Longacre Road, Fox Point, WI 53217. (414) 352-0627.

68 Sonett, floorpan rusted, fair mech cond. Also spare floorpan w/rear body section (no glass). \$1500 for both. Dave Andrews, Sellersville, PA (215) 752-3000 days, (215) 257-7904 eve & wknds.

67 Sonett, #232, Fiberglass vy good, minimal rust. Dash, seats exc cond, no carpet. Good eng, disassembled. 5 S-III wheels. \$2000. Dewey Foulk Jr, 4305 Mesquite Ln, Knoxville, TN 37921. (615) 584-4310.

67 Sonett, #087.
58 93B, original condition
59 GT750, as new.
No reasonable offers refused.
Rick Parr, Lititz, PA. (717) 627-7222

93s, 95s & 96s For Sale

73 96 Immaculate! Orig yellow, smooth body, perf chrome & lenses, new tires. Photo avail. \$1800 obo. Jeff Mintz, 1246 Devon Ave, Los Angeles, CA 90024. (213) 275-3656.

73 96 Rblt gearbox, new balance shaft brngs, water pump & fan brng. Konis, Cibie H/Ls, Uniroyal Rallye 280s on Sonett alloys. Floorpan starting to rust. \$1200. Dave Andrews, Sellersville, PA (215) 752-3000 days, 257-7904 eve & wknds.

73 96 Baja, original orange, good shape, but needs some TLC. \$900. Tracy Koontz, 12 Orange Pl, West Orange, NJ 07052. (201) 669-0931.

72 96 New paint, new Michelins, 3 V-4 engines, one with Weber carb. \$2000. F.V. Gunderson, RD 2, Boonton, NJ 07005. (201) 334-7783.

Former SAAB dealer selling complete package, '72 95, '68 96 DeLuxe w/tach & M.C. seats. New & used parts, old dealer manuals, some 2-stroke special tools. Full race 941cc engine. \$3000 for all. Karl Aronson (formerly Aronson Motors), Rt 1. Box 237, Petersburg, PA 16669.

70 95, 43k orig mi, red, Ronal wheels, P8s, MSS exh, ft spoiler, leath strng wheel, Like New! \$3900. Len Schrader, 251 Black River Rd, Long Valley, NJ 07853. (201) 627-0616 days, 879-6740 eve.

71 96, white, good body, used daily. \$1600. Edgar Powell, 290 Cascade Dr, Vacaville, CA 95688. (707) 448-4348.

71 96, great parts car, good eng but needs timing gear. Incl 4 good radials, 3 snows. \$200. John Strong, 98 Bedford St, Bath, ME 04530. (207) 443-6402.

69 96, excellent original & clean, recent red paint, perf interior, 137k mi, 40k on rblt eng. \$1450. Larry Armi, 12970 Long Boat Way, Del Mar, CA 92014. (619) 481-6288.

69 96, Loki rblt V4, rblt trans, could be restored. A \$100 bargain. Dave Porter, 238 N. Granada St, Arlington, VA 22203. (703) 524-5135.

68 96 V4 DeLuxe w/tach. New paint, exc body, runs OK. \$900. Edgar Powell, 290 Cascade Drive, Vacaville, CA 95688. (707) 448-4348.

66 96 2-stroke, eng & body good, mostly restored, '67 parts car also. \$550. Clark Tefft, 96 the Prado NE, Atlanta, GA 30309. (404) 266-8904 leave msg.

63 GT, 90% restored, red-orange lacquer, 2k mi on eng & trans, body perfect. Lots of extras. \$1995. Richard Merrill, 22305 SE 244th Pl, Maple Valley, WA 98038 (206) 432-2652

60 93F, 42k orig CA miles, sat for 15yrs, needs int redone, paint etc. Rblt eng. Towable, could be driven with brake work. \$650. Alex Young, 6970 Grovespring Dr, Rancho Palos Verdes, CA 90274. (213) 541-9260.

2 Stroke & V4 Parts For Sale

2-Stroke Stuff FREE, haul it all away. F.V. Gunderson, RD 2, Boonton, NJ 07005. (201) 334-7783.

