



NINES

THE SAAB CLUB NEWSLETTER

\$1.50

November
1987

no. 164



9000 SEDAN ANNOUNCED

A sedan version of the Saab 9000 Turbo will be introduced in Europe in the Spring of 1988. The new model, in the classic three-box sedan shape, will be designated the "Saab 9000 CD".

European prices for the new Saab have not yet been established, but Saab Car Division management estimates the price at five to ten percent over the price of the

five-door hatchback versions, as they are sold in Europe.

No specific dates have been established for the introduction of the 9000 sedan in the United States.

RUMORS FROM AUTOMOTIVE NEWS

A 9000 wagon, convertible, four-wheel-drive and a six cylinder engine are in the works for Saab according to a recent article in *Automotive News*. The story titled "Europe's future products" in the

September 28th issue, suggested the following are in the future for the Saab Car Division:

1988 - 9000 wagon; sedan

1989 - 9000 cabrio; three-door?;
six-cylinder engine

1990 - 9000 4x4?

1991 - 900 replacement?

The article listed Western Europe's key carmakers and likely introduction dates for current and rumored projects.

ADVERTISING TAKES TO THE AIR

Advertising for Saab cars has literally taken to the air for the 1988 model year, in a campaign designed to stress the company's unique expertise in transportation technology.

The first ads for the campaign include the "fastest Saab ever built", the Swedish Air Force's JA-37 Viggen, an advanced military fighter and attack aircraft designed and built by the Saab Aircraft Division of Saab-Scania AB.

"The message we aim to project is that Saab-Scania's unique expertise in transportation technology and engineering allows us to produce an automobile that uniquely combines high performance and road handling with extremely practical and logical characteristics" explains Peter A. Berla, Vice President for Marketing Services for Saab-Scania of America.

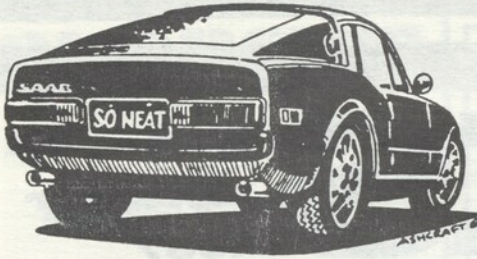
Mr. Berla stresses that no other car company can make a claim similar to Saab's. Besides automobiles, the Saab-Scania group is involved in many other areas of transportation equipment manufacturing, from supersonic jet military aircraft for Swedish defense and commuter airliners, to heavy-duty trucks and buses.

"What we try to emphasize is the technological development represented within the Saab-Scania group, one of the few 'transportation companies' where shared resources contribute to innovative product developments", says Berla. "From the very first Saab car with its distinctively aircraft inspired aerodynamic design, to today's turbocharged Saab engine [which was designed with assistance from the Scania Truck Division], innovations on the Saab cars have often been the result of this exchange of technology."

Saab-Scania Press Information



**SAAB'S INNOVATIVE TECHNOLOGY AND
ENGINEERING PROWESS START AT AROUND \$15,000
AND DON'T STOP UNTIL ABOUT \$20 MILLION.**



FROM THE BACKSIDE

This is a note of apology, primarily for lateness. The October issue was about a week late in production as I tried to fit a lot of work into very little time upon my return from Sweden. This issue is also late as a result, though not quite as late. When you're one person trying to meet a regular deadline, one late backs everything up down the line.

The apology is for lateness, and the small size of this month's NINES. Another couple of pages would take another couple of days to type and layout. There were a few articles that needed to make this issue, so several others (including more on the Saab Jubilee) were bumped to December in the interest of getting this issue to the printer quickly. Look for a big issue again next month.

Another apology goes to the new members who signed on during August. The wait for your first newsletter was nearly two months. Since the August/September issue was doubled up, it was nearly two months until the October issue was mailed. Because our mailing list is computerized, we sort out all the New subscriptions once a month (or in this case two months) and send the new member packets en masse. Since there are often over a hundred new memberships in a month, it is much easier to handle it this way than to do them one at a time.

Due to the aforementioned shortage of time, several projects have been temporarily put aside. This includes the NINE-T9, though Mark Strohm has been after me to at least install the Weber "Big Throat". Toby Turpin of the Saab Club National Capitol Area has a Big Throat installed on his '79 900. He says that the hoses that come with the kit are not correct, so he had to add some reinforced hoses to make the tight bends required to fit between the arms of the intake manifold. Apparently the performance boost is not as great as hoped either. If you have tried the Big Throat, let us know how it performs for you.

October is always a busy month for me, with several nearby rallies, including the Ojibwe and Press-On-Regardless Pro Rallies, another time consuming factor. The folks at Ojibwe call on me to help with the announcing at their spectator stages, one of which went through an open pit iron mine this year. POR is one of the best rallies around, and Houghton, Michigan, a great place to visit (and dine). As usual, there were lots of Saab Club members at both events; control workers, crew members, even a few spectators. So I always get to spend a fair amount of time visiting with readers and talking about Saabs and rallying, two of my favorite subjects. Unfortunately, there were no Saabs competing in either of those rallies this year.

Speaking of Rally Saabs, make sure you take a look at the November issue of *Road & Track*. The "Salon" car is the 1963 Monte Carlo winning Saab 96. The demonstration drive is given by the fellow who drove the car on that winning trip, Erik "på taket" Carlsson. Much of the article gives a brief history of Saab's early automobile development and rally activity. The car was restored to its pre-rally beauty by one of the mechanics of those days, Pelle Rudh, who is now the curator of the Saab Car Museum in Trollhattan. The two page color photo of the famed Monte Carlo winner is the center of the magazine, so you know it will end up posted on the walls of many 2-stroke fans. The article was written by Ray Thursby, a Renault (and other odd car) fan from California.

