



# NINES

THE SAAB CLUB NEWSLETTER

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October  
1987  
no. 163

## OLD SAAB SHOW FULL OF SURPRISES

200 vintage and custom SAABs, and a few surprises from the Saab museum, drew COHs and AHs from an international crowd at a recent event co-sponsored by the Swedish Saab Register and Club Sonett Sweden. Low mileage original cars, restorations, competition vehicles and radical custom creations filled the display area. Several European clubs sold shirts, hats, and other merchandise, while some folks came equipped for trading similar memorabilia.

There were over a dozen SAAB 92s, the first car produced by the Swedish aircraft company, a two-cylinder, two-stroke, 25hp car built until 1956. They were all driven to the meet, some from as far away as Finland and Norway.

Among the score of 93s was a chopped and lowered 1959 model called the "Blue Flame". It featured many of the standard items for a custom show car, including a swiveling drivers chair and a table in the center of the passenger compartment for entertaining friends. Blue Flame was done in metalflake paint in various shades of blue accented by pink steering and suspension components, and velour upholstery. The front end (fenders and hood) was one piece and hydraulically opened.

The Concours was limited to two-stroke SAABs and all Sonetts. There were about twenty Sonetts on display, all V4s and IIIs, no two-strokes. Though there were no highly customized Sonetts, there were several which had been restored or given special paint jobs.

Onlookers were treated to a show all day long as skydivers and sailplanes played all day at the nearby airport. A stunt plane was also seen practicing for the Sunday air show. Cars from the Saab Museum drove by on their way to the factory, and several, including a Sonett I and the twin-engined "Monster" stopped at the Concours grounds.

The Concours was held in conjunction with the Saab Jubilee celebration. It took place at the Saab factory recreation area near Trollhattan, Sweden.



SAAB 92s and 93s all shined up for inspection by Saab Club members from around the world at the Trollhattan Concours.

### HIDDEN CHANGES FOR '88

Making a good thing better is always welcome news. In Saab's case, for model year 1988, it's a case of good things getting even better: witness changes and improvements in Saab's 900 and 9000 lines.

Changes include features offering improved safety, like an advanced anti-lock brake system for the 9000, to a water-cooled turbocharger for the 900 Turbo, improving durability. The 900 line also gets the 9000's brake system, but without ABS. Other changes include new interior design and colors, and a new stereo system for some 900s and 9000s.

### ABS for the 9000

Saab's top of the line model for 1988 continues the company's tradition of automotive engineering innovations by offering the most advanced anti-lock braking system available in the United States today. The braking system, called ABS+3, was developed by Saab and Alfred Teves (ATE) GmbH specifically for front-wheel drive cars. It is standard on all 1988 9000s.

The ABS+3 system offers three big advantages over a conventional brake system: It's anti-lock function is fully integrated into the brake system rather than added on; it has two independent electronic control units within the microprocessor, doubling dependability; and three hydraulic brake circuits.

Offering a more refined system, Saab's ABS eliminates most of the pedal "shudder" marking other systems when heavy pedal pressure

1988 SAABs  
continued on page 17

### CRASH DATA RATES 900 ON TOP

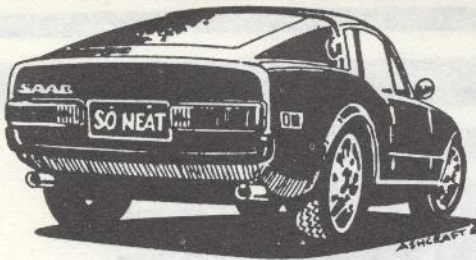
Saab's 900 models again were rated among the safest cars on the road in the latest Highway Loss Data Institute Average Injury and Collision Loss findings. The 900 topped the 2-door and 4-door Small Car categories with Average Overall Injury numbers of 70 and 66 respectively. The average for all cars is 100, with lower numbers indicating fewer reported injuries, larger numbers indicating more injuries in a particular model of car. The 900 models also fared better than all 2- and 4-door cars in the Mid-Size grouping. Less than 70 is considered "Substantially Better than Average".

Large Cars, such as the Dodge Diplomat 4-door, Mercury Grand Marquis 2-door, and Pontiac Parisienne Station Wagon were still rated "safest" with rankings of 61, 55, and 52 respectively. The Jaguar XJ6 topped the Sports and Specialty Large Cars with a 57.

The study also ranked Average Collision Loss payout, and there the 900 did not fare so well, presumably due to the crush zones built into the car to protect the passenger compartment.

The recently released statistics are for 1984 to 1986 models. Cars are grouped by wheelbase and usage. The Saab 9000 was not listed.

\*\*\*\*\*  
\* **NEW TELEPHONE NUMBER** \*  
\* The Saab Club/NINES has a new\*  
\*phone number effective immediately\*  
\*It is (218) 724-1336. The mailing\*  
\*address has not changed. \*  
\*\*\*\*\*



## FROM THE BACKSIDE

You had to be there! That's the only way to adequately understand the happenings at the recent International Saab Clubs meet in Trollhattan. There was so much to see and absorb, that it would take pages and pages to describe it all, and most of that would be photos. So this issue of NINES is loaded with what I could squeeze into reasonable space. I'll have to save some for future issues.

The enthusiasm displayed toward the older SAABs at the Concours apparently caught some Saab officials by surprise. It is hoped they will take notice and respond with better parts availability for 2-stroke and V4 models. (Actually, Saab needn't produce the parts, but could sell the molds or blueprints to an aftermarket company, similar to what Moss Motors is doing for older British sports cars.)

One of the events of the Saturday show was the arrival of a very noisy 2-stroke. Escorted by a 9000 Turbo, it drew a crowd like a magnet as it pulled up. No sooner had it stopped than it was surrounded six deep. The fiberglass trunk, doors and fenders gave its identity away before the plastic hood was lifted... **The Monster!** The twin-engined 93 world speed record car had been brought back to running condition for the Jubilee.

The Open House at the Saab factory was exactly that... Open. No guided tours; we just walked around, gawked and took pictures. Despite rainy weather, about 20,000 people showed up to tour the Saab factory and risked the sniffles to watch the air show and auto show. Less than a thousand of those were from Saab Clubs, about 30 from the U.S. Saab provided club members with lots of free gifts and a tasty lunch. The only complaint was that Club members were not signed-in or given name tags to indicate where they might be from. A get-together of club members after the Open House would have been nice, also.

On Monday, several U.S. Saabers

set off in search of a junkyard to seek late model 96 and 99 parts. We headed for a place in Henan, on Sweden's west coast. Most of the salvaged parts had already been removed from cars and were on shelves according to car make and model. The office/showroom was very clean and the counterman very helpful. But we did hear tales of other Swedish salvage yards where the help was more like the surly types you tend to associate with similar businesses in the U.S.

We also stopped at Saab dealerships in Nykoping, Uddevalla, Gothenberg and Trollhattan. The parts people treated us courteously and answered our questions with expertise in parts knowledge and in English. The parts departments, "Butiks", were all set up like a general parts store in the U.S., with fast moving items and accessories out front for self-service. The new car showrooms were quite large, much like the bigger Chevy and Ford dealers over here. Due to a marketing arrangement, Saab dealers also sell Lancias, including a Saab/Lancia 600 and the Lancia All2.

It should be pointed out that the Saab dealer in Gothenberg is the "Tax-Free" dealer. Sweden (and the other Scandinavian countries) offer travelers a refund on Value Added Tax (VAT), as much as 23 percent. In addition to the tax rebate, the parts department gave us a "club discount" for mentioning that we were in Sweden for the Jubilee. The overall savings over similar items purchased at U.S. dealers was as much as 50 percent below list price, but most items were about the same as U.S. prices. I limited my purchases to items that are not available through American Saab dealers, mostly "dress-up" accessories for the 99. Even so, I ended up with several large packages to cart around. A rental car would have been helpful for that purpose.

The Saab Car Museum in Trollhattan was closed Monday, so we waited until Tuesday to see the history-making Saabs. Those cars which had been used in the parade at the factory were not back, and were going "on tour" as part of the Jubilee. As a result, the museum hours are fairly irregular since museum staff are traveling with the cars. Maybe six cars were gone, but about 25 were still on display, so there were plenty to see. There were quite a few posters and photos featuring Saabs in competition, but very few from events in the U.S. It would be a good place to contribute your old photos of Saabs-in-Action.

Per Olof Rudh, manager of the museum, is looking for several Saab models to fill blanks in the

collection. They would like to add a 750GT and a Sonett V4, so if you have one of those models in reasonable shape that you're willing to see restored for posterity, contact him at:

Saab Car Museum  
S-461 80 Trollhattan  
SWEDEN

He also showed me plans to add a second level to the museum. The current museum is fairly small, in a corner of a large industrial building. Though not currently crowded, there isn't much room for more cars.

There is a small gift shop where the Saab fanatic can go nuts without spending lots of money. Admission to the museum is free.

My intent was to rely on the famed reliability of trains and buses to get around Scandinavia, but I ended up traveling with U.S. Saabers who had rented cars. Tom Remedios and I teamed up to share room expenses for much of two weeks. We traveled together with Paul Florance and Tim Brown to Oslo, where we met up with "Dak" and Margot Datkowitz. We spent a couple of days in Oslo, toured Akershus Castle and the Viking Ship Museum, saw Thor Heyerdahl's Kon-Tiki and RA-II, and the sculptures of Viggeland Park, and enjoyed the sunny weather.

I must say "thanks" to Tom Eidesen, chairman of "Gammalsaabens Venner" (Friends of the Old Saab), who came to our rescue in trying to find a place to stay in crowded Oslo. Tom also invited the six of us to a wonderful dinner at his home, prepared by his mother, Agnes, who is a great chef.

Tim went from there to Germany, Paul headed back to southern Sweden, and the rest of us drove across Norway to see the fjords. Due to the convenience of having a car, we stopped regularly to photograph the beauty of Norway, playing the part of "American Moron Tourists".

We four AMTs drove back to Gothenberg, Dak and Margot continuing on to Copenhagen, Tom and I catching an overnight train to Stockholm. A couple of days touring Sweden's capitol, then I had to return to America for my brother's wedding.

That is my tale in brief. It's amazing how quickly three weeks can pass. I won't be able to relate all the adventures I had, but will share some in the next couple of months. Many of my notes and some photos are in a package I mailed from Sweden that hasn't arrived yet. Hopefully it will be here in time for the November issue. Then I'll be able to tell you all about getting a ride in a 1954 92B with a couple of Finns who spoke no English.

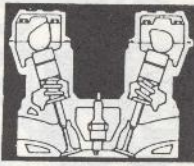
Tim Winker, Editor

Saab Club of North America

Editor & Publisher: Tim Winker, 2416 London Rd., Unit 900, Duluth, MN 55812

(218) 724-1336, 9 a.m. - 8 p.m., except Sunday

# ASK BOB



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

Neither Bob, NINES, nor the Saab Club 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.

The key buzzer on my 900 is very annoying. Can I convert it to a chime?

T.N., NJ

The buzzer is under the rear seat, and is also tied into the driver's door light switch. I unplug the buzzer, carefully take it apart, and insert a small piece of paper between the contacts. The chime would be a modification. See the column heading. Ah, peace and quiet!

My '87 9000 has a Saab installed theft alarm. I would like to disconnect the "key-left-in-car" buzzer.

J.H., NJ

Find the relay, fix as in above question.

My early '87 900S has the same starting problem recently described for the '85 900; it fluctuates from 300-1000 rpm when started. What kit do I ask for?

Also, my front P6s require air every few weeks.

Finally, the gearbox shifts great when cold, but when hot it gets annoyingly hard. Does this sound normal? Should I try heavier oil?

R.F., CA

The fix for the '87 900S is not the same as for the '85, as it is a different engine and injection system. I'd suggest you ask your dealer to carefully check the AIC (Automatic Idle Control) adjustment. It is not an adjustment you can make yourself without a very high impedance digital meter and knowing exactly how to do it.

Although I have found some tires that do not lose any air in a very long time, I find that I must check most every few weeks. In fact, it is part of my weekly check of pressures and fluids.

