



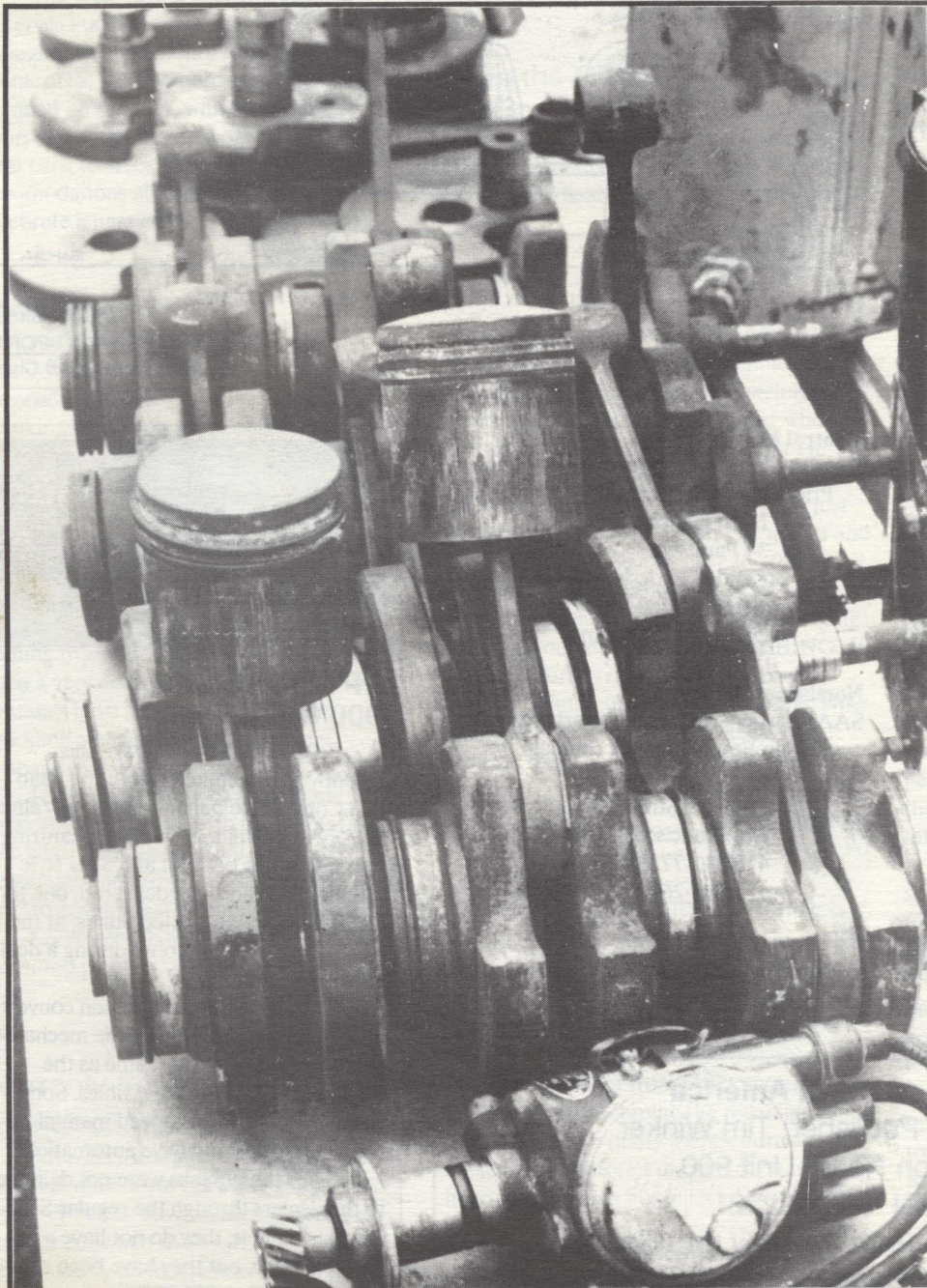
NINES

THE SAAB CLUB NEWSLETTER

\$2.25

August/
September
1988

no. 173



In This Issue:

**Highlights of the
1988 National
SAAB Owners
Convention in
Delaware**

**Build Your Own
5-Door 900
Turbo-16**

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Results**

**9000S Automatic
- Driving Impression**

**News from
Overseas
SAAB Clubs**

Two-stroke crankshafts lined up for display at the '88 Convention Swap Meet.

Regional Club News

Calendar of Events

Central Illiana S.C.

Sept. 25 - Drive to Dwight for luncheon at Babbas Restaurant. RSVP by 9/15. Margrit Adler, 217-356-9244.

Central Penn S.C.

Sept. 6 - Regular meeting at Bube's Brewery in Mount Joy. George Basehore, 717-944-2915.

Great Lakes S.C. (Western Michigan)

Sept. 10 - Trip to Eastern MI?
Oct. 8-9 - Fall Color Tour
Jim Laman, 616-335-5215.

Milwaukee S.C.

Oct. 22-24 - Regional SAAB Meet.
See Ad on page 19 for details.

New England Sonett Club

Sept. 17 - Meeting at Fred Shaw SAAB, Hingham, MA. V4 Tuneup Clinic, appraisal of members Sonetts.

