



NINES

THE SAAB CLUB NEWSLETTER

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MARK OSTERBAUER POWERS A STOCK CLASS 99 THROUGH A TURN AT THE ST. PAUL WINTER CARNIVAL ICE RACE. (Rick Corwine Photo)

RACING FOR FUN IN A 99

A few words on our ice racing adventure: Jim Babcock, Mark Osterbauer and I have been at this for four years now -- Mark joined us a year into the venture so he actually qualifies for three years experience. After watching many ice races, we decided to join before Jim and I were too old for anything but a rocker!

As usual with neophytes we made mistakes, like using street studded tires and assuming we could keep up! At least the Saab was reliable -- we finished all but one race in previous years. That first car was a '76 and a Belgian. Between rust and dents from run-ins with other cars, it was time to abandon it this year.

We got this year's '78 body for \$150, and transferred all the power train, steering and other parts into it. The roll bar from last year was placed in and upgraded to a rollcage. After some crude bodywork on our part (a couple of holes and minor dents along with some surface rust) we got Chuck Andrews to shoot

the black paint on it. Because of our prep work he is reluctant to take any credit for the painting. It did take the J-B Products trophy for Best Prepared Car in SA at the Duluth race, however.

You know the story in Duluth (From the Backside, Feb 88 issue), 2nd in class SA, third overall. In Mankato we were 4th of 7 in class; at St. Paul we were 7th out of 13 in SA and 13th out of 28 overall in the Enduro race. Considering that we always have one more drivers' change than the other teams we feel pretty competitive! Mark is much better than we are -- he qualified the car in 9th spot for the St. Paul race and always drives the first leg of the race.

Next year Jim will have moved to California, but Mark and I will undoubtedly go on! It would be nice if Saab would still support ice racing in at least some token way. We don't have any sponsors and even cheap, budget racing is fairly expensive by our standards.

Bob Swinhart
Marine-On-St. Croix, MN

CHAMPION SONETT V4

Thought I'd let you know how my old Sonett did in the 1987 Solo-II competition. I run in the H-stock class. It's dominated by Celica GTs and assorted late model domestic and Japanese overhead cam cars. A Saab 900 Turbo was also in the class at the Nationals.

For the Nebraska Region and Iowa Region I pulled off eight firsts and one second place. I won the 10 state Divisional Run-offs and finished seventh out of twenty plus cars at the National Championships. With these results I won the Nebraska Region Stock class points championship and the overall points championship for Solo-II Driver of the Year. Because it was my first year of competition, I also won the Outstanding Rookie Driver trophy.

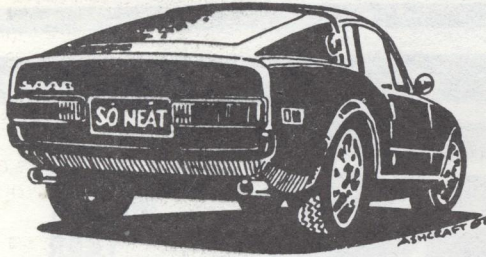
I'm not writing to boost my ego, but I feel that with the state of technology of today's cars, having a twenty year old vehicle compete and win is rather unusual, but then again, it is a Saab. We read and hear about full race and modified Saabs winning these days, but this car is completely original mechanically, with the addition of tires, wheels and Koni shocks.

I've been giving up approximately 500cc and using a half-dollar-sized-throat stock carb against fuel injection and turbos. The Sonett is lighter, but not considerably so, and it gives up a lot in the power department. But as a stable, sure-footed, consistent competitor, it is a "Giant Killer", like the T-shirts say.

Many people at the Nationals, some of which owned Saabs, had never seen a Sonett V4 and it got more attention in the pits than cars costing twenty times more.

Ken Burson
Omaha, NE





FROM THE BACKSIDE

It's February 20th (yup, Saturday), and there isn't any big news for the front page of the March issue. Saab-Scania is closed, as are the Saab dealers and repair shops, so lay out what I can over the weekend and wait until Monday.

Monday morning, and there isn't much new at Saab-Scania, either. What about all these rumors we keep reading about? A 9000 station wagon or coupe, or testing of all-wheel-drive, or at least traction control. Maybe something on anti-lock brakes for the 900 series? All I get are the usual practiced answers about the automotive rumor mill. Of course, once a new innovation is announced as being available, everything in the dealers' showroom becomes obsolete.

So it's time to move things around, get some photos on the front page. That's why there are no "news" items on page one this month.

One piece of information that was interesting, but doesn't relate directly to Saab, has to do with two-stroke engines. Ford has been testing a 1.3 liter, three-cylinder two-stroke in an Escort. So far, things look good. The engine, supplied by Orbital Engine Ltd. of Perth, Australia, meets U.S. emission standards and gets plenty of MPG. Chrysler is said to be planning to introduce a similar engine called the Liberty in 1989. The Chrysler reportedly puts out 200hp, and features a supercharger, wet sump lubrication, and hydraulic fuel injection. If all goes well, we may see a small, aerodynamic front-wheel-drive car "rinnng-d-d-ding"-ing on our streets in a few years. You've heard of "deja vu"?

For many years, automotive writers (and the general public) labeled Saab's automotive offerings as "weird", and suggested that only a certain lunatic fringe would own them. Over the past few years, the feeling seems to be that Saabs aren't so strange anymore, that they are starting to look like other cars. I believe it's the other way around. Now that fuel economy and

safety have become more important to the consumer, other manufacturers are making cars more like what Saab has offered for three decades.

Speaking of "weird" cars, I've noticed that many Saab owners, particularly those who have older cars, also gravitate toward Citroens. When listing cars owned on their renewal slips, several members have included DS-21s or ID-19s, maybe even an SM or two. (I have the same affliction, except I've never owned one.) After all, Citroens are also FWD, aerodynamic, over engineered, safe, comfortable, fun autos (with the possible exception of the 2CV). It's too bad they're French.

If you read the big monthly automotive publications, you know that the manufacturers often sponsor Press Tours, or "junkets", where writers from several dozen magazines are wine and dined and partied, and then get to drive the latest offerings. Saab allegedly has given some pretty good junkets. I wouldn't know first hand -- I've never been invited to one. When I asked Len Lonnegren when I might get to participate, I was told not to hold my breath, since the Saab Club newsletter was a captive audience and I'd say nice things about them anyway. I attempted to point out that inviting the editor of the only independent, Saab-specific publication in the U.S. would be an excellent P.R. move on his part, and he would be hailed in print as a hero. He didn't buy it. I haven't given up hope, however.

Last month I made mention of my "winter-beater" 99 Wagonback. I'd like to let you know what fun it was rebuilding the engine and how well it runs, and how rewarding it all was. Unfortunately it isn't finished (yeah, I know, winter's almost over). By the time you get this issue in the mail, it should be back on the street. It's only about a day from completion, but I ran out of time to finish up before this month's deadline. I expect I'll get to drive it to Milwaukee for the constitutional convention (better known as the Bylaws Bash). Something for all of us to look forward to.

Once that car is burning fossil fuel again, I can return to the NINE-T9 project. There has been quite a bit of interest in it, and I've gotten some pretty good advice. Keep watching for the results.

In trying to make the NINE-T9 look nice again, I have run into an area that puzzles me. How do you re-cover the panels on the inside of the C-pillar? Suggestions are welcome.

Tim Winker
Editor

REGIONAL CLUB NEWS

MEETINGS & EVENTS

APPALACHIAN SAAB CLUB

Mar 12 - Meeting at Dewey & Brenda Foulk's home in Knoxville, TN.
Wendell Francis, 615/ 397-2172.

CENTRAL ILLIANA S.C.

Apr 17 - Meeting at Adler's house 2pm. JMK tire & alignment talk.
Margrit Adler, 217/ 356-9244.

DELAWARE VALLEY S.C.

Apr 7 - Meeting at Hennessey's. Preventative maintenance clinic with Steve Boody, service manager at Clews & Strawbridge Saab.
Doug Signorovitch, 215/622-7047.

GREAT LAKES S.C.

Mar 19 - Dinner in Chesaning.
Jim Laman, 616/ 335-5215.

MILWAUKEE S.C.

Mar 5 - "Bylaws Bash" SCNA
Mar 28 - Monthly meeting at Pizza Hut, 7519 W. Mill Rd., Milwaukee.
Ian Simpson
3046 N. 46th St.
Milwaukee, WI 53210
414/ 873-0816 after 7pm.

S.C. OF GEORGIA

Apr 23 - Concours at Saab Atlanta
Open at 8am, display begins at 1pm.
Cleaning area & water provided.
Chris McPherson, 404/ 469-SAAB.
Jack Baxter, 404/ 351-5548 days.

TULSA S.C.

Mar 20 - Monte Carlo TSD Rally.
Keith Johansson, 918/ 743-5742.

(See Jan '88 NINES for complete listing of Regional Clubs.)

UPDATE ON NAT'L CONVENTION

Much of the planning for the 1988 National Saab Owners Convention has taken place and we can now give you some details so you can make plans to attend. The convention will be held the weekend of July 22-24, at the Wilmington Hilton Hotel, located on I-95 & Naamans Road in Claymont, Delaware. Rooms will be \$65 per night and can accommodate up to four people. Reservations can be made by calling the Wilmington Hilton's direct toll-free line, 800/544-9870. Make sure you tell the reservation clerk that you are attending the Saab Owners Convention.

Registration begins at 2pm Friday. Pre-registration forms will be published in next month's NINES. The individual registration fee had not been set by deadline time.

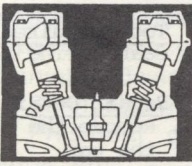
Further information can be had by calling George Vapaa:
302/792-1501 H, 302/429-3899 W.

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.

My '86 900S 16-valve sounds like a diesel when it idles, cold or warm. I can hear the clatter even with the windows closed.

K.S., PA

Your question was dated Dec. 1. If the car hasn't blown up by now from some other cause, I believe you could have the early style timing chain tensioner in your car. This had rather large increments of takeup, and as the chain loosens, it gets slack and noisy before the tightener tightens it up again. But I will add that I hope you have followed Saab's recommendations on oil changes, as these engines need clean oil.

My '87 Turbo has a strange problem. Every so often the automatic transmission goes into free spin and the RPM will go up and then come down. It happens at low speed as I am accelerating.

K.C., NY

If your car is a 900, some 900s had a problem that when the oil was cold and you accelerated, the pickup tube would momentarily suck air, and thus would give the symptom you describe. Saab published a service bulletin about some parts changes to fix this problem, I think your '87 should have the fix in it, but low oil in the transmission would, of course, show similar symptoms.

I'm doing a valve job on my '75 99. I want to adjust or replace the timing chain. Does the pulley nut have right- or left-hand threads. My Haynes manual won't tell me this.

T.B., FL

For the price involved, I'd surely replace the chain and tensioner. There is a description in the Saab factory manual of how to measure the extension of the tightener to see if you need to do this job with the powerplant still in the car.

My experience with Haynes manuals is that they are a bit like vegetable soup, everything thrown in. One picture may be a '70, the next a '74, the next one a later model. If you are serious about doing your own work, buy the manuals from Saab. They may seem expensive, but they cover YOUR car in detail. The pulley nut has a RH thread.

I just bought a '79 900 with 61k miles on it, but it has two annoying problems. First, the brakes are very rough when applied at high speeds. They stop the car OK. My mechanic checked them and installed Repco

pads, but those haven't helped. At some point shims were installed; could they have anything to do with it?

Second, the power steering seems to grab or catch when turning. It almost seems to go from power to manual to power, etc. I've changed the fluid but it didn't help.

D.N., NY

I think you'll find that the disk has fat spots on it. This means that when you apply the brakes, the pads "pulse" in and out as the disc turns. This causes the pistons in the calipers to pulse also, and that feeling is fed back to the brake pedal, and also felt in the car. Having the disks turned (or preferably replaced) should cure this one.

On the Repco pads, are you sure you followed Saab's LATEST recommendation on pads? I'll admit they've changed those recommendations several times over the years, but I always try to follow the latest. Did your mechanic use the Saab recommended lubricant on the caliper sliding yokes? I am not familiar with the shims you mention.

Sounds like power steering "morning sickness", a common problem with all makes of cars. Again I'll say that steering and brakes are of paramount importance. I'd take the car to my dealer and let him fix it. Sounds expensive? How about hitting a tree or another car?

My '87 900 Turbo has some minor problems that my dealer can't fix. Can you help?

1) I get an occasional momentary hesitation upon acceleration from a standstill, slow or fast. The dealer has checked it on his test equipment and says it's OK.

2) The electric antenna doesn't go up sometimes, and there's static in the radio.

3) Water comes in from behind the drivers door panel.

4) There is a banging noise in the right rear of the car over bumps.

