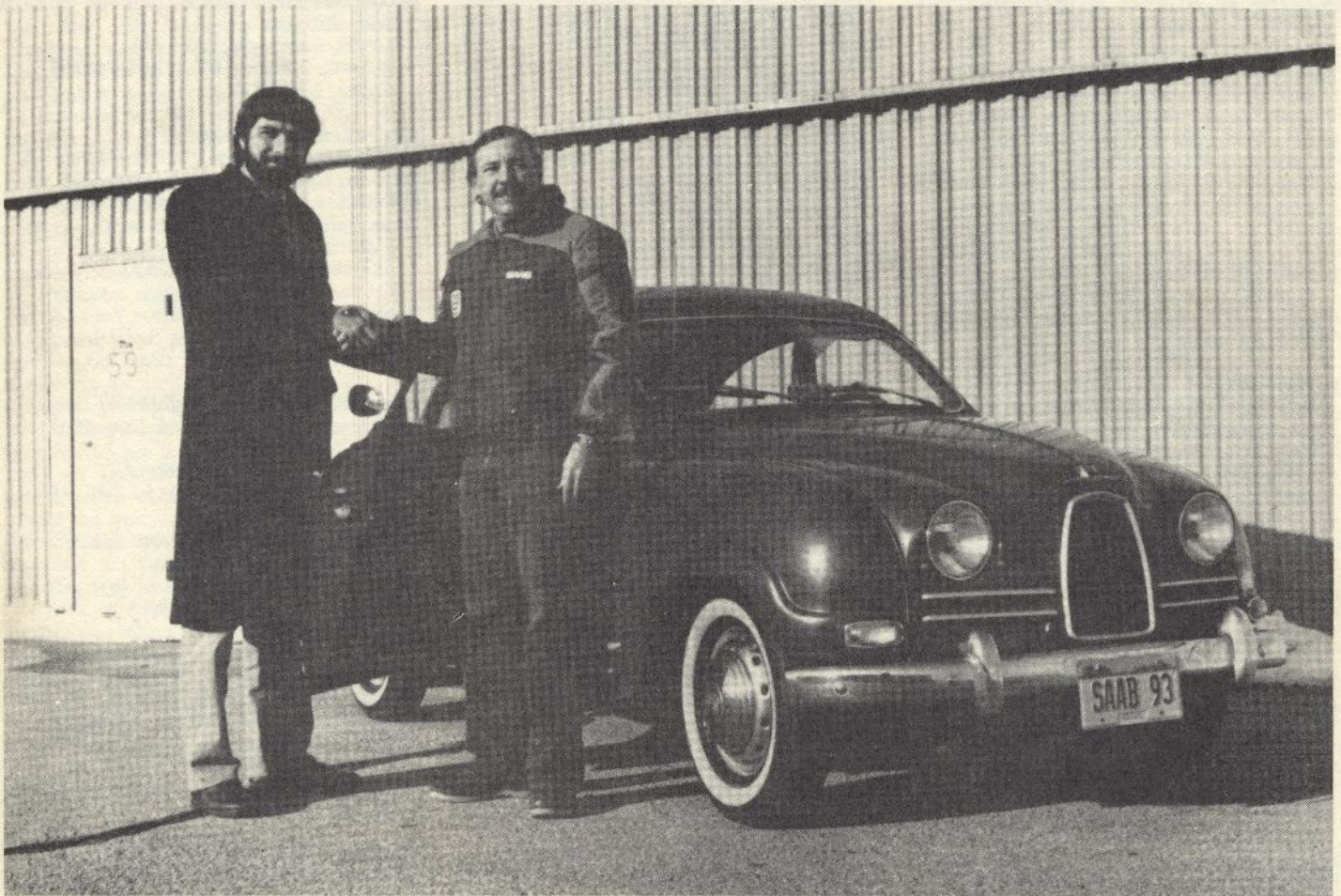




# NINES

THE SAAB CLUB NEWSLETTER

\$1.50  
MARCH  
1988  
NO. 168



Monty Tarr, right, receives thanks from Steve Rossi of Saab-Scania of America for donation of his '59 Saab 93 GT - 750.

## GT-750 DONATED TO MUSEUM

A classic 1959 Saab 93 Granturismo 750 is returning home to take its place among other rare Saabs at the company's car museum in Trollhattan, close to where it first rolled off the assembly line nearly three decades ago.

Saab Club member Monty Tarr, of Catlin, Illinois, offered the red GT-750 to the museum for other Saab fans to enjoy. About 600 examples of the special GT model were built between 1958 and 1960; of that about 500 were exported to the United States. The GT-750 is probably the rarest of production Saabs within the Saab Club, with less than ten known among the membership.

Tarr, who markets fork-lift trucks to Latin America for Hyster Company,

purchased his Granturismo in 1980. He had first seen the car in 1967 and had attempted to buy it many times before it finally became his. It had been stored for over fourteen years with the engine out, and needed some work, particularly to the brakes and fuel system, to make it roadworthy again. It is still a low-mileage beauty, with only 36,000 showing on the odometer. The car will be turned over to Saab following a "Bon Voyage" party, probably in May.

"This is a tremendous find for Saab," said Steven Rossi, Technical Planning Manager for Saab-Scania of America, Inc. "The museum has been looking for a GT-750 for a long time to fill a gap in its collection."

"It's also interesting to note that this superb example has been

donated from America and shows the level of enthusiasm which currently exists for vintage Saabs in this country," he added. If possible, Saab will display the car in Sweden with the Illinois "SAAB 93" license plates it currently carries.

The GT-750 was a special, high performance version of the Saab 93

(Cont. on Page 14)

## PRICE INCREASE MAY 1ST

Membership to the Saab club will increase by \$5.00 on May 1, 1988. Renewals will be \$20.00, New memberships, \$23.00. See page 15 for details.



## REGIONAL CLUB NEWS

### MEETINGS & EVENTS

#### APPALACHIAN S.C.

April 23-24 - Chimney Rock Hill Climb. Meet Sat. at Noon at the middle parking lot. Bring picnic lunch to share.

May 22 - Rally! Starts at Alley's. 100 car limit, pre-registration recommended. Ken Edwards, RM.

#### CENTRAL ILLIANA S.C.

Apr 17 - JMK tire & alignment meeting at Adlers' house, 2pm. No May meeting.

#### DELAWARE VALLEY S.C.

Apr 7 - Meeting at Hennessey's. Preventative maintenance clinic with Steve Boody, service manager at Clews & Strawbridge Saab.

July 22-24 - National Saab Owners Convention at Wilmington Hilton Hotel.

#### GREAT LAKES S.C.

May 14 - Tech Seminar at Keenan Saab. Also national Saab Club "Bylaws Bash II".

#### MILWAUKEE S.C.

Apr 25 - Meeting. Guest speaker from Wisc DMV on emission testing.

May 21 - Tech Clinic/Open House at Gesch Enterprise in Butler.

Oct 21-23 - Regional Saab Owners Convention at Holiday Inn West.

#### SAAB CLUBS OF GEORGIA

Apr 10 - Barber/SAAB Pro Series race at Road Atlanta.

Apr 23 - Concours at Saab Atlanta in Roswell, GA. Display from 1-5pm. Open at 8am for cleaning. Water provided. 404/351-5548 (9am-5pm) 404/469-SAAB (evenings)

#### SAAB OWNERS CLUB OF CANADA

Apr 20 - Brian Salisbury, guest speaker on Radar Detection.

Apr 21 - Driving School at Shannonville. Call John Casey at 800-265-9770 or Derek Hanson at 416-294-4063.

#### SAAB CLUB OF SO. CALIFORNIA

Jun 3-5 - Reunion Las Vegas Rally Navigational & Monte Carlo style. \$40 fee. Register before May 1st! Covina Car Couples c/o Ralph Verdichio 1729 Compromise Rd Glendora, CA 91740

#### WESTERN PENNSYLVANIA S.C.

May 14 - Spring Festival at North Park. New grove location. Door prizes, games, food, live bluegrass music, possible autocross.

### SAAB WEEKEND IN MINNESOTA

A weekend of relaxation at a northern Minnesota resort, and Saabs, what a combination!

Les Lassila, a Saab Club member who runs Papoose Bay Lodge near Park Rapids, has invited Saab fans to a weekend vacation, June 17-19. In addition to tech sessions and a possible TSD rally through the Paul Bunyan State Forest, there is fishing, water skiing, canoeing, swimming, hiking, or just basking in the sun.

To make reservations, call 218/732-3065, or write:

Papoose Bay Lodge  
HC-06 BOX 397A  
Park Rapids, MN 56470.

### CLUBS & CONTACTS

#### APPALACHIAN SAAB CLUB

Wendell Francis  
Rt. 5, Box 334  
Dandridge, TN 37725.  
(615) 397-2172.

#### CENTRAL ILLIANA SAAB CLUB

Margrit Adler  
1507 W. University Ave.  
Champaign, IL 61821.  
(217) 356-9244.

#### CENTRAL PENNSYLVANIA SAAB CLUB

Meets: 1st Tuesday  
Bube's Brewery, Mt. Joy, PA.  
Paul Bolesta  
67 E Canal St.  
Dover, PA 17315  
(717) 292-5496.

#### DELAWARE VALLEY SAAB CLUB

Meets: 2nd Thursday, 7:30pm,  
Hennessey's Tavern & Restaurant  
Chester Pike, Prospect Park, PA  
Doug Signorovitch  
(215) 622-7047

#### GREAT LAKES SAAB CLUB (W. Michigan)

Jim Laman  
763 Larkwood Drive  
Holland, MI 49423  
(616) 335-5215.

#### MILWAUKEE SAAB CLUB

Meets: 4th Monday, 7:30pm  
Shakey's Pizza  
Hwy 100 & Silver Spring  
Ian Simpson  
3046 N. 46th St.  
Milwaukee, WI 53210  
(414) 873-0816 after 7pm.

#### MONTREAL SAAB CLUB

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

#### NEW ENGLAND SONETT CLUB

Meets: 1st weekend in March, June, Sept., & Dec.

P.O. Box 4362  
Manchester, NH 03108.

#### NORTHERN ILLINOIS SAAB CLUB

24 hour Events Hotline  
(312) 763-4752.

#### SAAB CLUB NATIONAL CAPITAL AREA

Meets: 2nd Thursday, 8:00pm,  
Bethesda Regional Library,  
Bethesda, MD.

Toby Turpin  
14901 Peach Orchard Rd.  
Silver Spring, MD 20904-4335  
(301) 384-6732.

