



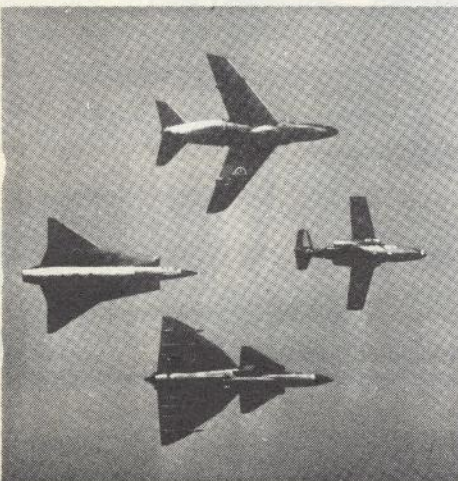
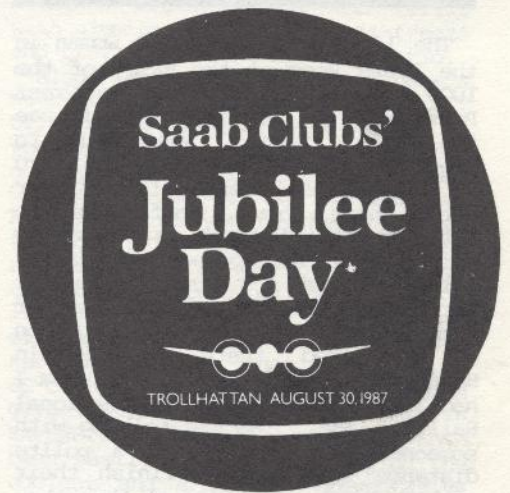
NINES

THE SAAB CLUB NEWSLETTER

\$1.50

December
1987

no. 165



SAAB CELEBRATES 50TH ANNIVERSARY

(Clockwise from top)

A near miss on the ramp-to-ramp leap.

The first Saab car, #92001.

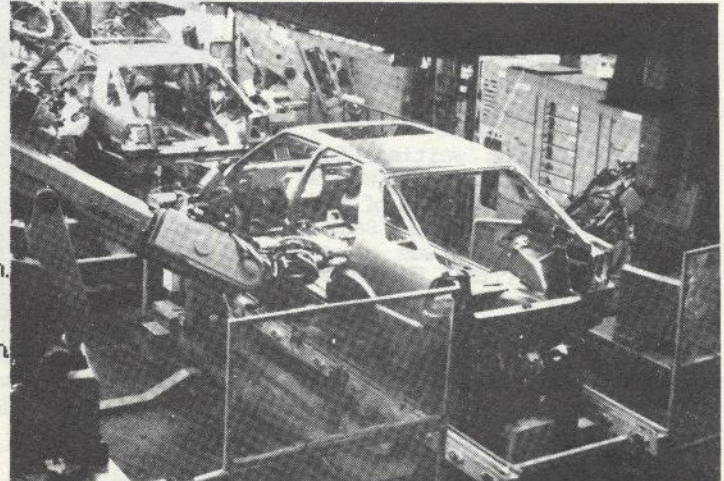
Robots construct the Saab body shell.

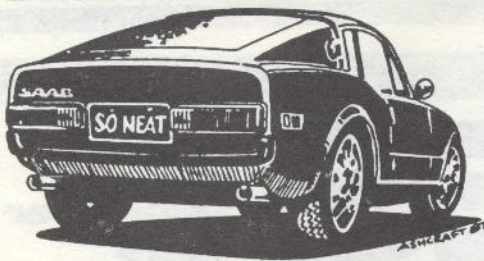
Saab jets in formation.

(Clockwise from top) A32, J37, J35, and J105.

Welcome at the Saab employee Rec area.

MORE PHOTOS & STORY ON PAGE 10.





FROM THE BACKSIDE

The lovely young Finnish woman in the Press Room at the Rally of the 1000 Lakes explained that my Press Pass would get me anywhere... to see the rally. Since I was trying to keep expenses down, and since Ford of Europe was offering free dinner with their Press Conference to introduce Ari Vatanen as their new driver, and since former Saab driver Stig Blomquist was also driving for Ford, I tried to make myself comfortable. The only other person I recognized there was Martin Holmes, THE rally journalist, whom I had met at the Reno International Rally in 1981. He was talking with someone else so I waited a polite distance for them to finish their conversation. Glancing at the other man's nametag, I saw "David Nameri, Saab Club of Israel". When they finished, I said hello to Martin, and told David, "...but I REALLY want to talk with you."

David, his wife Henia, and their seven-year-old son were in Jyvaskyla for the same reason I was, rally fanaticism. David competes in rallycrosses in Israel in a 2-stroke 96. Though we all wanted to stick around for the rally, most of it took place at the same time as the Saab Jubilee festivities clear on the other side of Sweden. We did get to see a "testing stage" (the same section would later be used for two competitive stages during the rally), and tech inspection, which is where all the teams check in, so you get to see the drivers and cars up close. (If you should see the ESPN tape of 1000 Lakes, watch for me in the tech shed; I'm wearing a white "Skoda" cap.)

They offered me a ride to Trollhattan, which I gladly accepted. While waiting for the ferry from Finland to Sweden (a 10-hour trip, and a heck of a lot of fun), we noticed an old Saab ahead of us in line. It was a restored 1954 92B, and the two gentlemen riding in it, Olavi Ukkonen and Erkki Kononen, were obviously on their way to Trollhattan. But

neither of them spoke any English (nor Hebrew), and none of us spoke Finn or Swedish. Henia spoke a little German, and was able to communicate with Olavi, who also knew a little German. Olavi was the 92's owner, Erkki was the mechanic who had done much of the restoration. He also did most of the driving.

Over dinner on the ferry, a proposal was made. The Nameris wanted to spend the following night with friends in Gothenburg, about 75km south of Trollhattan. Would it be alright if we met at the highway turnoff for Trollhattan, then I might ride the last 50km in the 92 while the Nameris continued on to Gothenburg? Did I mind the transfer? DID I MIND? A CHANCE TO RIDE IN A 92? What do you think?

After arriving in Sweden, David, Henia and I took a longer route through Nykoping, where we stopped at Saab headquarters. We arrived just in time for lunch, so Peter Salzer of Saab's Public Relations department took us to the employee cafeteria. (Fine by me, I would have felt guilty if he had taken us to a fancy restaurant. The food was excellent, by the way.) After a short visit (we did arrive unannounced after all), we continued the journey to Vara, our designated meeting place.

Sure enough, as we pulled up to the Saab/Lancia/John Deere dealer in Vara (Larry Williams will appreciate that), the 92 was parked out front. A transfer of luggage and we were off.

You must understand that three large adults and their luggage were

quite a load for a 28hp, two-cylinder car, so acceleration didn't exactly make your eyes bleed.

Cooling on the 92 was by the "thermosiphon" method. The radiator was mounted above and behind the 750cc engine. You had to keep the car moving since there was no water pump, thermostat, or cooling fan. The temperature needle hovered at the 100° mark much of the trip.

One of the "neat" features of the 92 was the on-off-on switch in the center of the dash that operates the turn signal semaphores. Flip the switch to the right, and a red plastic arm pops out of the door pillar. I'm speaking of the pillar to which the door was hinged, of course, since the doors on Saabs were hinged at the rear (as in "suicide doors") until 1960.

The U.S. contingent was staying at the Scandic Hotel in Vannersborg, just north of Trollhattan. Olavi and Erkki had not reserved a room for the Jubilee, but we had some extras since only about 30 U.S. members showed up for the celebration. Tom Remedios and I were invited to join our Finnish friends for dinner, and later some cognac in their room where they showed us a book on the "First 30 Years of the 1000 Lakes Rally" (in Finnish of course; it was later given to me as a memento) and photos of the 92 during its restoration. It was a truly interesting evening. Tom had taken a short Swedish course before the trip and knew a few words, so he and Olavi managed to interpret a little, enough to get

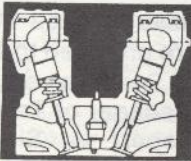
92 - continued on page 16



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.

Send your questions to:

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

DO THEY OR DON'T THEY? SAAB'S POSITION ON SYNTHETICS

Dear Bob:

Judging from the comments written in your column for June and August/September, there are some reservations among your readers regarding Saab's position on synthetic engine oils. I hope that this response will help clear the air.

Saab has never excluded an engine oil on the basis of being synthetic. Synthetic engine oils that have been approved by the American Petroleum Institute and meet Saab's recommended API service classifications are suitable for use in a Saab engine. This approval is in the form of letters on the top of the can or in the text of the label (SF/CC, SF/CD are approved by Saab). In the early days of synthetics this was not always the case and we believe that this led to some of the controversy. Another factor were the claims of extended oil intervals which you have discussed in your column. Both of these raised many questions and helped to fuel the fire on synthetics.

API Service Ratings are very straight forward and should not be easily confused. The Saab Owner's Manual has always listed the API Service Rating. Regarding the extended oil change intervals that are claimed by some manufacturers we agree with you 100%. Additives in synthetics (and all multi-blend oils for that matter) get used up over a period of time. Engine oils also become contaminated by debris from the outside, engine particles and moisture from condensation. For all these reasons we don't think that synthetics are such a great value due to the high price being charged but they do function well in the proper application. An owner can use synthetic engine oil but we don't think that he or she is really gaining anything.

Thanks for this opportunity to comment.

Robert Popiel
Service Information Manager
Technical Services
Saab-Scania of America, Inc.

Of Heads and Hoses

Those who have driven Saabs for as long as I have, have seen the evolution of our fondly remembered

"corn popper" to a beautiful and highly sophisticated driving machine. I agree with the ad "intelligent car"

However, as near as it may be, no car is perfect. One of the problems with Saabs (and so many, many other cars) is that Congress in its infinite wisdom (I use the term that is the exact opposite of that) dictated that cars must get so many miles-per-gallon. Auto makers, in order to achieve those goals, have lightened everything up. Fortunately for those of us who may have the misfortune to hit something, our Saab is still built of heavy metal, unlike imports from the rice countries, but it does have an aluminum head. Now there might be an old timer or two who remembers the flat-head ford, circa '38. It too had an aluminum head. And we replaced them, and replaced them, and on and on. Why? And why with our Saabs?

Anti-freeze is a concoction of several chemicals, each with a specific purpose in the mix. One of

those is anti-corrosion, which protects your aluminum head from "rusting out". But the anti-corrosion chemical is consumed in doing its job, so after a year or so there is no aluminum protection left. Answer? Drain, flush, and refill with aluminum compatible anti-freeze and DISTILLED water in 50/50 ratio.

Also, do you lift your hood once a week or so and check your fluids? Or, like so many careless people, do you just wait until the heat gauge goes up, or the oil light comes on? Overheating is very bad for aluminum heads, and if you overheat the fan thermostat screwed into the radiator, it seems to "climb" in temperature, turning the fan on a little higher and higher each overheat. Also note that Saab has a service bulletin that suggests an 82°C thermostat. I've seen heads give trouble (and believe me, it is EXPENSIVE trouble) that could have been easily avoided by changing the coolant and a bit of preventative maintenance.

Bob

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SERVICE SUBJECTS



FROM SAAB

REMOVING & INSTALLING RADIO BRACKET

Application: 1988 900, 9000 models
S.I. 10/87-1006, A-9/P.71 - 900s
S.I. 10/87-1007, B-9/P.8 - 9000s

The new radio bracket may be easily removed for radio troubleshooting or dashboard repairs. Special tools were developed for this purpose (see below).