5) At 17k miles, my right front tire is worn more than the others. I had the disks turned as they were out of round. Could this contribute to tire wear?

U.K. N/A

1) Ask the dealer to check the throttle position switch assembly. (Realize also, that his is a toughie from your meager description.)

2) An electric antenna is a nice thing, but since it is exposed to the weather, gives quite a lot of

trouble. Does it only go up after a delay in freezing weather? My experience with electric antennas is that when they give trouble, replace them.

3) You mentioned that the styrofoam rain shields are installed behind the door panel, so they must be installed improperly. This is a pretty simple problem that your dealer should be able to solve quickly.

4) When looking for noises, remove everything removable from the car, glove box to trunk. Have your dealer put it on a lift and a couple of his mechanics push up and down on the car. Then again, it may be the kind of noise that needs a sudden impulse that can't be gotten by this method.

5) It is normal for the right front tire to wear more than the others. We drive on the right hand side of the street, some roads are crowned, which means more weight goes on the right side tires. Also, with front wheel drive, the fronts wear faster than as they are the tires that pull the car. Your owners manual will recommend rotating the tires. I have found that this can often make the car noisy, as the tires set up a wear pattern. For this reason, I don't rotate my tires anymore. Why do you rotate tires anyway? (Please, lets not get into another "synthetic oil" brooha ha over this one, this is a PERSONAL opinion.) So that they all wear out at the same time. Modern cars have their suspensions calibrated to the characteristics of a particular brand and model of tire. Even though there may be other tires that I like better, or are a little less expensive, I'll stick with what Saab puts on.

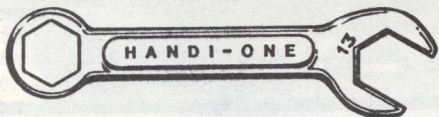
Several writers have given other solutions to problems that have appeared in my column. Great, keep 'em coming! I can no way be 100% every time, I can only give the answer that applies to the usual problem, and of course, there's always the unusual. This column is to help you Saab owners. If it stimulates some of you to write and help, I appreciate it, and I'm sure all of us in the Saab Club do. Happy motoring!

Bob

Send your questions to:

ASK BOB
c/o NINES
2416 London Road, Unit 900
Duluth, MN 55812-2221

SERVICE SUBJECTS



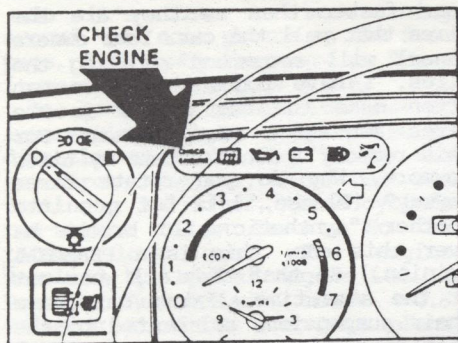
FROM SAAB

RESETTING CHECK ENGINE LIGHT ON I.D.S. CARS

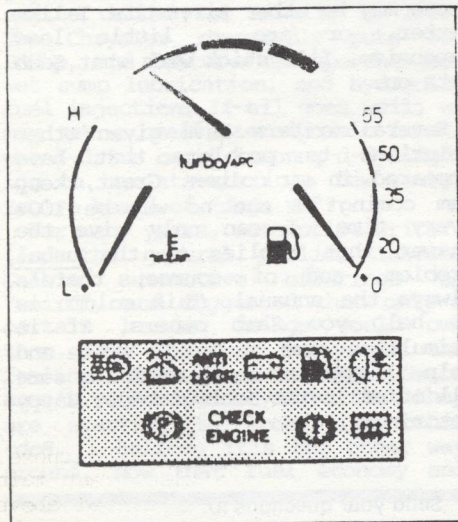
S.I. 01/88-1023, A-2/P.205 - 900s
S.I. 01/88-1024, B-2/P.10 - 9000s
Application: 900, 9000 models with the LH 2.4 fuel injection system.

European IDS vehicles are frequently delivered in areas where unleaded fuel is not available. When this happens the catalytic converter and oxygen sensor are removed by the local importer to prevent contamination. The converter and sensor are then reinstalled before shipment to the U.S.

Removing the oxygen sensor on a car with the LH 2.4 causes the CHECK ENGINE light to become illuminated and stay on even after the car is restored to its original condition.



SAAB 900



SAAB 9000

Instrument cluster with CHECK ENGINE light.

A European delivery IDS car which has been shipped to the U.S. may arrive with the CHECK ENGINE light illuminated. Before making any checks of the system we recommend that the dealer first reset the light. Removing the oxygen sensor may cause as many as five fault codes to be recorded. All the fault codes must be called up before they can be cancelled, otherwise the CHECK ENGINE light will remain lit.

MARKING OF ABS FUSE COVER

S.I. 01/88-1025, B-3/P.11

Application: 1988 9000 models

For 9000 models up to VIN Serial Numbers J1011239 and J2005632, the markings on the ABS fuse box cover do not match the positions of the two 30 amp fuses (Figures 1).

After the above serial numbers, the fuse positions have been swapped in the panel and will now match the cover (Figure 2).

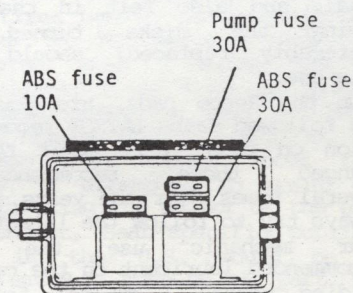


Figure 1. Fuse position up to VIN Serial Number J1011239 and J2005632.

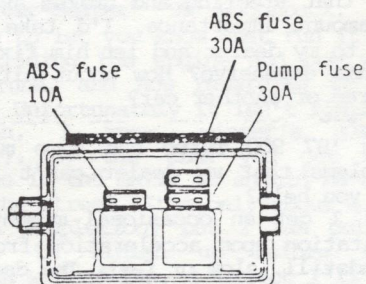


Figure 2. Fuse position after VIN Serial Number J1011239 and J2005632.

REAR HATCH NOT LOCKING WITH OPERATION OF CENTRAL LOCKING

S.I. 01/88-1028, B-8/P.23

Application: 9000 models

A service fix is now available for rear hatches that do not always lock when operating the central lock function. The fix will prevent lock rebounding when the motor is activated.

Parts Required

| | |
|----------------------|-----------|
| Screw (1 req.) | 79-73-159 |
| Flat Washer (1 req.) | 92-28-255 |
| Wave Washer (2 req.) | 79-33-856 |

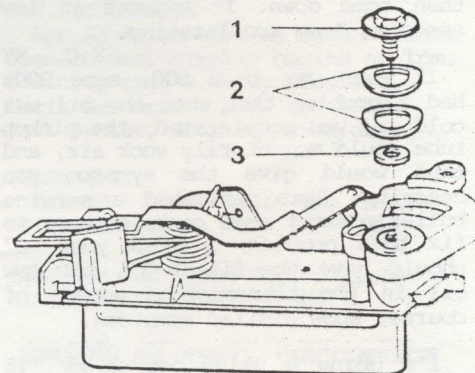
Tool Required
Saab Spring Scale

83-90-130

Repair Details

1. Remove the latch mechanism from the car.
2. Install the new self-threading screw, the flat washer, and the two wave washers as shown in Figure 1.
3. Use the Saab Spring Scale to measure the force required to operate the lock mechanism (Figure 2) with the bolt tightened.

The force should measure between 3.2 - 3.9 lbs. (1.4 - 1.7 kg.) on the scale. If the force is greater than 3.9 lbs., loosen the torque on the lock mechanism screw until the correct measurement can be taken. If not enough force can be achieved then the flat washer cannot be used. In that case be certain that the wave washers are properly centered around the pivot shaft upon assembly.
4. Reinstall the lock mechanism and check its operation.



1. Screw
2. Wave washers
3. Flat washer

Figure 1. New parts installed in the lock mechanisms.

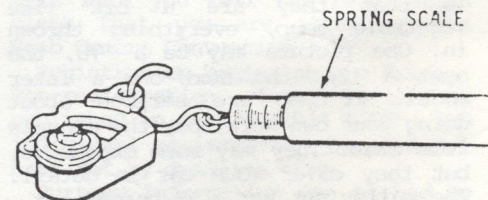


Figure 2. Measuring lock mechanism with the spring scale.

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

CORRECTING LEAKAGE BETWEEN FRONT PIPE AND MANIFOLD

S.I. 01/88-1029, A-2/P.206

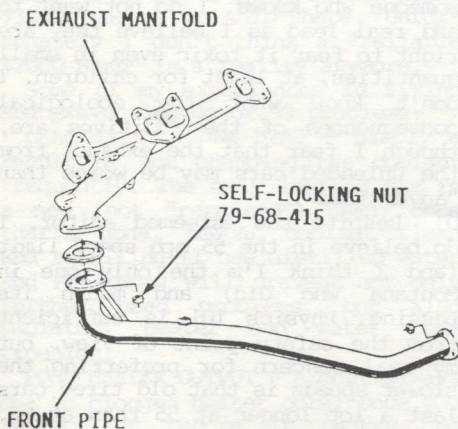
Application: 900 models with B201 (8 valve) engines.

Special self-locking nuts may be used as a service fix on 900 models with the B201 engine, to correct loosening of the front pipe from the exhaust manifold. The special nuts (P/N 79-68-415) have been introduced into new car production from December, 1987.

Self-Locking Nut 79-68-415

When correcting a leak, it is recommended that a new gasket be installed between the manifold and the front pipe. When the repair is completed, warm up to engine and exhaust system and retighten the nuts.

Torque Spec: 18 ft lb (25 Nm)



TIME FOR TIRE RECOMMENDATIONS

With 38,000 miles on a reliable set of Michelin MXV tires, it's time to think about new rubber for my 1985-T. I'm at sea and looking for advice.

The Michelins never went flat and were excellent in all conditions but driving rain with water on the road -- they tend to hydroplane easily, without warning, and with an unnerving complete loss of control. I'd like tires that are as good all around, but do better in the wet and ride a little softer. Has anyone tried an MXV narrower than 195/60? Say 185 or 180, if they make it? Since I've always had good luck with Michelins, I'd like to try the TRX, which has a tread design that would seem to expel water better. But it doesn't come in the 195/60-15 size, and the available sizes won't fit the stock wheels.

I've been considering Pirelli P-600s and Goodyear Eagles. The Pirellis are reputedly a good wet-weather tire, but they are reported to have "cupping" problems (whatever that is) after 30,000 miles (NINES, Aug/Sept 87, pg. 10). A set of CN36s I had on an old Volvo were miserable headaches and make me think twice about future Pirellis. They wore fast (on a car with a top end near 75mph, downhill), wore unevenly, and "delaminated", with the sidewalls bubbling and the tread coming off the casing. All this despite careful inflation, balancing, rotation (always rolling in the same direction) and frequent front-end alignment. Dealers wave their hands at these stories, as if I'm an unreasonable grouch. "Those were the old days," they say. "The new Pirellis are an entirely different animal." Can anyone offer personal experience with the P-600s or P-6s?

The Goodyear Eagles have been on everyone's list since they faired so well in a 1985 Road & Track test on a Corvette, however applicable that is to Saabs. Saabers around here are apparently too arrogant to trust their Swedish steel to American rubber. I'm open-minded and would like to hear from anyone who's tried Eagles. Any other tire experiences on Turbos are also welcome.

Jim Kent
New Canaan, CT

TIRES, AND LIFE OF A 900T

Here's an update on my '85 900 Turbo 16-valve at 75,000 miles. The original Pirelli P6s did almost 60,000 miles (rotated every 7500 miles). I next installed BFGoodrich Comp T/A 205/60V-15, run at 32psi, an excellent tire. In winter I run 4 Michelin 190 Winter hydrophillic tread compound, size 185/65-15, on steel rims. They are OK, but I'm looking for a better winter wheel/tire combination.

I use Mobil-1 5W-30 changed with

filter (Saab) every 3,750 miles, with no oil loss between changes. I have changed trans oil twice. The first time was at 50,000 miles, lots of contaminants, used Pennzoil Trans oil. Changed again at 65k with Mobil-1 Trans oil. No oil leaks.

I installed Bosch Platinum FR7DPX at 22,500 miles, and after 53,000 miles they are still strong.

The Saab High-performance speaker kit was a nice addition. The 3M hood protection strip has helped with stone chips. If you like corners or would like a tighter Saab, go for the Saab Stabilizer Bar Kit. It's fantastic, but your ride is a little firmer. The Sunroof Wind Deflector was nice on very sunny days or if it's raining. The rear Cargo Mat helps with sound deadening from the rear, and prevents cargo from excessive sliding.