As far as the hard shifting, definitely not normal. Your '87 is still under warranty, talk to your dealer. If he can't solve it, ask for an appointment with the regional service representative. Heavier oil would only make it shift harder. Follow Saab's recommendations. They recommend motor oil or SAE 75 transmission oil. Personally, I use the 75. It is GEAR oil, and has an EP (extreme pressure) additive in it. Castrol formulates it specially for Saab, and it is available from Saab if the dealer orders it.

My '70 900 has 146k miles on it. The dealer reshimmed the valves

about 7000 miles ago, and ever since there is a prominent tick when the engine is cold. It disappears when the engine warms up. Do I need to be concerned and what could it be?

J.F., WI

If the dealer's technician found the valves out of tolerance, and obviously he did, he may have reshimmed them to the wide end of the tolerance. Of course, at that mileage some breaking down of the top of the cam bucket can occur, especially if oil changes have not been done as specified by Saab. Should you be concerned? I can't hear your engine, but I feel that an engine with 146k on it is a well used engine, and it can be that to fix it would mean at least a head job. You'll have to decide this one.

The power steering on my '79 900 is giving me trouble. Sometimes it works, sometimes it doesn't. It doesn't correlate with RPMs, positions of the steering wheel, temperature or humidity. The fluid level is OK and the belt is properly tensioned. Where do I go from here?

J.B., IA

Figuring that most people drive a car an average of 15k per year, I would guess your 9 year old car must have 100k to 135k miles on it. I'd say put in a new steering rack. I don't like to "fool around" with brakes or steering. There was nothing about the '79 power steering system that is susceptible to failure. As with many of us, old age can take its toll. Have you tried a can of "power steering conditioner"? Normally I don't recommend "mouse milk" remedies, but this one might be worth a last gasp.

Two problems with our '85 900. The car can't be cooled to comfort if it is above 85 outside. Only the middle vent will blow cool air. The outer ones will only blow hot air so they must, of course, be kept closed. The dealer says the operation is normal.

The right electric mirror won't work. The contacts have been cleaned, and the Saab region replaced the entire mirror assembly. That was OK for a short time, but now it doesn't work again.

M.K., IL

Sorry to disagree with your dealer. The heating, cooling, and ventilation system on Saab automobiles is, and always has been, great. Saab follows the best air

conditioning practice in that it cools incoming air to 34° to wring out all possible humidity, and if that air is too cold for you, you add heat from the heater. The center knob controls a valve that regulates the flow of hot coolant through the heater core. If the knob is pointing down, there should be absolutely no flow through the heater core. If Up, full hot water is going through the core. Has your valve been replaced? I found one where the heater knob had been put on 180 degrees out. Is the shaft disconnected from the valve? Or lastly, does the valve itself need replacing? Your Saab air conditioner, when working right, will nearly make ice cubes.

I find the Saab electric mirrors to be very trouble free. Apparently something has been overlooked. Most technicians are not very knowledgeable when it comes to electrical problems, and this is obviously one of those. You've got to find a dealer's technician that can read and understand a wiring diagram and trace the fault down.

Send your questions to:

**ASK BOB**  
c/o NINES  
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Duluth, MN 55812-2221

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# SERVICE SUBJECTS



## FROM SAAB

### UPDATED SPARK PLUG RECOMMENDATIONS

S.I. 07/87-982 (900 models, 1979-87)  
S.I. 07/87-983 (9000 models, '86-87)

Given below are the Saab spark plug recommendations for all 900 and 9000 models. Beginning with the 1980 models, the spark plug service schedule calls for replacement at 30,000 mile intervals. However, under "severe service" conditions, checking of the spark plugs, re-gapping or if necessary, replacement of the plugs is recommended at 15,000 mile intervals.

"Severe service" as used in the maintenance schedule includes city driving (extensive engine idling, stop-and-go driving, and/or driving in cold climates over repeated short trips without sufficient engine warm-up) and hard driving (extensive towing and/or high speed driving).

1979 models should have the plugs replaced at 15,000 mile intervals regardless of the type of usage.

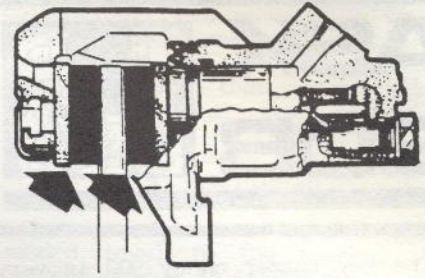
#### Installation Instructions:

1. Confirm that you are indeed installing the correct spark plug in the car. The engine should be cool when changing spark plugs to protect the threads in the aluminum cylinder head.
2. Clean the dirt at the gasket seal of the spark plug. Do not pull directly on the spark plug wire to remove the wires from the plug. Instead, pull on the caps

themselves, preferably with spark plug pliers.

A small amount of anti-sieze compound may be applied to the threads before installation.

3. Tighten the spark plug finger tight first until the gasket reaches the cylinder head. Then screw another 1/2 to 3/4 turn with a plug wrench.  
If using a torque wrench, tighten to 18.5 - 21.5 ft.lbs.



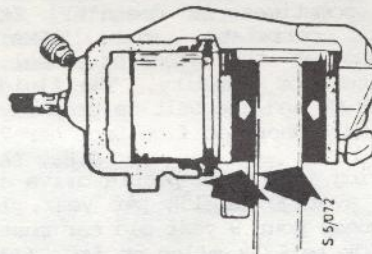
### BRAKE PAD RECOMMENDATIONS

Application: 1986-87 9000 models  
S.I. 07/87-986, B-5/P.1

New front and rear brake pads were installed from the beginning of M87 production. The lining composition of the new pads is more resistant to brake squeal than the pad combinations installed during M86.

As the M87 pads are also approved for use on M86 cars and have the benefit of reduced noise, it is recommended that only the M87 pad combination be used when pad replacement becomes necessary on any 9000. Listed below are part numbers for the M87 pads.

Front Brake Pads (Textar 474)	89-68-018
Rear Brake Pads (Dan Block 870)	89-68-026



FRONT BRAKE PADS  
(TEXTAR 474) 89-68-018

[NOTE] In order to retain proper braking balance, the brake pad specification for all four wheels

### REAR BRAKE PADS (DB 870) 89-68-026

must be matched side to side and front to rear. For example, if M87 front brake pads are installed for the first time on a 1986 model 9000, the rear pads must also be changed to the M87 type and vice-versa.]

Supplies of M86 front brake pad 89-61-815 will remain available should repairs be necessary on the front wheels. M86 rear brake pads 89-61-856 are no longer available.

### FRONT BRAKE NOISE IN 900s

Application: 1979-87 900 models  
S.I. 08/87-988, A-5/P.31

Some brake noise can occur with the original equipment brake pads installed on the Saab 900, especially cars equipped with M83-86 type brake pads. Brake noise (squeal) is most likely to occur when a car is braked lightly under warm, dry conditions. Small amounts of noise should be considered normal.

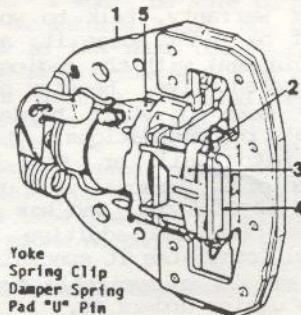
This Service Information contains advice for addressing an owner complaint of loud brake noise rather than the intermittent low noise complaint.

Always use original Saab brake pads when performing this operation. Brake pads listed here meet the Saab performance requirements and are asbestos-free. These pads were introduced as from M87.

#### Parts Required

Outer Pad Set (DM 121)	91-02-690*
Inner Pad Set (Textar474)	91-02-708*
Pad "U" Pin (solid disc)	89-90-194
Pad "U" Pin (ventilated disc)	91-00-108
Spring Clip	91-03-995
Damper Spring	89-30-448

\*Use only in combination given.



1. Yoke
2. Spring Clip
3. Damper Spring
4. Pad "U" Pin
5. Brake Housing

Figure 1. Front wheel brake assembly.

### SAAB/NGK SPARK PLUG RECOMMENDATIONS FOR SERVICE REPLACEMENT (Bold = Original Equipment)

Engine Type	Driving Conditions	Plug Type*	Part Number	Gap
8V Naturally Aspirated	All	BP6ES	02-87-003	.024-.028
		BP6EV	02-72-278	.024-.028
		BP7ES BP7EV	02-87-011 02-72-328	.024-.028 .024-.028
8V Turbo	Normal + City driving	BP6ES	02-87-003	.024-.028
		BP6EV	02-72-278	.024-.028
	Hard driving	BP7ES BP7EV	02-87-011 02-72-328	.024-.028 .024-.028
16V Naturally Aspirated	All	BGP6ES	02-87-037	.024-.028
		BGP6EV	02-72-286	.024-.028
16V Turbo	City driving	BGP6ES	02-87-037	.024-.028
		BGP6EV	02-72-286	.024-.028
	Normal + Hard driving	BGP7ES	02-87-029	.024-.028
		BGP7EV**	02-72-336	.024-.028

\*"ES" indicates standard electrode, "EV" indicates thin-wire electrode. The higher the heat range number the "colder" the spark plug in the NGK system.

\*\*BGP7EV was introduced into all Turbos during December, 1985 production.

## SERVICE SUBJECTS continued

### Repair Procedure

1. Remove the "U" pin, spring clip, damper spring and the brake pads (Figure 1).
2. Check that the yoke can slide freely in its grooves in the brake housing. Lubricate with Gleitmo 540 (P/N 30-08-612) as shown in Figure 2. Do not overlook this important step as vibration in the yoke can cause brake squeal.

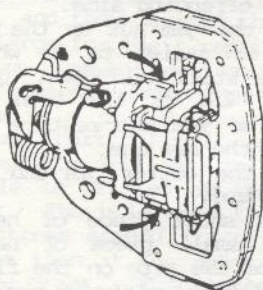


Figure 2. Lubricate with Gleitmo 540.

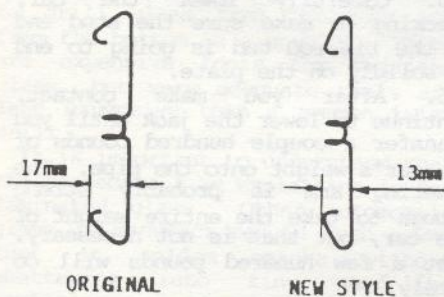


Figure 3. Spring clip. Original and new style.

3. Install a new style spring clip (P/N 91-03-995). Spring clips purchased from a Saab dealer's parts supply have different dimensions from the clip originally fitted to the caliper. See figure 3.
4. Turn in the pistons and install the semi-metallic 2-pad combination which was introduced into the spare parts system from 07/86. This is the same combination of pads installed from the beginning of M87 new car production. See Figure 4.  
 Brake Pad Outer 91-02-690  
 Brake Pad Inner 91-02-708  
 Do not substitute aftermarket brake pads.  
 NOTE: See Service Information 07/86-862 (NINES Oct 1986) on installing brake pads. Proper installation is critical to prevent brake piston over-adjustment and possible brake drag. (S.I. #862 - "Installing Brake Pads" is available by sending \$1.00 to the Saab Club.)
5. If the car is more than 1 year old, install new damper springs (P/N 89-30-448) as shown in figure 5.

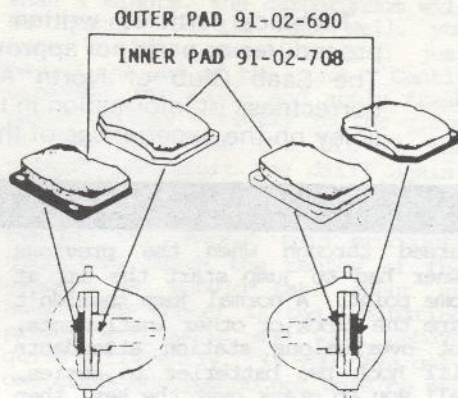


Figure 4. Pad inner/outer combination.

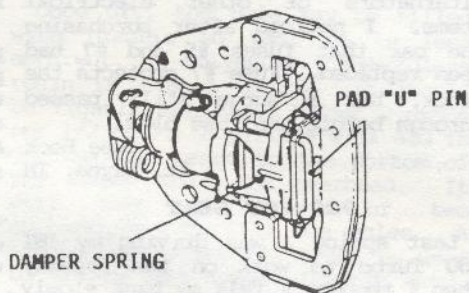


Figure 5. Install damper spring and pad "U" pin.

