



NINES

THE SAAB CLUB NEWSLETTER

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no. 152

SAAB'S CHANGES FOR 1987 NEW NOSE ON 900 & NON-TURBO 9000

Even the very best can be subject to change. Just look at Saab's 1987 line-up. The Saab 900 family of cars has been the reason for Saab's remarkable string of sales records during the past four and a half years... Why change it, after such a success?

"The Saab 900 has a lot of life in it; our dealers like it and our owners love it," says Robert J. Sinclair, President of Saab-Scania of America. "So for 1987 we have decided to update it and make it more modern in its looks."

"In the case of the Saab 9000 we are not making any significant changes, just a few refinements," says Sinclair. "But, the important thing in this area is that we are broadening the line to appeal to an even wider circle of potential buyers."

900 Turbo - a Classic

"I see the Saab 900 Turbo 3-door as one of the classics on the American road. After all, that was the car that brought on the Turbo wave in this country and abroad," says Sinclair.

"For 1987 we have made some dramatic changes to the front end of the Saab 900, making it look a lot

BIG DOINGS FOR SAAB'S 50TH ANNIVERSARY

1987 will mark the Fiftieth Anniversary of Svenska Aeroplan Aktiebolaget (S.A.A.B.), the Swedish Aircraft Corporation, now known as Saab-Scania. Several celebrations are in the works, including a day set aside for members of Saab Clubs throughout the world to get together in Trollhattan. The date is Sunday, August 23, 1987.

According to Len Lonnegren, Public Relations Manager for Saab-Scania of America, details and programs have not been worked out, but the date is firm. Saab-Scania plans to work with a Swedish travel agency to assist with travel arrangements and accommodations.

Some members of the SCNA at the Atlanta Convention suggested organizing a charter flight to Sweden for SAAB's 50th Anniversary Celebration. Further details will be published in NINES as plans progress.



Recalibration of the APC system gives the Special Performance Group Turbo a 5hp increase over the regular 900 Turbo.

more modern... and more in line with the Saab 9000."

The new grille slopes more and the slimmer and lighter front bumpers are integrated into the body, along with flush headlights and redesigned parking lights. The wrap-around bumper theme is also used on the rear of the car, to complete a more aerodynamic line.

The 1987 line-up starts with the base 900 model, available in 4-door sedan and 3-door hatchback versions. This model is powered by the Saab four-cylinder overhead camshaft engine developing 110 bhp (SAE Net).

Saab 900S, an upscale model, uses the naturally aspirated 16-valve, double overhead camshaft powerplant, developing 125 bhp. The suspension is the same as that in the Turbo, with high pressure gas-filled shock absorbers, stabilizer bars front and rear, and vented front brake discs. Standard equipment on the "S" includes such amenities as electrically controlled windows and outside rear view mirrors, cruise control and a sliding steel sunroof. The 900S model is also available in 3 and 4-door configurations. The 2-door has been discontinued.

Saab's 900 Turbo, the flagship of the 900 line, is primarily available in its now almost classic 3-door hatchback style. Propelling this vehicle from 0 to 60 mph in the area of 8.5 seconds is the Saab 2-liter four-cylinder, 16-valve turbocharged

double overhead camshaft engine with Automatic Performance Control (APC) and intercooler. The engine is rated at 160 bhp.

The 900 Turbo is available in several different versions; with manual or automatic transmissions; and with a luxury package of equipment including leather upholstery. A Special Performance Group (SPG) version will be available later in the Fall, with increased engine output (to 165 bhp, and requiring the use of premium unleaded gasoline), recalibrated and lowered suspension, aerodynamic lower body fairings and special light alloy wheels.

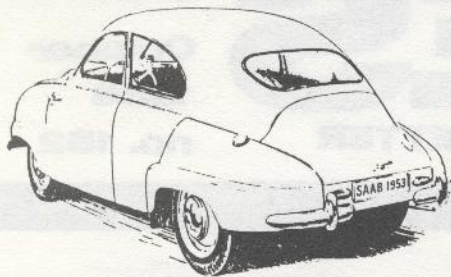
Most Sought After

There is one more 900 Turbo model, and that is probably the most sought after Saab model ever: The Saab 900 Turbo Convertible. During the 1986 model year, only 350 copies of the car were imported, allowing distribution of only one to each dealer. For 1987 the numbers will be increased and there will be more than just one color. But even with a planned importation of about 2000 convertibles, demand is still expected to exceed supply.

The convertible version is a convertible built from the ground up to be a convertible; not a modified sedan with a chopped off roof. The car, offering all the amenities of the top-of-the-line Saab Turbo is built in the Saab factory in

Continued on page 9

FROM THE BACKSIDE



It's New Model time once again, and Saab has made a few changes for '87, mostly cosmetic. The new aerodynamic front end on the 900 series is a great improvement for the U.S. market. There is no word on the availability of headlight wipers for the new front end. A recent photo in AutoWeek indicates there are also some sheet metal changes in the works for the 900 in the not too distant future.

There is very little difference, other than the turbocharger, between the two 9000 models. It will be interesting to see where Saab prices the "lesser" model. Margrit Adler reports that the 9000i (see photo on page 7 of the July '86 issue of NINES) sells for about \$5000 less than the Turbo in England. Is Saab-Scania only going to import the 900C with lots of luxurious goodies as standard equipment, or will they bring over a base model without all the parasitic loads? BMW has a habit of only importing their fancy (meaning high profit) models for the US market. Let's hope Saab-Scania of America, despite indications they are moving more in the profit direction, will still offer vehicles for those of us who have always appreciated their engineering quality and aren't concerned with lazy luxuries.

Let's turn to the 55mph National Maximum Speed Limit. After seeing the number of radar detectors and hearing of how fast people traveled to get to the Atlanta convention, it's pretty obvious that quite a few Saab Club members are opposed to the outdated 55mph NMSL. The Citizen's Coalition for Rational Traffic Laws publishes a regular newsletter on efforts to change the law, and offers bumper stickers, buttons and T-shirts with the "No 55" logo. I am a member of the CCRTL, and suggest that those who wish to see freeway Speed Limits returned to a "reasonable & prudent" level should

send \$15 to CCRTL at 6678 Pertzborn Road, Dane, WI 53529. Mention that you read about it in NINES.

In an effort to include more Regional Club News, I'm keeping my own thoughts short this month. Keep watching for more good things to come in NINES.

Tim Winker

REGIONAL CLUB NEWS

APPALACHIAN SAAB CLUB will meet in October at Alley's Saab, Kingsport, TN, to see the new models. Wendell Francis, Rt. 5, Box 334, Dandridge, TN 37725. (615) 397-2172.

CENTRAL ILLIANA SAAB CLUB will be meeting with the Chicago area club for brunch on October 5th. Also, Tatman's Auto body has invited CISC members to their Open House to see their new facilities, including a demonstration of the Car-O-Liner frame corrector. Call Margrit Adler, 1507 W. University Ave, Champaign, IL 61821. (217) 356-9244.

MINNESOTA SAAB CLUB meets the 1st Thursday each month, 8pm, at Shakey's Pizza, Larpenteur & Snelling in St. Paul. Contact Bob Swinehart, (612) 774-4873.

MINNESOTA SONETT CLUB -- Jeff Schille, (612) 457-6891, or Warren White, (715) 483-3010.

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

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

CENTRAL PENNSYLVANIA SAAB CLUB meets the 1st Tuesday of the month at Bube's Brewery, Mt. Joy, PA. For info: Paul Bolesta (717) 292-5496.

PHILADELPHIA AREA SAAB CLUB meets the 1st Thursday of the month. For location and info contact Doug Signorovitch, (215) 622-7047.

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

SAAB CLUBS OF GEORGIA meets 1st Monday of the month at Seven Steers on Roswell Rd, Atlanta. Dinner from 7-8pm, meetings start at 8:00. Lou Savage (404) 394-2310.