Now for what went wrong:

1. Recall for fuel line, N/C.
2. Repaired heated seats, loose wire, N/C.
3. Repaired driver's seat, on highest setting would drop down if anyone heavier than 160 lbs sat in it, N/C.
4. Power steering rack replaced at 62,000, N/C (bought a 5 year unlimited mileage warranty with car).
5. Thanks to the Saab Club Newsletter, Dec 85, "Silencing Turbo Hooting", N/C.

My car is maintained at Falvey Motors of Troy, Michigan, at major inspections only, and only Omar works on it.

If Saab comes out in 1990 with their 9000 4x4, I'll buy it. By then my 900 will have close to 200,000 miles on it.

Larry Swanson
Rochester Hill, MI

GENERAL TIRE TIPS

A lot of more spirited drivers may find they are wearing the outside edges of the Saab's front tires. In order to get more mileage and better handling out of the tires, try the following:

Increase front tire pressure 5psi over rear (5psi over Saab's recommendation). A half-degree of negative camber will also improve handling and increase tire life. If the majority of your driving is Interstate, leave the alignment near "0". Watch your tires carefully and rotate them front to back.

Autocrosses: Many high performance tire manufacturers now offer "R" series tires. They are a softer rubber compound and made for high side loading. BFG, Yokohama, Goodyear and Toyo all offer these. Yokohama O08Rs are also great rain tires. All the tires listed above will only last 10-15k miles on the street.

Mike Tucker
Matthews, NC

ALAN SAAB



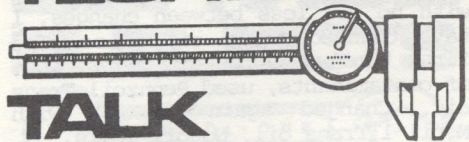
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TECHNICAL TALK



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OIL PRIMING V4 ENGINES & 2-STROKE SPARK PLUGS

I'd like to relay a suggestion made by a neighbor, Diane Voorhis, for priming a rebuilt or new V4 engine:

Remove the distributor. Place a 6mm, 1/4" drive socket and extension onto the hexagonal oil pump drive shaft. Rotate with a speed wrench or electric drill until sump oil is circulated throughout the engine prior to a sparked start attempt.

Alternately, remove the spark plugs, ground the coil high tension wire, then spin the engine using the starter, until the oil is circulated throughout the engine. Use molybdenum disulfide assembly lube during engine reassembly, on cams, bearings, etc., to be safe.

Another Diane Voorhis tip: Make your own hard-to-reach spark plug inserter for V4 engines where the #1 plug hides behind the alternator. A length of vacuum hose placed onto the spark plug electrode acts as a universal for starting the plug into its threads.

With deference to recent articles about spark plugs and inserts for two-stroke engines (Feb 88 and Dec 87), I am moved to offer my experiences as follows:

First, never modify unless there is a compelling need. Stock 18mm sized spark plugs are available directly from NGK's Racing Division (NINES, Jan 88, page 8) for \$1.00/plug for a box of 10 plugs. Suggested plugs are:

- A6 for easy driving
 - A7 for standard engines
 - A8 for GT750, GT850, M.C. 850
- Gaps are .028" rather than Bosch's .033"

Secondly, if you must modify, modify as little as possible. Where the threads strip or where a NINESer decides to modify, inserts are available store bought or home made. Your local parts store carries or can order HELICOIL coiled type, or K&W walled inserts. Such kits include the inserts, insert tool and tap, and can be rather expensive for the one-time user.

Alternately, making your own threaded inserts from steel or preferably aluminum (maintaining the same original heat transfer rate) is a problem because the inserts, even when Loctited, eventually come out on plug removal because oil penetrates the interface threads. The next problem is separation of the plug from the insert!

My recommendation would be to drill the holes oversize, then fuse aluminum rod of a suitable length into the hole. One way to achieve this permanent solution is to counter-rotate the head and the rod insert so that friction itself fuse-welds the interface. If counter-rotation isn't possible, a high speed drill press should fuse an insert permanently in place. Then finish the seats and drill/tap a new 18mm thread.

There is another way; heli-arc weld the threaded aluminum insert top and bottom and finish as above. However, once Loctite is used, it bubbles out interfering with and preventing heli-arc welding.

In summary, don't modify unless you have to. Find proper 18mm spark plugs. Re-engineering and machining isn't easy. The two-stroke heads are getting rarer every day and should be conserved. Use black moly lube on the threads when installing new plugs and do not over-torque the plugs/ plug threads. Happy motoring.

Dan Salvo
Carson, CA

V4 THOUGHTS

I assume that anybody with a 96 reading this newsletter knows as much, or more, about them as I, but there are a few things that I have never seen mentioned in the letter since I've been getting it. I have run two 96s to 200k+ miles, and am presently "breaking in" a third. There have been three others owned in my immediate family. I do my own maintenance, such as it is.

A) I remember a long article in the *Ithaca Times* about five years ago in praise of the 96. The author, poor soul, sold off his 96 after only 140k miles because of wet starting trouble. He had replaced all the electrics back to the distributor (coil, plugs, points, wires, cap, battery, starter) with no luck. I think I know what his trouble was. There is a little wire which grounds the point plate to the plate it rides on. I had one car where this wire didn't matter; it ran fine even after it came loose, but another would completely stop when it became disconnected; tricky because it didn't look disconnected. A soldering gun will solder it back, one of those pencil things won't work (for me anyway).

B) An old letter in a recent issue detailed starter replacement. It had you removing the engine mount. If I

remember correctly, there are two starters. My '72 has a larger one than my '73, and I think you can get the shorter one out without the engine mount needing removal. The long one does require this step.

C) There have been some elaborate articles (much appreciated) detailing a "non-lead" retrofit for V-4 heads. A local mechanic tells me the problem is not heat, but lubrication. The high heat, he says, in most unleaded cars is due to the catalytic converter. He says lubrication can be restored by add "top oil", "2-cycle oil" or other additives to the gas (4 oz. 2-cycle oil to 10 gallons of gas?). I haven't tried this and profess to know nothing. I have been adding the aftermarket "lead substitute" (without lead), but this is not cheap. Am I wasting my money? I would appreciate hearing from someone who **knows**. I do not want to add real lead as I believe they are right to fear it toxic even in small quantities, at least for children. I don't know what the ecological consequences of the additives are, though I fear that the exhaust from the unleaded cars may be worse than "advertised".

D) Despite the esteemed editor, I do believe in the 55 mph speed limit (and I think I'm the only one in Montana who did) and mourn its passing. Physics 101 is sufficient from the safety point of view, but my real concern for preferring the slower speeds is that old tired cars last a lot longer at 55 than at 65. The standard speed out here is about 75 regardless of what the signs say, and very few old 96s can take that for long.

Yours in the right lane,
Greg St. George
Missoula, MT

V-4 ENGINE HELP

Peter McLaughlin has come out with a "new and improved" V-4 balance-shaft bearing replacement tip-sheet. Send a business sized SASE to:

Peter McLaughlin
1804 Grant St.
Evanston, IL 60201

CORRECTION ON PHONE#

The phone number for Swedish Refinements, Inc., published in the February issue was incorrect. The correct number is:

617-259-8305

Swedish Refinements is working on a water cooling kit for turbos.

99s ARE NOW OLDER CARS

In the December 1987 issue of NINES, Leo Babeu shared his experiences in trying to keep his 99 on the road. As a fellow 99 owner (several times), I've shared some of his problems and in some cases have found ways of preventing them, or at least keeping them from recurring. Here is my "99 wisdom":

1) Time flies. The youngest USA 99s are 8 years old and if the odometer reads less than 100,000 miles you can assume it's broken. In short, you can expect any 99 to be an old car and have old car problems.

2) Saabs seem to be designed to last indefinitely with rigorous routine maintenance as opposed to Japanese cars which seem designed to last a reasonable time with no maintenance. Since most American car owners tend toward the latter course, you can expect many 99s on the market today to be suffering from some degree of neglect beyond normal wear and tear. Once your 99 is running well, only rigorous maintenance will keep it that way.

3) There are two ways to get a reliable \$6000 car. One is to buy a new \$6000 disposable econobox; the other is to buy a \$2500 99 and spend \$3500 making it ship-shape. Unfortunately I don't think a "reliable \$2000 Saab" is a reality anymore.

Some of my experiences in fixing and preventing major 99 problems:

LEAKING CYLINDER HEAD - Simply a result of not changing the coolant frequently. The only lasting fix is a new (not "repaired") head; once that's done, ANNUAL coolant flush and refilling (I use distilled water and Prestone) will prevent not only further head problems, but also radiator, heater and water pump troubles.

POOR HEATER OUTPUT - Almost always due to clogged heater core; once you replace or recore it (sorry; no other known fix), those annual coolant changes will keep you warm indefinitely.

BRAKE CALIPER PROBLEMS - Saab recommends changing the brake fluid (I've almost never run across anyone who does) because it absorbs water which causes irreparable rusting to the inside of the (\$150 each) calipers. I change the fluid every year using Castrol GT LMA fluid (DOT 3 & DOT 4) - takes about 1.5 hours for two people to do complete brake and clutch system flush. No more brake problems!

CLUTCH MASTER CYLINDER FAILURES - Same general cause as brake problems; contaminated fluid. Again, putting in a new master cylinder without flushing the whole system is asking for premature failure of the second part.

FREQUENT POINTS REPLACEMENT - My '75 99 got new ignition points at each oil change (\$5 plus 10

minutes). The only other thing is to check that the ignition ballast resistor is installed per the wiring schematic. If it's not, the car may start/run better cold, but will burn up points FAST. If you're adventurous, try installing an electronic ignition system ('78-'80 Saab or aftermarket) on your '75-'77 99.

FUEL PUMP FAILURES - Generally a reliable piece but sensitive to ingested solid matter. Some alcohol blend fuels will degrade the plastic fuel pick-up mesh, sending pieces of plastic into the pump and the rest of the fuel system. If the pump is replaced but not the fuel pickup, the second pump is prone to the same failure in short order. Detergent unleaded with no alcohol is best - better in the long run than cheap gas and fuel system problems.

FUEL VAPOR ODOR IN PASSENGER COMPARTMENT (3-DOOR) - All 99 (and early 900) 3-doors have a recessed fuel filler neck with a plastic housing inside the body. The plastic housing drains into a tube which carries away any fuel which is spilled during refueling. The rubber fitting which connects the drain fitting of the plastic housing to the drain tube deteriorates with age and soon any fuel that is spilled at the filler runs directly into the body causing instant and constant gasoline odor, especially in hot weather and after refueling. No visual check or pressure test will find this. I lived with fuel smell for two years in my '78. The rubber drain coupling is Saab part number 83-23-412 and costs less than \$5. It can be installed by removing the inner trim panel on the right side of the cargo bay.

The moral of the story is that the 99/900 is a very durable and reliable car if proper maintenance is carried out from day one. If you enjoy doing maintenance work, you will be rewarded. If the maintenance is not done, the car will start to have big problems as it gets older - beware second and third owners.

Gary Stottler
Lansing, MI

DOOR LOCK REPLACEMENT

Door locks of the old style, such as those found on my '72 99, can be a hair pulling experience. During the winter they are prone to freeze and year 'round they accumulate dust.

My driver's door lock eventually froze up (not from temperature) due to an overabundance of grit in it. One morning I stuck my key in the lock (after giving me weeks of trouble) only to find I could not remove the key. After giving it a jerk, and not a very hard one mind you, the whole lock came out. I'll tell you how this happened so easily a little later. First I looked up a master mechanic who does work


cheaply, namely Dad. He set to tearing down the lock and cleaning it up. A tedious task if I ever saw one and not for those without patience. After reassembly and lubrication, we set about to reinstall the thing.

After removing the inside door panel, I retrieved the retaining collar and spring retaining ring. My worst nightmares started to come true. After several frustrating attempts to reinstall the lock, I noticed that the spring retaining ring wasn't fitting properly into the notch cut into the outside sleeve of the lock. A misfit from the factory! The ring was wider than the notch, thus the ring never seated properly. This allowed me to pull out the lock from the door with a fair amount of ease. I filed the ring until it was the proper width and started over.

To properly install the lock, the spring retaining ring must be in place before pushing it through the hole in the door. The spring will compress enough to slip through. The trick is to feed the retaining collar on. This is the technique: Tape the collar between the forks of a ball joint removing tool. Tape just the ends so the center of the collar is open. Make sure the collar is facing the right direction and slip the ball joint tool through the small rectangular opening inside the door frame. The collar should be on the tool facing away from the person holding the tool inside the door. This is a two man job; Dad made a willing assistant for me. I centered the collar with the lock hole, standing on the outside of the door. Once it was aligned, Dad pulled back on the ball joint tool handle, making use of the leverage by holding the tool tight against the inside door frame, the fork pressing against the outside door panel (not so tight as to bend metal). While he held the tool with the collar between the forks, I started the lock through the hole on the outside of the door, then rapped it hard with the palm of my hand. Presto, the lock was in place and it had popped in ever so easily.

