

# NINES

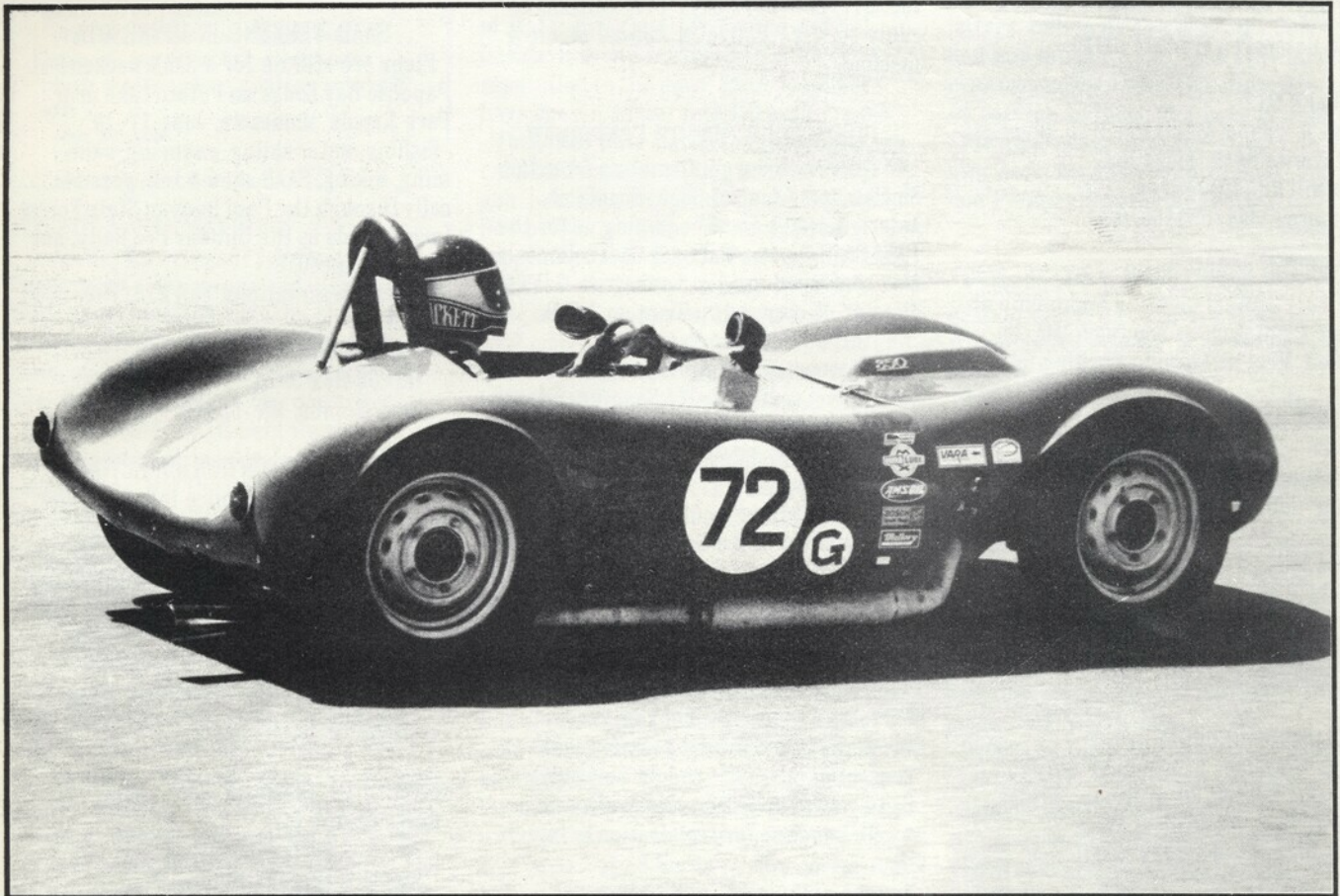
THE SAAB CLUB NEWSLETTER

\$2.25

JUNE

1988

no. 171

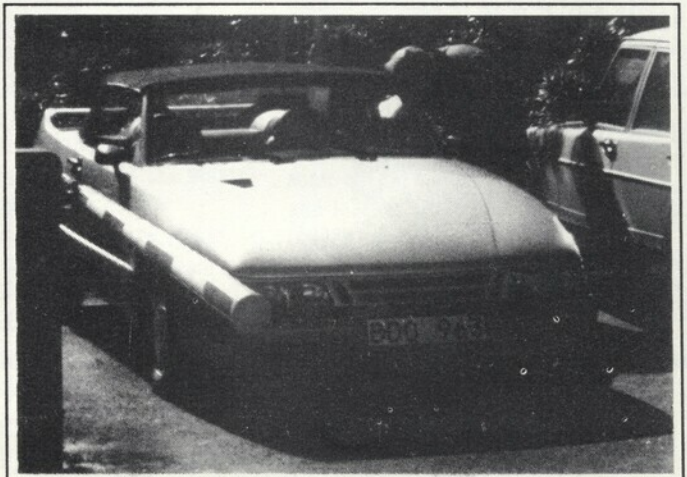


Joe Pucket at the wheel of his SAAB powered Phoenix Vintage racer.  
Vintage Racing SAABs - Story on page 10.

COULD THIS BE THE  
SONETT IV???

More Photos & Drawings on Page 15.

V-4 Performance Tips by Jack Ashcraft - Page 12.



# REGIONAL CLUB NEWS

## MEETINGS & EVENTS

### APPALACHIAN S.C.

June 18 - Roan Mountain Picnic.  
Picnic area #2.  
Wendell Francis, 615/397-2172.

### CENTRAL PENN S.C.

June 7 - Meeting at Bube's Brewery in  
Mount Joy.  
George Basehore, 717/944-2915.

### MILWAUKEE S.C.

June 27 - Show & Tell meeting. Show off  
your favorite SAAB. Pizza Hut,  
76th & Mill Rd., Milwaukee.  
Ian Simpson, 414/873-0816.

### NEW ENGLAND SONETT CLUB

June 12 - Annual meeting and picnic at  
Heritage Plantation in Sandwich, MA, on  
Cape Cod. Meet at 11am at parking lot.

### NORTHERN ILLINOIS S.C.

June 25 - Picnic at Wayside Woods Grove.  
Bring a lunch.  
24-hour Hotline: 312/763-4752.

### PHOENIX S.C.

June 11 - Meeting, 10am at Ackley  
Imports. Parade at 1pm, Picnic at the Para  
Club, 2-6pm.  
Russ Courtney, 602/831-1817.

### SAAB CLUBS OF GEORGIA

June 6 - Meeting at the Olive Garden  
restaurant, Roswell Rd in Sandy Springs.  
Dinner at 7pm, meeting at 8pm.  
Chris McPherson, 404-469-SAAB.

### TULSA S.C.

July 6 - Meeting at Rusty Doshier,  
232 Mont Clair, 7:30pm, 918/587-7780.  
Keith Johansson, 918/743-5742.

### WASHINGTON SAAB OWNERS

July 31 - 12th Annual Picnic. Swauk  
Creek Campground (same place as last  
year), Hwy 97 (Blewett Pass Hwy).  
Skip Schott, 206/486-1351.  
John Baird, 509/653-2067.  
Rich Roberts, 206/771-7100 days.

### WESTERN NEW YORK STATE

June 11 - Swedish Classic Car Display,  
Jamestown, NY, Community College. 10am-  
5pm. Part of New Sweden Festival. Volvo  
Sports America convoy from McDonald's  
restaurant on NYS Thruway at Angola, 9am.  
716/838-1181 or 716/664-6014.

### WEST MOUNTAIN S.C.

June 4 - Joe's Corner Gimmick Rallye.  
Southbridge, Mass. 12noon.  
Joe: 617/661-1911 days, 617/SMITH02 eve.  
July 16-18 - Rallye-8. Annual picnic &  
meeting.

### CONVENTION GUESTS CONFIRMED

We have received confirmation from Bob  
Sinclair, president of Saab-Scania of  
America, that he will be joining us for the  
1988 SAAB Owners National Convention.  
Also confirmed are Len Lonnegren, Saab's  
director of corporate affairs, and Erik  
"On-the-roof" Carlsson.

Jack Lawrence of Motor Sport Service will  
hold a tech session on V4 Sonetts and will  
have his Sonett race car on display (many  
time winner, and 2nd at last year's SCCA  
National runoffs).

A SAAB 92 will be on display as well as a  
SAAB Rally car and a Scania truck.  
PARRformance will be doing a tech session  
on 2-stroke engines.

The Wilmington Hilton urges everyone to  
make their reservations ASAP. The block of  
150 rooms for convention goers is running  
short. If all rooms are booked, the  
Christiana Hilton, about 15 miles south of  
"convention central", should be available.

Send your convention registration to us  
as well. Deadline for registration is July  
8th.

Anyone planning on selling parts -  
spaces for the Swap Meet are by reserva-  
tion only. Regional clubs and independent  
SAABers will receive limited space at no  
charge. SAAB dealers and independent  
businesses can purchase space as needed.  
Contact me for details.

Pat Bolmeyer  
Delaware Valley SAAB Club  
1407 Oak Hill Road  
Wilmington, DE 19805.  
302/994-6357 home  
302/772-3839 work

### INTERNATIONAL MEET IN ENGLAND

An International SAAB owners meet will  
take place at the Beaulieu Motor Museum in  
the south of England the weekend of July  
22-24. For details, contact:

Ken Warner  
4 Nursery Road  
Arlesford  
Hants  
ENGLAND

### SAAB WEEKEND IN MINNESOTA

Plans are still on for a SAAB weekend at  
Papoose Bay Lodge on Potato Lake near  
Park Rapids, Minnesota, June 17-19.

Fishing, water skiing, canoeing, swim-  
ming, hiking, SAAB show & tell, possible  
rally through the Paul Bunyan State Forest  
(same roads as the Ojibway Pro Rally, but  
at slower speeds).

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

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

### TULSA CONVENTION DIRECTORY

Remember all those nice folks you met  
at the National in Tulsa last summer?  
Forgot to get their addresses? Josie Ryba  
has collected all the names and addresses  
and you can get a copy by sending \$1.00  
(for copying and postage) to:

Josie Ryba  
RT #1, Box 44-H  
Summerdale, AL 36580.

### RESULTS OF GEORGIA CONCOURS

Best of Class for:

96 - Warren Lockaby  
Sonett - Leyland Robinson  
99 - Steve Warner  
900 - Max Poulton  
Best in Show - Jerry Drayton  
Most Original - Lynn Thattell

## 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

*Supporters and detractors of the 1986 9000 Turbo continued to offer their thoughts in letters this past month. Some of the better ones were several pages long - far too long to edit to fit this column.*

*The LETTERS column has become quite popular. As a result, not everyone who has an opinion can get published.*

*While we appreciate your thoughts and comments, your letters have a much better chance of getting printed if they are under 400 words.*

*Keep 'em comin'!*

W

## IT'S NOT A SAAB ANYMORE

Yesterday an arrogant fellow in a 9000 Turbo made a dangerous and illegal turn from an intersection virtually plastered with signs not to do what he did. Made me think about some of the comments that have been appearing in the newsletter.

Until the 9000, SAAB built its own car. They imported various engines and other components, but the essence of the car - the chassis - was SAAB design. Being basically a quirky company to start with, SAAB never built cars to command instant or broadspread appeal. Unusual appearance and two-stroke engines kept many from discovering the sure-footed little road-going airplanes. Unusual as they were, the original SAABs were brilliant.

The 99 was a tour-de-force of a car, except for the Triumph engines and (alas) another glass transmission. But it was an excellent chassis, and with the B-series 2-liter and a new transmission design, it had staying power and took the evolution into the 900 quite gracefully. Again, SAAB had created an airframe around which to shape a fine automobile.

SAAB's sales began to pick up when the Turbo was introduced. Now the tough little sedan had muscle and visibility. With upscale "appointments", the Turbo caught the imagination of "upwardly mobile" buyers and gained status. But it was still "different". Not because SAAB started with a "different" looking shape and crammed and wheedled the other stuff in, but because they had started with principles and criteria which largely dictated the external form. I'm not sure where people's aesthetics are (well, maybe I am), but

when the 99 first appeared I was stunned by its beauty and completeness. Twenty years later I still feel the same.

Once they were market conscious, SAAB took a new approach. They wanted a good looking shape to put the power into. Now, I have been moved to tears by certain Italian cars for decades. Surely they have made the sexiest-looking bodies and visceral (and extravagant) engines ever to grace road or track. Unfortunately, that's all the Italians do well, and not always that. So it was with great alarm that I learned SAAB had taken up with the likes of Fiat/Lancia and Alfa Romeo and Ital Design! If ever a company took its reputation to the devil, SAAB could not have chosen worse, unless it were French.

What they have for us today is an Italian car with Japanese styling and the venerable Swedish powerplant. I can't believe how people fawn over this monstrosity, especially SAAB. The first ad I saw for the 9000 stated, "At last, a Saab you don't have to explain to your neighbors!" The first comment I heard from friends at a nearby dealership was, "It says in the service information that under no conditions should the 9000 be towed if the windshield is not intact." Explain that to your neighbors. Might this hint why there are leak problems? Doesn't anyone read the fine print anymore?

The 9000 project was ill-conceived from the start. These days solid, high-performance engines are a dime a dozen. What has always drawn people to SAABs is the concept and execution of the chassis. It has always been SAAB's own and it has always been superb. Now it's a different ball game. Now we have the engine born out of the 99, crossed up and stuffed into a Fiat, crammed full of yuppie features and tagged at 28 big ones. Who cares? It's not a SAAB anymore.

High speed record runs didn't make Jaguar reliable transportation, but they sure sold cars! I want to see them rally the squirt, basically stock, like they used to. Let's see how straight they are after a bounce on the roof. Let's see them drop a tree on one, like that picture of the 900 in AutoWeek a few years ago.

All of this points out the hazard of aggressive marketing strategy for a small producer (and thus for the unwary buyer). If the 9000 does not have the long term endurance the earlier, SAAB-designed cars delivered, it will not successfully compete, and SAAB, its customers and the market will be stuck with it. SAAB has risked its

reputation for excellence by adopting the methods of high-volume producers, methods which concentrate on saleability with everything else taking a back seat. Japanese cars sell not because they are high quality, but because they appear to be. They are cheap, albeit expensive. From some perspectives, reality may dictate this kind of move for SAAB, but the 9000 is a Fiat with a SAAB engine and it is a mistake to delude ourselves otherwise. Similarly, it might seem smart for SAAB to hire a brash, energetic exec like Bob Sinclair, but I am getting awfully tired of his whining letters, telling us how great the 9000 is and how much he and SAAB care about us, evidence to the contrary notwithstanding.

A caution to those who keep crying for SAAB to make a "new 96": If they do, they may seek allegiance with Renault. You don't know what trouble is.

Alex Fowler

Port Townsend, WA

A couple of P.S.s: 1. Jack Ashcraft's suggestion that a piece of 1/2" EMT is as strong as the original is ludicrous (Sonett Engine R&R, May 88 NINES).