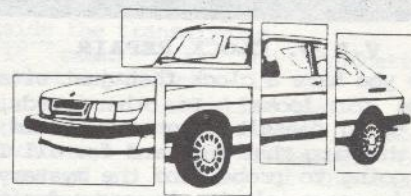
6. Install new pad "U" pins (Figure 5). The "U" pin has a preset bend which can be altered by heat and hard use. The "U" pin controls vibration and locates the pads properly in the caliper. Note the different "U" pins for ventilated and non-ventilated brake calipers.  
 "U" pin (solid disc) 89-90-194  
 "U" pin (vented disc) 91-00-108  
 Install the retaining clip through the "U" pin.
7. Pull up the hand brake lever 7 notches. Start the engine and pump the brake pedal until the hand brake lever will operate in 9-10 notches.
8. Road test the car to verify correct brake function but do not overheat the pads with repeated braking.

### 900 REPAIR MANUAL

Saab is now offering an owner-oriented Do-It-Yourself Service Manual for 1979-85 U.S. 900 models with 8-valve engines. It contains most of the maintenance jobs that a Saab owner with some mechanical knowledge and a few tools might attempt. It does not cover major repair jobs such as engine or transmission rebuilding.

The manual can be ordered through Saab dealers. The part number is 06-62-163, suggested retail price is \$16.45.

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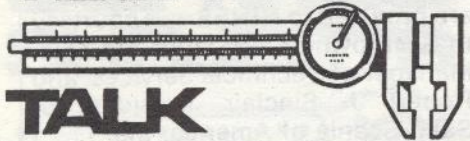
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# TECHNICAL TALK



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## V.D.O. CLOCK REPAIR

Do you have a clock that just sits there for looks? In other words, the thing doesn't function? I did, and thinking that once and for all I was going to probe into the mystery of why most clocks in cars don't work, I disassembled mine. I figured I had nothing to lose since it didn't work anyway.

After removing the clock from the dash of my 99, I ignored the warning label on the back saying to leave clock repairs to qualified technicians. I carefully broke the seal on the back and removed the white plastic case. First, I checked all the gears; each one moved properly. I cleaned the mechanisms and oiled lightly where necessary. The clock still did not run.

The white plastic case made mention of a "fuse" inside. After searching in vain for your basic, everyday fuse and finding none, I thought someone at VDO was playing a practical joke. Then I discovered a small, flat copper spring that was released from its original position, and noticed some minute solder on either side of it, clinging to a couple of small posts. After pushing the spring back into position, the clock worked! I realized that the "fuse" was nothing more than a bead of solder. It is suspended between the two posts, keeping the spring in place. When too much current travels through the clock, the solder melts, the spring releases and the clock stops. Shades of Rube Goldberg.

I replaced the solder bead while pushing the spring back into position. A 25-watt soldering iron is plenty for this work.

After reassembly, there's a small screw to increase/decrease the speed of the clock. The best bet to reset this if you're having problems is to hook the clock to a 12-volt DC power supply, and leave it run for 24 to 48 hours. Adjust the clock as needed to set the running speed properly. Take it from someone who knows -- adjust the clock BEFORE installing it, as it is next to impossible to set the screw once the clock is back in the dash.

A 12-volt DC power supply can be purchased from any nearby Radio Shack. It can also be used for checking other car electrical items such as stereos. Another alternative is to hook the clock to an extra battery that is still in good shape.

My hunch is that the clock fuse

burned through when the previous owner had to jump start the car at some point. A normal jump shouldn't harm the clock or other instruments, but overzealous station attendants will hook two batteries in series, tell you to crank over the key, then hit the battery leads under the hood with cables from the jumper batteries. Never allow anyone to do this as even a temporary surge of power can damage instruments, alternators or other electrical items. I noticed after purchasing the car that fuses #5 and #7 had been replaced. Fuse #7 protects the clock, but a surge still passed through before the fuse blew.

Lee Beck  
Ft. Wayne, IN

## 900 HOT SEAT

Last spring I was driving my '81 900 Turbo to work on the freeway when I thought I felt my back slowly getting warm. At first I ignored the sensation since it was not logical. Gradually, however, it became clear that I was not imagining things; my back was indeed getting warmer, faster. Living in the mild San Francisco Bay climate, and never having taken my Saab to the snows, I had never experienced the seat heater in action before so I had not known what to expect. I figured that the seat temperature would reach a balance point and level off. No such luck. By the time I realized something was indeed wrong, I was getting quite hot. I pulled the car off the freeway and parked, leaped from the car and looked at the seat. It was smoking! The heat had burned right through the upholstery. My jacket was next! I defused the seat heater and was able to continue.

The following week I brought the car to the mechanical wizards at Embarcadero Automotive. The seat heater problem appeared to be a faulty thermostat that somehow kicked on and never kicked off. The mechanic disconnected the heating elements in both seats, since I wouldn't be needing them for the time being.

I am still awaiting word from Saab about this potentially dangerous failure, and about replacing the burned upholstery.

David Dobkin  
Oakland, CA

## V4 TIE ROD REPAIR

Here is a method I have found useful for freeing the tapered joint

of the tie rod ends on V4s using no special tools and with no damage to the grease boot.

1. Jack up the car and remove the wheel on the offending side.

2. Loosen the jam nut on the tie rod. This is easier to do while both ends are still held down. Just back it off 1/4 or 1/2 turn and remember it so you can restore the alignment on the new one.

3. Remove the cotter pin and nut from the rod end.

4. Find a short piece of heavy pipe and a small piece of heavy plate. Place the pipe on the floor vertically with the plate on top and center this under the rod end. Another possibility would be a second jack.

5. Carefully lower the car, checking to make sure the stud end of the tie rod end is going to end up solidly on the plate.

6. After you make contact, continue to lower the jack until you transfer a couple hundred pounds of the car's weight onto the pipe. The steering arm is probably strong enough to take the entire weight of the car, but that is not necessary. Just a few hundred pounds will do nicely.

7. Hold a blunt chisel or bar on the top of the steering arm near the rod end, and whack it smartly with a heavy hammer. The steering arm will pop loose and drop down a half-inch and settle on the pipe, leaving the rod end loose in the hole.

Art Olive  
Stacy, MN

## CHECK YOUR BATTERY CABLES

I was recently attacked by the electrical demons on my '80 900 Turbo. The car would not idle most of the time and if it did it was very rough. The battery was not getting charged so the car would not start, but it ran fine on the highway. This was after a hot start problem where the solenoid wouldn't even click when the engine was hot. This condition worsened to the point of not starting at all. The turn signal relay was constantly clicking but would function normally when the turn signal turned on. And the radio buzzed terribly all the time when the engine was running. After a costly trip to the dealer, I found out all of these problems were caused by bad positive and negative battery cables. The negative cable was only a year old, too.

John L. Hunt  
Grissom AFB, IN

## SONETT WINDOW REPAIR

Automobile windows can be expensive items; worse, those for rare old models can be impossible to buy. The rear window of the Sonett II and V4 apparently fits that category and so anything that can be done to save them is of great value. One morning I discovered a crack in the rear window of my Sonett V4. At the suggestion of another member, I took it to a window repair franchise. They refused to touch it for two reasons; it was the inside layer, which meant drilling overhead, and they decided the crack was too large for their repair method.

I am somewhat confused about how window-repair franchises drill, but there is a procedure used on metal cracks, particularly in aircraft, called stop-drilling. To stop-drill, a hole is drilled at the end of a crack. The hole acts to distribute the stress around its circumference rather than at the point at the end of the crack. Thus the hole greatly reduces the chance of continued cracking.

To drill metal from the bottom up is no problem. It is not difficult to drill glass from the top, but from the bottom is a problem. There are expensive tools for drilling glass, but very adequate tools are less expensive than a common twist drill.

It is important to understand that the procedure I am explaining is for laminated glass. Other automobile glass is manufactured in such a way that it seldom cracks without shattering into tiny sand-like particles.

The usual way to drill glass is actually to grind through it with carborundum or diamond. The bit is usually a tube; I used a 1/8" brass tube about 2" long. One also needs a lubricant; slowly running water is excellent. Now running water over something you are holding above you is not easy. If properly done, the lubricant serves two additional purposes: cooling and carrying sharp, fresh abrasive to replace dull, old abrasive.

In order to avoid overheating I used an air drill at 15psi. An electric drill with either electric or gear reduction could be used. The lubricant was K-Y jelly (from any drug store) into which I had mixed coarse carborundum powder to form a thick paste.

If this idea scares you, it may just show that you are cautious. Try drilling an old bottle or a piece of window pane first. Of course, there is some danger in this procedure, but there is a bigger danger in letting that crack in your window get larger.

The procedure: A dab of paste is put on the end of the bit (brass tube). The bit is placed about 1/16" beyond the end of the crack. The drill is started slowly, while it is carefully steadied. In less

than a minute, the carborundum will be spent. If all went well, you have a 1/8" round scratch just beyond the end of the crack. Gently wipe off the paste and apply fresh paste, either directly to the glass or the bit, put the bit in the scratch and start the drill again. After less than a minute, again clean off the spent paste and replace it. Repeat this procedure until you reach the center of the glass. It should take about an hour. The center is the laminating piece of plastic and will behave quite differently. If you have only one crack and you do not develop new cracks during the drilling, you are ready to clean up. Water, Q-tips and paper towels can be used effectively. If there are other cracks, they should be drilled in the same manner.

Once dry, the hole may be filled with plastic so that it is less apparent. Polyester fiberglass resin is a good choice. It should be lightly catalyzed (about 2 drops per 1/2 oz.). A syringe will aid in getting the resin to the bottom of the holes that are overhead. It will take a minimum of two applications to fill the holes. A single edge razor blade can be used to scrape the excess plastic away. Later, rouge or crocus cloth can be used to polish the plastic.

If you have problems getting the necessary items for stop-drilling glass, please let me know. A kit could easily be made up for the purpose.

Ralph Kurtzman  
445 Vassar Av  
Berkeley, CA 94708.

## MOLYKOTE + SYNTHETICS = ?

Reader Ben Branch in Honolulu forwarded a letter he received from Haskel Supply Co. in Burbank, California, in reply to an inquiry about using Molykote-M Gear Guard in conjunction with synthetic lube in a transmission. According to Dow-Corning engineers: "the two oils are not compatible and the oils will not mix properly."

Branch notes: "Although NINES didn't directly suggest this cocktail as transmission maintenance, it could be implied."

Thanks, Ben, for checking on this combination and sharing the recommendation.

TW

## SYNTHETICS CAN CAUSE LEAKS

I think I may have misled some readers via one of my recommendations in the Aug/Sept issue of NINES. I had raved about the fine qualities of Mobil-1 75W90 gear oil which I'd used in my old 96. I had this fine lubricant in the gearbox for about 4,000 miles (including one long trip of 2,000 miles) when I noticed a fine mist of gear oil on the inside of the slave cylinder boot. Shortly thereafter I noticed that the leak seemed to be

increasing. And after a short trip I was shocked to see a puddle of Mobil-1 gear oil on the drive under the gearbox. Fearing that the synthetic oil had ruined the clutch shaft seal, I immediately drained the Mobil-1 and went back to using Castrol 75. The leak stopped immediately, and the seal is continuing to keep the gear oil inside the transmission.

It seems that the synthetic, however excellent it is as a lubricant, is so slick that it can penetrate even sound seals. therefore, I would definitely not recommend it for any of the older Saab gearboxes. I have no way of knowing how well the newer seals contain such a lubricant, but at least the readers of this newsletter should be forewarned about the possibility.

Our 1983 regal has had a minor crankcase oil leak since new. I tried Mobil-1 in that crankcase and found the leak worsened. I have since gone back to conventional oil. Our '77 Pontiac, however, has used Mobil-1 without any leakage for over 8,000 miles.

I have no doubt that synthetic oils are great lubricants, but due to the possibility of seal leaks and failures, I would not endorse them.