This procedure will work with any 99 from 1972-74. From 1975 on, Saab utilized a "U" clip which I'm sure is easier to install.

Lee Beck
Ft. Wayne, IN



207 E CHURCH STREET
LIGONIER, PA 15658
412-238-4556

DENNIS SWEENEY
SAAB SALVAGE SPECIALIST

REAR SHOULDER BELTS FOR 99s

For those of you that have small children, the safety of your little ones, in the car, becomes a prime concern. I have three small ones myself, two of which are at the age where a car seat is too small and lap belts, I feel, do not provide enough protection. So I decided to investigate adding rear shoulder belts to my '78 99 3-door.

[A Saab friend] said it was possible to add the front belts to the rear. I did some further research and found a small letter in the April '85 issue of the Saab Club Newsletter. The writer mentioned adapting the front belts, but did not give many details. So with tools in hand, I decided to go blindly forth.

The first task was to remove the front belts from my parts car. This was very easy, in fact the hardest part was taking the interior trim panels off to gain access to the belt retractors. The belt latches, by the way, are also easy to remove. Make sure you save all the bolts, washers and spacers found at all mounting points. With the belts removed, the plastic sleeve that covers the lower portion of the belt should be removed as well as the plastic cover for the upper guide on the door post. If the cover remains, the upper guide will place too much drag on the belt and the retractors won't work properly.

Now open the hatch and remove the trim panels. If you look very carefully above the rear wheel wells you will notice a little threaded bracket. This bracket has been neatly designed to mount the belt retractor.

On the rear side panels that support the headliner, you will find a large plastic plug with a slot in it. Although it appears that this slot was designed to take a screwdriver, it doesn't. The only way to get those plugs out is with pliers and a lot of elbow grease. With the plug out you will notice that a threaded hole remains. This is the upper mounting point for your belt. Please make sure these bolts are fully seated and tight as they are a critical stress point. You will also find that directly below this, and above the retractor mounting bracket, a plastic cover plate that is part of the supports for the hatch cover. This cover has been thoughtfully provided with a slit to allow the passage of the shoulder belt. With these two mounting points completed you can now proceed with the lower mounts.

Remove the seat cushion and with your trusty socket set remove both outer lap belt sets. These bolts can be extremely stiff as the end is exposed underneath the car just above the muffler. You may want to shoot some WD-40 or oil on these bolts before you start this project. With these bolts out you can now attach the lower mounting point and belt latch mechanism. The front latches seem much larger than the ones used for the lap belts, but when the seat cushion is put back in place they will look fine.

With the new latches in place you may wish to take advantage of the fact that they have seat belt warning switches in them. These can be wired to small lights on the dash to alert you if one or both of your little passengers have unbuckled themselves. This is a bonus if your children are prone to not staying in their seats. With everything bolted down, now is a good time to double check that all the bolts are tight. You do not want to discover by accident (pun intended) that you forgot to tighten one.

You can now re-install the interior panels and the rear seat. The belt latches may require some bending of the "arm" that supports them to place them at the proper angle for easy installation of the seat cushion.

Now that your little project is completed, you can stand back and smile knowing that you have now added a safety feature that less than 30% of the 1988 production cars have.

Peter Keun
from the Saab Owners' Club
of Toronto Newsletter

SEAT SLING REPLACEMENT

The improved 99 seat supports (glorified burlap with wire supports along the sides, replacing the original rubber) have problems of their own, as the wires can work loose, sometimes poking through the vinyl covering of the back of the seat bottom. The little plastic ends furnished on the wire supports don't help, and the wire supports are tough (impossible for me) to drill through to insert a cotter pin. Solution is to slide a small washer over the end of the wire and hold it in place by crimping the wire with a vise-grip.

Some work on the seat-bottom can be done without removing the whole skin. This is fortunate because each time you replace the vinyl over the seat bottom frame, the little black retaining clips take another bite out of the vinyl. Rest the seat on a secure surface, such as a Black & Decker Workmate, then pop out the hooks from the holes in the seat frame using a flat pry-bar such as the Stanley Wonder Bar. Reinsertion of the hooks is harder, but can be done by using the Wonder Bar to stretch the seat support and place the hook at the hole, plus a tack-puller or other angled tool to push the hook up into the hole.

Martin Berger
Youngstown, OH

[The replacement seat sling from Saab is now made of wires and springs, but the installation procedure should be the same. - TWJ]

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HEAT IN A 99

I had two problems on my '78 99L which may shed some light on the question posed by T.T. in November's "Ask Bob" column.

The heater control valve works two ways. When the dash knob is rotated, it opens the valve. A sealed hollow tube, which is filled with a low boiling-point fluid, is attached to the heater valve by a small piston. As the tube is heated by warm air in the ducts, the evaporating fluid increases the pressure on the piston which in turn closes the valve. Shut-off temperature is determined by the position of the control knob.

The heater valve is on the driver's side of the heater box under the cowl. The tube runs from the valve, through the side of the box, and under a cover over the lower part of the heater core. It ends in a loop which must be held flat against the heater core by two small plastic clips. If the clips are broken, the tube may hit the fan as it rotates and the tube could be damaged, allowing the fluid to leak out. The heater valve then becomes an on/off switch with no thermostatic control.

I must agree with Bob's December comment about the low-temp thermostat. I've been running one in my car for over a year with good results. It seems to take a bit longer for the heater to reach full temperature, but the car runs better, even in cold weather.

I have discovered that sometimes when the fan doesn't come on when it should, if I wiggle the connections on the thermostatic switch it will suddenly come on. It seems there is a loss of contact inside the switch.

On the ignition-lock controversy: My '71 96V4 had a reverse lock. An old '66 two-stroke that I had also had it but the allen screws had been loosened and the sleeve slid down the tube so it wouldn't engage. My '67 and my sister's '68 Deluxe did not have the sleeve, although the ignition lock was designed to lock if the sleeve were there.

I remember some years ago, George Duvall, who was a Saab-BMW dealer in Lanham, Maryland, at the time, told me of a young lady who had bought a new Sonett III from him. She was driving in rush-hour traffic in downtown Washington when the steering lock slipped into place in the middle of a turn. She somehow managed to keep from hitting anything, had the car towed to him and demanded that either the lock be disabled or they take the car back. I don't know if the cause was ever determined. If memory serves me, the steering lock on the Sonett was made by the same company as the ones used by Volvo. This is the only incident I ever heard of involving the failure of one of these type of locks. I have replaced Volvo locks due to wear and old-age.

Having rented a Ford Tempo while in Port Townsend, Washington, last summer, I must agree with Jack Ashcraft. With a 5-speed and a better suspension the car has real potential. I got onto some dirt roads near Port Angeles and found it to be decent, although not as agile or predictable as my old 96 was.

Andy Peterson
E. Hampton, CT

REROUTE WIRING TO AVOID FIRE

In the August/September 1987 NINES, there was an article titled "900 Fire Hazard" in the Tech Tip section. When I read this article I was somewhat skeptical that it could be that bad, until a friend of mine totally melted his wire harness into a molten hunk. He had just completed a tune-up on his '84 900, including air filter, gas filter, CO check, etc. Somehow, enough raw gas got into the catalytic converter to make it glow red hot once he started the engine. It ran real rough at first, then eventually smoothed out. The car finally died on him out on the road as the fuel pump wire shorted when the insulation melted away. As explained in the Aug/Sept article, the main cable harness sits on the floor board directly over the catalytic converter. The local Saab dealer wanted over \$500 for a new cable harness and another \$500+ to install it. Instead, my friend bought some wire and shrink wrap, and did a lot of soldering. I should add that this friend is not an amateur mechanic, but a fully trained GM technician who has gone into computer sales. His garage has more mechanics' tools than most of us know what to do with.

I immediately decided to check my 1982 900T to reroute the cable harness. To get to the area of the wire harness that is under the tunnel between the footwells, I found it easiest to do the following:

1. Disconnect the seat heater wire under the driver's seat. Unbolt and remove the driver's seat.
2. Unscrew and remove the black metal sill plate on the driver's side.
3. Remove the 3 screws that hold the vertical metal plate below the dash at the front edge of the driver's door opening.
4. Carefully peel back the driver's front carpeting, pulling it up over the pedals so as to expose the center tunnel.
5. Remove the two screws under the dash that hold the air distribution box (that directs hot air to the rear seat passengers' feet), and remove the air distribution box. You should be able to do this without removing the console between the front seats.
6. With all these things removed, you can see that big fat wire harness flat against the metal floor. My harness was indeed

partially melted to the floor, but was not so bad that it needed replacement. It was mainly the black plastic covering that was melted and not the individual wires inside.

To reroute the harness, I pulled back the thick sound deadening insulation under the shift rod and gently pulled the harness out from under the shift rod (in my case, I had to first pry it loose from the floor). I pulled the harness back all the way from the firewall to the rear of the center console and then repositioned the sound deadening material. Be careful when pulling the wire free not to disconnect any of the connections under the center console.

I then took two extra long plastic ratchet ties and secured the harness to the side of the air distribution box after repositioning it. The harness seemed to fit nicely and is now a good four inches above the floor, and is above the sound deadening material as well. When the carpeting was refitted, one could not even tell the wire harness was now under the carpeting. Replace the rest of the parts in reverse order. You should now not have to worry about melting your wire harness, no matter how hot the catalytic converter becomes.

I have not had a chance to look at my 1980 900T, but will as soon as time allows. The procedure may change a little for later models. I do not know if Saab changed the location of the wire harness in later years. Maybe someone can write in and tell us.

Rich Bohn
Hollis, NH

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CLUTCH HOSE LEAK

In the November "Ask Bob" column, there is a mention about air being sucked into the clutch hydraulic system. A recent experience of mine might shed a little light on this subject.

After replacing the clutch plate, disk and slave cylinder on my '81 900 because of difficult shifting into first and reverse, I decided to replace the clutch hydraulic hose since the rubber section showed signs of deterioration. The replacement part from Saab (p/n 89-35-124) was found to have ruptured at the tubing seam at the apex of the upset flare. I reported the problem to Saab, ended up ordering two more clutch hoses and found them all to be defective. Both the local Saab dealership and the Saab customer relations coordinator told me that all their clutch hoses are cracked like this and saw no reason to be alarmed, an offered no solution to the problem.

The accompanying photo shows the defective portion, looking at the end of the flare (magnified several times). It should be quite evident how air or fluid can migrate past this area, since the crack would enlarge during installation.

After receiving no satisfaction from Saab, I wanted a second opinion about the problem. A local distributor of automotive hydraulic hoses agreed that the hose had a very serious defect and was not safe to use.

Meanwhile my clutch hose continues to suck air and requires periodic bleeding when shifting difficulty reaches an unacceptable point.

If other club members have suffered from this problem, maybe Saab will respond by fixing it.

Bob Grant
Fountain Valley, CA

POWER BOOST FOR TURBOS?

Concerning the article on the 9000 Turbo boost kit (Nov 87 NINES), you might be interested to know that the engine tuning kit mentioned is available for U.S. spec Turbos (both 9000 and 900) ordered by U.S. military personnel stationed in Europe. Power is increased to 175hp from 160hp, and low end acceleration is said to be improved dramatically.

Enclosed is a copy of the installation instructions that came with my 900 Turbo, since I ordered this option. All that is changed is the APC control unit, although the Sports Exhaust System must also be fitted to the car.

Since I'm still breaking in my engine, I won't be able to fully enjoy this option for a few weeks.

Major Gary Fullington
APO, England

[The instructions for the Tuning Kit (P/N 137-007-001) are quite simple. As Gary points out, the only changes are the Sport Exhaust System (P/N 137-003-307) and the APC control box. The use of this kit does change the fuel requirement to Premium Unleaded of minimum 90.5 octane. The kit mentioned is for 1987-on 900 Turbos only.]

A call to Saab-Scania indicates the kit is not available through U.S. dealers. The reason given was that emissions requirements are different for the different countries where Saab cars are sold, and the change of the APC unit could actually have an adverse effect on the running of the car. The best APC unit available through Saab is the one for the SPG, which also requires Unleaded Premium.