The response to our call for suggestions on organizing a true National Saab club has been underwhelming. Reports on our meeting in Tulsa have been written up in most of the regional club newsletters, but reader input has been minimal. What we want to know is - who should be responsible. Should the Board be made up of a representative of each regional club, or should there be half a dozen at-large decision makers? Or should they be restricted to geographical regions? Should the newsletter editor be a board member, an advisor, an employee, an independent contractor? If the editor decides to move on to another livelihood, or becomes unable to continue publishing the newsletter, what should be the criteria for selection of a new editor? Should a national organization provide liability insurance to the regional clubs? How much of an increase in dues are you willing to accept to cover expenses not related to publication of the newsletter? If you have any opinion on the subject, send it to:

Margrit Adler
1507 W. University Ave.
Champaign, IL 61821

Congratulations to Jack Lawrence, who took his Sonett to 2nd place in GT4 at the SCCA Runoffs in Road Atlanta.

Also to Mike Tucker, who recently won a GT4 race in his Sonett at Charlotte Motor Speedway over seven other cars.

Tim Winker, Editor



Erik "On-the-Roof" and the 1963 Monte Carlo Rallye winning Saab 96.

Saab Club of North America
Editor & Publisher: Tim Winker, 2416 London Rd., Unit 900, Duluth, MN 55812
(218) 724-1336, 9 a.m. - 8 p.m., except Sunday

ASK BOB



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

Neither Bob, NINES, nor the Saab Club will be responsible for repairs undertaken as a result of information in this column. For a proper diagnosis, it is recommended that you have your car serviced by an authorized Saab dealer

At times my '78 99EMS has two heater problems. First, the fan makes a loud rattling noise when it's on high. I've had it out, but can't find anything loose. Second, the valve that controls the flow of water into the heater is hard to move. Is this easy to fix?

T.T., SC

First, did you check the fan end play? Could there be a leaf or twig in the heater housing? That's about all I can suggest for fan noise.

Second, the valve more than likely is not the culprit, but the cable from the knob to the valve. Take off the plastic cover over the valve and unhook the cable. Move the valve by hand to see if it is stiff. With the cable still disconnected, rotate the knob on the dash; is it still stiff? You can take the center section of the dash off and run some light penetrating oil down the cable. Do this ASAP as the knob that you turn and the works behind it is all plastic, and when things bind enough, the shaft will break.

My '82 hatchback sings like a birdie when I make a long sweeping turn. If I turn the wheel a bit, sometimes it clears up. Other times it takes a curve without any noise. My mechanic recently checked the car and couldn't find anything wrong.

R.S., NY

I'd sure want to give a long hard look at the wheel bearings. Obviously something is giving just enough somewhere in the wheel assembly to make it sing.

My mid-70s 99 has the plastic top of the dash pulling out. Can I fix it?

Also, when doing a clutch job, is it a good idea to change the rear crank seal? While I'm working on my 4-speed trans, is there anything I should do while I'm at it?

C.M., AK

Saab put out a service bulletin a long time ago about pushing the plastic down and rolling a piece of wire [12 or 14 gauge with black plastic insulation] between the dash and windshield to hold it in place (S.I. 08/78-316). I've used contact cement several times with good results. Being an old sourdough, I know how cold it gets in Fairbanks, so don't try it on cold plastic.

Yes, I'd definitely change the seal. There is a new and improved one available. I don't know whether you mean "what should I do to the transmission?", or "what should I do when I have the power plant out?"

There isn't much you can do to the transmission unless you tear into it, and you'd better know what you're doing before you tackle this. Also, you need a few special tools. But if you mean while you have the power plant out, it's a good time to check the upper bushings in the upper A-frames, check the length of the timing chain (this can be done in the car -- a shop manual tells you how), but I would change it anyway if you have over 100,000 miles on it, and check the steering rack for end play. Be sure you use the recommended EP75 transmission oil, especially in cold climates.

My '83 900 has a clutch problem. Ever since it was new, at times the pedal gets soft and the clutch engages about 1-inch earlier. After driving a few miles it seems to go back to normal. I've had the system bled twice and it seems to help for awhile. Any ideas?

The clutch on this car is

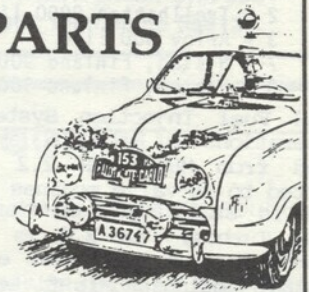
self-adjusting. The throwout bearing is held in contact with the pressure plate by a lock ring. There is a small plastic inspection plate on the top of the plastic clutch shroud. Pry it out and pry the lock ring toward the clutch on both sides. Be careful not to scratch the aluminum carrier. The only other thing I've seen on this one, and very rarely, is master or slave cylinders that suck a little air on the back stroke and give funny results.

My '82 900 had 65,000 miles on it when I had to have a new fuel pump. Ever since, I experience a momentary interruption of fuel flow in a hard left turn. No rights -- just lefts. It is worse as the fuel level gets lower.

The pump must sit properly in the tray, and the return pipe must also dump into that tray. Also the pickup on the pump must be oriented in a certain direction.

F.V.H., CT

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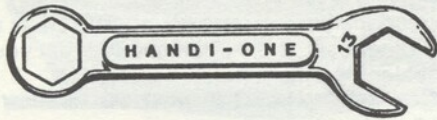
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SERVICE SUBJECTS



FROM SAAB

TECHNICAL HIGHLIGHTS - 1988

900s - S.I. 09/87-990, A-0/P.24
9000s - S.I. 09/87-991, B-0/P.8

These Service Informations contain basic highlights and important service reminders for the 1988 900 and 9000. Only some portions are reprinted here. For a copy of either Service Information, send \$1.50 for each to the Saab Club. Include the S.I. number listed above.

Vehicle Identification Number - The Federally required 17 character VIN incorporates a new designator for model year 1988 - "J". 900 models are no longer built on assembly line 2 as this line has been reserved for 9000 models.

