

THE SAAB CLUB

APRIL 1986 NEWSLETTER #147

FOUR WHEEL DRIVE FOR SAAB?

According to a story in the March 10, 1986, issue of AutoWeek, Saab has been working on four-wheel-drive for the 9000. Several 4wd systems are being tested in Sweden, as is an anti-lock braking system for the 9000. Another rumor centers around a 2.4liter turbocharged four cylinder engine that will put out 200hp.

AutoWeek's story also mentions the debut of the normally-aspirated 9000i at the Geneva Auto Show. The "i" uses the same 16valve 2.0liter as the Turbo, but puts out 130hp at 5500rpm, with a top speed of **only** 115mph. The combination is said to very economical and tolerant of most any gasoline. The US version isn't expected until the '87 model year, so stateside specs haven't been announced.

SAAB TO BUILD NEW CAR PLANT IN SWEDEN

Saab-Scania AB has announced plans to build a new automobile production plant in Malmo in southern Sweden. Construction will begin in 1987 and production is expected to start up in 1989.

Initially, the Malmo plant will have a capacity of 60,000 cars per year, to be expanded to 90,000 by 1993. Total employment at the plant will then be 2,700 people.

The Malmo site will nearly double Saab's current production capacity of 120,000 cars per year. "This will help reduce the shortage of cars," said Bengt Odman, Saab Car Division vice president of sales and marketing. "We will be in a better position to respond to market fluctuations."

In the United States, sales of Saab cars are expected to reach 45,000 in 1986.

Saab-Scania's total investments for the period 1986 through 1992 will be 31 billion Swedish Kronor, approximately \$4.2 billion. The group's total sales in 1984 were the equivalent of \$3.1 billion.

READER REVIEWS OF THE 9000 TURBO

Beginning on Page 3.

THE OUTSIDE OF ASHCRAFT'S SAAB 960

Pages 6 & 7.

PLUS PLENTY OF READER ARTICLES & TECH TIPS.

AWARDS PILE UP FOR SAAB

In a single week recently, Saab added four new awards to the many honors it has received in the past twelve months. A dozen organizations throughout the world, from West Germany to Japan and the United States, have placed the Saab 900 and Saab 9000 automobiles as top car in various competitions.

On February 17, the leading British motoring magazine What Car? selected the Saab 9000 Turbo as winner in the "Best Director's Car" category as well as overall "Best Car."

In West Germany on February 19, the readers of Auto Motor und Sport elected the Saab 900 "Best Mid-Size Imported Car" for the sixth year in a row.

And on February 20 for the second straight year, a jury of 20 Canadian automotive writers picked a Saab as "Best Sports Sedan." Last year the title was given to the Saab 900 Turbo, this year the Saab 9000 Turbo took the top prize. Runner-up was the Mercedes Benz 190E 2.3-16.

Other awards earned by Saab in the past year include:

Car & Driver	9000 Turbo	"Best engine"
Car & Driver	9000 Turbo	"One of the year's 10 Best Cars"
Motor Press Association	9000 Turbo	"Best Imported Car"
AutoWeek Editor's Choice	9000 Turbo	"One of the 10 most significant cars introduced in 1985"

ATLANTA CONVENTION UPDATE

The National Saab Owners Convention has been moved up to the weekend of July 18th thru 20th, due to a conflict with school starting in August in some areas of the country. The location for the gathering is the Radisson Inn, I-75 and Howell Mill Road NW, Atlanta, Georgia. Details on accommodations and pricing information should be available in the May SCN. Any ideas for, and offers to put on Tech Sessions, are welcome and should be directed to Jack Baxter at 1491 Howell Mill Rd, Atlanta, GA 30318, or call him at 404-351-7222, days. The Saab Owners Convention is being put on by the Saab Clubs of Georgia.

Saab Clubs of North America

Editor & Publisher: Tim Winker, 2416 London Rd., Unit 900, Duluth, MN 55812
(218) 525-3253, 9 a.m. - 8 p.m., except Sunday

VALVE CLATTER

It's been a busy winter, what with learning everything that goes into putting out a monthly newsletter, along with a little competition action on the side. Several weekends were spent at ice races, where I handled the "Public Address" chores. I've been announcing at ice races since '72, so I've gotten pretty good at it. There aren't many folks in this world who can say they are a Professional Ice Race Announcer, or any who would want to admit it.

I have been a fan of ice racing since 1969, when I bought my first Saab, a 93F, from a couple of guys who raced 93s on the ice. One of them, Dutch Edwards, is back on the ice racing trail with his son Rob as co-driver in a Stock Class 99. Dutch rolled the car at the St. Paul race, brought it in to the pits for a checkup, then went out to finish the race. Some tough characters, Dutch and the 99.

Other notable Saabs on the ice racing circuit this year included a Stock 99 driven by Bob Swinehart, Jim Babcock, and Mark Osterbauer of the MN Saab Club. A very quick 99 that Joe Hauser ran in Modified led several races, but didn't win any. The Modified races were won by either Ken Cich in a Sonett II powered by a Volvo V-6, or a Mazda rotary powered tube frame Sonett III driven by Leighton Reese. There were others running the Saab banner, primarily 99s, though a couple of V4 Sonetts and 96s saw some action, too.

But I don't want to dwell on racing when there are other subjects to attend to. One of which is local clubs. At present, local clubs are not affiliates of the Saab Clubs of North America, like the various Regions are a direct part of Sports Car Club of America. Consequently, there isn't a good listing of the local clubs, other than what you see listed each month in the Newsletter. Lately there have been inquiries from Philadelphia, New Jersey, and San Francisco about whether there are local organizations of Saab enthusiasts in those areas. I don't know. I hope to remedy this by publishing a list of all local Saab Clubs in the US & Canada. Please send me info on your club, when meetings are held, special activities, officers or other contact people, and number of members. The list will be published later this year. If you wish to start a club in your region, send a name, address, & phone number, and it will be published in the Newsletter.

Speaking of lists, there has been some response to the list of quality Saab mechanics, but not enough to fill one page as yet. Send in your recommendations.

One of our advertisers has requested to buy a copy of the mailing list so he may send special prices on parts directly to Saab owners. Many

The Saab Club Newsletter is published as a service to Saab owners and enthusiasts. Technical articles written by subscribers may recommend procedures or parts not approved by Saab Scania of America, Inc. The Saab Club cannot stand behind the correctness of information contained in these articles, but offers them based solely on the experiences of the writers.

local clubs have been made a similar offer for their mailing lists. I have mixed feelings about the request. I don't like to receive flyers in the mail, since I don't do my buying that way, but I know direct mail is an effective tool for many retailers. Send in your thoughts on this matter.

You will notice some experiments in type style this month. This is an effort to get more information into the Newsletter. There will be more of this next month, but hopefully with a more readable type face. Comments are always welcome.

Once again, all orders for T-shirts and merchandise listed on the back page should be directed to Carolanne Curtis. This also includes inquiries about backordered merchandise. I am not handling these items (yet), but am forwarding the orders to Connecticut.

Spring is revealing herself here in the North Woods. Hope it is where you are, too, so that your Winter projects will soon see light of day.

Tim Winker, Editor

CLUB NEWS

CENTRAL ILLIANA SAAB CLUB will meet April 20th at 2 PM at Margrit Adler's, 1507 W. University Ave, Champaign, IL 61821. This will be an open ended conversational meeting for trouble shooting and problem solving. For info: 217-356-9244.

SAAB CLUBS OF GEORGIA would like to invite Saab owners to attend their 1st Annual Tailgate Party during the IMSA races at Road Atlanta, April 4 - 6. For details and a map, send a SASE to: SAAB Clubs of Georgia, P.O. Box 888304, Atlanta, GA 30356. Monthly meetings are on the first Monday at Chi-Chi's, 5275 Roswell Rd NE, Atlanta. Dinner is from 7-8 PM, with meetings starting at 8. Call Lou Savage for more info, 404-394-2310.

MINNESOTA SAAB CLUB meets the first Thursday of each month, 8 PM, at Shakey's Pizza, Snelling & Larpenteur in St. Paul. Contact Bob Swinehart, 612-774-4873.

MINNESOTA SONETT CLUB will hold a Ford carburetor rebuild clinic on April 26th at 10 AM. The location will be Jeff Schille's house, 808 21st Ave. N., South St. Paul, MN 55075. For info: 612-457-6891.