Removing/Installing Radio Bracket

1. After removing the radio or equalizer head, insert the tools into the opening of the bracket.

Bracket Removal Tools 02-73-748

2. Engage the four hooks of the tools with the square holes in the top and bottom of the bracket. See Figure 1.

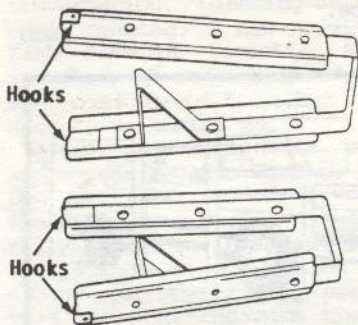


Figure 1. Bracket removal tools.

NOTE

9000 Turbos require that the radio and equalizer brackets be removed at the same time to allow access the the radio wiring.

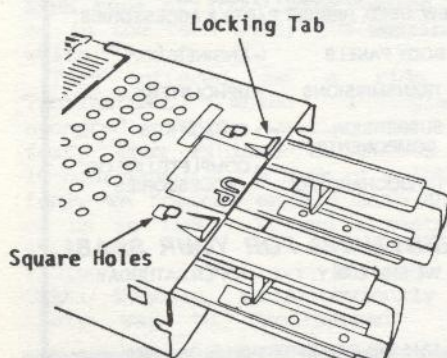


Figure 2. Bracket tools engage with the square holes of the bracket.

3. Squeeze the tools together. This unlocks the locking tabs (Figure 2) and releases the bracket from the dashboard opening. Slide the bracket outward.
4. Install the bracket by sliding it into the dash opening. The four locking tabs must engage the opening and lock the bracket.

AWARDS FOR AUTO ADVANCES

Three automotive engineers, one German and two Swedish, were recently honored as first recipients of the newly-established Saab-Scania Prize for their contributions to automobile engine development having significant impact on reducing harmful automotive emissions and improving engine performance and power. Named as recipients are Gunther Baumann, of West Germany's Robert Bosch GmbH, and Bengt Gadefelt and Per Gillbrand of Saab-Scania AB.

In awarding the prize, the selection committee particularly emphasized research efforts which had a significant impact on the environment and traffic safety.

Baumann headed a Bosch research team that developed the control system that was a prerequisite for the catalytic converter currently used worldwide for cleaning auto exhaust emissions. The Bosch

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.

development program began in 1970, but it was not until 1973 that development work advanced to the first series of pilot-scale tests. Development was continued in cooperation with the automotive industry. Volvo and Saab were the first to introduce the new system to the U.S. in 1976. The Bosch system proved successful and large-scale production began in 1980.

Gadefelt spurred development of Saab's turbo-charged engine. Introduced in 1977, Saab turbo-charged production cars marked the beginning of the so-called "turbo wave" in the world's auto industry.

Gillbrand, also a major contributor to Saab's turbo engine development, helped further improve the engine with the Automatic Performance Control system (APC), enabling turbo engines equipped with APC to perform using various octane fuels without prior adjustment to compensate for different octane levels.

Saab-Scania Press Information

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96 GETS STARRING ROLE

It's colossal! It's stupendous! You won't want to miss it! The Saab 96 as star of a movie! "Throw Mama From The Train" is a full length comedy scheduled for December release by Orion. Danny DeVito directed and stars.

Saab mechanic and club member, Jerry Krakowski of Masada Motors in Los Angeles, was hired to do the mechanical work on, not one, but several 96s used in the filming. He writes:

"In the movie, the Saab is borrowed by Danny from a jazz musician... and unlike the Saabs that you and I know, there are scenes where 1) the Saab's brakes fail, 2) the Saab wins out in a chase, and 3) the Saab goes over a cliff. My primary involvement was to bring the cars into safe working condition and to make various interior and exterior modifications so as to clone the original one brought to my shop.

Notice in the photos - skid plates on two of the cars, a '68 96 with the dash and seats from a '72, the trunk area and section of the top cut off one car, another with the whole front end cut off."

Jerry also says he'll send more details for next month's newsletter. No auto-graphs, please!

SAABS SET NEW SPEED RECORDS

Two Saabs, a 9000 Turbo and a 900, recently shattered existing Swedish national speed records for the flying kilometer. The Saab 9000 averaged 175.80 mph, a new record for autos in the 2000-3000cc class, while the 900's record of 145.24 mph was set in the 1500-2000cc category.

The 9000, one of the trio of cars used in last year's "Long Run" endurance test, was equipped with a modified version of the Saab two-liter, 16-valve turbo engine, producing 335 bhp. Because of international regulations regarding turbocharged cars, the 9000 ran in the 2000-3000cc class. The previous record in that category was 160.44 mph, set in 1984 by a Ferrari 250GT.

The record breaking 900 was powered by a naturally aspirated 16-valve engine with dual carburetors. For better aerodynamics, it also had the Saab Air Flow Kit, a Saab accessory package of body fairings designed to reduce drag. A Maserati 2000S set the previous record of 133.7mph in 1960.

The speed runs were organized by the Swedish magazine *Teknikens Varld* (Technical World). Selected Swedish speed records in different classes had been targeted by the magazine, with runs held on an unopened portion of highway north of Stockholm. The flying kilometer is the average of a two-way, one kilometer run. An absolute Swedish speed record of 195.7 mph was set during the tests by a specially built, 570 bhp Porsche 911.



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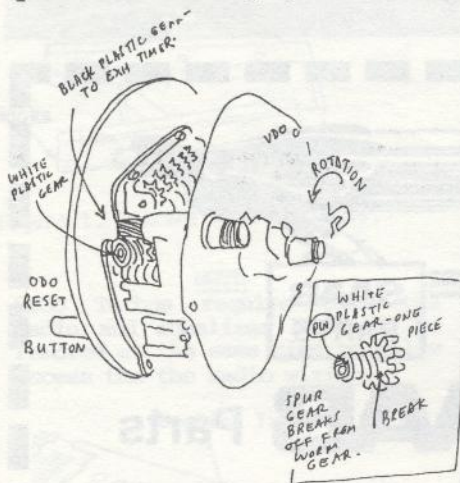
TECHNICAL TALK

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

A FIX FOR DEAD ODOS

I'm told that all SAAB odometers are subject to failure. Those on both of my '77 99s have broken and when a replacement used speedometer was tried, it also had no working odometer.

The cause of the problem on both my cars was the little white plastic gear that drives the counters (see sketch). The worm gear breaks away from the spur gear, so that the spur gear turns without moving the worm and the counters. On my first attempt, I took the thing apart enough to get at the gear, poked some epoxy into the break, and reinstalled the speedometer. That worked OK for about 2000 miles, then let go again. I took the speedometer out again, drilled a 1/16" hole through the gear, inserted a pin made from a brad, and added a bit of epoxy to hold the pin. A smaller hole is preferable, if you have a miniature drill. This repair had held for about 15k miles, and I have just done the same operation on my other car, whose odometer died at 88k. It is possible to drill and insert the pin without taking the whole speedometer assembly apart.



One source of strain on the gear is evidently the black gear that drives the counter for the EXH service warning light. I have disconnected that, taping the cable to the dash substructure so as to prevent rattling.

Martin Berger
Youngstown, OH

900T HEAD REPLACEMENT

I recently replaced the head and valves on my '82 900 Turbo. With

120,000 hard miles on the car, mostly with elevated charging pressure, this really didn't surprise me. A hairline crack had developed between the number two cylinder and the water jacket requiring a quart of coolant every 400 miles. The chassis and lower engine being in excellent shape, I decided to refit both head and valves, and make the whole thing a positive experience.

With some professional advice, I decided to resurface the head .025" lower than Saab spec. This has the effect of increasing the compression without greatly reducing displacement. The result, combined with the APC modifications described in the July 1984 Saab Club Newsletter, is very good. Surprisingly, most of the perceived power/torque win is mid-band. With high octane (93.5) fuel, the car runs up to about .80 Bar boost without detonation. APC tweaks combined with transient enrichment almost completely eliminate knocking as the engine comes up to full output. No fifth wheel tests but this car feels faster than an SPG.

A machine shop did the resurfacing for fifty dollars. Be sure to deburr the head to eliminate hot spots that could cause detonation. I had a Saab technician do the initial set up. He advanced the cam as far as it will go against the sprocket holes (a few degrees) and decided upon a +16 degree initial timing. I ran the boost at the basic setting of .30 Bar (with APC off) for a 500 mile "break-in". Then at .60 Bar (1982 spec) for the next 500 miles. Currently the pressure transducer is scaled to a .80 Bar limit (just prior to detonation). High octane fuel and low density altitudes work to prevent knocking, even though an intercooler is not fitted to this vehicle. The higher compression head makes more noise and so the APC control unit was set for a slightly higher knock detect threshold. The job took 14 hours of shop time and a few weekends of mine. All in all, I am very pleased with the modification. What a robust engine!

Shep Siegel
Derry, NH

SEPERATE PARK & TURN LIGHTS

A pet peeve of mine is drivers who neglect to signal for turns. Imagine my surprise when I discovered that despite my efforts,

other drivers can't always see the signals on my '78 99GL.

Try this for yourself: When the parking lamps are on, the front signals are invisible. This is because there is only one bulb (two filaments) and lens which covers both functions. Most cars now have separate lamps for each function.

My fix for this problem was to disconnect and insulate the wire going to the cornering lamp (the lower bulb and lens). I then transferred the wire for the parking light (the solid blue or green wires) to this lower bulb. The top lamp should continue to be used for signalling since it disperses light more. An amber bulb can be used in place of the clear bulb in the lower lamp (now the parking lamp). The only disadvantage to this solution is that the new parking lamp does not disperse the light as well. But at least the front turn signals are now detectable.

In order to adjust the alignment of the doors, a unique star socket is needed which is not available from tool supply dealers. VW dealers have a socket which works.

Regarding overheating when towing a trailer, I feel a clean radiator makes a world of difference. I towed a heavy trailer over Donner Pass (7500 feet) in July without problems other than speed. A piece of nylon door screening in front of the radiator had kept mine from getting clogged with bugs over the years.

Ken Bulmahn
Idaho Falls, ID

96 DIY RESORATION

PRACTICAL CLASSICS magazine is featuring a 96 restoration article in their December 1987 issue. This is a British magazine that has become my personal favorite, as it's mostly hands-on stuff. The problem (if you want to get your hands on a copy) is that availability in many areas is not good. The name of the U.S. agent is listed below.

Eric Waiter Associates
Gleneagles Dr.
New Vernon, NJ 07976
(201) 267-5612

[The August 1986 issue of PRACTICAL CLASSICS carried an article on buying a used pre-'70 Saab. Back issues are available through the U.S. agent for \$5.00 each including postage.]

Peter McLaughlin
Evanston, IL

DEFECTIVE THERMO FAN SWITCH

In a recent issue, a reader reported that after some work on the cooling system of his 900, the temperature gauge would almost climb into the red zone before the cooling fan would turn on. I had a similar experience with my '81 900S, and the culprit was a replacement thermal switch that came from a Saab dealer. The original switch would turn the fan on at approximately 165°F, while the replacement turned the fan on somewhere between 185° and 195°.

I'm not sure if they changed the specs on this part or if the replacement part was defective. The problem was corrected with an aftermarket thermal switch as used on VW Dashers.

Don Shobry
Houston, TX

TURBO SAVERS & DASH FAN SWITCH

The following are a review of two "turbo savers" and a circuit description to control the cooling fan on a 1986 900 Turbo which is probably applicable to earlier and newer models.

The turbo savers or "oilers" are from Boda and Accusump. The Boda unit was installed on a 1983 900 Turbo and has performed very well to date. The unit was of good quality and it was easily installed on the left side of the engine bay between the fuel filter and the coolant reservoir. Upon engine shutoff, the unit forces a quantity of oil through the turbo bearing, with the benefit that is obvious. We have experienced no problems with the Boda.