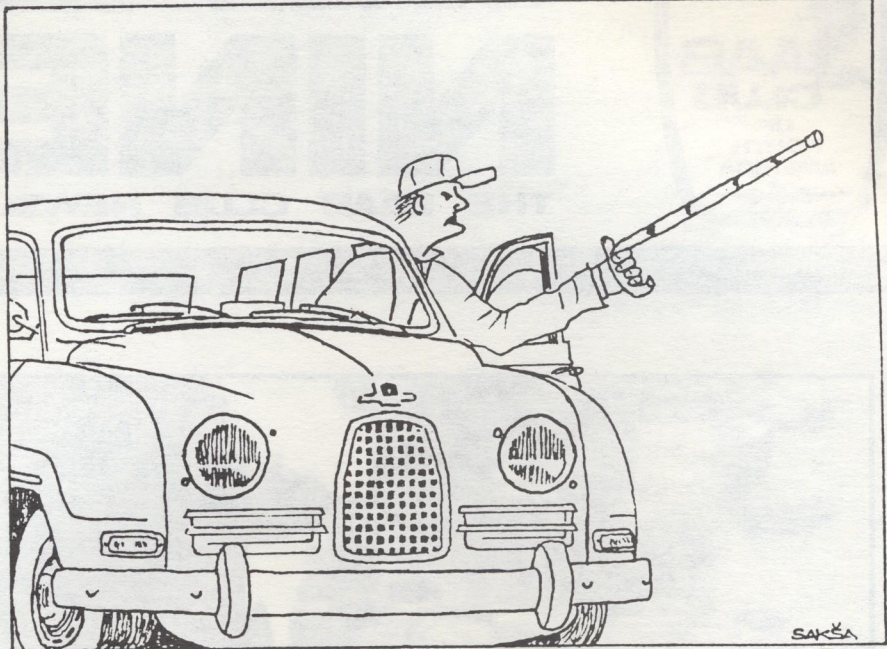
Southern California S.C.

Oct. 23 - Barber/SAAB Pro Series Race at Del Mar (San Diego). Qualifying on Saturday, race at 4pm Sunday. Members interested in this SAAB activity, send a SASE to:

Paul Florance
126 1/2 Main St.
Seal Beach, CA 90740.

For ticket info: 213-491-3524
or 619-259-5119.

"Out of the Woodwork 8", a Meet for all Sports Cars organized by the TVR Car Club. Sunday, October 8th, rain or shine. Held at scenic Round Valley Recreation Area in Lebanon, NJ. For details, call Marq Ruben, 301-986-8679.



A typical two-stroke crank.

Andy Saksa
from THE SAAB SPORT
Milwaukee SAAB Club

Central New Jersey

Interested in starting a club in the Trenton/Priceton area? Contact:

Herb Hirsch
34 Paul Ave.
Kendall Park, NJ 08824
201/560-5760 Work
201/821-8284 Home

Northern California

SAAB owners who wish to start a club in the San Francisco area, contact:

Keith Werner
25 - 14th Street
San Francisco, CA 94103
415/331-7728 Home
415/863-2611 Work



Special Edition 900 Convertible

Saab-Scania of America, Inc., recently had a limited run of the Saab 900 Convertible built at the Saab-Valmet factory in Finland, all in black, featuring the SPG lower body kit and SPG style wheels. The cars were delivered, one to each dealer in the United States, at the I.D.S. Center in Goteborg during a dealer trip to Sweden.

Though the limited edition convertibles have the SPG styling, the mechanical components are the same as the regular 900 Turbo Convertibles. Some were delivered with 5-speed manual transmissions, some have automatics.

Since these Saabs were not delivered to the dealers through the regular Saab-Scania channels, they do not have a "sticker" price, but they have been offered in the \$32,000 to \$35,000 range.

SAAB Club of North America
NINES Editor & Publisher: Tim Winker
2416 London Road, Unit 900
Duluth, MN 55812-2221

(218) 724-1336, 9am - 8pm Monday thru Saturday

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The SAAB Club is not affiliated with Saab-Scania of America, Inc.

Letters to NINES

Thanks D.V.S.C.!

Just returned from the National Convention, put the parts acquired there on my Sonett and my buddy's 900. The get together was outstanding. I met many new people and saw so many outstanding cars that I am still in awe.

The Delaware Valley SAAB Club deserves kudos for putting together a well thought out and smooth running event in a scenic area, we saw more scenery than planned on the rally, with something for everyone. Great time, congenial people, neat cars, tech sessions, rally scenery, good accommodations all coming together to celebrate a neat car.

Dwight Benecke

More Thanks!

At 2:50am on July 28th, Andy Federowski left a note and one of the nicest surprises of my life on our porch: a plaque thanking me for my years of service to the SAAB Club. Thanks Andy for taking the detour on your way home.

Since I obviously missed an opportunity to make a long winded speech (had we only been there), I'll take this written space to thank each and every one of you. This lovely plaque means a very great deal to me, coming from our friends and my peers. It's been a very exciting 30 years for us, which wouldn't have happened without the prodding and encouragement of my husband in the early years.

I fully intend to keep on with my support and activities with the club(s). I will also continue with the Central Illiana newsletter and programs, and will be "on call" to anyone that catches me at home.

My sincere thanks for this beautiful and treasured plaque.

Margrit Adler
Champaign, IL

Warranty Service by Independents?

Several customers who bought late model SAABs from the local dealer were told they had to have all their scheduled services done at a dealer. If the services were done by an independent, their warranty would be void.

On hearing this, two of them traded for Volvos. Volvo doesn't have such a rule.

Is this a Saab-Scania policy, or just a local dealer misrepresentation?