Thomas Mudd  
Saginaw, MI

## COOL TIP FOR HOT ENGINES

If your engine insists on running very hot before the cooling fan kicks in, you might try a 180°F (82°C) thermo-fan switch. It is 15 degrees cooler than the standard 195°F switch. You will need a 1-1/8" socket to remove and install the sensor switch.

David L. Adams Jr.  
Cleveland, OH

## FUEL LINE LENGTH

I've just got to rebut the article on "fuel line length" by Lee Beck in the May issue of NINES. SAAB fuel injection systems are made by Bosch in Germany and one would think that despite the exceedingly small frictional coefficient of gasoline, not to mention its low viscosity, that if there were the slightest possibility of valve damage due to unequal fuel travel distance from the fuel distributor to the injectors, that all manufacturers of vehicles using Bosch injection would specify and equip their products with injector lines of equal length. However, this is not the case. Besides SAAB, Bosch injection is used on Mercedes, Volvo, Volkswagen and several other makes. These three have injector lines of significantly different lengths on the same vehicle as manufactured year after year, and apparently no major problems have been discovered by the folks who design these cars.

David Stanley  
Brownwood, TX

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## REPLACEMENT A/C COMPRESSOR

To those of us driving '79-'80 900s with factory air conditioning, it is obvious that GM [the A/C compressor is made by GM's Delco division] employs a more effective sales staff than engineering staff. The most predictable quality of the Delco compressor is its early failure rate.

I determined to have air conditioning this summer in my '80 5-door, but to avoid the futility of yet another Delco failure, decided to upgrade to a Sankyo compressor, as used on later model Saabs.

After much cutting and trying on a test mule engine with several false starts of trying to mount the Sankyo compressor in the exact place of the Delco unit (in the Turbo, at least, it won't fit), the bulb flashed. Use a 99 York bracket and mount the Sankyo atop it.

Most great ideas lend to a great deal of hard work. The stock

bracket base had to be modified for the 900 motor mount. A Sankyo mount was sacrificed (cut apart) to provide a base to bolt where the York compressor formerly sat. The fulcrum of the tensioner was changed by welding a new piece to the stock bracket and drilling a new hole. Result: compact, neat and reliable. It performed beautifully on the trip from Pennsylvania to Tulsa. I think I can duplicate the work for about \$100 and your tensioner. Add \$100 for a used Sankyo compressor. (See my ad for address & phone.)

Dennis Sweeney  
Ligonier, PA

## FIRE HAZARD & TOWING

Concerning the "Possible Fire Hazard" (NINES Aug/Sept 87), I've seen the results of a similar occurrence at my dealer's and came close to it myself. In every case and in the letter bringing it up, the crucial element is that the mixture was not correct. If the car develops a "miss" or the mixture is off by a large amount, unburned fuel is dumped out the exhaust. The catalytic converter does what it is supposed to do and burns the gas. However, since this is much more combustion than it was designed for it gets very hot! Driving a catalytic converter equipped car with a miss or improper mixture is a fire hazard. If it occurs, driving range should be limited and discontinued at the first opportunity. Speed helps by carrying away the excess heat, but I don't know what speed gives what extended range with a miss. In the aftermath that I saw at my dealer's it progressed to the point that not only did the harness and hand brake cables melt, but also the foam under the carpeting. The customer only stopped when smoke started to fill the car. The car was being driven with a miss. In my case the car developed a miss, later found to be a shorted spark plug. I stopped and noted that the car had a "hot undercoating smell" about it. I elected to continue on 20 miles to my destination. When I got there I felt under the car and found that the undercoating around the catalytic converter was melting! I had pushed it as far as I would want to. I had the car hauled to the dealer and the shorted plug was found.

If the car has the electronic fuel injection with the solenoid injectors the problem can be [temporarily] alleviated fairly quickly and simply. With the engine running, remove the injector connectors one at a time. If removing the connector makes no difference in the running, the missing cylinder has been identified. Leave that cylinder solenoid disconnected. That cylinder will no longer receive fuel to be passed on the the catalytic converter. The exhaust sensor may

richen the mixture to compensate for the apparent "lean" mixture. However, the rich mixture will be going to cylinders that are running and will not affect the catalytic converter as much as raw fuel pouring into the exhaust.

I've also had some experience with towing with my '85 16-valve inter-cooled Turbo. I used it to tow my motorcycle cross country on a trailer last summer. Towed weight was about 1000 to 1200 lbs. without brakes. Temperatures got as high as 104°F in Kansas. I had no problems the entire trip. Average speed including gas stops was 60mph for 10 to 12 hours at a stretch. The only time the Saab began to run hot was when I attempted to keep up with a Corvette and Trans-Am running 80 up Donner Pass. Then both water and exhaust manifold temperature started climbing and I gave it up.

Long periods at high boost are probably the problems with Turbo towing. If engine temperatures stay high too long something is going to get cooked. Take your choice of oil, turbo, cylinder head or piston. It can be gotten away with if everything is in good condition, particularly oil. Oil is the lubricant and coolant for the Turbo. That's why it should be changed more frequently and be in tip top condition when towing.

Brian Curry  
Chester Springs, PA

## TOWING WITH A 99

Our vacation this summer had us towing our trailer to New Brunswick and Nova Scotia. Our '78 99 5-door survived very well. Knowing that it would be a good workout for the car, I tuned it up and re-did the brakes with new rotors on front and pads all around.

As the automatic transmission does have a problem overheating under load, and we were planning to go around the Cabot Trail with climbs up to 1400 feet from sea level in several places, I knew I had to do something. Tried mounting a fan on the driver's side of the radiator. I wired it to kick in with the other one when the temp sensor dictated, and could also use a dash switch if necessary. It worked like a charm. The tent trailer is small, but a family of four, bikes on the roof rack, and pulling 1400 lbs. is too much work for the standard cooling set-up.

The next move is to install air bladders in the rear springs to try and retain a level ride.

Paul Rabs  
N. Andover, MA



## COMMENTS ON PAST ISSUES:

### PROTECTING THE EARTH

In the June 1987 issue of NINES there is a letter from Robert Allen (page 8) containing several useful suggestions for Saab owners. Letters such as these perform a useful function in sharing tips to keep our Saabs running long and well.

However, I strongly object to Mr. Allen's cavalier attitude toward the serious environmental problem of the Earth's ozone layer.

This is a major environmental issue that requires a concerted effort by individuals, organizations and businesses to resolve. Glibly ignoring this problem, or thinking that one's individual actions will make no difference, is not a productive approach for resolution.

I have always assumed that the owner of a Saab who is also a club member is a person who has the intelligence to analyze problems and propose solutions. Mr. Allen does this in the rest of his letter. I can only hope that his brief parenthetical comment was in jest, and that he, as well as all the rest of us, will apply the same levels of concern and resolution to environmental problems as we do to our cars.

Harold W. Roeth  
Berne, NY

### JACK ASHCRAFT: FORD FAN?

Once again, like the final dying rattles from a five-year-old muffler, we are again subjected to Jack Ashcraft in the Aug/Sept issue. Why in a Saab newsletter must we continue to read the ravings of this American car lover? His commentary on the Ford Tempo -- "I still rate it equal to the Saab 900." I detest having my intelligence insulted. This American-made piece of junk, made by drug and alcohol ridden UAW types is compared to the Saab? Certainly he is not truly aware of the character of a Saab. Let us consider all aspects: safety, reliability, cargo space availability, driveability, maintainability, and ergonomics. Is the safety of a Saab compared to a mere Ford? How about reliability? Let us not forget that Ford brought us the Pinto which killed over 50 people, even though this company knew about it for years and did nothing. A Saab has a projected life of 15 years. A Ford would be lucky to make half that. I would suggest that Jack Ashcraft has simply reduced the difference between the two to cash only.

I would hope that this is the last that we must endure from Jack Ashcraft. If I wanted to know more about Ford I would read **Motor Trend** magazine or would subscribe to the Ford recall monthly! If he wants to drive a Tempo then let him, and let him provide input to the Ford recall monthly or whatever they call their

newsletter. This is a Saab newsletter and as Editor, I would hope that Mr. Winkler (sic) that you show a bit more judgement than to continue to print the letters of this praiser of American made garbage, laughingly called cars!

Forrest John Hassell  
New Haven, IN

### OPEN LETTER TO JACK ASHCRAFT

Dear Master Artist Ashcraft,

I had let my subscription to the newsletter lapse, so I only recently saw your articles and drawings of the SAAB 950 and 960.

Your final paragraph struck me hard: "SAAB will never build these cars. The drawings are just something to stare at while drinking beer and dreaming. We'll all become Taurus drivers."

I have a modest proposal: You make complete construction drawings of the 960, and then sell them to SAAB Club members so they can build their own 4WD turbo 950/960.!

Don't laugh immediately, please. I understand that you are involved in aircraft as well as cars, and you'll really appreciate the irony here: There is an interesting similarity in the abandonment by SAAB of the middle class, and the abandonment by most aircraft companies of the middle class. (It hasn't been in the non-aviation press much, but single engine lightplanes have been totally shut down for 3 years; more 2 and 4 passenger planes were built during that time by individuals than by factories! What were the factories doing? BigBucksBizjets for businesses. The Hell with the individual, they seem to be saying.)

I know of these things because I am a pilot and I've been helping my father build his own aircraft; a 2-place foam-and-fiberglass aircraft called the Long-EZ, designed by the now very famous Burt Rutan.

Here comes the irony: Burt Rutan's first design was a home-builders version of the SAAB Viggen military jet, called the VariViggen (or, variant of the Viggen)! His second design was the VariEZ (as in very easy to construct compared to

traditional welded tube and fabric- or aluminum-covered craft.) Now we SAABers have the opportunity to use Burt Rutan's foam-and-fiberglass technology to plow back into a SAAB of our own making!

In case all this strikes you as very weird, you should know that there are thousands of aircraft homebuilders in the USA, as well as in many countries around the world. They conduct several fly-ins and conventions every year with attendance literally in the hundreds of thousands (for example: Sun-n-Fun in Arizona, Northwest Flyin in Seattle, and the primo event in Oshkosh, Wisconsin.

Foam-and-fiberglass technology, now called "composite construction" is now well proven and is being used right now in homebuilt, military and commercial aircraft. Besides glass cloth, there are now in common use Kevlar cloth (as in bulletproof vests and automobile tires' radial belts) and carbon fibre cloth (used recently in the Burt Rutan designed **Voyager** around-the-world-without-refueling aircraft). The structures made with these materials are extremely stiff, lightweight, strong, impact-absorbing, easy to repair, and very easy to form into complex shapes.

So back to my proposal, Mr. Ashcraft. I see at least three ways to proceed:

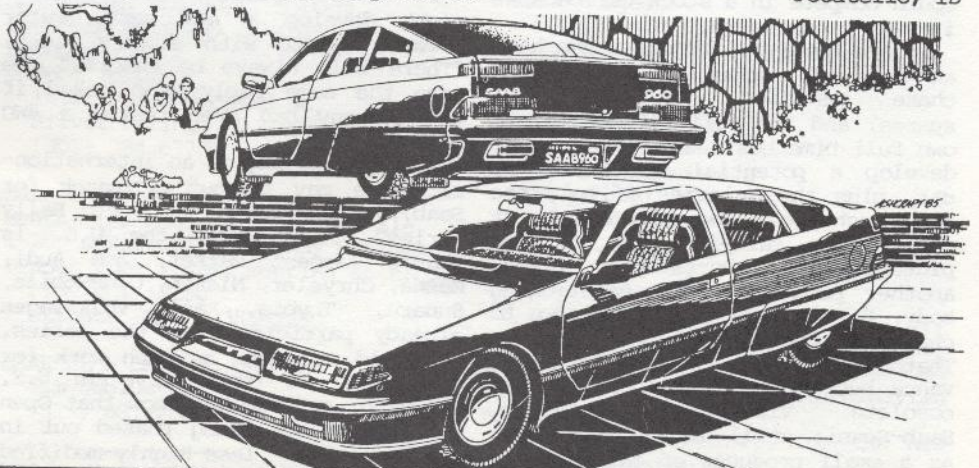
(1) Make up the set of plans, list of materials, etc, using a wrecked Subaru 4WD Turbo for all basic mechanicals, and sell the set for \$300 a copy.