2. Don't worry about Satch grading your text; he's been separated from reality far too long for it to matter.

## THE VIEW FROM GERMANY

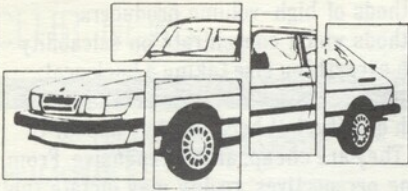
After three months of living in West Germany, I can say the following about new SAABs here in Deutschland: If you want a new one, don't buy it here! For comparative purposes, at the current exchange rate, sticker shock is at 220 volts. Here are some 1988 SAAB prices:

9000T-16 (or is that a Lancia Thema or Fiat Croma? - I can't tell until I see the engine!) 54,800DM base price. To match U.S. equipment levels add Automatic Climate Control (4,500DM), metallic paint (1,050DM), electric glass sunroof (2,100DM), leather upholstery (2,400DM), driving computer (550DM) and the trick stereo (2,900DM) and you have a grand total of 68,300DM or (at 1.70DM/\$) \$40,176! Now that really hurts!

For a 900T-16 (per U.S. equipment level), shell out 50,450DM (\$29,676). Metallic paint and leather seats gouge another 3,450DM (\$2029). For the convertible you need 72,100DM (\$42,411) to match U.S. levels. You can add metallic paint for \$617. All are with a 5-speed.

This little number game was just for fun, it won't make those monthly payments hurt any less.

The 9000 is available without a catalyst



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and gets 175hp. The 900 has 160hp with a cat. With a modified APC box and sport exhaust, the 9000T has 190hp without a cat and 175 with.

The 900s are available as 2, 3, 4 or 5 door models with and without a turbo.

I have also seen the 9000CD, but this particular copy didn't have the Saab Direct Ignition. This Saab is billed as a 'classic' design. The 96 is also a 'classic design. I guess classic can mean both boring and beautiful.

Presently, I am SAAB-less over here. I am driving a (gasp) Renault R5 Turbo. The car is okay, but it lacks character. I am feverishly looking to replace it with a 1980 96. A good '79 is hard to find in Germany, let alone an '80. With salted winter roads, autobahn driving and trailer towing, many of the 96s I have checked out are tired. However, I have ridden in two '79s in very good condition. It was an absolute joy. The cars were comfortable, solid and up-to-date, yet they have retained all the special qualities of the 96.

I would be thrilled to own one of the last 300 96s. Outside of the special wheels, paint and leather steering wheel, these cars were not any different from the thousands of other 96s. But having one of the last 300 of such an incredible car would be truly a rarity. I hope to find one this summer when I go to Sweden.

The Sweden trip will be after the British SAAB Club meet in July. This event is on the same weekend as the U.S. convention this year. Too bad they weren't one week apart - I would have done both! I'll send photos and coverage of this event.

If any of you SAABers are vacationing here, drop me a line and perhaps we could meet. My town is near Stuttgart in the southern part of Germany.

Tom Remedios  
Gustav Schwab Strasse 47  
7410 Reutlingen  
West Germany

### SAVED BY A SAAB

I am a second time owner, having totaled my first '86 900S under a tractor-trailer. The side panels saved my life, as did the engine dropping and the hood raising upon

compact to avoid the windshield. My father then went out and purchased an '87 900, then my sister-in-law, an '88 900 Turbo. (They were both Volvo drivers.)

My point is, that despite the occasional technical problems (dirty fuel injectors, timing chain tensioner...), there is no doubting the safety in every 900 out there. Pictures available upon request.

I drove a Prelude ('81) prior to my first SAAB, and had I met the tractor-trailer in that, I'd have been crushed, as he ran directly over the driver's side of the car. You couldn't pry me into any other car - pun intended.

Keep up the good work

Pete Bartlett  
Jacksonville, FL

### A G.T.P. SAAB?

I own a '71 Sonett which I am extremely proud of, even though it has not been in service for some time now, pending the major work I would like to do on it.

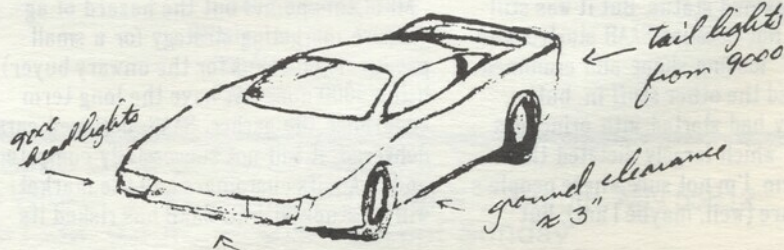
My ultimate goal is to race in the IMSA GTP class against the Porsches, Jags, etc. I envision my Sonett being used as a basis for such a car. I picture (dream of) it using the front dimensions of the 9000 as far as the track (width), and the wheelbase of the Sonett. The 9000T engine, front- (or all-) wheel drive would be utilized with a tube chassis and as much technologically advanced suspension and steering components as possible.

The roofline, windshield and hatchback would be authentic Sonett III. I figure that even if it finished the Sebring 12-hour or Daytona 24-hour races, it would be good P.R. for the company. It could even be a precursor to a new true SAAB high-performance sports car!

I've enclosed a little sketch of what it might look like. The Porsche 959-like rear spoiler I thought of before ever seeing a 959. Of course, the sides must be perfectly vertical, per IMSA rules.

I would love to see this "concept car" rendered by Jack Ashcraft in NINES. All I need is sponsorship; I'll donate my Sonett for the cause.

Patrick Taylor  
Titusville, FL



# ASK BOB



Submit your questions with as complete information on the problem as possible, also giving the year and model of SAAB. Problems 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 SAAB serviced by an authorized SAAB dealer. Send your questions to:

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

My '85 900 doesn't like cold weather. The steering offers increased resistance for 5 to 10 minutes when the car is started on a cold morning, and it seems to have "lumps" in it as I turn a corner. All this clears up after a few minutes of driving.  
T.M. TX

Your car has what the trade calls "morning sickness". It is fairly common with rack and pinion power steering systems; I have had it in my '82 Dodge Rampage with 27,000 miles. Apparently the seal materials used get stiff with the cold. One major manufacturer just agreed to fix their cars with this problem. Your solution? Set your alarm 10 minutes earlier or get a new steering rack. There are no additives that will fix it.

.....

My '82 900 5-speed doesn't start about 20% of the time when I turn the ignition switch. I have to jiggle the shift lever and ultimately the car will start. My next move is to pull the starter. Help!  
J.R., OH

There was a bulletin on this, some ignition switches were slightly twisted in their mounting, and the fix was easy. If it isn't that, do some voltage checks before pulling the starter. If you have a wiring diagram, check the voltages through the switch and all the way to the starter solenoid. I'm sure you'll find this one.

.....

My '85 900 gets poor AM reception on the factory Clarion radio. Is there any fix?  
R.B., PA

From the information I get, the AM reception on this radio wasn't the greatest. Go through the usual "bad reception" checks -- is the antenna grounded where it goes through the body? Check the resistance of the lead in, both center and ground, check grounds, etc. Other than that, I can't help. Sorry.

.....

I bought a '78 99 Turbo with 140k miles

on it from a SAAB service manager. At 150k, the valves could no longer be adjusted, so I had a valve job done (cut seats, new guides, grind stems). Now at 180k, I'm on my third valve job! On job #2, I had new seats installed. Each time the seats wear until there is no more adjustment possible and the exhaust guides become sloppy. Any ideas as to why I'm only getting 12k miles to a valve job?  
G.S., NJ

My guess is that the previous owner also had a valve job done, and went cheap. The difference between a bargain job, done with parts from the local parts house, and a job done with SAAB parts, isn't that much in cost, but if the bargain parts fail, it isn't such a bargain after all. If, as I assume, he had such a job done, maybe the machine shop installed softer seats, there are several grades of hardness available.

Maybe he didn't use SAAB specified valves. On the Turbo, they're sodium filled to help keep the valves cool (and they should only be lapped, never ground). If you came to me with the problem, I'd do it once more with genuine SAAB parts, and I think your problem would be solved.

Incidentally, as part of service, I'd guess that 1 in 150 cars needs one valve reshimmed, so that reinforces my feeling that some substitute parts were used.

.....

Can you tell me the good and bad of using a "catalytic converter test pipe"? How about mileage, power, driveability, engine longevity, etc?

Why is the 16-valve engine redlined at 5500 rpm?

Is my car wired for a security system?  
J.D., NY

I don't normally answer questions about modifications, but I will in this case. Let's not call it a "test pipe", let's call it by what it is, a "cheater". The catalytic converter is on the car so the air that you, I and everybody else breathes will be cleaner, and thus healthier for us all. Can you imagine how it would be if everyone took off their converters and installed

these cheaters? As to power, etc., you might get a hp or two more, but I doubt you'd notice the difference.

Is the redline 5500 rpm? Check your book and manual. As far as revving higher, I'm sure you'd be over the top of the horsepower and torque curves and be on the downside of those curves.

Don't know the answer to the last one. Check with a SAAB dealer.

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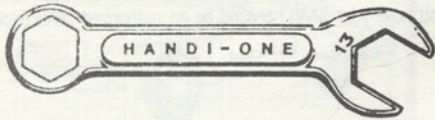
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# SERVICE SUBJECTS



FROM SAAB

## GASOHOL IN SAABS

### Alcohol Fuel and Ether as Additives in Commercial Gasoline

In the past several years, there has been a sizeable increase in the United States of blending alcohol fuels or ether (also called oxygenates) as additives in commercial gasoline to help states comply with Federal standards for ozone and carbon monoxide. Some owners have asked if the use of gasoline with oxygenate additives in SAAB automobiles will affect their engine performance and if the engines or the fuel systems components will experience any premature deterioration when exposed to oxygenate blends.

The three most prevalent oxygenates used as blending agents are ethyl alcohol (ethanol), methyl alcohol (methanol) and methyl tertiary butyl ether (MTBE). Methanol has virtually disappeared from the consumer gasoline market, however, ethanol and MTBE are still being blended into gasoline on a nationwide basis. All of these oxygenate blending agents help states comply with Federal regulations by yielding lower carbon monoxide emissions. More significantly from a performance viewpoint, they raise the octane of normal gasoline.

The first state to require the blending of oxygenates in gasoline was Colorado. All gasoline sold in Colorado east of the Rocky Mountains between January 1 and March 1 1988 contain at least 1.5 percent oxygenates (by weight). This goes to 2.0 percent (by weight) for future winter seasons in Colorado. Other areas of the United States are also considering laws to require the blending of oxygenate fuels.

All the 1988 model SAAB cars have been designed and tested to perform well on all gasoline and oxygenate blends currently being sold in the United States. SAAB has determined that owners of 1983 and later model cars should experience no problems whatsoever due to the use of oxygenate blends in their cars as long as the gasoline is within U.S. Environmental Protection Agency blending limits for oxygenates. On 1981 and 1982 model year cars, owners might experience a problem with their fuel level transmitter if extended exposure to ethanol blends occurs. A replacement fuel level sender will correct the problem on 1981 and 1982 models. Models year 1980 and earlier cars should not have a problem as they have an old style arm and float transmitter.

SAAB owners should be advised to look on gas pumps for labels indicating the presence of gasoline and oxygenate blends. Most states require gasoline pump labeling to indicate the type of oxygenate and the allowable maximum percent by volume.

## Correcting Sunroof Road Noise Complaints

Application: 9000 models

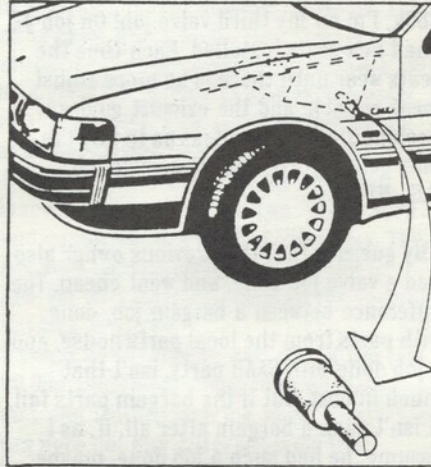
S.I. 04/88-1051, B-8/P.27

From VIN Serial Numbers J1000876 and J2000021, one-way rubber caps are being fitted to reduce the road noise that can be transmitted back into the area of the sunroof.

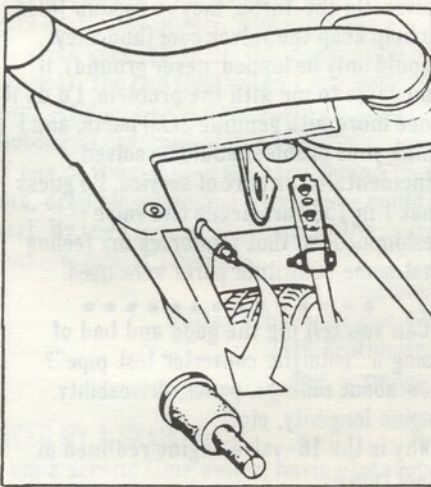
One-Way Caps

69-61-064

These caps can also be fitted to earlier 9000 models (thru-M88) to address road noise complaints.



The front sunroof drains are accessible through the side marker openings.



The rear drains are accessible from beneath the car.

Installing One-Way Caps

1. Remove the side marker light.
2. Reach in and pull the front sunroof drain through the opening left by the side marker light.
3. Clean off the end of the drain hose.
4. Install a one-way cap and replace the drain tube through the opening. Repeat the operation on the other side.

NOTE

Be careful of the electrical connectors and that

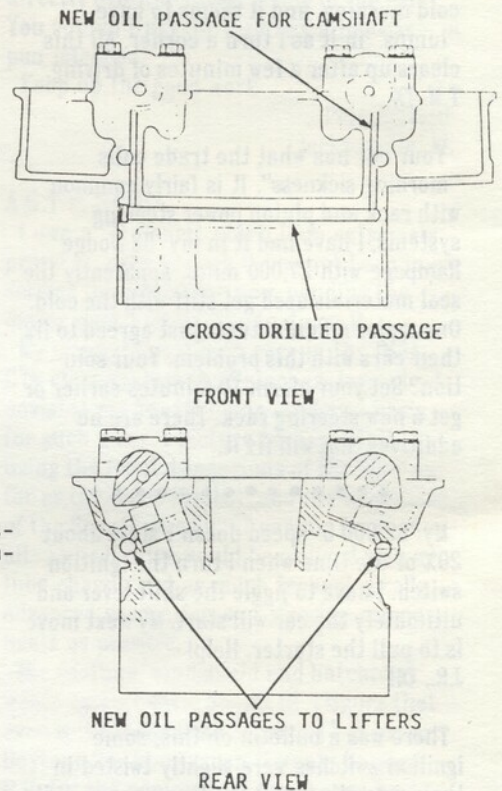
the one-way cap is not squashed against the body.  
5. Install one-way caps on the two rear sunroof drains.

## M88 Running Changes Highlights.

### New 16-valve Cylinder Head

A new B202 (16-valve) cylinder head with drilled oil passages replacing the external system of tubing for lubricating the camshaft bearings and valve lifters was introduced into production in early March starting with engine number J082586.

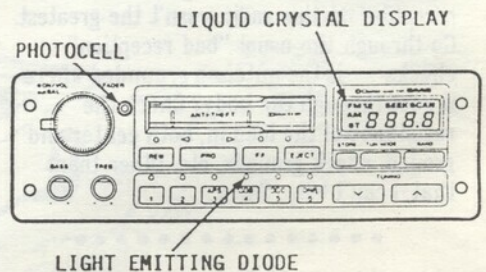
The internal lubrication system was introduced because it simplifies assembly and service of the engine.