#### SAAB CLUBS OF GEORGIA

Meets: 1st Monday at The Olive Garden, 2 miles north of I-285 on Roswell Rd, Sandy Springs. Dinner from 7-8pm, meeting at 8:00.

P.O. Box 52122  
Atlanta, GA 30355-2122

#### SAAB CLUB OF S.W. OHIO

Jim Schlueter  
(513) 681-2800

#### SAAB OWNERS CLUB OF CANADA, INC.

(formerly Saab Club of Toronto)  
Gae Teixeira  
#8 White Lodge Crescent  
Richmond Hill, Ontario L4C 4X8

#### SOUTHERN CALIFORNIA SAAB CLUB

Paul Florance  
126-1/2 Main St  
Seal Beach, CA 90740  
(213) 493-6707

#### TULSA SAAB CLUB

Meets: 4th Tuesday, 7:30pm,  
Mazzio's Pizza, 5119 S. Sheridan.  
Keith Johansson  
1543 S. Columbia Av.  
Tulsa, OK 74104  
(918) 743-5742.

#### VINTAGE SAAB CLUB

OF WASHINGTON STATE  
Rich Roberts, (206) 771-7100 (days)  
Skip Schott, (206) 486-1351.

#### WEST MOUNTAIN SAAB CLUB

(New York/ New England)  
David Sullivan  
314 Union Av.  
Framingham, MA 01701-6319  
(617) 879-8288 after 6pm

#### WESTERN PENNSYLVANIA SAAB CLUB

Andy Bittenbinder  
9433 Katherine Dr  
Allison Park, PA 15101  
(412) 364-4780.

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



# Letters to NINES

## Defender of the Marquee

Several contributors have recently accused Saab of abandoning the inexpensive car market and going "upmarket", supposedly in search of astronomical profits. I would like to defend Saab's marketing strategy on a technical and economic basis by making several observations:

A) Any auto company must develop a strategy which balances its capacity against its available resources to provide a reasonable profit. No one is interested in investing in, working for, or buying from a company that's losing money as it doesn't tend to remain in business for long.

B) The fixed costs of engineering, testing, meeting government regulations, marketing, and servicing a mass-produced automobile are relatively constant regardless of the volume manufactured. Thus the overhead cost associated with 60-70,000 Saab 900s is on the same order as associated with, say, 400,000 Ford Escorts. Hence in many areas the cost PER CAR of selling a 900 could be 5 or 6 times as much as that of selling an Escort; in other words Saab would have to sell 5 or 6 times as many cars (far beyond their manufacturing capacity) in order to compete in terms of the cost of developing and selling a car.

C) In a similar way, many of the resources used to develop cars are "shared" among a company's model lines. Saab's wind tunnel, for instance, must perform the same functions as GM's and is likely to cost just as much, yet those costs must be borne by two or three model lines as opposed to dozens of model lines at GM. For a company of Saab's size to remain competitive technologically means a higher price per unit sold.

D) Economy-of-scale is critical in auto manufacturing; higher volume means lower cost. If you can afford to build more factories, price per unit comes down as volume goes up. A given car might cost \$10,000 to manufacture at a rate of 50,000 per year, but only \$7500 to manufacture at a rate of 150,000 per year. At the same time, the up-front fixed costs (section B above) remain roughly the same, meaning a reduction of 66% per car in those costs if volume is tripled.

At the risk of evoking the wrath of the membership, I'll suggest that Jack Ashcraft may be vindicated by the argument I've made; if a company the size of Ford built the Saab 900 at a rate of 250,000 per year it might sell for the same price as a Ford Tempo. Fortunately, a small-sized company (such as Saab)

is likely to build products which allow more of the character of the creators to shine through. (Has Saab ever let us down when it came to building cars of character?) Saab's size (resources and capacity) dictate to a large extent the price of their cars; I believe that the product justifies the price in this case.

Gary Stottler  
Princeton, NJ

[A couple of things Gary failed to mention that contribute to the higher price of a Saab: Better quality materials, such as heavier gauge steel in the body panels in the interest of safety. (Ever notice you can't make a Saab panel pop in and out the way you can on most Japanese cars? Which one would you rather be riding in an accident?) Sweden also has a higher standard of living than most other countries, and the taxes are much higher. That translates into higher labor and materials costs. Even if Saab could build on the volume of other auto manufacturers, their cost per unit would still be higher. - TW]

## Fire Investigation Closed & Saving from a Skid

Though you might be interested in this item. The Office of Defects Investigation (O.D.I.), the investigatory arm of NHTSA, closed its engineering analysis of fires in 1984 Saab 900s because there was no unreasonable risk. I wonder if any of this is related anything that has been written to NINES on 900 fires?

I also have a comment about driving technique for rear wheel skids with front wheel drive cars. I understood what you were getting at with the speed-up technique you mentioned in answering a reader's letter. I have used that technique in appropriate situations. Note however, that the standard recommendation for this type of skid is to put the car into neutral.

Both the AAA and Saab winter motoring guides recommend neutral because it is the conservative approach and not generally dependent on the skid situation. Of course, the logic is that all the wheels are free-wheeling and are not subject to engine braking, etc., only the traction with the ground. I have had experiences where continuing along at constant or slightly increased speed only caused the rear to oscillate. I have found that the speed-up/maintain speed technique has worked on curves or slow-speed 90° turns where the rear end swings loose in the expected direction.

Stephen G. Carrellas  
Berkeley Heights, NJ

## Renewing for Enjoyment

I had intended to let my subscription lapse this year. I received the March newsletter 3-5-88 and was going to take a last superficial

look, but found myself reading the 20 page newsletter completely.

On September 1, 1987, I donated my much liked (loved?) '69 96 to the Newgate Automotive Center (a non-profit school for troubled youth). Very difficult for me as I had cared for the car carefully since 1969. I returned to the dealer twice: first, carb problem; second, routine service/inspection. Never returned and have maintained and repaired completely for 17 years myself using a Saab Service Manual and the Club Newsletter as primary sources of information.

As you may have guessed, I am one of the old timers (age 60). I joined in March of 1975 in response to an ad in *Road & Track*. Dick Grossman's info sheet stated a membership of 274, up from 162 in Nov. 1974. Dues were \$5.00. The newsletter using the Chicago Saab Club logo had expanded from four to eight pages. In going through the original info, old newsletters and correspondence I had with Grossman concerning my limited contributions to the newsletter (mostly concerning oil filters) I felt reluctant to give up my subscription.

The old newsletters and Grossman's editorial style had a charm about them; they may not have been literary gems, but they were jewels of information for those of us learning our vehicles. Thus I would suggest the format remain simple, straightforward sharing of problems and solutions.

Having been a member of T40G (Trans Four Owners Group), a club for Mopar 2.2 aficionados published out of Raleigh, N.C.; a black and white quarterly newsletter of 20 plus pages for \$18 a year that ceased publication after five years. I feel that their format, though very similar to NINES, lacked a critical element. The information was essentially derived from Chrysler Corp. published sources. Input was encouraged from the almost 700 members, but rarely published. The result was a publication that was dull reading and not very helpful, the standard line being: "Take problems to a dealer". Consequently, the small membership made continued publication impractical.

I do not know how much Club history members who have subscribed in recent years are given. I feel we owe Dick Grossman a debt of gratitude for the work and sacrifice he and others made to establish the Saab Club, only to have to hand it to another just when it was becoming apparent that it would no longer have to be a non-profit endeavor.

The current editor/publisher does seem to have the interests of the members foremost; the emphasis on sharing is appreciated.

Warren Pabst  
Roseville, MN



## MORE LETTERS...

### Price Clarification

I was surprised to read Tad Gilliam's letter in the March NINES and would like to offer a few comments in response.

First, Mr. Gilliam quoted *Business Week* as saying the price of the Saab 9000 Turbo has increased 30% since 1985 because of the decline in value of the U.S. dollar. That seriously distorts the true picture. I was irritated when I read it in *Business Week* (since they should know better), but seeing this in NINES demands some clarification.

The 9000 Turbo was introduced in the fall of 1985 as a 1986 model. The price was \$21,945, with solid steel roof and velour upholstery. With the optional \$1800 "package" of electric tilt/slide sunroof and leather upholstery, both now standard equipment, the price was \$23,745.

Since then there has been considerable technical development and equipment upgrading. While it's hard to put a retail value on things like watercooled turbochargers, upgraded brake systems, and the new sound system (now standard), we can calculate around \$1000 for the ABS brakes and upgrading to Pirelli P600 high performance tires.

The current Suggested List Price is \$28,141, and increase of 18.5% as compared to a comparably equipped 1986 model. Knock off \$1000 for ABS brakes and P600s, and you're looking at \$27,141 versus \$23,745... +14.3%.

From its high in 1985 to today, the dollar has dropped in value against the Swedish Krona by approximately 35% (from around 9.1:1 to around 5.95:1)

This letter is being signed on March 18. On this very day we reluctantly put things in motion to increase prices effective April 1. I have chosen to respond to Mr. Gilliam's comments based on the pricing he referred to at the time he, and *Business Week* offered their observations.

We continue to work hard to hold price increases to a minimum, but it's impossible to ignore the combined effect of normal inflationary pressures here in the United States and the erosion of the value of the dollar.

While it's quite true that the price of the 9000 Turbo with leather upholstery, electric sunroof, ABS brakes, and a host of other improvements has increased quite a bit over 3 model years, we believe that today's 9000 Turbo is a marvelous automobile for the money.

The other part of Mr. Gilliam's letter that bothers me is my failure to personally reply to letters he wrote me.

It troubles me that our business has grown to the point where I no longer can personally deal with every letter and phone call to my office. I dearly wish I could, frankly. But if I were to try, quite obviously some people would have to wait a very long time for action, and it's equally obvious I would have precious little time available for anything else!

When a Saab owner contacts me seeking help, the message is immediately referred to our Consumer Relations Department for action. Copies of all letters are retained in my office for review when time permits. Members of our Saab owner family can rest assured that every letter written to me is read by me, even though the response might not come from me personally. I suppose one solution would be to have someone else compose replies for my signature. I would rather not.

Since Mr. Gilliam writes that he got no response at all to several letters, I've called for an investigation into how that could happen. It's not supposed to.

Bob Sinclair, President  
Saab-Scania of America, Inc.

### 9000 Lemon?

I have read letter in NINES for over a year. I would like to share my unpleasant experience with a Saab product. I am the original and only owner of a 1986 Saab 9000 Turbo. It has been my first Saab. Initially, I was quite excited with its wonderful handling and road comfort.