(2) Sell the plans with a kit of difficult-to-find parts (machined, welded, etc.) for about \$1500.

(3) Tool up, make molds, and go into production to sell body shells and a kit of pre-made difficult parts, for a cost of around \$5000.

The goal of all this is an inexpensive, crash-safe, fun SAAB that can be put together in a year of spare-time work for under \$5000. What do you say Mr. Ashcraft? Care to take an opinion poll of your readers and admirers?

Merle Janes  
Pocatello, ID





Per Eklund's 96 that won the '76 Swedish Rally, and Stig Blomquist's 99 Turbo enshrined at the Saab Museum.

### WILL SAAB RETURN TO RALLYING?

After seeing all those famous SAAB rally cars in the SAAB Car Museum, the question came to mind again...

As most of you know, SAAB established its reputations for reliability and agility on rallies. SAAB's first rally victory came on the Tour of Ostergotland, just weeks after the 92 went into production. A couple of months later, two 92s were entered in the 1950 Monte Carlo Rally, one for SAAB engine designer Rolf Mellde, the other for Greta Mollander. Both SAABs were among the 135 finishers, Mollander in 55th overall, second in the ladies class.

For many years, SAAB dominated international rallying, participating in events such as the Monte Carlo, the East African Safari, even the Baja 1000. SAAB's factory team spawned such famous drivers as Stig Blomquist, Per Eklund, and many time winner Erik Carlsson. In 1980, SAAB dropped their factory involvement in rallying, claiming it had gotten too expensive to be competitive, particularly with the advent of all-wheel-drive cars like the Audi Quattro.

Carlsson, still a spokesman for Saab-Scania, said in his address at the National Saab Owners Convention in Tulsa this past July, that Saab's position on rally involvement had not changed. He related a tale of the early days, when he drove the rally car to the Acropolis Rally in Greece (with a spare engine in the passenger compartment), ran the rally, then drove back to Sweden by Monday morning. A small company could compete in a stock car because it wasn't expensive.

Today, however, factory teams have an army of mechanics, specialized chase vehicles, truckloads of spares, and the rally effort is its own full time business. The cost to develop a potential winning rally car, plus the salaries of only the top mechanics and drivers, put competitive rallying out of the picture for non-factory teams. Another problem is the sanctioning body, FISA, which has been known to change rules with little notice. That can make a technological advance budgeted as long-term expense obsolete virtually overnight. Saab-Scania still feels that they, as a small producer of cars, cannot

justify that kind of expense to promote their product. (It should be pointed out that several small East European car companies, Skoda, Wartburg and Lada, do field factory rally teams, but in the smaller engine classes.)

To give an idea of the expenditure involved in World Cup Rallying, Carlsson pointed out that at this year's Monte Carlo Rallye, Audi had 60 rooms at the Loew's Hotel for its entourage. (Loew's is the kind of place that won't let you in the door until you've flashed your American Express Platinum card.)

I put the question to Peter Salzer at Saab headquarters in Nykoping, Sweden, and he said the same thing: World Cup Rallying is too expensive for a small company like Saab.

At the Rally of the 1000 Lakes in Jyvaskyla, Finland, I asked Stig Blomquist, former Saab factory driver, now with Ford of Europe, if he thought a small car company like Saab could return to the sport. He said that without four-wheel-drive, Saab, or any team, could not be competitive in rallying today. (The rear-wheel-drive Ford Sierra Cosworths driven by Ari Vatanen and Blomquist finished 2nd and 3rd at 1000 Lakes behind the 4WD Lancia Delta of Markku Alen.) Blomquist also said that any automobile factory that wants to put together a team can do so with the help of outside sponsorship. If Saab really wanted to field a team, he was sure they could find the financial backing.

Is there a possibility that Saab might develop a 4WD car? Peter Salzer replied with a very cagey: "There will always be rumors." He gave the same reply when asked if the company had even tested a 4WD Saab.

Though rallying on an international scale may be out of reach for Saab, how about the SCCA Pro Rally series? After all, the U.S. is Saab's largest market, and Audi, Mazda, Chrysler, Nissan, Oldsmobile, Subaru, Toyota, and Volkswagen already participate in the series. It would not take as much work (or money) to be competitive in U.S. rallying, particularly now that Open Class cars are being phased out in favor of the less-highly-modified

Group-A machinery.

Len Lonnegren, Saab-Scania of America's Public Relations Manager, complains that there is not enough exposure. "There are only a few thousand rally fans in America, and the sport gets only minimal coverage in the automotive publications," says Lonnegren. "It isn't practical from an advertising standpoint, as the number of impressions per dollar spent is very small."

Lonnegren points out that Saab does offer contingency money in Divisional and National Pro Rallies, something that many other car companies do not do, "So we do support the sport in some way."

Lonnegren goes on to say that he thinks performance rallying will be forced to disappear as it is anti-social. The cars are just barely street legal, they do not meet emissions regulations, and they race on public roads. He feels it won't be long before environmental groups complain about the damage to the forest roads, and the danger of high-speed driving without a controlled race track environment. Considering the trouble some rally organizers have had in getting road-use permits, he may well be right.



Saab remains involved in rallying in another way in Finland. Saab-Valmet, the Saab car factory in Finland, has two prepared 900 Turbos that act as course opening cars on events such as the Rally of the 1000 Lakes, Finland's event in the World Rally Championship. Rallying is well known in Finland, drivers get celebrity treatment, and many of the top driver's on the circuit are Finnish. So it makes sense that Saab would want to be seen associating with rallying there. It is unfortunate that there was not one Saab among the 175 teams entered for this year's 1000 Lakes.

Saabs do remain competitive on the rallycross and ice racing circuits in Europe. Anders Norstedt took the 1986 European Rallycross title at the wheel of a Saab 900. And Saab-Valmet sponsors an ice racing series for 900s in Finland.

To return to the original question, the answer is still "No". Given the current situations in the sport, worldwide and in the U.S., Saab is not likely to return to rallying in the near future. But a Saab rally fan can always hope.

Tim Winker

## REGIONAL CLUB NEWS

A change is being made regarding Regional Club News. More space is being dedicated to the local clubs in the hope that they will share highlights of their activities. It doesn't have to be a lot, just a few paragraphs on what happened that might be of interest to other Saab fans. You might even send in a photo of your group or car show. Please check the list of contact persons and phone numbers for accuracy as this list will be typeset in the future and won't be so easy to change. Keep sending your meeting notices or newsletters to me for inclusion in this list.

Tim Winker, Editor

### MEETING NOTICES

#### Appalachian Saab Club:

Oct. 31 - Halloween Costume Party, Ed & Christa Mann's home, 8pm.

#### Central Illiana:

Nov. 15 - Saab videos, problem solving, refreshments. 2pm, at Adlers' house. RSVP by November 1st.

#### Great Lakes Saab Club:

Oct. 10 - Fall Color Tour starting in Grand Rapids, ending with a chicken BBQ at Hansen's in Stanton.

#### Milwaukee Saab Club:

Oct. 26 - Special guest Jerry Rulon of Saab-Scania's Chicago office. Board elections.

Nov. 7 - TSD Rally.

#### Saab Club National Capital Area:

Oct. 10 - Garden Party at Swedish Embassy with Volvo Club.

Oct. 25 - Autocross at N.S.A.'s Fort Meade parking lot.

#### Saab Club of Georgia:

Oct. 5 - Nomination of officers & "The Long Run" video.

#### Saab Club of So. California:

Oct. 25 - Big Bear BBQ, 11am, 106 Mill Creek Rd, Big Bear Lake. BYOStuff, videos from Tulsa convention & Jubilee in Sweden. Send SASE to Paul Florance for map. (714) 866-3963 if lost.

#### Western Penn. Saab Club:

Oct. 24 - Fall Festival at the Wise Farm, Butler, PA. Prizes, food, hot apple cider, live bluegrass music, surprises.

### CLUBS and CONTACTS

#### APPALACHIAN SAAB CLUB

Wendell Francis  
Rt. 5, Box 334  
Dandridge, TN 37725.  
(615) 397-2172.

#### CENTRAL ILLIANA SAAB CLUB

Margrit Adler  
1507 W. University Ave.  
Champaign, IL 61821.  
(217) 356-9244.

#### CENTRAL PENNSYLVANIA SAAB CLUB

Meets: 1st Tuesday  
Bube's Brewery, Mt. Joy, PA.  
Paul Bolesta  
67 E Canal St.  
Dover, PA 17315  
(717) 292-5496.

#### DELAWARE VALLEY SAAB CLUB

Meets: 2nd Thursday, 7:30pm,  
Walber's On The Delaware,  
Rt 420, Essington, PA.  
Doug Signorovitch  
(215) 622-7047

#### GREAT LAKES SAAB CLUB

Jim Laman  
763 Larkwood Drive  
Holland, MI 49423  
(616) 335-5215.

#### LORAIN COUNTY SAAB CLUB

(N.E. Ohio)  
Del Balunek  
2227 Garden Dr  
Avon, OH 44011  
(216) 245-4242

#### MILWAUKEE SAAB CLUB

Meets: 4th Monday, 7:30pm  
Shakey's Pizza  
Hwy 100 & Silver Spring  
Dave Parps  
5103 Lincoln Creek Dr  
Milwaukee, WI 53218  
(414) 461-4818

#### MINNESOTA SAAB CLUB

Bob Swinehart  
2077 Bradley St.  
St. Paul, MN 55117  
(612) 774-4873.

#### MINNESOTA SONETT CLUB

Jeff Schille  
808 - 21st Ave N  
So. St. Paul, MN 55075  
(612) 457-6891

#### NEW ENGLAND SONETT CLUB

Meets: 1st weekend in March, June,  
Sept., & Dec.  
P.O. Box 4362  
Manchester, NH 03108.

#### NORTHERN ILLINOIS SAAB CLUB

24 hour Events Hotline  
(312) 763-4752.

#### SAAB CLUB NATIONAL CAPITAL AREA

Meets: 2nd Thursday, 8:00pm,  
Bethesda Regional Library,  
Bethesda, MD.  
Toby Turpin  
14901 Peach Orchard Rd.  
Silver Spring, MD 20904-4335  
(301) 384-6732.

#### SAAB CLUBS OF GEORGIA

Meets: 1st Monday at Steak & Ale,  
I-285 & Roswell Rd, Sandy Springs.  
Dinner from 7-8pm, meeting at 8:00.  
P.O. Box 12280  
Atlanta, GA 30355-2280

#### SAAB CLUB OF S.W. OHIO

Jim Schlueter  
(513) 681-2800

#### SAAB-SCANIA FLORAL CLOCK CLUB

Meets: 3rd Tuesday,  
Tadpoles Lounge, Holiday Inn  
Jack Baxter, Sr.  
322 Murrell Ave  
Frankfort, KY 40601.

#### SOUTHERN CALIFORNIA SAAB CLUB

Paul Florance  
126-1/2 Main St  
Seal Beach, CA 90740  
(213) 493-6707

#### TIDEWATER SAAB CLUB

(Norfolk, VA area)  
Alan Belinoff  
(804) 340-7097

#### TULSA SAAB CLUB

Meets: 4th Tuesday, 7:30pm,  
Mazzio's Pizza, 5119 S. Sheridan.  
Keith Johansson  
1543 S. Columbia Av.  
Tulsa, OK 74104  
(918) 743-5742.

#### TWIN TIER SAAB CLUB (Western NY)

Meets: 1st Saturday, 2pm  
Alex Barbier  
The Palmer House  
Waverly, NY 14892  
(607) 565-2711.

#### VINTAGE SAAB CLUB

OF WASHINGTON STATE  
Rich Roberts, (206) 328-2303 (days)  
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

#### WESTERN PENNSYLVANIA SAAB CLUB

Andy Bittenbinder  
9433 Katherine Dr  
Allison Park, PA 15101  
(412) 364-4780.