Set of 3 Oversized Pistons w/rings for 850cc eng. \$200. Tom Gebhart, 416 So. Pershing, Wichita, KS 67218. (316) 686-4857.

V4 black engine, & web case trans, both working, \$200 ea. obo. +shpg. Rblt starters & alternators. Sky Ferrell, Tucson, AZ. (602) 886-3124.

V4 parts from 73. All mechanical, brakes, trim, instrum, starter, alt, radiator. Rblt 1.7 short blk, \$300. Rblt heads, \$75 ea. Trans, \$200. Larry Armi, 12970 Long Boat Way, Del Mar, CA 92014. (619) 481-6288.

V4 engine, runs OK, \$300. Bill Littlefield, 96 N. Main, East Longmeadow, MA 01028. (413) 525-5871

Web case tranny for 73 V4, in a bag, was running fine when removed. \$50 ppd. Peter Reimuller, Box 4, Point Arena, CA 95468. (707)882-2001

95 Rear Hatch from 69, green, like new, \$25 +shp. Many other 95/96 body & mech parts. Bernie Wassertzug, 11825 Enid Dr, Potomac, MD 20854. (301) 299-8561.

'67 96 & '71 95 bodies, trim & interior pieces. No eng or trans. Nothing over \$20. Send SASE. Judy Berrian, 3615A 6th Ave NW, Olympia, WA 98502. (206) 866-9302.

99s & 900s For Sale

82 900T, 5spd, silver, louvers, gauges. Reliable, smooth riding. Maintained meticulously & always garaged. 84k mostly hiway mi. \$6500. George Tuppa, Long Island, NY. (516) 929-6436 after 6pm.

80 900T 3dr, blue w/blue int, rblt 5spd. New turbo, AC compr, Kenwood, tires. Exc Cond, \$5300. Eric Barr, Santa Ana, CA (714) 557-3962.

79 900T 5dr, blue, 76k mi, recent clutch & cl hyd, recent TRX tires. \$3400 obo. George Peranteau, 164 N. Taylor, Oak Park, IL 60302. (312) 848-9730.

79 900 GLE 5dr w/turbo motor, 4spd, AC, cruise, sunroof, trlr hitch, 2 sets of tires. Exc cond. \$6000. James Burt, P.O. Box 5, Pleasant Valley, IA 52767. (319) 332-4065 home, 323-0362 work.

76 99GL Wagonback, 120k mi, new clutch, exhaust, water pump. 4 extra wheels, needs 1 CV. Interior fair. Runs well. \$850 obo. Richard Reid, Rt 2, Box 374, Floyd, VA 24091. (703) 763-2041.

74 99EMS 2dr 4spd, 120k mi. Mech exc, no rust Southern car. Never wrecked. One owner. Compl records. \$2500. Barry Hawkins, 3770 Wimbleton Drive, Birmingham, AL 35223. (205) 967-1829 home, 991-4500 work.

74 99EMS, Vy gd body, cassette sys, new metallic brk pads, new clutch hydr. & brk mas cyl. 900 6" steel wheels, CN36s front. \$1500 obo. Bill Littlefield, 96 N. Main, E. Longmeadow, MA 01028. (413)525-5871

72 99E, needs eng work, body great, Inter OK. MUST SELL! \$750 obo. James Sterner, 242 Glenmore Av, Baltimore, MD 21228. (301) 747-8195.

MEMBERSHIP/SUBSCRIPTION

NAME
 ADDRESS
 CITY STATE ZIP CODE
 PHONE
 SAABS OWNED

Annual Membership/Subscription fees for the SAAB Club are as follows:

First year: \$15.00
 Renewal \$12.00
 Canadian Add \$3.00/year
 International Add \$7.00/year

Individual back issues (1986 only) are available for \$1.50 each, 3 or more \$1.00 each.

Ex-SCCA Showroom Stock 99 Body & interior are shot. Brakes are new & eng is strong. \$500 obo. Also, 4 cut 165x15 tires, \$100; steel wheels & other spares. Mike Stewart, 2521 Lakewood Ln, Chesapeake, VA 23321. (804) 488-8959.