On the '86 900 Turbo 16-valve we installed an Accusump unit ordered from the factory. The unit appeared to be of a higher overall quality than the Boda unit and has a valuable air inlet (tire valve type) to help clean out the bottle. This model also uses a longer, smaller diameter bottle that can be mounted in a more horizontal location if necessary. Scandinavian Motors installed it in a great location behind the battery. By folding the battery heat shield, the bottle is also protected. It has worked well and provides great peace of mind. Of the two units, I recommend Accusump for any Saab.

The following information is supplied without express or implied warranty. To manually control the main radiator fan, I ran a fused 12-volt power supply wire from the terminal block on the right fender tied across the wiring harness to the left side of the car. The small diameter wire was fed through an existing wiring harness grommet to the inside of the car at the top of the left kick panel. You can get to this area without removing the under dash panel. A light duty two pole on/off switch was connected to this

supply and the other side terminal wire was run out the same grommet to terminal 86 of a Radio Shack (Archer) 30-amp auto relay (#275-226). This relay is mounted on the inside fender panel next to the cooling fan timer relay (above the air cleaner on the left metal panel). Terminal 85 of the relay is grounded to the mounting bolt of the relay in the metal panel. Two spade connectors with extra male terminals (also from Radio Shack) are mounted on the cooling fan switch terminals screwed into the radiator. Heavy gauge (10/12) wire runs from the two extra terminals on the cooling switch to terminals 30/51 and 87 of the new relay.

Note that the battery must be disconnected when doing this or any work on the electrical system. The heavy gauge wire from the new relay to the fan switch in the radiator is necessary as it carries heavy current. The connections of this wire must be secured and insulated and the wires should be as short as possible. Light gauge wire can be used between the dash switch and the relay as the current is less than 200mA and is safe with a small fuse. I mounted the switch inside the car with hook and loop fasteners (Velcro) to the top kick panel. I also run a Cincinnati Microwave Passport power supply from this same power terminal.

The beauty of this arrangement is that the existing fan timer relay in the circuit, which prevents the cooling fan from ever running more than 10-12 minutes after engine shutdown to save the battery, also controls the extra switch described here. After a hot run I can park, turn on the switch, and walk away secure in the knowledge that the fan will turn off in 10 minutes or so.

James Schlueter
Cincinnati, OH

IGNITION LOCKOUT FIXES

It seems to happen to all 99 and 900 owners eventually, the key doesn't want to come out of the ignition switch. This is not a place to use force. The easiest way to remove the key is to lift up on the reverse lockout, hold the shift lever in reverse, and the key will slide right out. Another simple solution is to park with the nose of the car facing downhill; this removes the load from the shift linkage.

If the key should break off in the ignition switch (from trying to twist the key out) you'll need a piece of coping saw blade to extract the remnant.

Though some Saab drivers complain about the location of the switch, I think it is the most logical place for it. Key chains bouncing against plastic steering columns get very annoying in a short time.

The ignition switch can last a long time, if you treat it gently.

Tim Winker

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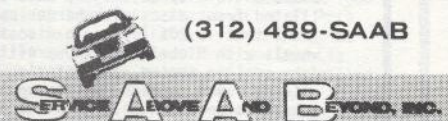
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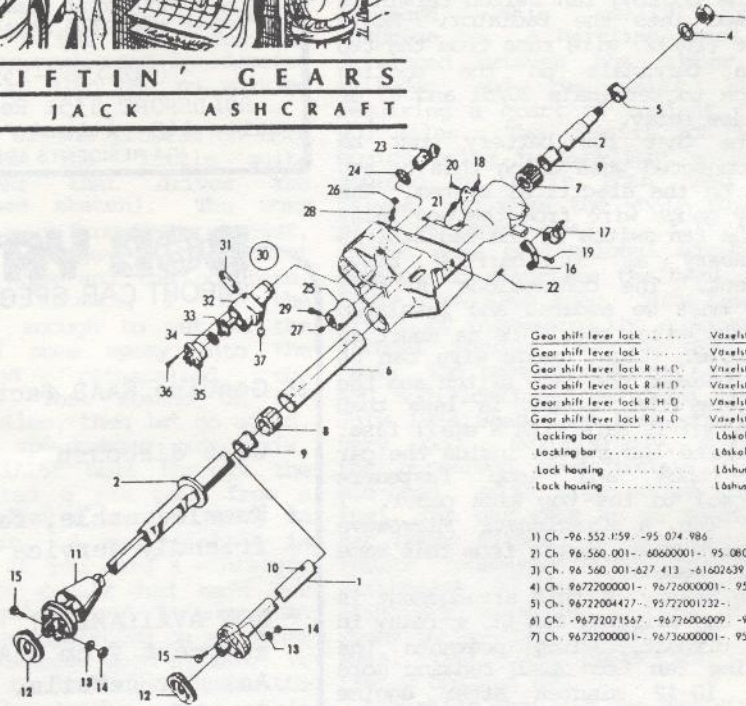


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Gear shift lever lock	Växeltångslås	30	73 56 942	1	1	2)
Gear shift lever lock R.H.D.	Växeltångslås R.H.D.	30	73 23 041	1	1	1)
Gear shift lever lock R.H.D.	Växeltångslås R.H.D.	30	73 56 975	1	1	2)
Gear shift lever lock R.H.D.	Växeltångslås R.H.D.	30	73 56 991	1	1	1) Sweden
Gear shift lever lock R.H.D.	Växeltångslås R.H.D.	30	73 56 991	1	1	5) England
Locking bar	Låskevl	31	71 93 543	1	1	Only L.H.D.
Locking bar	Låskevl	31	71 93 543	1	1	2) England, Sweden
Lock housing	Låshus	32	71 53 253	1	1	1)
Lock housing	Låshus	32	73 56 959	1	1	2)

- 1) Ch. -96 552 1159 -95 074 986
 2) Ch. 96 560 001 - 60600001 - 95 080 001 - 50400001 -
 3) Ch. 96 560 001-627 413 -61602639 - 95 080 001-102 108 -51601165
 4) Ch. 9672200001 - 9673600001 - 9572200001 - 9572600001 -
 5) Ch. 96722004427 - 95722001232 -
 6) Ch. -96722021567 -96726006009 -95722008323 -95726000119
 7) Ch. 96732000001 - 96736000001 - 95732000001 - 95736000001 -

Comments on the Oct 87 Newsletter:

Ralph Kurtzman wasn't aware of the lock-out system used on the Saab 96. While this was basically a system used on earlier Saabs in the Swedish and British markets, it was used on 1972 and later 96s imported to this country. The diagram--from an Oct 71 parts manual --shows the affected serial numbers to that date and the parts Saab used to make the lock-out work.

The system was functionally a pain in the ass, too, if you lived in a hilly area, as it was frequently difficult to get out of reverse if the car were parked on a steep incline.

Only the Sonett, of the cars of the 95-96-97 series, was able to avoid this system.

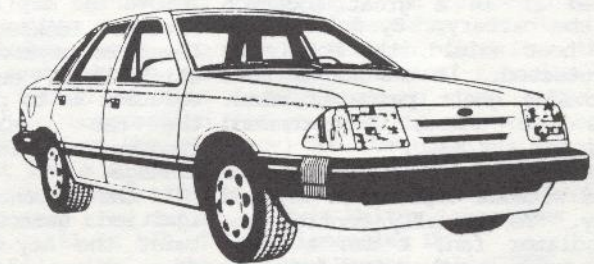
Mr Forrest John Hassell hassels me about my comments regarding the Ford Tempo Sport in my garage, disregarding completely the fact that this car is what a modern SAAB 96 COULD be. SAAB has wisely chosen to ignore this \$10000 market because, quite simply, it cannot compete economically in this price range with the bigger manufacturers. Many of us have looked elsewhere for a good performing and handling car that is also well screwed together in this price range. In this "search for a new 96" the Tempo GL Sport is but one of the cars that came to light. It is important to note the SPORT suffix, as this car differs sharply from its more cooking brethren. Its fuel injected engine has 25% more power, and it has a close ratio 5-speed, higher numerical final drive, ventilated front discs with harder pads, an anti-roll bar in front that is 20% larger in diameter, 6" wide aluminum wheels with Michelin MXL 70-profile tires, and a heavy duty cooling system. The interior has Recaro style reclining seats, a tach, extra map lights and a leather wrapped steering wheel. All in addition to a rather lengthy list of standard items. Mine has air conditioning and a 75000 mile warranty and sold for \$9700.

The handling bits listed, the FULL independent rear suspension and the lighter weight (2460 Ford vs 2790 Saab 900)--much of it on the front end--is what gives the car its impressive on-the-road performance. Like all Fords it is a very QUIET car, and this and the good seats combine to make even high speed motoring quite comfortable even for long distances. You can identify the SPORT Tempos of 1986-7 by the RED stripe in the bumpers and down the sides of the cars.

To assume that Ford cannot build a world class driver's car is ludicrous. To assume further that Ford cannot compete head-on with Saab yet sell at half the price is to deny a fundamental rule of economics: Increase unit

production to decrease unit cost. To imply that Ford is all bad and Saab is all good is juvenile. NO CAR is perfect, as any mechanic can tell you. I have owned and wrenched professionally on every model of Saab except the 92 and the 9000. I also have thousands of race and rally miles behind the wheel of Saabs. I know them as well as anyone who reads this newsletter.

I have also owned some Fords, and I know that the once-great gap between domestic Fords and Euro road machines has narrowed so dramatically that there is little to choose from between them now. Except in one area. The good Euro jobs cost twice as many American dollars. As they say in the ads, Hassell: Have you driven a Ford-- lately?



In response to Merle Janes' letter regarding the use of composite construction methods to build a SAAB 950 or 960, it would be quite possible to do so. It is relatively easy to build ONE part, using the RAF (Rutan Aircraft Factory) method. Essentially, you carve an appropriately

sized piece of rigid urethane foam to the contour you want, and cover the part with fiberglass cloth wetted out with an appropriate resin. Polyester resin is the stuff used on Sonetts, Corvettes and most boats. A better tho costlier resin is an epoxy called Saf-T-Poxy, which yields tensile, shear and compressive strengths on the order of 2.5 times that of polyesters.

The technique, if you are doing a car, is to fix the foam in place--on a fender, for example, carefully carve it to the shape you desire, then cut a series of templates (about 12" apart) to fit down the side of the car. you use these at the same relative point on the opposite side of the car to make both sides the same shape. If you only want a fender or a deck lid, you can easily make one up in a weekend. If, however, you want two or more similar decklids, then you construct a mold for the second and subsequent parts. Whether you build one or a thousand, you have to consider mating surfaces, drip moldings, hinge and striker platesurfaces, mounting of any interior framing (like inside a Sonett door) and making provision for mounting any glass or fixtures that are a part of the panel you are building.

The cost of doing just ONE car, in terms of material, is probably a couple thousand dollars. In terms of time, you can multiply your hourly rate by about a thousand hours. If you are going to build molds to produce a series of parts, you can easily triple both figures.