Also, SAAB does not provide a means of tapping into the exhaust with an infra-red probe upstream of the converter to take a CO (fuel mixture) reading. Does SAAB give CO₂ and O₂ specs at the tailpipe for the various engines, both at idle speed and at 2000 rpm?

Paul W. Smith, President
P & A Smith Auto Maintenance, Inc.
Cary, NC

Keep the Old SAABs Running

Two comments about the July newsletter. First: About licensing manufacturers to produce parts for the old SAABs. Let us hope Saab-Scania was reading and "listening."

Second: About keeping cars original and not radically modifying, especially the old stuff. We, too, have a local that went the V6 route, putting the engine in what was a '68 96 DeLuxe. Talk about a cobble-job!

At Monty Tarr's "GT Farewell Bash", we talked to an older SAAB owner whose next project was to put a V4 in a 93! He "liked the way it drove, but it was too slow." He also had a 5-door Turbo. Why not just go fast with the 900? Couldn't he go out and buy a nice Chevette and leave the 93 alone?

It's like running your nails across a blackboard when you hear this sort of thing. Cringe? You bet. Talk about SOBBING! It wouldn't hurt to repeat your "Keep it original" comments from time to time. Now if only we had all the parts to keep 'em original, these guys would not have any excuses!

Andy Saksa
Milwaukee, WI

Reader Comments on NINES

Keep up the good work! I have solved a lot of problems and saved a great deal of time and money thru the newsletters over the last year on both of my SAABs (formerly '84 900S, now '87 9000 Turbo).

I've read a lot from upset owners of SAAB 9000s concerning the reliability of the vehicle. Two of my friends purchased 9000 Turbos before I did and none of us have had anything but miles of trouble-free driving pleasure.

Also a brief plug for the service department at Rancho SAAB in San Diego,

CA, for their outstanding mechanics and courteous staff.

John Wesley White
Tucson, AZ

Great publication seems to get better - new type style and format. Would love to see more items addressed to 99s, but understand the necessity of looking to the present and future. Finding the key to keep the 99 happy is strict maintenance and a knowledgeable mechanic. Mine is Rob Walden at SAABMASTERS (10410 Greenwood Av. N., Seattle, WA 98133, (206)789-2819). His staff is extremely knowledgeable and know the old idiosyncrasies of 96s, 99s and newer. Fairly priced and always with good ideas.

Peter Tyrash
Seattle, WA

The newsletter is getting too "slick" in appearance and consequently too expensive. We're not a BMW club. Let's go back to the old ways.

Dick Ginsburg
Cornelius, OR

Just a few notes about the way the newsletter has changed:

1. Old format and paper were very good. Rather pay for more info and less glitz.

2. Definitely too much editorializing and personal BS of the editor. Look at it from a members point of view: Do I really care about your experiences with the new PC? Sure it's an exciting toy for you, but I don't really care about it. I want to read about SAABs, not you. Information to people about things that a) do not affect them, b) can't be used by them, c) can't be influenced by them, is a waste.

3. Especially good articles on alarm system, tires, rear hatch noise reduction and tranny lubrication. Keep 'em up, those I can use, that's why I am a member.

4. A tip: Put metallic replacement brake pads on an '81 900S. They took a good 2000 miles to bed in and until then tended to cause the fronts to lock up. Only replaced the fronts. Put 'em on at 24,000 miles when the original brakes were almost totally gone. When I traded the car in with 85,000 miles they showed no appreciable wear and the disk looked like new. Also had a good deal less dust on the wheels.

Dean Tremble
Seattle, WA

Sonett IV Mystery Revealed

I had just finished copying some articles from European magazines which might be of interest to you, when the latest NINES came in the mailbox.

I'm very glad to see it has become fatter; it's my favourite mail package. I was glad to read that you committed yourself to the job for a few more years (decade?). Good on ya' mate! And now I'm even mentioned in "From the Backside". For me that's better than to be on television. Quite an honour! Thanks.

One thing I have to elaborate on is the Sonett IV story: I remembered that car from an article in Teknikens Varld and immediately dug up the issue, of which I send copies also.

The SAAB Speeder is equipped with the 16-valve DOHC powerplant from a 9000 with a slightly changed injection and a bigger turbo, giving the car 250 bhp and a top speed of at least 235 km/h (140 mph!).

It was developed as a project car sponsored mainly by the magazine. They have a project car each year, preferably a SAAB or Volvo look alike and they're pretty serious. They built a 760 2-door cabrio in '85, and the Speeder is their '86 version. It was built by Leif Mellberg in Nykoping. Probably it was a little like the Quantum SAAB of Walter Kern.

Arne Visser
Amsterdam, Netherlands

[Letters about the SAAB Speeder were also sent by Mats Jonson in Sweden and Marc Dalbard in France. - TW]

German Correspondence

I'm getting involved with the SAAB Club activities here in Germany. Near the beginning of May the SAAB-Classik Interessengemeinschaft (interested community) sponsored a weekend get-together in the countryside around Gruibingen (within half a tank of Stuttgart). About 75 people and about 30 SAABs showed up. There was a concourse and a gimmick rally plus shop talk, picture showing and general SAABing. Most SAABs were of the 96 variety, many of them being late models: '78-'80. Most were in excellent condition even though they see daily use.

The 96 in the photos belongs to Martin Roth of Leinfelden, West Germany. It looks basically like a 96 except for the widened track and fenders. However, underneath this car is a 900 Turbo with a B series motor. Martin and his father began with a



1979 96 and 900 Turbo. After 1500 hours of work, the wolf in sheep's clothing was ready to eat some Porsche's.