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

SOUTHERN CALIFORNIA SAAB CLUB will hold its annual Big Bear lake BarBQ & 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 7:30pm at the Golden Corral, 2145 S Sheridan, Tulsa. Contact Paul Glavas, (918) 250-2150.

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

WESTERN PENNSYLVANIA SAAB CLUB will hold a Fall Festival, rain or shine, near Butler, PA. For info and directions, call Andy Bittenbinder at (412) 364-4780.

WEST MOUNTAIN SAAB CLUB (New York/New England) -- The next meeting will be the Fall Rally in October in Mass. For more info contact David Sullivan, 314 Union Av, Framingham, MA 01701. (617) 879-8288 after 6pm.

MEMPHIS, TN area -- Those wishing to start a local club, contact Dennis DeLeonard, 2812 Ole Pike Dr, Germantown, TN 38138. (901) 756-0377 home, 363-8030 work.

MONTEREY BAY, CA area -- Anyone interested in forming a Saab Club please contact Jack Deal, Eurotechs, 211 Cedar St, Santa Cruz, CA 95060. (408) 427-3599.

WILMINGTON, DE area -- A Saab Club is being formed here. Contact Jenny Trostel, Sports Car Service, 3500 Governor Printz Blvd, Wilmington, DE 19809. (302) 764-SAAB.

CLUB GATHERINGS

The West Mountain Saab Club had a very successful turnout for Rallye 6, the annual events meeting, with several SAAB representatives on hand including John Moss, Senior Tech Rep, answering many interesting questions. Members had an opportunity to test drive their choice of either a 9000 Turbo or the new 900 Convertible, provided by Saab-Scania in Orange and Village Saab of Acton, MA.

Minnesota Saab fanatics turned out on a cloudy Sunday in August to "talk Saabs" in Mora, Minnesota, home of the world's largest "Dala Horse". Among the attendees at the regional picnic were Larry and Katha Williams from Waterloo, Iowa, in their '62 96 named "Sadie", and Dennis Sweeney of Ligonier, PA, who was in the area delivering a car to Andrews Auto Rebuilding.

Saab Club of North America

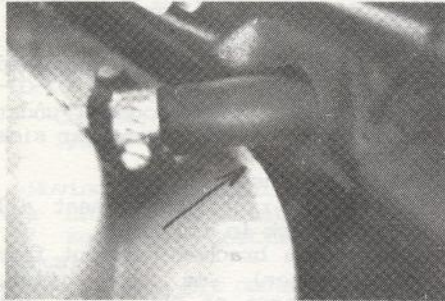
Editor & Publisher: Tim Winker, 2416 London Rd., Unit 900, Duluth, MN 55812

(218) 525-3253, 9 a.m. - 8 p.m., except Sunday

TECHNICAL TALK

SUNROOF SQUEAKS & A WARM START CURE

Do you have an irritating squeak that seems to be coming from the sunroof or roof, but no amount of tightening of exposed screws seems to help? The problem may be caused by the sunroof frame rubbing against an "ear" on the roof's side panels. This "ear" directs the sunroof drain hose. (there are four hoses -- 2 in front, 2 in back) into the roof pillars. The accompanying photo shows the area. You can actually see a small rust spot where the



rubbing (and squeaking) has occurred. This rubbing happens because the sunroof is a little too far to the left or right. Mine rubbed at the right front (I believe the "ears" are only at the front).

Curing the problem is simple -- take a screwdriver and bend the pieces apart slightly. BUT, you must remove the headliner to do it! If you have a 3- or 5-door, removing the headliner is fairly easy, but be sure you read the Service Manual and use care as the headliner is fragile. If you have a 4-door, removing the headliner requires removing the rear window! You might be able to lower the headliner enough to get to the offending area by removing the padding around the front pillars. Use care and caution if you try this.

While you have the headliner down, it's a good idea to tighten the sunroof mounting nuts, check that the drain hose clamps aren't rubbing the roof (move them if they are), and be sure that the hatch hinge pins are properly in place (one of mine was 1/3 of the way out! I suspect it wasn't installed properly at the factory as its retaining pin was laying loose on the headliner).

The above repairs on my '81 900S 3-door took about 2-3 hours. Was it worth it? You betcha, and then some. I expected a 100% improvement in "squeaklessness" but got 150-200%! I suspect the rubbing produced some low-level grating sounds that were hard to discern, but were nevertheless there and irritating. The car feels like it has 20,000 miles on it instead of 80,000+.

In the May '86 issue, Bob Alpert asked for help on diagnosing a warm start problem on an '85 900 (8-valve engine, CIS injection). The symptoms he described are a "classic" warm start problem with CIS equipped cars. The problem is probably that the injection rest pressure is dropping too quickly. When the engine is shut off, pressure is maintained in the injection system to prevent vapor lock until the engine has cooled down sufficiently. If the "rest pressure" drops too quickly due to a leak somewhere in the system, vapor lock will occur and the car will be hard to start. Or it may start, but will stall right away, and do this several times. If this is the problem, the dealer's mechanic should have been able to find it if he did his job properly. However, the Saab specs on rest pressure are, in my opinion, misleading. They say the pressure should be a minimum of 21-psi after 20 minutes. The trouble is, the pressure could meet the specs, but drop down to zero a minute or two later (the system has an accumulator to maintain pressure, but it's only "so big"). I feel the system should maintain at least 30-psi for 30 minutes to give acceptable warm starts. I wrote an article on this very subject in the Sept. '83 SCN.

Leaking injectors will also cause difficult starting due to vapor lock and/or flooding. However, I believe leaking injectors won't show up on the rest pressure check (correct me if wrong), so they have to be visually checked for dripping. Check the manual for specifics. A few seconds of rough running when you start up sometimes is typical of CIS equipped Saabs. I'm not saying they all do it, however. Replacing the injectors often might prevent this, but it gets expensive! My 900 has 84,000 on it and it has the original injectors.

Steve Parsons
Washington, IL

CHEAP AIR FILTERS FOR V-4s

K-Mart air filter number KA-50 fits '67 thru '73 95/96 V-4s. It is very inexpensive, allowing for frequent changing in dust country.

Will McBride

IMPROVED HANDLING & GOOD TIRES

The handling of my 900 Turbo was greatly improved by the addition of the factory rear (only) sway bar.

My original Pirelli tires lasted 26,000 miles. Michelin MKVs lasted 30,000 miles. The MKV is a good handling and quiet tire. I just bought another set.

Paul Buvick
Pismo Beach, CA

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"ASK BOB" TO START IN NOVEMBER

Due to time constraints, our new mechanic's column, "ASK BOB" will begin with the November issue. If you have a mechanical question about Saabs, send it to:

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SERVICE SUBJECTS FROM SAAB

SERVICE TIPS: AUGUST 1986

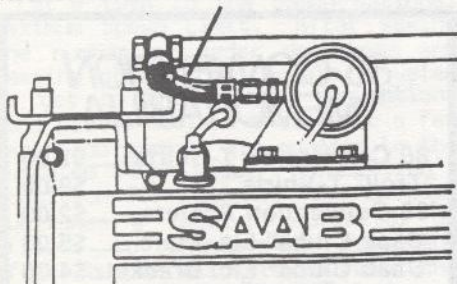
Bleeding down of hydraulic valve lifters after an extended engine shutdown period or installation of new lifters, can cause a noise complaint when the engine is started. Noise may exist even though there is adequate oil pressure at the lifter because of the time needed to purge all the air from the lifter.

If noise exists, always allow at least a half-hour for the working oil pressure to affect a new lifter (or drained down one) and do not rev the engine over 3000 rpm during this period. Page 214-16 of the 900 Service Manual and p. 214-15 of the 9000 Service Manual are an excellent guide to help diagnose noise complaints.