NEW ENGLAND SONETT CLUB -- For info, write: P.O. Box 4362, Manchester, NH 03108.

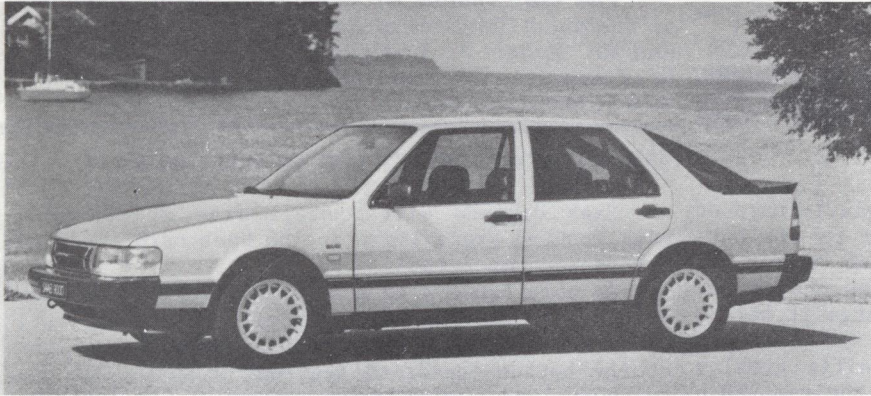
NORTHERN ILLINOIS SAAB CLUB -- 24 hour Hotline on activities, 312-673-4752.

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

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

WEST PENN SAAB OWNERS will hold a picnic on May 17th from 9 AM to dusk, at Pittsburgh's North Park. There will be a car show, tech sessions, and a swap meet. Four Saab dealers will be participating. All Saab owners are invited to attend. For details, call Andy Bittenbinder, 412-364-4780.

WEST MOUNTAIN SAAB CLUB holds its Spring Rally on April 19th in Upstate New York. The rally is a gimmick type and will be run in the Lake George region. Any interested Saabers in New England & New York are welcome to attend. Contact either Tom McDermott (days) 518-798-1577, or David Sullivan (eves) 617-879-8288. Or write WMSC, 39 Auburn St., Apt 1, Framingham, MA 01701-4848.



A CRITICAL REVIEW OF THE SAAB 9000

Dec. 12, 1985

Robert J. Sinclair, President
SAAB-Scania of America, Inc.

Dear Mr. Sinclair:

Now that the ballyhoo on the SAAB 9000 has died down slightly, let's take a sober look. I am writing as a friend, having owned a 1965 SAAB 96 Special, a 1975 SAAB 99 GLE, and the present 1982 SAAB 900 3dr.

The body size and layout of the 9000 are perfect for me. The engine power (except as explained below), the shifting, the ride, the steering, the traction, the handling, the warranty, the number of doors, the safety belts, the ventilation, and many other things are great.

The price is not. Granted, one cannot buy an equally equipped car for less. When SAAB saturates its share of the fatcat, preppie, and yuppie market, perhaps it will remember its middle-class supporters like me, and recognize that is where some number of customers will come from. Sure, I could get another 900; but there is no excitement in that.

Here is how to make a 9000 for the rest of us:

Present Sticker Price	\$22,646
Substitute 8-vlv non-turbo eng.	-3,000
Substitute steel rims for alloy	-600
Substitute SR rated tires for VR	-200
Eliminate ACC system & computer	-200
Eliminate cruise control	-150
Elim. elec. windows & door locks	-500
Elim. radio, tape deck & R spkrs	-900
Eliminate metallic paint	-400
Substitute manual radio antenna	-150
Possible Sticker Price	\$16,546

Perhaps more important, there are serious flaws in the 9000, even in its fatcat form. The most serious is the poor brake balance. Not only was it mentioned by Road & Track; I observed premature rear brake locking in stops from as little as 25-mph on pavement, accompanied by the beginnings of a spinout, or oversteering skid. The salesman who helped me test the car (who had better remain nameless) denied the brake problem, but he was in the car during all three rapid stops I made. Considering that excellent brake balance has been a strong point in the 99 and 900, the 9000 is not the model to abandon it. In view of the potential monster recall that faces GM for this problem on its X-models (though theirs is worse), as well as for ethical reasons, SAAB must quietly solve this brake problem. Either the rear brake hydraulic cylinders should be replaced with

smaller ones, or the rear linings should be replaced with linings having a lower coefficient of friction, maybe metallics. I personally would not buy a 9000 unless I saw a way to correct those dangerous brakes.

The 9000 has no spare tire. This has been a real pain on my 900. I bought a rim and tire, and place it in the trunk on trips over 50 miles from home. A friend with a newer 900 does the same. After an incident with my wife's Mazda 626, we put a real tire and rim into its "cavity". Now, contrary to assertions of SAAB-Scania personnel, we found that a 195/70-15 tire on a 15x5.5" rim did fit the "cavity" of a 9000 when the jack and jack handle were removed. The trunk floor panel closed perfectly. If I bought a 9000, I would insist on having a real tire and rim. The jack and handle would have to be stowed somehow at the left rear of the trunk.

Visibility problems: The A-pillars of the 900 were advertised as narrower than the distance between the pupils of the eyes of an average human. Means nothing is ever hidden from view behind a SAAB 900 A-pillar. The 9000 has 50% more degrees of arc subtracted from view angle than the 900, and the shape of the A-pillar in the 9000 is not triangular. This is a major step backwards. The windshield is too horizontal, and reflections are worse than in the 900. The instrument panel cover in the 9000 has an impressive shine, which reflects all over the inside of the windshield under certain lighting conditions!

There was no transmission dipstick. The battery was poorly located - too high. The clutch engaged at the floor, and no adjustment was possible! The turn-signal clicker was inaudible. With sunroof, the rear headroom was poor. The rear window frame is too close to the rear passenger's head. There is no "junk storage" compartment below the trunk as in the 99 and 900.

While the turbo 16-valve engine was powerful above 2500 rpm, I spend 80% of my driving below that rpm - it spares the engine and saves fuel. I tried over and over again to detect any improvement in torque below 2500 rpm over that of my 900, and there was none. Attempts to accelerate in the 9000 gave almost nothing for a few seconds, and then too much. So far as I am concerned, the non-turbo engine is powerful enough when over 3000 rpm. I do not like having to downshift ages before I might want to accelerate so as not to lose 3 seconds during a passing maneuver.

Furthermore, I think that a water-cooled turbo such as Chrysler's is far superior to SAAB's turbo. With water in the jacket around it, the Chrysler turbo does not overheat even if turned off suddenly from a fast run. It is one

thing to have very disciplined customers (like me) who would never forget the 30-second turbo cool-down period. But this is unrealistic. What if the engine simply stalls? What if a parking lot attendant "forgets" once? My choice is no turbo (unless water-cooled), and lower gearing in first, second, and third gears.

The absence of a light exterior non-metallic color is utterly antithetical to the idea that SAAB buyers are rational. Once you have read "Vision and Highway Safety" by Merrill Allen, you will never again buy a car whose paint reflects less than 85% of the incident light. The hue does not matter, so long as it is light. I still prefer yellow.

Very sincerely,

Dr. Joel M. Kauffman
Philadelphia College of
Pharmacy & Science
Philadelphia, PA

A REPLY FROM SAAB'S PRESIDENT

Dec. 24, 1985

Dear Dr. Kauffman:

Thanks for your letter. I accept it in what I take to be a friendly spirit as intended, but let me start by saying straight out that this sort of letter is most difficult to answer adequately. It is, with all respect, both pejorative and tendentious, albeit constructive.

I will give it a try, though, responding to your various points in order:

First, I hardly feel that the excitement around the introduction of Saab's first new car family in 16 years was "ballyhoo" and, whatever you care to call it, I am certain it has not "died down." The January issue of CAR & DRIVER carries coverage of the 9000 Turbo, designating it as one of their "Ten Best" automobiles available in the United States. For a small car producer like SAAB-Scania, that is no mean accomplishment.

I accept what you say about the current price level. We are, after all, in business to earn a profit on investment and capital utilized in the operation. As you yourself say, one cannot buy an equally equipped car for less. I make no apologies for the pricing of the 9000 Turbo. If anything, I am quite certain we could have charged more and reached the same sales volume... which I expect will be limited by production capacity for quite some time.