99 & 900 Parts For Sale

Parting out 79 900EMS, good running gear. Also have sets of Inca, "S" type, Shelby, EMS, and steel wheels; P8s, Gislaveds, P77s. Good H & B eng heads, 4 & 5spd trans. Tachs for most models, V4 on. Dennis Sweeney, 207 E. Church St, Ligonier, PA 15658. (412) 238-4556.

Parting out 80 900GLE, no sheet metal, trans or eng block. Send SASE for list of parts. Tom Kinnamon, 4234 Tylersville Rd, Hamilton, OH 45011. (513) 874-7128.

900 Wrecks disassembled for parts. 8 & 16-valve engines, trans, susp, leather & cloth interiors, glass, A/C, electrical, wheels, & more... Michael Caro, 278 Boston Post Road, Orange, CT 06477. (203) 795-0776.

Factory Manual for 75-78 99, \$35. Radiator fan & brkt from 77 99, \$50. Plastic radio box from 77 99, \$20. +shpg. Bill Grace, 22082 Esplendor, Mission Viejo, CA 92691. 714-768-3831

72-76 99 parts, 2dr body shell, hood & trunk lids, glass, seats, carpets, dash. Drive axles, calipers & discs, steering, radiator/fan, fuel pumps, distributors, 1.85 eng parts. \$20-\$200. Charles Willits, Huntington Beach, CA. (714)962-8401.

4 Alloy wheels from '82 Turbo, like new. \$80 ea. Brent Lawrence, RD 2 Box 186, Accord, NY 12404. (914) 626-7023.

900T Alloy wheels, 4 '86 style, \$275; 2 '84 style, \$120. Sony XME-7 Equalizer/amp, \$75. Rear mud flaps, \$15. Escort radar detector, \$135. Jerry Cline, RD 6 Box 363, Flemington, NJ 08822. (201) 782-8551.

99 parts & tools, wheels & tires, books, EMS steering wheel. Send SASE for list. Kent Schultz, 6071 S. St. Clair Rd, St. Johns, MI 48879. (517) 651-6991 after 6pm.

4 Inca wheels \$70 ea. Misc 99 body & eng parts, \$10-\$200. Bryan Walker, 1509 Marston, Ames, IA-50010. (515) 233-5322.

4 refin. EMS wheels w/lugs & caps, \$250. 4 Vy gd "S" wheels, \$80 ea. 2 Shelby wheels, exc gray & gold, \$85 ea. New steel wheel, \$30. Trailer hitch for 900 HB, \$75. Gauges from 83T, \$150. Early 99 Shop Manual (thru 72), \$40. 78 99 Euro grill w/new headlights, \$300. Rob Allen, Hamden, CT. (203) 248-8798.

4 Pirelli 190 M&S snow tires on 900 steel rims w/lugs, 15k mi. \$450. Euro headlights for 900, \$180. Bruce Bowman, Bloomsburg, PA. (717) 784-2747 or 784-4348.

4 Gislaved studded hydrophylics, used 1 season, on early EMS wheels. \$300/set +shpg. Bill Littlefield, 96 N. Main, E. Longmeadow, MA 01028. (413) 525-5871.

Wanted, All Models

Info wanted on Quantum SAAB Formula S single seat racers from mid-60s. Craig Kindervater, Ste B, 2401 S. Broad St, Chattanooga, TN 37408. (615) 267-3052 or 698-8748.

96 or 95, sound unibody & good body required. Condition of drivetrain not critical. Russ Wolf, RD 3 Box A-1, Oneonta, NY 13820. (607) 432-5219.

Trailer hitch for 78 99 2dr. Chris Robbins, RD 2 Box 187, Linden, PA 17744. (717) 326-5965.

Burgundy front seat from late 99 or 900. Need drivers seat, but will consider both, \$100? Also need 1.7 engine for 71 99E, \$100? Lewis Eig, Monsey, NY. (914) 352-6124.

SAAB SWAP
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