YS3 A T 3 6 L X J 1 000001

J=1988

- 1 = Trollhattan 9000 line
- 2 = Trollhattan 9000 line
- 3 = Arlov 900 line
- 7 = Nystad, Finland 900 line
- 8 = Nystad, Finland 9000 line

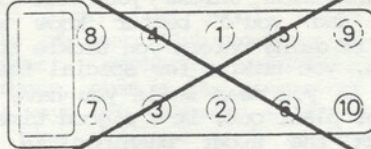
LH Fuel Injection System - Two generations of the LH system are used from M88. LH 2.2 has been fitted to 16-valve engines from 1985 and is still used on the 900 and 9000 Turbos. LH 2.4 is the next generation of the Saab electronic fuel injection and is fitted to 900S and 9000S models. Bosch C.I.S. mechanical injection is still used for 8-valve engines.

The main difference between version 2.4 and the LH 2.2 is the expanded memory in the electronic control unit, a new plastic air mass meter and a built-in fault diagnosis system. The idle control is of the adaptive type. This means that the idling speed and the AIC setting are adjusted automatically and continuously to compensate for all normal variations. This type of system results in little or no need for idle adjustments. In fact the idle speed should not be adjusted in normal service.

Engine Oil Change Intervals - The recommended oil change interval for all Saab models is now every 7,500 miles. The introduction of water-cooling for the turbocharger on the 900 Turbo makes this possible.

Spark Plugs - Spark plugs may no longer be inspected at mileage intervals of 15,000 during the first 50,000 miles, according to EPA

regulations. Inspection and replacement may only take place at 30,000 miles despite a vehicle's possible severe usage. For this reason it becomes increasingly important to discuss your driving habits with your dealer's service representative to ensure that the correct spark plug is being used in the car. See the Owner's Manual for further details.



Retorquing Cylinder Head - Do not retorque the cylinder head on any 1988 900 or 9000 models at the 1000 Mile Break-In Service.

New cylinder head gaskets have been introduced that make retorquing unnecessary. The same gaskets are also available in the spare parts system and can be used on earlier cars. See also S.I. 09/87-994 & 995.

Heated Oxygen Sensor - A heated oxygen sensor is now installed in all 8-valve models. The replacement interval has been extended from 30,000 miles to 60,000 miles, the same as for 16-valve models.

Watercooled Turbocharger - Beginning with the 1988 model 900 Turbo, the turbocharger is watercooled. (The 9000 Turbo's turbocharger was watercooled beginning with 1987 models.) Watercooling lowers the peak hot shut-down temperature in the center housing by about 200° F. and reduces the chance of coking.

When the engine is running, engine coolant is taken from the cylinder head through the bearing housing and back to the cooling system by way of the large coolant hose, upstream of the radiator.

900 Clutch Pressure Plate - The Borg & Beck DST pressure plate is now standard in 900 models with the manual transmission. The plate was first introduced into the spare parts system during Spring 1987.

9000 Manual Gearbox - A minor refinement was made to the ratios for 4th and 5th gear. Changing the ratios enabled the engineers to reduce noise in these two gears.

9000 Automatic Gearbox - Shift quality has been improved with the introduction of a new 3-stage governor, a new kick-down cable and a new oil pump.

900 Calipers/Discs - New front and rear brake calipers and discs have been introduced for 1988. These are the same type calipers that have been installed on the 9000 and means that all 900 models have front ventilated discs, not just the 900S and Turbo.

Because of the new calipers, the handbrake now operates on the rear wheels on the 900. This affects handbrake adjustment as follows;
a) the handbrake cables do NOT cross

as before, and

b) the piston adjustment is made at the rear calipers, like on the 9000.

Besides the cable adjustment in the center console, there is a brake piston adjustment screw located in each rear caliper. It is important that this screw be properly set when making a handbrake cable adjustment.

9000 Anti-Lock Brake System - ABS is fitted as standard to all 9000 models beginning with M88.

The anti-lock braking system prevents wheel lock-up independent of the road conditions. When braking, and a wheel is about to lock up due to loss of traction, a slight pulsation will be felt in the pedal. This indicates that the system is working. This pulsation is also a good indication to the driver of changing road conditions. ABS allows steering control during emergency braking.

Larger Front Brakes, 9000 Turbo - Calipers with an increased piston size and thicker brake pads are fitted to 9000 Turbos. Turbos also have new correspondingly larger, front pads. These changes enhance overall braking performance in hard driving.

Wheel Bolts - Wheel bolts for the 9000 have been changed by increasing the length of the taper and improving the type of coating/finish. This new bolt can be used on earlier 9000 models and due to the new anti-corrosive finish can be used to mount steel wheels. This wheel bolt must also be used when mounting the new Cross Spoke 16" accessory wheel for the 9000.

With the introduction of the 9000 style brakes, the new wheel bolt is also fitted to the 900. Wheel tightening torque has been raised slightly from 65-80 ft. lbs. to 80-90 ft. lbs.

Wheels - While using the 9000 configuration, wheels for the 900 are 5-1/2" wide, not 6".

Compact spare - 9000 Turbo models are fitted with a new 16" compact spare. The larger wheel was introduced to accommodate the larger front calipers of the Turbo. Do not interchange or swap the wheel for earlier model years.

Supplementary Demisting System - Window fans have been added to the rear passenger doors of the 9000. These fans will help in clearing off mist from the rear door windows in humid conditions. The three-position control switch (High, Off, Low) is located in the main center console. The fans are extremely quiet and it is suggested that the switch be checked for position occasionally if window demisting is not required.

Headlight High/Low Beam Control - A relay for headlight control on the 9000 has been added to the fuse box contained in the engine compartment. This relay takes the place of the high/low switching function that was previously located in the headlight control stalk. The stalk operates more smoothly as a consequence.

SERVICE SUBJECTS Continued

900 Headlight Relay - A new solid state relay is introduced for the 900. The relay fits in the main fuse panel as before but is not interchangeable with earlier years.

9000 Wiper Arm - New wiper arm assemblies are installed on 1988 9000s. The new arms are sturdier than before and effectively reduce windshield wiper chatter. The pivot nut covers and left wiper spoiler are not required on the new design, which is interchangeable with the earlier types.