We are well aware of the penalties of our move "upscale" in recent years. It means, quite simply, that some of our models will be out of reach by many of our most loyal owners and boosters.

A number of things are intended to deal with that problem. Among them is a determination that the trend "upscale" is about at an end. We intend to stay in the same relative price range (in constant dollars) where we are located today.

Second, substantial development investments are being made in the "old" 900 family. It will be with us for quite a few years, in fresh, new configurations. (I hardly agree with you when you say "there is no excitement" in a new 900. My company car for 1986 is a new 16-valve, intercooled, twin-cam, leather upholstered 900 Turbo SPG. Most "exciting", I assure you.)

Third, you will certainly see 9000 models priced substantially lower than our first offering, the 9000 Turbo. It is not likely, however, that you will

SAAB SERVICE TIPS

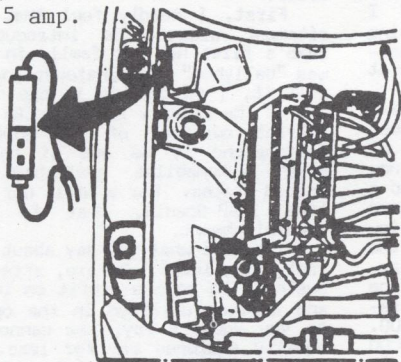
SERVICE TIPS: FEBRUARY 1986

The cold weather season is particularly hard on car batteries especially when allowed to sit outdoors unattended for long periods of time. If there is any doubt about the batteries charge, be sure to check, and if necessary, recharge it before driving the car.

It is possible to check the specific gravity level on a Saab OE battery because of the removable vents. Check your readings against those given in the Service Manual.

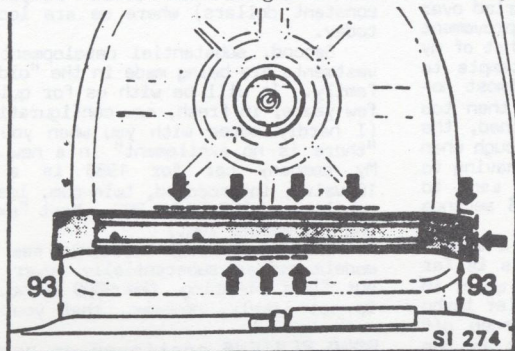
Remember! A battery that is extremely cold or has been in a discharged condition for long periods of time may not accept current for several hours after starting the charger. Do not smoke or create sparks when servicing a battery.

Beginning with late January car production an inline fuse was added to the pre-heating wire for the oxygen sensor. The fuse and fuse holder is located on the right inner fender wall next to the power steering reservoir. This running change is valid only for 900 models built with 16-valve engines (900S, Turbo). The fuse is a ceramic type rated at 5 amp.



When removing the engine from the car on a Saab 9000 remember to pay careful attention to the water pump. The pump is situated so that careless removal of the powerplant can easily damage the pump.

The Saab Trailer Hitch (P/N 02-72-054) is the only hitch approved by Saab for use on the 9000. This hitch (specially designed by Saab) contains a reinforcing member which must be installed in the spare wheel well. Failure to install the reinforcing member can cause damage to the underbody.



The Club thanks Mr. Daniel L. David, Manager of Technical Services at Saab-Scania of America, and Mr. Robert J. Sinclair, President of Saab-Scania of America, for continuing to provide Saab Service Information bulletins.

SAAB TO INSTALL BRAKE LIGHT ON EARLY '86'S

Saab dealers will install free of charge a high-mounted brake light in '86 Saab cars produced before September 1985.

In compliance with new federal vehicle regulations, all Saabs manufactured after September 1st, 1985, are equipped with a high-mounted brake light at the bottom center of the rear window. But due to short lead time between passage of the legislation requiring this light and the date it became effective, Saab-Scania was unable to install the light on several hundred 1986 models produced before September 1.

Said Saab Service Manager Alex Lieuwma: "These cars are in full compliance with all federal and state laws. But we decided to install the light on request and at no charge for owners of early, pre-September 1986 models."

Saab-Scania of America is sending its dealers a kit containing the high-mounted brake light and the necessary wiring.

SEEKING INFO ON SPECIALLY BUILT 99s

I have been a Saab fanatic since 1974 when I purchased my Saab 99 4-dr. sedan, new. The body color is black, although black was not a standard available color in 1974. I have a 1974 customer brochure to prove it.

I just recently was relayed some information from the dealer where I purchased the car, concerning the history of this particular car. In early 1974, a sizable corporation in this country made a decision to place an order with Saab, and laid down the following specs. Thirteen cars were ordered; that number may be disputed by someone else who reads this, nevertheless, the total number was small. All cars ordered were to be 1974 99's, 4 door sedans, black exterior, and all interiors were to be the same dark brown velour with contrasting vinyl trim. All cars were to be equipped with automatic transmissions.

When Saab failed to meet the promised delivery dates, the company backed out of the deal. Saab still completed the order, kept one car in Sweden and shipped the rest to this country, whereupon one of each was distributed amongst various dealers.

I took delivery of my car in early May, 1974. I would like to know if any readers have knowledge of the whereabouts of the other cars, if indeed there are any of them still around.

This car is the finest piece of machinery I've ever owned. It is a great joy to drive, it handles superbly, and I just can not give it too many accolades. I will argue with anyone who tries to dispute the fact that Saabs are among the very finest in this country or on this planet, for the price. Increasing sales figures are a testimonial to the increasing demand for and the popularity of Saab.

This car of mine was at the "Chambersburgh '85" Saab Convention, and won Second Place in the 99 Concours Competition.

James Oliver, Butler, PA

TWO STROKE PISTONS TO BE AVAILABLE SOON

I recently inquired with the main AE warehouse in Los Angeles about the availability of Saab two stroke pistons as mentioned in the January '85 SCN. Through the computer they were able to locate one (1) 2-stroke piston more than 1mm over standard (approx. 1.5mm). There were also various sizes under this in limited supply, and no plans to manufacture more.

I phoned the BAP store in Tucson listed in that previous article. The manager had much the same information I got from AE. He also told me that several members have called him, from all over the country, inquiring about these pistons. Most of these people were discouraged like myself. But I'm determined to keep my two-strokes running.

JAHN'S Pistons in Los Angeles is tooling up to make me several pistons. They will be a cast duplicate of a Monte Carlo piston with rings included, approximately 1.5mm over standard. The price will be about \$45 each, and they will be completed about June 1st. (See Want Ads for more info.)

Incidentally, WISECO needed a \$10,000 order to tool up. Out of the question.

Mark Rheude, Covina, CA

QUERIES ON MISCELLANEOUS TROUBLES

I am beginning to notice a water leak problem inside my '82 3-door Turbo. If I park my car out in the rain, I will have a puddle of water in the front passenger foot area. I have tested all of the drains (i.e. sunroof, fresh air vent, etc.) and they seem to all work -- without any water draining inside. Before I start ripping up the carpet... is there anyone that has had and fixed the same problem I am having? Is there any remote chance of the water coming in through the wheel well?

Martin Lee, Newark, CA

The dash lights on my 1980 900T are not very bright. It's especially a problem when driving in the city with a lot of ambient light. Has anyone found higher wattage bulbs for the dash?

Tom Ledsam, Culver City, CA

I wish to enquire if anyone can help me diagnose the following electrical gremlins in my '74 99LE. 1) Temp gauge flutters even with thermostat sensor disconnected. 2) Dash lights flicker on acceleration, and brightness varies according to which gear is selected, even at a complete stop. 3) With the ignition off, the turn signal indicator glows dimly, and the high beam indicator glows when the brakes are applied. I have checked and cleaned all ground wires, and installed an additional ground on the dash lights, to no avail.

James Mackay, Wheaton, IL

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"NOTICE"

A.A.R. — EXPANDING to serve you better. Andrews Auto Rebuilding has doubled its size. To serve you better we have sold the parts and service business to Elmer our former parts manager. The same people will be serving you at the same location, but in larger quantities. Our parts and service is now **Viking Parts and Repair**. A.A.R. will still handle car sales and auto body service. We are adding space and personnel to serve you the Saab 99 & 900 owner better.