It is important to remember that brake disc runout should only be checked with the disc mounted on the hub as shown in the Service Manual Section 5 (900 p. 516-1, 9000 p. 516-1). This applies not only to discs which have been in service, but also when checking a new disc.

If you desire to check a new disc, it should first be installed on the hub and secured with the retaining screw and checked for runout with a dial indicator (maximum permissible runout is 0.004" or 0.10mm). An accurate reading cannot be obtained on a brake lathe. This is due to the fact that a "hubless" disc such as the ones found on Saab does not have a perfectly machined surface to set up on the brake lathe (such as a bearing race).

Hose Must Not Contact AC Bracket
Maintain a Clearance of 5/8"



During servicing, remember to inspect the flexible fuel hose between the injector fuel rail and the pressure regulator on 900s with 16 valve engines. The hose must be properly oriented and not touching the air conditioning bracket.

This hose was a subject of a Recall Campaign on some 1985 models. Refer to Recall 265 for more information.

There is a minor wiring discrepancy in the 900 Service Manual Section 3:2 (P/N 03-31-074). Page 238 shows a blue wire at terminal #2 of the AC switch. The color of this wire is actually yellow/red. You may wish to mark your copy of the manual for future reference.

A new intake manifold was introduced as a running change on the 9000. This change became valid from VIN Serial No. G1023161. It is now a two-piece manifold connected by rubber hoses.

About the same time (from VIN G1023384) a new intercooler was also introduced which is more efficient due to the inclusion of two more cooling channels. An internal bypass valve has also been eliminated because it had proven unnecessary.

900 Convertible Reminders: The Convertible must not be run through automatic car washes. These washes can seriously damage the fabric, especially in the winter when ice forms on the bristles of the rolling brush or the sponge type washes.

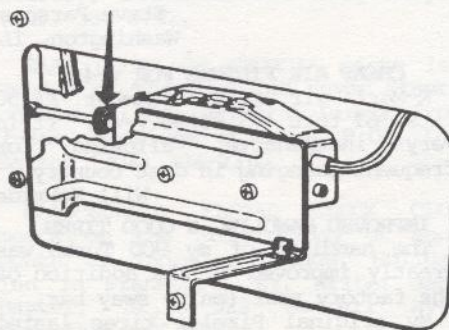
The handbrake must be applied before the top may be operated. As a safety feature the top electrical circuit is wired through the handbrake, making it impossible to raise the top electrically if the handbrake is not applied.

A snapping or clunking noise from the front wheels of a 900 when backing up or turning can be due to a lack of anti-sieze compound at the bearing recess and/or the driveshaft splines. Section 7 of the Service Manual (p. 774-6 to 774-9) shows the correct wheel bearing replacement procedure.

MANUAL RELEASE FOR FUEL FILLER DOOR

S.I. 07/86-857: The fuel filler door on the 9000 locks and unlocks with the operation of the central locking system. From VIN G1020300 a provision was introduced to allow opening the fuel filler door in the event of a central lock system failure or a loss of electrical supply.

Push-Pull Rod



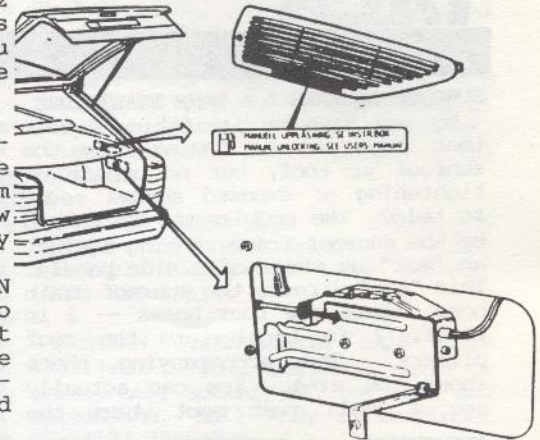
Unlocking the Filler Door

1. Remove the single screw from the air vent and remove the vent.
2. Reach in through the opening and grip the push-pull rod (see arrow). Slide the rod towards

the rear.

The filler door is now unlocked.

3. Re-fit and secure the air vent.

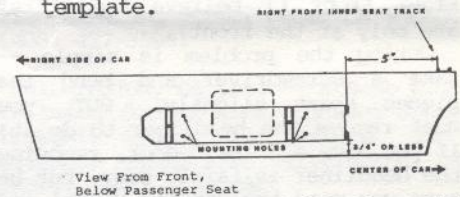


INSTALLING THE HALON FIRE EXTINGUISHER IN THE 9000

S.I. 07/86-858: The Saab supplied Halon Fire Extinguisher (P/N 02-02-515) is meant to be mounted under the front edge of the passenger side front seat.

Installation Instructions

1. Slide the right front seat all the way back in its track.
2. Locate the bracket (without fire extinguisher) on the flat, vertical area of the front seat support with the hooked end of the bracket 5" to the right of the inner seat track (see diagram) and use the bracket as a template.



View From Front, Below Passenger Seat

3. Center punch and drill four 1/8" mounting holes into the support. **CAUTION:** Be sure any wires running through the seat support will not be damaged when drilling.
4. Check the position of the two (2) release tabs on the bands of the fire extinguisher bracket. It may be necessary to rotate the bands 180 degrees so the release tabs face up.
5. Install four (4) #8 sheet metal screws to secure bracket.
6. Fit and latch the extinguisher into the bracket with the nozzle facing the rear of the car.
7. Slide the seat back and forth in its track to be sure release handle and seat clear the extinguisher.

CHECKING INLET AIR HOSE CONNECTIONS, SERVICE CAMPAIGN 516

S.I. 07/86-859: Saab is conducting a Service Campaign for the purpose of checking and tightening the inlet hose clamps on 9000 Turbos. These clamps may have been insufficiently tightened at assembly and could

continued next page...

SERVICE SUBJECTS continued

cause an inlet air leak if not re-tightened. This campaign affects the following M86 9000 Turbos:

VIN Serial Nos. G1000001 - G1025485
Purchasers of the affected vehicles will receive a notification from Saab-Scania of America to bring the car to their Saab dealer for a free repair.

SERVICE KIT FOR CENTRAL LOCKING SYSTEM ON 82-83 900s

S.I. 07/86-860: A service kit is now available to upgrade the central lock systems of 1982-83 900 models (3 door, 4 door). The service kit moves the electronic control unit from the door and provides the means to locate a new control unit (contained in kit) under the dash. The service kit could be installed if repairs are being made to the system.

Central Locking Service Kit P/N 85-47-259

Moving the control unit into the car interior eliminates the chance of moisture getting into the circuits.

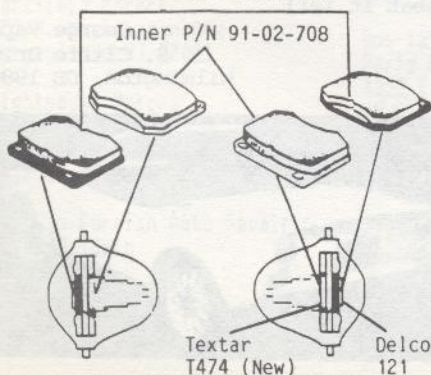
The service kit contains all items (wiring, control unit, mounting hardware, driver's door switch) necessary to make the conversion. Complete installation instructions are included with the kit.

NEW REPLACEMENT BRAKE PADS FOR 99 & 900 MODELS

S.I. 07/86-861: (Supersedes 02/84-670) From the 1987 model year, a new front brake pad combination is introduced on 900 models. The outer pads are the same Delco semi-metallics as before, but the inner pads are a new Textar semi-metallic composition which reduces heat transfer to the caliper and resists material buildup on the disc which can lead to pulsation.