A guess would be that the kit is actually the SPG APC unit, and that the real bump in power comes from the less restrictive exhaust system. Read on... - TW]

MORE POWER TO A 9000

Last year I took a European delivery on a Saab 9000. At the end of our vacation, I dropped the car off in Antwerp, Belgium, for shipping back to the states. At that time I took a chance and left a brief note in the car asking the shipping personnel that once they retrofitted my catalytic converter back onto the car for U.S. Customs purposes, would they please put the "by-pass" pipe in the trunk of the car "to be used in off street use". Much to my surprise, when I picked the car up 3 weeks later in NJ, they had neatly packaged up the by-pass pipe. About a week later I took off the catalytic converter (about a 5 minute job on a new car) and installed the "by-pass". Not only do I now have more instantaneous power than standard U.S. models, but I discovered that with Saab's advanced LAMBDA emissions control, I have no

problems in passing emissions tests (both in Massachusetts and Maryland) without the catalytic converter! In fact, the car runs incredibly clean for CO, NO and hydrocarbons! In short, the 9000 (and maybe the 900 as well) runs phenomenally "clean" even without the aid of a catalytic converter.

Dr. G. M. Metze
Gaithersburg, MD

THOUGHTS ON OIL FILTERS

I have to disagree with Bill Jacobson's letter on oil filters in the October 87 issue of NINES, advising the use of Saab or Mann oil filters only. He does not say which Saab model he is talking about (99 maybe?). On my 1981 Turbo, the oil filter is substantially vertical with the inlet and outlet at the top. In 110,000 miles I have changed the oil more than 20 times myself, including the filter, and I do not remember the filter ever being empty when I removed it. (I remember this well because I usually manage to spill the oil in the filter all over the garage floor.)

Whenever possible I use Fram filters (PH-16) because I find them to be good. (In 110k miles I have never had to add oil between changes and my original turbo lasted 106k miles) and because they are readily available (almost all auto parts stores carry them).

Unless the orientation of the filter is horizontal or inverted (inlet and outlet on the low end of the filter) I do not see why a check valve does anything. Is this just SNAABery?

Larry Savage
Issaquah, WA

ANNOYING SQUEEKS

I have very much enjoyed the newsletter, but I have yet to see anyone talk about seat squeaking. My 1986 3-door Turbo has had an irritating squeek in the driver's seat since new. Typically it occurs periodically, however when winter comes it starts up and continues until the car warms up (approximately 20 minutes). If anyone has any cures I'd really appreciate hearing from them as my dealer has had no success remedying the problem.

Mike Lerner
Haverford, PA

MORE GROUND CLEARANCE?

I have two Saabs, an '82 and '83 Turbo, in my household. My problem stems from the fact that I love to hunt and fish. Is there any way I could get more ground clearance out of my cars by adding air shocks or air bags? Every time I just go off the road I am dragging the bottoms of the cars. Any suggestions?

George Fischer
New Paltz, NY



Letters to NINES

More Tech Stuff, Please

As you mentioned in "From the Backside" in the January issue, some of today's Saab owners are different from the "old-timers" in that they may not work on their own cars nor own older models as a hobby. However, I think it is wrong to assume that this kind of Saab owner is uninterested in the predominantly technical information that appears in NINES, and it is certainly wrong to consider changing the content of NINES to somehow try to make it interesting to people who aren't interested in Saabs.

In addition to sharing information among current Saab owners, another function of the club is to introduce new owners to "Saab Enthusiasm" and the enjoyment of owning and maintaining a unique car that provides entertainment as well as transportation. We won't accomplish this part of our purpose on the strength of glossy paper and color pictures alone; we need the active contributions of all our members, not only in contributing to NINES, but in introducing new owners to the newsletter and to the local clubs. I suspect there are plenty of new Saab owners who will enjoy membership in the local and national clubs; we just need to invite them in. Even for those who don't service their own cars, NINES includes a wealth of general Saab information, information on where to go for the best service, Saab Club Assistance Network and so on.

In summary, let's keep our technically oriented format and work on introducing new owners to the technical side of their Saabs.

Gary Stottler
Lansing, MI

[I agree! There is no intent to reduce the amount of technical information, but rather to add articles of common interest.

Several members copied the informational flyer published in the January 1987 issue, and have handed it out at local Saab dealerships, repair shops and parts stores. If you want one to copy, write to me. We can't afford to send out stacks of 100. Besides, you can put your name, or the name of your local club or your repair shop on the flyer if you have them printed. It's an easy way to help the Saab Club grow. -TW]

More Fan Mail

I feel I definitely get my \$15 worth of dues each year in tech tips and news from Saab in the newsletter. Glossy, typeset magazines would be nice, but the

content is what I prefer in a newsletter.

You seem to be on very good terms with Saab to get their releases for Service Subjects. That and Technical Talk are my favorite sections. It's also good to see more advertising, with useful items at reasonable (lower than dealer) prices.

I would also like to make a very strong recommendation to your dealer list - Wigglesworth Saab in West Chicago, Illinois.

Sam L. Bidrawn
Naperville, IL

And Still More...

Just got the February 1988 newsletter. I can't believe that so many members are disappointed in the Saab Club. I've been a member since 1977. I drove a 3-banger from 1973 until 1977 before I knew there was anyone else on earth that still drove a 2-cycle.

I've paid dealer prices for a small papaer bag of parts that cost me more than my whole car! And now, with the club, I see rarities like standard crankshafts for \$25. Mags, glass, Sonett parts, 96 stuff... WHAT A BARGAIN! Where else can us "hard core" owners find parts?

I still own a 1958 93B that I bought in 1973. If it wasn't for the sources I've found through the club it wouldn't be working: speedometer, crankshaft, headgasket - things I could not find anywhere else. I have found parts sources for all my Saabs from the '58 to our '82 900.

Almost better than the Saab Swap, articles and tech tips, are the friends I've made through the club. I've corresponded with people all over the country - shared parts and information - certainly no other means than the club to do that. Your newsletter has helped our Washington state club grow from a group of 6 crazy friends to annual summer get-togethers of 40+ from all over the northwest U.S. and Canada. Almost every model and year is represented - it's not just a group of die-hard 3 banger enthusiasts or elitist yuppies. Most of us would never have met and become friends without the link of Saab enthusiasm - and it is your newsletter that forges the link.

This newsletter is a good tool for all of us who own and drive Saabs. It's cheap and it lasts as long as you want it to.

Shawn Irelan
Peshastin, WA

[Actually I don't get many letters complaining about the newsletter. Several just happened to arrive within a few weeks. Some had valid reasons for dropping their membership, others questionable. By the way, it's OUR newsletter - TW]

Potpourri

From Business Week, Feb 8th 1988, International Business Column:

- "From Scandinavia to the Mediterranean, the weak dollar is hitting Europe with a triple whammy."

- "The falling dollar is a threat. We've reached the pain point."

- "Many European exporters are sacrificing profits to keep valuable markets..."

- Saab Story... "Those who do raise prices know that all too well. Since the dollar peaked in early 1985, Sweden's Saab-Scania group has boosted the American price of the racy Saab 9000 Turbo by 30% to \$28,141. With prices up, Saab's U.S. car sales slipped 6.3% last year..."

- "For years, Europeans have been asking the U.S. to cut its trade deficit. But they knew that would be a double-edged sword. Now the blade seems to be cutting back."

Quality continued: One point I tried to convey in my letter in the December 1987 issue on quality, is that the impact of these publications upon the public is tremendous. As Dr. Metze pointed out: the perception conveyed by a set of statistics (or an article in a magazine) can be drastically different from the reality.

900 Regulators: Special thanks to Tim Buja for his tips on overhauling the Bosch warmup regulators. I've just completed refurbishing my second unit. The process took me 30-45 minutes. After re-installation, the performance is superb in both my '82 900T and '83 900. It's nice to be regular again.

Heater Motor Complaints, cont.: I've heard through sources that the present Electrolux heater motor is out, and a new version is on the way. My local dealer has a waiting list of 16 to satisfy his customers and finds himself on Saab's back-order list as he awaits the "new design". Hopefully, no more "crickets and squeals". Amen. R.I.P.

Writing Mr. Sinclair: As a loyal owner of 5 Saabs in the last decade, I wrote directly to Mr. Sinclair with, as he requests, "substantive shortcomings in dealer service", plus included additional support documentation. On 3 such occasions, neither Saab-Scania nor Mr. Sinclair ever offered a written acknowledgement. Were it not for multiple, follow-up long distance phone calls at my own expense, I felt nothing would have happened. One call to Saab met with, "Mr. Sinclair does not even handle these matters!!" I sincerely hope times have changed. That would please me immensely, Mr. Sinclair.

Tad Gilliam
Grand Rapids, MI

MORE LETTERS...

Future of the Saab Club

Yes, the new Saabs are out of the reach of most of us, and those who can afford them are not likely to be the ones who roll back their sleeves and do the work on them. But as long as there are doctors and bankers who need to "trade up" every few years, there will be clean, solid used Saabs in our price range. Many will choose the known solid superior product with its uncertain state of repair over the brand new but inferior product, especially if they have the knowledge and inclination to perform the maintenance. With the help of the Club newsletter, they will find repair information they need. Combined with the rising tide of Saab sales, I think the Club's future is secure so long as it continues its editorial and publishing policies and does not slip into the trap of becoming a part of the Saab marketing department.

Steve Goldberger
N. Canton, OH

A Traveler in the Far East

(Letter sent from Candidasa, Bali, Indonesia)

Most of the Saabs I've seen are black 900 Turbos with smoked glass: Japan, Hong Kong, Singapore. There seem to be none in China (lots of Volvo taxis, though), but I did see one old 99 in the Portugese colony of Macao. No 96s, although I met a young Swedish girl who also left a 96 behind. I would say Mercedes and BMW have the Southeast Asia market.

Frederick Campbell
Hants County, Nova Scotia

European Adventures

Much too cold to work on the Sonett now, so I am filling people in on my adventures after leaving Sweden [for the Jubilee].

I bummed a ride to the Trollhattan train station in a Dutch 900 Monday morning, took the ferry from Gothenburg to northern Denmark, and stayed on trains (including a sleeper from Hamburg to Munich) until Munich. I had planned on keeping going until somewhere in the middle of Italy and spend a night in a bed, but I decided to mail some of the parts and posters I got in Sweden home from Munich. I spent the morning there, and after 20 more hours on the rails I was in Brindisi (southern Italy) where I got a boat to Greece Wednesday evening. It was hot in southern Europe and Israel. The ferry to Greece was run down, the food was bad, and almost no ventilation in the sleeping compartment. I much preferred the Sweden to Greece journey I made 4 years ago when I did it in my new 900.

I stayed one night in Athens. I did not know that my hotel there would be a block away from the only SAAB service agency/used-to-be-a-dealer in the country. The owner used to rally with the cars, and had at least ten pre-65 96s and a 93 parked on the street in front of his shop. He was in Sweden, but I don't remember seeing him, although Eric Carlsson did give me his business card when I told him I was going to Greece (I thought I wouldn't have time to try and find him). Inside there was a rally 96 up on a stand, and a Sonett V4, and a 92.

I landed in Tel Aviv Friday

afternoon and stayed until the next Wednesday. Most of the time I was in Jerusalem. I saw a 96 and a 95 in the old city, and passed a bullnose 96 (93?) in town. I stopped in Tel Aviv first thing to see David Nameri's 96 2-stroke rallycross car and exchange his intercooler for my clothes. After 2 days of tourist stuff, I drove my rental Subaru to Haifa to see Nameri. We toured Haifa in the evening in his hot rod 96 V4, complete with air conditioning (very much needed). The other SAAB in the family is a 2S 95. SAABs have not been imported into Israel for about 10 years. The only newer models are those brought in by new immigrants and the UN peacekeeping forces. There are only a couple of hundred members of the Israel SAAB Club, pretty good for an organization only a few years old.

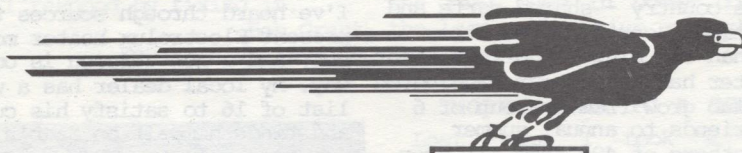
Ken Van Riper
Los Alamos, NM

Prefers Airplane Logo

I had a look at a late 1984 SAAB SOUNDINGS where they introduced the new and current Saab-Scania symbol. I have trouble associating that crowned Griffin head with Saabs. Admitted, there are more important things, but if I had a choice I would like to see the old Saab symbol back, you know the one with the airplane and the letters SAAB in a sphere. Write me, if we are enough, maybe we can get Saab to make some for our late model Saabs.

As you will see by the address, I'm living in West Germany. Being here puts me in a situation where I can offer some help. As you may know, Bosch, Hella, Grundig, Blaupunkt all have their headquarters here, and the V-4 engines were made in Cologne. So if you are a Saab Club member, for a raincheck on a return favor, I'll see what I can do for you. (If you call, check for the timezone difference so you won't get me out of bed.)