PRICES GOOD THRU APRIL 30, 1986

"New" Clutch Kits

(Pres. Plate, Disc. & Throw Out Brg.)

thru 75	99 4 speed	\$75.95
76 - 80	99/900 4 speed	65.95
78 - 79	4 speed w/turbo	85.95
80 - on	5 speed w/turbo	95.95
80 - on	5 speed non turbo	82.95

"New" Brake Rotors

99/900 Front or Rear 20.95 Each

Worldmark Disc Brake Pads

Axle Set of 4 Pads 12.99

Bosch Wiper Blades

99/900 2.99 Each

5.00 Pair

European Mann Oil Filters

Case of Ten 2.35 Each

19.90

Viking Parts and Repair

Rt. 4 Box 247 A Brickton Rd.

Princeton, MN 55371

612/389-3776

900 HELP FROM THE NORTHWEST U.S.

First, a BEWARE! I know better... have known for years that the Saab 99 and 900 oil dipstick is plastic. However on a subzero night in December, I plugged in the [block] heater on the pickup, and as an afterthought, dropped a wand-type oil heater in the Turbo. Just the thing to insure quick lubrication in the morning.

The wand heater melted right through the side of the plastic tube. It is only to be hoped that no melted plastic found its way down into the oil.

Instead of buying a stock replacement, I checked the scrap bin and found a length of stainless steel tubing exactly the right I.D. (approx. 1/2" or 13mm) to drive on the screw-in fitting that goes into the engine block. A dab of silicone sealant, and now I've got the most over-kill piece of hardware ever to grace so humble a function.

Second, THANKS! The dome light problem has plagued my '82 Turbo since I bought it. Five minutes with a 3" length of 12-gauge household wire (the male push-on connectors are not necessary) has cured a long standing frustration.

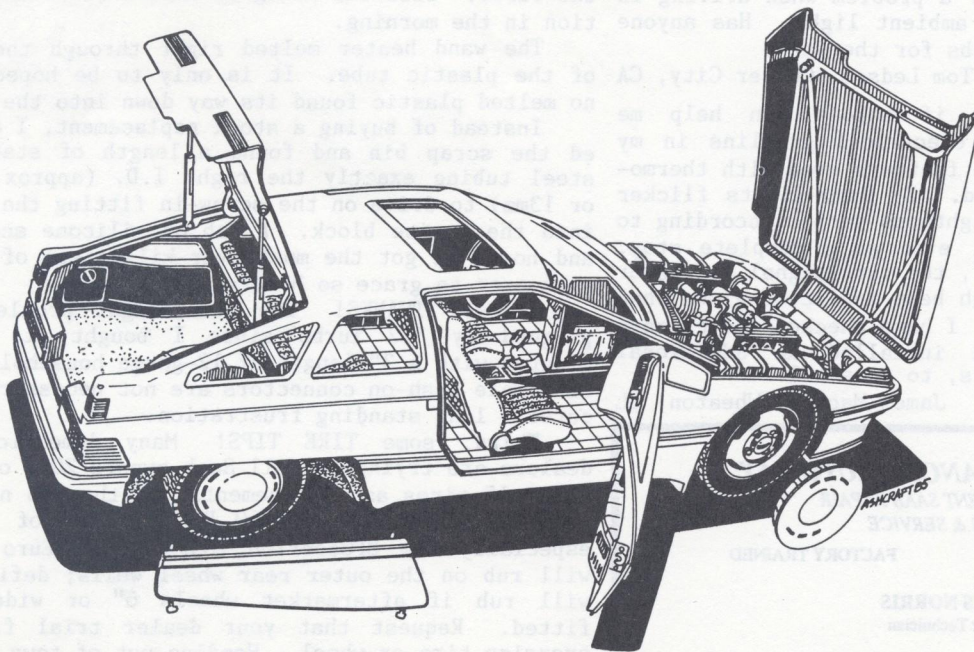
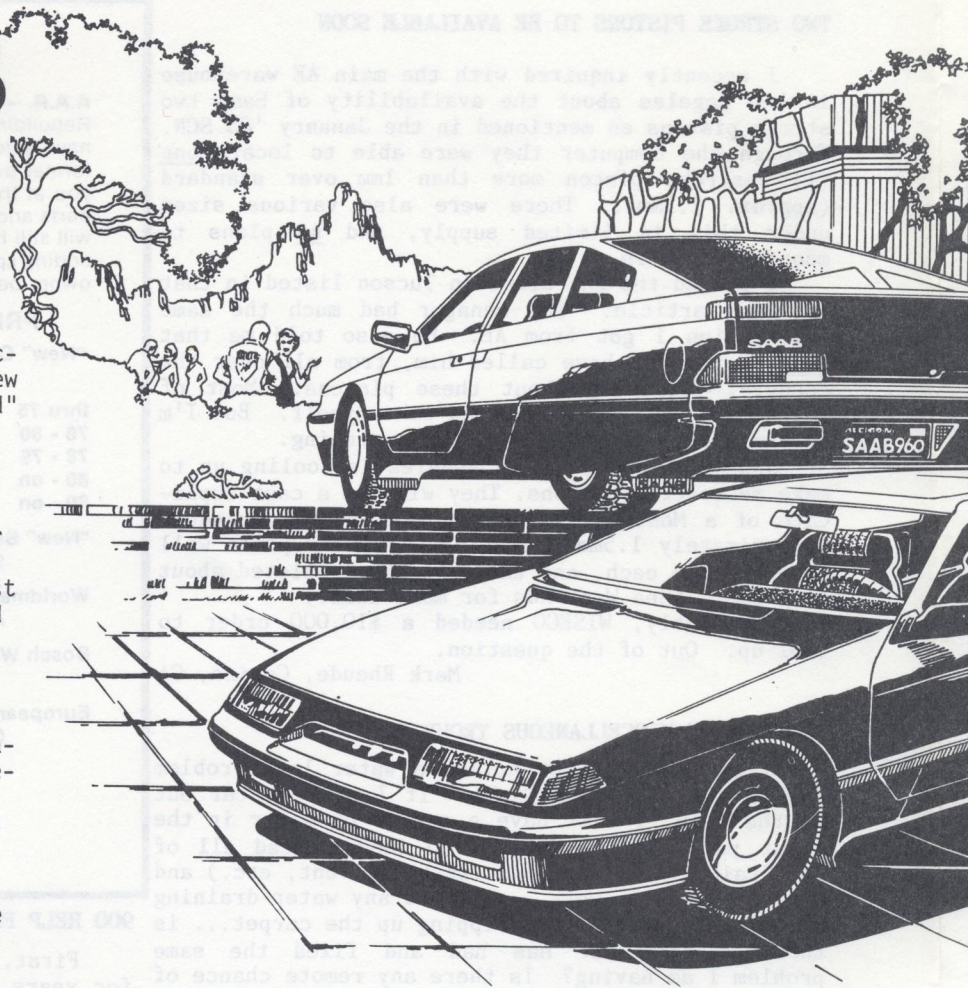
Third, some TIRE TIPS! Many domestic tire dealers are trying to sell Saab owners 205, or even 215 R 15 tires as replacements, as they do not all build or stock the 195/60 R 15. Many of these, especially the BFGoodrich 205/60 R 15 Euro T/A's will rub on the outer rear wheel wells; definitely will rub if aftermarket wheels 6" or wider are fitted. Request that your dealer trial fit any oversize tire or wheel. Heading out of town with a fully loaded family vacation is no time to discover a lean and bump rubbing condition.