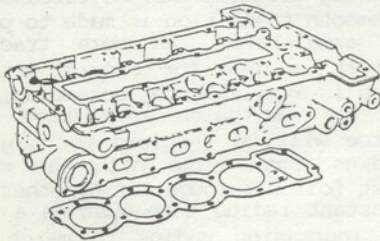
NEW CYLINDER HEAD GASKETS

S.I. 09/87-994, A-1/P.109

Application: 900 models 1981-

S.I. 09/87-995, B-1/P.34

Application: 9000 models 1986-



New cylinder head gaskets for 8-valve and 16-valve engines eliminate the requirement of retorquing the cylinder head after the engine has been warmed up and allowed to cool down. Retorquing at 1000 miles is also unnecessary. The part numbers for these new gaskets are listed below:

Do Not Require Retorquing - New

8-Valve Engine	75-85-037
16-Valve Engine	75-61-301

Earlier type replacement gaskets still require that the head be retorqued after the engine has been warmed up and allowed to cool down. If this cool down and retightening takes place, retorquing at 1000 miles is unnecessary. Part numbers listed below:

Requires Retorquing

8-Valve Engine	75-05-217
16-Valve Engine	75-16-529

Please note that gaskets for 1980 and older cars must be retorqued as before.

UPDATED LISTING OF ACTIVE SERVICE CAMPAIGNS

900s - S.I. 09/87-998, A-1/P.110

9000s - S.I. 09/87-999, B-1/P.35

The list below covers all Service Campaigns which are currently active. Unless otherwise stated in the relevant S.I. or directed by the Saab Warranty Dept., work prescribed by Saab Service Campaigns and completed beyond 24 months of the date the campaign began (date that

owner notices were first mailed) shall not be eligible for reimbursement via submission of a warranty claim.

900 Models

Camp. No.	Title	Affected Vehicles	Date Begun
512	Correcting water leaks into the interior; installing AC evaporator housing drain tray	1981-86½ All with AC (M81-84½ also get AC evaporator end cover)	04/86
513	Inspecting oil pressure switches for leakage	1986 900,900S Eng. Nos.: G000001-G017894	12/85
515	Installing high-mounted brake lights (M86 cars built prior to 9/85)	1986 900 All G2000001-G2001588 G3000001-G3001403 G7000001-G7003092	04/86
517	Modify headlight wiring circuit for fog light use	1987 900 Turbos with SPG, Leather Package and Convertibles H2000001-H2004659 H3000001-H3003382 H7000001-H7006113	12/86
518	Upgrade the inner door panels to a later design	1986 900 Convertible G7000001-	03/87

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

9000 Models

Camp. No.	Title	Affected Vehicles	Date Begun
514	Replace/Loctite front hub nuts	1986 9000 G1000001-G1010201	03/86
516	Checking inlet hose clamps	1986 9000 G1000001-G1025485	08/86

• Giant Killer Sonett V4
• Striking Viking 9000
• Made in Trollhattan (Troll)
• Go Yump a Swede (Rally 99)
• Old Saab-ers do it W/2 Strokes
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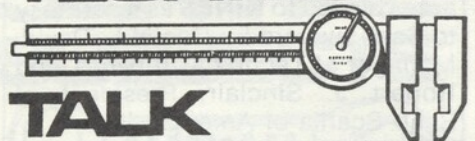
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TECHNICAL TALK



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WINTER BRAKING TECHNIQUES

There are many ways of braking and most people use that middle pedal well enough in everyday driving -- until an emergency, that is. Last January's snow and ice that covered much of the southern U.S. was such an emergency situation, and a number of drivers failed their exam. In an emergency, most drivers will jump on the pedal without really feeling it, often locking up all four wheels and stopping safely, but sometimes rubbing flat spots on an otherwise perfectly good set of tires. There are other times, though, when they're not so lucky; the car begins to rotate out of control and an accident ensues.

When the brakes on all four wheels lock they usually don't lock evenly and at the same time. If one tire is on a slick spot, much less force is required to break traction so that one stops turning, or locks. The consequences can be exciting, if not dangerous. For instance, if a right rear brake locks up first, the back end will slide to the right. With rotation started, the other three wheels happily join the first in stationary status, and the car spins wildly while proceeding in about the same direction until fate can select an expensive obstacle. If the front brakes lock up, steering control is completely lost and the car will continue in a straight line. If the fronts don't lock first, the driver can steer the front wheels in the direction of the slide (of the rear end) and prevent the spin; but the better solution is found through brake pedal feel.

Brake feel is the key to avoiding a mishap. If you can feel what's happening, it is easier to prevent trouble. This "feel" is more readily mastered in a street car with a normally "soft", controllable pedal. A racing car may have much harder brake linings and reduced mechanical advantage (effectively, a shorter brake pedal arm due to space constraints). This "feel" includes what you feel from the pedal AND what you feel the car doing in response; the decelerating, the pitching forward and any possible yawing (the start of that spin I mentioned).

Let's consider weight transfer, a significant factor in both braking and cornering. Every time you turn the wheel, use the brakes, or change the throttle setting, your car's weight is shifted. If one wheel becomes heavier, often another gets

lighter, and a lighter tire can't produce as much tractive force on the ground. The lighter tire under conditions of heavy braking can act like the wheel on a slick spot and lock up first. Side loadings which occur during cornering also use up some of the tractive force available between the tire and the ground, leaving less force available for braking. If the driver asks for more braking force than available, lock or loss of traction occurs. Braking will load the front end and acceleration will load the rear end. (To maintain speed through a turn, an acceleration must be applied from the drive wheels, not to change speed but to change direction.) You've probably seen pictures of SCCA Showroom Stock Saabs with the inside rear tire up in the air. Talk about a light wheel; that's a tire supporting zero weight. Of course, a car doesn't always need four working tires; the minimum is two, one at each end. Several Formula One jockeys have been photographed racing sedans with the minimum number of tires in contact with the ground.

The effects of weight transfer can be used to your advantage in both racing and street driving if the progression is planned and smoothly executed. To simplify the effects of weight transfer, it's usually best to start out braking in a straight line. Keep your braking and cornering separate until you have the feel of your brake pedal and can anticipate impending wheel lockup. Or you can spend the bucks and buy a car with a computer to sense wheel lockup for you. The new anti-skid brake systems, like the synchronized transmission and the automatic transmission, will take over one of the fun tasks of driving. The new 4-wheel-steering cars may put some of the fun back. Pretty soon, maybe everybody will be able to drive safely.