### Photocell in 1988 Radios.

The "button" to the right of the power/volume/balance knob on the face is a photocell and it controls the intensity of the liquid crystal display (LCD) frequency display along with the light emitting diodes (LED) on the radio face. The backlighting for the buttons and knobs on the radio face is controlled by the instrument panel rheostat.

The graphic equalizer and compact disc player also have photocells to control LCD and LED intensity. The face plate back lighting on these units is also controlled by the instrument panel rheostat.



## 9000s ONLY

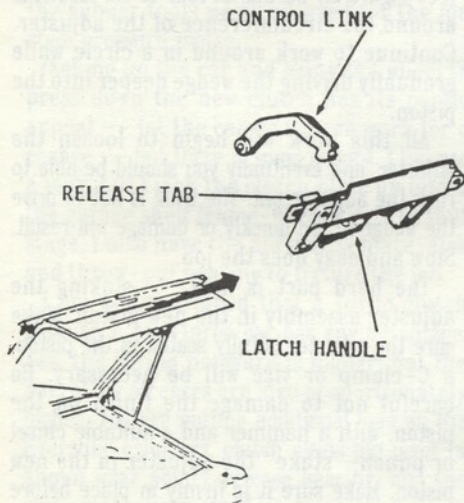
### Engine Oil Dipstick Tube

Sealant is now applied to the joint between the engine oil dipstick tube and the flange on the oil pan to reduce oil leakage on the SAAB 9000. This change was introduced into production in December.

### New Latch Handle

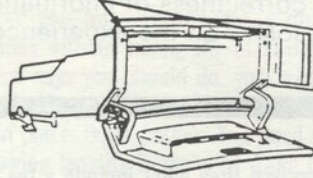
A new stronger latch handle for the SAAB 9000 rear hatch has been introduced that will not bend when a high load is applied resulting in hatch opening difficulties.

The new handle has a strengthened release tab which will be much more resistant to bending. Sometimes bending has been caused by tightly adjusted hatches, which increases the force required to be applied to the latch handle. The release tab may then become bent and the rear hatch cannot be opened. The new handle was introduced in mid-November starting with VIN Serial Numbers J1009813, J2004739 and J8000548.



door from sticking. The pads were introduced starting with VIN Serial Numbers J1015344 and J2008242.

### NEW PADS



Several improvements have been made to the Saab 9000 glovebox.

## 900S ONLY

### Vacuum Tank Line Rerouting

The vacuum line to the vacuum tank in the engine compartment of the SAAB 900 with the B202 (16-valve) engine has been rerouted to prevent a vacuum tank check valve leak.

A vacuum leak could be caused by power steering fluid from the power steering reservoir traveling down the vacuum line to the check valve, damaging the check valve rubber sealing washer.

This change was introduced in December starting with VIN Serial Numbers J3011261 and J7018950.

When rerouting the vacuum line on an older car always check that the reservoir is not over filled when warm. Over filling is a common but easily corrected source of leakage.

### 900 Turbo Steering Wheel

Starting with mid-January production, the 4-spoke steering wheel is being installed on 900 Turbo models.

This parallels the specification for the 900 and

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900S models. The SPG and Convertible continue with the 3-spoke steering wheel.

### Window Regulator

To prevent window regulators from becoming loose and rattling the SAAB 900 flange bolts currently used to secure the regulators have been replaced by hexagonal bolts and convex washers. This improvement started in early September.

### Passive Restraint on 900 Turbos

Starting in mid-January, the passive restraint system is being installed in 900 Turbo 3-door models beginning with VIN Serial Number J3015727.

Passive seat belts are being installed in the 900 Turbo 3-door because Federal regulation require that all manufacturers equip at least 25% of their cars with a passive restraint system (either passive belt or air bags) for the 1988 model year. All 900S 3-door models are also equipped with passive belts.

### New Knee Pads on Passive Belt Cars.

Concurrent with the introduction of passive seat belts in 900 Turbo 3-door models, a new knee pad will be installed in all cars equipped with passive belts. The pad has been modified with a recess in the area behind the center console.

This will allow the installation of the CD player or graphic equalizer as an accessory in 900S models. The equalizer will continue to be specified as standard equipment on all 900 Turbo models.

### Temp Resistant Ignition Switch

The SAAB 9000 ignition switch has been revised to better resist binding when turning the key to the start position after the car has been sitting in the sun on a hot day.

The switch was improved by changing the material of the pin and driver for better sliding action and the addition of a new compression spring. This new ignition switch will replace the old ignition switch. The switch was introduced in new car production in late December starting with VIN Serial Numbers J1005557 and J2002379. An interim improvement was previously introduced in the old switch near the beginning of M88.

### 9000 Glovebox

A new adhesive that is not affected by extreme temperatures is now being used to attach the vinyl trim to the glovebox door on the SAAB 9000 to prevent them from separating.

In addition to the new adhesive, two blind pop rivets are now used to secure the vinyl trim to the glovebox door. The new glovebox door was introduced into production in late September starting with VIN Serial Numbers J1005811 and J2002530.

Also, rubber pads of a different composition have been fitted to the glovebox frame to prevent the



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## BRAKE CALIPER REBUILD

[NOTE: The following procedure will work on all 99s and 900s from 1975 through 1987.]

During my recent attempts to resurrect my car, a 1978 99, I became painfully aware that the brakes were in dire need of attention. The car was suffering from the typical SAAB disease, piston seizure due to corrosion.

I tend to be very meticulous about my maintenance procedures, and I had, nearly a year previous, rebuilt my front calipers. At that time I was not aware the SAAB Club even existed and purchased all my parts at the dealer. Needless to say, my pocket book was considerably lighter after picking up the parts. I sometimes feel that the parts personnel at the dealers should wear a patch over one eye -- at least then you would be prepared for the "plundering of the pocket book".

I rebuilt my brakes but made the stupid mistake of not replacing the slightly corroded indirect pistons (the ones that operate the emergency brake). Do not make this mistake! If either piston is showing signs of "flaking" of the chrome finish, throw them away. If you try to cut corners and reuse these pistons because the "don't look that bad", you will be rebuilding the calipers again.

Since a complete rebuild was in order, I decided to do it right. In an effort not to exceed the credit limit of my Visa card, a cheaper source for SAAB brake parts was necessary.

A local place called Speedy Brake and Clutch was able to help. They became a veritable gold mine of parts and information. Here I was able to obtain caliper kits (front and rear) and pistons, master cylinder kit, and front and rear brake pads.

The caliper kits were manufactured by Repco (an Australian company) and the quality is quite good, although you may find the retaining rings for the piston dust covers a little large in diameter, so save your old ones, just in case.

The master cylinder kit was an original Lucas Girling kit. All brake kits should be as thorough as those from Girling. They include small containers of rubber grease and hand brake mechanism grease. Those British chaps even include a complete set of instructions.

I'm surprised they don't include a tea bag so you can make yourself a cup of tea while working on the car. I wish someone in Canada carried Girling caliper kits.

If you do have to replace your pistons, be aware that the aftermarket pistons do not include any of the hardware for the handbrake mechanism. These will have to be removed from your existing pistons and attached to your new ones. The new pistons, by the way, are exact copies of the originals right down to the chrome plating.

The indirect piston is by far the easier of the two to replace as the handbrake mechanism is a press fit onto the piston. A little gentle persuasion of the mechanism with a hammer

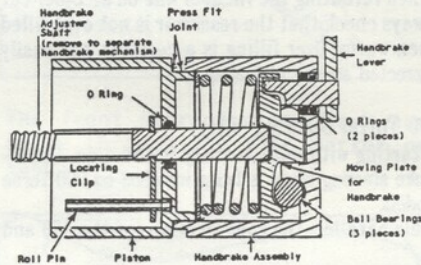
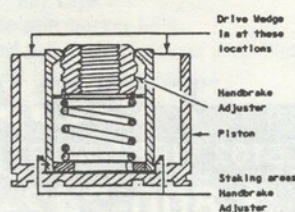


Fig. 2

and a 3/8" bolt placed through the threaded adjuster shaft hole in the piston will do the trick. (See Figure 1.) Remember, the left and right side adjusters are different.

For those of you that have never seen the inside of your handbrake mechanism or how it works, this is an ideal opportunity. Since you have this apart, take the time to check that the grease in the mechanism is still OK and not contaminated with water, brake fluid or rust. If the grease is in bad shape, replace it with Gleitmo available only from a SAAB dealer, or use a good quality heavy base wheel bearing grease. Apply liberal amounts of this

Fig. 1



grease to the ball bearings and driven plate.

If you have a damaged direct piston, things become a little more complicated. This piston contains the threaded adjustment mechanism for the handbrake and it will have to be removed. Since it is "staked" into place, it will require a little delicate persuasion to remove. Shaped device and gently begin driving it between the adjuster and the piston body. (See Figure 2.) Do this at four to six locations around the circumference of the adjuster. Continue to work around in a circle while gradually driving the wedge deeper into the piston.

All this work will begin to loosen the adjuster, and eventually you should be able to rock the adjuster out. The trick is not to drive the wedge in too quickly or damage will result. Slow and easy does the job.

The hard part is next -- staking the adjuster assembly in the new piston. Make sure the adjuster is fully seated in the piston, a C-clamp or vise will be necessary. Be careful not to damage the finish on the piston. With a hammer and a suitable chisel or punch, "stake" the adjuster in the new piston. Make sure it is firmly in place before assembling your calipers.

For those of you that are not so mechanically inclined and think that Gleitmo is a spicy Mexican dish, take heart. You can also buy rebuilt calipers. [Beck-Arnley parts stores sell them for about \$100 U.S. apiece, about half what they charge for a new caliper. SAAB's price for new front calipers is \$223.50 each.]

The final task is the brake pads -- these can be obtained through most parts stores [or NINES advertisers]. I used Mintex pads, another well known British manufacturer. Although these pads contain asbestos, they are quite good and inexpensive. For you aggressive drivers they also have metallic pads.

You're probably wondering how my own rebuild went. After having spent five hours and approximately \$100 to rebuild my front calipers, I would in the future give serious consideration to purchasing rebuilt calipers.

Peter Keun  
from SAAB Owners Club of Toronto  
Newsletter, July 1987.



## MORE ON CLUTCH REPLACEMENT

A couple of comments to add to John Wynn's excellent description of a clutch replacement (Jan 88 NINES).

When dealing with an "old style" pressure plate, I have found that a length of V-belt is easier to use than ignition wire; the cross section gives it a wedging action. Most pressure plates sold now are the "new style", and the V-belt, ignition wire, special SAAB tool or whatever worked before, isn't going to do it this time.

Andrews, Inc., told me that SAAB calls for a tool made of 4mm spring steel, and that it would be available "real soon" (a computer term meaning they don't know either). I found a 50 foot length of clutch tool at a hardware store, labelled "9-gauge clothes wire". The hard wire is much nicer to use than the rubber tools we've all used for the old style pressure plates.

Jacking up the car and using the wheel to press down the new clutch has its poetic appeal -- let the car do its own work for a change -- but there is some hazard. I too use a jack, but I jack the clutch plate up under the garage shelf frame. When it gets to that stage, I also have the old clutch plate, disk and throw-out bearing to fixture the job.

I am not convinced that a Turbo clutch plate on a non-turbo car has any advantage. Yes, the spring pressure is higher, but the operating stresses are also proportionately higher. You are putting additional load on the hydraulic cylinders, clutch clevis pin pivot (a known wear point), release bearing, and the plate mechanism itself.

A Turbo clutch disk in a non-turbo SAAB does have merit, however. The larger surface area (larger diameter disk) should mean longer clutch life. The slightly larger mean radius of the clutch surface should give a higher torque capacity without increasing the operating forces.

The larger disk fits the non-turbo pressure plate perfectly; better, I think, than the standard disk. The only negative factor is that longer clutch disk life increases the likelihood that throw-out bearing or clutch slave cylinder failure will limit overall life, and both those failure modes are more likely to leave you stranded (especially if you check the clutch lining wear using the little inspection hole, like you are supposed to).

Mr. Wynn did not mention removing the radiator on his 99; it was my understanding that was necessary. The 900 has more clearance and does not need a radiator removal.

The bolts that hold the plastic clutch cover in place are the same size you need to thread into the end of the clutch shaft to remove it.

I have never damaged the plastic oil slinger which resides in the end of the clutch shaft, so have never had to replace one.

After you have removed the old clutch assembly without taking the hood off like the manual says you should do, you are tempted to try putting in the new clutch with the hood still in place. Don't bother. You need six arms of varying lengths to succeed. Take the hood off before you start. It's only two bolts, and the hood is light enough for one person to handle. (It helps to mark the bolt locations first to make hood alignment easy upon replacement, but it isn't necessary.)

Steve Goldberger  
N. Canton, OH

## CRACKING OF 2-LITRE HEADS

This is to present a theory we feel worthy of consideration regarding the cracking of SAAB 2.0 litre heads in the area of #2 and #3 cylinder exhaust valve seats. This theory may also explain corrosion in the same areas.

The cracking, I believe, is a result of what we will refer to as thermal shock, caused by the intermittent absence and then presence of coolant. This condition can occur at any RPM at no load, or at its worst, at full load. The absence of coolant in contact with the jacket side of the exhaust seat recess will cause a sharp rise in temperature of the head material. This condition will take place even considering the aluminum's high thermal conductivity, due to temperatures in excess of 1400 degrees F exposure at the valve seat and pocket. The absence of water then being followed by even a small amount of coolant will cause a dramatic cooling effect, or thermal shock. This results in an expansion and contraction of the material adjacent to the seat, which in turn fatigues the aluminum and it eventually can crack. I might also point out that a splash of coolant against this hot spot can immediately turn to steam, expanding momentarily at a high rate, possibly causing the loss of more coolant from the system before condensing in contact with the lower temperature coolant.

We feel the cause of this problem is two-fold. One reason is a design fault, the other is negligence or ignorance of the problem by the driver.

Cars develop problems while being driven long distances as well as short hauls. A manufacturer should not expect a car owner to open his hood and check the coolant level in the reservoir tank every day. Although dangerous overheating should be noticed by an alert driver, what leads up to this severe

condition may be elusive. This is due, in part, to the fact that engine compartments are now sealed so well from the passenger area as to eliminate the intrusion of noises and fumes, thus eliminating our ability to smell hot oil or ethylene glycol or hear sounds such as detonation. Oft times temperature sensors do not show severe rises in temp, as regards coolant loss, until it is too late.

The way the cooling system was designed on the 99, a loss of fluid in the reservoir will allow the water pump to ingest air, thus supporting our theory. It should be said here that a large enough air pocket entering the pump could cause cavitation and a complete stoppage of circulation. Inertia of the column of water would restore the pumping until more fluid was lost.

To alleviate much of the problem, an uninterrupted line from the bottom of the radiator (not the top) directly to the vortex of the water pump would eliminate injection of air at least until the system was way lower than a quart or two. The reservoir tank then would be located at the exit of water from the head. This would also give the pressure cap a chance to allow exit of gases such as steam from possible hot spots or minute amounts of leakage from head gasket sealing, without traveling through the radiator and back to the pump.