Jack Vines, Spokane, WA

SAAB 960

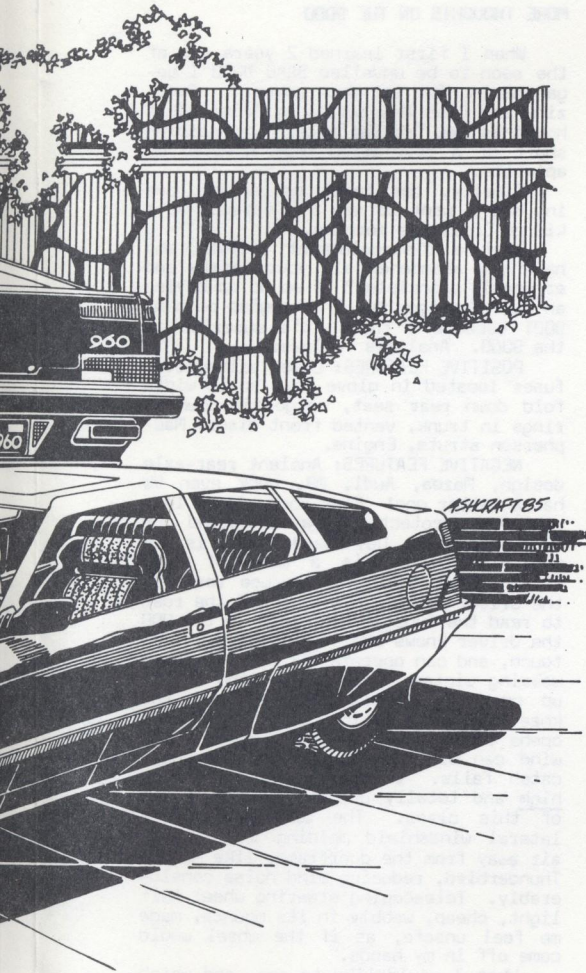
Weight and aerodynamic drag reduction are the key words for the new SAAB 960 and the carefully "tuned" body design, optimized in a wind tunnel, produces a significantly low drag factor by removal of all exterior bits and pieces except the rear view mirrors. The lower bodyside incorporates front AND rear spoilers, tunnels for exhaust pipes and a full belly pan. Head and signal lights are flush and the greenhouse glass is as flush as is practical. Fender skirts, flush wheel caps, and carefully controlled air flow through radiator and engine bay add to drag reduction as does the NACA air intake duct for the heater. This is a very slippery little car.

Fiberglass and plastic panels are used on all lower bodyside areas to cut weight and eliminate rust outs, and is also used on outer door panels, hood, skirts, and rear hatch door.

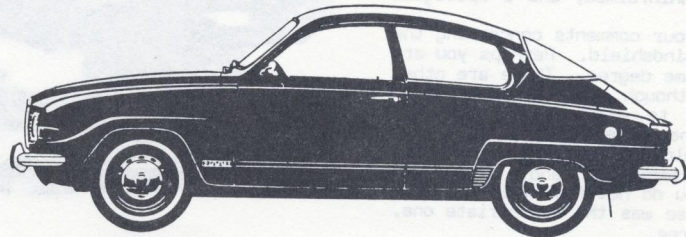
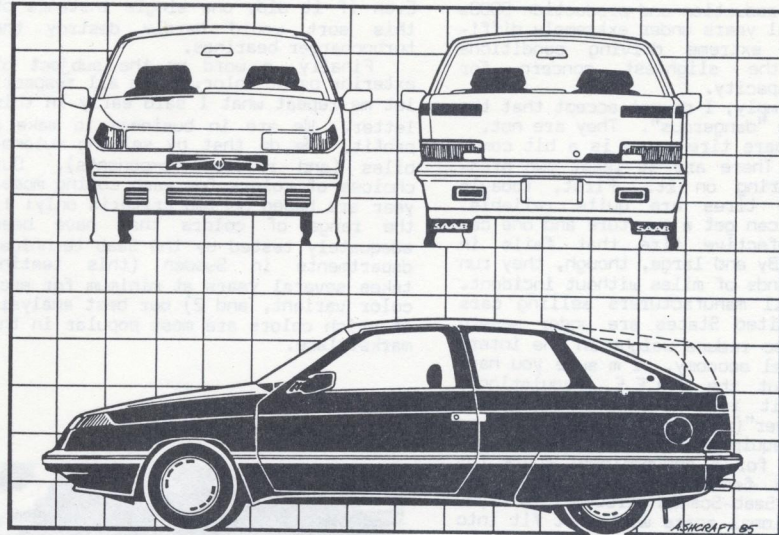


The trunk area is BIG, mostly because it is fairly square in shape and because the rear deck is high to improve aerodynamics. The spare tire stands on the right side, placed inside the car since there is an 18 gallon fuel tank and a transverse rear muffler under the trunk floor. Tool kit and jack live in a storage area below the left rear wheel well and the battery is found in the same location on the right, inside a sealed box which is vented to the outside.

The lightweight doors open into the roof area and are double sealed to prevent leaks. Fender skirts snap off easily for tire changing. The hood is removable with pins. The car's top incorporates a roll-over protection structure in all models. The body skin of the top is fiberglass and carries the sunroof in the skin assembly to simplify assembly at the plant. Roof structure is the same for both sunroof and non-sunroof models. Seats come in two



The car looks long and low, yet is only marginally longer than the 96. It retains 7" of ground clearance, and adds small fiberglass air correctors ahead of and behind each wheel to reduce air drag. Those behind each wheel carry small mud flaps with the Saab logo. Dual exhaust freaks will like the fat twin pipes at the back of the 960.



trim levels, but all have reclining backrests.

The car is meant to be marketed in standard and deluxe models. This will provide a fairly high tech car for those of us who have not reached vice president level yet but who still want some fine Swedish steel beneath us. The deluxe car has all the goodies but there is little difference mechanically.

The Turbo option would be available on either line, giving the deluxe car some zip and the standard car even more since it would be slightly lighter. The standard car with turbo would be the Q-ship of the line.

Light weight, low drag bodywork, and a good power to weight ratio will insure that the 960 is fun to drive, whether it is a normally aspirated version or a turbo.

The 960 is a thoroughly modern version of our beloved SAAB 96. The conditions appear to be right for such a vehicle in today's marketplace, and if advertised right, should be a success. It is a delightful replacement for SAAB's old V4 workhorse, one I would be quite happy to have in my garage. Is anybody listening in Trollhattan?

Jack Ashcraft

Next month: The SAAB 950 Wagon

9000 REVIEWS cont. from page 3

see anything in the 9000 series priced as low as the \$16,546 you suggest. It is intended to be a new offering, in a new market segment for Saab. It is not intended to conflict with the ongoing 900 family in Saab showrooms.

I note what you say about the 9000 Turbo brake system, and obviously I noted what ROAD & TRACK had to say about it. Let me simply note two things in that regard: a) the few comments we have received on this subject, including R&T's, have been called to the attention of the appropriate technical personnel in Sweden, and b) I have driven prototype, preproduction and production 9000s for several years under extremely difficult and extreme driving conditions without the slightest concern for braking capacity.

Put simply, I do not accept that the brakes are "dangerous". They are not.

The spare tire issue is a bit complicated. There are at least two pressures bearing on it. First, today's automobile tires are quite reliable. True, one can get a puncture and one can get a defective tire that fails in service. By and large, though, they run for thousands of miles without incident. Second, all manufacturers selling cars in the United States are under severe pressure to reduce weight in the interest of fuel economy. I'm sure you have heard about the C.A.F.E. regulations. We feel it is prudent to supply the "space saver" (and weight saver) spare as standard equipment and to provide storage space for a conventional spare for those who feel they must have one. Whichever Saab-Scania personnel told you a conventional spare would not fit into the spare wheel well of the 9000 Turbo was simply uninformed, and I apologize for that.

I note your comments concerning the 9000 Turbo windshield. Perhaps you are right, to some degree. There are other arguments, though, such as inclination of the 900 to accumulate road film because of the extreme vertical angle of the windshield. Such things fall into the area of compromise, and I'm sorry to note that you do not feel this particular compromise was the appropriate one. We do not agree.

I do not understand your statement regarding a transmission dipstick. I do not agree with your statement concerning the location of the battery. (Is it too convenient, being too high?) If the clutch engaged at the floor in the car you test drove, it seems obvious it was improperly adjusted. I have not previously heard a complaint that the "clicker" of the turn signal is inaudible and will look into that. I don't agree with your comment concerning rear headroom. For goodness sake, the Saab 9000 Turbo is the only imported car other than the larger Rolls Royce that is categorized as a LARGE car (by virtue of interior room) by the EPA, U.S. Department of Transportation. Concerning the lack of storage space for "junk" under the trunk floor, I agree. But I don't think this is any great loss.

Concerning engine performance, I simply do not agree. Nor do any of the automotive journalists who have tested the car to date, to my knowledge.

