



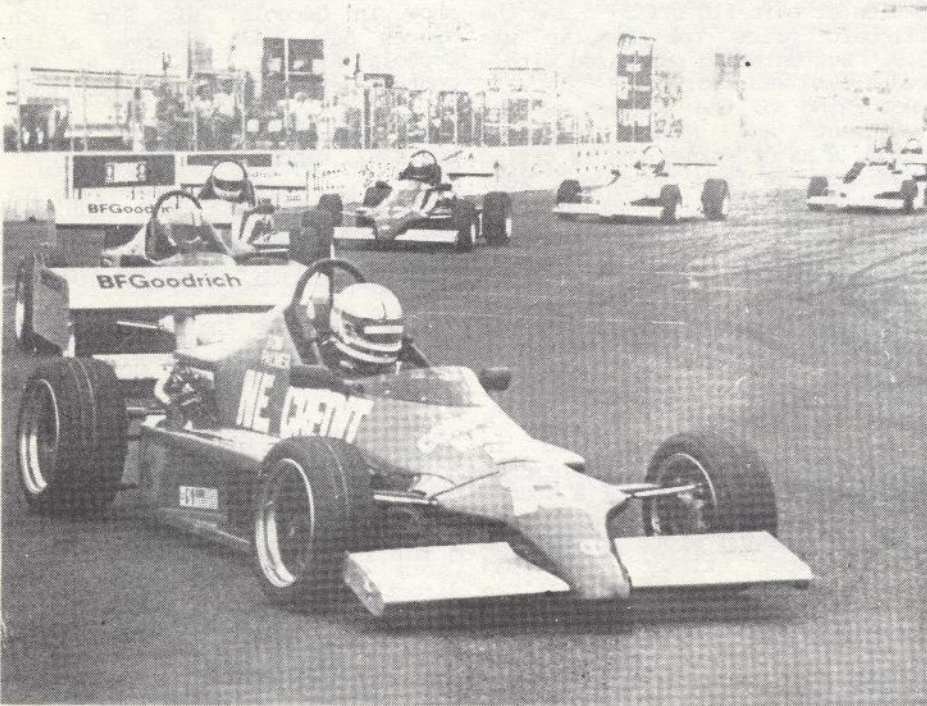
NINES

THE SAAB CLUB NEWSLETTER

\$2.00

Aug/Sept
1986

no. 151



Tom Palmer negotiates a turn in the inaugural Barber SAAB Pro Series race at The Meadowlands. He is closely pursued by former Formula Ford National Champion Jackson Yonge.

HOT TIME AT ATLANTA CONVENTION

Several hundred Saab fanatics converged on Atlanta to convene in honor of an unconventional car. They came from as far away as Maine and California, some enduring several days of 90^o+ heat on the road to be a part of the Saab Owners Convention put on by the Saab Clubs of Georgia.

The weekend kicked off Friday with a welcoming party where several old and new Saab films were shown throughout the evening. Atlanta was suffering through a mid-summer heat wave along with the rest of the southeastern U.S., but that didn't deter those who wanted to look at the dozens of Saabs parked next to the Radisson Inn on Saturday morning for the Concours. For those who preferred the air conditioned comfort of the hotel, there were several companies selling various new and used Saab goodies, and enough Tech Sessions to keep you occupied.

27 cars left the Radisson under sunny skies and a temp of 101^o to run the rally. There were six different rally courses (three in each direction) that wound through some of Atlanta's affluent neighborhoods.

Sandy Potter won several awards, for traveling the Longest Distance, about 1500 miles, and for having the Oldest Car at the convention, a 1960 93F. His shiny black two-stroke also won its category in the Concours.

Among other interesting cars there were George Vapaa's Sonett V4 Roadster, and the 900 body that ASC used to design the 900 convertible.

The weekend ended on Sunday with an Open Forum presented by Saab-Scania's Southeast Region. There was also a discussion of the future of the newsletter and the Saab Club.

A delegation from the Tulsa Saab Club expressed an interest in hosting a 1987 National Convention. Reno and Grand Rapids, MI were also mentioned as possible future sites.

MORE ON CONVENTION ON PAGE 10

SAAB 9000 "FAILS" NHTSA CRASH TEST

The Saab 9000 is in some pretty interesting company as one of 10 new cars that scored poorly in the National Highway Traffic Safety Administration's 1986 automobile crash tests. Only 26 cars were tested, each crashed straight into a wall at 35mph. Federal safety standards require crash protection based on a 30mph crash test.

Among the other "failures" were Ford Motor Company's Taurus and Sable models, also touted as being safer than previous Ford models. The Subaru GL scored very poorly in potential head injury to the driver, but Subaru's XT model had one of the better scores.

The auto industry says the tests are misleading since they are performed in a laboratory and not under real life conditions. According to auto safety groups, the tests are an indication of the protection available in a major highway crash.

Saab-Scania of America's position is that the NHTSA tests do not provide meaningful crashworthiness information as only one car of each model is tested. Rather, Saab cites the real world data of the Highway Loss Data Institute which ranks Saab first in terms of overall relative injury claim frequency.

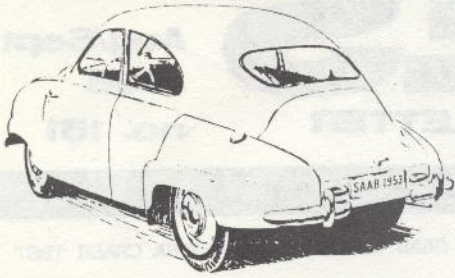
This is not the first time Saab has fared badly in U.S. Government crash testing. The 1983 Saab 900 4-door received a "Poor" rating for passenger protection in similar tests. Other cars with Poor ratings that year included the Cadillac Fleetwood, Chevrolet Impala, Ford Fairmont Futura, Honda's Civic 4-door and Prelude models, Toyota's Corolla 4-door and Starlet 2-door, Volkswagen's Jetta and Scirocco, and the Mercedes 240-D. (Source: The Car Book, 1983)

(More on pages 8 & 9)

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FROM THE BACKSIDE



I have attended my first Saab Owners Convention and come away with a great feeling. I was a bit concerned since I'm pretty new at being editor and I've made some big changes. It's said that it's impossible to please everyone, but there were very few negative comments, lots of suggestions, and many offers of articles. And I made a lot of new friends. Like Ed in the B. & J. commercials might say, "Thank you for your support."

Thanks go to Theresa and Jack Baxter who did much of the work for the convention. Despite the short amount of time they had to put it all together, things worked out pretty well. My thanks also to James and Mary Baker, who were my partners for the Rally. We probably found every traffic light on the course just as it changed to red. Despite traveling in excess of the given average speed, we never did make up all the delay time and finished nearly two minutes late. But we did follow the course correctly.

When Nancy and I left Duluth for Atlanta, it was 55° and cloudy, as sometimes happens when you live near a fresh water sea. By the time we hit Minneapolis for dinner with my folks, it was nearing 90°. We left that night figuring it would be cooler if we drove our non-air conditioned 99 at night. Not much.

We stopped in Champaign, IL, to meet Margrit Adler, who was kind enough to let us cool down in their swimming pool. She and her husband, Milt, have quite a collection of Saab memorabilia, books, posters, models... Stop in for a visit if you're in her neighborhood. She loves to talk Saabs.

Despite the admonitions of our federal government, very few states enforce the 55mph speed limit on the freeways. Through Kentucky and Tennessee, the state patrols didn't give you a second glance if you were doing 70. We were armed with a CB

radio and a new MicroEye Vector radar detector, and had no problems with knowing where the patrols were on the lookout. Wisconsin is always a concern since they use Instant-On radar and enforce the limit pretty rigidly. There were several unmarked patrols active in southern Illinois, also. Aside from that, we didn't see much enforcement.

I found it interesting that gasoline prices varied by over 35 cents per gallon... in Tennessee. We saw signs near Nashville that advertised less than 70 cents for Regular. We pulled into a Chevron station at exit 110 off I-75 and the billboard price for Regular was 75.9. But Unleaded purchased with a credit card was 106.9!!!

Returning to the subject of our government and NHTSA, Clarence Ditlow, a Major Whiner who is trying to protect us from ourselves, went before the press recently and decried several new cars were unsafe to ride in, including the Saab 9000. This was based on a single crash straight into a wall. Any logical thinking person should realize the scientific insignificance of these findings. It reminds me of the TV commercial where they test tele-phones by dropping them into a pillow. Since it happened in Washington and there are lots of reporters there anxious for a story, it got big coverage.

Phillip Niemann wrote in that he saw a bumper sticker that read "Thank goodness we don't get all the government we pay for." Amen!

Over the past several weeks we have had to re-format and re-enter all of the names on our mailing list. This was due in part to lack of knowledge of the limitations of a Personal Computer, and also to a specifications change in the disk drive by Commodore which caused problems within the database. Several people have offered to help, but it looks like we have things worked out for now. We'll just have to wait for Commodore to come up with the ROM to correct the problem.

You'll notice this is a little larger issue. And the pages are now stapled. The extra pages nearly double the postage, but allow for a bit more information. We can do this all the time, but dues would have to be raised to \$15.00 or more per year (the Good Lord willing and the postage don't rise). I should point out that most other marque clubs charge \$20 or more annually, then publish a smaller newsletter only 4 or 6 times a year. NINES is a real bargain by comparison. Your input is welcome.

'Til next month.