However, the dealer prep was poor and delivery included an ashtray full of ashes, missed electronic defects, and leather which was cracked badly at 300 miles. In addition, there was a razor blade gash in the leather from seat covering removal.

The MAJOR problem at four months ownership began with the rubber moulding detaching and soon thereafter began a water leak. Agony escalated in the subsequent 18 months. During one rain storm, I had water literally pouring into my face from the headliner while driving. At this point the car has now been repaired ELEVEN TIMES for water leaks. FIVE sources have now been located and the windshield has been replaced twice. And now the car has leaked further in three NEW places. I have been to arbitration once and a second hearing is pending.

The result of all of this for me is that I feel greatly alienated by Saab-Scania. A field representative initially questioned me as to why I bought the car where I did and what I paid rather than addressing the

problem. (Does the selling price represent quality of dealer prep and expected defects?) A regional director answers my letters with nebulous, inconclusive statements. Letters sent to the national service rep. are not answered, but returned to the regional director for yet another unsatisfying response.

On various servicing, the car has been returned with new scratches on the paint and the interior littered with foam pieces from windshield replacement. On the most recent service, at pick up, the interior floor was still soaking wet from where they had "fixed" the newest leak. Moreover, it has leaked three more times since the last repair attempt.

In NINES letters, Dr. G.M. Metzger and others have commented about "Mr. Sinclair listening", and we would hope others in the Saab organization would want a customer pleased with the product and its service. I feel unheard and greatly dissatisfied.

I have asked for a buy-back and thereby release from ownership of the car. It's less than two years old and I feel Saab should back up their product. I feel that eleven unsuccessful attempts to repair this vehicle constitutes a reasonable effort on the part of the consumer. Saab continues to insist they can repair this car and refuse a buy-back. Once they sent me to grovel before a dealer for a trade-in deal. (I don't feel the dealer is responsible for the quality of the manufactured product.) I've also replaced a fuel injector and alternator and also minor electronics are still defective after three repair attempts. (The field representative says he knows of no car in his region or any other with this degree of trouble.)

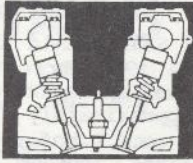
I want out of this car and feel that is reasonable. The anguish, repairs, and time without the car have far exceeded its pleasure. Saab-Scania's stance would force me to be stuck with this lemon or to buy another Saab.

My wife and I were aiming towards owning two higher end Saabs. We now adamantly want out of Saabs altogether for all of the above and other reasons. Four close friends have opted not to purchase Saabs because of our experience. In spite of Saab's professed policy of customer satisfaction, it seems the lesson is still "let the buyer beware". It is a negative end to my original excitement.

Neil S. Dubin  
Cincinnati, OH



# 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.

Does my '84 900 Turbo have the updated rustproofing? Our local dealer says the '86s and '87s have it, but isn't sure about the '84s.

M.W., WI

Saab has done a good rustproofing job for many years now, but of course, they improve the cars each year. Please notice that your owners manual tells you about getting your rustproofing checked, I believe, YEARLY. Some people assume that once rustproofed is forever, but again, read your manual. If you're worried about rustproofing and feel you want to have it done aftermarket, I recommend Ziebart. Like anything else, it is up to the guy who does the job. I've seen Ziebart do a great job every time I've had it done. On the other hand, I bought a used pickup and part of the deal was that the dealer would rustproof it. His rustproofing consisted of putting a sticker on the window. When I caught him, he was embarrassed and paid for Ziebart.

My '85 16V Turbo has 41k miles on it. For the past 10k it has a squeak in the area of the engine belts. Removal of the AC belt helped some, but it has a chirp that only seems to appear in damp weather. Should I worry about alternator bearings, etc?

J.L., MI

I think you've diagnosed your own problem. Try squirting some water on the belts and if they squeak, change them. I have tried some spray belt dressing and increased the noise so much I had to change the belts. If you go to new belts, make sure they are properly tensioned after running them for 20-30 minutes. If you use dual belts, make sure to buy MATCHED belts. I use a belt tension gauge; gets 'em right every time.

Our '85 900S seems to idle about 600 rpm and is therefore hard to restart when warm. The idle speed was increased and the problem disappeared. At the 30,000 mile routine service the dealer reset the idle to 600 and installed the warm-start kit. Short of raising the idle speed again, evidently something Saab doesn't recommend, what can I do to improve warm starts?

G.P., IL

The idle spec for your car is 875 rpm +50 rpm. However, there is a possibility that the tach in your car is not reading properly, as I find it hard to believe a dealer

would set the idle at 600. All of the tachs that I've seen have been very accurate. I would suggest trying another dealer, or have the rpm checked by another source. Your service manual will tell you where the tach pickup point is in the service socket on the fuse block.

You advised disabling the ignition system and cranking the engine of a turbo equipped car to get oil up to the turbo after an oil and filter change. What is the best way to do this?

J.S., VA

I like to pull the high voltage wire out of the distributor cap and ground it with a clip lead. This is a short piece of wire with a clip on both ends. A second method is to disconnect one of the coil wires. There are some who suggest pulling the fuel pump relay, but I don't like that as the car may fire a few times from residual gas.

When my '83 900 was new, the voltage regulator failed and was replaced under warranty. Since that time, I always have to rev the engine to about 2500 rpm to get the battery light to go out. A few weeks ago, the battery light stopped

working, which coincided with my removal of the instrument cluster for an unrelated repair. Now I have to rev the engine to about 3500 rpm to get the alternator to "kick in". What do I do?

T.C., NJ

The field of an alternator is excited through the battery light. That bulb is a different size than the others, so don't mix 'em up. Right now, it's only residual magnetism in the alternator that's starting it to put out voltage at 3500 rpm. I'd suggest you get the right bulb in there, and if it still takes 2500 rpm to get the alternator to kick in, replace the regulator, a very simple screw in replacement.

Incidentally, T.C.'s letter was the most complete I have yet received. It told me the year, model, transmission, turbo or non-turbo, mileage, what the initial problem was, what the dealer did, what has happened since, etc. Congratulations, I only wish they were all as complete as yours.

Send your questions to:

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



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# SERVICE SUBJECTS



## FROM SAAB

### CORRECTING SLOW MOVING OR BINDING SUNROOFS

Application: 9000 with Saab Sunroof S.I. 02/88-1030, B-8/P.24

A service repair has been developed to assist with correcting slow moving or stiff sunroofs. Both steel and glass sunroofs are addressed. Slow operation may be due to slipping of the electric motor clutch or misadjustment of the roof. The engine should be running when checking roof operation to ensure there is sufficient voltage.

#### Repair Details:

1. Remove the cover in the overhead switch panel.
2. Close the sunroof. Loosen the clutch nut (Figure 1) and retighten to 62-67 in lb (7-7.7 Nm). Use a torque wrench. Do not guess at the torque.

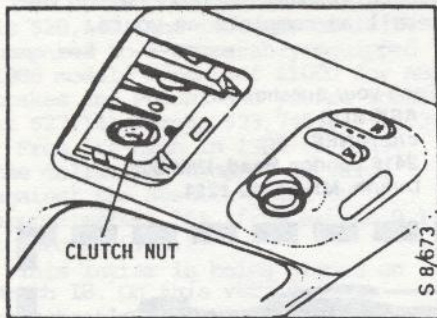


Figure 1. Overhead panel. Tighten clutch nut to proper torque.

3. Refit the cover in the panel and operate the roof. If it still operates slowly or stiffly, proceed to step 4 and 5.
4. Adjust the sunroof as outlined in Section 8:1 of the Saab 9000 Service Manual. See p. 830-46 for glass roofs and p. 830-49 for steel roofs.

**NOTE** - Sunroof adjustment is more accurate when a 1mm thick sheet of cardboard is slipped between

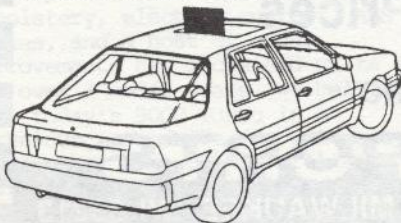


Figure 2. Cardboard sheet inserted at trailing edge to assist with sunroof adjustment.

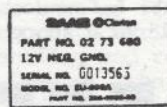
5. After adjustment, lubricate the outer seal with petroleum jelly. If a steel sunroof still binds after step 4 and 5, continue with the remaining repair details.
6. Remove the sunroof as outlined beginning with p. 830-40 of Sec. 8:1 of the Service Manual.
7. Remove the front seal from the sunroof lid. Clean off the adhesive that may be left behind.
8. Obtain a new rear seal (P/N 69-59-647) and cut it to a length so that it will fit at the front edge of the sunroof lid. Do not cut the seal too short.
9. Reinstall the roof. Use the 1mm piece of cardboard to assist with adjustment (Figure 2).
10. Lubricate the seal with petroleum jelly.

### NOISE DISTORTION AT HIGH EQUALIZER SETTINGS

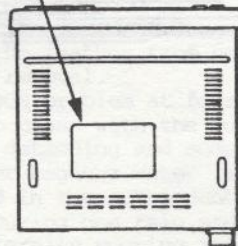
Application: Some 1988 Turbo models. S.I. 02/88-1033, A-9/P.73 (900-Ts) S.I. 02/88-1034, B-9/P.10 (9000-Ts)

A very limited number of 1988 900 and 9000 Turbos may experience some high level noise distortion through all four speakers when the equalizer is adjusted to settings of +2 db or more. The distortion will be eliminated when the DEFEAT switch is activated.

Defective equalizers have been determined to be found within the following equalizer serial numbers: 11,001-17,900. See diagram for serial number location.



SAMPLE SERIAL NUMBER LABEL



Serial number is located on the upper side of the equalizer casing.

The problem is caused by a build fault and may only be corrected by replacing the equalizer. Defective equalizers should be replaced by a Saab dealer using the CLARION WARRANTY EXCHANGE PROGRAM.

Clarion is correcting the equalizers and will be sending them back as replacement stock. Corrected equalizers that have been fixed by Clarion Corporation of America can be identified by a black dot after the unit's serial number.

### SALES UP 18% IN '87

Saab-Scania AB reports that sales in 1987 increased by 18 percent to Swedish Kroner (SEK) 41.0 billion, approximately U.S. \$6.5 billion. Income, before appropriations and taxes, was up eight percent to SEK 3.6 billion ((U.S. \$569 million).

In its preliminary financial report for 1987, the Board of Saab-Scania reported that 1987 marked the 11th consecutive year of increased sales and earnings.

Saab-Scania sales outside of the Swedish home market increased by 19 percent, to account for 67 percent of total group sales.