From a theoretical perspective, the point you make regarding water-cooled turbocharger bearings appears valid. However, quite a lot has happened on the technical scene in recent years. Better turbocharger materials. Better turbocharger design. Better turbocharger manufacturing quality. Much better lubricants. Plus there is much better understanding of turbocharging by both the automobile industry and turbo

owners. I agree that it is unrealistic to expect every single turbo owner to provide for ample warm-up and cool-down every single time they drive their car. I think it is equally unrealistic for a manufacturer like Saab to manufacture 100% of their turbocharged automobiles to specifications designed to be "idiot proof" when empirical evidence is quite clear that today's turbocharger is a very reliable device indeed. It is also unrealistic, if you will permit me, to worry about the exceedingly slim possibility of a turbocharged engine stalling at full boost. I have never experienced it. I have never heard of it happening. Even if it did, one single instance of this sort would hardly destroy the turbocharger bearings.

Finally, a word on the subject of exterior paint color. With all respect, let me repeat what I said early in this letter. We are in business to make a profit. We do that by selling automobiles (and related components). Our choices of colors for each coming model year are based on two criteria only: 1) the range of colors that have been adequately tested by the Saab technical departments in Sweden (this testing takes several years at minimum for each color variant, and 2) our best analysis of which colors are most popular in the marketplace.



I have not read "Vision and Highway Safety" by Merrill Allen. Personally, I drive a dark grey metallic 900 Turbo SPG. I like it. I am not aware of what percent incident light it reflects, and it has never occurred to me to inquire of those who know. I drive hard. I drive carefully. I stay awake behind the wheel. I do not depend on others seeing me to stay out of trouble. And I am quite certain that, absenting pure coincidence, we would not be very successful in the marketplace were we to make our color decisions on any other basis than what people want to buy.

I might add that we certainly do offer light metallic colors in the 9000 Turbo range. I suspect that their light reflective index is quite good. I know for a fact that their desirability in the dealer showrooms is extremely good.

I appreciate your writing. I hope you don't find this response too direct or unnecessarily harsh. I thought perhaps that yours was a bit of both.

Warm regards,

Robert J. Sinclair, President
Saab-Scania of America, Inc.

MORE THOUGHTS ON THE 9000

When I first learned 2 years ago of the soon-to be unveiled SAAB 9000 I began saving for the down payment. Magazine and Club Newsletter articles about how this new "driver's car" was nothing short of a revelation only whetted my appetite.

Finally, the local dealer got one in, and I went to see it, nervous as a kid on Christmas morning.

What a disappointment! SAAB, why have you abandoned all your safety and ergonomic principles? I wound up buying an Audi Quattro, but I'm hanging onto my 900T because I think it's superior to the 9000. Analysis follows:

POSITIVE FEATURES: Lower silhouette, fuses located in glove box, split width fold down rear seat, cargo tie-down D-rings in trunk, vented front discs, Macpherson struts, Engine.

NEGATIVE FEATURES: Ancient rear-axle design, Mazda, Audi, MB, heck even VW has a better one! Flat roof offers less roll-over protection than a curved one as on the 900. Dashboard layout is now confusing! There is a mass of tiny buttons, all alike, whose use requires the driver to take his eyes off the road to read the function labels! In the 900 the driver knows where everything is, by touch, and can operate all controls even wearing winter gloves. Ignition key is up near the steering wheel where the knee can strike it in a collision. Hood opens from the front like a Ford, where wind can blow it open if the secondary catch fails. Wind and road noise are high and totally unacceptable in a car of this class. The old Audi has a lateral windshield molding that scoops air away from the doorframe, like MB and Thunderbird, reducing wind noise considerably. Telescoping steering wheel felt light, cheap, wobbly in its mounts, made me feel unsafe, as if the wheel would come off in my hands.

What I would like to see, and which would lure me back to the fold, would be the following: A modernized model 900 Turbo, full-time 4WD (brother, does it ever make a difference! NO more hair-raising rear break-aways on snowy curves when you let up on the accelerator.) Fully-independent front and rear suspension, vented front discs, dual-diagonal braking like the Volvo (safety double-plus).

I'm afraid that the model 9000 is too much of a compromise with ergonomics and safety to merit the SAAB nameplate.

Merle Janes, Pocatello, ID

You can put me down on the side of those who like the 9000. I was coerced into a test drive and compared to my '81 Turbo it really flies. I might point out that it costs over \$30,000 here [in Canada]. However, I think it looks like the largest Renault Encore in the world!

Tim Locke, Toronto, Ontario

I salute SAAB for making a bold move into a rather exclusive market dominated by engineering giants. I am very sad to see the demise of simplicity in engineering.

But I'm offended by the dramatic philosophy changes evident with McPherson struts and transverse engine. The hood opens from the front, no less. The tail is stubby, with glass going almost to the edge. No 96, 99 or 900 ever came

off so cheap. After all the hoopla in the 900 promotion, the length added for structure and design improvement, what's happened? What kind of "Sable" is SAAB now offering?

9000 REVIEWS

continued on next page

9000 REVIEWS continued

Your advertisement says the car is 3 inches wider than the 900. Three inches? Why so little? And then to stick in a grand console -- you people don't make any sense to me. (Can I still order one without a console?) The car is nine inches shorter even though the wheelbase is longer -- which means the trunk has less room, too: not such a wise move in the luxury market either. I hope you're planning the first stretch behind the wheels already -- it needs another six (6) inches. And though I haven't even looked under the hood, maybe another six inches would be good up there too. You've sold me on the idea that I need the longer nose for safety sake. I can't go backwards now.

Perhaps with all the money you take off the Yuppy market on this car, you can reinvest in further improving the 900. We still need the five door CD. Full time 4-wheel drive, as with the Audi Quattro would be a better possibility with the 900, too, wouldn't you say?

The North/South engine layout just lends itself to such application. If we must have consoles, let's at least give them a good reason -- like drive train. (Besides isn't Audi your real competitor anyway?)

Just another note: the 9000 is already being called by SAAB and others a "driver's car". That's O.K., but is it an owner/mechanic's car? Can I change the front shocks myself? How much will it cost me to buy a new set? How long can I expect the speedometer to work? I don't think I trust you folks anymore, not enough anyway to think I'd put down \$20,000 for a piece that really isn't any more workable than before. The whole chassis is a guessing game, and since you got together with Lancia to work that up, I definitely don't trust it. Good luck with 9000 sales -- I hope SAAB is prepared for YUPPY gripes, warranty expenses, and dealers who are ill trained in servicing yet another flavor of SAAB -- the British hybrid [99 engine] was bad enough.

Bernie Ten Cate, Tecumseh, MI

In a word, "Super!" If you like the 900, you'll love the 9000! I had only a brief drive in a 9000 (thanks to Gibson Motors, Perrysville, IN), but it was apparent this is the best Saab ever. The most impressive thing was the power and flexibility of the engine! It pulled strong and steady from low rpm even in 5th! No turbo lag! The shifting was also a definite improvement over the 900. Handling and ride also seemed better, although this is hard to evaluate in a short drive. The seats are better and I loved the trip computer

(thank goodness, however, the gauges are analog [dials] and not digital).

Any negatives? Virtually none -- the trunk is a bit smaller perhaps, and the transverse engine may make servicing somewhat harder. Styling? Easily the best looking Saab ever. Looks good from all angles (which you can't say about the 900). But these good looks come at the expense of "distinctivity", which may or may not be of importance. I'm looking forward to seeing one on the road to see how it "jumps out" at me. Price? I feel it's quite reasonable, based on today's prices. I only wish I could afford one.

Steve Parsons, Washington, IL

As I mentioned to Bob Sinclair in a letter, I am disappointed at no anti-skid system at that price. He responded that they were not satisfied with any units on the market and were looking to design one they felt was best. I am not comfortable with the way the hood opens. In high wind country I don't care how good the pistons are, it worries me. Add to the fact that I heard from my dealer that Saab requires stocking of one each hood and windshield, and at \$600 plus. The instrument read out I would like to be more like the one on the Taurus/Sable. Actual facts regarding engine performance instead of temperature and gallons used. What I do like are the fit of the body, the room, the airplane type pockets on the back of the front seats, the split rear seat configuration, the handy fuse set up. The tight engine compartment I am not comfortable with, but imagine these are things which will be refined.

Margrit Adler, Champaign, IL

Excellent value for the dollar is what I'd call the 9000 Turbo. Compared to the BMW 5 series, the Volvo 760, Audi 5000 Turbo, and Mercedes 190, the 9000 is much more car for the money. It is comfortable; the seats, as usual, well thought out and researched with plenty of adjustment for virtually anyone. It handles well under most conditions (I didn't get to try it on snow or ice), and has plenty of power. A very nimble, gutsy combination to get you out of the way if need be.