### NEW CLUBS

#### SAAB CLUB OF SAN ANTONIO

Cpt. Alfred Howell  
11210 Spring Rain  
San Antonio, TX 78249  
(512) 691-1619 home  
(512) 498-3080 work

#### SAAB CLUB OF GAINESVILLE

Mark Burgess  
2712 SW 34th St #69  
Gainesville, FL 32608  
(904) 335-9556

#### SPRINGFIELD, MO AREA

John Taliferro  
3406 E Independence  
Springfield, MO 65804  
(417) 883-1079

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### THANKS...

...to Nancy Bergman, co-editor,  
office manager, financial advisor,  
etc., for handling the large volume  
of mail during my Scandinavian  
Adventure.

...to Jack Ashcraft, for the new  
column heading artwork.

## OIL FILTER RECOMMENDATIONS

SAABs are special when it comes to oil filters. Because the oil filter is attached to the side of the engine, a special check valve is needed to keep the oil in the filter when the engine is not running. If the oil doesn't remain in the filter, the camshaft would be starved for proper lubrication which could take 15-45 seconds after starting your Saab equipped with an oil filter sans check valve.

It is imperative that the proper oil filter be used at every oil change. There are only two oil filters that have this check valve. The first is the SAAB oil filter, P/N 9309576, the other is the blue MANN oil filter, P/N W920/26 (NOTE: The "blue" MANN filter is the only MANN oil filter with the check valve).

It is important to know that the use of an oil filter other than what is noted above may VOID your Saab warranty.

Bill Jacobson  
Sports Car Service  
Wilmington, DE  
(from The Saab Gazette,  
Delaware Valley Saab Club)

## SYNTHETIC OILS COMPARISON

I've been trying to get a comparison of various synthetic oils. AMSOIL has not been very cooperative other than to say there is very little difference among synthetic oils and that they are very much aware of Mobil's price discounting. However, the following table shows there are some differences and if you want to go racing, the argument can be made that the AMSOIL synthetic will make your \$15,000 blueprinted, balanced, etc. engine live longer. The street is often worse in terms of engine heat, air conditioning, etc. than racing, so take your pick.

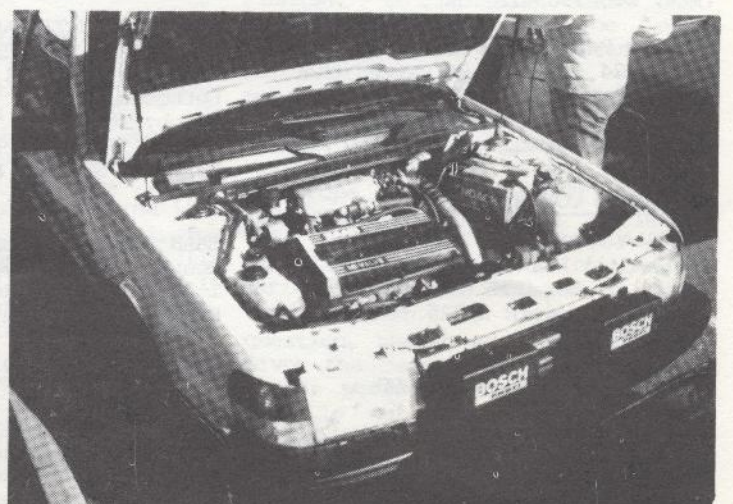
Characteristic/Product	AMSOIL	Mobil 1	Mobil 1
SAE Viscosity Grade	10W-40	5W-30	15W-50
Specific Gravity	.91	.868	.874
Pour Pt, Degrees F.	-65	-65	-55
Flash Pt, Degrees F.	470	430	430
Viscosity Rating			
cSt, 40 Degrees C.	85	58	111
cSt, 100 Degrees C.	14.5	11.4	18.2
SUS, 100 Degrees F.	405	305	516
SUS, 210 Degrees F.	77.4	65.3	93
Viscosity Index	192	150	180
API Service Class.	SF/CC,CD	SF/CC,CD	SF/CC,CD

(NOTE: cSt (CentiStoke) is a sophisticated metric rate-of-flow measurement used by such standards organizations as the American Society for Testing and Materials and the Deutsche Industrie Normen (DIN). SUS (Saybot Universal Seconds) is the rate-of-flow measured according to SAE (Society of Automotive Engineers) methodology. API is the American Petroleum Institute.)

John Binford  
(from Smoke Signals,  
Saab Club Nat'l Capital Area)



Above left: The "Daihatsu" 99 and other cars in the Saab Car Museum.  
Above right: Dak Datkowitz and Tom Remedios salvaging parts from a 95.  
Below left: A 1988 Saab 2-door on display at the factory in Trollhattan.  
Below right: A 9000 with S.D.I. (Saab Direct Ignition).



# NEW PRODUCTS

## NEW BOOK ON SAAB CARS

**SAAB, The First Forty Years of Saab Cars**, by Bjorn-Eric Lindh, 1987, Forlagshuset Norden AB, (available through Saab dealers, suggested retail, \$24.95) is a beautiful coffee table book. It is filled with excellent color and B&W photos as well as drawings and graphs illustrating the history of Saab cars. It is not simply a coffee table book, every bit of space not used for illustration is filled with text describing the history of Saab cars.

While not one inch of space was wasted for lack of picture or text, the text suffers from being poorly organized, and repetitious. During the early days, SAAB had great difficulty getting into production because steel was in short supply. Clearly that caused many similar disappointments, but Lindh confuses the reader by describing each disappointing incident several times.

The dust cover and preface make it clear that Lindh has extensive experience as an automobile historian. It also makes clear that Lindh likes Volvos and MGs; reading between those lines we might think that he had a general dislike for SAABs, but that does not seem to be the case. While Lindh's description of SAAB's early problems is sympathetic, when he finds anything that is a personal dislike he rails over it, and apparently considers those who disagree with his automotive prejudices to be misinformed. It may surprise the reader that one of Lindh's clear likes was the two-stroke, but his dislike for Sonetts is venomous. He thinks those, particularly Americans, who don't like British automotive products are misinformed. Presumably that includes Henry Ford II, when he placed an embargo on importation of British-made Capris, and all of us who experienced fires from British-made Solex carburetors on V-4s, etc. Possibly that is the reason he rails against Sonetts, or possibly it is envy since very few Sonetts were allowed to remain in Sweden. He rails particularly against the design; he preferred a design with silly 1957-like fins and thinks the Sonett II and V4 were too ugly to sell. He seems not to understand that its design has been copied and still is being copied in German, Japanese and U.S. sports cars. Recently an automotive glass person told me my Sonett's rear window looked like that of a Porsche; I didn't bother to tell her it was the reverse.

Finally the biggest problem is that dates are as often as not wrong. Often two different dates separated by about two years are used on the same page for the same event. The most extreme is that he states that all SAABs after 1964 until the early eighties had to be put into reverse before the ignition key could be removed. I know that device was in 99s, but I never saw it in any 95 or 96, and if the book has any organization at all, that referred to the 95 and 96.

Although there are many errors in dates, and a few others, I have faith that it is generally accurate. Lindh had access to the Saab-Scania AB archives and to many of those who made SAAB's history. There is no reason to believe that errors are due to anything worse than carelessness with numbers.

Everyone seems to have a different story about the origin of the V4, so I was pleased to see that Lindh had the same one that I first heard in the late sixties: Dearborn planned to build a small car called the Cardinal, the V4 was designed for it. They needed test cars for the engine, so they ordered 20 SAAB 96s. Later they decided not to produce it

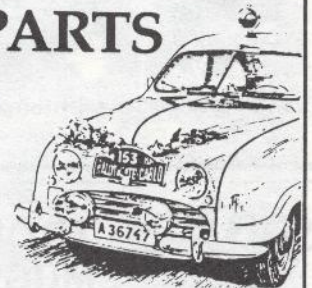
in the U.S. It was sent to Germany where it became the Taunus 12M, and to Britain where it became the Cortina. SAAB was looking for a new engine (the story of that search had many interesting sides), finally they chose the Ford V4. So, the V4 was apparently originally designed as an automobile engine and "premiered" in SAABs.

While I was able to find much in the book to criticize, I found more to interest me. Any purchaser should be aware of the weakness of what he is buying, but I think SAAB enthusiasts will find as I did that there is far more to enjoy in SAAB, **The First Forty Years of Saab Cars** than there is to criticize.

I recommend the book to everyone who is a real SAAB-ophile. If you have any general question about the company, designs, successes, problems and hopes, you can probably find it. There is a good chance that the answer will be presented as an illustration. If you just need another book for your coffee table, you could not find a prettier one on cars.

Ralph Kurtzman  
Berkeley, CA

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**SEAT HEATER REPAIR**

The first step is to expose the heater. This may be done from the front or the rear of the seat. With the seat out of the car, front access works best, but if you prefer to leave the seat attached to the car, it is much easier to use the rear entry.

1. Unclip the material from the lower edges of the seat and push it up out of the way. On most of the cars the heater is sitting on top of the cushion material, however, on this particular seat there was a layer of foam rubber on top of the heater. This was not original equipment and may have been hampering the sensitivity of the thermostat. If extra padding is necessary it should be placed under the heater mesh. The seat heater consists of a plasticised wire mesh with a button-like thermostat.

2. Inspect for physical damage. Most heater failures are due to a broken wire. The wires often break at the connection points to the thermostat. Remember it is constantly flexing as you sit on it or move around. Repair any broken wires that you may find.

3. If there is no physical damage found, you may be dealing with a broken or and intermittently faulty thermostat. If you have a method of checking current flow (e.g. an ohmmeter) you can check the continuity of the thermostat. The thermostat is normally open when the temperature is warm. The circuit will close when the temperature drops to the cold point of activation. The intermittently faulty or sticking thermostat may not close when the temperature drops. (You can use a frozen dinner to check this or unhook the thermostat and put it in the freezer for a few minutes. Often the large temperature jolt caused when placing the warm thermostat in the freezer

will free up a sticking unit.) It is a relatively inexpensive part to buy. Simply reverse these steps to reassemble the seat heater and seat.

(from the Saab Owners' Club of Toronto Newsletter)

**...AND A FOLLOWUP TO ABOVE**

The majority of complaints that the front heated seats do not warm up usually lead to the thermostat being replaced. Even then, no improvement is often achieved. When the thermostat is examined, it is often found to be in good condition. When replacement of the thermostat produces no improvement, the fault is probably due to the electric wires of the heating pad being too close to the thermostat. The thermostat is then actuated by the heat and shut off before the seat has had time to warm up.

This problem can be corrected by repositioning the heating element wires away from the thermostat. The following procedures will correct this problem.

On models up to chassis numbers E1020460 and E2009405, the heating element wires should be 6 to 7mm (5/16") from the thermostat and secure the wires by means of sewing thread.

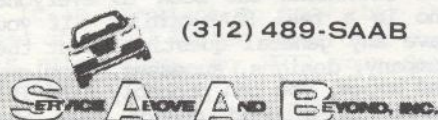
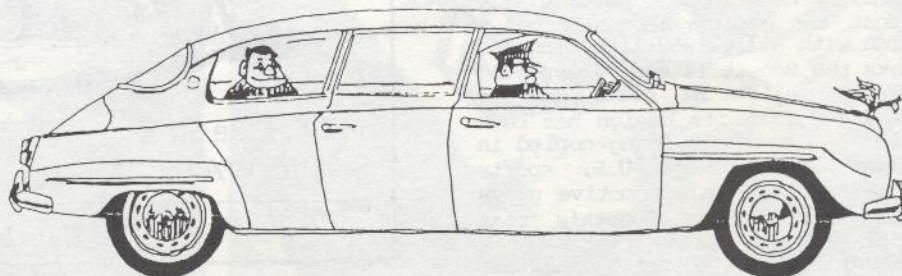
On later models, the heating element wires should be 8 to 10mm (5/16 to 3/8") from the thermostat and secure the wire with adhesive backing.

Bernard Dupuy  
Technical Service Manager  
Saab-Scania Canada Inc.  
(also from SOC/Toronto)

**THE LIMO LIVES!**

This drawing was found in an old (1967) Saab factory ad book.