Then, there are the elements of time, testing and technology. You build a prototype and drive it enough to see what cracks and breaks and you beef up those parts or re-

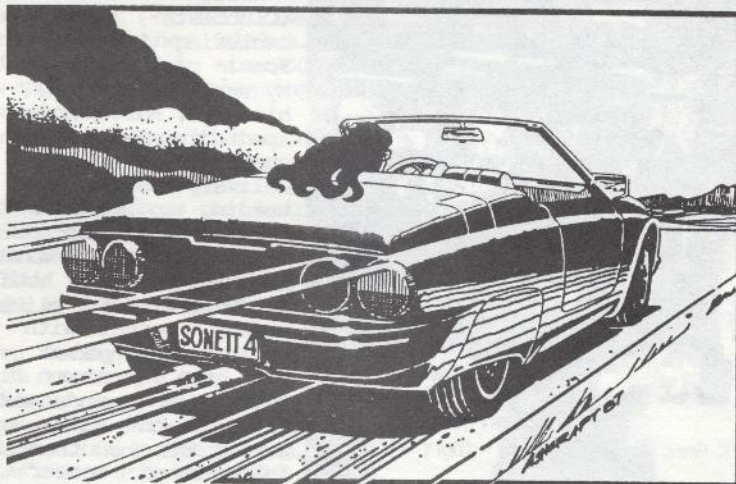
design them. Then you build the molds. By this time the styling, which was up to the minute when you started, has begun to look dated. The people who were hot for the design when you started have all bought Hyundai Sportsters and you are left with a huge investment of money and time and a very limited market. The same thing happens every day in the kit airplane market.

I am an automobile and product designer by trade and the idea of designing an automobile with a clean sheet of paper excites me greatly. The idea of sanding all those fiberglass parts and molds leaves me cold. I would do the design work as a consulting designer for a fee; I really have no choice as I must pay my bills like most everyone else. But there is no time for such a large project unless I am being paid for the design work.

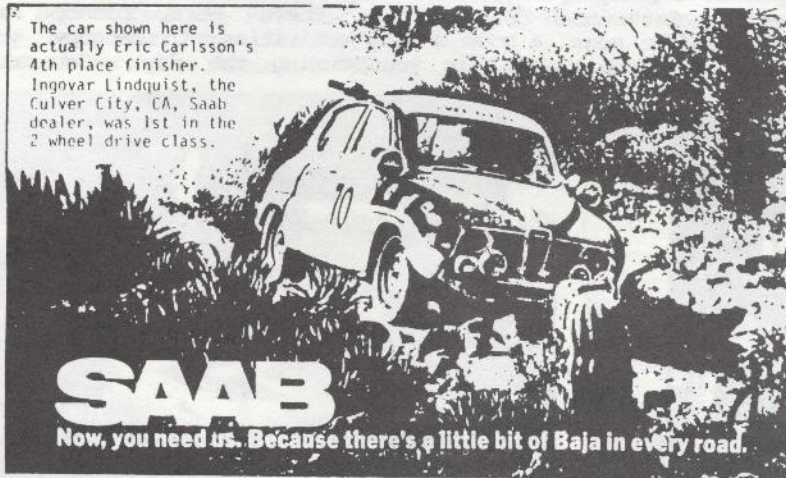
However...I AM still crazy enough to want to do this sort of thing, though on a good bit smaller scale. As I write this the final touches are being put on a new shop being build adjacent to my garage here and once the cabinets and benches and tools and about a jillion SAAB parts are put in their proper locations, I will start on the rebuilding of two Sonetts I own. One is a 69 with really serious rust. Enough so that it must be mounted on a dolly and the body removed to effect repairs. The other is a 72 whose interior was gutted by fire. The glass body is only fair so it is a prime candidate for a complete re-design, using the RAF composite method.

This car will be a roadster, in the fine old VEDDY BRITISH tradition and ALL the body panels will be new. I will take extensive photos and make lots of drawings so you, Merle, and others with an interest in this sort of thing, will get some idea of how to do it.

This will give you an idea of the shape of the car. It will be about 6" shorter in front and about the same length LONGER in the rear. I'll do my best to incorporate every drag reducing trick in the current technology bag on this one, realizing that a roadster will never be as "clean" as a closed coupe.



The car shown here is actually Eric Carlsson's 4th place finisher. Ingvar Lindquist, the Culver City, CA, Saab dealer, was 1st in the 2 wheel drive class.

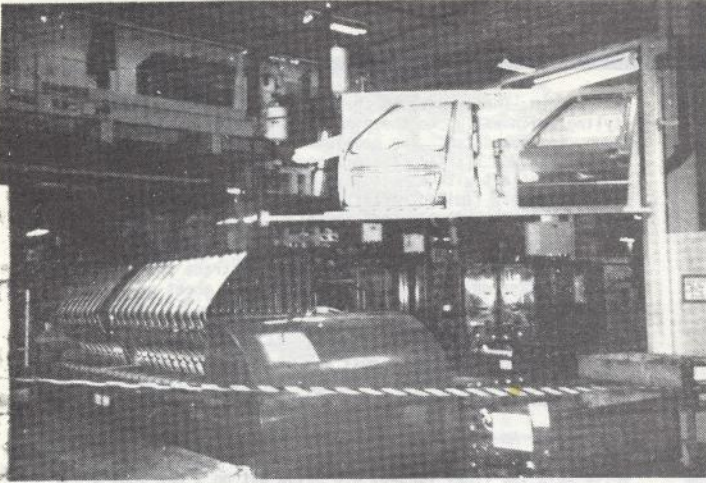


Now, you need us. Because there's a little bit of Baja in every road.

TIME WARP DEPT:

It is 1970 and the location is the BAJA 1000 in Mexico. I was pit crew chief at El Arco, the half-way point of that year's race. At about 11:30 PM, Pat Moss Carlsson and Liz Nystrom blasted in to the pit. As pat rolled down the driver's window, I stuck my head in and asker her, in my best store British, "Wot!l it be, lass?" I got a nose full of Laguna Chapala dust and the less-than-cheery remark, "Check the bloody back shockers, and no petrol!" We did as we were told and Pat and Liz blasted off into the quiet Mexican night. Later, at La Paz, we learned that someone had misadjusted the rear limit straps on her car, allowing the shocks to extend to their limits, which finally broke both of them. About one "yump" later, both rear springs popped out. Pat and Liz found the springs, jacked up the car, replaced both the springs and the shocks and pressed on, to finally finish 5th in the two wheel drive class. Pat, usually very jolly and friendly, had about had enough of Mexico that starry night back in 1970.

Jack Cochran



THE BIG 50TH SHOW

The Saab Clubs Day at the Saab Car Factory in Trollhattan was a lot more than the thousand or so Saab Club members from around the world. It was an Open House, a thank you to the people who are affected by Saab-Scania's presence in the region. About 30,000 took them up on their offer, despite intermittent rain.

About 30 U.S. Saab Clubbers (Clubbists?) had made the journey, including Len Lonnegren of Saab-Scania of America and his wife Bibi. My uncle, Jim Winker, was there with his wife, Marlene, and son Ted, so I spent the day with them. They had just picked up a new European delivery 900 Turbo, and would be heading to Austria for a hot-air balloon meet after the Jubilee Day.

After another wonderful Swedish breakfast at the hotel (open faced sandwiches of sliced meat and cheese, cereal with yogurt, thick coffee), we headed to the factory. The parking area at the factory recreation grounds was reserved for Club members. This special area is across the road from the factory and features a soccer field, cross country running course, covered tennis courts, and a gymnasium. We stopped at the employee gym for our "Welcome packet" which consisted of posters, coffee mugs, a book on the cars in the Saab Museum (in your

choice of Swedish or English), and several other trinkets to commemorate Saab's 50th Anniversary. That was also where lunch was served a few hours later.

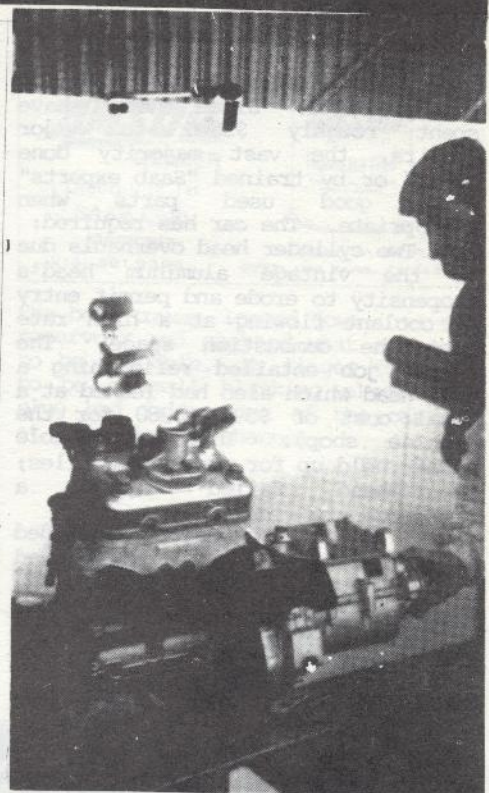
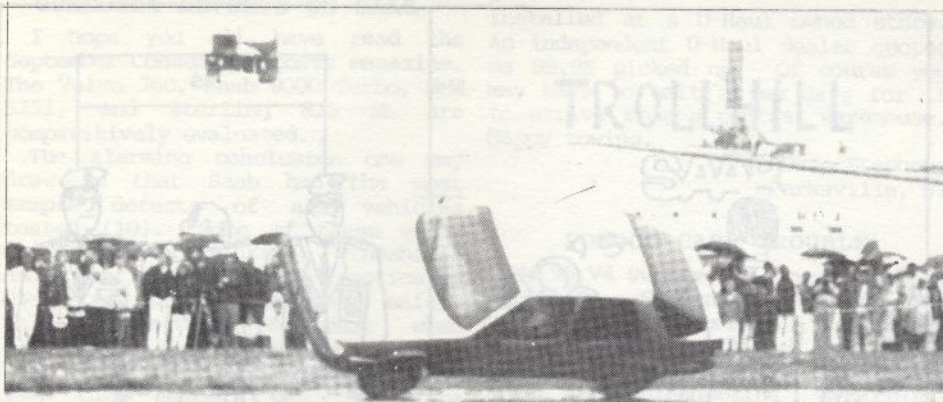
From there it was on to the factory to see how an aircraft company builds cars. Virtually everything with the exception of engine and transmission assembly, is done at the factory in Trollhattan. The tour starts with body stamping and construction in the Press and Body Plant. The completed body pieces then go to the Paint building where they get ten different surface treatments for rust protection and smooth surface. The 900 bodies, and some of the 9000 bodies, are then sent to Saab's assembly plants in Arlov, Sweden, and Nystad, Finland, while other 9000 bodies move to the two assembly mini-lines in the next building. Many components are assembled at work stations next to the main assembly lines.

Once the cars reach the end of the line, they are thoroughly inspected and tested, and many, including all 9000's with automatic transmissions, take a spin on the test track.

The plant employs over 8,000, and can produce 300 cars per day, with another 280 bodies for the other assembly plants.

There were plenty of other activities to occupy your time during the day. Several popular





Swedish entertainers were part of a body on a 99 chassis used to test stage show, while he EV-1 project drivetrain prior to the 99's car and many of Saab-Scania's other introduction), and Erik "pa taket" products were demonstrated in another show. The various research Carlsson at the wheel of his Monte departments had displays of how they Carlo winning 96.

work together to develop a Saab car. At places where a rest would be nice, there was free ice cream, coffee and cookies. A store with Saab souvenirs was kept busy, and nearly sold out by day's end. Saab factory drivers were also busy, giving rides on the test track.

You've read in several issues that there would be an Air Show, and it was pretty standard Air Show stuff, which I enjoy every time I see one. Demonstrations of helicopter, cargo plane, and the SF-340 commuter jet flexibility were overshadowed by the power of the Saab JA-37 Viggen fighter jet. The Swedish Air Force engaged in some precision flying with Saab military craft including an A-32 Lansan, a J-35 Draken, a 105 (designated as the Sk60 trainer by the Air Force), and a J-37 Viggen. Six 105s were also used in formation aerobatics by Team 60.