The target market for the 9000 is the type of person who doesn't do much of their own mechanical work, but the usual regular inspection things, like oil, brake fluid, coolant... are readily accessible so they can be checked at the self serve pump. The hood opening from the front is obviously a compromise for better engine compartment access, and a lower hood line for less wind drag.

Some have compared the looks of the newest Saab to the "aero-look" offerings of the domestic manufacturers. My feeling is that everyone else is finally catching up to what Saab has been preaching all along... aerodynamic styling for better fuel efficiency, front wheel drive, small 4 cylinder engines that provide a good combination of power and economy. The switch to a transverse engine and McPherson strut front suspension is merely an update to current accepted technology. The rear suspension could use a technology update as well, but works fine in this package.

The brakes are excellent during average everyday use, but I was surprised how quickly the back end started to come about under panic conditions. I told my co-tester, Nancy, to "STOP!" without warning her as to why. Sure enough, the rear swung out, just as has been mentioned in the magazine road tests. Larger capacity cylinders at the rear would lower the pressure back there.

SAAB AGREES TO PAINT REPAIRS

Consumers who purchased a Saab car after December 31, 1977, are eligible to have faulty paint jobs repaired or re-funds for a repair, under a consent agreement signed by Saab-Scania of America with the Federal Trade Commission (FTC). An FTC complaint alleged that some cars manufactured from 1976 to 1978 had paint that did not adhere to the body and could lift, peel, blister, and cause rust. Repairs range from \$800 to \$2,000. The agreement applies to original and subsequent owners.

Feb '86 Consumer News,
submitted by Randy Nelson, Seattle, WA

SONETT GEAR SHIFT LINKAGE

Various components of the gear selector linkage wear, causing slop at the gear selector and, in extreme cases, difficulty in shifting, especially down-shifting to second gear. There appear to be two major problem areas. The first and simplest to fix involves the linkage U-joints. There are two joints located directly under the shift linkage console. To check these, remove them from the car and place one end of each U-joint in a vise, hold the other end with a large pliers, and twist radically. If there is any significant movement, this indicates wear. It is difficult to attempt this by hand, since a larger force is required to detect wear.

The second problem area is considerably more difficult to attend to. At the point where the shift linkage meets the transmission, it passes through a bushing in a bracket mounted to the transmission. This bushing wears and is very difficult to see and therefore can go undetected. The major obstacles to replacing this bushing are: unless you are very imaginative, it is nearly impossible to replace in the car (although where there is a will, there is a way), and the bushing is not available as a spare part from SAAB. This bearing is made from a material called oilite and must be purchased from a bearing company and adapted.

Joe Osterbauer,
from Minnesota Sonett Club Newsletter
PRO RALLY FANS WANTED

The 1986 Susquehannock Trail Pro Rally is being staged June 6-8, 1986 in Wellsboro, PA. I'm looking for Saab Club members or friends to be checkpoint marshalls for this year's event. No matter what your experience, or lack of it, everyone is welcome. If you have any questions please write: Gary Thomas, 113 Irving Place, Ithaca, NY 14850. Or call me before 11:30 PM at 607-277-0501.

I like the little extras; the tool kit with gloves, the fuse box that can be reached without contortions, the Automatic Climate Control that shuts off when a comfortable interior temperature is reached. The stereo system is mighty fancy, but I would need some time with the manual on it to figure out all the little buttons.

Everything about the 9000 points to its luxury market niche. Many publications have called it the latest toy for those in that much touted group, "The Yuppies". They're not far from wrong, but I believe the targeted age group is a bit higher; the Middle Aged Executive Person who has already proven himself (the MAEPPIES?)

The 9000 Turbo is another car Saab can be proud of. Like all first year offerings, it could use a little refinement. But the package is already excellent, and well worth the price tag.

Tim Winker, Editor

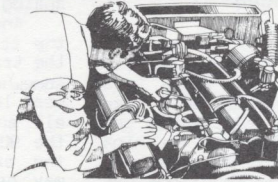
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Ads offering parts or Saabs for sale or wanted are available to members and non-members. Ads are limited to 25 words, plus name, address, and phone number. Ad copy will be abbreviated and excess words deleted where possible. Enclose sufficient funds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

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

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

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

Sonetts For Sale

'74 Sonett, Orange, beautiful condition, no rust, carefully maintained & very orig. Rblt trans, new clutch & brakes. Intr in exc cond. Pirelli Cinturatos, AM-FM Saab radio, AC. More info & photos with SASE. \$4500. Brad Hall, 130 S. Soledad St., Santa Barbara, CA 93103. 805-962-0841.

'70 Sonett, totally redone, no rust! Looks like new. \$3900. Warren Swanson, 194 Butlertown Road, Waterford, CT 06385. 203-449-4369 (w), 203-443-0794 (h).

'66 Sonett II, chassis #6, 1 of 28 pre-production cars. 95% complete, runs, but needs total restoration. 1000 mi on rblt eng. Extra misc parts incl. \$10,000. Andre Lefloine, 5309 Aurora Dr, Austin, TX 78756. 512-454-9234.

93s, 95s, & 96s For Sale

'72 & '69 95s, \$200 to good home. The '72 needs trans, starter, & wheel brngs. '69 (no eng/trans) is for parts. Joe Siudzinski, 27150 Moody Ct, Los Altos Hills, CA 94022. 415-941-4114.

'71 95, orig paint & interior in exc cond. Runs great. \$2500 obo. Richard L. Robles, 1512 W. Crescent, Mesa, AZ 85202. 602-833-7361.

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

'65 2-stroke 96, rblt eng, new paint & tires, needs upholstery. \$750. Wendell Francis, Route 5, Dandridge, TN 37725. 615-397-2172.

Two Stroke & V-4 Parts For Sale

2-stroke pistons, oversized, avail soon. Mark Rheude, 781 E. Swanee Ln, Covina, CA 91723. 818-332-0046.

93 & early 96 750cc pistons, new 750 gskts, lenses, 93 gauges & dash, new wiper arms, new 93 wiring harness, generators, starters, oil pumps, distributors, carbs, heads, etc. Make offer. Charlie Dodson, 7 Wainwright Ave, Annapolis, MD 21403. 301-267-9245.

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

'66 Sport drive train, 90k mi, hi-compr 850 with triple carbs, 4-spd trans, alt, starter, oil inj, & radiator. vy gd cond. Won't separate. \$500. Robert Huettner, 10 E. Main St, East Hampstead, NH 03826. 603-382-6406, 6-10 PM EST.

99s & 900s For Sale

'85 900 4dr 5-spd, well maintained, like new. Fred Helfrich, Warsaw, IN 219-267-6836

'80 900 Turbo, 5-spd, 5 dr, A/C, White, Very sharp inside & out. \$5500. Jay Fritz, Jr, 580 Hemlock St, Bloomsburg, PA 17815. 717-784-7146.

'80 900 Turbo, 5-dr, White, new RD-207 Bridgestone tires, Pioneer stereo sys, exc cond, 80k mi. Must Sell! Make offer. Jan Beveridge, 7500 Schiller Dr., N. Richland Hills, TX 76118. 817-281-8484.

'79 900 Turbo, 3-dr, 52k mi, Red, stored winters, exc cond. Quickor bars, cruise, cover, & manuals. \$5300. Dwight Lien, Box 192, Rio, WI 53960. 414-992-3527, late AM - early PM.

'78 99 Turbo, Maroon, superior cond, 68k mi, elec mirrors, sunroof. \$4900. Warren Swanson, 194 Butlertown Road, Waterford, CT 06385. 203-449-4369(w), 203-443-0794(h)

'78 99GL 5-dr, 4-spd, new clutch & slave cylinder, 70k mi. \$3000. Joel Rosenfeld, 58 Clark St, Long Beach, NY 11561. 516-437-9721.

'75 99LE Wagonback, 83k mi, 4-spd, tach, AM/FM cass stereo, exc in & out. \$1800. Ed Roth, 8407 Deerfield Dr, Parma, OH 44129. 216-884-1735.

'71 99, one owner trade, exceptionally clean, no cancer, steel bumpers unmarked, inj 1.85 eng. Nice orig car. \$1800 obo. PARRformance, 717-627-SAAB.