Tim Winker

REGIONAL CLUB NEWS

CENTRAL ILLIANA SAAB CLUB will meet Sept. 21st at 2pm for Monty Tarr's Ruinous Rallye. We need a minimum of 6 cars. A picnic will follow. If no Rallye, Monty will present a SAAB car systems clinic. Out of towners, please call Margrit Adler by Sept. 15th if you plan to come. (217) 356-9244.

MINNESOTA SAAB CLUB -- contact Bob Swinehart, (612) 774-4873.

MINNESOTA SONEITT CLUB will participate in the Wheels and Wings show in Osceola, WI, Sept. 6th. Spaces have been reserved at the Osceola Airport, set up at 9am. Contact Jeff Schille, (612)457-6891.

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

PHILADELPHIA AREA SAAB CLUB will meet the first Thursday of the month. For location and info contact Doug Signorovich, (215) 622-7047.

SAAB CLUBS OF GEORGIA meets the first Monday each month at Seven Steers on Roswell Road, just outside I-285.

SAAB CLUB NATIONAL CAPITOL AREA now meets the 2nd Thursday of the month at the Bethesda Regional Library, Bethesda, MD. There will be a picnic on Sunday, Sept. 14th at Cabin John Regional Park. For directions & info contact Anne Weinstein, (301) 229-7515.

SAAB OWNERS CLUB OF TORONTO (Canada) is holding an Advanced Driving School at Mosport racetrack on Sept. 20 & 21. The cost is \$90 for Sat or Sun, \$170 for both days. For info: John Casey, 233 Frederick St., PO Box 515, Kitchener, ONT N2G-4A2. Call (519)576-4320.

SOUTHERN CALIFORNIA SAAB CLUB will hold its annual Big Bear Lake BBQ & Picnic on October 26th. Contact Paul Florance, 126 1/2 Main St, Seal Beach, CA 90740. (213)493-6707.

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

VINTAGE SAAB CLUB OF WASHINGTON invites all Saab owners to their annual gathering & picnic, Sat, Sept 13th, at Marymoor Park in Redmond, WA. Call Rich Roberts (206)328-2303 (days) or Skip Schott, (206)486-1351

WEST MOUNTAIN SAAB CLUB (New England) -- contact David Sullivan, (617)879-8288.

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

Q?&R!

QUERIES & RESPONSES

Got a problem with your Saab? Maybe another Saab owner can help. Send your questions or solutions to:
The Saab Club
2416 London Road, Unit 900
Duluth, MN 55812

C.D. IGNITION & BRAKES ON A 99

A hearty "here here" to Mr. LaFleur regarding CD ignition on 99s. I used "TIGER" CD on two 99s with great success. A few additional comments:

a) I mounted mine to the left wheel housing using epoxy rather than screws. Scrape away the paint for proper adhesion. Be sure the entire wound is covered in epoxy to prevent rust.

b) The manufacturer of the "TIGER" CD unit had available, and supplied to me at no charge, a conversion box which allowed the impulse relay to operate normally without the inductive pickup designed by Mr. LaFleur.

c) Use of the CD ignition extended spark plug life (using leaded fuel) from 12,000 miles to at least 30,000 miles. Ignition points life was extended indefinitely.

To Mr. LaFleur regarding his brake caliper problems:

My experience during the years suggests that corrosion around the braking system is greatly aggravated by the tendency of brake fluid to absorb atmospheric moisture. I have observed the bleeder nipples on the ATE front calipers on a long departed and unlamented Simca to seize solid after the first brake fluid flushing. Ever since the first premature brake piston seizure on my first 99, I have used silicone brake fluid exclusively. SAAB policy is that silicone brake fluid is not recommended, and articles by myself and others in the past suggest that changing over to silicone fluid in an older car may require replacement of the rubber seals in the brake and clutch system at the time of change-over. I have changed over one car at a year old and three at the time of purchase (zero miles, but average six months after manufacture) with no trouble.

The hand brake mechanism is completely isolated from the main (i.e. hydraulic) mechanism. Therefore, failure of the hand brake does not indicate failure of the main caliper seals. The hand brake is sealed by an O-ring on the actuator shaft. The one time I rebuilt a caliper I packed the cavity in which the shaft operates with silicone grease. Interestingly, my only brake problem was also with a '76 99GL which was made in Belgium.

Stephen Goldberger
North Canton, OH

WHAT ABOUT SUPERCHARGERS?

Has the state of the art advanced enough so that superchargers (much better than turbos) are reliable enough to be purchased as after-market items, and if so does anybody know where? I read somewhere that VW will be available with a supercharged engine very soon.

Peter Saitta
San Jose, CA

Volkswagen has built a limited edition Polo called the G40, with a VW developed supercharger. The "G-Supercharger", so named because it is an alloy casting containing a number of spirals shaped loosely like the letter G, is designed for smaller engines where low torque causes lag with a turbocharger. No details on whether it or a similar supercharger may be available in the aftermarket.

TW

INTERCHANGES AND PERFORMANCE FOR 99s

Recently I have come across several 99 parts cars. I own a 77 99EMS and would like to know if there is an interchange manual available to find out what parts interchange with my car.

Also, have any readers done any performance mods to 99's as I would like to make mine snort along a little better, but keep it reliable without going to a turbo.

Scott Peterson
Duluth, MN

TIPS WANTED ON SONEIT RESTORATION

I am in the process of restoring and modifying my much loved '70 Sonett II and would like tips and info on the following items.

REAR WINDOWS - Has anyone had any experience with the plastic (acrylic, I assume) rear windows for the Sonett II. I'm nervous about their scratchability. Can glass ones be obtained and, if so, where?

TRANSMISSIONS - Where can one get the floor-shift modification for the 4-speed gear box? Can a 5-speed box be installed without major modifications to the drivetrain?

RUBBER - Are there any sources for the door seals, weather-stripping, etc? Substitutions?

One contribution!... I needed to replace the brake master cylinder and couldn't find one, new or used. Took the old cylinder to Precision Auto Parts in Monterey, CA (600 E. Franklin) and a very helpful clerk

took it to the back room. He came up with one for a Triumph Spitfire that was a bolt-on replacement! Save the pedal rod as that supplied with the Spitfire cylinder is too long. The cylinder was actually better than the SAAB part as the reservoir is angled forward for better access.

Stephen Ceideburg
Castro Valley, CA

ANOTHER FIX FOR SONEIT SHIFT LINKAGE

I still own a '72 Sonett III I bought new. When new, my car had a nasty habit of nicking reverse on the way to second, much as Alan Brookman described (SCN, March '86). Repeated returns to the dealer under warranty brought no relief.

When time came for a new clutch several years later (post warranty) I was up to the job, and outdid the dealer to boot! I found that my 2nd gear entry problem was solved simply and effectively by proper adjustment of the reverse detent spring at the base of the shift lever (P. 432-1 of the Sonett Factory Manual).

Since making that adjustment I've had no second gear finding problems in the 120,000+ miles on my Sonett (although I'm on tranny #2 due to general wear and tear).

Ron Wood

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SERVICE SUBJECTS FROM SAAB

SERVICE TIPS: JUNE 1986

The following special reminders can assist you with conditions that arise during warm weather. Cars require special attention because of the longer than normal summer trips and high underhood temperatures.

1. After the 30,000 mile Major Service the engine coolant must be changed on an annual basis. Be sure to use Saab Brand Engine Coolant (P/N 02-08-991) or a similar phosphate-free coolant.

Maintain a 50/50 coolant-to-water mixture whenever possible. A mix of more than 70% coolant can reduce the cooling capability of the system.

2. The following service fixes were introduced to correct certain warm weather fuel system problems.

Improving Warm Start, 1975-80 99, 900 models - See S.I. 07/80-431, Service Kit P/N 78-73-458.

Improving Driveability After Cold Start, Some 1982 & all 1983 models - See S.I. #06/84-692, Service Kit P/N 85-46-921.

Pressure Testing the 900 Evaporative Control System, 1979-81 - See S.I. 04/81-472.

Pressure Testing the 900 Evaporative Control System, 1981 to '83-1/2 - See S.I. 05/84-689.

Intermittent Hot Fuel Delivery 1980 to '83-1/2 900s - See S.I. 06/84-691.

3. Cooling system hoses, connections and clamps must be checked at each Minor Service (every 7500 mi.). Replace hoses if you suspect a potential problem. Are the clamps in good shape and did you look carefully in the hard to find locations e.g. behind the inlet manifold?

4. The brake fluid requires special care during the vacation season as well. Brake fluid absorbs water which greatly reduces its resistance to boiling. Consider what could happen if towing a trailer or driving in mountainous areas. Brake fluid should be changed at the 30,000 mile Major Service and once every two years thereafter. Use only approved fluids (DOT 3 or DOT 4 for later year models). Do not use DOT 5 fluid.

5. 15W-40 is the preferred oil for extended hot weather running. This oil is readily available in the approved API Service Ratings (SF/CC or SF/CD) and can be used in both the Turbo and Naturally

Aspirated engines. Do not use grades heavier than 15W-40.

Careful attention must be paid to the API Ratings. Not all oils are SF/CC or SF/CD approved. SF/CD is the preferred grade while SF/CC is acceptable.

Do not use oil additives. They are not necessary.

6. Rubber items take a beating during the summer months and should also be checked regularly:

Wiper blades should be checked and replaced if necessary, especially before a long trip. Strong sunlight can bake the rubber parts and cause deterioration. Don't use the wipers for the sole purpose of removing bugs from the windshield. Experienced travelers carry towels and glass cleaner for cleaning the windshield at rest stops.