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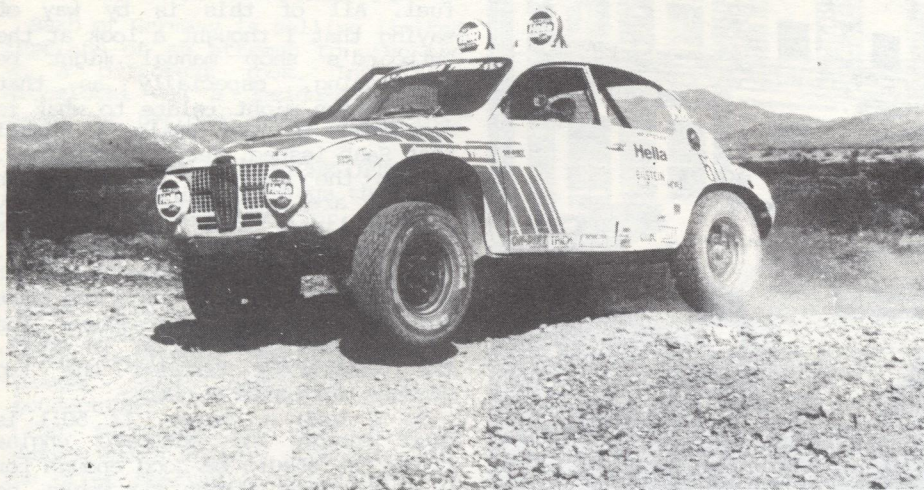
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ARNE GUNNARSSON AND JOHN L. JOHNSTON III ON THEIR WAY TO A CLASS-6 VICTORY AT THE '88 PARKER 400. (Trackside Photo)

AN OLD SAAB CAMPAIGNER

One of our 96s is the original Saab for us; it was bought new in 1969. My son and I have run it at the dry lakes, in slalom events and at Bonneville Salt Flats for seven years. Our best time on the salt was 114mph (1500cc) back in 1980. We have since run a 99 there four times, our best speed an even 120mph (2000cc). We have also run a 99 a couple seasons off-road, and we are currently running a 96 with Arne Gunnarsson off-road in SCORE.

John L. Johnston
Sun Valley, CA

[The Gunnarsson/Johnston 96 won Class-6 (Production Two-wheel Drive Sedans) at the Parker 400 Off-Road race, held recently in Arizona and California. Arne reports they had few problems during the event. The Saab took the lead after their Chevy V-8 powered competition had two flat tires and later rolled in an effort to catch up. Finishing second was a '65 Ford Ranchero with a 302 V-8.

The 96 is powered by a modified 1700cc V-4, bored a few millimeters oversize. The major modifications are to the suspension, with 99 drive axles and A-arms for 10-inches of suspension travel up front. The rear axle is a widened unit from a 95, allowing 11-inches of travel.

Team 96 plans to run the full eight race off-road series, including the Baja 500 and Baja 1000. - TW]

FAME FOR YOUR RACE EFFORT

If you are running a Saab in any type of competition -- autocross, rally, or racing -- send a short story and a photo to NINES for a special feature in an upcoming issue. We would like to keep the photos for the Saab Club scrapbook, but will return them if you include a self-addressed envelope.

1988 BARBER SAAB SCHEDULE

The 12-race schedule for the 1988 Barber/SAAB Pro Series has been announced:

| | |
|---------|-------------------------|
| Feb. 28 | Miami, FL |
| Apr. 10 | Road Atlanta, GA |
| Apr. 24 | West Palm Beach, FL |
| May 30 | Lime Rock Park, CT |
| June 5 | Mid-Ohio, Lexington, OH |
| July 31 | Portland, OR |
| Aug. 14 | Sears Point, Sonoma, CA |
| Sep. 4 | San Antonio, TX |
| Sep. 11 | Road America, WI |
| Oct. 23 | Del Mar, CA |
| Nov. 6 | Tamiami, FL |

The IMSA sanctioned series features identical open-wheeled race cars powered by Saab's 2-liter, 16-valve turbocharged engines. The engines have been tuned to put out over 200 hp. A major change this year is that the cars will be on Goodyear racing slicks instead of shaved street radial tires.

Several of last year's competitors have announced they will race in the series in '88. These include Bruce Feldman, Jeremy Dale and Tim Colwell, who finished 2nd, 3rd and 4th respectively in 1987's final standings. Last year's series champ was Ken Murillo.

NOTE ON V.D.O. CLOCKS

I would like to warn Saab owners about Lee Beck's "VDO Clocks Repair" in the October 87 issue.

The flat spring type "soldered" fuse is a very special type of thermal fuse used in European electronics. The so called solder is "wood's metal", a special alloy with a melting temperature approximately half that of regular solder. Any time you add solder, the melting point goes up and there is less protection, or none at all depending on your soldering. Too much solder and the next time there is no clock to worry about.

Miro Hlavsa
Cedar Knolls, NJ



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- Go Yump a Swede (Rally 99)
- Old Saab-ers do it W/2 Strokes
- My 1st Wife... Was against rallying

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A ROADWORTHY 850-GT

I drive a 1963 850-GT six months a year, nearly every day. When the salt trucks roll out, the GT goes in. I have made some modifications to the drive train and brakes that have turned out pretty well, and which other 2-stroke drivers might like to try.

First, it's no secret that 96-octane fuel is no longer available, nor should anyone be surprised that a GT850 knocks like crazy on anything less, even on Sunoco 93 -- even on 100-octane aviation fuel. Engine compression on this mill is 135 psi. As an experiment I replaced the GT head with a stock 850 head (much larger domes), dropping the compression to about 100 psi, with some interesting results; more low-end torque, no knocking (even at 4000 rpm, full throttle), no loss of driveability. At the same time, I replaced the GT transmission with a standard 850 trans. No other modifications to tuning or carburetion seemed necessary. I did have to replace the GT speedometer with a standard speedo, however. I still have to use premium fuel, but 91-octane is sufficient to prevent knocking; mileage is about 26 mpg, mixed town and country driving. The overall effect is that of a beefed-up 850 standard; not as hot as the GT but very forgiving on gear selection and a lot less hassle.

I also found a way out of the brake rotor hassle: the 4-bolt rotor (GT & Monte Carlo) is no longer available anywhere that I know of. But I found a local machinist who was able to modify a set of GT hubs to accept a V4 brake rotor. The process is not extremely involved, requiring only the manufacture of a shim, a little turning of the hub, and some new holes. The result is that I can now bolt on a stock V4 rotor (still easily available) while retaining the original axle components: the 4-bolt hub and

roadwheel, and the clamshell inner universals with rubber drivers. After years of nursing along two ancient and paper-thin original rotors, I feel pretty sassy now when I have to nail the brakes. The machine work came to \$175, plus the cost of two new brake rotors. Any interested parties can contact me for more info on this process.

I had the body work done on the car last year, using all my best fenders. The doors were okay and the main chassis was pretty solid. I had no decent chrome at all so chose to black out all the trim, bumpers, window frames, basically everything but the door handles. The door trim strips are adhesive-backed vinyl. The paint is baby blue, a 1984 Ford truck color. The black on blue looks very sharp.

I'm still dealing with some overheating problems in summer weather. I don't trust the few old thermostats I have been using, and I'm working on a way to solder a modern thermostat into one of the old brass housings. Otherwise the car is 100% reliable and a blast to drive. I'm using the new Mobil 50-to-1 mix oil with good results and imperceptible smoke once the engine is warm.

Walt Chapman
73 Main Street

Shelburne Falls, MA 01370

2-CYCLE ENGINES & OILS

I have had a '61 96 for about a year, now. The article in the May '87 issue on two-cycle oils prompted me to do some thinking.

For the past three years, our family has sailed a 26 foot sloop on Lake Erie. Auxiliary power is provided by a 1979 two-cylinder Chrysler Marine outboard rated at 12 hp. I estimate that the engine operates under full throttle about 75% of the time (in open waters) and at low throttle the balance of the time. In the course of a boating

season, we use about 18 gallons of fuel. All of this is by way of saying that I thought a look at the outboard's shop manual might be interesting, especially as that information might relate to what is contained in the Dealer's manual that Saab issued. Very illuminating.

Both the Chrysler and the Saab engines are constructed along very similar lines. Their horsepower per liter output is virtually identical. Both make their maximum power at 4150 rpm. They each have the same redline and their horsepower and torque curves are twins. In short, the similarity between the two engines was quite striking.

So I took a chance. If 50:1 is good enough for outboard engine types, it should be good enough for a Saab. After almost six weeks, no problems so far. Most of my driving is in town, although I have made a few out-of-town trips. Of course I realize that the engine may die twenty minutes after I mail this letter, so this shouldn't be taken as a recommendation.

What convinced me to take the chance? Try a steady diet of spark plugs. Or how about a smoking exhaust? Back in '61, BIA TC-W oil was not available. Everyone used 30W oil, which was never designed to be burned. Outboard oil is formulated not only to lubricate the engine but also to be used up in the process. Moreover, if Chrysler and all the other manufacturers recommend a mixture of 50:1, you can bet there is a built-in fudge factor weighted on the side of more oil than is absolutely necessary. These people aren't stupid. They don't want customers with seized, and very expensive, engines. Except for the change in mixture, the only other departures from stock for my Saab engine are a Solex 40-B1 carb in place of the earlier A1 model and a hotter coil with a ballast resistor. The car is driven daily and is much peppier. In fact, I'm so impressed that I'm thinking of restoring a Monte.

In short, I am pleased with the results of my experiment. The only remaining question is would I take the car on a long drive over the Interstates? No, but then the car was never designed for that sort of thing in the first place.

When I bought my '87 900S, Saab finally offered a rear window wiper/washer, which I had installed. But Saab still does not offer headlight wipers [in the U.S.]. Is there some way I can get them without a trip to Sweden? If a kit is available, I'm sure I can install it myself. Or can I? Can anyone let me know?

Aavo Harju
Somerset, NJ

MICHELOTTI DESIGNED 96

Saab of Germany is selling limited reprints of an attempt to give the 96 a different look. In Italy, Michelotti was a designer as well known as Bertone and Pininfarina. Their ad reads:

SAAB DESIGNS FROM MICHELOTTI

"For years the drawings that the famous designer made for Saab in 1962 were lost. Only after the death of the Turin stylist were the originals found. Saab bought these drawings for an enormous sum, then had each of the three views reproduced 300 times. The plates were destroyed after production."

The reproductions sell for 58 Deutsch Marks apiece, plus shipping. The offer started in December so it is unknown if there are any left. [Ed. note: The date on all three drawings is "17.9.65", Sept. 17, 1965 (?) - TW]

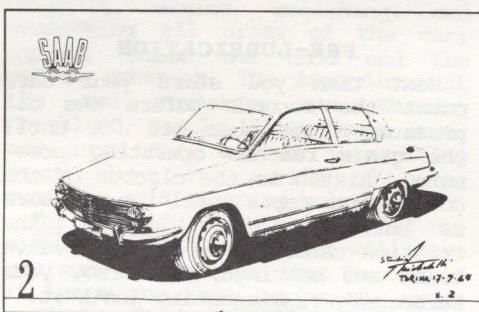
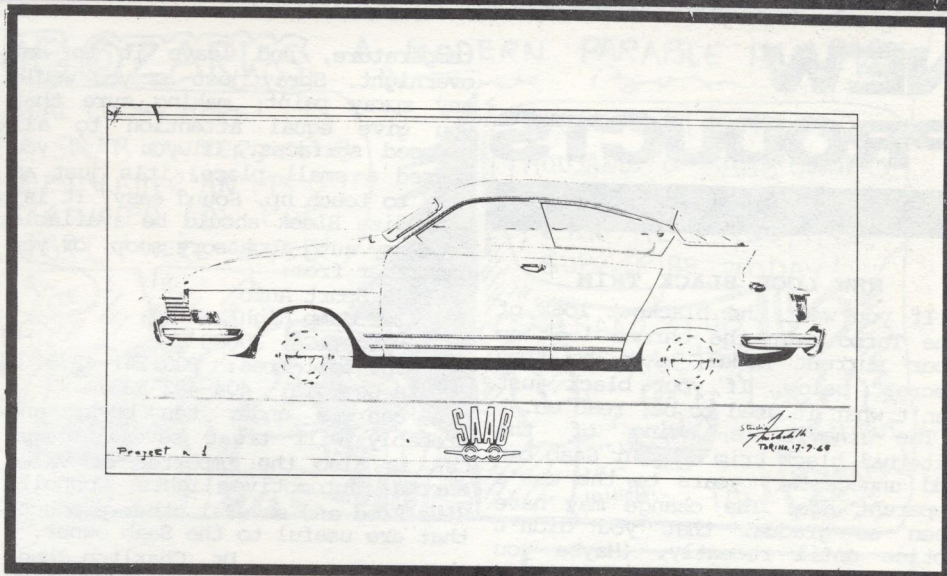
Peter Bach
Usingen, W. Germany

SOME HELP ON EXTENDED SONETT

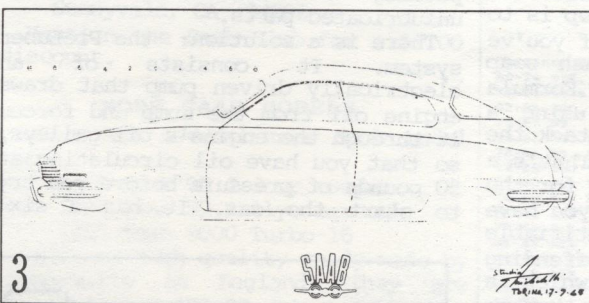
In response to Jon Hochstetter's inquiry about rocker panels for a Sonett III, I think I can give some assist. First, I own a '71 Sonett and have done a ground up restoration of a heavily rusted pan. Since I had no advice or assistance I learned about pans the hard way.