There may be a reason for not using this tried and true method that I am not aware of. The 99 has suffered the most for this problem as the reservoir arrangement is the worst. The early 900s with B engines have a slightly better system, but still have the same symptoms with cracking, as do the later H engines. Whether or not the 16-valve B202 has the problem remains to be seen as they have a higher water exit on the front of the head allowing easier purging of air.

What is needed is a coolant level warning light, which I believe is on the 9000 series cars. I would certainly recommend that drivers keep an eagle eye on the coolant reservoir contents.

To address the corrosion problem - we feel that the presence of oxygen (air or steam) in conjunction with ethylene glycol that is losing its inhibitors (a process that starts immediately) accelerates the corroding process, and, as you are probably aware, this is occurring in the same hot spot.

Jack Lawrence  
Motor Sport Service  
Jamestown, NY

# VINTAGE RACING SAABS

## 1960 PHOENIX SAAB

This small bore sports racer (pictured on the cover) was dubbed the Phoenix, because, like the mythical bird, it rose from its own ashes.

The car first appeared at the Pomona sports car races in 1960. At that time it had a 750cc Merc outboard engine. It also had a habit of hand-grenading the engines so the clever owner turned to SAAB power.

There were other problems; the low hood defied the common engine forward-of-the-axle attitude of normal SAABs, so he decided to turn it end for end and run the little mill backwards (try that with your V4!), but this move netted him a raft of new problems.

After one more event at Tucson in 1961 and a brief slalom stint, the project was sidelined.

I found the car in 1979 dumped in a parking lot. The owner of the lot gladly accepted my offer to take the eyesore away. In 1984, after a difficult 4-1/2 year restoration, the car hit the asphalt of Riverside and Willow Springs. In 1986 and 1987, it won the Vintage Auto Racing Association class GMP championship.

I received much expert assistance from Bud Clarke of J and B Imports in Orange, California, Roger Vandewalker and Jeff Whitley. Bud was particularly helpful since he owns one of the two SAAB Quantum sports racers stateside and his partner Jay has the other.

The Phoenix currently has a 1967 oil injected 850cc Monte Carlo engine built by Bud. The engine is only slightly breathed on, and other than a



factory design racing exhaust, Allison ignition, 7 pound flywheel, trick crank and distributor gears to permit the backward running, it can be called stock.

It uses the original suspension (long ago drilled for lightness), a V-4 gearbox (to get the nice 4.88 gears) and original, but modified brake drums.

The secret of its success is reliability, a low weight of 972 pounds, and SAAB front wheel drive agility that has many Lotus 7, Sprite and AC Bristol drivers muttering to themselves. The car is quick to 60mph from a dead stop, around 9 seconds, and can top 112mph on Riverside's long straight, turning 6200rpm.

The Phoenix is actively campaigned in California, and is only limited by my abilities. Before you volunteer to drive, consider that the shift pattern is also reverse, and a bit like stirring soup as the shifter is cable operated.

I have raced on and off since 1955 in many types of race cars, but this little car really gets me going. Maybe it's the reverbs off the mountainside as the little engine snarls its defiance at large displacement cars, maybe it's the smell of the exhaust, I don't know. I prefer racing a "corn popper"... I wouldn't have it any other way.

Two-strokes forever!

Joe Puckett  
El Toro, CA

mandatory pit stops.

Cecil's Bandini had minor problems on Sunday, but finished the race after a brief pit stop. During my race, there was a turn one melee on the first lap, cars spinning everywhere. I was forced off the track in the Quantum and stray tires from the former tire wall kept me out of the guardrail. The off-track excursion damaged the shift linkage, and a couple of laps after I got going again, the linkage came apart.

Our 93 vintage racer is almost finished and will be at Road Atlanta for the vintage race in August. There will be another enduro that weekend, this time with separate races for small bore and large bore cars.

It doesn't look like I'll make it to the convention, however, the Vintage SAAB Racing Group will be represented by Tom Cox who should have one of his Quantum Formula S cars ready.

Randy Cook  
Ft. Walton Beach, FL

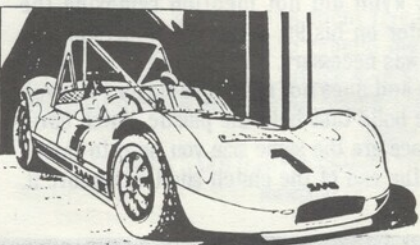
## JABRO-SAAB

In the late 1950s, H-Modified was the experimental small bore sports racing class, similar to today's D-Sports Racing. The engine size limit was 850cc, and the cars were often homebuilt.

The Jabro-SAAB was not unlike many small engined purpose built racers of today, a tubular frame (similar to a birdcage Maserati) with a fiberglass body, sold in kit form. It differed from its Trollhattan heritage by having a conventional front engine-rear drive configuration. The Crossley engine was also used as the Jabro powerplant. The car got its name from one of its designers, James Broadwell. Ed Alsbury was the other.

Charles Hayes of South Bend, Indiana, has a 1959 Jabro-SAAB that he is restoring for vintage racing. It is powered by a 750cc SAAB three-cylinder, two-stroke engine, driven through an Austin Healy Sprite transmission to a Halibrand quick change rear end.

Hayes expects to be competing at Mid-Ohio, Lime Rock, Road America, and Pittsburgh Vintage races this summer.



## VINTAGE SAAB RACING GROUP

Pictured here are the cars of the Vintage SAAB Racing Group at the recent Walter Mitty Challenge vintage races held at Road Atlanta.

Since the feature race for this event was a one hour enduro open to cars over 1300cc, the Sonett II was outfitted with a V-4, which worked out well since the two-stroke killer motor isn't finished yet. I had to use the hood from my street car in order to clear the carb, hence the yellow hood on a red car.

The car in the center is a Bandini SAAB, owned and raced by Cecil Stockard, a semi-retired 72-year-old attorney from Atlanta. He's raced this car for over fifteen years with a twin carb 850cc SAAB non-oil injected engine.

The third car is my Quantum Formula S.

We all did well on Saturday, the Quantum started last of 46 cars in its race group and finished 33rd overall, third in class. The Bandini had a terrific duel with an Aston Martin DB-2 and managed to hold him off at the finish. The enduro results weren't known when I left on Sunday, seems no one bothered to tell the Timing & Scoring people about the two

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### HOMEBUILT SPORTS CAR

The car pictured (above) is a sports car I built from the remains of a 1967 96. I call it "SABER 7" because it's a cross between a SAAB and a Berkeley, and it took seven years to build.

I started in 1976 when Gordon Rado and I were Mechanical Engineering students at California Polytechnic State University at San Luis Obispo. We were required to do a Senior Project and decided to work together to design and build a sports car with low initial and operating costs, good fuel economy and light weight without sacrificing performance or safety. The design project entailed designing a tubular frame and mathematically predicting its beam strength and torsional rigidity, constructing the frame, and testing the completed chassis to determine the proximity of its torsional

rigidity to predicted values.

I stumbled upon a fiberglass shell from a 1960 Berkeley for \$30 and used this as the basis for the body. We had decided upon a front-wheel drive configuration, but our choice of powerplants was quite limited by size and weight restrictions in addition to the financial resources of unemployed college students. Although we considered using a motorcycle engine, I came upon a forlorn 1967 96 in a field and towed it home in exchange for \$250. The 850cc 2-stroke would work just fine. This was my first experience with a SAAB, but I was impressed enough to buy four more in the next couple of years.

We designed a tubular frame using 1" square steel tubing and incorporating the SAAB's floorpan to simplify proper alignment and mounting of the suspension members. The wheelbase was shortened from the original 98" to 80". The chassis was rolling

within two months, and the senior project was completed one month early.

Unfortunately, subsequent work on the car slowed to a crawl as my engineering career accelerated, and the car patiently followed along as I relocated to Lompoc, Bakersfield, Newport Beach, Houston, and then to Salt Lake City, where it was completed. Recent moves have taken it to Ohio and back to California.

The chassis was driveable seven months after construction began, and it made numerous clandestine sprints through the neighborhood without a hint of bodywork. This was my first experience at fiberglass, and may well be my last. I finally set aside the sandpaper in the fall of 1982, and introduced myself to the fine art of autobody painting with a 1/2 horsepower air compressor; i.e., spray for one minute, wait on air pressure for the next ten. Fortunately, I completed the task before the winter snows arrived.

The Saber 7 was finally completed and licensed in March 1983. It had cost \$1200 and over 1000 hours to build. Luckily, it received the same insurance rates as a SAAB sedan, and at that time cost only \$105 per year.

During the first year I won 2nd place in the Utah Region SCCA Solo II for the A/Modified class, and my wife did the same in the Ladies division. It was gratifying to be competitive with a homebuilt, street-legal car in a class where all of my competitors towed their cars to the track.

The car weighs 1275 lb., and I'm running 195/60-14 Goodyear Eagle GTs on specially made 6"x14" steel rims.

Bob Grant  
Fountain Valley, CA

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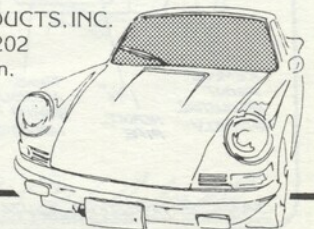
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CT 06457



Performance is a relative thing. What do you want the car to do? I can make your 96 so it will do 120, your Sonett 130. Given the 65 mph speed limit are these speeds realistic? Or do you want to suck the doors off any of a dozen turbos from a stoplight? Everyone has to decide what level of performance they want and 1) decide if that is possible from their Saab, and 2) decide if they are prepared for the cost of getting there. When I had my SAAB-FIAT-CITROEN dealership, I had a sign over the trophy case in the showroom: "SPEED COSTS MONEY--HOW FAST DO YOU WANT TO GO?"

The Saab/Ford V4 is in a rather "cooking" state of tune so a good bit can be done with it, and the extraction of horsepower boils down to what you can do EXTERNALLY and what you have to do INTERNALLY to the engine. In either case, you shouldn't even CONSIDER performance mods unless the engine AND the transaxle have been recently rebuilt or you intend to do it as you make the performance modifications.

#### EXTERNAL PERFORMANCE IMPROVERS:

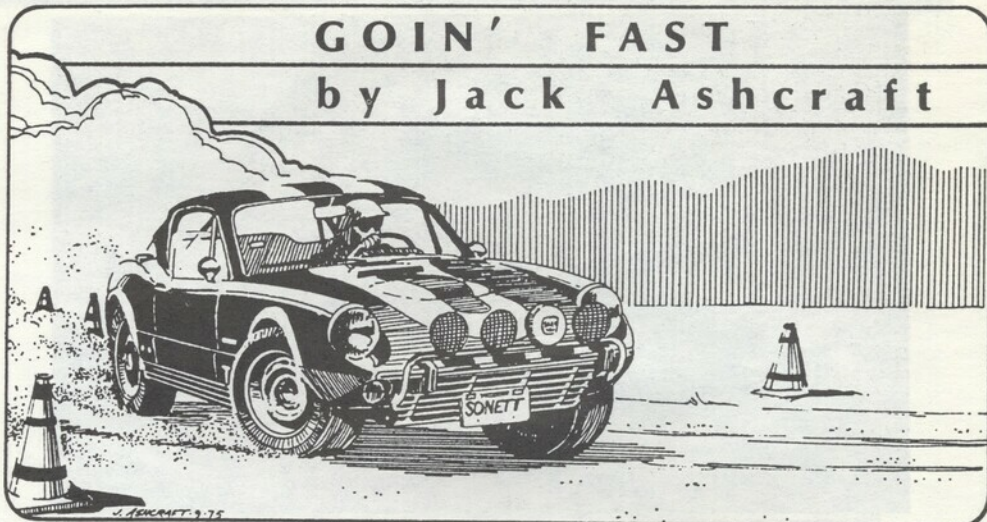
Carburetion is an area that probably needs attention anyhow as the old Solex and FoMoCo "Vergassers" are getting ancient, and are probably warped out of shape by age, heat and heavy handed shade-tree wrenchers. The Weber 34 ICH is a very good replacement although it is not a ten minute job to install it. The throttle linkage has to be revised, the throttle advance rod for the choke linkage must be repositioned to clear the power brake hose ('69 and later 95/96s only), the air cleaner must be modified and an electric wire run from the shutoff valve on the Weber to the positive side of the ignition coil. Once all this is done and the carb adjusted, the engine picks up 4 or 5 horsepower because it is slightly larger than the originals and lets a little stronger fuel/air mix into the cylinders. These come with either no choke or a manual choke. Buy the latter. The Ford engine is cold blooded and needs the feature.

Part number for the Weber 34ICH carb with manual choke is 15290-027.

Exhaust comes next and is best done after you do the carb swap so you don't have to mess with a carburetor twice. The exhaust shown is an extractor system and will lean down the mixture to the cylinders too much unless you increase the size of the main jet in the carburetor. The 34 ICH Weber is usually OK in this area, but you should always check the color of the spark plugs and the exhaust for the nice, even charcoal grey that tells you you are just right.

You can build the header portion of the extractor exhaust system and then run it back into your stock system if you wish. It will be a bit more quiet than with the glasspack muffler but will be down just a little on power by comparison.

Any good muffler shop should be able to build you this system for \$100-125. Power will improve by about 5 hp with the exhaust alone, or about 12 hp with the Weber carb.



Don't over look the Ignition as it has hidden power lurking inside its mysterious little body. First, rebuild it (See April '76 Newsletter) and set the advance curve to the specifications shown for the 1969 Bosch 0-231-146-073 distributor (see Saab Service Manual Section 3, page 342-11). Modify the unit so ALL the advance is IN by 1400 distributor (2800 engine) RPM.

If you are tired of changing ignition points every 4-6000 miles, you might want to consider an Allison optical firing system which eliminates the mechanical points of the standard distributor.

This system won't add horsepower but does add reliability and saves a lot of screwing around with points, dwell, etc. You set it once and that's it. Set your timing to 6-8 degrees before top dead center and you can figure you gained another 2-3 horsepower.

NOTE: Proper dynamic ignition timing for the Saab V4 can ONLY be done while the engine is at CRANKING SPEED! Look at the advance curve--proper idle speed of 1000 rpm shows several degrees of advance already in. If you set it at idle you will find you just retarded the spark about 9 degrees. Pull off all the all the plug wires except #1, hook the timing light to that wire, crank the engine over and adjust the timing.

With these external mods completed you have picked up about 15 very noticeable horsepower and will like your Saab a lot better already.

#### INTERNAL PERFORMANCE IMPROVEMENTS:

The BIG power gains come from a combination of external and internal modifications. You must do a full tear down, precise overhaul and a thorough balance job on the reciprocating parts of the engine. Without the overhaul, the engine will come unglued with attendant VERY expensive noises, and without the balancing you won't realize the full potential of your performance modifications.

I have covered the overhaul of the V4 (see Aug 84, June 85 and May 88 Newsletters) so I won't go into that again. We just apply the old hot rodders acronym CCC (cams, carbs and compression). Since either the 1500 or the 1700 can be used, suffice to say that the 1500 with 9+ compression is high enough, given today's gasoline octane ratings. The 1700 can have .030" milled off the heads to squeeze things a little tighter than the engine's stock 8 to 1 compression. Don't mill more than .030" off the heads or you have a miss-match between the heads and the intake manifold. In either case, you will probably have to use premium fuel to prevent ping under load. That's about it for compression.