The rain turned from light to steady just in time for the parade of old Scania trucks and historic Saab cars. In addition to 92001, the first car built by Saab, were the first Sonett from the mid-50s, a Formula-S race car, the "Monster" speed record car, the "Toad" (a 96

Next on the program was the "Bilbalett", precision driving by Kjell Olofsson, Bertil Johansson, Ake Andersson, and former Saab rally driver Simo Lampinen. Two 900s and two 9000s raced down the runway nose-to-tail through a slalom course, then back, this time crossing over in the slalom. Ramp-to-ramp jumps over a 900 Convertible, and two-wheel balancing completed the show.

The only complaint was that the "Club Day" could have been better organized, with some form of registration and nametags to help identify kindred souls. A couple of hours late in the day just to meet other Saab Club folks who had made the pilgrimage would have also been nice.

This is not to say that those in attendance did not have a good time. Every time I saw someone from the SCNA that day, they had smiles on their faces and stars in their eyes. The word "WOW" was uttered a lot, usually followed by several exclamation points. By the end of the day, the eyelids were drooping a bit, but the smiles were bigger than ever.

Tim Winker

SAAB 50 ÅR 1987
SCANIA 100 ÅR 1991

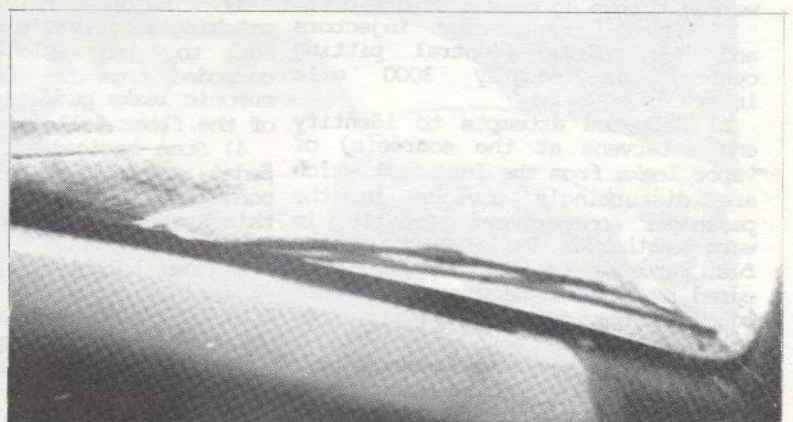


Previous Page -

- Top left: 9000 door assembly area.
- Top right: A 9000 for crash testing.
- Above: Drivetrain subassembly is installed in a 9000.
- Below left: New 9000s are started for the first time.
- Below right: Team 60 flying Saab 105s.

This Page -

- Top left: Don't try this at home!
- Above: A two-cylinder 92 engine.
- Below right: A 900 Gullwing.
- Below left: At speed on Saab's test track



KEEPING A 99 ON THE ROAD

My '75 99 Wagonback was purchased used in 1983. Since then I have spent roughly \$3500 in major repairs, the vast majority done myself or by trained "Saab experts" using good used parts when appropriate. The car has required:

A) Two cylinder head overhauls due to the vintage aluminum head's propensity to erode and permit entry of coolant flowing at a high rate into the combustion space. The garage job entailed refinishing a used head which also had leaked at a total cost of \$590 (\$280 for the machine shop). This regrettable repair held up for about 3000 miles; the head failed during a cross-country winter trip.

The second overhaul included installation of a newly cast head from Spain (cost of \$450) and appropriate gasket and valve adjustment costs. I performed this repair for less than \$525 with "little trouble".

B) Complete replacement of most front steering components (over \$300 with used parts as installed by a Saab repair specialist.)

C) Two (!) electric fuel pumps.

D) Replacement alternator (Delco 60A converted).

E) Two clutch master cylinders.

F) Replacement of one brake rotor and all four calipers, all of which have since degraded substantially.

G) Overhaul of a very touchy, intermittently shorting electrical system, which has periodically caused lighting, charging, starting, and fuel distributing failures with no warning.

H) Attempts (futile) to improve rear suspension performance by installation of heavier springs, gas shocks, new bushings in stabilizers.

I) Exchange of type of friction plate and replacement of clutch pressure plate in attempts to smooth clutch release.

J) Flushing and cleaning of cooling circuit in failed efforts to resuscitate heater capacity, which has been dismally exceeded by Minnesota winters, even "mild" ones. Restricting intake air to blower or reducing radiator effective surface warmed things up only a slight bit.

K) Several replacement injectors and new points (central pitting occurs) at roughly 3000 mile intervals.

L) Repeated attempts to identify and intervene at the source(s) of vapor leaks from the fuel tank which are disturbingly obvious in the passenger compartment (mostly in warm weather). Replacement of the fuel return valve atop the fuel pump cured my chronic hard starting woes but did not stop the leaks. No leaks can be found by visual inspection of the fuel lines.

M) Several front suspension alignments, as well as replacement



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Andy Saksa
from Saab Sport
Milwaukee Saab Club

of rear wheel bearings, lower control arms, entire exhaust system, and tailgate latch mechanisms (twice).

N) Efforts to reduce trans/engine fluid leakage by replacing major seals (to limited effect).

O) Miscellaneous projects, e.g. repairing circuit of cold start injector, replacement of battery and all major lighting wires, repeated stop-gap patches of body leaks through windshield, firewall and hinges of tailgate, frequent attempts to reinforce circuit of rear defroster, and frustrating adventures in coaxing the emergency brake back to life.

The car currently runs well, yet it could use:

1) A complete outer body paint job, preceded by patching at wheel wells, lower panel regions, and at scattered spots where the Oregon salt mists are wreaking havoc rapidly.

2) Two doors (serious rust-out in evidence).

3) Major reinforcement/metal patching of driver's side floor area out to jack slots, which has corroded from the inside out from chronic leaks puddled on that corner of the floor following rain.

4) Some magical adjustment of the pedal to clutch master cylinder connection; at the current angle this system grinds up a piston every year.

5) Two hatchback door shocks of reasonable price.

6) Another brake rotor job; apparently one is warped now.

7) New wheels (all are badly corroded).

8) Some alternative to the

dilapidated headliner which sags everywhere.

This faithful servant has now escorted me through 44,000 exciting miles. I have no interest in a performance vehicle, rather I enjoy getting places safely and easily without frequent mechanical failures. It would also be alright to have that trusted vehicle look "OK". None of these attributes fully convey the adventure of driving and living intimately with my car. I was told at time of purchase that it appeared to be in excellent condition "for a used Saab".

Sign me up for another year of the newsletter, and keep me posted on bulk volumes of LPS, silicone hydraulic fluid, and 75W gear lube.

Leo Babeu
South Beach, OR

NOTES ON HEADLINERS

There have been numerous articles on how to repair headliners in the 99 and 900. The best way is to replace it with a new one if you can afford it. Saab recently reduced the price for a headliner from over \$300 to about \$220 list.

Two other points to note when doing a headliner; they are all different for 2, 3, 4 and 5 door models, and the headliner can be removed through the hatch on 3 and 5 door models. This cuts total time for removal and replacement to about an hour.

Gary Thomas
Ithaca, NY

CONSUMER REPORTS ON SAAB

I hope you all have read the September **Consumer Reports** magazine. The Volvo 760, Saab 9000 Turbo, BMW 325i, and Sterling 825 SL are comparatively evaluated.

The alarming conclusion one may draw is that Saab had the most sample defects of all vehicles tested (10). Some of these were; driver's door linkage, windshield and rear window are optically distorted, brakes chattered, safety belt retractors squeaked when playing out webbing, ignition key was often hard to extract. Many Saab Club members can commiserate with **Consumer Reports** - especially with squeaking, chattering brakes! (I know a dealer who puts in Repco pads at each sale! C'mon Saab, the technology is available to others, why don't you use it?)

With the USA market being the "cash cow" for Saab, I would expect their management to target the Japanese zero-defect philosophy of manufacturing and quality control. This is true now more than ever with a slumping U.S. dollar. The prices of Saabs are approaching house prices (in some areas), and I can't wait to see the low, low 1988 sticker prices rumored to be only 8 to 10 percent more than 1987!!

In the June 8th issue of **Business Week** (entitled Quality), Swedish cars averaged 200 problems per 100 cars sold. This was the second highest of all. The list goes like this:

Japanese cars	129
Detroit Imports (tie)	152
German cars	152
Ford	162
GM	179
Chrysler	180
Swedish cars	200
Other European cars	344

The point is that when we've got to shell out \$26,000 for a Saab or comparable vehicle, quality plays a major part in the decision making process. We are beginning to see signs of loyal Saab owners abandoning ship. I believe that price and quality go hand in hand. The **Business Week**/J.D. Powers chart clearly indicates Saab has a long way to go to match the Japanese. What Japanese you ask? The ACURA for example, plus Nissan and Toyota, all plan to vigorously attack this market niche.

I sincerely hope Saab addresses the quality issue with the utmost gravity, or soon they will be drinking saki in Linköping, and we'll be driving rice burners from SAAB-SAN, Tokyo.

Tad Gilliam
Grand Rapids, MI

TRAILER HITCH SOURCE

If you're looking for a 99 trailer hitch, I found U-Haul trailer centers to be fine. A Dalan 1500 lb. hitch for my 99 Turbo was \$74.95

installed at a U-Haul owned store. An independent U-Haul dealer quoted me 89.95 picked up. Of course you may have to wait a few days for it to arrive from a central warehouse. Happy towing.

Dale Stephens
Parksville, NY

FOMOCO CARB TROUBLE

My 95 V4 suffered a strange malady recently. Suddenly the car lost power and acceleration, and would not go faster than 25 mph unless the gas pedal was pumped violently. After troubleshooting EVERYTHING including the accelerator pump on the FoMoCo carburetor, and before deciding to replace it, I removed

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the bowl cover, looked down into the reservoir and spotted what appeared to be a bubble. My finger found it to be a small blanking plug! The plug had fallen out of the casting at the main jet channel.

Dan Salvo
Carson, CA



SAAB ODDITIES - (Is that self-cancelling?) Both of these photos were taken in Florida. The Saab 900ES Station Wagon is a home built owned by club member Hans Thordin of Fort Lauderdale. The exact location of the "Pushme-Pullya" Saab 96 (95?) is unknown. Anybody care to admit to this lovely lawn sculpture?



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2-STROKE PLUGS?

Help! I can't seem to obtain NGK A-8 or Bosch MGV 260 T31S spark plugs needed for my 1967 Sonett II. I can still find NGK A-7s, but they're too "hot" and stop firing once the engine reaches 180° F. The local Saab dealer tried to get me the Bosch plugs but was told they're no longer available.

If I can't find the right spark plugs, I am contemplating machining some inserts to switch the heads to 14mm plugs. Any advice on an appropriate substitute spark plug would be useful for this project.

Also, I have some of the 950cc overbore racing pistons and have been trying to get piston rings (same as DKW), but they're on backorder. Any help on a source of rings, and recommendations on setting up a red engine to use these pistons is welcome.

Notes on Jack Ashcraft's suggestions RE Subaru/Saab: Both local independent Saab shops also do Subarus! But why bother Saab with cheap cars. They don't care any more, and just want to build yuppie mobiles and rake in \$\$\$\$. Go buy a Subaru instead. If what you want is FWD sports car for medium small \$\$, buy a CRX Honda. I myself will stick with my old Sonett which can still sometimes beat the new stuff in autocrosses. If you want a 96, buy one and restore it; it's cheaper than almost everything except a Yugo or Hyundai.

Nick Wilson
Colorado Springs, CO

FURTHER ASHCRAFT DEFENSE

Everyone in this country has, of course, the right to his opinion. That is no excuse, however, for the vicious and mean spirited attack by Forrest John Hassell on Jack Ashcraft, Ford and the UAW in particular and the American car industry in general (NINES, October 1987).