Check the tire pressures! Do not over or under inflate. Incorrect pressures can quickly ruin a tire. Don't forget to check the spare.

7. Starting and driveability problems may be fuel related. Gasohol may create hot restart problems in warm weather. Discontinue its use if problems develop. If "lean running" after start or under full throttle is a problem, fuel injector deposits may be the cause. Switch to a brand of fuel known for its detergent additive package.

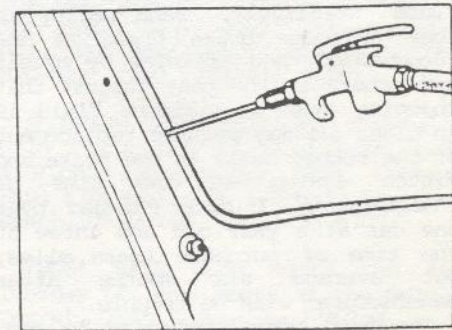
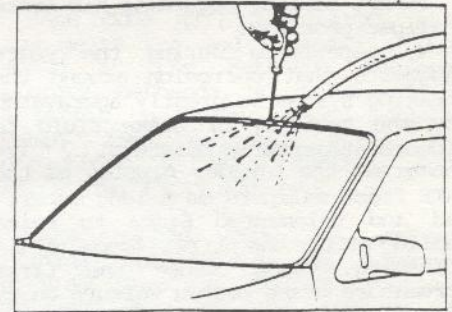
car. It is not necessary to remove the windshield to correct a water leak problem.

Material/Tools

- Saab Windshield Sealing Kit P/N 30-07-119 or 3M Super Fast Sealant #08609.
- Wood or plastic applicator (dimensions 150 x 10 x 3mm)
- Solution of Liquid Soap and Water @ 5:1 (laundry soap OK)

Sealing Procedure

1. All sealing should be done from inside the car.
2. Remove the A-pillar trim. Lower the front edge of the headliner and remove or cover the top of the dashboard.
3. Locate the leak:
 - Pour clean water at the upper joining piece for the windshield trim (outside the car).
 - Blow compressed air from the inside against the windshield adhesive all around the perimeter of the glass.
 - Note any leaks from outside the car.
 - When a leak is detected be sure to clear all traces of water before sealing.



4. Prepare the applicator tip of the tube of sealer by cutting the plastic nozzle at an angle of about 45 degrees and bend the tip about 30-40 degrees with the aid of hot water.
5. Apply the sealing compound at the leak.



RECALL 266, 900 STEERING U-JOINT CLAMP BOLT



S.I. 06/86-850 - Saab-Scania has notified the NHTSA that a defect which may be safety related exists in a quantity of 59 1986 model year Saab 900 vehicles imported recently into the U.S. market.

These cars will be recalled by Saab-Scania of America, Inc. to replace the bolt in the upper steering column U-joint clamp. There is a possibility of bolt breakage as a result of over-torquing. A broken bolt could cause a loss of steering if the steering shaft pulls out of its joint.

Vehicles Affected By This Recall:

1986 900 models within this VIN Serial No. range (59 cars total):
2013730 - G2014050

CORRECTING WATER LEAKS AROUND 9000 WINDSHIELD

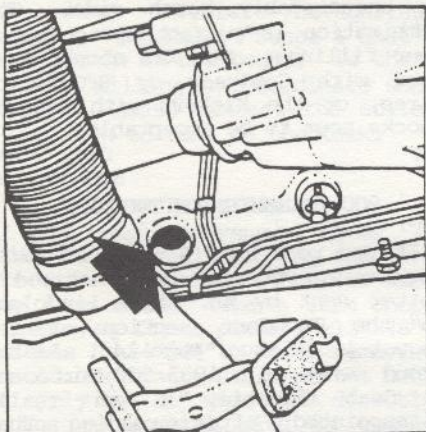
S.I. 06/86-851: A procedure has been developed for detecting and correcting water leaks at the windshield on 9000 models. Leaks may be corrected by sealing from inside the

continued next page...

SERVICE SUBJECTS continued

6. Press the compound into the leak with the applicator. Smooth it out. Dip the applicator into the soap/water solution to keep the sealant from sticking.
7. Test your repair by flushing with water from the outside.
8. Clean the window and refit the dash components.

NOTE: The two drain plugs located between the bulkheads may become clogged with dirt. The space then fills with water which seeps into the passenger compartment through the seal of the heating and ventilation housing. This problem can appear to be the result of leakage around the windshield. To remedy this the right-hand drain plug may be removed and discarded. The plug can be reached easily from underneath the car. Remove it by gripping it with universal pliers and pulling straight down.



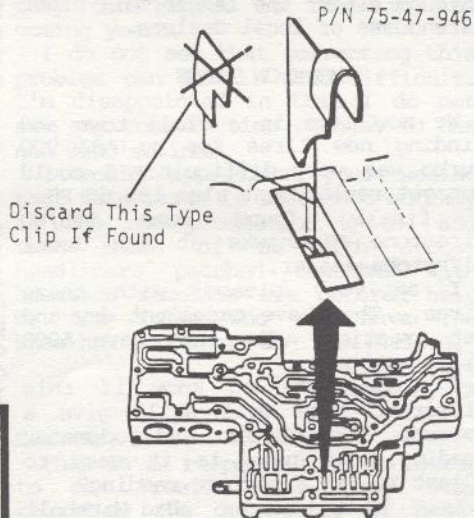
CORRECTING LIMITED THROTTLE PEDAL TRAVEL ON 900 WITH AUTO/TRANS

S.I.06/86-854: A special spring metal clip has been introduced into the valve body in production to prevent a possible problem with limited throttle pedal travel. This change is valid from the following gearbox numbers:
008-22433
009-13177

The new clip (P/N 75-47-946) may also be fitted to earlier Type 37 (008, 009 only) gearboxes to correct complaints of heavy throttle pedal or limited throttle travel.

The valve body must be removed and cleaned before installing the new clip. In some cases you will find a similar but not identical spring steel clip. This must be removed before the new clip (see drawing) is installed.

See the Service Manual Sec. 4:2 (p. 472-114) for removing and replacing the valve body and (p. 472-109) for dismantling the valve body.



AWARDS CONTINUE FOR THE SAAB 9000

Two more awards have been recently announced for Saab's 9000, one for overall design, the other for the Owner's Manual.

A 1986 Design Prize was awarded by the Swedish Society of Crafts and Design. Bjorn Envall, manager of Saab Design, accepted the prize commenting: "We have worked across the boundaries and have been assisted by English and Italian designers."

Each year new products introduced on the Swedish market are judged by the Society. 270 new products were judged this year. The Saab 9000 was one of four products to receive a prize.

The 9000's Owner's Manual has been named "Owner's Manual of the Year" by the Swedish Automobile Association. By unanimous vote, the award was made for the manual's size, color illustrations, detailed index and layout.

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

ANOTHER CURE FOR STREAKING WIPERS

I also had nothing but trouble from Bosch wiper blades on my '84 900S, '79 900EMS, and my '76 Volvo. The main problem was a poor wipe in the center of the blade. This was due to the metal strip that wraps around the blade deforming in the center so that the blade would not lay flat against the windshield.

Being very tired of buying new Bosch blades, I called Bosch in Broadview, IL, and spoke to Joe Crowley, Product Manager Automotive. After listening to my story, he very kindly offered to send me a set of a new design wiper blade called "Micro-Edge II". The blade is mounted in a plastic cartridge and is made of a new graphite impregnated rubber.

This blade is very, very good. The cartridge design should also make it easier to replace. I would say it is the best engineered wiper I have seen. This new product will be shipped to distributors beginning in September according to Mr. Crowley.

Steve Rowson
DeWitt, NY

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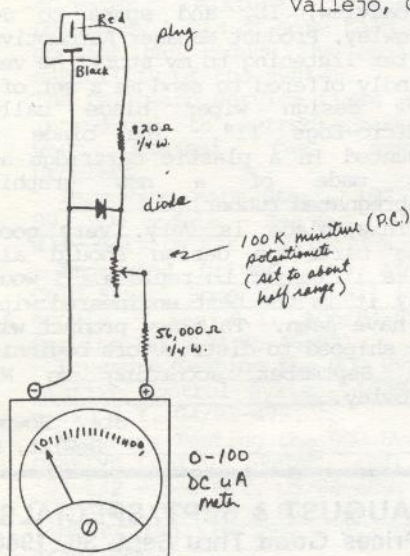
Technical articles written by subscribers may recommend procedures or parts not approved by Saab-Scania of America, Inc. The Saab Clubs of North America cannot stand behind the correctness of information in these articles, but offers them based solely on the experiences of the writers.

BUILD YOUR OWN "LAMBDA" METER

I recently bought a SAAB "Pulse Relation Meter", P/N 83-93-597. It is used to correctly set the fuel/air mixture (Lambda system). Anyone with experience could save themselves some money (it lists for \$102) by building their own.

It consists of a 100DC uA meter, case, three resistors, and a diode (see diagram). After completion connect to 12-14 volts and adjust the potentiometer (inside) for a full scale reading of 100.

Mac Steiger
Vallejo, CA



MAIL ORDER VS. LOCAL TIRE BUYING

My experience with mail-order vs. local trade tires is rather different from what you suggest in the June newsletter. After a couple of slippery rides in the winter of '84, I decided to try four of the best snow tires I could find for my '83 900 Turbo. Research -- aided greatly by back issues of the SAAB Club Newsletter -- persuaded me that the best tire for winter driving conditions is the Nokia Hakkapeliitta NRO9 from Finland.