The board reported that the Group's Scania heavy vehicle division reached record sales and earnings. Scania consolidated its position as the world's fourth largest manufacturer of trucks in excess of 16 tons. Demand for Saab cars remained high, with increasing sales of the Saab 9000 capturing a growing share of the Car Division's total output.

Sales of the Saab Car Division rose by 13 percent to a total of SEK 15.9 billion (U.S. \$2.5 billion). The number of Saab cars sold increased by three percent to 131,275, of which 78 percent were delivered outside of Sweden. The United States remained the single largest market for Saab cars in '87.

The trend towards "upmarket" cars continued with the Saab 9000 and Saab 900 Turbo representing 47 percent of cars sold.

Saab-Scania's expenditures for property, plant and equipment amounted to SEK 3.09 billion, 91% of which were invested in Sweden. Research and development costs reached SEK 3.03 billion, corresponding to seven percent of sales.

At year's end, Saab-Scania AB had 50,373 employees. Other Saab-Scania divisions include the Aircraft Division, which manufactures the Saab 340 commuter airliner, and the Saab 35 Draken and Saab 37 Viggen fighter aircraft, and the Combitech and Eneritech groups.

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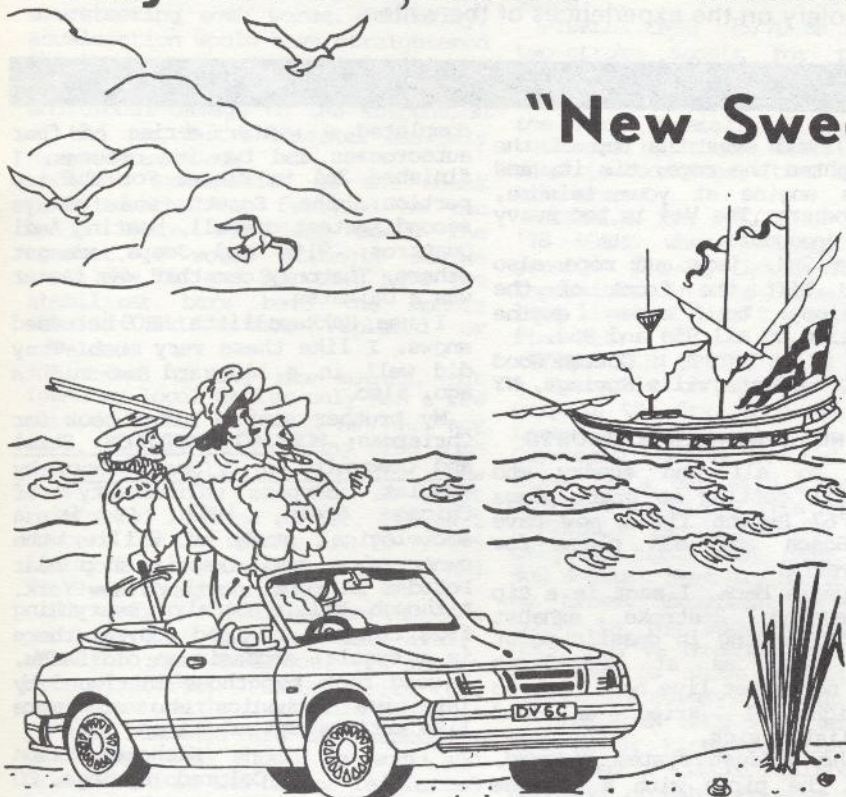
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1988 National Convention  
36 South Cliffe Drive  
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# TECHNICAL TALK



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.

## 95/96 SUGGESTIONS

The note on removing the starter reprinted in the Jan 88 issue will cause unnecessary work. A better procedure follows:

1. Disconnect battery.
2. Remove top nut from left motor mount.
3. Use a 2x4 between jack and pan and lift weight of engine off mount.
4. Remove mount bracket from engine.
5. Disconnect wires from starter.
6. Remove bottom starter nut (or bolt).
7. Remove top starter nut.
8. Remove starter from car.
9. Remember when lubricating that it has to work at 30 degrees below zero.
10. Reverse for installation. Nuts should run on easily with fingers and need only final tightening.

All fuse blocks are not created equal. There are at least three different ones. If you switch covers to get a more readable legend, make sure they are alike. In case of doubt, look underneath. Unscrew a dental mirror to see what is hooked to what. Look for corrosion, too. The turn signals on my '66 95 didn't work for that reason.

If you cannot shut off the heat from your heater, or it is hard to shut off - don't panic and substitute. Cut a 3/4" to 1" hole in the driver's side (left) of the plastic cover which holds the heater valve on the front of the heater (easier said than done). Inside find a Phillips screw (yes, Phillips). turn 1/2 turn to the right as you face it, then give it a driving test. After the hole is cut, it is easy to adjust in 1/2 turn increments until the valve action suits you.

When pulling a V-4 engine, the weird coolant pipe coming from the rear of the two cylinder banks has to be disconnected - an onerous task. Instead, cut the branch leading to the left bank, loosen the clamp and swing it out of the way. The engine will now come out and the miserable hoses down by the water pump can be changed while the engine is out and it is somewhat easy to get to them. Cut 1/4" to 1/2" from the left bank pipe and use a piece of heater hose to connect on assembly.

3-banger engines can be removed using a 2x6 across the fenders. Put a scissors jack on top of the 2x6, wrap a rope around the engine (front

and back) and over the top of the jack. Tighten the rope, tie it, and lift the engine at your leisure. Works anywhere. The V-4 is too heavy for this procedure.

Using a 2x4, jack and rope also works to lift the front of the transmission to ease engine installation on all 95s and 96s.

Gorton Wood  
Slaterville Springs, NY

## CLEANING 2-STROKE EXHAUSTS

Thanks to all and sundry who helped with getting me spark plugs for my '67 Sonett II. I now have enough Bosch and NGK plugs for several years!

A few years back, I sent in a tip for cleaning 2-stroke exhaust systems by dipping in caustic paint remover, such as at Redi-Strip shops. I no longer live near one, so last night I tried an old motorcyclists trick.

With the exhaust system removed, you heat the pipes with a propane torch, being careful not to burn a hole through the metal. Acric brown smoke will soon pour out the ends as the oil deposits burn up. Eventually you can knock the residue and charred lumps out with sticks, tapping, shaking and banging. I've also read that filling the muffler with gravel and shaking also helps.

This torch method works better if you force air through the pipes with a small fan at the same time. With luck, you may ignite the insides, like a chimney fire in an uncleaned wood stove!

With this in mind, I went one step more pyromaniacal and directed the flame of my welding torch up the tailpipe of my badly clogged muffler. The oil residue began to burn, so soon I cut off the acetelyne and just sent in pure oxygen, with spectacular results. Flames 18 inches long shot out the other end and much of the muffler began to glow dull red. There was muchless smoke, presumably due to cleaner combustion, although many glowing embers shot out.

After frightening myself for five minutes, I quit. When the red glow died away, I cooled everything with water, flushing out the inside too, washing out lots of ash and carbon chunks. Needless to say, I wore my complete welders outfit for protection.

The car ran much better at today's autocross.

Our local sports car club has just

completed a winter series of four autocrosses and two ice crosses. I finished 2nd in class. For the ice portion, the Sonett was always second fastest overall, beating Audi Quattros, 914s and Jeeps amongst others. The only car that was faster was a Daihatsu.

I use Hakkapallitta NR09 studded snows. I like these very much. They did well in a blizzard two nights ago, also.

My brother sent a great book for Christmas; WORKING KNOWLEDGE: Skill and Community in a Small Shop, by Douglas Harper, University of Chicago Press, 1987. It is a sociological study of Willie, the owner of a small repair shop near Potsdam in rural northern New York. Although Willie repairs everything from tractors to wood stoves, there is a special emphasis on old SAABs. A good book for those intrigued by intuitive mechanics who are more like artists and craftsmen.

Nicholas Wilson  
Colorado Springs, CO

## TRANS LUBE FOR V4 & 2S

It's hard to find the correct weight trans oil for V-4s and two-strokers. Try Bel-Ray. They make 80wt, 85 wt, 90wt Hypoid, and 80-90 wt Hypoid. Great for transmissions. My car had an occasional free-wheel spin, and this oil stopped it. You should be able to find it in your local motorcycle shop.

If not, write:

Bel-Ray  
Motorcycle & Auto Lubricants  
Farmington, NJ 07727

They also make injector oil (Si-7) for strokers.

Paul Florance  
Seal Beach, CA

## 95/96 STABILIZER BAR MOUNTS

Recently my niece was driving her '71 95 on a Los Angeles freeway. After coming out of a turn, her car dramatically oversteered as if it had a flat tire and wanted to go in one direction. It also felt like the car was skidding. She accelerated slightly to straighten out, but the car veered dramatically in the other direction, hitting a side road bumper and coming to a stop.

The car was towed to a local repair shop, where I was able to examine it. The tire and rim were destroyed by hitting the bumper. The right end of the sway bar was jammed into the constant velocity joint. What apparently happened was the end



mount had fatigued and allowed the end of the sway bar to break loose on the turn, jamming it against the CV joint which caused the right wheel to lock. Acceleration made the oversteering even worse. (Normally, acceleration would have straightened the travel out.) Fortunately she was not injured and there was no additional damage to the suspension of the car, but a disaster was only narrowly avoided.

Closer examination of the mount revealed that it fatigued at the weld, where the loop meets the bracket. I would strongly advise that all 95s and 96s that have the stabilizer bars have the mounts removed and either replaced or rewelded.

I tried to buy new mounts, but found my local dealer only had a few sets and said he could not get any more. Readers of this may find some new ones locally, but if not, new ones should be made or at least reinforced in some manner. The part numbers for the mounts are 70-79-395 (left, or driver's side) and 70-79-403 (right side).

The rubber bushings are also a problem. They have not been available for some time now. (If anyone has a source, PLEASE write the newsletter with this information.) If the bushings are in reasonably good shape they should be saved and reinstalled in the new or reinforced mounts backwards, as one end becomes elongated due to the bar pressure, and the other end does not, or only slightly. These can be pressed out of the mount without damage to the rubber, by first soaking the bushing and mount in warm soapy water. When pressing back in, coat the bushing and the mount with some dishwashing liquid. This will allow it to slide in without damaging the rubber. I am told the liquid detergent will do no harm, unlike other lubricants which can get trapped in the mount and cause deterioration.