Jack doesn't need me to defend him, but I would like to say a few words in defense of Ford and the UAW.

Let me state at the outset that I have never owned an American car and will probably never own one. For the record, the sum total of my automotive purchases are a '67 Sprite which saw me through college, a '74 Alfa Romeo GTV which I bought new soon after graduating and still drive daily, a '74 Fiat 128 sedan bought used as my wife's first car, and our current '84 900 four-door which replaced the Fiat. There's also the wrecked VW Beetle that I've been trying to turn into a kit car for about a decade.

The litany of foreign iron doesn't mean, however, that I can't appreciate the progress in the domestic industry. Need I point out to Mr. Hassell that his (and my)

beloved Saab was built in a country with the highest suicide rate in the world? Does he worry that some despondent factory worker installed some critical component wrong which could fail in an emergency situation? Of course not. Saabs are very thoroughly inspected and tested automobiles and I see similar progress being made in the American auto industry.

Of all the domestic manufacturers, Ford, in my opinion, has made the greatest advances in recent years. Only ten years ago, Ford's products were so out of date that when the pedestrian (by today's standards) Fairmont was introduced, *Car and Driver* was moved to put it on the cover proclaiming: "Ford Builds a Sedan for the '80s."

The real progress, however, didn't begin until the "abdication" of Henry II. Don Peterson and Philip Cauldwell have advanced Ford farther and faster than anyone could have imagined. The first new product under their leadership, the Tempo, while not the equal of Saab measure for measure, was a tremendous advance and definitely in the "Saab mold".

It really came together on the current Taurus. It's no secret as to what the target cars were for the Taurus line: Audi on the outside and Saab on the inside, right down to the three rotary knob climate control. In fact, I usually refer to the Taurus's FoMoCo stablemate as the "Mercury Saable". If Ford continues to move any further in this direction, they'll have to start spelling it "Fjord".

It would seem that Mr. Hassell's vitriolic rhetoric is about 20 years out of date. It reflects a hateful us-against-them outlook that may have been a comfortable defense when foreign cars were a small and persecuted minority, but it makes no sense today. In fact, there is no true "American car" built anymore.

Captive imports have been blended seamlessly into domestic line-ups. Cars from Korea have names like "Le Mans" and "Festiva" to disguise their origins. Many "foreign" cars like Honda, Toyota, Mazda, Nissan (trucks) and Volkswagen are built in the U.S. Some cars have no single origin. For example the Mercury Tracer was designed in Japan, built in Mexico and is sold in the U.S. as a regular, as opposed to an imported, car.

I could keep going but this has rambled on too long already. I think the best way to defuse the likes of Mr. Hassell and his ilk is for you, Mr. Winker, to continue to print letters from all sides so that people can make up their own minds.

Jack Hagerty
Livermore, CA

SEATTLE DEALERS MAKE CHANGES

There have been some personnel changes at a couple of Seattle area dealers that may be of interest to Saab Club members who live in the northwestern U.S. or who buy parts by mail. Rich Roberts, who was parts manager at Rowland Motors, has moved to Alan BMW/Saab in Edmonds. Rich promises to continue to serve V-4 owners with genuine Saab parts through his new location. Alan BMW/Saab is known as a performance oriented dealer, having helped Satch Carlson, *AutoWeek* columnist, to outfit his "Blackbird" 900 Turbo.

Though the staff at Rowland Motors is now half of what it once was, and the WATS lines are no longer available, manager Jay Rowland says the company will continue its policies of trying to help the Saab owner with good mail order service of genuine Saab parts. Their V-4 catalog is no longer available, but they still offer their 80-page catalog of parts and tune-up specs for Saab 96 through 9000 models.

SAAB DEALER RECOMMENDATIONS

I have been a subscriber to the *Saab Club Newsletter* since I purchased my new 1981 900. Prior to that I had a '71 99. The 900 has been a very wonderful trouble-free car. It has 47,000 miles on it and still has the original tires.

Because I was satisfied with the Ramsay-McCue agency at 100 Redlands Blvd. in San Bernadino, California, I returned to them a week ago and purchased a new silver 1987 9000 Turbo. So that my wife could also drive it, we received it with automatic transmission. We have already determined it to be the best car that we have ever driven.

The Ramsay-McCue agency was very fair and their sales personnel were most courteous and cooperative. They even went 125 miles to San Diego to bring the car to me at San Bernadino.

In the past, I have never read a word in the newsletter concerning this Saab dealer. I feel they should have a pat on the back. They sell the merits and engineering advantages of the Saab and treat their Saab owners very well.

Jerome G. Grant
Yucaipa, CA

I have been a member of the Saab Club since 1978 and greatly appreciate the exchange of technical/service information the Club provides. There are many of us who perform regular and routine maintenance on our Saabs, but periodically run into issues that we don't want to tackle. In such instances I turn to one Saab dealer who has demonstrated to me over the last seven years to be an establishment worthy of my continued support. Lighthouse Motors in

Brewster, New York, (914-279-8066) is by far the most consistently superior car dealership I have dealt with, which includes other Saab dealers, domestic dealerships, and other foreign car dealers.

All of the sales, parts and service staff of Lighthouse are super professionals. When Service Manager Chris Coursen says a job will be done by 4:00pm and cost \$XX, believe him, it will. He's also always open and willing to discuss with you any service or mechanical issue you may face. This was true when I owned an old 99, as well as it is today with my 9000.

Odd Gjerstad is friendly and always ready to talk about your Saab. He has even permitted me to take parts home and pay for them the next day when the parts cost more than I had cash with me. That's super. Also, loaner cars are not a thing of the past at Lighthouse and are greatly appreciated.

All car dealers could take a lesson from Lighthouse Motors. Saab owners can be assured of prompt, courteous, and complete service at Lighthouse. I recommend them to any Saab owner.

Mark Searle
Dover Plains, NY

...AND A GOOD PARTS SOURCE

A note about Andrews Inc. of Princeton; the change over from Viking made me nervous as I had established great confidence in Viking's ability to send me full orders of parts at good prices. After several orders to Andrews I'm happy to report that I'm getting very good service from them. Andrews is quick with its shipping, prices seem OK, and the people filling the order think about what they are doing before stuffing parts into a box.

Clifton Moore
Fairbanks, AK

ADDITIONS TO MECHANICS LIST:

European Motorcars Ltd.
Neil Troyer
770 Woodruff Rd.
Greenville, SC 29607
803-288-0628

Foreign Car Services, Inc.
Claudio Kaemf
1104 Portage Rd
Kalamazoo, MI 49001
616-342-6994

Sullivans II
Barry Sullivan
Highway 12
W. Baraboo, WI 53913

Taliaferro Imports
John Taliaferro
3406 E. Independence
Springfield, MO 65804
417-883-1079

SAAB 900 TUNE-UP VIDEO TAPE

You don't need prior experience to tune your Saab 900 like a pro; just a few basic tools (we'll tell you which ones) and the In-Tune Video Manual whose master mechanic will take you through a complete tune-up, step-by-step. You'll learn — and see — everything you need to know from timing to wheel bearing adjustment in 60 crystal clear minutes of video instruction.

Other tune-up tapes available.
Information on request.

IN-TUNE VIDEO **\$24⁹⁵**
MANUAL ONLY

(+ \$2.50 shipping). NYS residents add sales tax.

TO ORDER CALL TOLL FREE

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Ext. 835

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Card accepted. Money back guaranteed.



38-C Otis Street, West Babylon, NY 11704

TRAVELER'S ADVISORY IN EFFECT

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165 SR 15	\$50.00
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185/65x15	\$65.00
w/wheel	\$115.00
195/60x15 Dunlop	\$78.25
w/wheel	\$126.00

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SAME DAY U.P.S. MC/VISA

the point across anyway.

I recently received this letter:
Dear Friend,

I wish to thank you for the pleasant company on our trip on the 27th - 30th of August 1987 from Naantali (Finland) to Trollhattan (Sweden). I am especially delighted to know about your interest in Rally of the Thousand Lakes. Our office personnel were wondering how you had made it, as I told them on return to Jyvaskyla that I had met you in Sweden. The organisers of the 1000 Lakes Rally asked me to thank you for your visit here and they wish you welcome in Jyvaskyla again. And you are also allowed to stay here during the whole event, there is no need to leave while we are still rallying!

Enclosed [is a photo showing] a situation from our home journey already in Finland. The ignition system caused us some problems, we had to adjust it a couple of times during the journey. Otherwise our journey was ok, we had no bigger problems. We drove over 1000 miles on the average speed of 35 mph and our highest speed was 50 mph. Fuel consumption was 33,7 miles/U.S. gallon.

I wish you and all Saab friends in U.S.A. success and enjoyable miles with your Saabs. I have read with a dictionary the NINES THE SAAB CLUB NEWSLETTER you gave me and I would be very pleased to read also your report on the Saab Clubs' Jubilee Day happenings and your visit to Jyvaskyla.

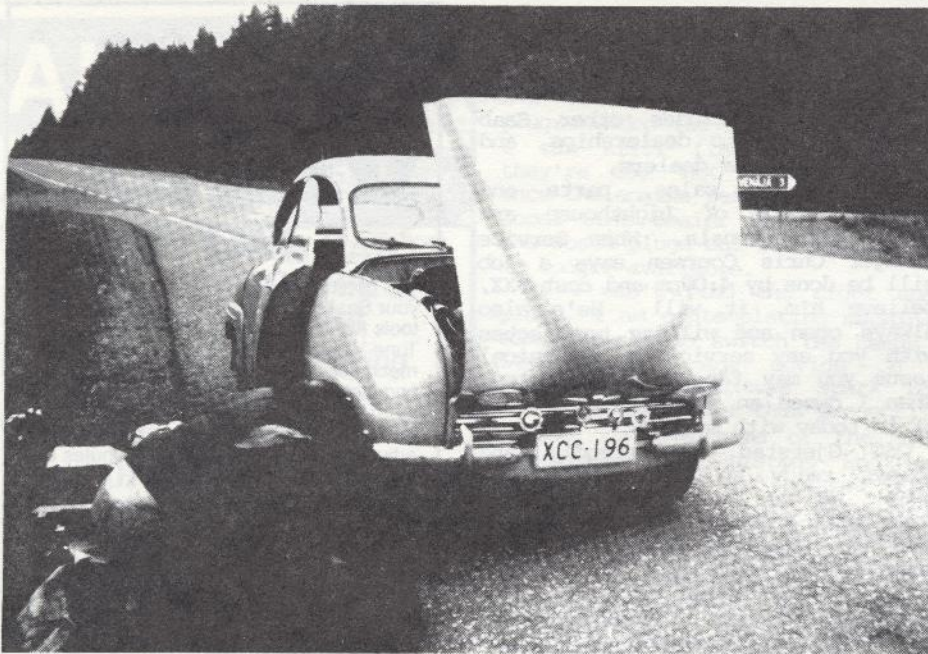
With warmest regards,

Olavi Ukkonen
Vaajakoski, FINLAND

attention, with each race covered on ESPN's *SpeedWeek* and in *On Track* magazine. Many races and a series summary were shown in half hour programs on ESPN.

A few changes have been announced for 1988 to make the cars a bit faster. They will run wider wheels with racing slicks for better traction, and engineers are working on getting another reliable 20 to 30 horsepower from the engines.

TW



Erkki adjusts the ignition on the 92.