I compared prices of several other good snow tires, but none came close to the Hakkas. I mailed a check to Pat Greer in Shorewood, Wisconsin (saw his ad in the newsletter) and within a week I had my tires. A quick trip to my Saab dealer for wheels, wheel covers, balancing and mounting, and I was in business. Not only did I get the best tire available, but the whole shebang was 40 bucks less than the next best deal. The difference in customer

service attitude between the independent mail order shop and the five locals I checked out was remarkable. Maybe that's why two of the locals aren't in business anymore.

By the way, in snow the Hakkas make you feel you've got 4 wheel drive. On ice, slush and wet pavement the stopping power is terrific. The car doesn't swerve or fishtail even when the brakes are hit hard.

Charles D. Brown Jr.
Princeton, NJ

My reference to dealing with a local tire dealer over a mail order warehouse had to do with name brand tires. I agree the Hakkapeliitta tires are excellent for winter use, but they are not readily available through either the larger mail order warehouses or local dealers.

MORE ON TIRES

We now live in a small town and finding new tires for my '82 900 Turbo was very difficult. I could not get replacement size 185/65 P8s. I finally found some 195/60 Firestone Firehawks at the local Firestone dealer.

I am very pleased with these tires. They have excellent dry and wet traction. They now have 5000 miles on them.

I would like to know if this different size will still give a correct speedometer and odometer reading. If not, is it easy to adjust to get a correct reading?

Dan Marshall
Sikeston, MO

A 195/60x15 tire theoretically has the same outside diameter as a 185/65, a 175/70, or a 155x15. But there can be variations between the different manufacturers. "The Tire Guide" is an excellent source of information on the sizing of tires. It is a reference book for tire dealers and is updated annually.

TW

I have an 82-1/2 900 Turbo APC that now has 126,000 miles on it. The turbo is finally starting to smoke due to the seals, and I intend to put a rebuild kit in it. I change the oil every 2500 miles, and until the turbo smoke, consumed no oil between changes. Gas mileage has not changed between the time the car was new and now. My mechanic (Hayden Automotive in Salem, OR) says he thinks the APC cars will be good for 250,000 miles on the engine.

I am on my fourth set of tires,

two sets of P6's, a set of Firestone S-660's and the current set of NITTO NT-255's. The NITTO tires are far superior to both the Pirelli and Firestone tires in wet and dry traction. Treadwear is definitely better than the S-660's and it appears to be better than the P-6's. The ride is probably harsher, but I can't tell very well as I have some Quickor suspension components which stiffen the ride considerably.

Tom Curran
Oregon City, OR

A warning for tire buyers: The new Kleber .C50 tires, when combined with KYB Gas-A-Just shocks will give an unacceptably harsh ride. The combination is guaranteed to loosen your fillings. The KYB shocks when used with Goodyear or BFGoodrich tires, or the Klebers with Gabriel shocks seem to be acceptable.

Jack Vines
Spokane, WA

900 TRANSMISSION TROUBLE?

If you read ROAD & TRACK magazine regularly, you may have noticed a letter sent by Mr. Steve Lindbloom in the TechCorr section of the August 1986 issue, page 148. As the proud owner of a 1983 900 Turbo and a Saab fanatic, I am really disappointed after reading that letter concerning Saab transmission troubles. What really makes me sad is that R&T automotive experts agree with that. They stated that you had been contacted by them on this matter. (ED note: I wasn't.)

I am sure a lot of Saab owners would like to read any knowledgeable Saab tech's expert comments about potential 900 5-speed troubles. So far I have 28,000 miles and there is not even a trace of transmission troubles except for a periodic clank when I am in a hurry trying to engage reverse gear. With 2-3 seconds delay and the collar raised up all the way, I have no sounds of clank or grinding gears.

I believe that the service life of a Saab 5-speed depends on the driver's shifting habits. Momentarily stopping in Neutral when changing gears should save synchronizers, fully depress the clutch, never downshift to slow down, and change the transmission oil every 15,000 to 30,000 miles (depending on conditions) should prolong the service life of a 5-speed well into the second hundred thousand miles.

Michael Farber
Niles, IL

SAAB HELP NETWORK?

One theme that I see occasionally in the newsletter is the well justified fear of some members (me, too) to take 96s on trips for fear of being stranded. The first recourse is the "on-board spares". A list was published years ago and I am working on an expanded revision. Second is the recommended mechanics list published in the Newsletter.

A third possibility is a list of members willing and able to offer non-professional emergency assistance. I am willing to be part of this. I don't know if there would be enough other members interested to make the idea feasible.

Art Olive
Stacy, MN

I am still working on the updated "mechanics list", and hope to have it ready for the October issue. The Saab Club of Great Britain has recently published a list of their members willing to help fellow Saabers who run into trouble away from home. I think it's a great idea. They have several categories: Emergency Tech Help, "Cuppa & Chat", and A Bed In An Emergency. Is there a member willing to coordinate such a list? Please contact the editor if you wish to take on the task.

TW

ANOTHER HEADLINER FIX

I just completed renewal of my '78 99EMS 3-door headliner. My fix goes like this: buy three pieces of dark grey foam rubber from a trim shop, 45 cents/sq ft; 1 piece 1"x12"x48", 2 pieces 1"x24"x48". After removing the old headliner, start at the back and apply the 24" wide foam directly to the roof metal with 3M cement "Fast Tack". Then apply the next 24" foam, then the 12" strip in the front. Tuck the ends of the foam panels into the channel around the perimeter. I think this labor took me about two hours total. The only cutting needed is on the front panel, to curve at the outside edges, and the cut edges can be tucked into the channel. Then the foam can be covered, if desired, with fabric.

Bill Caylor
Tulsa, OK

A LETTER TO SAAB ON HEADLINERS

For the last several years I have read the plight of many 99 owners who must deal with sagging headliner material. In my visits to the local salvage yard I have seen firsthand that this condition is not limited to just a few scattered cases.

The problem has just struck home in the last several months as even the liner in my '79 900GLE has begun to fail. Now it seems that when this appeared in the mole-hair liner of early 99's that the issue should have been addressed and corrected. Now it is apparent that even as late as '79 and maybe more recent prod-

uction years as well, that headliner construction has not advanced beyond this point of failure. Saab is well known to have effectively dealt with corrosion and rust-through issues that plague many other companies, but this is of little help in maintaining resale value if the headliner hangs down like a bed canopy.

There have been many suggestions offered on how to fix the problem after it occurs, but none of them are as good as new, I believe not even acceptable, as you know none of them are as good as avoiding this all together. Replacement of the headliner is an expensive and only temporary solution which fails in like manner to the original. Could not a new material or construction method be used to assure that fabric and sound barrier do not separate with the passing of time. It seems that many other manufacturers; Ford, GM, VW, and even Volvo have successfully produced durable headliners and that Saab needs to do the same before the many new car buyers which Saab hopes to attract learn what they can expect to face in the coming years.

I do not see that correcting this problem can be all that difficult. I'm disappointed in that I do not see any construction changes in the new 9000's liner.

I would appreciate your seeing that this issue is addressed quickly in the new production units, and that those of us with droopy headliners' patched together with homemade remedies are offered help by the folks who may have the know-how in Orange and Trollhatten.

James Burt
Riverdale, IA

Dear Mr. Burt,

This is in response to your letter to our President of April 9th, regarding the durability of headliners in some earlier model Saabs.

Your comments are of interest to us, as are those of all Saab owners, and we took the time to discuss them with our technical staff. They are unaware of any specific problem with this part of the automobile beyond observing that time and the ravages of climate causes the interior of all cars to deteriorate, not just the Saab. Hindsight is always 20/20, as they say, and in retrospect it may be that modern materials wear better than those available seven years ago.

You may be sure they will pass your comments on to the appropriate persons in our company, and that we will continue to work towards our goal of long lasting quality.

Thank you for contacting us and for your interest in our product.

Jerome Rupert
Consumer Relations Representative
Saab-Scania of America, Inc.
Central Region
Schiller Park, IL

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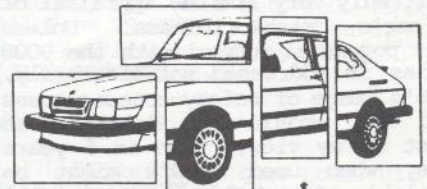
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**READER THOUGHTS ABOUT 9000's
CRASH TEST RESULTS**

I am concerned about the findings of the NHTSA crash testing program. The Saab 9000 performed surprisingly poorly, achieving a probably fatal head injury criterion to the dummy on the passenger side. So much for the sophisticated automatic seat belt tensioning system touted by Saab, not to mention their long-standing reputation for high levels of occupant safety. In the event of a head-on collision it appears that a passenger would be much more likely to survive if he or she were in a Toyota, Chevrolet, or Subaru, none of which boast, to my best knowledge, the self-tensioning system of the 9000. Are there independent tests that corroborate the findings of the NHTSA, perhaps even Saab itself, or might the belts in the test car have been faulty? Since I'm not about to rush out and plunk down 25 big ones for the flagship of our adopted marque, these numbers have no immediate importance to me. Neither am I likely to be in the dreaded passenger seat of one in the near future, although I must say I'd still leap at the chance if it presented itself. But as the owner of both a 99 and a 900 I am now curious as to how well these models have fared in similar tests. It might be useful for us all to know how our own models stack up against the latest gadget-boxes in this admittedly very limited appraisal of a car's crashworthiness. Unless this potential hazard with the 9000 series is addressed satisfactorily, Saab's image of safety-consciousness will be irreparably damaged, at least in my view. Even in 5 years time, when used 9000's might be available for half their initial cost, I will find it hard to justify the purchase of this otherwise appealing touring sports sedan if it can't withstand a collision as well as the average Japanese econobox of similar vintage. If Honda (er, Accura) had elected to bring the hatchback version of their executive sedan, the Legend, to this country I would be entertaining serious thoughts of defection. If the Rover version of this car, that is supposed to be sold in the U.S.A., has enough Honda components to be reliable it will offer a very interesting alternative to the 9000. I can only hope that this kind of competition in the luxury performance sedan class will slow the ascension of prices for high-performance automobiles so that I may enjoy one or two of them before I become a law-abiding advocate of the national speed limit.