David Kronen  
Woodland Hills, CA

#### MISFIRING V-4

Under acceleration, my '69 Sonett V4 would not miss a beat, but at idle the revs would occasionally fall off and the engine stall out, on level throttle it would misfire. The timing mark would dance erratically under strobe light, and the gap would vary from nil to .019". I thought it was worn distributor bushings. Not the case.

It was a loose base plate in the distributor! I could move it with a screwdriver 1/16". A set screw drilled through the outside of the casing into the base plate will eliminate the problem if done correctly. Or get a different distributor.

Bert McNamee  
Wyckoff, NJ

#### SOME TIRE EVALUATIONS

In response to Jim Canaan's letter in the March newsletter requesting tire recommendations, here are my experiences with tires on my current Saabs:

PIRELLI CN36 175/70 HR 15 - On my two-stroke Sonett for ten years. Fine in snow and rain. The Sonett has great dry handling regardless of the tire. Overall mileage is low, but some of those miles were hard ones (autocrosses, time trials). I like them.

MICHELIN XVS 175/70 HR 15 - On my '78 99EMS when I bought it. Not great in the dry. Lousy in the rain. Impossible in the snow. Probably long lived. I didn't want to wait to find out.

VREDESTEIN SPRINT ST-70 185/70SR15 - Currently on my '78 99EMS. Good grip in the dry. Good wet handling. Lousy to impossible in the snow. Currently they've covered about 42k miles on a car with 139k miles on it, so I'd say the life was good.

PIRELLI P8 185/65 SR 15 - The original tires that came on my '83 900 4-door. Best dry handling of all my tires. Excellent in the rain. Lousy in the snow. Believe it or not, they've covered over 67k miles and they're about two-thirds worn (perfectly evenly, I might add).

VREDESTEIN SNOW PLUS 165 SR 15 - The winter tires for the '83 900. They feel a little squirrely on the highway, probably because they're so skinny. Dry handling is fine. Snow handling is great. The car pulls like a tractor (tractors are pretty slow, too, aren't they?) up hills and around turns. After more than 10,000 miles, they look like new.

That's it for the tires. The winter tires have their own rims. I believe once a tire is properly mounted and balanced it shouldn't be de-mounted, except for repairs. I run pressures a little on the high side, generally between 32 and 35 psi. I rotate front to rear only, never side to side. I rotate by sight, not by mileage schedule. Did I day that I like the P8's the best?

Thor Carlson  
26 Wilson Place  
Newton, NJ 07860

[It's time for another NINES survey... this time on TIRES! Thor (who did such a good job on compiling the data for the transmission survey last year), has offered to do the same on tires. Let us know the brand name and model, size, speed rating, car they are on, and number of miles on the tires. Then rate the tires on a 1-to-5 scale (1 the lowest, 5 the highest) in the following categories: Dry handling, Wet handling, Snow handling, Tread wear (expected mileage), and Noise. Send your survey response to Thor Carlson at the address above by May 31st. We will publish the results in the July issue of NINES. - TW]

## BOSCH

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82-86 900, Turbo to 84	Fuel Pump GFP202	\$190.52ea
78-81 99, 900 Turbo	Fuel Dist FD23X	\$205.80ea
78-81 99, 900 Non Turbo	Fuel Dist FD18X	\$185.81ea
78-80 All Turbos	Warmup Reg 0438140051	\$89.92ea
78-80 All NonTurbo	Warmup Reg 0438140020	\$68.62ea
81-83 All	Warmup Reg 0438140084	\$130.12ea
75-80 All	Injectors 0437502004	\$18.06ea
81-86 All	Injectors 0437502012	\$18.86ea
77-86 All	Lambda Sensor 0258001026	\$48.50ea
75-80 All	Cold Start Valve 0280170401	\$35.42ea
69-74 All	Trigger Contacts 1230090005	\$35.47ea
74-4/78 NonTurbo	Alternator AL95X	\$59.95ea
5/78-80 99 Turbo	Alternator AL36X	\$127.95ea
79-80 900 NonTurbo	Alternator AL112X	\$89.95ea
75-84 99, 900 All	Starter SR78X	\$84.95ea

## SACHS

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77- 99&900 Turbo	Plate 1850 480 043S	\$36.89ea
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68-7/78 99 All	Rear Shock	\$66.03ea
8/78-85 99, 900	Rear Shock	\$66.03ea

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77-80 99 & 900 All	Water Pump 28-09105	\$56.54ea
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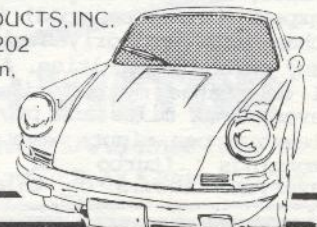
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## 900 HEATER FAN & TURBO CARE

I would like to provide additional information to ASK BOB two questions in the January 1988 issue of NINES.

One concerned the ventilating fan squealing. Three years ago I experienced the same problem on my 1984 900T. I noted that the problem was particularly acute during very cold mornings and would subside once the interior of the car was fully warmed up. During the summer months, the problem disappeared completely only to reappear in the late fall or early winter. My initial remedy was to drive with the stereo turned up to about 85dB until the cabin warmed up and the fan noise dropped to a tolerable level. However, I eventually found a better remedy (it worked for me).

Whenever possible, I ran the blower at maximum speed for short periods in hopes of "distributing" the bearing lubrication. While I initially did not hear any significant reduction in noise level, within a few months the noise eventually went away (completely) and has never re-occured... and that was three winters ago. I performed this procedure (on and off) for a few months... particularly during the summer months. What can I say, it worked for me, but I'm not completely sure why.

The same letter also asked about the reliability of turbos. While I have only limited experience myself (I own a 1985 900T with 75k miles - most of them near redline, and a 1986 9000T with 25k miles, also driven very hard), I have done significant reading and inquiry into Saab turbo design prior to spending multiple kilo-bucks on two turbo automobiles. *Car and Driver* did an owner survey about two years ago and they reported that only 4% of those responding said they had turbo problems within the first 50k miles. Further, after talking with two master mechanics (one in Boston, the other in Washington, D.C.) their consensus was that if Saab's Garrett turbo was properly maintained (by the book), it should last longer than 100k miles. Incidentally, this reliability estimate was based on working on hundreds of turbo Saabs and does not include the new water cooled models for 87 or 88. Saab's "Long Run" of the 9000T should be further evidence of the longevity (under very adverse conditions... high heat loading) of Saab's turbo component. While my 84 Turbo, at 75k miles, is still only a baby, I fully expect (knock on wood) to see more than 100k hard driven miles without any turbo difficulties. As an aside, I do change my own oil and filter every 3-4k miles and provide for at least a one minute warm up on cool mornings (turbo or non-turbo, everyone should do this!) and 30

seconds idling at shut off to allow the turbo RPMs to drop to normal values. I have always used "turbo" oils which are rated as being more resistant to "coking". I've used both Valvoline and Mobil-1 motor oils in both of my turbo cars.

Finally, should your turbo go when it's out of warranty, the cost of replacement (including labor) is about \$900. Assuming minimum life expectancy is about 100k miles, that's about 0.9 cents per mile... a small price to pay for that exhilarating feeling one experiences every time that turbo kicks in and all those supposed "ultimate driving machines" disappear in your rear view mirror!

The bottom line that I tell anybody I know thinking of getting a turbo: If you're one of those people who's used to changing the oil every two years and likes to burn rubber two seconds after starting the car, buy anything but a turbo. Barring the occasional lemon, and with proper care, the turbo is a fantastic and dependable piece of machinery capable of developing performance levels unsurpassed by most 4, 6, 8 and even 12 cylinder automobiles. One need not look any further than Formula 1 racing to see how turbo technology has dominated "normally aspirated" racing machines!

G.M. Metz  
Gaithersburg, MD

## MORE ON "BIG THROAT"

I have had a Weber "Big Throat" on my '82 900 for over two years, and cannot recommend it. Its major problem is its utter uselessness. If there is any performance improvement at all, it is extremely marginal. The claims made for it are incredible, and I wasn't taken in by them, but I was expecting at least a noticeable difference.

I also had some of the same problems mentioned by Mr. Kimberly in his "Big Throat" article (Feb 88 NINES), and I'd like to add some long-term data to the discussion. I have experienced two failures of the intake manifold gasket (causing a total loss of coolant) since installing the Big Throat. I strongly suspect the absence of the intake manifold support bracket to be the major cause of these failures. I have also experienced a variety of vacuum leaks related to the new throttle body, in addition to several new resonances and noises.

Your money would be much better spent on a free-flowing exhaust system. I put an Ansa muffler and tailpipe on, and a set of tube headers from Motor Sport Service (1400 E. Second St., Jamestown, NY 14701, phone: 716/665-4200), and the improvement was significant and

quite useful. I have no way of knowing how much good the Big Throat does in combination with the exhaust modifications, but I was told that they should complement one another.

The people at Motor Sports Service are extremely knowledgeable about Saab performance, and carry many performance parts (V-4 and 99/900). They have a catalog that is available by writing or calling them at the above location.

Rob Gardner  
Fort Collins, CO

## POWER TO 900 8-VALVE

I would like to put in my two cents worth about "where the power went". I'll start off rather boldly by saying, I found the power!

Like so many others, I was puzzled why my '83 900 was sluggish compared to the old '76 99. Fiddling with the timing and intake air temperature gave minor improvement, but nothing like what can be achieved with the lower compression engines. They respond nicely to advanced timing and a recurved distributor.

You don't have to lift the hood to get to a clue to the problem. Just saunter around to the rear of the car. Yes, newer model Saabs are bigger and heavier, but their tailpipe is smaller. From there to the engine a few other things are different.

The solution to the problem is to call Motor Sport Service. They offer a heavy gauge anodized exhaust system complete with header for a little over \$300. The difference is noticeable as soon as you start the engine. It idles faster! From there on everything is faster. The chore of keeping up with traffic and the hole between 1st and 2nd are just about gone. And you will have to learn to shift differently.

What are the minuses? Even with 2 mufflers, it's noisy when the window is down. The deep Saab sound is replaced with a higher frequency (performance) crispness. A turbo rear muffler and tailpipe might bring back some of the Saab sound.

Installation requires relocating a flange on the engine mount to cylinder head brace (hacksaw and welder required). Otherwise fit and installation are no problem.

This winter I found a large puddle of oil under the '83. The oil pressure sender had failed after seeping but not dripping for some time. If yours shows any sign of leaking replace it. Saab uses oddball size threads for their senders, so you have to buy their adapter and sender.

I must join the chorus of people complaining about the prices of new Saabs. I'm currently looking for a used 16 valve turbo.