The motor puts out about 200 hp. It has a hotter cam, stamped pistons, four extra fuel injection valves (cold start type), a domed head and an enormous Porsche intercooler. The entire front and rear suspensions are direct from the 900 and the radiator is located in the trunk with the hosing running the length of the car. Electricals are all from the 900 and it's amazing to see all that hardware fit in the engine compartment of a 96.

The interior is basically 96 with a 900 instrument pod. The seats come from the 900 but have been narrowed to fit in the 96. Front and back are both covered in leather.

A minilite wheel and Pirelli P6 is mounted on each corner. A beautiful dark blue paint job finishes it off.

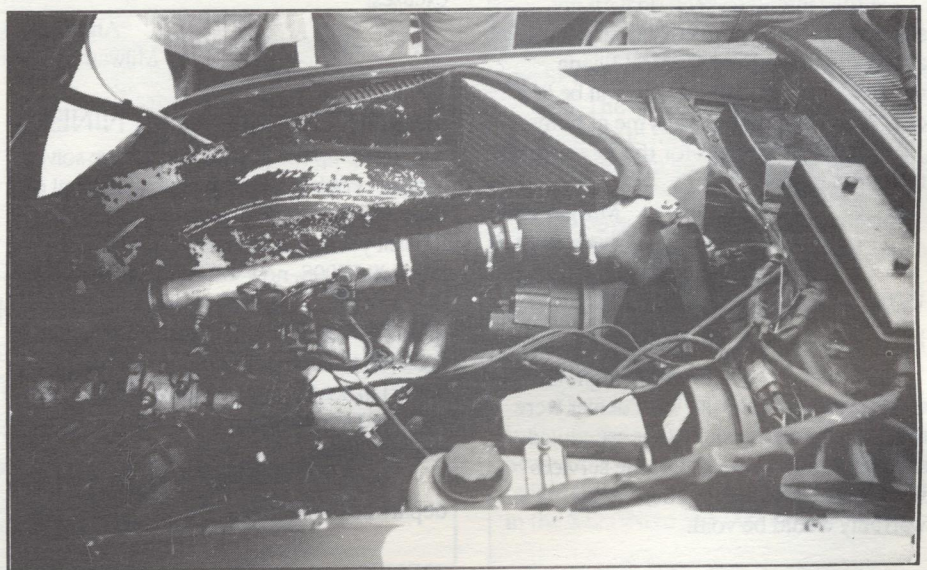
As a side note, every car in Germany must pass a biannual safety inspection. This car is so modified that to have it pass, Martin and his father had to become a "car company." This title allows them limited production run cars which makes it easier to pass inspection. However, the registration papers still show the car as a 96 with a V4!

Sitting in the car feels just like a 96, but it rides a lot more surefooted and handles much better than a stock 96. It is extremely fast, perfect for the autobahns.

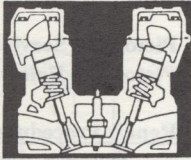
Martin estimates the cost to be 35,000 DM (the two cars plus materials), labor not included.

I have now purchased a 1980 96. It is not one of the last 300, but is fairly close. It needs some derusting, and hopefully will have it all sorted out within a month.

Tom Remedios
Reutlingen, West Germany



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 modification and high-performance tuning will not be considered for publication in this column. Requests for personal answers will be ignored.

For a proper diagnosis, it is recommended that you have your SAAB serviced by an authorized SAAB Service Agency.

Send your questions to:

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

I recently bought a '73 Sonett with 38,000 miles. The steering is very stiff. I installed new tires and had it aligned. Then I installed the steering rack from an easy steering '71 Sonett. I don't see any grease fittings on the ball joints; could they be dry? I can't feel any play by rocking the wheel when the front is off the ground.

B.M., CA

You didn't say if you re-tired the car with the original size. Some owners put on 165x15s, a size larger, which put more rubber on the road. Also, what pressure do you run? A little less than recommended will make it ride better, but steer harder. Are you comparing your non-power steering Sonett with your family PS car? When you replaced the steering rack, did you pull the boots off the ends and solvent out the old soap-type grease and replace it with modern lithium-type? Did you check the turning resistance of one rack against the other on the bench?

Yup, later 97, 96 and 95 models did away with the grease fittings. Since you've recently changed the rack, how about taking the tie rods loose again and swinging the tire from left to right, etc? You may find a very tight ball joint, or similar. Keep hunting, you'll find it.

I'm restoring a '73 Sonett that has factory air, and the capillary tube to the temperature control got broken accidentally. Where can I find a replacement?

J.D.I., OK

The air conditioning system was made by ARA in Texas. They made most of the "add-on" systems that were popular when few cars came with A/C. An auto parts store should be able to match the control, dryer, etc. that you need.

I have an '88 900 with the 8-valve engine. When I start it, there seems to be a second or two of clatter. Any suggestions?

B. vG., BC

Watch your oil light carefully. Does the clatter stop just as the oil light goes out? I'd suspect the anti-drainback valve in the oil

filter is not holding properly, so the pump has to fill the oil system before it can build up enough pressure to quiet things down.

Are you using a SAAB oil filter? Bargain filters are no bargain, many don't have an anti-drainback valve. Even with new filters, there is occasionally one that is defective. They're mass-produced by the millions, and to sell them for what you pay for them, every so often there's a "dinger."

My '87 8-valve has 12,000 miles on it. The oil drain plug leaks. When I changed the oil for the first time myself at 11,250 miles, I noticed the plug seemed too small for the hole. Even threaded all the way in, just before seating, it could be rocked back and forth about 1/16" What's the story?