Donald Wigston
Atlanta, GA

The enclosed article from the New York Times rates the Saab 9000 as one of 10 1986 cars that would probably kill one or both of their front seat occupants. Thankfully, I own three 99s and two 900s all of which have been proven very safe. If I had purchased a 9000 assuming it would be as safe as my current Saabs, I would be writing to Robert Sinclair instead of you. This is a terrible situation for a company whose main concern for thirty years has been safety. For a subcompact, such as many of the Japanese cars not on this list, to be safer than the 9000, a large car as rated by the EPA, proves something is wrong behind Saab's theory on car building. They are charging well over \$20-thousand for this car that is innovative but certainly not Saab-like. I will not buy a 9000, especially now that I know how unsafe this car is, but I never wanted one previously. For one thing, the hood opens the wrong way; for another, the key is in the wrong place. I really wish Saab would go back to making Saabs as opposed to making ordinary road cars.

Lewis Eig
Monsey, NY

SAAB'S POSITION ON NHTSA CRASH TESTS

Although NHTSA has been conducting experimental high speed crash tests since 1979, it has made little progress toward defining a test methodology and meaningful criteria

necessary to establish a crashworthiness ratings system which would be beneficial to consumers. The small selection of models tested each year, the single type of accident mode represented and the poor repeatability of the results from one such crash test of a given model cause the present experimental program to fall far short of providing meaningful crashworthiness information, contrary to what consumer groups persist in believing. Commendably, NHTSA's own press releases tend to underscore the limited value of the data to the public and the severity of the experimental test compared to tests which must be passed to comply with the requirements of Federal safety standards. The tendency of the media to attach some kind of "Pass/Fail" significance to the 35 mph tests is highly inappropriate.

The particular test of the Saab 9000 is, in Saab-Scania's view, unrepresentative and unsuitable for consideration because post-test inspection of the test vehicle revealed that, apparently due to human error, the driver's seat was not securely latched prior to the test. As a result, the seat moved unexpectedly during the impact and caused abnormal test dummy behavior. A properly latched front seat should not move from the preset position under such test conditions according to Saab-Scania's own crash test

Continued on Next Page

Make & Model	Size Class	Relative Injury Claim Frequency	
		[Class range], (rank in class)	
		2-door	4-door
All	Small	128 [70-158]	117 [71-156]
Saab 900*	Small	70 (#1)*	71 (#1)*
Honda Accord	Small	102 (#2)	89 (#2)
VW Jetta	Small	N/A	97 (#4)
Mazda 626	Small	106 (#5)	100 (#5)
All	Mid-size	101 [88-126]	94 [75-121]
Pontiac 6000	Mid-size	94 (#6)	85 (#6)
Buick Century	Mid-size	100 (#11)	87 (#11)
Volvo 240	Mid-size	104 (#12)	89 (#13)
Peugeot 505	Mid-size	N/A	91 (#15)
Toyota Cressida	Mid-size	N/A	92 (#17)
Audi 4000	Mid-size	N/A	96 (#22)
All	M, S & S**	109 [72-127], All body types	
BMW 528/533	M, S & S	N/A	74 (#2)
Audi 5000	M, S & S	N/A	79 (#3)
BMW 318	M, S & S	81 (#4)	N/A
Toyota Supra	M, S & S	102 (#7)	N/A

*Best overall in these classes

**Mid-size, Sports & Specialty

experiences. NHTSA recently announced it will test a 1987 Saab 9000 in next year's New Car Assessment Program, the official title of its experimental crash test program. It is highly unusual for the agency to select the same model two years running, especially from a low volume manufacturer. We believe this decision is in response to our findings with respect to the 1986 test.

Having put the New Car Assessment Program in proper perspective, we recommend looking to real world data as a more reliable indicator of vehicle crashworthiness. The Highway Loss Data Institute, which is associated with the major American insurers of automobiles, annually publishes a report entitled Insurance Losses, Personal Injury Protection Coverages. The most recent available edition, dated August 1985 covers 1982-1984 models. In it, the Saab 900 ranked best, by a significant margin, over all other 2-dr. and 4-dr. cars in the small and mid-size categories in terms of overall relative injury claim frequency. The 900, which is classified based upon wheelbase as a small car for purposes of comparison, also proved safer than all sports and specialty models in the mid-size category. The average relative injury claim frequency for all 1982-84 passenger cars included in the study was given a value of 100. Selected data from the report indicates how Saab outperformed its competitors. The lower the number, the safer the vehicle. (See chart).

Similarly, accident data collected by Folksam, Sweden's largest insurance group, over a five year period shows that the Saab 900 has the highest occupant protection level of any car, equalled only by Mercedes-Benz. With the 9000, the newest Saab model, Saab-Scania is convinced that the excellent safety record of the Saab 900 will be matched or surpassed.

In 1982, after the results of a 35 mph crash test of a Saab 900 were announced I wrote -

"Saab has long been a pioneer in the field of occupant safety in automobiles. For years, impartial observers have regarded Saab as one of the safest cars on the road. Saab-Scania, of course, will continue to monitor the development of NHTSA's experimental 35 mph crash program. At the same time, and perhaps more importantly, we will continue to pursue what we believe are broader, more meaningful safety goals in our own vehicle development efforts."

Since then our engineers and product planners have done just that and they will continue to do so.

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

A BELIEVER IN SAAB'S SAFETY CLAIMS

On March 29th of this year while cruising on a two lane country road in my '85 SPG Turbo about 1/2 mile from home, I was passed in a "No Passing Zone", on a curve, by a fellow in a white 930 Porsche Turbo. Upon "blowing" past me, he lost control of his car in the middle of the curve when cutting back in front of me. I can still see the Porsche sliding sideways, all wheels locked and smoking, with me headed directly towards his driver's door. Though I don't recall making the decision, I evidently chose an off-road course to avoid impact, doing who knows how many "end-Os" and rolls until stopping upside down well into the adjacent corn field.

I don't know how I got out of the car. My first memory is being seated outside it 20 feet away. I received a fractured sternum and a cut on the back of my head requiring 8 stitches. The seatbelt and shoulder harness marks showed on my body for six weeks thereafter.

If my license plates had not been attached, I wouldn't have recognized the car in a wrecking yard a week later when I went to remove personal belongings. The car was twisted, no glass was left intact, etc., but the passenger compartment was amazingly intact. I keep thinking about the outcome if I had been in one of my former VW GTIs. Incidentally, the Porsche rolled several times, but the driver was uninjured. He paid \$18,000 out of pocket for repairs.

Having settled with my insurance company, I went to my Saab dealer (Wigglesworth Imports, West Chicago) and purchased a 9000 with EAG. Somehow, both it and I looked and felt a bit more "sedate", appropriate after this incident.

Having driven the 9000 4,000 miles now, I know that in fact it is considerably less sedate than the SPG, which is sorely missed and late lamented. The 900 3-door body style is still a bit handier when moving baby, et al, but everything else about the 9000 seems a logical progression from the 900 series. I find myself manually setting the climate control, and I had to purchase a set of car ramps to change the oil filter, but otherwise no inconveniences have appeared. The car is quiet, fast, and looks good in the garage next to my wife's 900T. That SPG will not soon be forgotten, however.

Van A. Larson
St. Charles, IL

SAAB SWAP continued from pg 15.

73 & 75 99E Parts, Eng, trans, FI, body parts. Send SASE for list.
Bob Sullivan, 215 Dogwood Ave,
Mahwah, NJ 07430. (201) 327-3437.

Mag wheel from 75 EMS, VG cond,
\$60 post paid. Clifton Moore, 950
Cranberry Rdg Dr, Fairbanks, AK 99712

99 hood VG cond, \$80. 99 wheels,
nice, \$15; rusty, \$5. +Shpg. Allan
VonOhlen, 7312 Argenta Tr. W, Inver
Grove Hts, MN 55075. (612)454-2810

TIGER MAX CD Ignition, for all
pre-electronic ign 99s, \$25. Piranha
photoelect points eliminator, \$15.
'80 900EMS steering wheel, \$45. Mark
Possoff, Ardmore, PA. (215)896-8098.

Retractable Trailer Hitch & cable
assy for 900, \$175. 900 hood mask
w/logo, \$25. Paul Stewart, Oxford,
OH. (513) 523-6784.

New Rear Shocks for all 99s. 1 pr.
Monroe Radialmatic Lifetime
Guarantee. Cost me \$45. \$30 +Shpg.
Jack Vines, E 3227 28th Av,
Spokane, WA 99223. (509) 535-8610.