R. Shenk  
Rockford, IL



## V.D.O. CLOCKS AGAIN

To put the last word in on the VDO clock repairs: 1) Low melting point solder is available for use as a fuse, almost half the melting point of regular solder. 2) I reported that I had successfully set the clock's timing before reinstalling, but I take that back. Around two months after installing the clock, it gained five minutes every week. It then settled for "on-time" for one month, and now loses time painfully fast. Apparently that adjustment cam is very sensitive to vibration and seems to slip in the car.

Best advice yet: junk the VDO. It's one of the worst excuses for a clock I have ever seen. Instead, gut the thing and install one of those quartz mechanisms that run off a AA battery behind the existing face. No one will know the better and you have a clock that keeps time. Being in the antique and classic car business, I have seen this done to cars far costlier than 99s. Of course, they do it after the car has been retired from the judging circuit since originality counts.

I stand in agreement with Gary Stottler's assesment that a 99 demands attention. I purchased my '72 with 48,000 miles on it from the original owner, a retired engineer, who had kept very compete maintenance records. The car was in showroom condition and I was impressed. I thought I had found a one in a million Saab.

Now the odometer has 68,000 miles, and the car sits in a garage with a torn down transmission. I checked the transmission oil religiously, followed the recommended oil changes, and used only 75 weight oil as specified by Saab. Yet the bearing on the intermediate gear set went out, and with it the gears themselves. Along with that major headache stands memories of one small item after another needing attention. Within the year, the little sucker is going off the road. Yes Gary, let the buyer beware.

I plan to keep it - in a weird and unexplainable way I still like the car. But my time is getting too valuable to be under the hood every Saturday dinking with the latest ills to be found. I have considered a new 900, but have talked with too many owners who tell me of their little troubles on the new models as well. For a \$25,000 car, I expect more. It seems that on the average the Europeans take longer for final assembly time and still have too many defects in the final products. I used to be very attracted to the idea of European craftsmanship, but sadly I have become disillusioned. And this from manufacturers who sell their cars on craftsmanship.

Lee Beck  
Ft. Wayne, IN

[Don't forget that despite the

mileage, your 99 is still 16 years old. There are plenty of things that just plain wear out over time. Would you expect a 16 year old American or Japanese car to not need regular attention? Sorry, they all need some regular care.

Your transmission woes are not unheard of, but also are not common. Some 99 4-speeds have had intermediate bearing and shaft failure, usually brought on by low gearlube levels, or the use of too heavy trans oil. The '72 also has a different gearbox from other years.

On the other end of maintenance, I put 16,000 miles on my '79 99 in the past year with very little need of work. Its odometer is now over 118,000. Some cars seem to treat you well, others demand lots of time... and patience.

A new 900 base model, with lots of standard equipment, starts at \$15,000, not \$25,000, which is the price of a loaded 900 Turbo. The average price of all new cars these days is \$15,000, which means Saab's pricing begins in the middle of the market and moves up. - TW]

## INCREASED HEAT FOR A 99

I have owned my 1980 99 for three years and have never felt like the heater was producing enough heat, especially on those below zero days (of which we get quite a few here in Maine).

My first attempt to produce more heat was to cut the tube to the thermostatic control valve. This did give slightly more heat at the maximum setting, but it makes adjusting the heat anywhere between full-on and full-off very difficult.

A mechanic suggested that I should replace the heater core, but I had done this on a previous Saab and still found the heat output to be below acceptable.

Then one cold morning it struck me - the heater valve unit and pipes are made of metal - you know, the same stuff they make radiators out of. On those really cold days when the engine compartment never can get warm, that metal valve had to giving off all kinds of heat to the engine compartment.

So I tried an experiment and packed fiberglass insulation all around the heater valve and those metal pipes. The result was no more freezing on cold mornings. I got a good 20 degrees more heat coming into the passenger compartment. I must admit, though, that the Saab's heater is still not as good as (can you believe it?) my wife's Ford Tempo.

My only problem now is, due to the off-on nature of a non-thermostatically controlled heater valve, I get roasted when it's any warmer than 20° outside.

Scott Sawyer  
Auburn, ME



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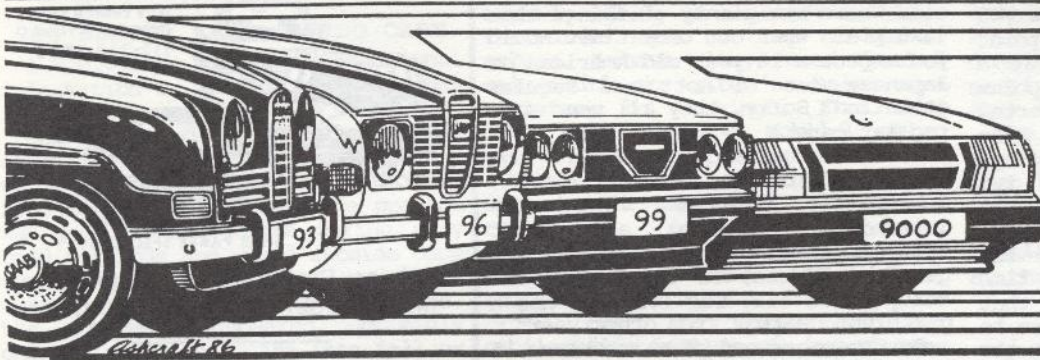
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# SAAB SWAP

CLASSIFIED ADS

### CLASSIFIED AD RATES

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

Under \$200 .....	Free
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**DEADLINE:** Second Friday of each month for the following month's issue, i.e. the second Friday in January for the February issue.

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

### Sonett's For Sale

'74 Sonett III, runs & drives OK, needs TLC. \$1500. Mark Schrader, 27 Dorest, Edwardsville, IL 62025. 618/656-3504.

'74 Sonett III, in excellent condition, 54k miles, AM-FM stereo. Plus '74 Sonett parts car, complete. Will sell together, separate, or part out 2nd car. Warren Berg, 1100 Old Ralston Rd, Machesney Park, IL 61111.

'73 Sonett, early serial #, w/o Federal bumpers, One owner, always garaged, stored winters. 52k careful miles. Original or better condition. Serious inquiries only. \$6200 obo. John Cecilia, 140 McKinley Ave, Libertyville, IL 60048. 312/680-8949

'73 Sonett, excellent eng, good body and chassis, new tires. Must sell. \$750 obo. 715/532-3223 eves.

'71 Sonett, body and glass good, engine 74,000 mi. Some rust in metal areas. Running condition. \$1000 complete. 516/724-4739.

'71 Sonett III, parts or project car. Partially disassembled, but complete. \$650. John Payne, Atlanta, GA. 404/584-7299.

'70 Sonett III, #0015, 27k mi, reddish-orange, optional auxillary lamps. Complete & original, but requires restoration. Stored 8 yrs. \$1,600 obo. '70 alloys available. Ron Canaday, 6510 Leavenworth Rd, Kansas City, KS 66104. 913/299-4751 (evenings & weekends).

### 93s, 95s & 96s For Sale

'67 96, 2 stroke, eng & trans good, body good. Not running, needs some TLC. Many extras. \$700 obo. Robert Garber, 41841 Lawrence Ct, Elyria, OH 44035. 216/324-5507 or 216/322-6226.

'66 96, strong 850cc oil injected engine w/low miles, disk brakes, radial tires, electronic ignition, body & interior in good condition. \$900 firm. John Payne, Atlanta, GA. 404/584-7299.

'66 96, rebuilt from ground up; no rust, many extra parts, needs paint and touch up body work. \$900 O.B.O. Eugene, OR 503/746-2601 evenings.

### 2-stroke & V-4 Parts For Sale

Parting out Sonett III, new front suspension & windshield, Konis, trick parts, body panels and spare noses, transaxle. Send large SASE. Lou Dollinger, 20 Hampton Rd E, Williamsport, MD 21795. 301/223-7380

'67 96 Shrike parts, good windshield + rear window, \$50 ea. Opening side rear windows, \$50/pr. L & R doors w/glass, no interior panels, \$25/ea. Trunk lid, \$20. Kurt Batdorf, 1121 High St., Bellingham, WA 98225-5105. 206/671-0837 evenings.

2-stroke parts, water pump (in-block type), \$10. 70mm pistons, \$5. Radiator, \$15. Oil inj. pump, \$12. Distributors, \$8. Wiper switch/washer pump, \$5. Freewheel in 4spd bellhousing, \$20. All prices +shpg. Stuart Sadikoff, RD4, Box 114-A, Washington, NJ 07882. 201/689-4350 H, 201/580-8041 W.

Sonett III parts. Large assortment of used parts. SASE for list or call with specific needs. Thomas K. Cox Jr, 3609 Hernwood Rd, Woodstock, MD 21163. 301/465-6691.

**Too many to list.** Lots of misc. 96 & 97 parts, plus some 99 & 900 wheels, starters new and used, 96 & 97. 96 steel wheels, Sonett lens, 5mph bumpers, relays, door for S-II. Send SASE for list. Rich Osner, 609 S Laredo Cir, Aurora, CO 80017 303/751-1557

'68 Sonett V-4 parts. Rear clip, fiberglass only, from striker plates back, rear axle beam, rear coil springs, other odds & ends. Any offer accepted, you must transport. John Mahey, 6025 Greenfield Ln., Harrisburg, PA 17112 717/545-6705

2-stroke parts. Engine parts, electrical. One Solex 44PII single 2-bbl carb., race only (no choke), missing rock guard, \$175. Walt Chapman, 73 Main St, Shelburne Falls, MA 01370

### 99s, 900s & 9000s For Sale

'87 900S, 3dr, 5spd, excellent condition. \$15,000 or best offer. Kevin Bowns, Wheaton, IL 312/653-8124

'85 900 SPG, Black, exc cond. Kenwood removable radio w/Sony's, gauge package, rear louvres, alarm, S/R deflector, molded mats, new snows & tires, \$10,000. Call Joe C. Office 201/262-7500 or ans. mach. (lv msg) 201/691-8467

'81 900 Turbo, 4dr, 5 spd, immaculate condition, garage kept and meticulously maintained, 84k mi. \$7,000 obo. Donald Wigston, Atlanta, GA 404/329-1698

'79 99GL, 3dr, 99.5% restored, yellow, mags, European Air-flow kit. Everything color keyed. All records. Owned by Saab factory exec. Send \$5 & SASE for photos. \$6200. Tom LeTourneau, 203 Old Reservoir Rd, Cumberland, RI 02864. Work 203/795-1326 ext.654, Home 401/333-5953.