One of the racer's tricks for going fast in a slow turn is called trailing brake. Coming down the straight, the racer stays full on the gas until the last possible moment, then quickly and smoothly transitions to full braking up to maybe 25 feet from the actual turn. This transfers a large portion of the weight to the front tires. These front tires will be able to produce more tractive force due to the weight on them. And that's just what they'll be called upon to do. The front tires, under control of the steering wheel, have to initiate

the yawing motion that will take the car around the turn. The driver modulates the brakes (eases as necessary) as he enters the turn, maintaining a portion of the forward weight transference to produce the necessary bite or traction at the front to initiate the turn. Then the driver starts the trailing brake by gradually easing off the brake pedal. By about the first third of the turn the suspension (and weight transfer) is set and the last of the braking pressure can be released as a smooth transition is made to power to accelerate. As more tractive effort is used for forward motion, less is available for cornering, and as the car gains speed more side force will be required for a given radius turn. The path the racer must follow through our hypothetical constant radius turn must be a path of increasing radius to match the side force available to the side force required. The throttle is once again wide open as soon as the available tractive effort allows.

Next time your town gets a big ice (or snow) storm, you can practice all the above at slow, safe speeds in an icy, vacant parking lot. If you can't wait, try an autocross, or better yet, visit one of Road Atlanta's driver training courses.

Charlton Jones
CJR Distributing
Smyrna, GA

[Ed. Note: When the first heavy snow falls around here, usually early November, I do just what Charlton suggests -- find a slippery parking lot and re-learn the traction limits of my car and tires. Even in the snow belt, folks seem to forget that snow is really ice crystals (or maybe they're just trying to be macho and not let a little adverse weather slow them down). A simple rule is: Drive as though there were an egg under the pedals; gas as well as brake. - TW]

A LOOK AT WINTER TIRES

So much has been said about tires -- so little about traction. Winter driving should make safety conscious Saab owners insist on real winter tires. Only the most aggressively treaded all weather tires should be considered. Tires like Pirelli P6s are designed to maximize traction while cornering or braking on dry or wet pavement, not snow or ice. Such low and wide tires are just like toboggans, and offer poor ground or drift clearance. My experience last winter with new P6s that would not

climb my hill or even hold with the foot brake was a bit scary. I don't like sliding backward, at night, in a blizzard. I stuffed it in a snow bank. In the blizzard, I installed new Vredestein studded 165x15 snow tires, probably no better than many others, and could drive up hill with ease, even stop and start in mid-grade!

My snows were off for a winter trip to Florida, and I got caught. In Sweden the law is: all tires must be the same, all snow tires or all summer tires must be used. Rental cars often have all studded snows.

Think narrow and tall and aggressive when you pick a snow tire. Admittedly you will no longer have the Super Traction of a low aspect tire on the dry, but you'll be amazed at what a Saab can do with good snow tires under poor driving conditions.

Another good idea is to pick up a copy of Saab's booklet on winter driving tips.

Robert Allen
Hamden, CT

TIPS ON HEADLINER REPAIR

Headliner fabric replacement works as reported in previous newsletters (May 86 SCN), and here are some ideas to make the job easier and look better. Use a paint roller to apply the contact cement, and waxed paper to allow the fabric to be mashed down in manageable stages. The unpleasant fiberglass roof shell can be repaired (it will be broken in places, around corners, etc.) with fiberglass body-repair stuff. The repaired bits, once sanded, are also smooth, unlike the nasty original surface.

When I went to get Weldwood contact cement, the water-based sort appeared to promise the same degree of adhesion as the solvent-based, without the hazard of blowing up the house, so I opted for the water-based. I recommend against this choice, and intend to use the solvent-based when I do my other car. The problem is that in humid weather, the cement takes forever to set to the desired tacky state. I had to put the fabric on top of the car in the sun. The very long setting time makes the fabric vulnerable to cat footprints, etc.

The fiberglass interior panel surrounding the odd-shaped window behind the rear door on the 5-door 99 is hard to cover with fabric, and mine were very ragged before the headliner let go and compelled me to buy the fabric. The panel can be coated with several coats of liquid body-repair fiberglass and sanded to a smooth surface, then sprayed with black wrinkle finish paint.

The repair was less nasty than expected and worked out okay at a cost of \$39.50 for the fabric and about \$20 for varnish and cement, against \$125 to have the headliner done.

Martin Berger
Youngstown, OH

POOR STARTING, COLD & WARM

My 900 had been having trouble starting when warm. This problem is a tricky one, especially in 900s. According to Jack Baxter of S&J Automotive in Atlanta, though the Lambda sensor unit is dandy, the tolerance in setting the air/fuel mix is so tight, that just a bit off, and you have either hot or cold start trouble. His solution is to make adjustments using a four-gas analyzer, specifically the Interrogator. These testing units run upward of \$20,000 and take six months to learn, according to Jack. Since I am not within easy driving distance of Jack's place, I needed another solution to this problem.

The mechanic at the local dealer said the auxiliary air valve bench tested as not functioning properly. Solution was to replace it with another unit. This one bench tested fine, but once in the car, created a cold start problem. The car starts as if it were a 2-stroke with a fouled plug. Warm starts are fine. Obviously my problem was not solved.

At the Tulsa convention, other recommendations were that the idle and air/fuel mix needed adjustment after replacing the valve, leave the car overnight so the mechanic will have the cold start problem first hand, or that the service was not done "exactly right".

This problem in no way effects acceleration, maintenance of speed, or any other car function. It was embarrassing to me in Tulsa, since every other Saab there, no matter what model, started with a purr, not a chug!

Since then, I have run into four other Saabs with the same problem. One came out of Colorado, and he was told by the mechanic that it was an adjustment problem, the car being set for the leaner air in Colorado, so it would not run well in the flatlands of Illinois.