Sonett rockers are unique to the 97, which is about 13.5 inches shorter than the 95-96 in wheel base. Since the doors on the sedan close over the rocker panels, the design for the Sonett is quite different. The panels for the 97 were available as of Sept. '85, but there are two styles depending on serial number. For my '71 the part numbers were 7425119 and 7425127; the pair ran about \$150. As for other pan pieces, save your time and money. They are either impossible to find (i.e. no longer available), or the price is way out of line. Do not buy the end caps for the rockers from Saab as they are very easy to fabricate compared to the cash outlay (about \$100 for 4 small pieces). In fact if you possess any sheet metal working talent, make the rockers as well. The only part of the pan that shows on the finished car is the rocker. From your description of the problem, I would recommend completely disassembling the car, gutting the pan and sandblasting it. Only then will you see the extent of the damage and be able to repair it properly.

Second, you state that you would like to lengthen the pan and cut the roof. In addition to the obvious lengthening of the pan, the wiring harness, brake lines, handbrake cables, fuel line and exhaust system will have to be lengthened accordingly. I think I would cut the doors through the middle as the



Die repräsentativen nummerierten Drucke sind rund 45 cm hoch und fast 100 cm breit. Mit den Entwürfen für den Saab 96 war Giovanni Michelotti seiner Zeit weit voraus. In seiner Heimat Italien wurde der Designer genauso bekannt wie die Kollegen Bertone und Pininfarina



Jetzt entdeckt: Saab-Entwürfe von Michelotti

Jahrelang galten die Entwurfs-
skizzen von Giovanni Miche-
lotti, die der berühmte itali-
enische Designer für Saab 1962 ge-
fertigt hatte, als verschollen.
Im Nachlaß des Turiner Styli-
sten wurden die richtungswei-
senden Original-Skizzen jetzt
gefunden. Diese Zeichnungen
erwarb Saab für einen stattli-
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steel door frames would be easy to alter and the flat glass could be readily made in a glass shop for a nominal cost. The window regulator could be left alone. New items you would need for the body would include carpet, headliner, door seals (\$60 new, each) with extra length added on the bottom, and door panels. Someone who is good with fiberglass should add material to the doors and roof area. The removable roof would require some original thinking for the door/window seals. I would give serious consideration to strengthening the pan if you are going to cut the roof, because the chassis is structurally tied together by the body

between the base of the "A" pillars and the roll bar/hatch hinge.

Lastly, I would recommend planning the whole operation down to the smallest detail. Weigh the costs. After you do all of this, think it over again. I have dreamed up at least half a dozen ideas for my own Sonett, mainly to remedy shortcomings I personally feel exist in the design. Since some of my opinions may clash with Club purists, I will leave my address for those interested in corresponding on a tangent. But... I also think the 97 is a terrific car left completely stock!

Richard R. Sheehy
7550 Hazelcrest Dr.
Hazelwood, MO 63042

NEW PRODUCTS

NEW LOOK BLACK TRIM

If you want the blackout look of the Turbo over the chrome look on your current model, skip to "the Secret" below. If your black just isn't what it used to be, read on.

The inevitable aging of the external black trim on your Saab can add unnecessary years to the car's apparent age. The change may have been so gradual that you didn't notice until recently. (Maybe you oughta go take a look; I'll wait... See, I told ya.) A lot of aging can take place over the colder winter months when you can't clean and inspect as often as you'd like. The black around the windows and on the trunk handle seem to show this greying effect first. For a long time you can stall the effects by treating these surfaces with Meguiar's Formula 42 Treatment. The Meguiar's works better than Armor-All because it does both cleaning and conditioning in one product and it leaves a satin finish, not a gloss. (The results with Armor-All don't look factory; they remind me of cars on a cheap used car lot, to be candid.) When the Meguiar's doesn't bring back the showroom shine, next best step is to try to clean the surfaces. If you've been using a proper car wash soap (Like the new Meguiar's Formula Double Zero) you've been using a mild cleaner so as not to attack the Carnuba wax on the paint. That's a good plan, but now it's time for the heavy artillery. To see if you have collected a film of unidentifiable grunge, I'd go at the offending areas with Spray 9 cleaner (which is a household cleaner that makes Fantastik and 409 look like kid's stuff). Spray 9 works well from the cloth upholstery to the engine compartment; it is neat stuff although not as available as the more popular cleaners mentioned. If you still remember a deeper, more uniform black, it's time to tell you the secret I've found.

The Secret - Any trim, either fading black or still shiny chrome, can be coated with Anodize Black, a specially formulated spray that goes on like a paint, but adheres like it likes it there. It works on the hard plastic and metal surfaces with equal tenacity. Clean the trim to be coated with alcohol (and not an oil based cleaner like turpentine that leaves a film). If you want it quick, just mask the surrounding areas with good ol' masking tape and newspapers, apply in a reasonable

temperature, and leave it to set overnight. Spray just as you would any spray paint; making sure that you give equal attention to all exposed surfaces. If you find you missed a small place, it's just as easy to touch up. Sound easy? It is!

Anodize Black should be available from any auto accessory shop, or you can order from:

CJR Sport Auto
4292 Camp Highland Rd.
Smyrna, GA 30080
U.S. toll-free: 800-241-4275
In Georgia: 404-432-5327

A can is under ten bucks and probably will treat several cars. CJR is also the importer of Valeo Marchal automotive lights, Connolly Hide Food and several other products that are useful to the Saab owner.

Dr. Charlton Jones
Smyrna, GA

PRE-LUBRICATION

Next time you start your car, count the seconds before the oil pressure light goes off (or until the gauge reaches operating pressure). Listen to the clatter of the cold engine parts until the pressure is built up. Think of all the friction causing wear on your valve train and bearings, or worse, your turbocharger. Disgusting isn't it!

As much as 90% of the wear in an engine happens during those few seconds after a cold start. Particularly if you're one who starts the car and drives off, putting a load on all those unlubricated parts.

There is a solution: the PreLuber system. It consists of an electrically driven pump that draws engine oil from the sump and forces it through the engine's oil galleries, so that you have oil circulating at 50 pounds of pressure before you try to start the car. It has a six-

second timer which is initiated by turning the ignition key to the "ON" position prior to starting. As soon as the "OIL" light goes out, you can start the car (without the cringing associated with hearing clattering valves). For turbocharged cars, the PreLuber continues to circulate oil through the engine and turbo for up to three minutes after the engine has been turned off. That eliminates the problem of "coking", cooked oil on the turbo's bearings. It wouldn't hurt to have that feature for your normally aspirated engine either.

Don't worry about burning out the PreLuber's 2.5 gallon-per-minute pump on those cold mornings when your oil is the consistency of apple-blossom honey that has spent too many months in the cupboard. It was specially designed to handle anything from air to 140W oil.

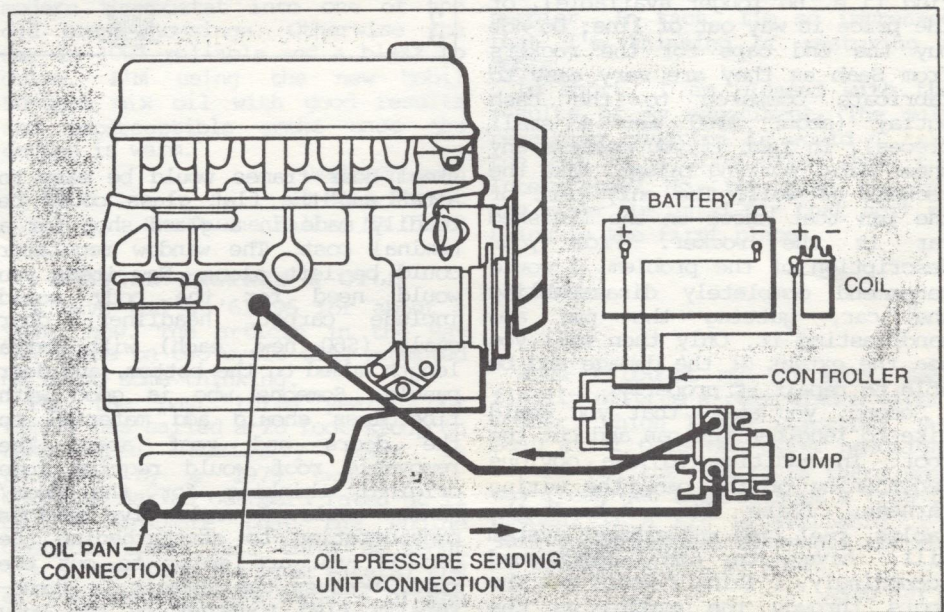
The PreLuber has a couple of advantages when you change oil, too. It will drain the sump in a fraction of the time it takes to drool out the drain hole. And when it's time to fire up the engine again, you don't have to wait with fingers crossed until the "OIL" idiot light goes out.

The price is even reasonable, considering the extended engine life you should get from using the system. (The manufacturer suggests three times normal engine life. Imagine 300,000 miles, or more, without a rebuild!) The PreLuber for standard engines is \$259.00, for turbocharged engines, \$310.00.

The PreLuber is available from the manufacturer:

Lubrication Research Inc.
2894 Aiello Dr.
San Jose, CA 95111
U.S. toll-free: 800-323-5823
Calif. toll-free: 800-722-2992

(Thanks to member Scott Fecho for calling this product to our attention.)



ONE DAY IN THE OZARKS

A MODERN PARABLE IN 3 PARTS
By Luke Brown



KEEPING IT PRETTY

So you've shelled out 20 big ones for a new Turbo and you want to keep depreciation to a minimum. Or maybe you've put many late nights and weekends into restoring a two-stroke and you want to make sure it stays nice. Of course that means you're going to change the oil (on the 4-cylinder, not the 3-), trans grease, coolant and brake fluid on a regular basis. And you're going to wash and wax your new toy all the time, right? But which wax is best? What about soap? Then there are all those kamikaze insects on the hood and spoiler; how can you scrub them off without scratching the paint?

Henry Watts has the answers, and more, in a little book titled **CAR BEAUTIFUL - A Complete Guide to a Shiny, Well-protected Car**. The book itself isn't that pretty; it looks like it was printed on a home computer and it is spiral bound. There are no photos or drawings. If it was on the shelf at the local bookstore, you'd probably miss it. It's the content that makes it worthwhile reading.

The book grew out of Watts' effort to find safe and effective techniques for the care of his Por-she. The lack of good publications on car cleaning led to extensive research, and the interest of many people in the results of the research led the the book's publication.

There are plenty of "Concours Folks" who spend hours upon hours detailing their cars, and many have succumbed to various rumors and opinions on the cleaning and protecting of automotive works of art. Watts tries to sort through all the B.S. (no, not balance shaft) and offer some good advice about this item of regular maintenance that seems to be such a mystery.

His prose style is easy to read, though there are a fair number of typographical errors. It's the breakdown of myths and legends that keeps your interest up. Best of all, he names products that he has found

to be effective for every aspect of cleaning, waxing, polishing, and protecting all areas of the car; inside, under the hood and the entire exterior. The Appendices at the end summarize the Washing Checklist, Supply lists, brand names and suppliers, and an interesting story about the perils of using gasoline as a cleaning solvent.

Car Beautiful is a bargain for the cleanup fanatic, since it will save you many times over that amount if it keeps you from buying the wrong products. It can be ordered directly from the publisher for \$7.95 plus \$.90 postage (Calif. residents add 7% tax).

Loki Publishing Company
849 Gary Ave.
Sunnyvale, CA 94086

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MORE SAAB MODELS

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1950 Saab 92 Rallye car
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Phone #: 203/974-2545.

Our Southwest Ohio Saab Club has been trying to get the Monte-Carlo rally film from Saab. The people in the Publications office are great, but the film has been lost, or someone borrowed it and never returned it. We have several people interested in it and wonder if anyone has a copy of it on video or film (any format).