Rich Roberts  
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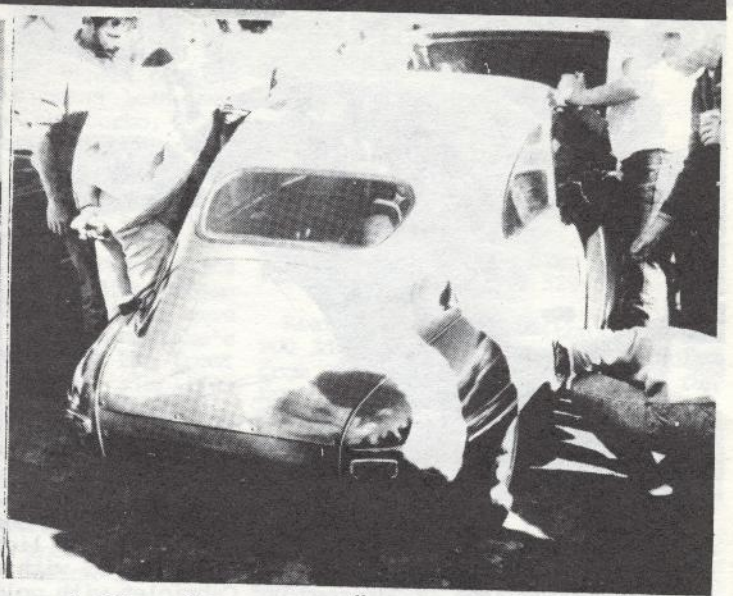


Central Penn SAAB Club  
c/o George Blawie  
477 E. Main Street  
Middletown PA 17057



9025 W. 82 PLACE  
OVERLAND PARK, KS 66204

(913) 381-5396



"THE MONSTER"

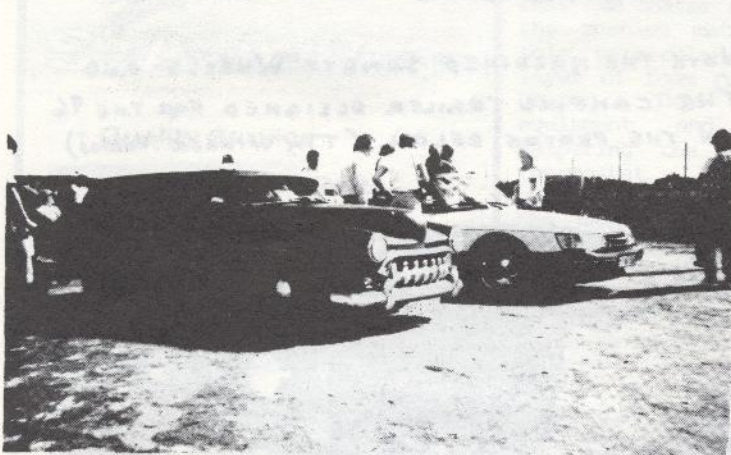
NOTE THE MACHINED SONETT WHEELS AND THE CAMPING TRAILER DESIGNED FOR THE 96 IN THE PHOTOS BELOW. (TIM WINKER PHOTOS)



Some of the cars at the Old Saab Concours sponsored by the Swedish Saab Register and Club Sonett Sweden. (Photos and stories on the Jubilee Day at the Saab factory in Trollhattan will be in upcoming issues of NINES.)



Above left & right: "Blue Flame", a chopped and lowered '59 93B. Note the integral bumpers, "frenched" signal lights, and one-piece hood.  
 Below left & right: Stretched 95 with a hand-made hood, powered by a Ford V6. Also, a "dressed up" Cabriolet with gold plated trim.



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**1988 SAABS**  
cont. from page 1

triggers the ABS. Saab's system softens this shudder to a more gentle pulse, telling the driver that the system is working. It also causes less wheel suspension wear than other anti-lock braking devices currently in use because it minimizes stresses due to resonance and brake-induced vibrations.

Saab's ABS has two independent electronic control systems to monitor performance. Redundant circuitry within the microprocessor monitors signals from the various parts of the brake system. The separator circuits also compare the signals with the programmed values and with each other's signals.

This is one of the few systems on the market today using three hydraulic circuits. One circuit serves the rear wheels, and each of the other two circuits operates one of the front wheels. If one circuit fails, full braking effort is still available on both front wheels, or both rear wheels and one of the front wheels.

Other new equipment standard on the 9000 Turbo and 9000S for 1988 are rear side window demisters operated by a switch on the center console. The 9000S also gets the Turbo's Electronic Display Unit (EDU) II. The EDU II provides the driver with detailed information on the car's average fuel consumption, current fuel consumption, distance to empty, ambient temperature and battery voltage.

The 9000S receives the new Horizon upholstery design in deluxe velour, which replaces the contour velour design. The Horizon pattern, with horizontal cushioned bars along the backrest and seat portions, provides more supportive seating. Optional leather upholstery is also available.

A new Saab-Clarion AM/FM stereo, electronic tuner and 80-watt cassette player and equalizer are standard on the 9000 Turbo for '88. The tuner features new simplified controls. A new accessory is a Saab-Clarion compact disc player.

Drivelines for 1988 remain the same, with both 9000's powered by Saab's two-liter, four-cylinder, DOHC 16-valve engine. The turbocharged version of the engine delivers 160 bhp and the naturally aspirated, fuel-injected version delivers 125 bhp. Either model comes with a five-speed manual or four-speed automatic transmission.

**Subtle Changes for 900**

The continued refinement of the Saab 900 line is signified by the water-cooled turbocharger on all 900 Turbo models, and a new brake system for all 900s. Styling and comfort are improved with new upholstery.

The 900's water-cooled turbo joins that of the 9000, introduced last year. Water-cooling keeps down the

heat associated with the high speed of the spinning shaft connecting the exhaust and intake vanes of the turbocharger. This means less wear and longer life for the turbo.

Another 9000 feature now standard on all 900s is the brake system. Although the system as fitted to the 900 is a non-ABS type, it's still a significant advance for the 900. The ventilated front brake discs provide faster heat dissipation during heavy braking and thus more fade resistance. The handbrake's action is also moved from the front brakes to the rear brakes, simplifying maintenance of the system.

A small, but important safety feature on all 900S and Turbo models is the addition of heating elements to clear the power-operated dual outside rearview mirrors.

Interior changes include the new Horizon upholstery design in deluxe velour for the 900S and 900 Turbos. The Turbo models also get the new Saab-Clarion stereo system as standard equipment. The 900S features an identical system with the exception of the equalizer unit.

Body styles and drivetrains for 1988 are the same as in 1987. The base 900 is available in the three-door hatchback and four-door sedan models. It is powered by Saab's eight-valve engine which develops 110 bhp. The 900S, the most popular model for 1987, also comes in the three- and four-door models, but features the 16-valve engine with an output of 125 bhp. The "S" also has the high-pressure shock absorbers and stabilizer bars which are standard on the Turbo models. The 3-door 900 Turbo, the 900 Turbo with Special Performance Group, and the 900 Turbo Convertible comprise the rest of the 1988 lineup. The standard 16-valve Turbo engine produces 160 bhp, while the SPG's output is increased to 165 bhp through recalibration of its Automatic Performance Control (APC) system.

**99, 900 & 9000 Parts, cont.**

**900 Service Manuals**, complete set, '79-'85, \$90. Edward Krzywda, 2228 North Lavergne, Chicago, IL 60639. 312-237-5028.

**900 headlight assy's**, incl headlamps w/H-4 bulbs & plastic parking light bezels. \$130/pr. Barry Reich, Morris Plains, NJ. 201-292-0554.

**Clarion OEM AM/FM cass**, removable, 80-watt amp, equalizer/spectrum analyser, security code, w/manual, used 4 wks, \$650. Charlie Diez, Pittsburgh, PA. 412-935-7189.

**Factory Rear Louvers** for 9000, incl mounting hdwe & instructions. Never used. Charlie Diez, Pittsburgh, PA. 412-935-7189.

**Bra to fit '79-'86 900**, Reliable Motoring Acc. \$25. Jim Laman, 763 Larkwood Dr, Holland, MI 49423. 516-335-5215.

**Carpet sets** for '69-'73 99, like new; lt gray, dk gray or brown, \$50 to \$65. Door panels; brown '71 2dr, maroon '71 4dr, \$50/set. Steve Vories, 310 SE 6th, College Place, WA 99324. 509-529-5334.

**Rear seat headrests** (tan) from 82 900 3dr, \$50. Dana Cruise control from 82 900T, \$65. Elec Cooling fan from 77 99, \$45. +shpp. Bill Grace, 22082 Esplendor, Mission Viejo, CA 92691. 714-458-9149.

**MISCELLANEOUS FOR SALE**

**Used parts** for 96, 97, 99 & 900. Shocks, wheels, tires, lenses, etc. Write for list or call with specific needs. Classic Car Centre, RR 7 Box 43, Warsaw, IN 46580. 219-267-2565.

**Must liquidate inventory by 3/1/88** Many hard to find Saab parts from '60-'77. 10 Sonetts, 45 Saab wrecks. All bargain priced. Call anytime. N & W Foreign Auto Salvage, 126 S. 16th, New Castle, IN 47362. 317-529-8886 or 317-521-3326.

**BEL Remote Radar Detector**, model #837, top-rated, new still in box, \$169 +UPS. Steve Cohen, 19 Old Kings Rd, Merrimack, NH 03054. 603-882-2619(w), 603-881-9912(h).

**WANTED - ALL MODELS**

**Radio-controlled model** of 900 Turbo. Sold through dealers a few years ago. Philip Niemann, 7620 W 52nd St, Overland Park, KS 66202.

**Cylinder head** for '87 900/9000T. Must be complete & low mileage. Also need intake manifold & plenum. John Kiracofe, 109 Foxhound Rd, Simpsonville, SC 29681. 803-967-3299

**Wheelcover** for '77 99GL wanted. Rich White, Clifton Park, NY. 518-877-6398.

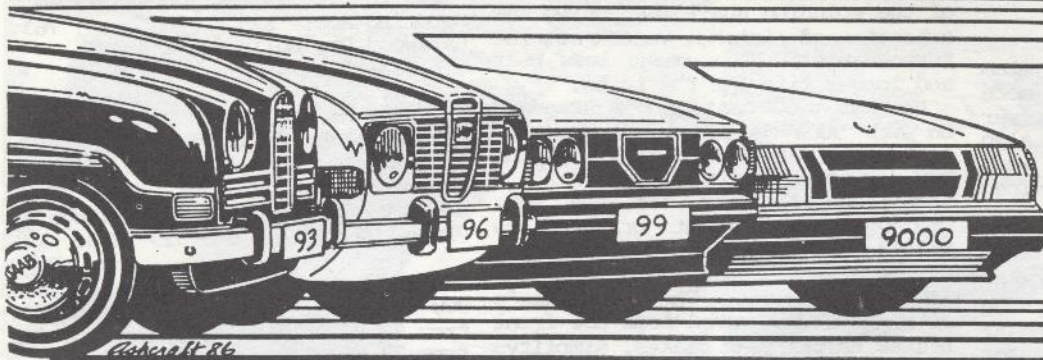
**A/C System** for '72 99, 1845cc; Phase II, III, IV. Factory instr? Lee Beck, IN. 219-925-1444(w) or 219-432-0202(h).

**Temp gauge** with sending unit for '60 93F. Must work. John Letterle, 1711 71st St NW, Bradenton, FL 34209. 813-792-1485.

**Fuel Injection component tester** for '69-'74 99s. Todd Woiteshek, 3608 Douglas Av #419, Racine, WI 53402. 414-681-2827.

**'67 Style seatbelts** w/flat metal connection. Tom Foote, 512 S Sherman, Olympia, WA 98502.

**750GT and a Sonett V4** wanted for SAAB CAR MUSEUM. Contact Per Olof Rudh, S-461 80 Trollhattan, SWEDEN. Phone +46 520 859 43.



# SAAB SWAP CLASSIFIED ADS

## 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.

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

## SONETTS FOR SALE

'74 Sonett III, yellow, 54k mi, radio/tape, repair manuals. \$3900 firm. Marion Jones, 131 Rosewood Dr, Cloverdale, CA 95425. 707-894-4696.

'74 Sonett III, 88k mi, extensive restoration in '81. Must sell now. \$2000. Also have spare eng & trans. Bill Sturman, 1945 SW 5th Pl #6, Ft Lauderdale, FL 33312. 305-527-4943.