This combination is also ideal for earlier 900 and 99 models and will supersede the 4 pad all Delco set previously recommended for 1975-86. A lower priced/shorter life organic pad remains available as an alternative for naturally aspirated cars that will never see severe usage (sustained city driving, continuous

Outer P/N 91-02-690

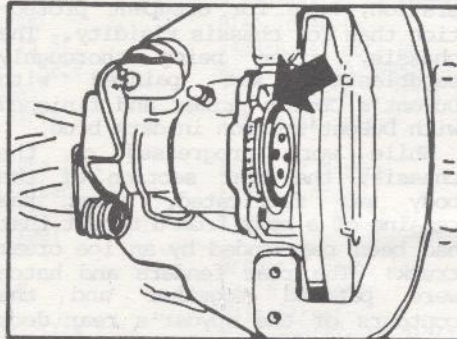


wet conditions, mountain driving). Rear brake pad sets remain unchanged. All Saab brake pads are asbestos free. See S.I. 07/86-862 before installing front pads.

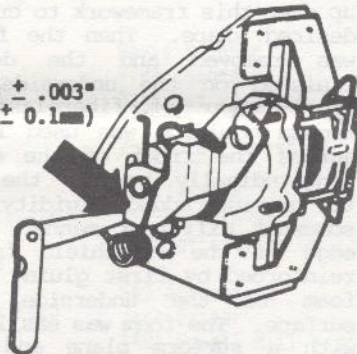
INSTALLING FRONT BRAKE PADS

S.I. 07/86-862: This procedure is for all Saab 99 models from 1975 to '80 and 900 models 1979 to '87.

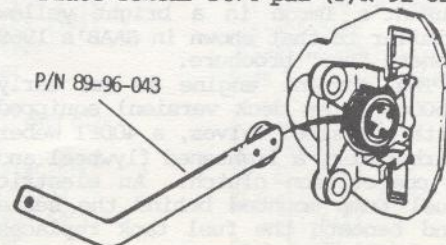
1. Remove rust and worn edges from the brake disc. Check condition of the dust covers on the piston. Replace if cracked or damaged. If the brake fluid is suspect, it should be changed. Brake fluid should be changed every 2 years or 30,000 miles. Use DOT 4 fluid (never use DOT 5).



$0.019 \pm .003"$
($0.5 \pm 0.1\text{mm}$)



2. Check that the hand brake actuating lever at the caliper moves freely. Clean and grease the sliding surfaces of the brake housing for the yoke and pads. Use Gleitmo 540 (P/N 30-08-612).
3. Check the hand brake cable clearance, $0.019 \pm .003"$ ($0.5 \pm 0.1\text{mm}$) at the caliper levers, and adjust if necessary.
4. Turn in the pistons with the aid of the special tool (P/N 89-96-043). Do not turn in the pistons past the point where they are in line with the plane of the hole for the pad retaining pin.
5. Semi-Metallic 2-Pad Combination
Place Textar T474 pad (P/N 91-02-



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708) on the inside of the disc. Place Delco 121 pad (P/N 91-02-690) on the outside of the disc. Inner pads (Textar T474) may wear at a faster rate than outer pads (Delco 121) and may be replaced in sets of two. It's not necessary to replace all four pads if only the inners are worn. (Outer pads must have at least 4mm of pad material remaining.)

Organic Moderate-Use Pads

Place pads from the four pad set (P/N 89-93-297) on both sides of the disc.

6. Pull up the hand brake 7 notches. Start the engine and pump the brake pedal until the handbrake lever will operate after 9-10 notches. Pulling up the handbrake lever blocks the self-adjusting mechanism of the brake pistons and prevents over adjustment.
7. Road test the car to verify correct brake function but do not overheat the pads with repeated hard braking. Do not apply high static force at the pedal. This can cause piston over adjustment. Bed-in the new pads gently, e.g. avoid hard braking for the first 100 miles of city driving or 300 miles of highway driving.

NEW AC TIME DELAY RELAY FOR 900s

S.I. 07/86-863: A new time delay relay has been introduced into new car production (1986 900, 900S & 900 Turbo) which delays the engagement of the AC clutch for a few moments after starting the engine. This allows for stabilization of the idle control before the AC clutch cycles on.

This running change became valid from VIN Serial Nos:

G2010198-
G3008806-
G7011004-

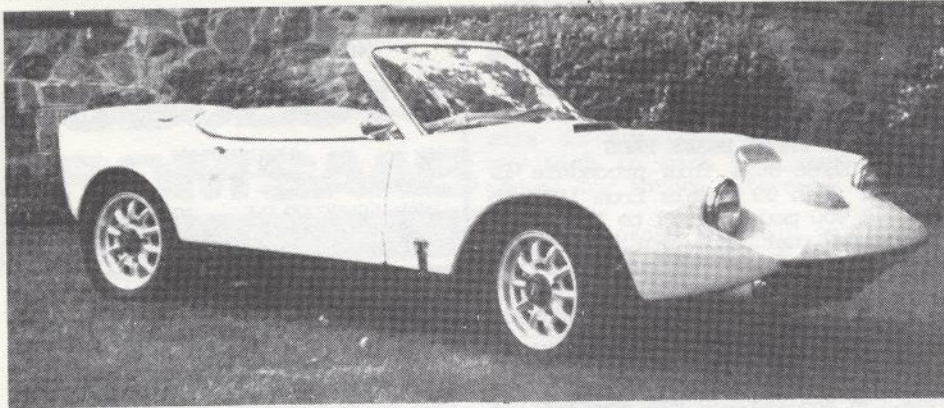
M86 900 models before these numbers may also be fitted with the new relay if the car exhibits rough idling immediately after a start.

AC Time Relay P/N 95-13-219

Do not attempt to fit a M85 or earlier car with this relay.

Continued on Page 9

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



SO NEAT SONETT

I'd like to think that if SAAB had decided twenty years ago to produce the Sonett II or its successor the Sonett V4 in a spyder version that it would have closely resembled my project car. My car was purchased second hand in January of 1972 and driven regularly until May of 1977. The car was then stored and major components "borrowed" to keep other SAABs running until late 1983, when I decided that it was time to do a major restoration. I was more inclined towards a "street rod" concept than a classical restoration project. This approach, along with a desire for a unique body style, led to the creation of the spyder configuration. This was evolving into a major project which would require a great deal of time and effort to complete. My success in this project may be attributed to the use of the facilities of Sports Car Service, Inc., of Wilmington, Delaware, and the technical guidance received from its owners, John Jacobson (now retired) and his son Bill Jacobson, who now runs the business.

Work began with the complete disassembly of the car, followed by the restoration of the chassis. The chassis was in relatively good condition for a car that had been driven regularly (almost 60,000 miles) in this part of the country, so the chassis repairs were not extensive compared to some other SAABs I've seen. After removing all of the undercoating from the wheel wells, patches were fabricated for rusted areas and welded into place. To be on the safe side, the outer rocker panels were removed and replaced. Access holes were created to all boxed sections of the chassis and fitted with rubber plugs of a type used on 99s, to provide access for inspection and painting. To provide additional chassis stiffness, critical seams were continuously welded and a reinforcing channel was added across the rear edge of the shelf beneath the dashboard. No further reinforcement was considered necessary, given the exceptional torsional strength of the chassis as documented in Bjorn Svallner's The Sonett, and All Other SAAB Sports

Cars. A rollbar is a future consideration, more for occupant protection than for chassis rigidity. The chassis, after being thoroughly sandblasted, was painted with DuPont's Corlar primer and finished with DuPont's Imron in dark blue.