99 & 900 Parts For Sale

Parts from '74 99 4 dr. Windshield, \$30. Rr window, \$15. Doors, \$10 ea. Other parts reasonable. Mitchell Lenno, 353 Roxbury Rd, Stamford, CT 06902. 203-322-7457 after 6 pm.

Parting out '78 99GLE (body rot), virtually everything that didn't rust: AC system, power strng, brakes, glass, salmon interior, hood, trunk... James Mackay, P.O. Box 464, Wheaton, IL 60187. 312-668-7603(w), 312-668-4438(h).

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

Misc parts for '73-'75 99s, Exh manifold, \$75. Flywheel, \$30. 2 CV joints, \$40 ea. Idler shaft, \$60. various other parts, call or write for list. Guy Maddox, 906 E. Chilhowie, Johnson City, TN 37601. 615-282-0327 days, 929-2233 eve & wknds.

Pirelli P-6 tires used only one season. \$49 ea or \$175/set of 4, plus UPS. Dr. Harris Berger, 4 Demarest Mill Court, West Nyack, NY 10994. 914-623-0022.

Pirelli P-8 185/65x15, used but exc tread, \$75. Trailer hitch & wiring for 900 sdn, \$80. Kevin Kelly, 201-540-2168 days, 201-348-0339 eve & wknds.

Clymer manual for 95/96/Sonett/99, '67-'76, \$6. 99 Haynes manual, '69-'76, \$8. '75 99 Owners manual, \$4. '80 99 Owners manual, \$4. Headlight relay for '80 99, \$6.50. Fuel pump for '80 99, \$25. Shipping incl. Bill Bussiere, P.O. Box 405, Mokena, IL 60448. 815-485-6400.

Late Model Parts & Conversions, Stroker to V-4 power, B-motor to H-motor, Turbo to Turbo 16. Do-It-Yourself Turbo compressor bearing/seal kit in stock. Late model interiors. PARRformance, 717-627-SAAB.

Wanted, All Models

Steering rack (manual), and RR mudflap wanted for '74 LE. James Mackay, P.O. Box 464, Wheaton, IL 60187. 312-668-7603(w), 312-668-4438(h).

For 99E 2dr, orig rear mudflaps, \$10ea? Upper antenna mt for pillar antenna, \$5? Taillight lenses, both sides, \$12 ea? Orig rubber floor mats, \$10 ea? Chris Cox, P.O. Bx 203, Huntsville, UT 84317. 801-745-3450

Rust free 95 wanted, will travel for right car. Mechanicals unimportant. James Gadberry, 2103 Sardis Rd, Nancy, KY 42544. 606-636-6275.

Inca wheels wanted for '80 900GLE. Will trade for OE 390 TRX alloys, or 15" steel from '85 900. Phil Niemann, 7620 West 52nd St, Overland Park, KS 66202. 913-262-5966.

Electric mirrors and switches wanted, \$50? Also any info on headliner and seat cover materials. Dan Tully, 3000 Barcelona Terr, Bettendorf, IA 52722. 319-359-9410.

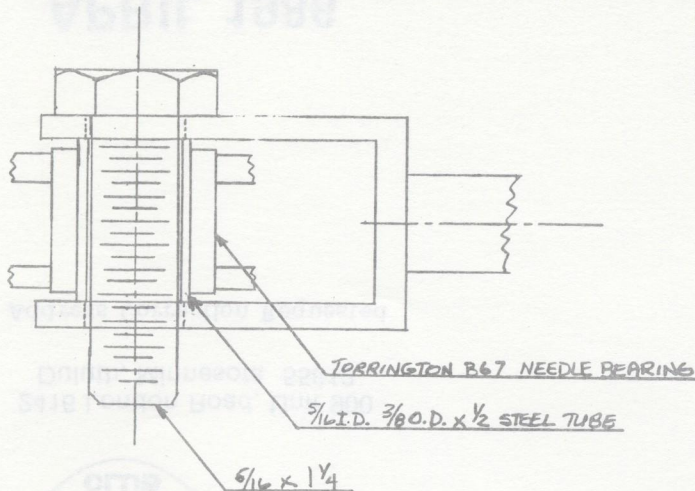
Front T/S Pkng lamp (left) for '64 850GT. Will pay \$30 for on in exc cond. D.C. Robinson, 2044 W. Shalimar Way, Tucson, AZ 85704.

Anti pollution fixtures for '75 inject. 1985cc eng. Need air pump, inj tubes & manifold, EGR subsystem. Also front left lamp housing & both front lenses for '74 99 LE & grille for '75 99LE Wgnbk. Clifton Moore, Box 81917, Fairbanks, AK 99708

Source wanted for late 96 disc brake retainer springs. Frederick Campbell, 218 Stephenville Manor, Stephenville, Newfld, CANADA A2N 3C2.

ANOTHER 99 CLUTCH PEDAL FIX AND TURBO REBUILDING

This fix involves boring a 9/16" hole into the pedal and inserting a thin wall needle bearing. You can take the pedal to a machine shop or use a 1/2" tapered hand reamer (available at Ace Hardware) and finish up with a high speed grinding stone. Referring to the drawing, lock the bearing



into the pedal using Super Glue. Cut the steel tube so there is a few thousandths side clearance in the yoke. When the final assembly is tightened (don't overdo it, the tube will crush) the yoke squeezes the tube into one solid unit putting all the load on the bearing. This also eliminates wear/play of the yoke holes. Parts list:

- 1 - Torrington B67 needle bearing
- 1 - 5/16" I.D., 3/8" O.D. x 1/2" steel tube
- 1 - 5/16" x 1-1/4" bolt

Using a kit from Turbo City (catalog \$3, P.O. Box 6010, Orange, CA 92613) I've rebuilt the turbo-charger in my '78 99. Removal and installation is rather easy except for the obscure location of the oil return line bolts. There's no need to detach the impeller housing from the exhaust manifold. Simply remove the 6 bolts holding the bearing assembly from the impeller housing and remove the bearing and compressor as a unit. Disassembly of the turbo is simple. If the bearing surfaces are in bad shape, it's best to exchange the entire bearing assembly and turbine (known as a "cartridge") for a rebuilt unit. Take care how you hold the turbine shaft when loosening or tightening the shaft nut. Don't forget to oil the bearings before installation. Special tools required: 3/8" 12-point socket. Cost for rebuild kit: \$102.19. Vendor is very helpful.

John Blas, Oak Park, IL
& help from Paul Larson, Interlaken, NY

ACCESS TO 97 ENGINE COMPARTMENTS

Much has been written about the 97-III's hood and its removal and replacement. However, I'd like to add my 7 cents (maybe 8) with some comments gained from experience on two 97s my sons own. The hood attachment points at the stay attachment to the bumper (see #4 & #5 on page 820-2 of the shop manual) require a gifted double-jointed orangutan

MEMBERSHIP/SUBSCRIPTION

Annual dues for Membership/Subscription are as follows:

First year	\$15.00
Renewal	\$12.00

Renewals, please clip this corner with the mailing label on the other side, or write the date of expiration (upper right corner of the mailing label) on your check.

First year membership includes two back-issue newsletters and two club decals.

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to remove. And an octopus with eyeballs on half of his tentacles to install these bolts and nuts. If you spot weld the nuts in place when you have the hood removed, you can get out of the zoo business.

Before welding, observe the relative position of the nuts/bolts (inside or outside the frame). It might make a difference around the radiator bolts. Be careful of the fuel line near the left front bolt.

Before putting the hood back on:

- Always (well, almost) remove and check the wiper motor (see any relative Newsletter articles). It's impossible mit hood.

- Examine, critically, the brake and clutch master cylinders. With the hood on, you better get your zoo partners back. In fact, I think I'd rather remove the hood to replace the brake master cylinder than to do it as suggested in the manual. In this regard, I've considered putting a piano-hinged access door in the left wheel well to get to both master cylinders.

- Degrease and clean the engine compartment and re-mark the 0° position and timing points.

- Of course, check all lines (fuel, water, electric) and fix if needed.

And just before you put the hood back on:

- Check the alignment of the speed nuts (6 of them, three in each door pillar) to be sure your screws will mesh. Secure them in place.

- Remind yourself to put the arm of the headlight mechanism into the support bracket as you install the hood. (It can be disassembled on an installed hood if out of the slot, repositioned into the slot, and reassembled -- I know.)

Gus Shindle, Vienna, VA

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