K.B., MD

I think you'll find that Saab was putting heli-coils in the aluminum transmission case by the time your car was produced. I'd suggest you check carefully next time you drain the oil. A heli-coil is made of steel, it will attract a magnet. If it isn't there, check previous ASK BOB columns about stripped drain plugs. There are aftermarket self-threading plugs that I have used, and they all seem to work okay.

You may have given the BIG clue when you said that you changed the oil yourself and found a problem. I have found plugs so tight they had to be destroyed to remove them, or they had spun the threads off and were just in the case by friction. This is usually caused by some grease monkey who had an extra bowl of Wheaties for breakfast.

The passive seatbelt system on my '87 900S doesn't work right. How do I fix it?

M.B., KY

The early '87s had some problems in this system. Take it back to your dealer and let him fix it. See Saab Service Information for the 900, section A-3, page 103.

My '85 900 has an ultra-sensitive cruise control. The car has 101,000 miles and I love it, except that I hit a little bump and the

cruise control disengages. How can I fix it?

J.T.E., IN

You may find the disengage switch is adjusted so close that just the minute wiggling of the pedal kicks it out, or you may have a bad electrical contact. Since your letter asks where all the stuff is, I wonder if you can fix it. Sometimes a tricky one like this call for the training that Saab gives to its dealers' mechanics.

I want to put late 900 horns on my '77 99, but the connections are different. How do I hook them up?

D.M.

On my '87 9000, the radio lights dim with the panel lights, so I can't see to tune the radio at night. How can I rewire to keep the radio light bright all the time?

K.C., NY

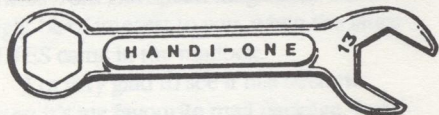
Both of these questions deal with modifications. See the masthead at the top of the page. Maybe someone else will have an answer.

I don't get a lot of letters telling me I'm wrong, but there was a beauty recently. It was from a "doctor" (of what - veterinary, podiatry, philosophy?) who tells me I'm wrong on the subject of removing the catalytic converter, that said removal will add 5hp to a 9000S and 15hp to a 9000 Turbo. He says there is, "a NOTICEABLE performance difference" between the 'cat-less' Euro version of the 9000 and that imported to this country.

You're right, Doc, there is. But there are a lot of other differences that I know about and you apparently don't. The U.S. version is calibrated to meet U.S. emission standards, which are very different from European emission requirements. If you read any automobile magazine, they'll all say the same, European cars have more zip. Next time, write your Congressman.

Bob

SERVICE SUBJECTS



FROM SAAB

Correcting a Radio Rattle Complaint

S.I. 06/88-1058, A-9/P.74

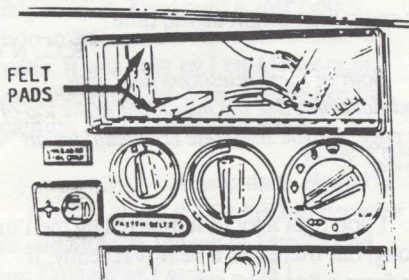
Application: Early 1988 900 Models

A limited number of early 1988 900 models were built without felt pads on the radio side support bracket. This can cause the radio/amplifier bracket to fit loosely in the dash and may result in a rattle. New felt pads have recently been made available as a spare part and may be used to make a repair.

Felt Pads

02-43-170

One package contains enough felt pads for two cars.



Install a new pad on the top and bottom of the bracket.

Repair Procedure

When investigating a dash or radio rattle complaint, be sure the support pads are installed using the following checks:

1. Remove the radio from its bracket.
2. Check for movement (up and down) of the radio/amplifier bracket.
3. If the bracket is loose, remove it and install new felt pads on the support bracket. The long pad should be installed on the lower part of the bracket.

Recall 271, Installing Cruise Control Ball Chain Covers

S.I. 06/88-1059

Supersedes 05/88-1053 [July 1988 NINES]

Saab-Scania of America has notified the National Highway Traffic Safety Administra-

tion (NHTSA) that a defect which may be safety related exists with approximately 8,500 model year 1988 9000 models. [This is an increase in the number of vehicles listed in the July 1988 issue of NINES.]

The defect consists of the possibility of the ball chain of the cruise control system's vacuum regulator getting caught on the attachment clip or the throttle pedal arm under certain conditions and extreme vehicle movements. This could impede full return of the throttle.

These vehicles will be voluntarily recalled by Saab-Scania of America. In addition to the cover over the clip that attaches to the ball chain, a cover will also be installed over the end of the throttle pedal arm.

Vehicles Affected By This Recall

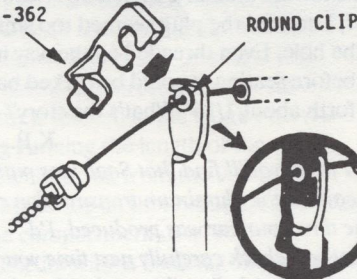
1988 9000S, 9000 Turbo

VIN Serial Numbers:

J1007322-J1030196

J2003314-J2017955

PEDAL ARM COVER
40-61-362



White, round clip must be centered in the opening for the pedal arm cover.