'76 99GL, 3dr, original owner, interior & mechanically excellent, some rust. 8 snows, 4 w/wheels, trailer hitch, roof rack. Ideal 2nd car or parts. Full service record. \$1300, will deliver. Doug Seaborn, 475 Cloverdale Rd, Ottawa, Ontario, K1M-0Y5 CANADA. 613/746-7731.



'75 99 LE, 2dr, auto. 62,250 original miles. Drive it home \$500. 2 boxes used & new parts in trunk. Milton Davidson, Salem, OH 216/337-9260

**99, 900 & 9000 Parts & Accessories**  
1.85 99 head gasket sets. Saab part #8310377. Dealer list \$62.30. On sale at \$10 ea. while they last. Tammy Anderson, French's Foreign Car Service, 925 Luke St, Irving, TX 75061. 214/399-1222 M-F, 8am-6pm.

'83 Turbo APC engine, 50K mi. Have receipts and photos to verify exc. & complete condition. \$750. Randy Gerwatowski, 39772 Peters Dr, Canton, MI 48187. 313/459-1214 eves

**Complete Callaway Intercooler** and fuel boost kit for 83-84 900T, \$400. Denny Hollister, 760 132nd Av NE, Blaine, MN 55434. 612/755-7873.

**Headliner material** for 99, 900, Sonett V-4's. Original color, foam backed, shipped on 57" roll. Recommend 3 1/2 yds. for 99 Turbo. \$14.25/yd. +\$5 shpg. Trollhattan Perf. Cars. 107 W. Hubbard, Chicago, IL 60610 312/822-9339

**99 trailer hitches**, 1 for hatch-back, 1 for sedan \$40 ea. James Walsh, 2422 Cedar St., Manasquan Park, NJ 08736 201/528-7136

**Mecca heavy duty racing oil filter** w/refills, for 900's, \$70. Sunroof deflector, \$40. Amsoil synthetic 2 stroke oil, case \$50. All +shpg. Paul Odum, 14526 Diplomat Dr., Tampa, FL 33613 813/968-5090

**900 parts**, priced by part or all: '81 eng & trans, '79 eng & trans, '81 turbo & exhaust manifold, '81T left door, axles '79-81, calipers, rotors, seats, wheels & more. Dwight Diget, Battle Creek, MI 616/963-2263

**900 parts continued:** New '84 grille, headlight doors & retainers, bumper, spoiler & misc. 6 valve, fuel distributor, fuel injectors, all sorts of electric motors & relays. '82 ignition control module. Dwight Diget, Battle Creek, MI 616/963-2263

**99 parts:** '78 hatchback deck lid, '78 front & rear bumpers, front turn assemblies, York A/C compressor, core support w/radiator, 1 set new "Sabre" type hubcaps, plus more. Dwight Diget, Battle Creek, MI 616/963-2263

**New turbo**, fits B eng. \$325. 4 EMS wheels, \$150. Allison optical ignition, new in box (w/free 40KV coil) \$75. Also misc parts for '78 99GLE 3dr, Mustard color w/matching int. David Marsh, 1823 N 77th St, Scottsdale, AZ 85257

**Transmissions & tranny parts**, rebuilt & low mileage used. Heads, radiators, turbochargers, power steering. Complete 900 interiors, carpet sets, dashboards. Complete 16-valve drivetrains, new wheels, relays, rear clips, glass, more... Michael Caro, 278 Boston Post Rd., Orange, CT 06477 203/795-0776.

**Hitch** for '79-'80 900, \$55. Hitch for '81-on 900, \$75. Gutter mounted ski rack, \$25. All prices incl. UPS. All items like new. Ed Anderson, 1886 Woodcliff SE, Grand Rapids, MI 49506. 616/949-4252

**Bra for 900.** Excellent condition. \$35 incl. shpg. Paul Bene, PO Box 448, Mantua, OH 44255 216/274-8445

**Wanted - All Models**

**Sonett '71 front and rear bumpers**, rear window support stay. GT-750 Bullnose, engine with oil pump, any condition. Nick Utteridge, 2 Warne Hill, Bridport, Dorset DT64AQ, ENGLAND

**Front rubber floor mat** for '68 96. Offering \$20. Andy Buc, Box 61141, Seattle, WA 98121. 206/783-7832

**Injected 841cc 2-stroke** in good running condition, up to \$200, or information on shop in Pacific NW rebuilding same. Kurt Batdorf, 1121 High St., Bellingham, WA 98225-5105. 206/671-0837 eves.

**900 Service Manual** for 84, \$60. James Walsh, 2422 Cedar St, Manasquan Park, NJ 08736 201/528-7136

**Rims**, original, to fit 71 99E. Rims have 12 round holes around hub cap. Hans Persson, 61 Miraflores Av, San Rafael, CA 94901. 415/457-9105

**Misc. parts for '67 95 2-stroke**, incl. distributor, fuel pump, water pump, alternator. Also parts interchange information for same car. Richard Wood, 155 Avery Dr, Atlanta, GA 30309. 404/642-8366

**Reprints/photocopies** of Jack Ashcraft's articles from Aug '75, Apr '76, and June '78. Stuart Sadikoff, R.D. 4, Box 114-A, Washington, NJ 07882. 201/580-8041 W. 201/689-4350 H.

**Bullnose 96**, preferably rally car. Willing to pay top \$ for pristine example. Paul Deneen, 1222 Hilldale Av, L.A., CA 90069. 213/278-6428

**Sonett Wanted**, Bertil Maununen, Sjovagen 7, 70365 Orebro, SWEDEN. Phone +46-19-129523.

**Sonett wanted**, prefer 2-stroke, even if it needs repair. Sonett III OK if price is right. Please send description & photos by air mail. Will answer all letters. Lars Ericsson, Erikslundsgatan 4, S-126 32 Hagersten, SWEDEN.

**Blue cloth interior** with black trim for '69 96 sedan, deluxe model. Front and back fabric must be in good to excellent condition. Joe Pagano, 80 Park Av, Worcester, MA 01609. Call collect: 617/755-6591

## BOB YATES

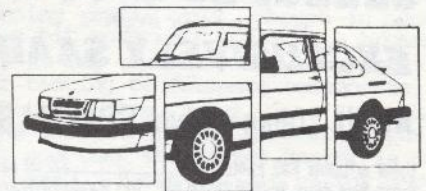
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**GT-750 DONATED**

(Continued from Pg. 1)

which bowed at the New York Auto Show in April, 1958. Modifications included a higher compression engine (the "red" engine) with different porting and a crankshaft with bigger counterweights. Horsepower was increased by over 30% from the stock 93's powerplant, from 38hp to 50hp at 5000 rpm. A special factory tuning kit could be purchased through Saab dealers; it featured a two-barrel Solex and a modified exhaust system that bumped the horsepower to 57. All from 46 cubic inches of engine!

The engine wasn't the only fun part of the GT-750. The car featured fully reclining front seats with headrests and movable back supports, and seat belts with shoulder harnesses. It had a wood steering wheel, a tachometer and a Halda Speedpilot rally computer as standard equipment. It was shod with Pirelli Cinturato steel belted radials. All this may not sound like much today, but in the late '50s it was rare even on sports cars.

Suggested list price for the 1959 model was \$2568, plus another \$148 for the tuning kit. That same year, a full-sized American car with a six-cylinder started at under \$2000.

Though the GT-750 was sold as a production model, it was not very suitable for the street. The engine didn't run well below 3000 rpm, and it was normal to have to replace spark plugs very often.

During the years they were produced, the GT-750s participated in a number of rally and race events, including the 24 Hours of Le Mans in 1959 and the Mille Miglia race in Italy. To this day, the GT-750 retains a special place in Saab history due to its rarity and also since it set the stage for many high-performance Saabs which have followed.



**TEN BEST AWARD** - William Jeanes, center, editor of Car and Driver magazine, presents a plaque to Saab Car Division General Manager Ake Norrman, right, commemorating the magazine's choice of the Saab 9000 Turbo as one of its Ten Best Cars of 1988. Also accepting the award, presented during the Geneva Auto Show, was Robert J. Sinclair, left, president of Saab-Scania of America, Inc. 1988 marks the third time that Car and Driver has honored the Saab 9000 Turbo with the award.

**HAYNES 95/96 V4 MANUALS -**

Our book supplier reported earlier this year that the Haynes 95 & 96 V4 manual was no longer available, so they were dropped from our latest Discount Books ad. Since that time, we have received another shipment of V4 manuals. Those whose money was returned should re-order the books, and those who have thought about getting a Haynes manual for the V4s should order immediately (\$12.00 plus \$2.50 shipping), as it appears they may be out of print soon.

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- Non-Turbo "T" Muffler 99/900 75 - .....40.00 ea.
- Turbo "T" Muffler 99/900 75 - 83.....50.00 ea.
- Turbo Lubrication Kits 900 79 - 87.....130.00 ea.

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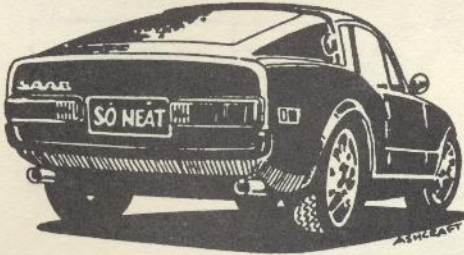
I know we've been busy but try to put together an ad for the SAAB CLUB newsletter. Even Tim Winker asked me the other day why we haven't run an ad lately. Be sure to mention the availability of VHS recordings showing step-by-step repair procedures for most SAAB operations. Stress OEM quality and M/C or VISA shipping via UPS. List things like:

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Thanks,  
*Rick*





## FROM THE BACKSIDE

O.K., YOU'VE CONVINCED ME! The vast majority of subscribers who have written or called about annual membership rates (plus the members of the informal bylaws group at Milwaukee) have said to raise them. (Several members have included some extra \$ anyway, suggesting it go into the Coffee Fund or toward other useful endeavors.) So the rates will be raised by \$5.00 effective May 1, 1988. Another raise will likely take place in 1989 to bring the rates up to those of most other marque clubs, \$25 per year. To take advantage of the current rate, send your \$15.00 renewal (one year only please, beyond that will be pro-rated) postmarked before May 1.

Quite frankly, the Saab Club has been struggling a bit the past few months. We're paying the bills, but there hasn't been much left in the checkbook at the end of the month. This has precluded down-payment on a new computer system, and other equipment for regular office type chores. Some hoped-for additions to the newsletter have also been held up by lack of extra funds. Don't forget the recently announced postage increase - over 10%! That few hundred extra dollars each month already has me concerned.