New Bilstein shocks, for 99s thru
78, \$45/pr. Steve Anderson, Des
Moines, IA. (515) 255-2433.

Parts from 76 99GL, Lt brn
interior, \$100. Hood, \$100. AC,
\$175. Str/rack, \$50. Brakes, \$35. Rr
window w/dfrst, \$35. 4spd, \$400.
Engine, \$250. Outer Ujoints, \$50...
Much more. Brad Hofer, 568 2nd St,
Butler, PA 16001. (412) 287-7881.

Blaupunkt Frankfurt AM/FM Stereo
w/spkr from '80 900T. \$50. Vince
Daviero, Akron, OH. (216) 836-1548.

Radiator, good cond, 30k mi since
recored, \$50. Complete exh syst incl
CatConv, will part out, \$50. +Shpg.
All from 79 900GLE. James Burt,
Box 12, Pleasant Valley, IA 52767.
(319) 359-7031 days.

Wanted, All Models

'70 99 Wanted in good cond. Rich
Kotlarz, Warroad, MN. (218)
442-5301.

71 or newer 95 with NO RUST.
Richard Sheehy, 7550 Hazelcrest Dr,
Hazelwood, MO 63042. (314) 831-1289.

Shop Manual or Haynes Manual for
82 900T. Jack Vines, E3227 28th Av,
Spokane, WA 99223. (509)535-8610.

Bordeaux Red backrest upholstery
for '78 EMS. Will consider complete
seat. No damage acceptable. Joel
Schneid, (413) 584-2511.

For 77 99, L&R front T/S lenses.
Glovebox lock cyl assy, key not
necessary. Ron Canaday, 6510
Leavenworth Rd, Kansas City, KS
66104. (913) 299-4751.

For 71 99E, RF amber blk lens.
LR tail lens. Rear bmpr. Front ctr
grille. Chrome L hdlr frame. For 70
95, R&L mirrors. Front door weather
strip. Front blk lens. Airplane
logo mudflaps. Grille nose piece.
Jeff Mintz, 1246 Devon Av, Los
Angeles, CA 90024. (213) 275-3656.



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1st Overall/1st Course 4
Wade Mullin, Decatur, GA
Vic Erickson, Oakland, VA

2nd OA/1st Course 6
Bob Francett, Bangor, PA
Ken Van Riper, Los Alamos, NM

3rd OA/1st Course 5
Kathy Kined, Atlanta, GA
Carl Smith, Atlanta, GA

1st Course 1
John & Cathy Hlavka, Euclid, OH

1st Course 2
James & Mary Baker, Baton Rouge, LA
Tim Winker, Duluth, MN

1st Course 3
Roger & Corky White, Atlanta, GA
Kevin & Susan Garrett,
Crestview Hills, KY

Shortest Time (very early)
Steve McCrary & crew, Atlanta

Longest Time (52+ min. late)
Sandy Fotter, Oakland, ME
Janet Stevens, Oakland, ME

Concours

93/95/96
1) S. Fotter, Oakland, ME - '60 750GT
2) W. Francis, Dandridge, TN - '63 96
3) L. Williams, Waterloo, IA - '62 96

Sonett II
1) Al Sutton, Berington, IL - '67

Sonett III
1) W.S. Campbell, Rockville, MD - '74
2) Thomas Cox, Woodstock, MD - '72
3) P. Patson, Rehoboth Bch, DE - '74

Sonett Open
1) G. Vapaa, Wilmington, DE - Roadster

99
1) J. Drayton, Decatur, GA - '78 Turbo
2) S. Mulney, Charleston, SC - '78 GLE
3) Tom Wydeven, Menasha, WI - '74 EMS

900
1) J. Paschkewitz, Robins AFB, GA - '84T
2) James Laman, Holland, MI - '83 4dr
3) P. Rechnitlen, Millburg Hts, OH - '83T

9000
1) G. King, Richmond, VA - '86 9000T

Judges:

Coke Elliott, Coke Elliott Ent.,
Woodstock, GA
Charlton Jones, CJR Auto Sport,
Smyrna, GA
Andre Torres, Saab-Scania SE Reg
Marietta, GA

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TOP LEFT -- George Vapaa's Sonett V4 Roadster (note larger bulge in hood for Weber carb) and Al & Ruth Sutton's Sonett II.

TOP RIGHT -- Wendell Francis' 96, Tom French's 95, Larry Williams' 96, and Tom Wydeven's 99 EMS.

BOTTOM LEFT -- 99s and 900s lined up for the Concours.

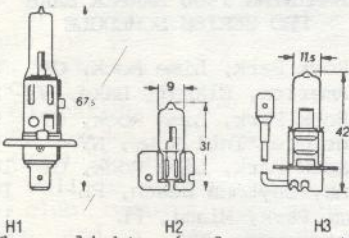
BOTTOM RIGHT -- Saab Sport aerodynamic body treatment on a 900.

Photos by Paul Florance

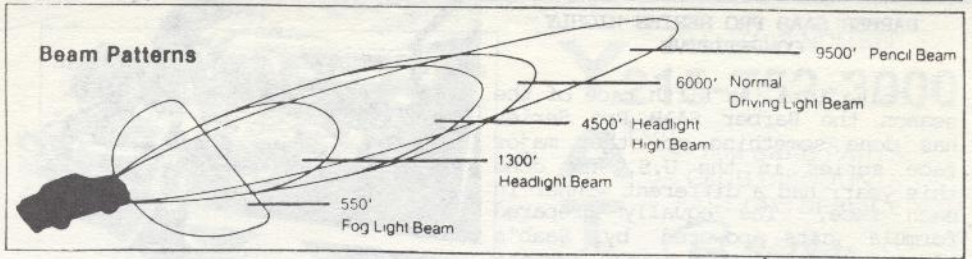
AN INTRODUCTION TO AUTOMOTIVE LIGHTING

By joining a car club you demonstrate your thoughtfulness and interest in quality. Installing high quality lighting on your car continues the pattern and indicates to the knowledgeable person your concern for the ultimate in quality. I'd like to take this short space to explain some of what I've learned about lighting while working with CIBIE and MARCHAL equipment at Daytona and Sebring for over twelve years.

Lighting performance for your auto cannot be measured effectively in candlepower. Candlepower is only the intensity of light at one point, and to complicate matters there are three "accepted" ways to measure it. Aircraft landing lights exhibit high candlepower readings but make terrible automotive race lights because they don't light what a driver needs to see. In short, candlepower is a basically useless measure of automotive lighting. The best automotive lights are those that put the most light where you need to see, an area of illumination that can be defined as the primary reflective range, the area in which you can clearly see a standard reflector. This area is described by iso-illumination lines on computer printouts but can be approximated by a measure of the depth of field straight ahead and the horizontal spread of the pattern measured from the lamp in degrees. Lighting performance is a function of six variables; the bulb, the reflector, the lens, the mounting, the aiming and the use.



Cheap lights (and many not-so-cheap lights) use the H-3 halogen bulb. It is easy to design a lamp around, but the H-3 bulb doesn't put out much illumination for its 55watt electrical diet. The H-1 bulb produces about 10% more illumination from the same electrical input. The H-1 is a tall bulb that works particularly well in a deep parabolic reflector. It is the bulb that built the CIBIE reputation in the Oscar series of lamps in the 1950s. The H-2 bulb produces 10% more light than the H-1, making the H-2 bulb the most efficient automotive single filament light source. Since H-2 technology is very precise, it is used by few manufacturers. One of the reasons CIBIE and MARCHAL lamps dominate night racing is that virtually every popular lamp from CIBIE/MARCHAL uses H-2 technology.



The only other manufacturer to employ the H-2 technology is Hella, who recently made it available in some of their largest rally lights. The H-2 bulb is the clear winner in bulb technology.

The best REFLECTOR is a large, highly polished, round reflector. The bulb is placed at the focal point, and the light leaves the reflector surface as virtually parallel rays. Large refers to surface area and comes from a combination of depth and diameter. Mount Palomar has a reflecting telescope that works in the opposite direction. Parallel rays converge at the focal point for viewing. Palomar's claim to fame has been its size, and the newest reflecting telescopes still define reflective technology with large, round reflectors. There aren't any telescopes with rectangular reflectors. The smoothness of the reflector surface also affects its performance. So, a large, smooth, round reflector is best.

The LENS has two tasks; pass the light efficiently, and refract it into the pattern necessary for spirited motoring. You can subjectively evaluate automotive lamps by looking into the reflector through the lens. The clearer lens and more highly polished reflector will provide a noticeably brighter appearance.

CIBIE and MARCHAL lights are made with aluminized stainless steel reflectors and lead crystal lenses to reflect and refract the light rays with the greatest efficiency. By way of comparison, wine connoisseurs use lead crystal glasses to observe the clarity of fine wine. (Sorry, a lens/reflector is too difficult to drink from.) This is why 90% of America's night racers have run Daytona and Sebring with Valeo (the parent company of both CIBIE and MARCHAL) lights.

Then why, you ask, are the auxiliary fog lamps on a Saab, BMW, Mercedes, Volvo, GTI, or Porsche made by Bosch? And why do the fog lamps on these cars employ the weak H-3 bulb? The Bosch lamp is an OEM light. It is halogen configuration (that can take up an extra line on the window sticker) and it doesn't cost the auto manufacturer much. It also doesn't perform. Try a performance comparison. If you aren't convinced, K-Mart sells Bosch fog lights for less than your dealer. If you want better quality light, as in most things, you get what you pay for.