Intermittent Flashing of the Pictogram

S.I. 06/88-1060, B-3/P.15

Supersedes: 01/87-927 [April 1987 NINES]

Application: 9000 Models, 1986-88

A service kit (M86-87), relay (M88) and repair procedure has been developed to correct the momentary flash of the pictogram that can occur when applying the brakes or using the turn signals. The service kit for the 1986-87 models contains a relay which momentarily delays the signal to the pictogram display, allowing the circuits to stabilize. The relay for 1988 models replaces the stock relay and contains its own delay function. This service fix is not intended to compensate for an actual fault in the system that would result in a steady illumination of a failure indicator. In this case the wiring fault must be repaired before installing the service kit. See steps 8-15 of this S.I.

Pictogram Service Kit M86-87 85-47-663

Pictogram Relay M88 95-64-139

Repair Procedure

1. Remove the glove compartment and fold down the relay panel.

M86-87 Models

Install the service kit P/N 85-47-663 described in steps 2-6.

M88 Models

Remove the pictogram relay from the relay panel and replace with the new relay P/N 95-64-139. Proceed to step 6.

2. Locate the BR/VT (brown/white) wire (27B 0.5) which runs from terminal C1 of the filament monitor to terminal 1 of the pictogram.
3. Cut the BR/VT cable and fit the two female terminals and insulation sleeves from the service kit to the two open ends (Figure 1).

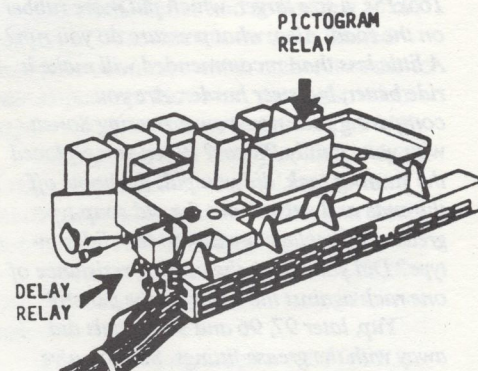


Figure 1. Relay panel. Relay from service kit is mounted on the edge of the panel (M86-87) Pictogram relay P/N 95-64-139 (M88 only) replaces the earlier style.

4. Connect the wire from terminal no.1 of the pictogram to terminal A on the delay relay. Connect the wire from terminal C1 of the pictogram relay to terminal B of the delay relay.
5. Drill a 4mm hole at the edge of the relay panel (Figure 1) and mount the relay from the service kit using the nut and bolt. Be sure there is some slack in the wires.
6. Refit the relay panel and glove compartment and move on to the rear taillights.
7. Remove the plastic cover over the right taillight. Check to see if the car has been previously modified (see S.I. 01/87-927). If not, proceed to step 8.
8. Cut the black wire (189A 1.0 M86/1.5 M87) at the right taillight as close to the

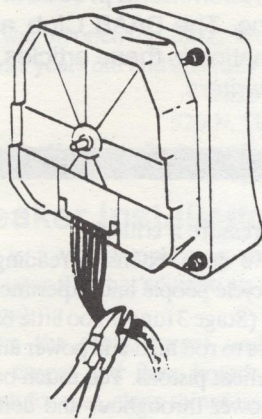


Figure 2. Cut the black wire (189A) as close to the sheathing as possible.

harness sheathing as possible (Figure 2). Leave enough wire to reach the new ground point.

9. Attach a ring terminal to the black wire.
10. Drill a hole in the body to accept a sheet metal screw, just below the taillight cluster (Figure 3). Carefully clean off all of the paint around the hole.

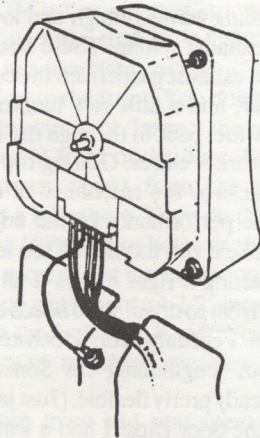


Figure 3. Drill the body and attach the black wire to the body with a sheet metal screw.

11. Attach the black wire with the ring terminal to the hole with a sheet metal screw. The regrounded right taillight should now be in a similar location as ground point 9 at the left taillight.
12. Refit the plastic cover over the taillight. Test drive the car. Observe the pictogram in the dash cluster while applying the brakes or using the turn signals.

NOTE

The service kit and grounding procedure above should correct a momentary flashing complaint. If a fault still exists, further inspection is necessary.

13. Remove all crimp connectors that may have been used in a previous attempt to fix a pictogram complaint. The taillight should be grounded directly to the car body as described in step 11.
14. Inspect the taillight clusters. The clusters must be the correct ones for the car. Cluster plates should be marked for USA. The clusters are also marked for the right (R) or left (L). Replace an incorrectly marked cluster. (Figure 4).

Market Identification

ECE R or L - WRONG

USA R or L - CORRECT

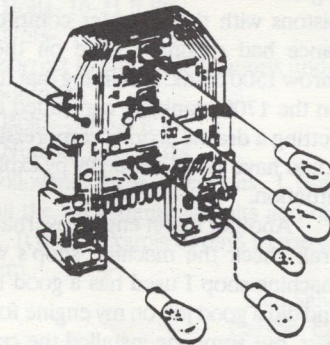


Figure 4. Inspect the cluster for proper market identification.

15. Bulbs should be identified as being the correct one for the application. When replacing a bulb be sure to use bulbs of the same manufacturer in both sides. Using different brands of bulb may cause a resistance imbalance leading to a pictogram flash. A bulb that has internal clouding or corrosion may also cause an imbalance, leading to a pictogram flash. The clusters, lens, bulb contacts and electrical connections must be free of moisture and corrosion. Clean and repair as necessary using a recognized dielectric product.