Also, I have the standard el cheapo Blaupunkt in my 900, non stealable type. Once out of Illinois, we noticed we could not pick up any AM stations at all in Missouri or Oklahoma. FM came in fine. Has anyone had this problem and if so, cause and cure, please.

Margrit Adler
Champaign, IL

ANTI-SWAY BAR SOURCE

Being a die-hard 99 enthusiast, I really appreciated your article on the NINE-T9 project car in the Aug/Sept issue of NINES. I'd like to pass on an additional suspension upgrade for 99s (and early 900s) which I found very worthwhile. I installed front and rear anti-sway bars from Quicker Engineering in Oregon on my '78 99 and they really transformed the handling of the car.

Gary P. Stottler
Portland, ME

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9000 TURBO BOOST

[The following article is from SAAB DRIVER, June-July 1987, the publication of the Saab Owners Club of Great Britain.]

The Saab 9000 Turbo is a powerful performer, but after extensive development at the Saab Engine Laboratories, a kit has been produced which can increase the power of the 9000 Turbo from 175bhp to 192bhp at the flywheel -- a 9.7% increase!

Many different avenues were tried, but the effort was well worthwhile because the result is a highly sophisticated piece of technology -- successful fine tuning for one of the most finely tuned cars on the road. The Saab 192bhp kit has been designed, developed and tested by the people who designed and developed the 9000 Turbo itself; no-one else can hope to integrate their own system into such an all embracing power system. That is why this is the only such kit covered by Saab warranty and why any other system automatically invalidates the warranty on the Saab 9000 Turbo.

[The kit described is not available from Saab-Scania of America. A 190hp DIN kit (P/N 137-007-100) for non-catalyst 9000 Turbos with manual transmission is listed in the "Trimingsats" section of a Saab Accessories booklet I picked up at a Saab dealer in Sweden. The price is \$1100+ (7062:- SEK). It should be used with the Sport exhaust system (P/N 137-003-406) priced at \$260+ (1667:- SEK). U.S. model 16-valve Turbos are rated at 160bhp due to the catalytic converter. - TW]

IN DEFENSE OF ASHCRAFT

Just got through reading the Oct. issue. I felt compelled to write this letter after reading Mr. Hassell's letter about Jack Ashcraft. In the first place I'm surprised you even let a crass and rude letter like that be printed in the newsletter. I think his comments about Jack, the UAW workers and Ford were uncalled for. If his intelligence was insulted it was probably because he doesn't know much about Jack Ashcraft and the history of Saab cars. In the first place, Jack's articles have helped a number of Saab owners find parts, helped them make repairs on their cars, and saved them a lot of money. As for Ford; Ford engines have been running Saab's 95/96/97 models around from '67 to '80; my '69 and '74 Sonetts are still running nicely - not bad for a "piece of junk" as Mr. Hassell calls them. As for Jack's opinions on Ford Tempos, hell I like Ferraris! It's a free country, isn't it? As for me, Tim, please continue to print Jack's articles. They are informative and, as far as I can tell, very accurate and well done. For readers such as me, Hassell, let's get real and try not to be so narrow minded about people's opinions.

Butch Stevens
Colorado Springs, CO

[Mr. Hassell's letter was published under the belief that "everyone's entitled to their opinion". I, too, am a great fan of Jack Ashcraft's work and appreciate the many contributions he has made to this newsletter over the years.

For those who don't know, Jack once was a Saab and Citroen dealer in California, and has rebuilt many V4 Saabs, so he does have some expertise in the automotive field. I am anxiously awaiting installments on his Sonett project (see May 87 NINES). Maybe we should do a feature-for-feature comparison test of the 900 and a Ford Tempo. - TW]

REVERSE LOCKOUT ON V4s

Just a note on Ralph Kurtzman's book report: SAAB, The First Forty Years of Saab Cars. Mr. Kurtzman should take a better look at Saab 95s and 96s regarding the key-reverse lock feature. Most if not all of my six past and present V4 Saabs have had the reverse lock.

The lock could be bypassed by the owner by loosening the screws and sliding the lock block down the gear change shaft. The key needed to be on while doing this.

Regarding Bill Jacobson's recommendations for oil filters: I used a Sears filter once and found it dry when removed! I use only Fram PH16 now and have not had any problems. 167,000 miles on my '72 '96. Is Mr. Jacobson writing about all Saabs or 99/900 only?

Neal Harris
N. Syracuse, NY

[The reference to keeping the warranty valid is for late model 900s and 9000s. But a good oil filter and regular changes are cheap insurance. Add up the cost of oil and filter changes every 3000 miles over ten years. You'll find it to be much less than the price of rebuilding an engine. - TW]

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REGIONAL CLUB NEWS

Appalachian Saab Club:

Nov. 21 - Meeting at Ally's Saab in Kingsport to see the '88s. One show room will be for display of older Saabs.

Dec. 12 - Christmas party.
Wendell Francis, 615-397-2172.

Central Illiana Saab Club:

Nov. 15 - Meeting at Adler's house, 2pm. Videos from Saab, photos and mementos from Tulsa convention.
Margrit Adler, 217-356-9244.

Delaware Valley Saab Club:

Nov. 12 - Guest speaker, George Alderman, Chairman of the Delaware Seatbelt Commission.

Dec. 10 - Christmas party.
Doug Signorovitch, 215-622-7047.

Great Lakes Saab Club:

Nov. 7 - 1988 Saab introduction, 2pm, Keenan Saab, Grand Rapids, MI. Dinner to follow.
Jim Laman, 616-335-5215.

Milwaukee Saab Club:

Nov. 7 - Brisk TSD nite rally.
Nov. 23 - Monthly meeting. Guest speaker, Kerm Fisher of F&W Rallye Engineering, on auto lighting.
Dave Parps, 414-461-4818.

NEW CLUBS FORMING

Phoenix, AZ - Contact Jerry Ackley, 602-278-3812 days.

Miami, FL - Contact Ken Rosenberg, 20335 W Country Club Dr, #1901
Miami, FL 33180

IMPORT POINTS CONSOLIDATED

New Saabs will no longer enter the U.S. through Baltimore or Jacksonville, but instead will arrive through Brunswick, Georgia. Cars shipped through Brunswick will be distributed to Saab's Central and Southern sales regions, which encompass all or part of 17 states. Approximately 16,000 1988 Saabs will enter through the Georgia port.