The story of the work performed by the lens is not finished. Proper refraction typically comes from deeper "cuts" in the glass, engineered to distribute light over a useful area. Here you have a choice. The two basic types of auxiliary lights are FOG LIGHTS, that provide a clean horizontal band of light with very wide dispersion, and DRIVING LIGHTS, that provide a spread of only 12 to 40 degrees but for a greater distance forward. Fog lights often double as cornering lights due to the wide spread, and a clear lens is best for this application. An amber lens reduces the light output more rapidly than it reduces glare. Try it, compare, you'll see better with clear fog lamps.

Although some mounting, aiming and wiring restrictions are on the books, auxiliary lamps are legal in all states, and no one will hassle you if you properly aim and use your lights. Increasing your bulb size from 55watts to 100watts will increase light output by 36% at the bulb. It will also significantly shorten bulb life. The higher wattage bulbs are more expensive, too. If you want more light, pay for the better quality lamp first. Remember, it isn't the candlepower, it's whether you have enough light where it will do you some good.

You're already one up on the rest of the motoring public by being an enthusiast. Having killer lights is not only safer, it's fun and puts you two up.

Charleton Jones
CJR Auto Sport
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BARBER SAAB PRO SERIES HIGHLY COMPETITIVE

Going into its fifth race of the season the Barber SAAB Pro Series has done something no other major race series in the U.S. has done this year; had a different winner in each race. The equally prepared formula cars powered by Saab's 16valve turbocharged 2liter engines provide some of the most competitive racing in the U.S. today. The last lap can see as many as ten drivers battling for the lead to the checkered flag.

The open-wheeled cars are prepared as equally as possible, with the race engines tuned to put out just over 200 horsepower. They also run on the same tires; BFGoodrich's new Radial T/A R. This all means that the driver is the primary variable in the race, and a minor error can drop a competitor several places in the action.

Here is a summary of the races so far:

EAST RUTHERFORD, NJ -- Brian Till took the lead 20 minutes into the 30minute inaugural race of the Barber SAAB Pro Series and won going away at the Meadowlands on June 29th. Till finished 2.28 seconds in front of Willy Lewis.

"This is pretty neat," said 26 year old Till, who averaged 70mph for 21 laps of the 1.6 mile circuit. "The cars are so equal that this becomes more driver against driver than who can buy the best engine or tires. I love it."

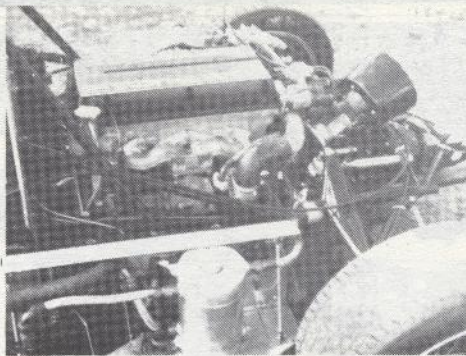
Till made a timely move to pass race leader Eric Kielts then watched in his rear view mirror as Kielts and Robby Unser tangled behind him launching Till to an easy victory. Third place went to Craig Siebert, and Unser, son of three-time Indy 500 champion Bobby Unser, finished fourth. Pole sitter Kielts went on to place fifth.

WATKINS GLEN, NY -- Midwestern Formula Ford ace Eric Kielts started from the pole position for the second time in two weeks and drove to victory in the July 6th Barber SAAB Pro series race at Watkins Glen International Raceway.

Keilts overcame race challenges by Bruce Feldman and Brian Till, and posted a 3.8 second margin of victory. Keilts averaged 96.7mph for the 18 lap event, and posted the race's fastest lap with a speed of 97.719 mph.

Feldman, who had passed early leaders Kielts and Till, clocked the fastest trap speed on the Glen's straightaway with a top speed of 138.5 mph. However, Feldman crashed on lap seven leaving Kielts and Till to fight it out for the victory.

Ralph DeSimone took the third spot, fourth went to Herb Means, and Bob Ried filled out the top five.



BRAINERD, MN -- Willy Lewis' strategy backfired and Robby Unser took advantage of the opportunity to become the third different winner in as many races in the Barber SAAB Pro Series. Unser got around Lewis on the sixth lap of the 20-lap event, then held off a late charge by Lewis to record a 1.4 second margin of victory in the July 20th race.

"Willy really reeled me in through turns one and two," said 18-year-old Unser. "I had a little more wing and was 'sticking' better through the back part of the course."

(In open wheel, formula car racing, increasing the angle of the rear wing generally helps a car have more traction through the corners, however it may slow the car's top speed on the straights. Turns one and two at Brainerd International Raceway are flat out, almost like a 1.5 mile straight.)

"He (Unser) really put on a charge, said Lewis. He did a beautiful job. He got inside me in turn three and I opened up and let him by. At that point, I thought I would rather have him in front of me. Obviously, that backfired."

Third place finisher Richard Myhrle set the fastest lap for the race at an average speed of 101.283 mph on the 3-mile course. Rounding out the top five were David Rocha and Kurt Roehrig. All 17 starters finished the 20 lap race on the same lap as the leaders.

ST. LOUIS, MO -- A spectacular last lap pass gave Willy Lewis a margin of victory of only 0.31 seconds in the August 3rd edition of the Barber SAAB Pro Series. It also provided the series with its fourth winner of the season.

Brian Till led the race from the pole, and he and Lewis dived to within 0.4 seconds of one another while Richard Myhre, Bruce Feldman and Terry McKenna raced for third. Lewis attempted to pass on the outside of the 90-degree turn one, four laps from the end, but Till held his ground.

On the first turn of the last lap, Lewis made a similar move, only this time he made it stick. Myhre also managed to get by Till for second place. Feldman and McKenna were fourth and fifth.



Photos by Randy Jokela

Here are the points standings through the first four races:

1. Willy Lewis - Portland, ME 50
2. Brian Till - Houston, TX 49
3. Robby Unser - Albuquerque, NM 36
4. Eric Kielts - Oak Park, MI 31
5. R. Myhrle - Cleveland Hts, OH 27
6. Ralph DeSimone -
New Kensington, PA 24
7. David Rocha - San Antonio, TX 20
8. Herb Means - Sheffield, PA 13
9. C. Siebert - Scarborough, NY 12
10. Bruce Feldman - Ridgewood, NY 11
- Rob Reid - Millbrook, NY 11
12. Kurt Roehrig - Livonia, MI 9

REMAINING 1986 BARBER SAAB PRO SERIES SCHEDULE

Lime Rock Park, Lime Rock, CT	8/16
Road America, Elkhart Lake, WI	8/23
Lime Rock Park, Lime Rock, CT	9/1
Watkins Glen Intl Rcw, NY	9/21
Lime Rock Park, Lime Rock, CT	10/18
Daytona, Daytona Beach, FL	10/26
Tamiami Park, Miami, FL	11/9
St. Petersburg, FL	11/16



NINES ADDS MECHANIC'S COLUMN

Beginning with the October issue, NINES will replace the Q&R column with a new feature in which a knowledgeable mechanic will answer your technical questions. If you have anything that has been bothering you about your Saab and didn't know who to ask, send it in. Your question and an expert answer will now be published in the same issue. The address:

The Saab Club
Mechanic's Column
2416 London Road, Unit 900
Duluth, MN 55812

MAILING LABELS & DECALS

As a result of having to re-do the Club's mailing list recently, we're not certain we have everybody's proper address. Please check your mailing label to make sure all of the information is current, and let us know if there is an error. Also let us know if you are receiving more than one copy of NINES (unless you are receiving an extra copy as a Regional Club editor).

We were rushed in taking over the mailing list in May. My predecessor, Carolanne Curtis, was taking care of the mailing list (for a fee, or course) and handling back issues and Club Merchandise. When the Club began receiving complaints of non-delivery of these items without explanation, we ceased to forward any money for merchandise. As a result, the Club can no longer offer any back issues prior to December, 1985, nor the T-shirts and Grille Badges that were sold through the Saab Club. If you have ordered any of these items in the past couple of years and not received them, write to:

Carolanne Curtis
60 Charles St.
S. Meriden, CT 06450
(203) 238-0508

We will be working on New items for club members, possibly golf shirts and a new design grille badge. We may also take information on specific Saab models that has been published in past issues of SCN and put it into Tech Sheets again.

Anyone who sent their renewal to Connecticut was not added to the mailing list here as no funds were ever forwarded to the Saab Club. Please let me know if you renewed after December 15th, 1985, and your subscription check was endorsed "The Saab Club, Carolanne Curtis".

There have been no Saab Club decals for over a year. They are listed on the subscription form so that we wouldn't have to reprint the form again later. We are working toward a final design for the Club's logo, and when that is finished, we'll get decals printed again. We are keeping track of those who have ordered decals, so please be patient.