Consumer Information

Cross Spoke Alloy Wheel Tire Pressures

There are different recommended tire pressures for Saab 9000 models equipped with the 6.5x16 Cross Spoke Alloy Wheels

	Cross Spoke Wheel Recommended Tire Pressures			
	One-to-Three Occupants		Four Occupants	
	Front	Rear	Front	Rear
Saab 9000	30 lb	30 lb	36 lb	36 lb

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

depending on vehicle loading.

The Cross Spoke Wheels are fitted with 205/50 VR 16 Pirelli P700 tires and are specified only for 1986 and up Saab 9000 models. This wheel and tire combination cannot be used on Saab 900 models.

Remember that the P700 tires are uni-directional. In order to ensure maximum tire performance, they must be mounted as indicated by the arrows on the sidewalls.

Visor Maintenance Label Error

Some early 1988 900 Turbo models have a visor label that gives an incorrect oil change interval.

The label, mistakenly carried over from 1987, specifies an oil change interval of 3,750 miles. This is incorrect, except for vehicles in severe service. Starting with 1988 all 900 Turbos have a recommended oil change interval of 7,500 miles for normal driving. The 1987-88 Saab 9000 label (7,500 miles) is now used on 900 Turbos.

Torquing Wheel Bolts

Torque all wheel bolts evenly to specification in a cross pattern to avoid damage to the wheel and to prevent uneven stress in the hub which may distort the brake disc.

The wheel tightening torque for 1988 Saab 900 and 9000 models is 80 to 90 ft. lb. See the Owner's Manual for the wheel tightening torque specifications for other model years. Do not use air-powered impact wrenches for the final tightening.

M88 Running Changes

Luggage Compartment Lock

The Saab 9000 luggage compartment lock has been revised to require less effort to open the luggage compartment lid.

The lock now has a revised spring that exerts less tension. The tolerance clearances for the components have also been revised. The lock was introduced in mid-March starting with VIN J1021432 and J20112363. The new-design lock can be used to replace the old-design lock.

Continued on Page 18

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

Alternate Pistons for V-4

In his article on rebuilding the the Saab V4, Jack Ashcraft suggests using Ford truck pistons in the 1500-cc version on the grounds that they're cheaper than oversize pistons from Saab. I'd like to suggest an alternate approach that I used when I had my engine rebuilt: convert to 1700 cc and stop buying premium gas. If your engine needs a rebore and a new crank anyway, which mine did, then the case for the conversion becomes pretty compelling.

Whether you have the early oddball open-deck V4 or the later closed-deck variety, converting to 1700 cc couldn't be much more straightforward: just use the appropriate crankshaft and pistons. As Jack points out, the connecting rods are the same. Phoning around gave me the impression that Saabers are less willing to part with 1700 than with 1500 cranks, but the wrecking-yard price is the same for either kind. How do you tell what kind of crank you have? Piece of cake--"1,5" or "1,7" will be stamped into the web of the crank.

If you convert to 1700 cc, you can use pistons for the Capri 2600-cc V6--or for the 2000-cc Pinto inline 4. The chart below gives vital statistics for stock-bore pistons of both kinds:

Type	TRW P/N	Diameter, mm/in.	Compression distance mm/in
Capri	L1255F	90.0/3.543	39.27/1.546
Pinto	L1252F	90.8/3.575	40.51/1.595

*Compression distance (or deck height) = distance from piston crown to centerline of wrist pin

Putting the Pinto pistons on your rods is no problem--diameter of wrist pins is the same in either case. As the chart shows, thanks to the Pinto engine's slightly larger bore, using Pinto pistons is equivalent to a .032" oversize in itself. The Pinto pistons' greater compression distance will raise compression and power very slightly, but you'll still be able to use regular gas. If you need to get by with just a ring and valve job some day, rings are easier to come by for the Pinto than for the Capri pistons.

When you take your engine parts to the machine shop, don't make the minor mistake I made: I dropped off the 1700 crank, the new pistons, and the connecting rods with the old pistons still attached. When I phoned back a couple of days later, the machinist was holding off because he didn't know that the old pistons with their greater compression distance had originally gone on the shorter-throw 1500 crank. Assuming that they'd gone on the 1700 crank, he concluded that I'd be getting a drastic drop in compression ratio. I could have saved the delay by explaining the situation.

Another tip on engine overhauls in general: check the machine shop's work. The machine shop I used has a good reputation and did a good job on my engine for the most part, but someone installed the center camshaft bearing slightly crooked, partially blocking the oil holes. Some oil, but not enough, was getting to the upper end of the engine. I had to have the engine torn down again (scratch one set of gaskets!) and the bearing rotated into the proper position. Glen Edinger informs me that some people handle this situation by drilling new oil holes in the bearing (just run a long bit down through the oil holes) after it's installed.

Another tip from Glen Edinger: if you're using the Weber 34ICH carburetor, check your jetting, because you virtually get potluck out of the box. Of three 34ICH's Glen worked on recently, no two were jetted alike. Correct jetting is: main jet 195, air corrector jet 165.

Andy Buc
Seattle, WA

Back Pressure Critical to Modified 2-Stroke

Just recently obtained my second Sonett, a '74, so thanks for all the tips in the May newsletter. The valve train tips will be useful for any upcoming valve work.

I usually agree with Jack Ashcraft's SAAB tips, but must disagree about the 2-stroke exhausts. He may be right if the car has a stock engine (my Sonett-II never has while I've had it), but if the ports have been changed or it's otherwise tuned up, exhaust

back pressure is critical.