'74 Sonett, 109k mi, runs & drives good, rbld heads, minimal rust, needs exh & carb work. \$1900 obo. Mark Schrader, 27 Dorset, Edwardsville, IL 62025. 618-656-3504

'74 Sonett, orange, vy good cond, extras. '73 Sonett, blue, needs trans work, but overall gd cond. Manuals also. Best offer for either or both. Brent Baker, 1107 North Rd, Belmont, CA 94002. 415-592-7846.

'73 Sonett, Porsche red, 56k mi, factory AC, Blaupunkt stereo, new tires, no rust. Exc cond. \$3695 obo. Melissa Toader, Westwood, CA. 213-208-4447.

'72 Sonett, good running condition, body & interior need cosmetics. Will sacrifice. Mildred Kristopik, Ansonia, CT 203-735-2779.

'72 Sonett, aux lites, alloys with blue centers, easy restoration. Needs paint & minor interior work, noisy trans. \$1250 w/spare trans. Randy Cook, 58 Cinderella Ln, Fort Walton Beach, FL 32548. 904-863-3428

'69 Sonett V4, yellow, restored, excellent condition. \$5000 obo. Lowell Comstock, Charleston, NH. 603-826-5985 after 5pm.

'69 Sonett V4, just obtained from original owner, vy gd cond overall, needs paint, minor floor & interior work. \$2000. Randy Cook, 58 Cinderella Ln, Ft Walton Beach, FL 32548. 904-863-3428.

'69 Sonett V4, yellow, 55k mi, runs good, nice body, MSS exh, needs rockers. Drive or easy restoration. \$1000. K. Beaumont, Sharon, MA. 617-784-8113.

'69 Sonett V4, dark blue, 65k mi, vy gd body, pan solid but rockers rusted. \$750. Also spares with car or will separate. Bill Strangfeld, 233 Burns Av, Cincinnati, OH 45215. 513-948-1071.

'69 Sonett V4, #1672, runs, needs work or part out. Eng, heads, gears, & rear window good. Diff noise, carb sick, fiberglas needs some patching, rust. \$750 obo. Jim Karuzas, 6782 S. Deer Path, Evergreen, CO 80439. 303-674-0246 eves.

'67 Sonett II, #125, white, no rust, driven weekly. \$3000 includes extra engine & transmission. Seen at Tulsa convention. Herb Hewey, 500 Stinson #4, Norman, OK 73072. 405-321-0073 eves.

'67 Sonett II, #168, red, blown engine, otherwise good cond, \$1800. Lori Inhof, 118 Camp St, Emmaus, PA 18049. 215-965-6660.

## 93s, 96s & 95s FOR SALE

'73 96, solid body, MSS engine & trans, Holley, oversize valves, ported, balanced, lightened, new Sonett R&P, sealed bearings, new A/C, headers, battery, brakes. Deluxe dash, parts. \$1600 obo. Jim Cline, 1882 Columbia Rd NW, Washington, DC 20009. 202-667-7951.

'73 96, 160k mi, 26k on rbld eng & trans, strong motor, minimal rust, Weber, Bilsteins, MSS exhaust, Cibie Z-beams, gauges. \$900. Max Lyon, 2332 Cheshire Way, Redwood City, CA 94061. 415-368-7339.

'72 96, green, exc body, no rust, good running cond. \$2000. Roger Weaver, P.O. Box 55093, Atlanta, GA 30308. 404-876-1905.

'69 95, white, w/68 nose, straight body, rbld eng & trans, rally exh, AM/FM cass, runs great, no rust, great interior. \$895 obo. Colin Diggs, 43 Clusterpine St, Medford, L.I., NY 11763. 516-654-3630 eves.

'67 96 V4, 100k mi, sunroof, AM/FM cass, NEW: lt blue paint, exh, tires & interior. Weak clutch, strong eng & trans, rust free body, photos on request. \$650 obo. Chris Connelly, 193 Oak St, Medford, L.I., NY 11763. 516-654-5430 before 4pm.

'66 Monte Carlo 850, completely restored, repainted orig red, strong 850MC eng, rbld trans, new brakes, shocks, exh, new dash & all trim, rust free. \$3000. Can deliver. Jim Smart, P.O. Box 15411, Santa Fe, NM 87506. Lv message at 505-672-1105

## 2 STROKE & V-4 PARTS FOR SALE

Sonett III parts, new dash defroster vents & blue grille emblems, \$10 ea. Used nosepiece complete w/70-71 grille, bumper, turn signals, marker lights, headlights & hatch, \$450 +shpg. Randy Cook, 58 Cinderella Ln, Fort Walton Bch, FL 32548. 904-863-3428.

Clearing Out 12 year accumulation. Interiors, body parts, mechanical, engines, glass, etc. Call or send SASE for your needs. Robert Garber, 41841 Lawrence Ct, Elyria, OH 44035. 216-324-5507 or 216-322-6226.

New V4 Gasket Sets, \$25.  
New 71-73 Master Brake Cyl, \$30.  
3-cyl & V4 bodies: '65 96, '66 95, '68 95, '73 96, \$100 ea. or parts for less. 850cc eng, 30k mi, \$195. Free parts information, inexpensive sources, referral. Willy McBride, 2529 SE 14th Av, Portland, OR 97208. 503-231-7753(h), 503-289-7905(w).

'72 Sonett parts car, solid pan, less than 10k mi on rblt eng & trans, incl all glass & 5 alloys, bonett missing. \$800. Delivery negotiable. Also '72 V4 eng, \$100. Dick Bolte, 1210 N 78th St, Lincoln, NE 68505. 402-467-3030.

2-bbl Weber w/manifold, linkage, air cleaner, pressure reg, \$125. 1-bbl Weber 34-ICH w/linkage & pressure reg, \$75. Eric Davidson, 16000 Willow Rd SE, Port Orchard, WA 98366. 206-851-4011.

Towing hitch for V4s, custom made, good at all speeds & roads, \$50. Kenneth Wyle, 251 W State St, Waverly, IL 62692. 217-435-9777.

**99s & 900s FOR SALE**

'87 900T, 25k mi, Rose Quartz w/velour interior, A/T, AC, Clarion sound system, all service records. \$19,500 or will negotiate trade for restored Sonett V4. Photo avail. John Letterle, 1711 71st St NW, Bradenton, FL 34209. 813-792-1485.

'85 900T SPG, black w/tan leather interior, 23k mi, stored winters, beautiful automobile, \$14,500. Bryan Walker, 201 Locust, Des Moines, IA 50309. 515-283-1720.

'76 99GL 3dr, Orig owner, interior like new, mech exc, some rust on body. Ideal 2nd car, full service records, recent photos avail. \$1600. Doug Seaborn, 475 Cloverdale Rd, Ottawa, Ontario. 613-746-7731.

'70 99E, 187k mi, 87k on restoration, engine rebuild & '74 trans. Complete, orig, easily restored or lightweight ice racer. AM/FM stereo, cruise cont, ADDCO bars. \$900 obo. Gerry Strickfadden, 2009 46th, Los Alamos, NM 87544.

'69 99, rare (ever seen one?), black integrated interior, aircraft gauges, little rust, easily restored, full set of spares incl eng/trans. \$400. Rob Zielke, New Milford, CT. 203-354-0219.

'79 900T, 5dr, S/R, body fair, needs water pump. \$995. Steve Brown, 107 W Hubbard, Chicago, IL 60610. 312-467-4666.

'79 900 GLE, 5dr, 4spd, 135k mi, AM/FM cass, good running, body needs work. First \$1000. Alex Gentile, 528 Circle Dr, Bridgeville, PA 15017. 412-941-5320.

**99, 900, 9000 PARTS & ACCESSORIES**

From '86 900: Front bumper, \$150. Rear bumper, \$100. Headlamp assy's incl buckets, \$40 ea. Turn signal assy's, \$40 ea. Grille, Hdlt doors & 3-pc spoiler in cherry red, \$100. Hans Thordin, 12072 Rue Des Amis, San Diego, CA 92131. 619-566-9138.

From '79 900T: fuel pump, master cylinder, brake booster, stock dash cover, LF signal lens, LR taillight lens, outside power mirrors, '83 Turbo steering wheel. Offers. David Adams, Cleveland, OH. 216-751-8109.

From '79 99: Cylinder head, \$150. Oil pump, \$50. Semperit M401 tire, 1000 mi, \$10. Exc complete right front door for '75 99 2dr, \$50. Frank Stodolsky, 24416 Club View Dr, Damascus, MD 20872. 703-235-2652(w).

Parting out: '79 900T, red interior, F&R Bilsteins, \$100. Radiator, \$75. From '74 EMS: Windshield, \$50. Transmission, \$350. Write or call with needs. K. Hopp, RD#1, Pottstown, PA 19464. 215-469-6459.

4 Michelin 185/65R15 on steel wheels, from '85 900, less than 5k mi. \$360 +shpg. Paul Schwemler, 7948 Forest, Whittier, CA 90602. 213-696-8143.

2 185/65x15 Dunlop studded M&S, 10% worn, \$80 pr. 4 165x15 Gislaved Speed, New, \$50 ea. Now stocking 185/65x15 Gislaved Speed, \$70 ea. '84 900 Service Manual, new, \$79. Seat heater thermostat, \$9. Lambda lockout kit #85-46-921, for '82 900T, new, \$23. Set of .040 over pistons, B-eng Turbo, \$200. +UPS. Swedish Express, 335 Canal Park Dr, Duluth, MN 55802. 218-722-1530.

900 thru 16 valve dismantled cars. 16v eng compl w/FI & turbo, wiring, intercooler, brain, etc. Drivetrains for 900 & Turbos, interiors, heads, manifolds, radiators, pwr steering, gauges, suspension etc. Michael Caro, 278 Boston Post Rd, Orange, CT 06477. 203-795-0776.

4 Super Inca wheels, new, locking caps, \$500. 4 '87 Turbo mags w/caps, takeoffs, \$300. Hans Thordin, 12072 Rue Des Amis, San Diego, CA 92131. 619-566-9138.

EMS alloy wheels, \$25 each +shpg. Kenneth Wyle, 251 W State St, Waverly, IL 62692. 217-435-9777.

WHEELS! - New '87 900T wheels, New SPG wheels, 4 used Goldvanes, 4 used Silvervanes, New Pirelli tires, A/C systems, low mileage. LEATHER INTERIOR, mint. New '87 Clarion stereo. Complete '86 16-valve eng. Michael Caro, 278 Boston Post Rd, Orange, CT 06477. 203-795-0776.

4 EMS wheels from '80 900 EMS, will fit all 99 & 900, very good cond, incl center cap, \$160/set. Michael D'Aleo, 65 Hollow Horn Rd, Erwinna, PA 18920. 215-294-9589.

2 Vredestein snow tires, 2 Hakkapelitta snows, on steel wheels, like new (used 1 season). \$180/all or \$100/pr. +shpg. Mark Guido, Vernon Hills, IL. 312-367-8058.

4 '79 style steel wheels, straight & clean, \$75. 4 185/65TR15 Michelin MXL, 5k mi, \$100. George Williams, 272 Highland St, Portsmouth, NH 03801. 603-436-4636.

Koni rear shocks for '80 on, new in box. Pair of plexi 4dr window vents. Make offers. John Pravel, Schenectady, NY. 518-393-7799.

Trailer hitch w/ball, fits 81-86 900s, \$75. Service Manual sections for '81 900, \$8 ea. Starter & altr for V4, \$8 ea. Steve Parsons, 119 Stahl, Washington, IL 61571.

Continued on Page 17

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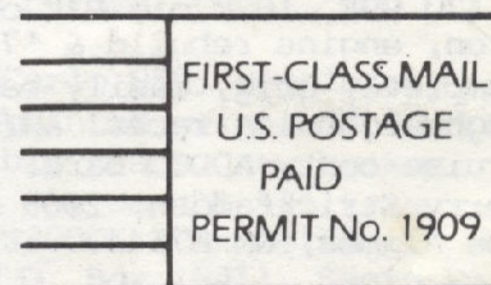
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