At the recent Bylaws meeting in Milwaukee, I outlined some things I'd like to see happen with the Saab Club and NINES: A little larger newsletter (more pages), a magazine-style format with a cover and

heavier paper (such as the cover of this month's issue), and of course, laying the newsletter out on a computer. In conjunction with the latter, I have recently taken some classes in Newsletter Design and Desktop Publishing (using Aldus PageMaker) at local universities. A few extra dollars per subscription will allow these additions, so you will be getting more for your subscription fee in the months and years ahead.

It has also been pointed out that since the editor's job is full-time, it should be worth full-time wages, roughly comparable to a professional or managerial position. I can accept that, though I will accept less. More importantly, there are other folks who need to get paid for folding, stapling and labeling, for bookkeeping, or for special time consuming projects. I'd rather not see the Saab Club (or NINES) become a regular employer (another government headache), but it may come to that yet.

As for the national Saab Club, I would hope that several jobs can be handled by the members; jobs such as a Club Store handling T-shirts, patches, jackets, hats, mugs, grille badges, books, etc. How about a Parts Locator, someone to keep track of which member has what used parts, and how much they sell for; possibly keeping some inventory, buying collections of parts for resale to members. A small computer with a database might be necessary for that one. Maybe two Parts Locators; one for Two-stroke & V-4 Saabs, and another for 99s and 900s. Another possible job would be to keep track of the value of used Saabs by collecting want-ads from around the country, another good database task. Lets have some discussion on this at the Delaware Convention.

Part of the reason for a national Saab Club is to see that insurance is available for local club functions, everything from regular meetings to competition events. It can be quite expensive for an

individual club to make sure they're covered. If several clubs share one insurance policy, the cost per club goes down drastically. Andy Federowski is looking into a Club policy, and will have more details following the next Bylaws meeting on May 14th in Grand Rapids, Michigan.

The National Convention in Delaware may well be one of the best Saab shows ever. I've heard from several members who plan to bring 93s, Sonetts of all years, special purpose-built Saabs. It's enough to set a Saab fan's heart beating a little harder in anticipation. I doubt we'll get as many old cars as there were at the Jubilee meet in Trollhattan last year... or will we? Better make your reservations soon.

On that same subject, the 1989 convention is up for grabs. A group in the Seattle area had expressed an interest, but has decided against it due to a lack of manpower. A location in the West would still be preferable, but all offers will be considered.

The May issue of NINES is already shaping up to be a Sonett extravaganza. The mail of late has been full of Sonett, two-stroke and V-4 articles. THANK YOU! I'm sure fellow Saabophiles will thank you as well.

In another future issue, you'll get to read about The Official Saab Club WINTER BEATER Project Car. The 99 Wagonback that I bought a couple of months ago is on the road and running pretty well, though in need of a bit more work. Once it's broken in, it may also be used as a "mule" for testing performance components.

Nothing has been done on the NINE-T9 in the past several months, but now that the Winter Beater is on the road, it can be laid up for more work. Part one of the NINE-T9 saga summed up over a year's work, so be patient for part two. I expect it will be ready for the trip to Delaware.

Tim Winker, Editor

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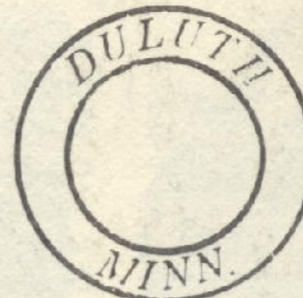
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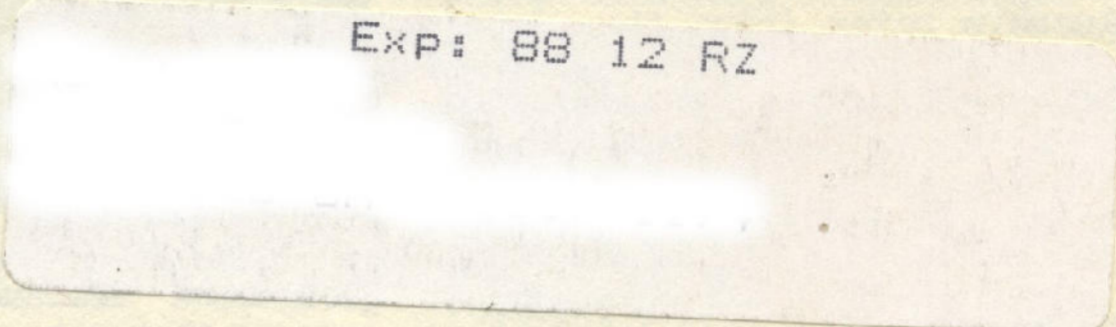


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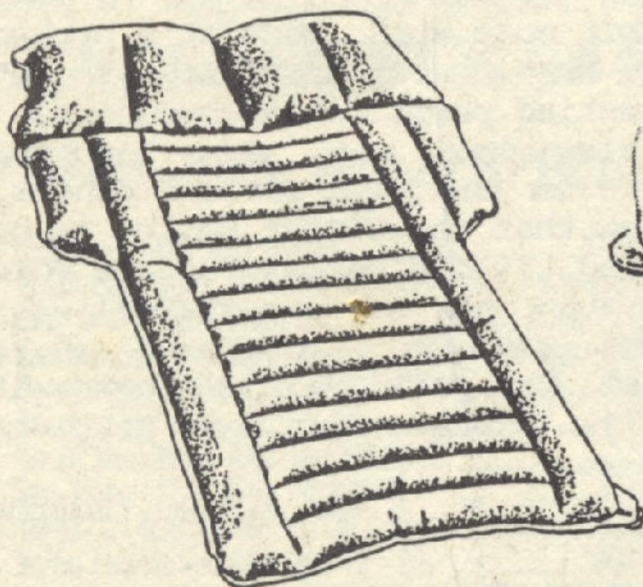


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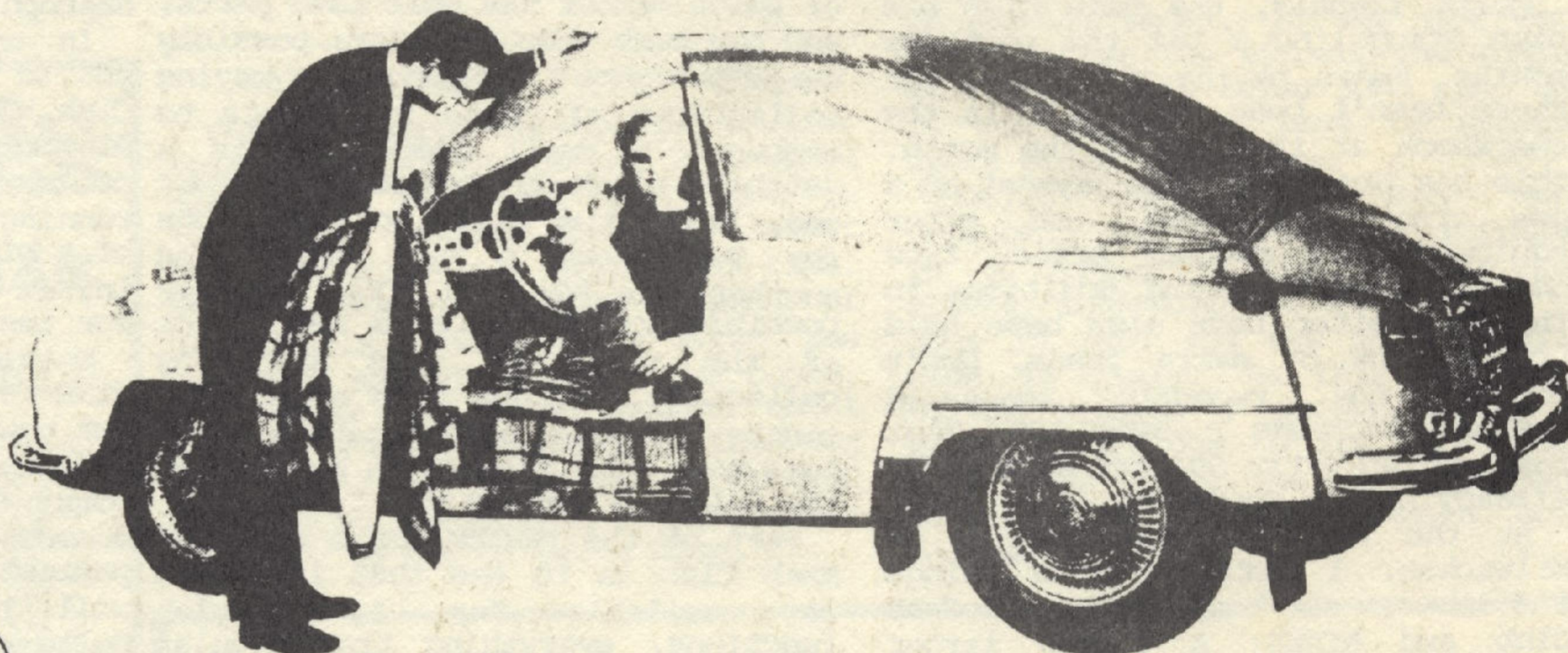


APRIL 1988



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**Detaljnr:**

- 170 A 40 Bäddsats t. o. m. SAAB/63 . 24: -
- 170 A 41 Bäddsats fr. o. m. SAAB/64 . 24: -
- 172 A 24 Toppgarage för SAAB Hgv. 85: -
- 172 A 25 Toppgarage för SAAB Sedan 65: -
- 172 A 26 Toppgarage för SAAB Sedan i specialutförande ..... 44: -

Saab Club member Rob Allen is also a collector of Saab brochures and other memorabilia. He recently sent copies of a 1965 SAAB Accessories Catalog, in Swedish, of course. If you wanted to go camping with your Saab, the accessories were available. On the left is an air mattress for the 95. On the right, a Bed Kit and Top Garage. Roughly translated, the text reads:

"By proper placing of the seats

and pads, and with the help of the Bed Set, you have an excellent double bed setup for the car.

For camping and protection from outside eyes, there is the practical Top Garage. In winter, the Top Garage is excellent protection against snow and ice."

Rob writes: I send this in memory of Sune, a close friend who finally succumbed to polio and cancer a year ago. He lived on the west coast of

Lake Vattern and was a SAAB enthusiast of the first order. He was a licensed rally driver/instructor despite the need of total hand controls. He'd made such modifications to many cars including a 92, a Sport (GT-750), and a '68 Sonett V4. He also restored, repaired and traded in Saab parts and oddities. Many members of our club have benefitted from items that I obtained from Sune. Needless to say, he is sorely missed.