While work progressed on the chassis, the rear section of the body was fabricated, using the remains of a body from a Sonett that had been rear-ended by an ice cream truck! The rear fenders and hatch were patched together and the contours of the spyder's rear deck were mocked up using plywood, cardboard and masking tape. Several thicknesses of fiberglass were laid up over this framework to create the desired shape. Then the framework was removed and the deck was finished on the underside with a final layer of fiberglass cloth. Wooden moulding was used laterally across the front of the deck and longitudinally towards the spoiler to provide added rigidity. In a somewhat different manner, the top edge of the windshield frame was reinforced by first gluing urethane foam to the underside of the surface. The foam was easily shaped with a surform plane and finally covered with fiberglass cloth. The resulting assembly is remarkably light, strong and rigid. Steel angles (wrapped in vinyl for aesthetics) were attached to the shelf under the dash to provide additional support for the windshield frame. The only modification to the front section of the body was to increase the size of the bulge to provide the hood clearance necessary for a 28/36DCD Weber carburetor installed on the original engine before starting the spyder project. The body, after much sanding and filling (and more sanding and filling), was painted with DuPont's Corlar primer and then finished with DuPont's Imron in a bright yellow similar to that shown in SAAB's 1969 Sonett "toy" brochure.

The current engine is an early 1500cc (open deck version) equipped with oversized valves, a 40DFI Weber carburetor, a lightened flywheel and a competition clutch. An electric fuel pump mounted behind the seats and beneath the fuel tank replaces the original mechanical fuel pump.

The original fan was removed and the standard hub with its troublesome bearing assembly was machined off and plugged. They were replaced by a shrouded, thermostatically controlled electric fan marketed locally by Pep Boys. The carburetion setup includes a custom intermediate plate allowing for the installation of the PCV system and mandating the additional hood clearance mentioned previously. The gearbox/differential unit from a 1969 95 provides good acceleration but makes the engine operate at higher RPMs than I like on the highway. Power is transmitted to the road through 195/60 HR-15 Pirelli P-6s, which are about the largest tire the standard wheel wells can accommodate (with 5" wide alloy rims).

The end result, as can be seen in the accompanying photographs, is an interesting example of what might have been. Although I've heard rumors of other versions (perhaps and ice racer or two?), I personally am not aware of any similar Sonetts. I do remember "bathtub" SAABs from the late 1950s or early 1960s... 93s that had the roof removed and the body shortened to make economical H-Modifieds. I'd like to hear from anyone who either has completed or is contemplating a project similar to mine.

My car's debut was at the '85 national convention in Chambersburg, Pennsylvania, where it was driven by Bob Sinclair and caught Erik Carlsson's attention. Unfortunately the body was still in primer and the front end had not been aligned, so it both looked and drove a bit rough! Bob, who had driven the Sonett-I earlier in the day, commented "It's not often that I get to drive two open top Sonetts in one day!" The car's next stop was the national convention in Atlanta, Georgia, where it appeared as depicted here, including a custom tonneau cover fashioned by my very understanding wife, Andrea (this has been a long project). I hope to be able to show the car at a meeting of the New England Sonett Club in the near future and perhaps to stop by the offices of SAAB-SCANIA in Connecticut.

What's it like to drive an open Sonett? In the words of Sixten Sason and as evidenced by the license plate, "Sa natt den ar!" (So neat it is!)

George Vapaa
36 S. Cliffe Drive
Wilmington, DE 19809



SAAB MECHANICS LIST

The last list of Saab mechanics published in the Newsletter was in July '84. This is a completely new list, drawn from member recommendations and the mailing list. It is by no means complete. If you have an addition or correction, please fill out the form following the list.

Several Saab dealers are included here. Saab-Scania recently published a booklet listing all authorized Saab dealers, which is available from Saab-Scania in Connecticut or through your local dealer.

Some of the shops listed are rated on a four star (****) system, with "0" the worst and "*****" the best. This rating is based on reader recommendations, and is only a suggested guide. It does not constitute an endorsement by NINES.

Mezza Motors
30 Fenniman Rd.
Allston MA 02134
617-787-1707

Charles River Saab
20-32 Watertown Street
Watertown MA 02172
617-923-9230
Saab dealer

Quantum Mechanics
45 Huntington Ave.
S. Yarmouth MA 02864
617-394-5193

Hookset Saab
1 Kennedy Drive
Hookset NH 03106
Ind. Saab repair

Darryll Fotter
Fairfield St.
Oakland ME 04963
207-465-3272

Shoreline Auto Service
Burt Tucker
80 No. Main St.
Route 1
Branford CT 06405

Parkfield Motors
232 N. Washington Ave.
Bergenfield NJ 07621

Lighthouse Motors

Brewster NY 10509
Saab dealer

Baldwin Foreign Auto Repair
Bruce Baldwin
P.O. Box 32
New Lebanon NY 12125
518-794-8729
Ind. Saab repair

Brownell Motors
Mechanics: Pat
Route 52
Fishkill NY 12524

Motor Sport Service
Jack Lawrence
Parts Mgr: Pat Lawrence
1400 E. Second St.
Jamestown NY 14701
Ind. Saab repair
Sonett, 99 specialists
Rating: ****

Foreign Motor Repair
282 Enfield Main Road
Ithaca NY 14850

Dennis Sweeney
207 E. Church St.
Ligonier PA 15658
412-238-4556
Used Saab parts

Country Motors Inc.
Mechanics: Albert Sefcik
620 Evans City Road
Butler PA 16001

PARRformance
Rick Farr
1229 Brunnerville Road
Lititz PA 17543
717-627-SAAB
New & used Saab parts
Service & body shop

Swedish Motors
Rich Kushner
573 Essex Street
Essex & Decatur
Marietta PA 17547
717-424-2202
Ind. Saab & Volvo repair

Swedish Underground
Lee Smith, Owner
2112 Lycoming Creek Road
Williamsport PA 17701
717-322-6077

Moser Import Service
Bill Moser
P.O. Box 401
Pt. Pleasant PA 19950
215-297-8000

Victor Sports Cars, Inc.
Parts Mgr: Daniel Stella
1125-35 Easton Road
Abington PA 19001
215-886-8660
Saab dealer

Bob Yates, Inc.
Parts Mgr: Dave Andrews
1222 E. Lincoln Hwy.
(U.S. Hwy 1 & I-95)
Langhorne PA 19047
215-752-3000
Saab dealer

Clews & Strawbridge
Mark Zimm
310 Lancaster Pike
Frazer PA 19355
215-644-5054 service
Saab dealer

Werner Motors Saab
Alan Werner
1250 N. Broad St.
Lansdale PA 19446
215-855-9077
Saab dealer

Sports Car Service, Inc.
Bill Jacobson
3500 Governor Printz Blvd.
Wilmington DE 19899
Ind. Saab Repair

Danneman's Auto Service
100 Lafayette Avenue
Laurel MD 20707
Ind. Saab repair

Scandinavian Import Service
Alan Tetervin
7404-A Westmore Rd.
Rockville MD 20850
301-340-SAAB (-7222)
Ind. Saab repair

Rosemont Motors
Eddie Gunneau
Frederick MD 21701

Brewer's Saab, Inc.
Kevin Brewer
Main Street
Mauganaville MD 21767
301-739-0420
Saab dealer

David Baugher
9704 Lomond Dr.
Manassas VA 22110
703-369-7325
2-stroke crankshaft rebuilding

BGR Imports
315 W. Main St.
Charlottesville VA 22901

S&J Automotive
Jack Baxter
1491 Howell Mill Road
Atlanta GA 30318
404-351-SAAB (-7222)
Ind. Saab repair

The Swedish Solution Inc.
Dan Schindler
Parts Mgr: Erny Colonga
Mechanics: Bob, Alan, Gary
27999 Miles Road
Orange Village OH 44022
216-249-1022 in Ohio
800-556-PART U.S. order line
Saab Parts & Service
Rating: ****

Wolf Import Motors, Inc.
Parts Mgr: Robert Childs
1685 Mentor Ave.
Painesville OH 44077
216-354-5689
216-951-SAAB, Cleveland no.
Saab & Subaru dealer