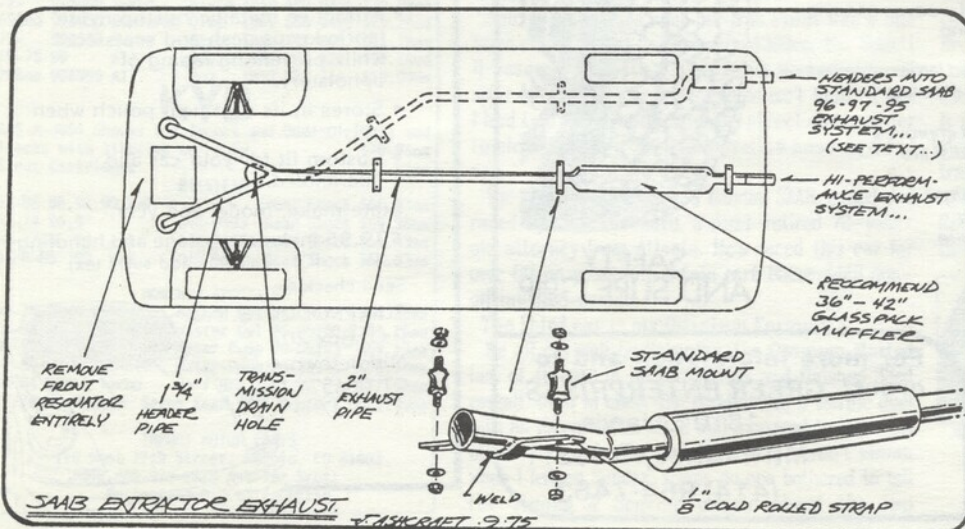
Carburetion calls for a two barrel intake manifold and a 2 barrel weber carburetor. A new Weber 32/36 DGV carburetor is a good choice and will set you back something like \$175 or if you have more time for tinkering than money, you can hit the wrecking yards for a Holley Weber 5200 carb from a Capri, Pinto or Omni/Horizon. The 5200 is very nearly the same as the 32/36 DGV, by the way but has more smog junk attached, most of which has to be trashed and some of the openings plugged. Neither are direct bolt-on-and-go conversions so you will have to modify linkages, add a manual choke, and adapt an air cleaner, as well as going through the jetting to make it compatible with your engine.

Any good cam grinder can regrind your Saab cam to Iskenderian regrind specs. Isky shows two grinds for the Saab/Ford V4, the F4 and the F66. Specs are as follows:

	Intake	Exhaust	Lift	Duration
F4	19-61°	61-19°	.425"	260°
F66	21-63°	63-21°	.448"	264°

The F4 produces more torque and is probably best for a 95/96. The F66 produces more horsepower but not as much in the lower RPM ranges, so it is my preference for a Sonett. Isky's light keepers and retainers and 2-spring valve spring sets are very worthwhile.

New cam followers are a MUST as are new cam and balance shaft bearings, of course.



A couple other things you must do during this rebuild is to replace the timing gear set, and rebuild the rocker arm assemblies (see May 88 Newsletter). You have the front cover off so check the area where the water pump is located and see if the rear cover of the pump is all chewed up and eroded. If so the cover must be replaced. And press out that fanshaft bearing and replace it while you're at it, as well as the seal in the cover for the balance shaft.

Some other areas need attention. The engine block needs to be tanked to clean out the rust and scale inside the cooling system. The V6 oil pump, a new water pump and all new hoses are necessary. The radiator must be taken apart and rodded out, repaired and painted by a good radiator shop. The flywheel needs to be lightened (See June 85 Newsletter) and, as I mentioned earlier, the engines recip parts balanced.

The radiator needs to be the late type (1969 and later cross-flow) or a Sonett or a 99 modified to fit. The modified engine will produce a lot more horsepower and horsepower is HEAT, so you have to be able to dissipate the heat with the cooling system. Don't go cheap here. If you fry that expensive engine.....

In final form you can have a VERY satisfying street engine in the Saab/Ford V4. The stock 73 horsepower can be raised to 85-88 with external mods and to 110-120 with the addition of the internal mods. Mileage will probably be just as good (better on a long run) as stock and reliability a LOT better. Costs can run from several hundred for external only mods to \$3000 or more for a full house unit. And we haven't even mentioned turbos.

So, as always, you pay your money and you take your choice, from mild to wild, speed still costs money. How fast do you want to go?



#### THE MAGIC OF GEAR RATIOS

One of the ways to performance is through properly chosen gears in the transaxle. Back in the days when Saab was running V4s in international rallies, the Sport and Rally catalog listed a number of close ratio gears and final drives that were available. Nowadays about the only selection we have is Sonett gears (final drive 4.67 to 1), 95/96 V4 gears (final drive 4.88 to 1) and 2-cycle gears (final drive usually 5.43 to 1). When I was serious about autocross racing, I had one of each in the shop for the Sonett V4 I was racing (see title picture, this article). Short courses dictated use of the 5.43 gears which gave a stump puller 1st, but explosive acceleration out of the corners in 2nd and 3rd. Longer courses, the other gearboxes and a varying diameter of racing tires. As I say, I was serious about it, convinced that racing on Sunday helped sell cars on Monday, and we won a TON of trophies, often against cars we had no business beating.

Smart racers--on or off the street--have always known the value of the right gears for the type of racing and/or the particular race course. This is worth some contemplation too, as you search for more performance.

#### FREE POWER!

I once helped a good friend build a KILLER engine that he subsequently put into his Saab 95. He drove it a while and then told me how disappointed he was with the car's performance. I drove it with him and agreed. We checked the compression, the timing, etc. All were right. I took a look in the back and asked him what all that "stuff" was. We unloaded about 400 pounds of his stuff. Then I sent him out by himself to test drive it and he came back with a grin that extended ear around his head. "I have never driven a Saab this fast!" he said.

Weight is the great enemy. Take out all the "stuff" that doesn't absolutely HAVE to be in the car. All the junk under the seats, in the back seat, in the trunk. PRESTO! 50 pounds lighter right there! What else can go? Trunk mat, floor mats, back seat, sound proofing--how bad do you want to go fast? I'd always opt for lighter weight instead of more horsepower, if the net performance increase for the car was the same. Why? Because the car will also HANDLE better. The power you gain this way is FREE. Don't overlook it.

## NOTES ON THE HOLLEY-WEBER 5200 CARB

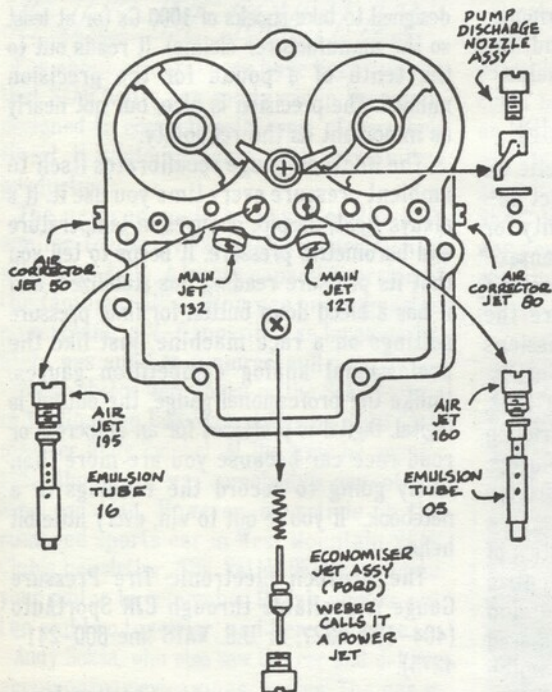
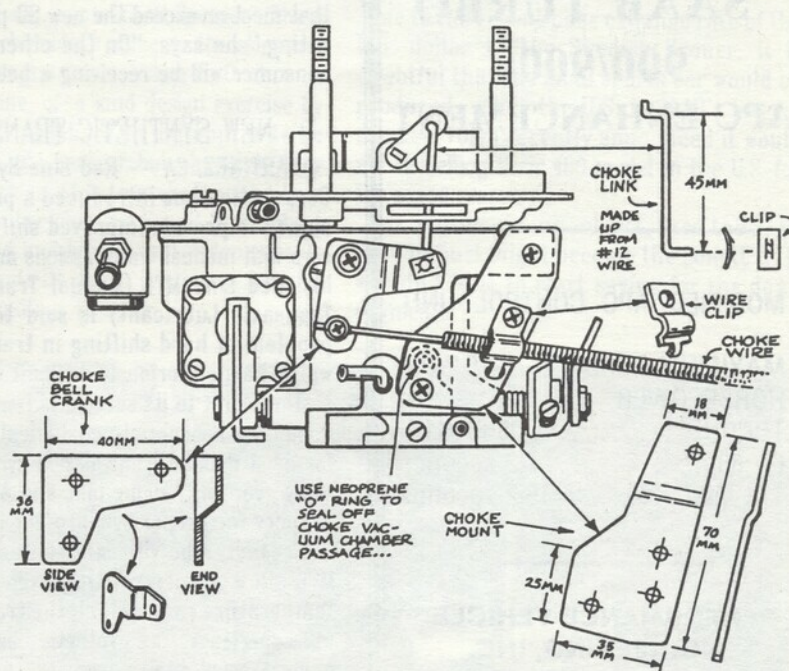


Diagram of Holley-Weber 5200 Carb jetting that works well on most 1700 V4 engines. Slightly smaller main jets are usually needed on the V4 1500 engines.



Layout of the parts you must fabricate to use the Holley-Weber 5200 on the Saab V4 engine, either 1500 or 1700.

*Have fun & go fast! Jack Ashcraft*

# NEW PRODUCTS

## BOLT-ON POWER FOR TURBOS

You know those kits you hear about that cause a pony population increase under the hood? SAAB owners have had to suffer while aftermarket companies developed special "black boxes" for domestic muscle cars.

Then SAAB began to offer a boost kit in Europe, but we were told it wouldn't work on U.S. spec cars due to different emissions requirements. Well, no more!

SAAB has now released a kit that will boost power for 1987 and 1988 model 900 and 9000 Turbos. The kits are factory authorized and yield 170bhp, an increase of 10hp over stock.

Part numbers for the new kits are 02-43-105 for 900 Turbos, and 02-43-113 for 9000 Turbos. Suggested retail for either kit is \$525.00.

At the same time, an independent manufacturer is now offering to rework your Turbo APC box, and boasts an increase up to 184 horsepower -- a fifteen percent bump! When you send them the APC unit from your 900 or 9000 Turbo, Performance Vehicle Engineering, of Old Lyme, Connecticut will alter it to allow maximum turbo boost of 15psi. The cost

for this "enhancement" is \$250 plus shipping. PVE says the enhancement will work on any APC Turbo SAAB, but is most effective on 1985 and later models. Their address is: 159 E Boston Post Rd, Old Lyme, CT 06371. (203-434-3922).

## VALVOLINE ANNOUNCES "SG" OILS

LEXINGTON, KY -- Well in advance of the new "SG" rating recently approved by the Society of Automotive Engineers (SAE), preparations were already under way by Valvoline Oil Company to convert its high-performance motor oils.

"Our engineers have been working for months in anticipation of the new SG motor oil performance rating," says Carl Frey, senior vice president of marketing.

"But we're not going to be satisfied to just meet the SG specifications," he says. "We're going to take our Turbo and Four-Cylinder Formulas beyond SG to a level we call, 'SG Plus.'"

To achieve a level of "SG Plus," Frey explained the products will achieve "tier two" fuel economy standards and have an exclusive additive package designed to provide the ultimate in gasoline engine protection from sludge, varnish and wear. Both products will also be rated "CD", the highest diesel engine lubrication rating for cars and light trucks.

Frey also pointed out that higher quality motor oils will likely mean higher prices for trade customers and, ultimately, the consumer. "It costs more to formulate motor oils that meet or exceed the new SG performance rating," he says. "On the other hand, the consumer will be receiving a better value."

## NEW SYNTHETIC TRANS LUBE

MARTINEZ, CA -- Red Line Synthetic Oil Corporation has introduced a product designed to provide improved shiftability for cars with manual transmissions and transaxles. Red Line MTL (Manual Transmission/Transaxle Lubricant) is said to cure the problem of hard shifting in transmissions which have notoriously difficult shifting.

The secret to its success is two-fold. First, it has the appropriate coefficient of friction for most manual transmission synchronizers. Many gear oils, engine oils, and ATFs are too slippery for proper synchro engagement.

Secondly, the viscosity characteristics of MTL allow proper shifting over the entire temperature range which the transmission will experience. The synthetic base oils used have a very high viscosity index which provides relatively constant viscosity as temperature changes.

MTL is a low 75W, almost a 70W, at very low temperatures, and a high 80W at elevated

temperatures, providing adequate viscosity to prevent wear and deaden gear noise.

Red Line MTL is classified as a 75W/80W gear lubricant satisfying the API Service requirements of GL-3 and GL-4. MTL also satisfies motor oil viscosities SAE 5W/10W/30. Seal compatibility is designed to be similar to petroleum-based lubricants.

Further information on MTL and other Red Line products are available from:

Red Line Synthetic Oil Corp.  
3450 Pacheco Blvd.  
Martinez, CA 94553

## HIGH TECH MEETS AIR PRESSURE

Computerized high technology has invaded our appliances, our timing devices, and many of the workings of our cars. Digital technology has now reached the lowly tire pressure gauge. If you consider the importance of correct tire pressures to race car performance, you realize that the tire pressure gauge is not low in importance. So, what can an electronic tire pressure gauge do better? I've been testing with the new NeoTech Electronic Tire Pressure Gauge in an effort to answer that question.

The electronic device is far more durable than its conventional brother. Try letting six gas stations measure your air pressures. You'll get six different readings. I never trust the gauges at filling stations. They've been beat on and dropped and abused. And they read different numbers as a result.

The electronic unit has a double case designed to take shocks of 1000 Gs (or at least so the manufacturer claims). It reads out to the tenth of a pound for the precision minded. The precision is nice, but not nearly as important as the reliability.

The NeoTech gauge recalibrates itself to ambient pressure every time you use it. It's always right, despite changes in temperature and barometric pressure. It beeps to tell you that its pressure reading has stabilized, and it has a bleed down button for final pressure settings on a race machine, just like the professional analog competition gauges. Unlike the professional gauge, the output is digital. Digital is preferred for an autocross or road race car because you are more than likely going to record the readings in a notebook. If you're out to win, every little bit helps.

The NeoTech Electronic Tire Pressure Gauge is available through CJR SportAuto (404-432-5327, or U.S. WATS line 800-241-4275).