MURILLO TAKES TITLE

Ken Murillo jumped off to an early points lead by winning the first two races in the 1987 Barber SAAB Pro Series, but he didn't wrap up the championship until the twelfth and final race of the year. That demonstrates the close competition in the series, featuring identical Mondiale formula cars powered by Saab 16-valve turbocharged engines. Murillo added a third win at Watkins Glen, a feat duplicated by two other drivers: Jeremy Dale took first place at Mid-Ohio, Sears Point and Road America, and Bruce Feldman crossed the finish in first at Lime Rock, San Antonio and the second Watkins Glen race. The other races were one by Tim Colwell, with victories at Summit Point and Portland, and Juan Manuel Fangio (the younger), in his only Barber SAAB appearance, won at Tamiami Park in Florida.

The Barber SAAB Pro Series gives young drivers a chance to compete in a turbocharged formula car, the only series to do so besides Indy cars. The series is sanctioned by the International Motor Sports Association, the only formula car

series under that banner. The races are run on road courses and street circuits in conjunction with IMSA's Camel GT series, the Championship Auto Racing Teams (CART), and even on the same bill as NASCAR's Winston Cup cars. The cars are powered by the same 2-liter engine used in the Saab 900 and 9000 Turbos, but putting out a little over 200 hp. They run on BFGoodrich Comp T/A-R street radial tires.

Drivers from several other countries added an international flavor to the races. Three-time winner Jeremy Dale is from Toronto, Canada, while Argentine driver Juan Manuel Fangio was another race winner. Britisher Greg Hobbs, son of racing great David Hobbs, often qualified and finished well, but accidents put him out of the Watkins Glen and San Antonio races. Hobbs went on to place fifth in points. Hendrik Ten Cate from Holland qualified fastest for four races, but his best finish was a third at the first Watkins Glen race. Guiseppi Cipriani of Italy was another regular competitor.

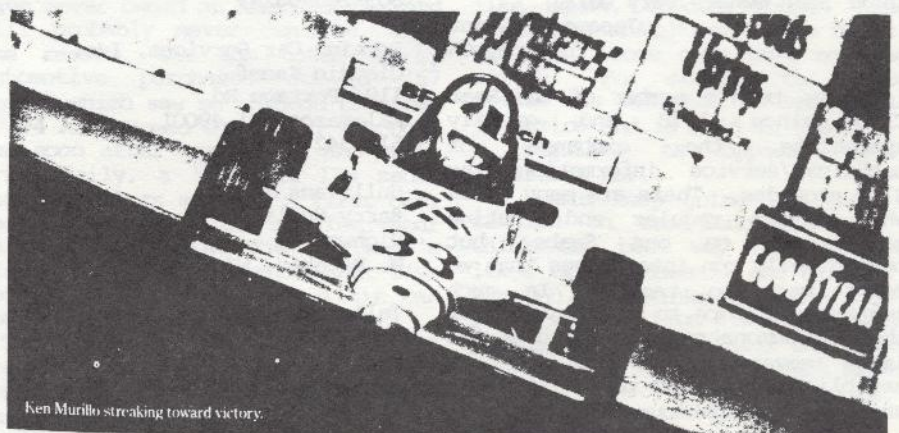
The series has received good media

BARBER SAAB PRO SERIES

		WINNERS
Mar 1	Miami	Murillo
Apr 12	Road Atlanta	Murillo
May 25	Lime Rock	Feldman
Jun 7	Mid-Ohio	Dale
Jul 12	Summit Point	Colwell
Jul 25	Portland	Colwell
Aug 1	Sears Point	Dale
Aug 9	Watkins Glen	Murillo
Aug 30	Road America	Dale
Sep 6	San Antonio	Feldman
Sep 27	Watkins Glen	Feldman
Nov 1	Tamiami	Fangio

FINAL STANDINGS

1	Ken Murillo	142
2	Bruce Feldman	140
3	Jeremy Dale	126
4	Tim Colwell	122
5	Greg Hobbs	54



Ken Murillo streaking toward victory.

REGIONAL CLUB NEWS

Appalachian SC

Dec. 12 - Christmas party at the home of Wendell & Carolyn Francis. Election of officers.
Wendell Francis, 615-397-2172.

Delaware Valley SC

Dec. 3 - Holiday Get-together at Hennessy's restaurant. Prizes for Photo Contest to be awarded.
Jan. 14 - Seatbelt Safety speaker rescheduled. Hennessy's restaurant.
Doug Signorovitch, 215-533-2822.

Note: Saab Clubs in Canada were inadvertently left out of the listing of Clubs in the October issue. - TW

MONTREAL SAAB CLUB

E. Peter McLoughlin
c/o Dormer Laboratories
6600 Trans Canada Hwy
Pointe Claire, Quebec H9R 4S2
(514) 451-5165.

SAAB OWNERS CLUB OF TORONTO

Gae Teixeira
#8 White Lodge Crescent
Richmond Hill, Ontario L4C 4X8

'88 CONVENTION IN DELAWARE

The Delaware Valley Saab Club will host the 1988 National Saab Owners Convention in conjunction with local celebrations of the 350th anniversary of the first settlement of Swedish and Finnish immigrants in that area. The convention is scheduled for the weekend of July 22nd thru 24th at the Hilton Hotel in Wilmington, Delaware, so start making your summer vacation plans. The Delaware Valley club covers Delaware, southern New Jersey, southeastern Pennsylvania and eastern Maryland. Details on the convention will be published in NINES over the next few months.

SAAB & VOLVO CLUBS MEET AT SWEDISH EMBASSY

Not only was October 10th a beautiful Washington autumnal day as Countess Wachtmeister predicted it would be, but the display of SAABs and Volvos, the hospitality of Ambassador Wilhelm Wachtmeister and Countess Ulla Wachtmeister, and the convivial intermingling of SAAB and Volvo Club members made it an upbeat, memorable day for the 130 enthusiasts attending.

His Excellency opened the party with a tribute to the profitable SAAB and Volvo companies which produced the excellent cars shown at the Embassy that the people in attendance obviously appreciated. Diplomatically, he admitted his everyday go-to-work car is a '77 Ford Granada which is absolutely trouble free. He then reviewed the history of the Embassy residence, which Sweden purchased from publisher David Lawrence in 1950,



Members of the Great Lakes Saab club wait hopelessly to cheer their favorite marque at the Press On Regardless Pro Rally in Michigan.

and pointed out some of its Mexican-style features. He invited tours of the house and its eight acre grounds (with tennis courts). Count Wachtmeister then asked everybody to partake of the food and drink piled on tables placed strategically on the lawn.

The Ambassador's '87 Volvo 760 TE, one of two stretched Volvo limos in the U.S., was parked at the entrance for all to inspect.

Members and guests were given ballots (along with badges and dash plaques for the event) when registering. The "People's Choice Ballot" stated "Vote for the SAAB you'd like to take home and vote for the Volvo that you'd most like to own." Nine SAABs and eleven Volvos were displayed along the U-shaped driveway.

After the ballot counting, Ed Tonat invited the Ambassador, the Countess and everybody else to the residence steps for presentations. He opened by calling attention to the fact of the importance to Sweden that its two industrial giants, Volvo and SAAB, are celebrating respectively their sixtieth and fiftieth anniversaries this year. He recalled SCNCA is also marking this as the fourth year since the Club selected the Ambassador and the Countess as Honorary Members because of their enthusiastic support for SAAB automobiles. Ed noted also that SCNCA voted the Countess the Club's "Woman of the Year" in 1983 after she bought her husband a 900 Turbo for a birthday present. Ed said the male members of the Club thought she set a "splendid example." He presented both Wachtmeisters with SAAB touring caps on behalf of SCNCA.

Paul Provencher of the Washington Volvo Club offered a nosegay of chrysanthemums to the Countess.

Speaking for both clubs, Marilyn Moll of the Volvo Club then delighted the Wachtmeisters with a brief speech in fluent Swedish in which she thanked them according to the traditional manner for the food

and hospitality. At the end she presented the Count with a plaque from the joint clubs. The Ambassador thanked Marilyn and quipped, "I didn't realize we also included Swedish with our cars."

With balloting completed, Ed announced the Richard Lyschik's '87 9000 Turbo had won a plaque for the top SAAB in the show, and the Ambassador's limo was the choice of the Volvos. Other SAABs winning top prizes were Bill Campbell's beautiful '74 Sonett III and Roger Heavner's gorgeous '62 96 two-stroke. SAAB gifts were presented to other SAAB car show entrants.

Along with the pleasant Washington fall sun and breezes generally, the participants sensed euphoria about a wonderful afternoon spent with gracious hosts, interesting people, good food, and splendid machines.

from Smoke Signals
Saab Club National Capitol Area

INTERNATIONAL MEET IN BRITAIN

Saab owners from around the world are invited to gather next July in the south of England for an International Saab Owners Meet. The event will be held July 24th and 25th at the Montagu Motor Museum, on the grounds of the stately home of Lord Montagu of Beaulieu.

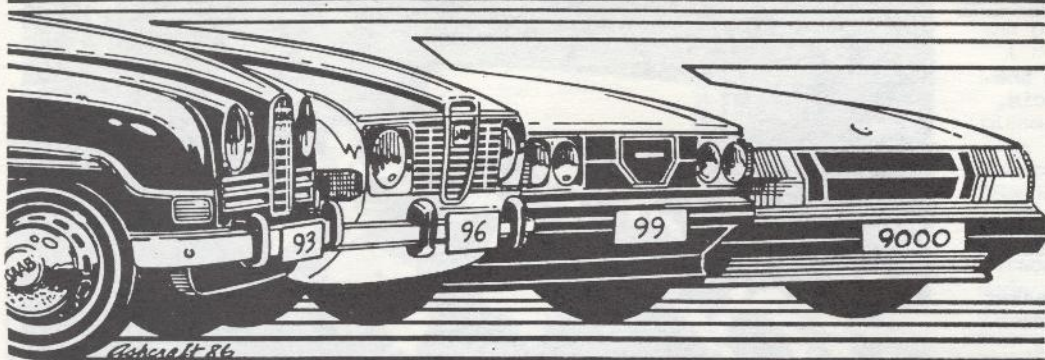
The date for the International Meet was scheduled to fit in with a very old local festival in Beaulieu, which is near Southampton.

Lord Montagu's museum contains his personal collection of over 200 veteran and vintage cars, one of the largest in the world.

LAST MINUTE CLUB NEWS...

New England Sonett Club

Dec. 13 - 1pm at Gary Blake SAAB in Exeter, NH to tour the dealership's new quarters. Speaker will be Phil Zarrow, formerly of the SAAB Sonett Club of Southern California. Time permitting, Scott Prentice will show slides of SAAB's Jubilee Day in Trollhattan.



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.

SONETTS FOR SALE

'74 Sonett III, 56k mi, orange, exc condition in & out, new exhaust, runs great, no rust. \$3900. Larry Quatmann, 12664 Villa Hill, St. Louis, MO 63144. 314-878-0416.

'74 Sonett, 100k mi, red, upper eng recently rbld, strong runner, minimal rust. Car complete but needs carb, exh & clutch hydr work. \$1900 obo. Mark Schrader, 27 Dorset, Edwardsville, IL 62025.

'73 Sonett, early serial#, w/o Federal bumpers. One owner, garaged, stored winters. 52k careful miles. Orig cond, new red finish, MSS exh. Serious inquiries only. \$6200 obo. John Cecilia, 140 McKinley Av, Libertyville, IL 60048. 312-680-8949

'73 Sonett, 40k mi, recent blue paint, rust free tub, A/C, ported heads, freewheel locked, MSS, exc cond. Car in Aspen, CO. \$4500. Fred Capeller, 312-489-SAAB weekdays 9am-7pm CST.

'73 Sonett, 115k mi on rbld V4. Yellow w/new beige interior, needs some F/G work. \$2000 obo. Garvin, 3446 Roxboro Rd, Atlanta, GA 30326. 404-231-2103 lv msg.

'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.