"By combining activities into Brunswick, Ga., Saab will be able to supply cars to Saab dealerships faster and more efficiently," according to Andy Lurgis, Saab-Scania's manager for distribution and sales administration. "More cars per ship will also permit Saab to allocate a better mix of various models of Saabs to its dealers."

The other East Coast port used by Saab continues to be Davisville, Rhode Island, which expects to see 20,000 1988 Saabs. Those autos are allocated exclusively to dealers in Saab's eastern sales region.

Saab has used Baltimore as an entry port since 1969 and Jacksonville since 1983.

THANKS FROM TULSA SAAB CLUB

The Tulsa Saab Club wishes to thank the many individuals that made the National Convention a success. Saab-Scania of America sent seven excellent people and many of our prizes. Saab further helped with some films, the Long Run car, and even bought drinks for the house. Robert Sinclair was unable to attend, but stated his desire and that we should see him next year.

There were three Saab dealers that contributed prizes: Joe Marina Motors, Tulsa; Bob Moore Cadillac-Saab, Oklahoma City; and Mark Singleton Saab of Atlanta. The gifts included many of Saab's more expensive accessories. Tosa Imports of Milwaukee sent nice drinking mugs printed with the convention time and place for all those in attendance. We hope that those who won some of the prizes will send them a thank you for their support.

Tulsa Children's Medical Center loaned us their lawn and parking lot. Our club donated \$100 for the children.

Last, we wish to thank all the Saab owners who attended. They all were quite friendly and very enjoyable. The Tulsa Saab Club was proud to host the convention and feel it was worth the effort. We hope to see all of you next year in Delaware.

Keith Johansson, President
Tulsa Saab Club

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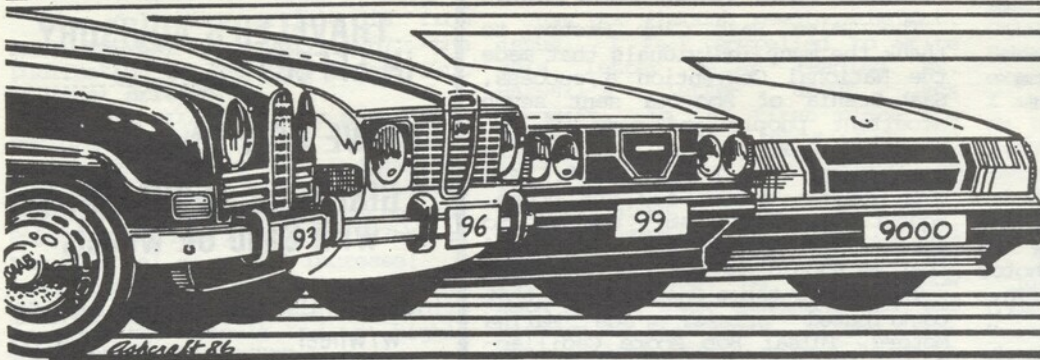
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DEADLINE: Second Friday of each month for the following month's issue, i.e. the second Friday in January for the February issue.

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

SONETTS FOR SALE

'73 Sonett, 56k mi, Ferrari red, stored in garage for 5 yrs, factory A/C, Blaupunkt stereo, new tires. Cherry condition, no rust. Melissa Toader, Westwood, CA. 213-208-4447.

'72 Sonett III, new paint, clutch brakes, tires, exc cond. Rust free chassis. \$3800 obo. Mike Tucker, 2324 Davis Dr, Matthews, NC 28105. 704-846-4098.

'72 Sonett III parts car. Perfect fiberglass & rockers. \$750 w/o wheels & power train. Wheels, \$250. Mike Tucker, 2324 Davis Dr, Matthews, NC 28105. 704-846-4098.

'71 Sonett, good body, eng, trans. Rusted frame. Parts car or fixer. \$800 obo. MUST SELL! David Brown, 4968 Yukon Av N, New Hope, MN 55428. 612-533-7790.

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

93s, 95s & 96s FOR SALE

'70 95, good running cond, excellent body, many new parts. \$1500 obo. John Trice, 98 Lyons Ave, Newark, NJ 07112. 201-926-1736.

'73 96, 80k mi, beautiful new red paint, new fenders, original owner. \$1000. Karen Swann, 922 E 68th St, Indianapolis, IN 46220. 317-257-1025.

'70 96, strong eng, Weber, good interior, fair exterior, incl/extra very good chrome bumpers. \$500 obo. Charles Easter, 1207 Park, Ft. Wayne, IN 46807. 219-456-1342, or 219-834-2873 from 6-10pm.

'69 95, original & complete, runs well, drive train in very good cond, incl/6 wheels w/good tires, rusty. \$400 obo. Don Robinson, 2044 W Shalimar Way, Tucson, AZ 85704. 602-297-1356.

'64 96, 3spd, 850cc, runs OK, not too rusty, new wheel cylinders & brake linings, many spares. \$180. Victor Braun, 1926 N 70th St, Wauwatosa, WI 53213. 414-774-5195.

'63 95 Wagon, 850 eng, 4spd, good driveline, fair body, front disk brakes, good XZX tires. John Hauenstein, Tell City, IN. 812-547-4437 (W), 812-547-3763 (H).

2-STROKE & V-4 PARTS FOR SALE

Sonett III parts - Front F/G, \$400. Radiator, \$75. 4 alloy wheels w/bolts, \$225. Instruments, \$20 ea. Starter, \$50. Other stuff, too. Mike Tucker, 2324 Davis Dr, Matthews, NC 28105. 704-846-4098.

Sonett III parts - Engine cover, door skin, glass, interior, engine. All under \$200. Send SASE for list. Anthony Catanese, 724 First St, Mamaroneck, NY 10543.

From '73 95 - Rear lenses, \$5 ea. Front directional assy, \$10. Speedometer, \$20. Gas/temp gauge, \$20. Michael D'Aleo, 65 Hollow Horn Rd, Erwinna, PA 18920.