Charlton Jones  
CJR SportAuto  
4292 Camp Highland Rd.  
Smyrna, GA 30080

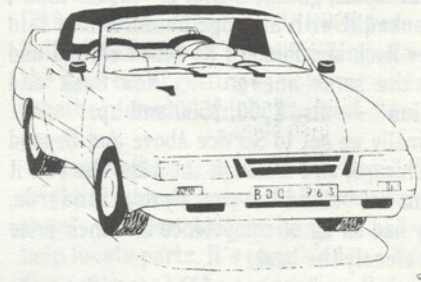
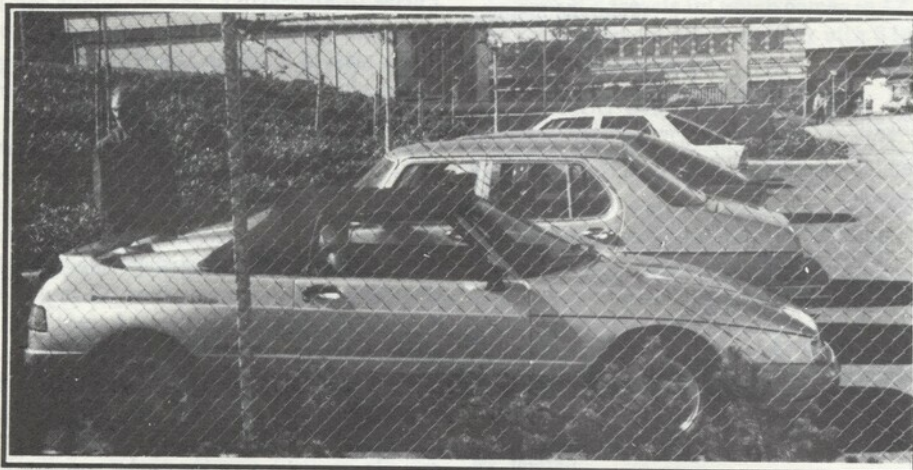
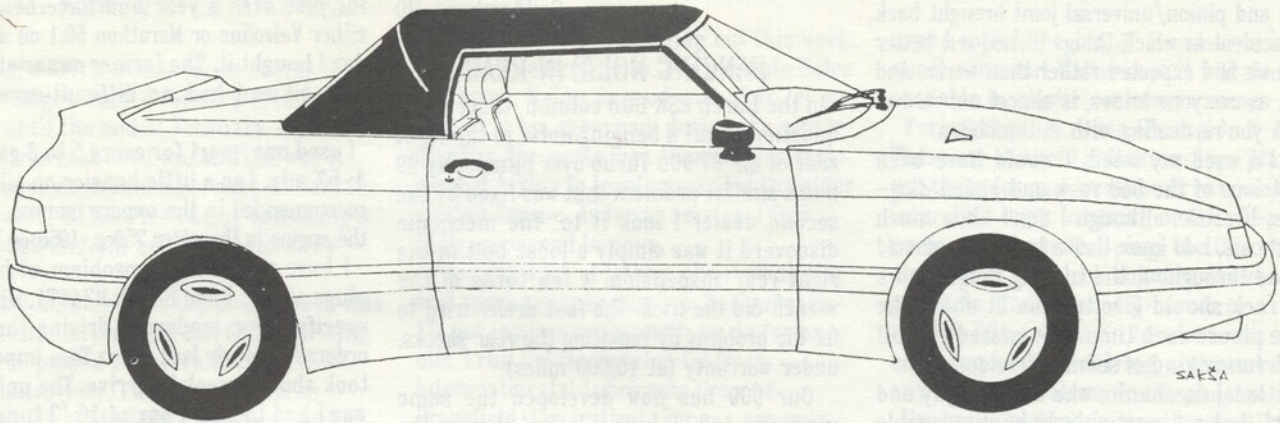
## SAAB TURBO 900/9000 APC ENHANCEMENT

### MODIFIED APC CONTROL UNIT

MAXIMUM BOOST ..... 15.2 PSI  
HORSEPOWER ..... 184  
TORQUE ..... 208 FT/LBS  
0 - 60 ..... 7.2 seconds  
1/4 MILE ..... 15.2 seconds

### PERFORMANCE VEHICLE ENGINEERING, INC.

159 E. Boston Post Rd.  
Old Lyme, CT 06371  
(203) 434-3922



## *IS THIS THE SONETT IV?*

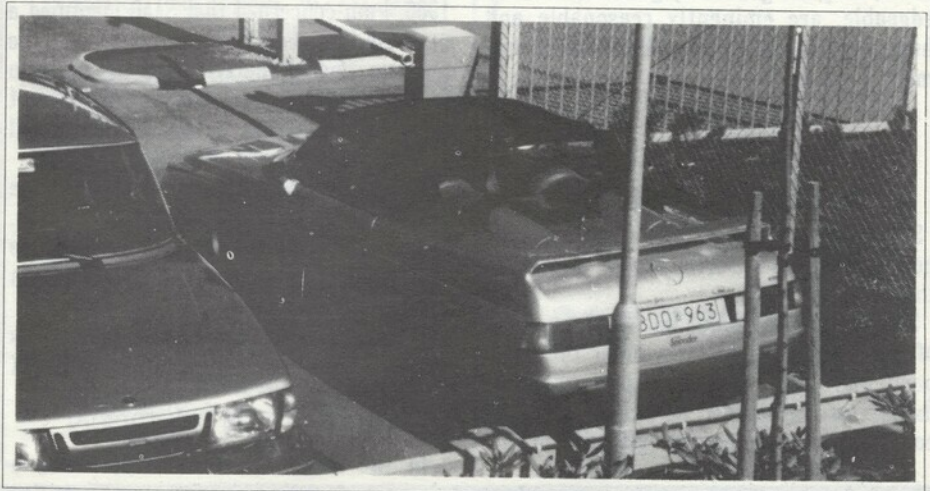
For about a year, there have been rumors that SAAB had a new sports car in the works, designed to compete with some of Porsche's finest. It would be pricey, with very limited production.

The new car would be based on the 900, similar to the EV-1, SAAB's experimental vehicle of 1985. A larger capacity version of the familiar "H" engine was one suggested powerplant, a V-6, possibly as large as 3.5 liters was another rumored mill.

These photos were taken at the SAAB factory in Trollhattan last September by SAAB Club member Rudy Zwiebel. At the time he apparently thought it was somebody's one-of-a-kind creation. However, an article on the rumored sports car in West Mountain SAAB Club's newsletter, *THE RALLY REPORT*, caused your editor to remember Rudy's photos, put two and two together, and here they are.

Andy Saksa, who also saw the car and did the accompanying drawings, writes: The car is silver, the aero panels below just a shade darker. The top is black, interior red. Doors are straight from 99/900, minus mirror up in door, SPG wheels.

Decals indicate it is a "SAAB Speeder". There is also a coachbuilder's name on the sides and rear: Sportvagns Specialisten in Orebro. It could be a one-of-a-kind design exercise by an independent (there do not appear to be any SAAB-SCANIA badges), but why would they go to so much trouble to make it look like a SAAB? Remember also, the Sonett II prototype was designed and built by an independent, and the Sonett III shape was penned by an Italian automotive designer.



TOP: Artists's drawing shows SPG-style aerodynamic skirts and SPG wheels.

ABOVE: The grille of "SAAB SPEEDER" has the family resemblance, but all pieces appear to be specially made.

BELOW: Note the long headrest fairings. The fairing panel lifts for storage of the top.

Due to the recent poor exchange rate of the U.S. dollar to the Swedish Kroner, it is doubtful that the SAAB sports car would be produced., since the U.S. is SAAB's largest market. Volvo recently announced it would not be selling their 480 model in the U.S. for the same reason.

But, if price-is-no-object, then the SAAB Speeder just might become the Sonett IV. It wouldn't hurt to start saving for the down payment..

## STICKY STEERING JOINT

The recent correspondence about steering rack and pinion/universal joint brought back an incident in which things turned out better than we had expected rather than worse. And that, as everyone knows, is almost unheard of when you're dealing with automobiles.

If I'd used my head, I would have been suspicious of the bad rack and pinion diagnosis, because, although I don't know much about cars, I do know that a bad pinion should be bad throughout the turning range, and a bad rack should give trouble at about the same places each time. The missed tip-off was a funny kind of seeming randomness.

Our local mechanic, who's a nice guy and smart, but not particularly knowledgeable about SAABs, gave it a shot of "mouse milk", smacked it with a sledge hammer and said "New Rack and Pinion". We called around and got the same answer -- "New Rack and Pinion" -- also \$500, \$550 and up.

Finally we got to Service Above and Beyond in Chicago, and although the kids who run it seem wet behind the ears by my standards, they had an air of competence and their price was clearly the best.

I took the car in, one of those snotty punks took it out for a test drive and returned laughing -- at me, mind you. He said something to the effect that they would put in a New Rack and Pinion if I really insisted, but that grease was a lot cheaper. Then he put the car up on a hoist and proceeded to break loose the lower half of the lower U-joint which was frozen solid. (The fact that the other half of the U-joint was movable accounted for the randomness.)

I came home bragging about how much money I'd saved. I had to, because two weeks before I'd nagged my wife to really clean the engine, and I'm sure that got rid of the last little bit of lubricant and really froze it up.

Finally, as regards Service Above and Beyond, it hurts me to say it about slick-eared kids, but based on my one experience with them, they are genuinely good and knowledgeable, are eminently reasonable and honest. Conscience compels me to recommend them.

Ralph Kagan  
Hartford, MI

## SQUEEK CURE

Someone recently wrote in about an "annoying squeek in the driver's seat." I also had this problem.

Spray some penetrating oil (WD40) on some of the supporting springs under the seat, particularly where the springs/supporting mesh cross one another. No more squeeks! Of course, spray the oil sparingly so as not to

saturate the seat heating elements.

George Metzger  
Gaithersburg, MD

## BANGING NOISE IN REAR

In the March ASK BOB column, there was a question about a banging noise in the right rear of an '87 900 Turbo over bumps. My 99 had a similar problem that was fixed by the second dealer I took it to. The mechanic discovered it was simply a loose bolt in the right rear suspension. A few turns of the wrench did the trick. The first dealer tried to fix the problem by replacing the rear shocks, under warranty (at 15,000 miles).

Our 900 has now developed the same symptoms and I'll have it looked at when the car is serviced.

Reinhold Schuetz  
Bremerton, WA

## C.V. JOINT BEARING SOURCE

Anyone needing 0.0787" x 0.5433 spherical ended needles for SAAB 99 C. V. joints, may contact:

John (213) 320-8911  
King Bearing  
20910 Higgins Court  
Torrance, CA 90501

The needles cost 8 cents each, but King requires a \$25 minimum order, so pooling is necessary.

Dan Salvo  
Carson, CA

## TRANS DAMAGE FROM IMPACTS

I have identified a problem on my '84 4-door Turbo, relating to the undercarriage exposure of the oil/transmission fluid pan. During the normal course of driving this pan can be dislodged or damaged resulting in fluid leakage and transmission failure. I have replaced two transmissions already.

SAAB has devised a heavy duty skid plate (part number 0024919) to protect the pan. It has been standard on all SAABs since late 1986. I am concerned that SAAB identified a problem, devised a part specifically for the problem, and ultimately found the problem to be of such magnitude as to make it standard on the cars, but failed to notify all pre-'86 SAAB owners of its need.

I have spoken to a number of SAAB service people and they say the problem is common. I would like to find out how big a problem this is. If it is large enough, SAAB should send a letter notifying owners.

J. Ronald Rowes  
Orange, TX

## THOUGHTS ON 2-STROKES

In the March '88 NINES, there was a

gentleman experimenting with 50:1 two-stroke oil. I have owned a '61 96 two-stroke for just over a year and have been using either Valvoline or Marathon 50:1 oil since the day I bought it. The former owner also used 50:1 oil and had no difficulties with the engine.

I used one quart for every 5 to 6 gallons, a 4-5% mix. I go a little heavier on oil than is recommended in the owners manual, because the engine is the older 750cc, 1958 or '59 type.

I have not had any problem with fouled plugs either. I use Bosch M240T1, which are specified for moderate driving. They were ordered through Jack Saffro Tosa Imports and took about a week to arrive. The only catch was I had to buy a box of 10 (3 tune-ups).

I have driven several long trips with the car; I drive to Wisconsin to see my family some weekends and the roundtrip mileage is 400+ miles, most of it on the Interstate. One thing I take advantage of is the freewheel. The car purrs smoothly at 60mph.

The only problems I have had with the car were a loose coil wire connection, and the distributor gear fell off the bottom of the distributor. Replacement of the gear was very simple. I removed the distributor and pulled the gear out of the grease, then put in a new rollpin. (The old pin was never found).

Reinstalling the distributor was very easy. Line the center mark on the rotor with the small mark on the distributor housing. This mark is a notch on the surface the distributor cap sits on. Make sure the center cylinder is at TDC. Check the timing marks so they are lined up, or take out the center spark plug to see if the cylinder is at TDC.

Jim Lamkin  
Peoria, IL

## LEARN SWEDISH BY MAIL

Besides tinkering around with old SAABs, I also teach Swedish by correspondence with the University of Washington.

You can do your studying at your own pace anywhere in the world. Swedish 101, 102 and 103, 5 credits each, are available at a cost of \$40 per credit, regardless of residency. Class materials are extra.

If you are interested in learning the Swedish language, and earning college credit, contact:

Distance Learning, GH-23

University of Washington Extension

5001 25th N.E.

Seattle, WA 98195

(206) 543-2350.

Or you can contact me directly at the address below.

Randy Nelson  
4927 S.W. Admiral Way  
Seattle, WA 98116  
(206) 937-0441



## RACING NEWS & 2-STROKE HELP

We had a terrific year in ice racing in Maine. We got started January 17th and raced until the end of February. A lot of new entrants showed up, and the way it looks now, we should have over 40 cars for next year. I believe ice racing is making a comeback and will be around for a few more years.

SAABs dominated the top positions in this year's final tally of laps. Bill Gilley, driving a Sonett, placed 1st overall for his third consecutive year. Paul Glynn came in second with a SAAB 99. I was third with a Sonett, while Mike Ryan came in fourth with a Sonett. After almost going under last year with only 8 to 10 entrants at a race, it's great to see the club start to pick up again and flourish.

For next year, the club plans to have a couple of cars entered in a racing exposition to help promote and make people aware of what ice racing is all about. It looks to be an exciting year.

I got my '66 Sonett II (#25) out of storage yesterday. I've got some mechanical work, like brakes and exhaust, to get done before it's ready to run. Hope to have it ready by convention time.

My '60 SAAB will be coming out this week. The SAAB dealer I go to, Stetson Auto Sales in Warren, Maine, is good enough to let me keep it in his showroom during the winter months. The parts man there is also very good at trying to locate parts for the older models for me. As far as service, I feel theirs is second to none.

I've read a lot of letters about what oils and spark plugs to run in a 2-stroke, so I'll put my two cents worth in. As far as oils, I run Golden Spectro Oil from Intercontinental Lubricants Corp. of Brookfield, Connecticut. For my pre-mix '60 SAAB, they have what they call Golden Spectro Motorcycle Oil which comes in 12 ounce containers which you mix with 6 to 6-1/2 gallons of gas.

Walter Kern, president of the New England Sonett Club and, I believe, one of the founders of Intercontinental Lubricants, convinced me to run it after I limped home from the Atlanta convention with my piston rings stuck from carbon build up. I now have no trouble with plug fouling and when you look down the spark plug holes, the pistons are very clean. I'm very pleased with the product.

For oil injection engines, they have a

brand called Spectro 2T. It comes in one quart cans, but Walter says it will also be available in plastic containers soon.

For spark plugs, I run Champion K-8G. These are the gold palladium type plugs. I use these for summertime driving or long interstate trips. In spring or fall when it's cooler, I run a hotter plug, the UK-10. I've always had good luck running Champion products. When I raced 2-strokes on ice, I used K-8Gs or even K-7s, which is a real cold plug for hard driving, and never had any misfire problems due to plug fouling.

I'm really looking forward to meeting everyone again at the national convention. I'll be working there with the Delaware Valley SAAB Club. It's real exciting to hear the interest of getting the older models together for what will be the best extravaganza yet.