Anycar Automotive
John Negus
687 E. 152nd St.
Cleveland OH 44110
-851-5661
Saab & BMW repair

Elite Motors (DeFec Saab)
5640 Whipple Ave. N.W.
North Canton OH 44720

Scandinavian Motors
1635 Madison Road
Cincinnati OH 45206
513-221-SAAB (-7222)

Gibson Motors
Main & Jackson Streets
P.O. Box 186
Perrysville IN 47974
317-793-3512
Saab dealer

Ron's Auto Repair
119 S. Washington
Ames IA 50010
515-232-8555

Friedley Saab
Mechanics: Dennis Rosauer
4227 University Ave.
Cedar Falls IA 50613
319-277-1140
Saab dealer

Gesch Enterprise
Larry Gesch
4445 N. 124th
Brookfield WI 53005
414-783-5530
Ind. Saab repair & parts

Tosa Imports
Parts Mgr: Mike Etzel
6102 W. North Ave.
Milwaukee WI 53213
414-771-2340
Saab dealer

Sullivan's II
Jack & Scott Sullivan
Baraboo WI 53913

Import Motors
315-B E. Madison St.
Eau Claire WI 54703

Morrie's Imports, Inc.
Parts Mgr: Dan Kuether
12520 Wayzata Blvd.
Minnetonka MN 55343
612-544-0376, MN 800-742-5764
US 800-328-5714
Saab dealer

Viking Parts & Repair
Parts Mgr: Elmer Salo
Route 4, Box 247A
3 Brickton Road
Princeton MN 55371
612-389-3776
Saab Parts & Repair
Rating: ****

Andrews Auto Rebuilding
Charles Andrews
Route 4, Box 247
Brickton Road
Princeton MN 55371.
Saab body shop & used cars
Rating: ****

The Phoenix
Bob Labresh
3715 Oregon Ave. S.
St. Louis Park MN 55426

SAAB MECHANICS LIST

Continued from previous page...

Swedish Express Inc.
Mark Strohm
Parts Mgr: Norm Hill
Mechanics: Bob Hansen, Jeff Rapp
335 S. 1st Ave. E.
Duluth MN 55802
218-722-1530
Saab & Volvo repair & parts
Rating: ****

Odberg Ryan Saab
Parts Mgr: Gene Leopold
2224 W. Superior St.
Duluth MN 55806
218-722-3317
Saab dealer

Frew Enterprises
727 First Avenue
Des Plaines IL 60016
312-299-7153
Saab repair
Rating: 0

Fields Saab

Glenview IL 60025
Saab dealer
Rating: *

Swedish Import Auto Works
2772 Skokie Valley Rd.
Highland Park IL 60035
312-432-8510
Volvo & Saab repair
Rating: **

Europa Motors
2414 W. Route 120
McHenry IL 60050
815-385-0700
Saab & Subaru dealer
Parts, service & body shop
Rating: ****

Petersen Automotive
Jon Petersen, Owner
Mechanics: 4
7626 Parkside Ave.
Skokie IL 60077
312-675-6540
Saab & Volvo repair
Rating: ****

Flikkema Motors
2424 E. 176th St.
Lansing IL 60438
312-474-1933
Saab dealer
Rating: ***

Wigglesworth Imports
705 E. Roosevelt
Chicago IL 60605
312-293-1970
Saab dealer
Rating: ***

Service Above And Beyond
1512 N. Throop St.
Chicago IL 60608
312-489-7222 (-SAAB)
Ind. Saab mechanic
Rating: **+

French's Foreign Car Service
Tom French
926 N. Belt Line
Irving TX 75061
Ind. Saab repair

Phoenix Motor Works
1508 Fortview Road
Austin TX 78704

The Saab Shop
Mark Cline
3701 South Santa Fe Dr.
Englewood CO 80110
303-762-0672
Saab repair ('80 & up)

Mile High Body Shop Inc.
Jerry Danner
519 Lipan
Denver CO 80204 4906
303-595-4646
New & used parts, used cars,
repair service, body shop

Saab Center
Jim Addison
5310 E. Pacific Place
Denver CO 80222
303-691-9484
Ind. Saab service & parts

Green Mountain Motors
Tom Ellis
4419 Broadway
Boulder CO 80302
303-449-7380
Saab & BMW repair

Independent Saab & Subaru Ser.
4635 'E' Park Vista
Colorado Springs CO 80918
Ind. Saab repair

Anders Karlsson's Swedish Serv
11671 Gateway Blvd.
Los Angeles CA 90064

Swedish Advanced Auto Bay
Lewis Norris
15616 Inglewood Ave.
Lawndale CA 90260
213-536-0161
Ind. Saab Repair & Parts
1/2 block S. of I-405

Vasek Polak Saab
Parts Mgr: David Schoenoff
356 So. Sepulveda
Manhattan Beach CA 90266
213-376-0935, -372-5202
800-662-6143 U.S. toll-free
Saab dealer

Masada Motors
9027 Sepulveda Blvd.
Sepulveda CA 91343

J & B Imports
Bud Clarke
1547 Struck
Unit L
Orange CA 92667
Saab & Volvo repair

Parker Automotive
250-B San Antonio Ave.
Mountain View CA 94040
415-941-0342

Saabcraft
Ted Bunding
912-C West Evelyn
Sunnyvale CA 94086

Embarcadero Automotive
210 Brannan St.
San Francisco CA 94107
415-546-1384
Ind. Saab repair

Perry-Key Body Shop
28953 Mission Blvd.
Hayward CA 94540
415-537-1175

Swedish Auto Salvage Yard
1051 - 26th St.
Oakland CA 94607

European Autoteile, Inc.
Byron Won
1311 - 67th Street
Emeryville CA 94608
415-654-9121
Saab parts & accessories

Saab Saver
2601 - 35th Ave.
Oakland CA 94619
415-532-SAAB (-7222)
Saab repair

Eurotechs
211 Cedar St.
Santa Cruz CA 95060

Import Auto Recycling
980 - 17th Ave., C-7
Santa Cruz CA 95062
408-462-3458

T & S Motors
1394 - 4th St.
San Jose CA 95112
408-297-4665
Saab repair

Eldon Penner
501 Barhan Ave.
Santa Rosa CA 95404
707-525-1635
Saab repair

Rick's 96
Rick Wolfe
2007 N. 2nd St.
Springfield OR 97477

Rowland Motors, Inc.
Parts Mgr: Rich Roberts
517 East Pike Street
Seattle WA 98122 3696
206-328-2303, 800-562-5510(WA)
800-426-2202 U.S. order line
Saab Dealer
V4 parts specialists

Fairchild European Auto
2011 Iron St.
Bellingham WA 98225
206-671-6190

Shop name _____
 Owner, Manager, or contact person _____
 Parts Mgr _____
 Mechanics _____
 Address _____
 C/S/Z _____
 Phone _____
 Specialty _____
 Ratings: _____



The Naturally-aspirated Saab 9000S, a new model for 1987.

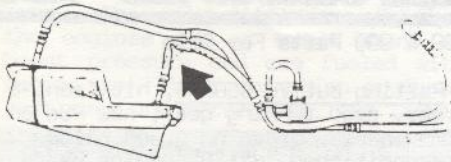
SERVICE SUBJECTS continued

CHECKING OIL COOLER HOSE FOR KINKS ON '86. 900T WITH AUTO/TRANS

S.I. 08/86-867: Routing of an automatic transmission oil cooler hose may cause a kink to form in the hose (see arrow). Only certain cars are affected and VIN Serial Nos. are given below:

G2000001 - G2017550

Have your dealer inspect this hose during routine service and correct its routing if necessary.