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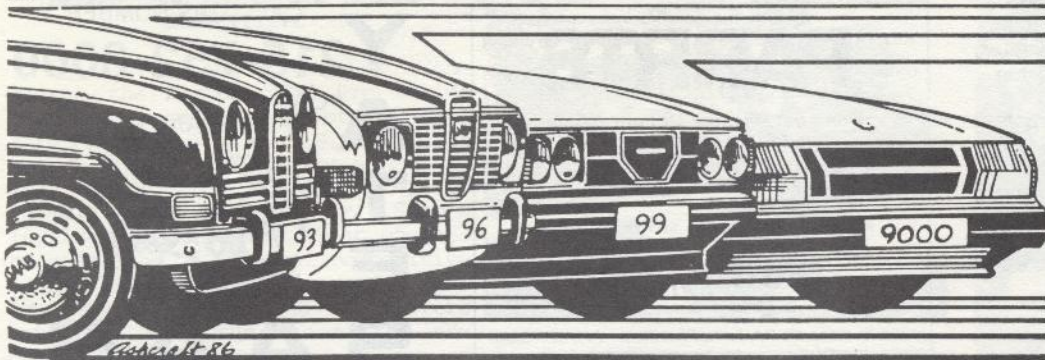
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DEADLINE: Second Friday of each month for the following month's issue, i.e. the second Friday in January for the February issue.

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

Sonett's For Sale

74 & 73 Sonetts, low mileage, Weber, Konis, Michelins, AM/FM cass, rally exh, extra seats, wheels & tires, many msc parts plus manuals. \$1500 to \$4300. Joel Ballon, 479 Perry Hwy, Pittsburgh, PA 15229. (412) 931-2522.

74 Sonett III, violet, 26k mi, exc cond, new clutch, runs great, perfect interior, photos on request. \$3900. Doug Whistler, Hutchinson, KS. (316) 663-8959.

74 Sonett III, yellow, 35k mi, very orig, stored winters, new mufflers, AM/FM radio, 3rd owner. Must Sell. \$3300 obo. Steve Anderson, 2521 Payne Rd, Des Moines, IA 50310. (515) 255-2433.

74 Sonett, green, Exc cond, No rust Texas car, MSS exh, A/C, new clutch, battery, reworked trans, "cherried out" by French's Foreign Cars. Must sell! \$3150. Bob Brooks, Birmingham, MI. (313) 540-1098.

74 Sonett III, 72k mi, new MSS intake, carb & exh, 2nd owner, all maint records since new. Looks & runs great. \$3000 obo. Grant Gongoll Grand Forks, ND. (701) 772-1675.

74 Sonett, rblt eng & trans, interior redone, cass stereo, over \$6000 put into car. Complete A/C kit available with car. **MUST SELL!** Best Offer. Neil Simon, 2810 S 162 Plaza, Omaha, NE 68130. (402) 330-1604.

74 Sonett, 2k mi, stored inside since '75 with front glass damage, drivable w/all parts on, needs finish & paint, as new. Cliff Bolin, 1680 Mayfield Hts Rd, St Paul, MN 55118. (612) 454-6635.

73 Sonett, new blue paint, brakes, rockers, battery. Manuals & extra parts. \$2800. Les Core, 33306 Hampshire, Livonia, MI 48154. (313) 421-1654.

72 Sonett, white w/red trim, 98k mi, 30k on rblt eng, stereo, custom covered seats, Michelins, alloys. Undriven for 5 yrs. Trans stuck. Bill Sands, Evansville, IN. (812) 985-3877.

72 Sonett, Exc orig cond, 1 owner, 74k mi, spotless interior, orange ext, new MSS exh, new competition clutch, driv lts, runs great. \$2800. Gordon Hagglund, 95 Harrison St, No. Kingston, RI 02852. (401) 884-7271.

67 Sonett II, #251 of 259 prod. Restored Southern car, as featured in AUTOWEEK 6/9/86, 95% orig. \$6800. Scandinavian Import Servicenter, Rockville, MD. (301) 340-7222.

93s, 95s, & 96s For Sale

96 Super, 145hp Rally eng, Guards Red, stunning & fast. Make Offer. For photos & info, Andy Bittenbinder, 9433 Katherine Dr, Allison Park, PA 15101. (412) 364-4780

73 96 or 69 96 Monte Carlo. 73 is olive green, rblt trans, smooth & dependable. \$1500. 69 is black, prime for restoration, eng & trans quite sound. \$1000. Only selling 1 of the 2. William Jobses, Box 41, Ivy, VA 22945. (804) 296-6336.

71 95, Southern car, no rot, perfect interior w/AC, great body to rblt, not running, many extra parts. \$800. Marc Lindy, 343 Ferndale, Birmingham, MI 48009. (313) 559-5959.

71 95, Ariz car, no rust, Sonett mags, 70k on drivetrain. \$2500. Konrad Brooks, 523 N. Beaver St, Flagstaff, AZ 86001. (602) 774-6333.

69 96, red, rblt 1500 eng, rblt trans, 96k mi. Best car I've owned but losing the rust battle. \$500. Dave Porter, 238 N. Granada St, Arlington, VA 22203. (202) 697-8204 days, (703) 524-5135 eves.

69 96 deLuxe, mechanically good, 75k true mi, bottom rusty, \$200. Mrs. I. Berkeley, 50B Court St, Plattsburgh, NY 12901. (518) 563-9314

67 96 2-stroke, hi miles but runs well, 8-trk FM, recent brakes & tranny, Dark grey with shpskn seats. \$800 obo. Steve Austin, 16601 Ida Rd, Madera, CA 93638. (209) 673-1563.

66 96 2-stroke, 56k orig mi, interior perfect, runs OK. \$1000. Marc Lindy, 343 Ferndale, Birmingham, MI 48009. (313) 559-5959.

64 & 65 96s, plus extra trans. 64 has good body, 65 has vy gd eng & trans. \$600 for both. Richard Bellows, 234 Giles, Wilmington, NC 28403. (919) 392-7246 after 6pm.

63 96, restorable or for parts, eng & trans good, body some rust, complete except F bumper. Towable. \$750. Steven Hindall, 6759 Markwood, Worthington, OH 43085. (614) 431-0138.

60 93F, new factory GT850 eng, 3 spd, new interior, tires, Konis, GT exh, bumpers, etc. +many spares, new & used. \$1200 firm. Charlie Dodson, 7 Wainwright Ave, Annapolis, MD 21403. (301) 267-9245.

2 Stroke & V4 Parts For Sale

96 Body Parts Cheap. Rblt V4 gearbox, \$450. V4 heads, \$40/pr. V4 Timing gears, block, crank, etc. Make offer. Charlie Dodson, 7 Wainwright Ave, Annapolis, MD 21403. (301) 267-9245.

Rblt 1700 eng, new crank & brngs, +rblt trans w/Sonett Rng&Pin, \$1100. Air conditioner for 95, \$60 +shpg. Konrad Brooks, 523 N. Beaver St, Flagstaff, AZ 86001. (602) 774-6333.

New factory 850 eng, 64 & earlier, compl w/carb, dist & clutch, run only on dyno. \$650. Used parts, 59 to 72, 3cyl & V4, some NOS parts, SASE for list & prices. Factory Serv & Parts Manuals for 92 2cyl, \$50 ea. Herb Wheeler, PO Box 127, Keene, VA 22946. (804) 286-3653.

Sonett V4 (Black) eng, good running, +misc parts, rblt alternators & starters, \$150 if you pick up, \$195 to crate +shpg. Sky Ferrell, 8072 Almond Pl, Tucson, AZ 85730. (602) 886-3124 after 6pm.

72 Sonett parts, seats good shape, \$40. alloy wheels, hatch glass, instruments, doors, lots of stuff. Ray Gill, 1842 Emerald Ave NE, Grand Rapids, MI 49505. (616) 363-3357.

Sonett III parts, dash cluster, \$50. Starter, \$45. Brake calipers, \$25 ea. Steering wheel, \$35. + many other Sonett & 96 parts. Nick Hayden, 3385 W 86th, Cleveland, OH 44102. (216) 431-9413.

Sonett II door left side, \$75 obo. SIII 5mph bmprs, both \$50. Airdam, 78Turbo, new, \$50. 4 155-560x13 racing tires on 5bolt Saab wheels, \$100 obo. Rich Osner, 609 S. Laredo Cir, Aurora, CO 80017. (303) 757-6161.

96 Parts Car, good trans, glass, title, \$300. New Weber carb for V4, \$125. William Jobs, Box 41, Ivy, VA 22945. (804) 296-6336.

95 V4 parts, Rear lever shocks, LF fender, L door, other misc. Inquire with needs & make offers. Jeff Mintz, 1246 Devon, Los Angeles, CA 90024. (213) 275-3656.

Lots of V4 & 2stroke Parts, please call with your needs. Steve Anderson, 2521 Payne Rd, Des Moines, IA 50310. (515) 255-2433.

4 4.5J15 steel wheels from 71 Sonett, sandblasted, w/old Michelins, + 4 gd hubcaps. \$100. Richard Sheehy, 7550 Hazelcrest Dr, Hazelwood, MO 63042. (314) 831-1289.

Service Manuals, Factory early 95, 96, MC, \$10. Factory 67-73 V4, \$30. Haynes V4, \$6. 6 yrs of SCN, \$35. Sales brochures & ads, \$2 & up. Posters, "Model ID chart, 93 to 900", "80 Blue 96", "Prototype to Last 96 & Prod figures", \$15 ea. Plate from Trollhattan factory cafeteria, with older Saab logo, \$40. Wood steering wheel from Sonett, \$20. All prices obo +shpg. Aaron Engel, 2006 University Cir, Las Vegas, NV 89119. (702) 731-5707.

Factory Manual for late 3 cyl/early V4, \$20. Haynes V4 Manual, \$3. Weber 341CH carb, incl linkage, used, \$100. Other misc V4 parts, \$5-50 +shpg. Eric Killinger, Box283, Boulder, CO 80306. (303) 447-9298.

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99 & 900 Parts For Sale

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Continued on Page 9

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