If anyone has needs for older parts, I might be able to help out. I have a fair supply of older stuff, or I may be able to help locate parts. It's possible I can bring some with me to the convention.

Sandy Folter  
P.O. Box 602

Oakland, Maine 04963

## Exclusive SAAB Parts Center

The area's most extensive  
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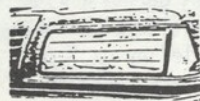
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## WORKING KNOWLEDGE – A REVIEW

My thanks to Nicholas Wilson for sharing his discovery of *WORKING KNOWLEDGE: Skill and Community in a Small Shop*, by Douglas Harper (University of Chicago Press, 1987). What follows is my own review of this book, but if you'd like a less biased opinion (for reasons that will soon be obvious), there's an excellent review in the April 1988 edition of *Scientific American*.

When Mr. Wilson mentioned "Willie... (who) repairs everything from tractors to wood stoves, there is a special emphasis on old SAABs," my eyebrows shot up a notch. Could this be THE Willie, my first SAAB mechanic?

I immediately phoned Mr. Harper, who is an associate professor of sociology at S.U.N.Y. at Potsdam. "Yes!" he replied, and we proceeded to have a long, delightful chat about the book, its genesis, the north country, etc. All of which is to say we talked mostly about our experiences with Willie.

Willie is the son of a blacksmith, a blacksmith who straddled the horse-drawn and internal combustion eras. As such, Willie's education began at a very early age, and continues at a time when 'most' folks think about drawing their pension. His involvement with SAABs began when he took a job at a now long defunct "mom and pop" dealership in a very small town in New York not far from the Canadian border. He established himself there as the resident 96 transmission man when he did his first tear-down and rebuild in little more than half the book time.

Simply referring to Willie as a "mechanic", master or otherwise, seems to fall short of the mark. Although Willie discounts his skill as anything special, and simply a product of time and patience, Professor Harper says Willie has a "kinesthetic sense" of the materials and forces he works with. If a component or assembly fails, especially if a pattern of failure is seen, Willie would probably not be inclined to simply replace it. More likely than not he would come up with an improvement on the design or material used in the OEM item, and then he'd MAKE the modified part with his array of skills, which seem considerable.

A simple example of this talent, involving an old style 99 door handle latch, is nicely described and illustrated in the book. Regardless of what you'd call Willie, he is most definitely NOT a member of what I call the "Remove and Replace School of Auto Mechanics," or what Harper refers to as "parts exchangers".

My first experience with Willie came at the end of my junior year in a college about 10 miles down the road from Potsdam. I had just acquired a four-year-old '68 96 Deluxe, only to hear very expensive noises issue from the general area of the transmission. Someone "in the know" directed me out of town to Willie's quonset hut, which seemed to me to be situated in the middle of nowhere, surrounded by farmers' fields and hemmed in by strange heaps of oxidizing steel and iron objects, mostly of the 96 variety. Willie established that it WAS one of the noisiest boxes he'd ever heard, and that he would replace it with a good used one for \$175. Period, End of conversation.

When the appointed time came for me to pick up my car, I got a ride out to Willie's place (he didn't have a phone). He looked just a bit disappointed. It seems that after the replacement box was put in, he gave the car to his son, Skip, to test drive. Willie's hearing isn't so good and he wanted a report from Skip, who was in the process of becoming an excellent mechanic himself. Skip said there was a faint whine in 4th. Willie reported all this to me and said that I might not even notice the whine, and the box would probably soldier on for thousands more miles, but he didn't feel right giving it to me that way. After all, he had said a "good box", and Willie's word is his bond, or so I was to learn.

So, away I went, out came the box and the repairs were effected. Several days later I was back, paid \$175 and collected my car. If you count removing the "new" used transmission from a car in his "inventory", removing my powertrain twice and then replacing it twice and reconnecting everything twice, PLUS the transmission tear-down and repair, one begins to appreciate what it means to live by one's word. Even at 1972 prices, the man took a beating in terms of his time. But that's another thing about Willie, his perception of things like time, value and trust have more to do with the flow of the situation, and who needs caring for the most at the moment. If it's a loss-up between a farmer with broken knotters on his bailer at haying time and a 900 Turbo owner in need of something, guess who gets served first? In 1972 I was a student working part-time at below the minimum wage, and I probably looked it. Incidentally, I put around 50,000 trouble-free miles on that box before the car dissolved around it.

WORKING KNOWLEDGE is full of such

anecdotes, as well as many fine photographs of Willie at work; rebuilding a 96 transmission, removing a frozen caliper bolt from a 99, building a wood stove from scratch, and on and on. The book is a sociology tome, but the sociology does NOT get in the way; rather it serves to illuminate the world in and around Willie's shop. Basically, Harper used a technique called "photo-elicitation", where he would take pictures of an operation and then later sit down with Willie and the prints and get his reaction to them. It seems to work well.

The book also touches on the kind of inspired design and ruggedness that drew many people to SAABs in the first place. It even deals with one of my pet peaves, the elimination of the grease fitting, and with it the emergence of the inevitable early self destruction of the now non-maintainable components such as ball joints and tie rod ends. (Incidentally, at today's urban parts and labor rates, this means that those of you with most 99s, and all 900s and 9000s are looking forward to at least \$420 worth of work just because of the elimination of six tiny little grease fittings from your car, thank you.)

The North Country where Willie works is one of the poorest and most depressed areas of New York state. Yet I had an English professor/poet/country gentleman tell me that the North Country was once one of the richest agricultural areas in all NY, because back then the local people understood the art of husbandry; husbandry of the soil, plants and animals. In a very real sense, Willie represents that kind of husbandry, only his is of tools and machines.

I heartily recommend you order *WORKING KNOWLEDGE* from your bookstore, that is if you have any notion of mechanicing as art, or of art in everyday life.

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## Registration Form REGISTRATION DEADLINE JULY 8, 1988

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Mailing Address \_\_\_\_\_

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Check  I need free babysitting for children age \_\_\_\_\_  
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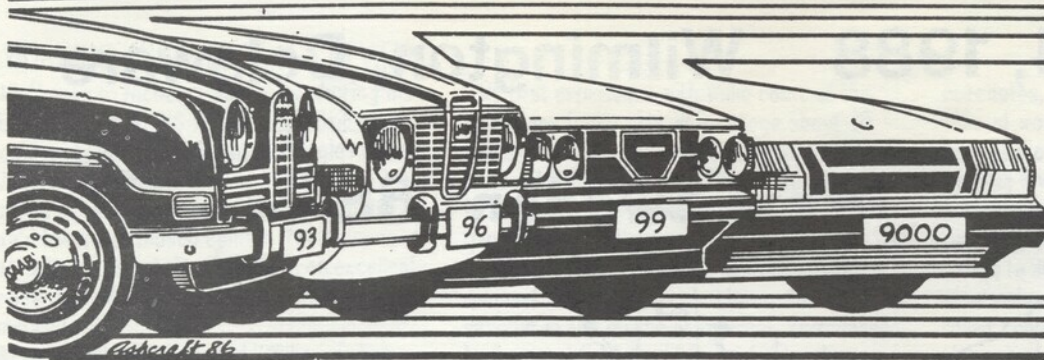
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Please enclose payment for convention registration fee in the amount of \$50 per person (\$35 for children ages 6 to 15) and send to:

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1988 National Convention  
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Wilmington, DE 19809

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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 do not bill. No ads will be taken by phone. The Classified Ad rate is as follows:

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DEADLINE: Second Friday of each month for the following month's issue, i.e. the 2nd Friday in January for the February issue.

COMMERCIAL DISPLAY ADS: Contact the editor for rates and info. Deadline, 1st Friday of each month for the following month's issue.

### SONETTS FOR SALE

74 SONETT III, 49k miles, great condition, AM/FM cass, new Michelins, Weber carb, special exhaust, Konis, Joel Ballon, 479 Perry Hwy, Pittsburgh, PA 15229. 412/931-2522.

74 SONETT III, alloys, full set Gislaveds & Pirellis, AM/FM/CB/tape, manuals. Good body & mechanics, new alternator, recent pan work. \$1500 obo. Jack McCombs, 1113 Palmer Rd #2, Ft Washington, MD 20744. 301/248-5515.

73 SONETT III, good parts car, complete, no fiberglass damage, rusty pan. \$950. Joel Ballon, 479 Perry Hwy, Pittsburgh, PA 15229. 412/931-2522.

73 SONETT III, 123k mi, good mechanical condition including frame & trans. Needs cosmetic work but can be driven as is. \$1500. Lee Karsten, Thiensville, WI. 414/242-6976.

68 SONETT V4, 89k mi, original silver w/black interior, excellent condition, runs great. \$4000. H. Hardenstine, 115 Fairview, Piedmont, CA 94610. 415/654-7375.

### 93s, 95s & 96s

#### FOR SALE

72 96, Runs great! New: valve job, main seals, MSS exhaust, MSS carb, recent brake work. 4 parts cars. \$1000 obo. Brian O'Shea, Wellsboro, PA. 717/724-3858 days, 724-2232 eves.

68 95-V4, beige w/black cloth interior. Florida car, no rust, looks & runs great. \$1100. Jeff Arendt, 6037 Lake Church Rd, Belgium, WI 53004. 414/285-3918.

68 96-V4, white, recent trans overhaul, 67k on rblt V4, 3rd owner. Body & interior excellent. \$2500. Joan McColm, 4865 Felton, San Diego, CA 92116. 619/584-2857.

68 96 Deluxe plus many parts. Send SASE for complete list or call weeknights between 10:00 & 10:30pm CDT. \$1200 for all. Gil Weinkauff, 1296 Hwy C Grafton, WI 53024. 414/377-3564.

68 95-V4, 94k mi, powder blue, body in excellent condition, runs well. Best Offer. Mary Stevenson, 431 South Dodge, Iowa City, IA 52240. 319/337-7170.

67 95 2-stroke, oil injection, disk brakes, tri-carb, 67k mi, very gd cond. \$975. 65 95 2-stroke, 68k, 4spd, 1 owner, not running. \$350. 62 96 2-stroke, 3-spd, very good original condition, runs good. \$750. Ted Smith, 2732 Guilford Ave SW, Roanoke, VA 24015. 703/989-4562.

66 96, rebuilt from the ground up. No rust, many extra parts. Needs paint & touch up body work. \$900 obo. G. Ashby, 554-1/2 N 19th, Springfield, OR 97477. 503/746-2601 eves.

65 96, 42k orig mi, runs well, needs some brake work. \$500 obo. Chris Pedersen, 36 Thompson Ave, Fords, NJ 08863. 201/634-5947.

62 96 2-stroke, single carb, 3spd. Show car. Will be on display at Nat'l Conv in Wilmington. Photos available on request. Roger Heavner, 216 Roosevelt St, Westernport, MD 21562. 301/359-9419.

### 2 STROKE & V-4 PARTS FOR SALE

65 96 850cc ENGINE, 42k mi, for parts. \$150 or best offer. Chris Pedersen, 36 Thompson Ave, Fords, NJ 08863. 201/634-5947.

69 95, no engine. FREE. Chris Pedersen, 36 Thompson Ave, Fords, NJ 08863. 201/634-5947.

71 SONETT III, parting out everything except engine/trans. \$400 obo. Bruce McKenzie, 10312 East Estates, Cupertino, CA 95014. Hm: 408/257-2999, Wk: 408/738-2888

V4 PARTS - 1970 hubcaps, complete dash, grille w/ lights, bumpers, chrome, interior, door panels, hoods, trunks, glass... Clifford Funk, P.O. Box 101 Park City, UT 84060. 801/649-7367.

V4 PARTS - front turn signal lenses, \$5 each; New tan front seat covers (4 pieces) for 71 95/96, \$60/set. 2 radiators for later 2-strokes, \$15 each. Misc other parts. Roger Harris, 65 Buckingham St, Springfield, MA 01109. Hm: 413/739-1806, Wk: 413/781-8100 x.2313.

V4 ENGINE from 71 Sonett, 100k mi, runs. 2-bbl Weber carb & manifold, \$199 or offer. Other Sonett & 96 parts, too. Call or send SASE. Bernie Wassertzug, 11825 Enid Dr, Potomac, MD 20854. 301/299-8561.

PARTING OUT 68 & 70 96s. Send SASE or call with needs. New trailer hitch for 95, \$35. Also parting out 75 99EMS, everything except eng/trans & mags. Sven's Import Car Service, 653 Avenue of Flags, Buellton, CA 93427. 805/688-1027.

PARTING OUT 2 SONETT IIIs: Soccer ball alloys, \$160/4. Rear glass, \$125. 70-71 grille, \$90. Nose w/hdlt, \$500. Many other misc parts. Also have parts from 71 & 72 96. Mike D'Aleo, 65 Hollow Horn Rd, Erwinna, PA 18920. 215/294-9589.

PARTING OUT: yellow 73 96, yellow 67 3-cyl, green 73 Sonett, red 74 Sonett. Send SASE with request to Beverly Collins, 2501 S. Center Rd, Burton, MI 48519. 313/742-7250.

SONETT V4 & III PARTS: New 71 front bumper, instruments, carbs, ign. lock, much more. Send SASE for anything you need. Dave Nagel, 30048 Knollview, Ranch Palos Verdes, CA 90274. 213/514-3647.

SAAB SPORT & RALLY CATALOGS for 96 V4, factory, orange hardbound, good condition. \$15 each. Steve Anderson, 515-255-2433.

CRUISE CONTROL for 95/96/97. 4-speed gearbox, new bearing, for trade only. John Fox, P.O. Box 2926, Olympic Vly, CA 95730.

### 99s & 900s FOR SALE

87 900 SPG, 3dr, 5spd, air, cruise, Edwardian Grey, Buffalo leather, power roof, 10k miles. \$16,900. Michael Caro, Orange, CT. 203/795-0776.

82 900 Turbo, 4dr, A/T, 51k mi, complete. New paint, ready to go. \$5700.

Rebuildables:

83 900T, AT, black w/tan leather, 60k mi, hit rt side  
86 900 base, AT, 4dr, 11k mi, hit front.  
Dennis Sweeney, 207 E Church St, Ligonier, PA 15658. 412/238-4556.

82 900 Turbo, 4dr, original owner, 5spd, new clutch, transmission, tires, brakes, turbo. Excellent condition, always garaged. \$6200. John Hulbrock, 131 Mill Brook Cir, Norwood, NJ 07648. 201/768-4621.

85 900 HATCHBACK, 18k mi, blue. Many accessories, extra parts. Peppier than most. \$9150 FIRM. Margrit Adler, 1507 W University, Champaign, IL 61821. 217/356-9244.

79 900EMS, 61k mi, cardinal red, 4spd. New radiator, AC compressor, headliner. Recently painted, no rust. Exc cond. 4 snow tires on wheels. \$3500. Alan Schorr, 547 Sandrae Dr, Pittsburgh, PA 15243. Hm: 412/276-5573, Wk: 476-5024.

76 99GL 3dr, orig owner, engine & body sound. Driveable, but needs clutch, ball joint, brake work. \$600 obo. Jim Hipple, 26 Preston Rd, Lexington, MA 02173. 617/862-5327.