Viewed From Front Of Car

NEW AC COMPRESSOR, RUNNING CHANGE

S.I. 08/86-870: From the following VIN Serial Nos. a new AC compressor from an alternate supplier was introduced into 900 new car production:

G2025402-
G3020900-
G7030221-

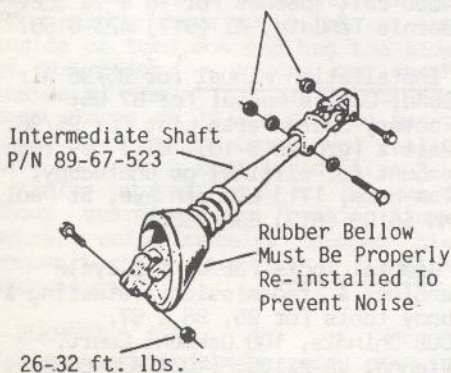
The new compressor (Seiko Seiki) is of the five-vane rotor type and should contribute to the quiet operation of the AC system. Earlier 16-valve equipped cars may be fitted with the new compressor without modification. Earlier 8-valve cars (M84-) may also be fitted provided that the correct hose assembly with twin tube manifold is mounted in conjunction with the new compressor.

HISSING NOISE FROM 9000 POWER STEERING

S.I. 08/86-871: A new rubber-filled intermediate shaft and a more efficient noise insulation shield have been introduced to reduce the hissing noise emitted by the power steering rack on the 9000. These improvements were introduced into mid-year production and can also be fitted to earlier cars (up to VIN G1017236) if a noise complaint exists.

Parts Required

Intermediate Shaft P/N 89-67-523
Insulation Shield P/N 96-71-017
26-32 ft. lbs.



The 900 Turbo Convertible will be available in more colors and larger numbers during 1987.

'87 SAABS

Continued from page 1

Uusikaupunki, Finland, and features a power-operated full convertible top with a heated glass rear window and plenty of room for four adults. Two 9000 Versions

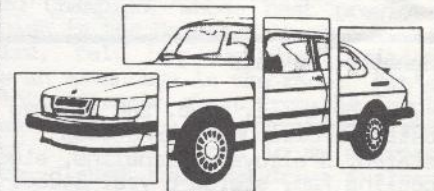
The Saab 9000 Turbo was introduced in the United States in the Fall of 1985, and immediately became a favorite among the nation's auto writers and the winner of a number of press awards. For 1987 the 9000 Turbo will remain pretty much the same as in 1986, with a few rather important additions.

A 4-speed automatic transmission will be available to meet a growing demand; the car will be equipped with the state-of-the-art in modern high performance tires, the Pirelli P600 high speed rated tire; and the turbocharger will be water cooled for improved durability.

The major news in the 9000 line is the 9000S. While most other car companies start with lower priced versions when they introduce a totally new car and gradually reach upward in price and equipment, Saab is doing it the other way around. The Saab 9000S is practically all that the Saab 9000 Turbo is but without the turbocharger.* The car

itself is the same, and the only visible differences between the two are the "9000S" ID badges and the absence of the rear spoiler. The interior is the same cavernous layout, making the Saab 9000 models the only imported sedans classified as "large cars" by the EPA.

The entire line up of Saabs for 1987 is expected to be available at the nation's 350 Saab dealers during October. Prices for the 1987 model year have not yet been announced.



PARTS

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I N C.

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215-752-3000

FOR:

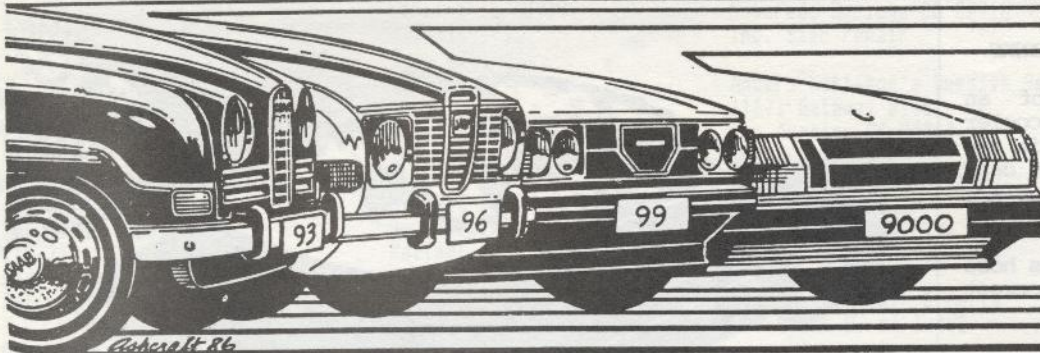
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SAAB SWAP CLASSIFIED ADS

CLASSIFIED AD RATES

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

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.

Sonett's For Sale

74 Sonett III, blue, 28k mi, new battery, Blaupunkt AM/FM Cass stereo, 5 alloys w/Michelins, elec cooling fan, stored 6 yrs. \$4250. Dennis Minni, Strongsville, OH. (216) 238-0365, leave message.

73 Sonett, red, exc cond, rblt eng & trans, new clutch, fuel pump, AC, am/fm tape. Vy clean interior. \$4200 obo. Donna Itzin, 8601 E. Bay Dr, #2, Treasure Island, FL 33706. (813) 360-6741.

73 Sonett, orange, 79k mi, vy gd original cond. \$2950. Bill Shell, Greeley, CO. (303) 353-3992.

73 Sonett, rusty frame, hydr clutch needs repair. Gd eng, trans, body, glass. \$500 obo. Paul Buffington, 2134 Ontario Ave, Springfield, OH 45505. (513) 325-0774.

71 Sonett III, persimmon, fair cond. \$3500 Firm. Marlene Woupio, 2610 E Westfall, Mariposa, CA 95338. (209) 966-3279.

V4 Cast Aluminum Valve Covers, I am contacting my supplier in Europe and will advise availability soon. Bob Mitchell, Pleasantville, NJ.

93s, 95s & 96s For Sale

73 96, 101k mi, runs very well, orig owner, needs some body work. \$1000. Jeff Nyman, Ft Washington, PA. (215) 628-8352.

72 95, green, V4, 4spd w/operable free-wheel, orig cond, luggage rack, new exhaust and fan bearing. Moving... Must sell. \$1500. William Swift, 2606 6th St, Newburgh, NY 12550. (914) 564-5170.

3 - 96s, plus extra parts (2 trans, 1 eng), literature, enough stuff to build a choice 96. \$475. Bill Pensar, Box 1, Lemon Cove, CA 93244. (209) 597-2504.

68 96 Deluxe, white, 168k mi, trans rblt at 80k mi, recent interior & battery, good Michelins, brakes, Cibies, car cover. In family since new. Photo avail. A.J. Szumski, 7403 Three Chopt Rd, Richmond, VA 23226. (804) 288-0312 after 6pm EST.

59 93B, rough cond, some good parts. Free to a good home. Dan Hornyak, 6613 King St, Allen Park, MI 48101. (313) 381-8173.

2 Stroke & V4 Parts For Sale

Sonett III Factory Manual, covers difference between Sonett & 96. \$45. A.J. Szumski, 7403 Three Chopt Rd, Richmond, VA 23226. (804) 288-0312 after 6pm EST.

95/96 Parts - Full width glove box, \$10. 10 roller Free-wheel hub w/all springs/plungers, \$30. Side view mirror, \$15. Bendix AM radio, no knobs, \$25. Rob Robertson, 5 So. Cleveland St, Wenatchee, WA 98801. (509) 663-8851.

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

V4 Parts engines, trans, starters, alternators, radiators, grills, wheels & tires, boxes of stuff. Call with needs or \$625 for all. SASE for list. Tom Burke, Rt 2, Box 100, Orrington, ME 04474. (207) 825-4403.

99 & 900 Parts For Sale

Parting out 79 900EMS, hit front & rear, good running gear, new P8s on EMS wheels, green on green. Also reconditioned "H" & "B" engine heads. OE mag wheels, most styles. Dennis Sweeney, 207 E. Church St, Ligonier, PA 15658. (412) 238-4556.