'68 Sonett V4 parts car. Good eng & trans, fiberglass & windows. \$500. Larry Quatmann, 12664 Villa Hill, St. Louis, MO 63141. 314-878-0416.

93s, 95s & 96s FOR SALE

'73 96, 162k mi, 27k on rbld eng/trans. Bilsteins, MSS exh, Weber, gauges. Runs well, decent body & interior. \$500 obo. Max Lyon, Redwood City, CA. 415-364-2760 msg.

'72 95, '72 96 & '67 96V4, two in daily use. Spare engines & parts. Original '67 owner. Must sell entire stable. \$1500 takes all. Joe Siudzinski, 27150 Moody Ct, Los Altos Hills, CA 94022. 415-941-4114.

'70 96, 65k mi, new interior, good body, runs good. \$600. Larry Quatmann, 12664 Villa Hill, St. Louis, MO 63141. 314-878-0416.

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

'69 95, 61k mi, strong eng, needs some body work & shocks. \$1000 obo. Judy Sheldon, 142 Jacob St, Mont Clare, PA 19453. 215-935-0624.

'68 95, good glass & interior, no engine or trans. \$50 obo. Larry Quatmann, 12664 Villa Hill, St. Louis, MO 63141. 314-878-0416.

'67 96 2-stroker, good body & runs good, many spare eng parts. \$750 obo. Larry Quatmann, 12664 Villa Hill, St. Louis, MO 63141. 314-878-0416.

'64 Monte Carlo GT, exc cond, just like Erik Carlsson's winning red 96. Many extra parts, engine & trans. \$4000. John March, 745 S 43 St, Boulder, CO 80303. 303-499-1638.

2-STROKE & V4 PARTS

WEBER 34-ICH carbs to fit V-4s, includes linkage, \$175 +shpg. Swedish Express, 335 Canal Park Dr, Duluth, MN 55802. 218-722-1530.

From '69 Sonett V4, windshield, doors, rack, seats, wiring, dash, gas tank, trans, engine. One each alloy rim from '71 & '73 S-IIIs. Fred Capeller, Chicago, IL. 312-489-SAAB weekdays 9am-7pm CST.

99s, 900s & 9000s FOR SALE

'86 9000T, 33k mi, platinum blue met, grey interior, 5spd, pwr S/R, gauge pkg, bra, louver, Blaupunkt stereo. Immaculate. Going overseas. \$19,900. Tom Hansinger, 2389 Winding Brook Cir, Bloomington, IN 47401. 812-333-6859.

'86 900T, 79k mi, rose quartz w/velour interior, clean. Clarion sound sys, new tires. Service records avail. All over-the-road miles. \$14,900. Ed Melnarik, Sun Prairie, WI. 608-837-6762 aft 6pm.

Used SAABs:

'86 900T 3dr, AT, blue, 14k mi, dk grey velour, Clarion - \$14,775.

'86 900T, black, AT, 25k mi, tan leather - \$15,250.

'79 900GLE 5dr, AT, brown w/red interior, 98k mi, nice cond - \$2250.

'73 99 2dr, 4spd, carb, solid body, runs good, brown - Best offer.

'75 99 3dr, good body - \$250. Dennis Sweeney, 207 E Church St, Ligonier, PA 15658. 412-238-4556.

'85 900T, rose quartz, loaded! Alarm, VDO gauges, new Bilsteins, Comp T/As & more. Near perfect. \$12,500. Macon W. Gravlee III, 407 Grace St. Apt 334, Tuscaloosa, AL 35401. 205-758-1744.

'79 900T, 3dr, AC, 5spd, new head, suspension, exh, trans, etc. Car stored in London, Ontario. \$4300CDN. Brad Coxon, Chaddis Ford, PA. 215-459-1293. (After 12/25/87 call 519-472-3898 in Ontario.)

'79 99GL, prepared for SCCA ITB, no modifications, only safety eqpt. Roll cage, \$430. 4 Yokohama A008R 195/60x15 on steel rims, \$450. \$3500 obo for complete package. Brad Ross, West Chester, OH. 513-779-4208.

'73 99 4dr, 120k mi, carb, engine runs great, body rough. \$400. Ray Twite, New Richmond, WI 54017. 715-246-6373 eves & wknds.

'78 99 Turbo, silver w/Panasport Shelby wheels. Recent trans, clutch, cyl head. Rust free Colorado body. 82k mi. \$3800. Gary Stottler, Lansing, MI. 517-337-4963.

'78 99 Turbo, 3dr, 52k mi, burgundy, many new parts incl valve job & trans overhaul. \$1950. Dennis DeLeonard. 2812 Ole Pike Dr, Germantown, TN 38138. 901-756-0377.

'77 99GL, 5dr, brown, A/T, EMS wheels, exc interior. '76 99GL, red, 4dr, A/T, noisy engine. \$900 for both. Let's talk. M. Hicks, #2 Eighth St, Uniontown, PA 15401. 412-439-4204.

'72 99 4dr, 117k mi, 1.85-ltr eng rblt 11/85. Body 9/85, steering rack 9/86. Interior gd to exc, EMS alloys, gd tires. Best offer. George Meyn, PO Box 206, Cardiff, MD 21024. 301-452-8375 after 6pm.

99, 900 & 9000 PARTS & ACCESSORIES

99 & 900 Used & Rebuilt mechanical parts. Steering racks, heads, transmissions, turbochargers. Interiors: 84 2dr blue, 82 4dr blue, 79 2dr & 4dr red. Wheels: 900, EMS & steel. Body parts all years. Drive line: 86 8-vlv w/5spd, 9000 mi. Dennis Sweeney, 207 E Church St, Ligonier, PA 15658. 412-238-4556.

Always stripping '75-on 99s & 900s. NO front lenses or grills. Wheels: many GLE, few Incas, TRX, 82-on butter rims. Automatic to manual conversion kits. Clutch pedals & pushrods welded & redrilled. Fred Capeller, Service Above And Beyond, Chicago, IL. 312-489-SAAB wkdys 9am-7pm CST.

Complete interiors from 3dr 900s; Grey velour, 900 mi; Grey leather, 12k miles. SPG suspension, rebuilt & low mileage 5 speed & automatic transmissions, heads, radiators, turbochargers, power steering, dash, carpet sets, complete 16 valve drivetrains, new wheels, relays, rear clips, much more. Michael Caro, 278 Boston Post Rd, Orange, CT 06477. 203-795-0776.

NEW & USED TIRE CLEARANCE!!!

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. '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.

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.

1850cc engine from '72 99. compl w/ both manifolds, bad rod & crank. \$100 obo. Dale Stephens, Box 6, Parksville, NY 12768. 914-292-3827.

4 steel wheels, strght & clean \$75 George Williams, 272 Highland St, Portsmouth, NH 03801. 603-436-4636.

5 EMS alloy wheels (early style), very clean w/nuts & caps. \$225. Jerry Lund, 156 Conway, Greenfield, MA 01301. 413-773-5766 after 9pm.

5 Michelin XAS tires, 165HR15, new, \$165. Rick Branka, 27815 Long, Livonia, MI 48152. 313-474-9648.

Pirelli 160 snow tires on steel rims, 185/70x15, less than 200 mi, \$150. Used 900 bra, \$50. Brad Coxon, Chadds Ford, PA. 215-459-1293.

European headlights for 900, \$195. Eric Faulk, PO Box 8188, Cranston, RI 02920. 401-943-8749 wkdys.

Headlight assy for 900, incl lamps, frames, buckets w/pkng lites. \$40/pr. 3-spoke steering wheel, \$50. Paul Chesloff, 63 Hill St, Morristown, NJ 07960. 201-285-1751.

Water pump press tool p/n 8392649, complete w/instr & left hand nut. Cost \$95, sell for \$60 frt pd. Dennis DeLeonard, 2812 Ole Pike Dr, Germantown, TN 38138. 901-756-0377.

ACKLEY'S IMPORTS INC.

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2901 W. Thomas ... JERRY ACKLEY
Phoenix, AZ 85017 (602) 278-3812

Parting out 99s, '69 thru '76, complete 1700 & 1850cc engines, 4spd & automatic trannys, 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.

Saab Special Tool to remove 3-sided nuts on shift lever housing. Rent for \$5 +shpg. Gary Thomas, 113 Irving Pl, Ithaca, NY 14850. 607-277-0501.

WANTED, ALL MODELS

"Y" exhaust for V-4. Send card to: Cyril Bogen, 2107 W Okaloosa Av, Tampa, FL 33064.

Rear springs & exhaust manifold for carbureted '73 99. K.J. Strack, 1976 Berkwood Dr, Pittsburgh, PA 15243. 412-221-3252.

Bad transmissions, esp. 5spd (bad cluster gears, shafts & 4th gear), Type 37 automatics. Fred Capeller, Chicago, IL. 312-489-SAAB wkdys.

Used 9000T Automatic wanted. Must be in exc cond. Prefer Black w/tan & in western state. Roland Halper, 33512 Periwinkle Dr, Laguna Niguel, CA 92677. 714-496-0464.

Rear spoiler to fit '84 900 3dr. Butch Schartau, 5361 St Mary Dr, Rochester, MN 55901. 507-288-0044.

Wheels for '72 96, new or gd used. Glen Anderson, 608 Whitehills Dr, E. Lansing, MI 48823. 517-355-4592 (W), 517-332-6362 (H).

MEMBERSHIP/SUBSCRIPTION

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

PHONE _____

SAABS OWNED _____

(Year & Model)

Please check appropriate box(es):

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- SAAB Club Decals, \$1.00 each.

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ANDREWS

INC. OF PRINCETON

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- Radiators 78 on 99/900..... 145.95
- Lambda Sensor 900's thru '84..... 46.95
- Clutch Kits (Pres. plate & clutch disc.) 68.95
- Serv. Manuals (Haynes) 99's or 900's 11.95
- Spark Plug Wires (O.E. Style)
 - 75 - 80 99's 13.00
 - 79 - 80 900's 14.00
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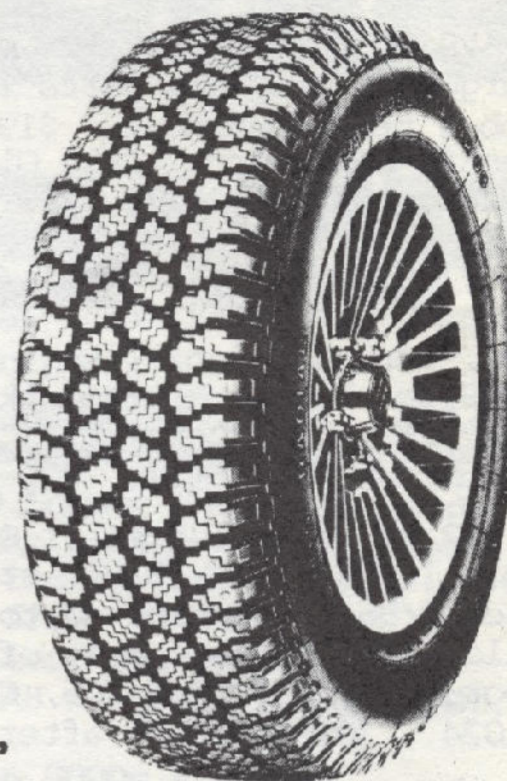
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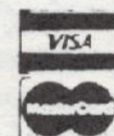
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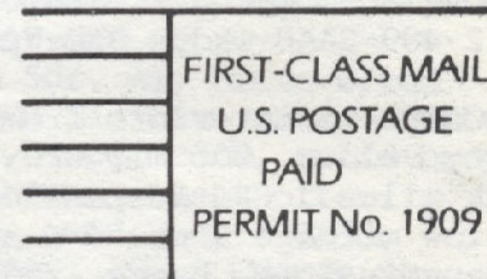
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