72 99E, 2dr, 149k mi, one owner, no rust, 4spd, excellent inside & out. Can deliver to Albuquerque or Denver, will consider others same radius. Includes nesletter since '75. Jon Amastae, El Paso, TX. 915/565-2152.

72 99 with FI. Has 74 trans, low mileage on Gislaved All-Season tires & KYB shocks. Parts car. \$200. Zane Dargaty, 10 Daniels Dr, Danbury, CT 06811. 203/743-0091.

### 99 & 900 PARTS & ACCESSORIES

USED TRANSMISSIONS & tranny parts. Heads, radiators, turbochargers, power steering. Complete 900 interiors, carpet sets, dashboards. Complete drivetrains, suspensions, wheels, glass, body parts... Michael Caro, 278 Boston Post Rd, Orange, CT 06477. 203/795-0776.

USED TIRES: 1 Pirelli CN36 175/70HR15, \$25. 2 Michelin XVS 175/70HR15, on steel wheels, \$60. 1 Michelin XZX 165SR15, on steel wheel, \$30. Goodyear sissy spare, \$15. \$100 for all. Bill Bussiere, P.O. Box 405, Mokena, IL 60448. 312/479-1500.

CHROME HUB CAPS from 72 99E, excellent condition, \$7/ea. Tim Smith, Bloomington, MN. 612/896-0987.

WATER COOLED TURBO APC, new, \$500 +core. Nicholas Pellegrino, Ithaca, NY. 607/272-8259.

72 99, solid body, bad engine, \$50. Chris Pedersen, 36 Thompson Ave, Fords, NJ 08863. 201/634-5947.

EUROPEAN HEADLAMPS for 900, vy gd cond. \$175 +shpg. Paul Bene, P.O. Box 448, Mantua, OH 44255. 216/274-8445.

WAGONBACK LID from 74 99, good condition, no rust, w/ heated glass, fists 74-80 99 hatchbacks, \$125. Ron Malak, 4662 E 90 St, Garfield Hts, OH 44125. 216/271-0667.

5-SPD TRANSMISSIONS REBUILT, some exchanges available. Installation available in SW Mass. Flat labor rate plus parts. See your dealer, then call me. Mike Kornely, Bradford Rd, Granville, MA 01034. 413/357-6471.

4 YOKOHAMA 195/60X15 008Rs, approx 100 mi, very little wear, \$325. Autopower bolt-in rollcage for 99, 1 yr old, \$400. Brad Ross, 7262 Barrett Rd, West Chester, OH 45069. 513/779-4208.

76 99LE PARTS: Engine, front axle, bmpers, P/S sys, steering columns & racks, brake booster, calipers, rotors, turn signal assemblies. Reasonably priced. Ron Caro, 47 Elaine Rd, Milford, CT 06460. 203/877-5814.

PARTING OUT: red 77 99; black 79 900 Turbo; 78 99GL 4spd, no head; 79 99GL 4spd, blown trans; front seats from 69 99, 76 99, many more. Send SASE with request to Beverly Collins, 2501 S. Center Rd, Burton, MI 48519. 313/742-7250.

KONI SHOCKS, rear, for 900. \$40/pr. 2 sheepskin seat covers for 900, \$30. Prices incl shpg. Dennis DeLeonard, 2812 Ole Pike Dr, Germantown, TN 38138. 901/756-0377.

### MISCELLANEOUS FOR SALE

DUNE BUGGY, Ford T-bucket body set up for Saab V4, FWD. Needs work. Send SASE for photos. Beverly Collins, 2501 S. Center Rd, Burton, MI 48519. 313/742-7250.

82 MAZDA GLC SPORT, the Saab 96 of the '80s. Metallic blue, 62k mi, 5spd, alloys, Sport suspension, Calif car. Fresh engine, extra wheels, SCCA rollbar. \$3000 or trade. Tim Winker, 218/724-1336.

750cc, 3-cylinder Yamaha Special, 1979, shaft drive, 15k mi. Nice shape, but needs carb work & rear tire. \$500 or trade. Tim Winker, 218/724-1336.

### WANTED

G.T. OR MONTE CARLO 3-CYL ENGINE. Gearbox bearings. 1.7 V4 crankshaft (10629?) w/pistons & rods. Camshaft w/7.2mm lift (p/n 10074?). Brian Wearing, 112B Moncks Spur Rd, Redcliffs, Christchurch 8, NEW ZEALAND. Phone 00-64-3-842373.

FRONT SPOILER to fit 78 Turbo. James, Barrington, NH. 603/664-5666.

EUROPEAN HEADLIGHTS, doors, grille for 78 99. \$100? or swap for other parts. Nicholas Pellegrino, 282 Enfield Main Rd, Ithaca, NY 14850. 607/272-8259.

SERVICE INFO. MANUAL #2, 11/79-8/81, SAAB p/n 02-91-286. Photocopies OK. Lee Beck, 2015 Ontario Cir, Ft. Wayne, IN 46802. 219/925-1444 days.

BRUSHES for 71 95 w/w motor, wiper motor for 71 Sonett, Free lever shocks for 95, you pay shipping. John Fox, P.O. Box 2926, Olympic Vly, CA 95730.

## CENTRAL REGION WAREHOUSE CLOSING

Saab-Scania of America's parts and accessories warehouse located in Schiller Park, Illinois, will close later this summer. The shipping of parts to Saab dealers will be split between the recently dedicated warehouse in Meriden, Connecticut and a new facility under construction near Atlanta, Georgia.

The Central Region Office and Training Center have recently relocated to 931 Busse Rd., Elk Grove, Illinois. According to Howard R. Smith, Saab's central region manager, "Relocation of the Central Region Office and Training Center was undertaken to accommodate growing sales and support operations in the Central Region, which serves 120 Saab dealers in all or part of 22 states, Saab's largest U.S. sales region."

The new facility in Lithium Springs, Georgia, will cover 103,500 sq. ft., considerably larger than the one in Shiller Park. The Georgia location was chosen as Saab believes their greatest growth in the next few years will occur in the southeast.

Some Central Region Saab dealers' parts managers have had concerns with the change due to the longer shipping distances. One, whose parts are already being sent from Connecticut, says it is taking an extra week to receive parts shipments.

## '88 9000s RECALLED

Approximately 7000 1988 SAAB 9000s are being recalled to correct a defect in the cruise control system. SAAB says their dealers will install a plastic cover over the clip attaching a ball chain to the cruise control vacuum regulator. The modification affects 9000 Turbo and 9000S models.

Under extreme conditions, there is the possibility of the ball chain getting caught on the vacuum regulator attachment clip, preventing the throttle's return to fully closed when the accelerator pedal is released.

The problem was discovered during routine testing of production line cars. There have been no owner reports of impeded throttle return, nor any accidents attributed to this condition.

3000 1988 SAAB 9000 Turbos are also being recalled to replace the front exhaust pipe which may have a defective weld. The defect could cause increased emissions of oxides of nitrogen due to admission of unmeasured air ahead of the catalytic converter. The defect was discovered during quality control checks at the factory.

Owners of the affected 1988 SAAB 9000s will be notified by mail of the recalls. Repairs will be made at no cost to owners.

## SCANIA BUS FACTORY TO CLOSE

The Scania bus production facility in Orange, Connecticut will close its doors this fall due to the weak market for mass transit caused by lack of federal funding.

"The 'low-bid' factor combined with reduced federal funding has made it impossible to operate at a profit," said Robert J. Sinclair, president of Saab-Scania of America, Inc. "It's not that the demand isn't there. It is. It's just that the government is not releasing the

funds necessary for upgrading mass transit."

"When we entered the (U.S.) market in 1983, the total market was projected at 4,500 buses per year, with the demand increasing to 6,500 going into the 1990s. Instead the market dropped below 2,000 and has been hovering at the 2,000-to-2,500 range ever since," Sinclair said.

Scania buses also had to be sold below what Saab-Scania considered fair market value due to the low-bid clause, which requires transit groups receiving federal funds to accept the lowest cost bid.

## BYLAWS BASH II

On Saturday, May 14th, SAAB Club members converged on Grand Rapids, Michigan, for the second round of setting up bylaws for the national club. In attendance were three members from the Milwaukee club, Dave Porps, Andy Sakso and Ian Simpson; three from the Great Lakes club, Tad Gilliam, Jim Laman and Fred Murphey; Jeff Schille from the Midwest Sonett Club (St. Paul); Andy Federowski of the Northern Illinois group; plus Bernie Tencate and Chuck Binder, both from Michigan but not members of a local club; and Tim Winker, publisher of NINES.

Ian had drafted proposed bylaws based on a set prepared by Ken Rosenberg of Florida. The general principle of these bylaws is a board of directors made up of a representative from each local chapter and specialty chapter (such as the Sonett clubs), and a couple of board members to represent the membership at-large who don't belong to a local chapter.

The board would set policy and ensure that the purposes of the club are carried out. Gary Stotler of New Jersey defined most of these purposes and ranked them in importance. Chief of these is ensuring NINES and the mailing list are in good health, and providing insurance and support to local groups and members. The national group would also oversee such events as conventions.

We agreed to have as officers a Chairperson (not president, to avoid political problems), a treasurer, who would also act as chair in place of the Chairperson when needed, and a secretary to maintain records and oversee the archives.

Insurance was a big concern to most of us, and it looks as if we will be able to do OK here. Based on a standard formula by K&K Insurance, we would end up paying about \$5000 a year for insurance, with full coverage up to one million dollars. For events like races and rallies a charge of \$159 would be assessed against our policy, and for non-competitive events like parades and car shows the charge would be \$84. These charges would be prepaid up to the amount the club paid in the first place, and if the local clubs had more events, these charges would be added to the total. Events like meetings, conventions and board

meetings would be automatically covered at no additional charge. This works out to about \$1.50 per member, although the actual method of dividing up the payments would be decided by the board once it was installed. Just for comparison, for a local club to have its own insurance policy, the fee is \$924 annually.

After discussion about differences and fine points of honorary and supporting memberships, we broke for lunch. We all went over to Mr. Fables for food (burgers!) and then to Keenan SAAB in Grand Rapids for an open house style tech clinic. The Great Lakes club covers a large area, and members were in attendance from all over western Michigan.

At 3:30 we reconvened and discussed Gary's list of purposes. These all come as sub-purposes under the heading of "promoting the ownership and enjoyment of SAABs". Tim read his notes of letters and phone conversations with several people. One interesting subject was the list of things the SAAB Owners Club of Great Britain does. They have a shop which sells parts and gifts, a travel service, a traveller's aid service, weekend trips, car insurance, and an old car registry.

One important point raised was on voting for representatives. Members of chapters would select a representative to serve on the board from within their own organization. The members of the board selected to serve the membership at large, not affiliated with a local or specialty club, would be elected only by those people, and they may not themselves be members of chapters.

We didn't quite finish, although most of the four articles left to work on are routine. We will be finishing up in Delaware on the Friday night of the convention and will be taking a trial vote of the membership in attendance there. If we appear to be on the right track, we will be sending a copy of the proposed bylaws and a ballot to all subscribers of NINES. We are hoping that we can have a new board in place and perhaps have the first board meeting at the regional convention in Milwaukee in October.

Ian Simpson  
Milwaukee SAAB Club

## MEMBERSHIP/SUBSCRIPTION

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_

PHONE \_\_\_\_\_

SAABS OWNED \_\_\_\_\_  
(Year & Model)

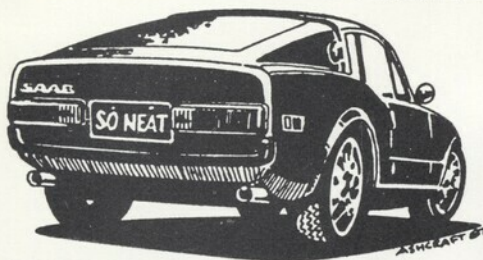
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## FROM THE BACKSIDE

As you can tell, NINES has truly become part of the desktop publishing revolution. I have made the financial commitment to remain editor for the next several years. That means there's a new AT-compatible computer on the desk, and next to it, a Hewlett Packard LaserJet II printer. As long as editing NINES is my full time job, I decided I should use the tools that are available to produce the best newsletter on SAABs possible.

That does not mean I am completely satisfied with this issue. Due to time constraints - the computer arrived in mid-May, I had to cram to learn the word processor and associated software, there were some printer troubles and other time-consuming "opportunities" - this issue has gone to the printing shop about a week late. Another factor was the additional four pages. Yep, a 24-page newsletter this month, a first! Those extra pages also added time to the production.

There will be some experimentation in the next few months. Though I see the paste ups, I don't get to see the finished product until everything has been printed. I'm not too happy with the limited print styles currently available in this machine. I expect to have some better fonts installed to produce future newsletters.

Several of the "competition" articles that were requested a few months back are published in this issue. I was pleasantly surprised at the number of people running SAAB two-stroke powered cars in vintage races. I also read that an American team ran a SAAB 96 2-stroke in the Vintage Monte Carlo Rallye, but did not finish. Anybody have any more details on this?

July's NINES will feature "Collectible SAABs". Interest in the older cars appears to be growing, as I now occasionally get calls from people wanting to BUY a smoker or a 97. Most, however, are looking to sell, knowing the cars were produced in small numbers and figuring they must be collectible by now.

Are you making plans to attend the National in Delaware? I am seeking a rider or a convoy. I should point out that I intend to make many stops along the way, at SAAB dealerships. Of primary interest are the smaller or better known places. Places like Meyer Garage in Iowa, Gibson's in Indiana, several shops in Ohio and Pennsylvania, etc. Any takers?

There are a couple of areas where you can help to make your service (and my job) easier. When you send in your renewal, please send either the postcard, the subscription form in the newsletter, or a sheet of paper with your complete address, and include the SAABs you currently own. Checks are removed from the envelopes immediately, but the mailing list is only updated once a week, so that extra piece of paper helps our system.

If you are sending several things at once - renewal, a want ad, book or T-shirt order - please put them on separate sheets, as each area has its own cubby-hole. A single sheet has to get moved from one to the next, and may take longer to reach its final destination.

There is a new guard-in-training at the editorial offices of NINES (that's my base-ment). She's part German Shepherd, part itinerant-male-canine, and her name is "Viggen". (I thought about calling her "Carpet" - soft and warm on your bare feet, goes on the floor...) She enjoys riding in my Wagonback with the seat down; so much so that it is now known as the "Viggen Vaggon".

Every now and then I get a call from a member who has dared venture to the northern Minnesota wilderness and would like to stop by for a visit. You are certainly welcome to do so, just give me a little warning so I can rearrange the piles and stock the beer cellar. If you're lucky, there'll be some homebrew on the shelf.

A recent visitor came all the way from Holland. Arne Visser advertised in NINES for a Sonett III a few months ago, and bought one from John Van Landingham in Seattle, a '74 with 30,000 miles. As he was driving it across Canada, he had a few problems, and couldn't find a shop that knew anything about older SAABs. So he drove down to Duluth, where Swedish Express was able to diagnose his car troubles as minor.

Since his car wasn't finished until late afternoon, he decided to spend the night in Duluth and join me for dinner. Later, we stopped at a local waterfront watering hole where we ran into the Swedish Army Band. They had been touring with the King and Queen of Sweden, and had an overnight stop in Duluth before flying back to Europe.

The next morning, he and I and Randy Jokela went out for breakfast. We told him it would be Dutch treat... so he paid the check.

Tim Winker, Editor



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