From '72 Sonett - V4 Engine, 100+hph, 7000rpm redline, runs on unleaded, 7000 mi since rebuild, \$850 firm. Back glass, \$100. Alternator, \$25. Air cleaner, \$25. All prices +shpg. Robert Huettner, RFD#4 Box 955, Weare, NH 03281. 603-529-7731, 6-9pm EST.

99s and 900s FOR SALE

'76 99GL, white, 4dr, 4spd, A/C, Blaupunkt, Cibies, Konis. No rust, looks, runs, drives as new. Radials, new seats & headliner. \$1750 obo. Don Robinson, 2044 W Shalimar Way, Tucson, AZ 85704. 602-297-1356.

'69 99, rare, aircraft black integrated interior, both front seats full adjust, road feel like early 96. Many spares incl eng & trans, little rust, restorable. \$400. Rob Zielke, 2 Sherwood Dr, New Milford, CT 06776. 203-354-0219.

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Parting out 99s, '69 thru '76, complete 1700 & 1850cc engines, 4spd & automatic transys, body & interior parts, light assys, brake calipers, steering columns & racks, much more. Neil Lindemann, P.O. Box 3153, Ann Arbor, MI 48104. 313-994-5236.

Parting out '74 99L & 78 99GLE, Send SASE for list of parts. James Mackay, 1356B Woodcutter Ln, Wheaton, IL 60187. 312-653-3797.

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4 185/65x15 Hakkapelitta snows, almost new, \$200/set. 2 185/65x15 Dunlop studded M+S, 10% worn, \$80/pr. 4 165x15 Gislaved Speed, new, \$50 ea. Now stocking 185/65x15 Gislaved Speed, \$70 ea. 4 24-hole 900 alloys w/caps, \$250. '84 900 Service Manual, new, \$79. Seat heater thermostat, \$9. Lambda lockout kit #85-46-921, for '82 900T, new, \$23. Set of .040 over pistons, B-eng Turbo, \$200. +UPS. Swedish Express, 335 Canal Park Dr, Duluth, MN 55802. 218-722-1530.

Callaway Intercooler system for '83-'84 900 Turbo, complete, \$500. Denny Hollister, 760-132nd Ave NE, Blaine, MN 55434. 612-755-7873.

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

TRX alloy wheels (4) from '79 900T, good condition, \$75 ea. Ronal R-10 alloy wheels (5), 6.5"x15", excellent condition, \$100 ea. +shpg. Eddy Borchert, 7038 Stillmeadow Dr, Matthews, NC 28105. 704-846-1756.

5 EMS mags, 2 w/like new Roadhandler tires, \$200. Front pads & calipers for '74 99, like new (used less than 25 mi), \$150/pr. Hank Voss, 735 Thornapple Dr, Naperville, IL 60540. 312-369-6283.

McGuard wheel locks w/extra key for '87 900, \$15 +postage. James Feinberg, 8917 Aspen Av NE, Albuquerque, NM 87112. 505-296-6629

Factory service manual for '75-on 99, P/N 314948, binding broken but all pages present, \$15. Walter Mengel, 2425 Ingleside #2, Cincinnati, OH 45206. 513-751-6796.

Front spoiler from 80 900, perfect cond, \$35. Michael D'Aleo, 65 Hollow Horn Rd, Erwinna, PA 18920.

Alpine speakers, "shoebbox" 6490 subwoofers, \$130. Alpine 3516 18watt per channel amplifier, \$40. Both 1 yr old, great condition. Cliff Faber, Grissom AFB, IN. 317-639-8474.

3-point rear seat belt kit for 99 2dr or 4dr, new in box, \$100. Roy Stottler, Portland, ME. 207-761-0565

WANTED - ALL MODELS

9000T Automatic wanted, black w/tan leather. Used or new at good price. Will pick up. Roland Halper, 33512 Periwinkle, Laguna Niguel, CA 92677. 714-496-0464.

Sunvisor, right, for '73 96 (black & white). Bob Heimer, 609 Putnam Bldg, Davenport, IA 52801. 319-322-6216 (W), 319-322-7097 (H).

93 Granturismo 750 ('58-'60), prefer good running condition & in red colour. Jorgen Andersson Ryttagatan 64 S-194 31 Upplands-Vasby SWEDEN

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Steel cased transmission and 2-bbl intake manifold for V4. Wes Clyne, 6310 111 Ave, Edmonton, Alberta T5W-0L5, CANADA. 403-474-0208 eve, 403-464-5711 days.

Sonett II, 66 or 67 w/2-stroke engine, in good condition. Mats Jonsson Gersnasgatan 14 S-641 46 Katrineholm SWEDEN. Phone +46-150-12904.

Steel balance shaft gear for V4. Michael D'Aleo, 65 Hollow Horn Rd, Erwinna, PA 18920.

Binder for 99 Shop Manual (75-78), standard Saab 4-hole manual cover. Clifton Moore, P.O. Box 81917, Fairbanks, AK 99708. 907-457-2240.

Front spoiler to fit '71 96, and 4 Sonett III mags w/lugs. L.W. Pratt, RR#1 Box 65, Center Sandwich, NH 03227.

AM/FM "SAAB" radio & locking gas cap w/SAAB aircraft logo to fit 95/96. Sam Shingleton, 10-D Post Oak Rd, Durham, NC 27705.



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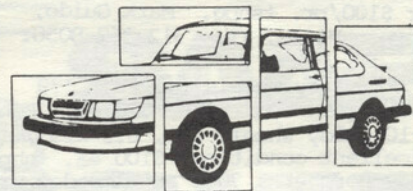
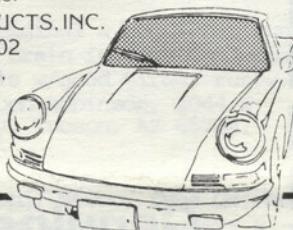
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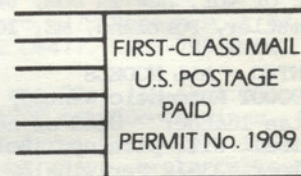
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