Jim Schlueter
Cincinnati, OH
513/681-2800 days.

[At one time, Somerville also produced a model of the Sonett V4. Is it still available? - TW]

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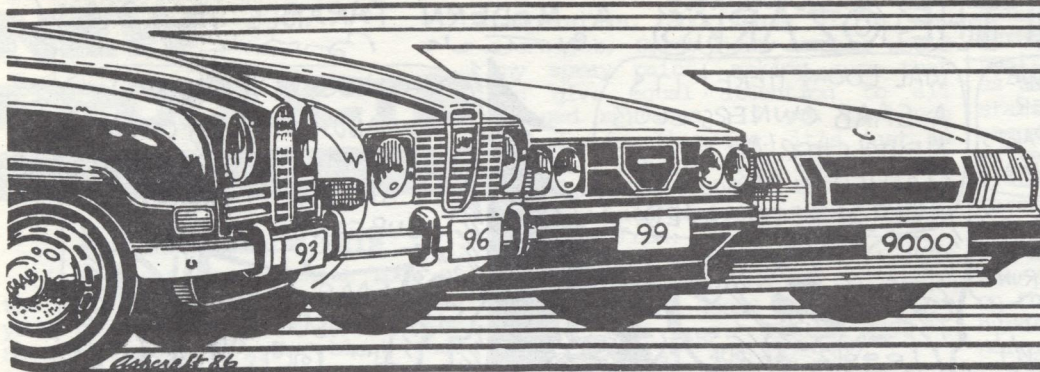
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DEADLINE: Second Friday of each month for the following month's issue, i.e. the second Friday in January for the February issue.

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

SONETTS FOR SALE

Sonett III Race Car, SCCA full rollcage, fully modified eng, close ratio limited-slip trans, HD clutch, modifed suspension & brakes, Jackman mags w/Goodyear race tires, much factory equipment. Many spares. Helmets, Nomex clothing available. Dan Stella, 1135 Easton Rd, Abington, PA 19001. 215/886-8660.

'74 Sonett III, orange, rblt carb, strong eng, new clutch & exhaust, great orig. interior, perfect body, some rust, everything works. \$2000 obo. Steve Brucato, 240 W Newhall #4, Waukesha, WI 53186. 414/521-9407 H, 414/521-6606 W.

'74 Sonett III, runs & drives OK, needs TLC. \$1500. Mark Schrader, 27 Dorset, Edwardsville, IL 62025. 618/656-3504.

'74 Sonett III, good restorable cond, needs new trunk floor, otherwise solid, good interior. Delivery possible. Grant Gongol, Minneapolis, MN. 612/825-3191.

'72 Sonett III, excellent fiberglass & interior, rblt trans, siezed eng, some rust. \$700. Joan Hanley, Setauket, NY. 516/941-9330.

'73 Sonett III, early serial#, w/o Federal bumpers. One owner, always garaged, stored winters. 52k careful miles. Original or better condition. Serious inquiries only. \$6200 obo. John Cecilia, 140 McKinley Av, Libertyville, IL 60048. 312/680-8949

'73 Sonett III, exc cond, Calif. car, no rust. 95% orig. incl orange paint & interior, new clutch, MSS exhaust, Michelin MXs on soccer ball alloys. 2nd owner. \$3250 obo. Eric Lutkin, 1581 Molitor Rd, Belmont, CA 94002. 415/598-9677.

'71 Sonett III, parts or project car. Partially disassembled, but complete. \$650. John Payne, Atlanta, GA. 404/584-7299.

'69 Sonett V4, yellow, body vy gd, mechanically sound, interior needs some work, AM/FM cass, Weber, MSS exh, Konis, must sell. \$4000 obo. Steve Brushwood, Rt 2 Box 708, Gordonsville, VA 22942. 703/832-3928

93s, 95s & 96s FOR SALE

'73 Rally 96, full factory rally equipment, 170hp, limited-slip, competition gearbox, all the go-fast goodies. Immaculate, never raced, stored for years. \$8500 obo. Fred Stafford, Detroit, MI. 313/453-7107.

'71 96, green w/tan interior, solid body & doors, minor rust. Eng & trans out of car. Asking \$400. Heyward Cohen, Box 160, Amenia, NY 12501. 914/373-8048 eves.

'70 96, exc mech cond, rblt trans, stainless bull horn, chassis rusted, new windshield. Asking \$400. Heyward Cohen, Box 160, Amenia, NY 12501. 914/373-8048 eves.

'68 95, no eng or trans. Free obo. Larry Quatmann, 12664 Villa Hill, St. Louis, MO 63141. 314/878-0416.

'67 96 2-stroke, no rust, good running condition. \$450 obo. Larry Quatmann, 12664 Villa Hill, St. Louis, MO 63141. 314/878-0416.

'66 96, strong 850cc oil inj eng w/low miles. disk brakes, radial tires, electronic ignition, body & interior in good cond. \$900 firm. John Payne, Atlanta, GA. 404/584-7299

'68 96 & '70 95. Good cond, strong engines, bad transmissions. Plus complete 68 96 parts car. \$1800 invested, all for \$650. MUST SELL!! Brian Garrett, 4263 Taylor Av, Ogden, UT 84403. 801/399-1790.

2-STROKE & V-4 PARTS FOR SALE

2-stroke Gasket Sets for 92, 93, 96. 2-stroke ignition components, hydraulics, pre-65 thermostats, 67 V4 air filters, M.C. & Sonett II brake pads, Sonett brake master. Send S.A.S.E. for complete list. Ron Wilcox, 156 Orchard Hill Rd, Harwinton, CT 06791. 203/485-9750.

V4 Parts! Moving, must sell large assortment of good used parts. Most components available. Prefer to sell in one lot. Good Prices. E. Millrod, 354 Wicopee Rd, Putnam Vly, NY 10579. 914/528-6072.

2-stroke parts: engine parts, electrical. Set of Solex twin racing carbs w/manifold, (race only, no choke) missing rock guard, \$175. Send SASE & needs. Walt Chapman, 73 Main St, Shelburne Falls, MA 01370.

2-stroke Spark Plugs, set of 4, Bosch MG V-260-T31S, new in boxes. \$75 +shpg. Heyward Cohen, Box 160, Amenia, NY 12501. 914/373-8048 eves.

Parting out a Sonett III - nose w/hdltts, \$250. Grills: 70-71 alum, \$90; 72-on blk, \$90. 4 Sonett alloy wheels, \$150. 96 lens, \$7 ea. Many other misc. parts. Mike D'Aleo, 65 Hollow Horn Rd, Erwinna, PA 18920. 215/294-9589.

99s & 900s FOR SALE

'85 900 SPG, black w/tan leather, Clarion sound system, power sunroof, air-flow kit, full suspension pkg, all options. \$13,995. Frank Lee, 2920 High, Pueblo, CO 81008. 303/545-7056.

'76 99GL, 3dr, original owner, interior & mechanically excellent, 8 snows, 4 w/wheels. Trailer hitch, roof rack, some rust. Ideal 2nd car or parts. Full service record. \$1300, will deliver. Doug Seaborn, 475 Cloverdale Rd, Ottawa, Ontario. 613/746-7731.

'76 99, 4spd trans, 64k mi. \$400. Nicholas Hayden, 3385 W 86th, Cleveland, OH 44102. 216/281-9823 after 9pm.

'74 99, good 2.0 eng, good driver, needs headliner & some body work. \$695. Don Clark, 733 Shawnee Tr, Wilmington, NC 28403. 919/799-8507.

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Swedish Express, 335 Canal Park Dr, Duluth, MN 55802. 218-722-1530.

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4 900 EMS alloys, excellent cond w/center caps & lug nuts. \$180. Mike D'Aleo, 65 Hollow Horn Rd, Erwinna, PA 18920. 215/294-9589.

3 900S alloys, excellent cond, \$300. Donald Haradem, OH. 614/593-5211, 216/934-4817.

'75 & '78 99 parts, including engine & trans, seats, EMS parts. George Lelental, 8120 Kolb, Allen Park, MI 48101. 313/928-3312.

Parting out 74 99L & 78 99GLE:
74 4spd trans, 74 eng block w/new pistons, rbht 74 cyl head, 78 sunroof assy, all glass, bumpers, radiators, etc. Send SASE for list. James Mackay, 1356B Woodcutter Ln, Wheaton, IL 60187. 312/653-3797.

99 parts - 1.85 intake manifold w/Zenith carb, \$50. Delco distrib. condenser, rbht w/new points, \$15. Fuel pump, \$5. All interior pieces. Will trade for V4 parts. Rui Peres, 102 Pulaski St, Newark, NJ 07105. 201/465-1614 H, 212/935-6969 W.

99 Delco ignition kits; cap, rotor, points, condenser, \$12/set. 1.7 & 1.85 head gasket sets, \$25; full engine sets, \$35. Ron Wilcox, 156 Orchard Hill Rd, Harwinton, CT 06701. 203/485-9750.

From 73 99LE - intake manifold w/injectors, left side mirror, ft lic plate brkt, 2 small hubcaps, 99 Haynes manual to '76, more. All for \$195 obo. Miro Hlavsa, 91 Mtn A, Cedar Knolls, NJ 07927. 201/267-5054

From 83 900: front OEM speakers, \$30. OEM front spoiler w/mounting hardware, perfect cond, \$50. Mark Leng, 4 Avon Terr, Succasunna, NJ 07876. 201/927-9150.

MISCELLANEOUS FOR SALE

'72 Citroen SM, recently overhauled Maserati V6, auto, A/C, super fast, good cond, needs paint. \$6500 or take Sonett as partial trade. Jack Ashcraft, 2104 Hill Way, Medford, OR 97504. 503/779-0731.

Saab literature, large selection 1965-82. Color posters & banners (99, 900) 69-82, \$1 to \$35 ea. Send \$1.00 for complete list. Steve Vories, 310 SE 6th, College Place, WA 99324. 509/529-5334.

WANTED - ALL MODELS

93B or 93F, in good original conditon. Will trade very nice '72 95-V4 (70k mi) for the right car. Steve Vories, 310 SE 6th, College Place, WA 99324. 509/529-5334.

For 82 3dr: left outer taillight lens, rear bumper cover, fender lip moldings, Fuel pressure test set.
For 73 99: windshield washer bottle & cap. Jack Vines, 3227 E 28th Av, Spokane, WA 99223. 509/535-8610.

High performance V4 engine parts, SAAB tuning kit, 2-bbl intakes, dual port heads, body trim parts for Sonett III. James Iverson, 3131 S Lewis Pl, Tulsa, OK 74105.

2-bbl Weber carb, incl manifold & linkage, to fit 96 V4. Bob O'Rourke, 205 Carmen Hill #2, New Milford, CT 06776. 203/354-1244 after 6pm.

1-bbl Weber carb, for V4 incl linkage. Nicholas Hayden, 3385 W 86th, Cleveland, OH 44102. 216/281-9823 after 9pm.

Sonett III wanted, must be original & in good condition. Arne N. Visser, Christiaan de Wetstraat 70 1091NN Amsterdam The Netherlands Phone: +31-20-658444 Fax: +31-20-645304 TLX: 11679 COK NL

Sonett II wanted, 2-stroke, for restoration. Rusty & worn, anything is interesting. Bo Lindberg V. Storgatan 18 S-293 00 OLOFSTROM SWEDEN Phone: +46-454-91540 (will accept collect calls.)

Two rear lever shocks for 95, W/W motor for '71 Sonett. John Fox, Box 2926, Olympic Valley, CA 95730.

Wanted for 96, bumper tips, brake master cyl, tail light lenses, seat belts w/flat metal attachment ('67-'68). Tom Foote, 512 S. Sherman, Olympia, WA 98502. 206/357-9925.

For '69 96 sedan: OE wood steering wheel with center emblem, new body rubber & fender welts, new or good used bumpers F&R, other new parts. Jim Schlueter, 1639 N Bend Rd, Cincinnati, OH 45224. 513/681-2800.

For '79 99: Front & rear bumpers or covers in very good shape. Tim Winker, 514 N 13th Av E, Juluth, MN 55805. 218/724-1336.

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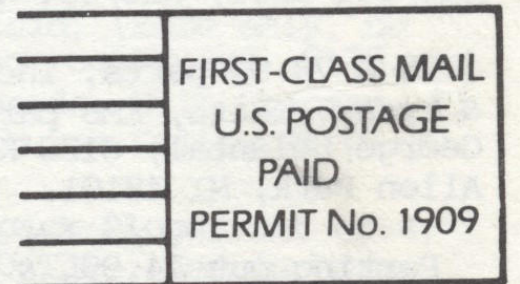
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