78 99GLE 5dr, front end damage, body straight from doors back. Rblt eng w/11k mi, \$650. Exc interior, \$150. 4 OE mags, \$100. +shpg. Jim Robinson, Lincoln, NE. (402) 489-2089

77 99 Parts, 4 EMS mags w/Duplop SPs, \$400. 4 Kleber studded snows on rims, \$150. Spoiler, like new, \$50. Headrest spkrs, \$35/pr. Sanyo Spkrs & mt, \$65. Tom Burke, Rt 2, Box 100, Orrington, ME 04474. (207) 825-4403.

78 EMS instrument panel, incl all gauges, speedo, tach/clock. \$195 +shp. Dennis Minni, Strongsville, OH (216) 238-0365, leave message.

99 Parts 4 wheel covers (75-76) \$50. Side mirrors, \$15/pr. New 5" steel wheel, \$30. New Brk lt sw, PN 8530792, \$5. New Rear brk seal kits, PN 8994527, \$15. Clock, \$10. +shpg. John Paschkewitz, 697 Lakeside Cir, Robins AFB, GA 31098. (912) 929-3856.

Audio system from 86 900T. AM/FM cass w/digital tuning, anti-theft security code, DIN mounting box. Incl digital equalizer w/built in power amp in DIN box. Larry Rolnik, Cedar Grove, NJ (201) 239-4984.

Wanted, All Models

1 good hubcap for 79 GLE, \$25-30? Need rblt speedos for 78 & 79 GLE. Bernie TenCate, MI (517) 423-6155.

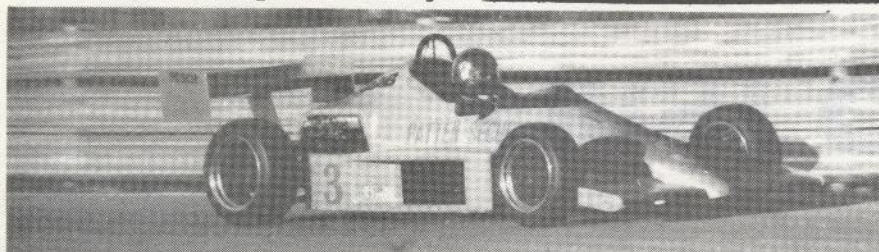
Installation manual for 95/96 Air Cond; Owners manual for 67 95; Factory Spare Parts List for 95/96, Part 2 (groups 5-10). Will pay reas. amount for original or photocopy. Tom Harm, 1713 Lincoln Ave, St Paul, MN 55105 (612) 690-3903.

Special Tools for V4 & 2-cycle engines & transmissions; steering & body tools for 95, 96 & 97. Gus Shindle, 100 Oakmont Court, Vienna, VA 22180. (703) 938-6808.

**TIGHT COMPETITION CONTINUES IN
BARBER SAAB PRO SERIES**

With seven races complete in the Barber SAAB Pro Series, the competition continues to be very close. Six different drivers have taken home the first place trophies, and several others are likely to be honored in the Winners Circle before the season wraps up November 16th in St. Petersburg, Florida.

All the cars in the series are identical formula car chassis, powered by Saab 2-liter, 16-valve turbocharged engines like those in the Saab 900 and 9000 production cars. The only difference is that the engines run an extra pound of boost pressure and are fueled with racing gas. The combination produces just over 200 horsepower. The light-



Jerry Winker photo

Bruce Feldman on his way to victory at Road America.

weight racing machines are all shod with BFGoodrich Comp T/A R radial tires. The Skip Barber organization prepares and maintains the cars.

LIME ROCK, CT -- The Barber SAAB Pro Series had its first multiple winner of the season on August 16th, as Eric Kielts led the 25-lap race from flag to flag to record his second win in the series. Kielts' initial victory came at the second Barber Saab outing of the season at another famous road racing circuit in the Northeast, Watkins Glen, New York.

The series lived up to its reputation for close racing with a dice for first place between Richard Myhre and Kielts during the entire race. Myhre repeatedly tried to pass Kielts on the inside of the hard, right-hand turn one, but tried a different tactic on the last lap of the race. He tried a daring move on the outside of Kielts, locked up his brakes and went straight off into the runoff area.

In a pre-race "chalk talk" to Saab dealers and guests visiting the track, pole-sitter Kielts explained, "You really have to stick on the inside of turn one and hug the side of the track so no one can sneak inside of you. That is one of the best places on this track to pass, and if you are in front, you really have to protect that inside line."

Kielts stayed true to his word about guarding the inside line. Myhre, unfortunately, missed his competitor's pre-race tactics discussion.

ELKHART LAKE, WI -- Bruce Feldman's big gamble paid off in

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victory August 23rd as he won the Barber SAAB Pro Series' sixth race of the season at Road America. "My gambles don't always work out," said Feldman, "but I outraked Van (Roberts, then race leader) into turn one and then held he and Eric (Kielts) off for the win."

The trio of drivers had broken away from the pack with about five laps left in the 15-lap, 60-mile race around the hilly circuit and it appeared any of the three cars had a chance to win.

But it was Feldman, who had been close to winning several other races this year, who had the right formula for victory at Road America. He averaged 95.769 miles per hour and finished just 0.5 seconds ahead of Kielts, whose second place finish moved him into the points lead.

Two early-race contenders were struck down by troubles. Pole sitter Willy Lewis ran in the lead pack until an air/fuel regulator began to fail dropping him back to 6th. Brian Till came into the Road America race leading in points and was running in the top four until he spun, dropping him out of the points positions.

Three drivers who have famous racing fathers were also competing on the Wisconsin track -- Robby Unser, son of 3-time Indy 500 champ Bobby Unser; Bobby Akin, son of former Sebring winner Bob Akin; and Greg Hobbs, son of IMSA veteran David Hobbs. Unser fared the best of the three, driving his Clarion-sponsored car to a fourth-place finish. Akin suffered a first lap mishap which sidelined him, and Hobbs ran a steady race from the rear of the grid to finish 16th in the field of 21 cars.

LIME ROCK, CT -- David Rocha took the first lap lead from pole position and led the entire 35 lap race to win his first Barber SAAB Pro Series event September 1 at Lime Rock Park. Rocha became the sixth different winner of the series in seven races.

Robby Unser moved into the second position at the start and ran the fastest lap of the race in pursuit of Rocha, but finished in the runner-up position, only 0.2 seconds short at the checkered flag. Ralph DeSimone finished third to equal his best finish of the series. Craig Siebert and Richard Myhre rounded out the top five. Eric Kielts placed sixth to retain the series points lead.

Rocha, the 1980 Mexican Formula Ford Champion, whose best previous finish in the Barber SAAB series was third, felt his starting position was an advantage in the race. "It's a lot easier to start from the front than to try to move up through the pack. I didn't look in my mirrors much, I just tried to drive a clean race with no mistakes," explained Rocha.

Qualifying was very close as it has been in each of the first six events. The first nine cars lapped the 1.5 mile course within a half second of each other.

The remaining races in the Barber SAAB Pro Series:

Watkins Glen, NY	Sept. 21
Lime Rock, CT	Oct. 18
Daytona Beach, FL	Oct. 25
Miami, FL (Tamiami Park)	Nov. 9
St. Petersburg, FL	Nov. 16

**1986 BARBER SAAB PRO SERIES
CHAMPIONSHIP POINTS STANDINGS
After 7 of 12 races (Sept. 1)**

1. Eric Kielts (2 wins)	72
2. Brian Till (1)	68
3. Willy Lewis (1)	67
4. Robby Unser (1)	65
5. David Rocha (1)	60
6. Richard Myhre	45
7. Ralph DeSimone	39
8. Bruce Feldman (1)	35
9. Craig Siebert	22
10. Herb Means	14

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