I've done extensive reading, talking to motorcycle people and experimentation with my car (Stage 3 tune). Too little back pressure appears to rob high end power and is reputed to overheat pistons. Too much back pressure robs power throughout and definitely burns pistons.

I tried putting glass pack mufflers on, but only get good sound and less power. A nice clean stock Sonett rear muffler with clean stock diameter pipes from the resonator (my resonator is modified per Stage 3 instructions) have been my best solution for reliability, power and noise control.

All the literature I've read is adamant about the criticality of matching your front resonator length and volume to the port sizes and timing. Exhaust outlet from the resonator is equally critical. The two cycle works by setting up standing waves of high and low pressure in the exhaust system. These alternately scavenge the exhaust gases from the combustion chamber, and a little raw fuel, too, then stuff the raw fuel back in through the exhaust port just before it closes. Getting the system wrong will destroy the resonance of the system, and the performance of the engine. It may also make it run too hot or too lean and wreck it. Getting it right makes it all worthwhile, and a treat to drive. Who needs a turbo!

Back in February, Jon Hochstetter inquired about lengthening his Sonett. The Sonett is already pretty flexible. (Just jack it up and watch the door gaps! I had a windshield pop out by standing mine on its four jack points for six months.)

It looks like you could move the pedals two or three inches forward by cutting the firewall and moving the pivot brackets. It may even be easier and no fancy bodywork or paint to spoil.

Now I have a request for HELP! I need water pump rebuilding kits or bearings and seals for the Sonett-II/850 Monte Carlo engine. I'm running out of good used parts for two cycles.

I took the Sonett II over Independence Pass (12,000 feet) recently. Ran a bit rich, but made it on all three cylinders. Then I beat 85% of the field at a street race in Debeque, Colorado. The only car faster that arrived under its

own power was an open top 280Z. We beat a lot of 911s. 21 years old and still runs great.

Nick Wilson
520 N. Hancock
Colorado Springs, CO 80903

97 Speaker Installation

There is a very simple way to install speakers in your 97 (that's Sonett to the uneducated few).

Remove the seats, carpet under the seats, front carpet and floor boards (good time to check for rust, clean things up).

Feel the upholstery on the front of the gastank, just to the left of the rear window release on a Sonett III, same area on the Sonett II and V4. There is a "hole" there that is perfect for a standard 5-1/4" round speaker or it can be enlarged for a larger speaker. The chamber around it works far better than the fiberglass in the rear, and it won't "block" the sound when items are placed in the back. There are also holes (the same size) for accessing your speaker wire runs down lower.

Gently peel back the material enough for access. You can re-glue it with contact cement, 3M yellow weather-stripping glue in a tube, or a spray such as 3M "33" glue which sprays in a nice tight pattern.

Now to the front. You don't need to cut a hole in your door. Inspect the carpeted kick area just in front of the door. Peel back the glued-down carpet from the bottom and there is a hole there. Ditto on the other side. Use the lower set of holes as the fuse block covers most of the upper one on the driver's side. You can mount a 4-1/2" speaker there or enlarge the hole with a metal cutting jigsaw and mount matching speakers to the rear units.

Both front and rear speaker locations require just a drill for mounting the speakers, and a razor-knife for cutting the holes open. Make an "X" in the material starting from the center, then trim back in a circle. Glue back any loose material, run your wires, put it all back together and crank up the tunes.

By the way, the old dash speaker works great for a CB radio.

If you're installing an amp/equalizer, you can hang it under the glovebox if so desired. Another area is under the dash, just to the left of the steering column. That depends on the size of the unit, and if you desire to keep your passengers' grubby little hands off of it.

Paul Florance
Seal Beach, CA

Misprint in Chilton's Manual

Be advised that a very serious misprint appears on page 40 of CHILTON'S Repair & Tune-Up Guide for SAAB (1960-70). The section relates to rebuilding the four-stroke V4 engine.

It states:

"39. Install the intake manifold. Tighten the bolts and nuts in two stages, to the correct torque:

- Stage 1: Bolts- 2.9-5.8 ft lbs
Nuts- 2.2-3.6 ft lbs
Stage 2: Bolts- 16-21 ft lbs
Nuts- 11-13 ft lbs"

The correct torque specifications under Stage 1 should be:

- Bolts- 2.9-5.8 ft lbs
Nuts - 2.2-3.6 ft lbs

By following these directions, I over-torqued all the inlet manifold bolts and had one break. It took a couple of days to correct the problem.

Dan Salvo
Carson, CA

Request for Help on a GT-750

I own a 1960 96 GT-750 which is currently being restored. I am looking for helpful information on restoring the car from other GT-750 owners.

Also, is a 4-speed tranny (painted orange) considered a "Special" or "Rally" tranny for the 1960 model? I know this is the original gearbox.

Warren Shindle
P.O. Box 15359
Norfolk, VA 23511

Check Sway Bar Mounts

My '75 99 had been making an occasional clunking sound from the left rear for almost a year. I checked the exhaust system and tugged on the wheels - they weren't loose - and let it go for awhile.

Finally, a worsening of the noise prompted a more thorough look. The left rear trailing arm had cracked around the mounting bracket I bolted to it when installing a rear sway bar from IPD in Portland, Oregon.

Replacing the trailing arm is straightforward. Expect the front pivot bolt to be frozen to its bushing. I replaced these parts as well.

Due to the extra stress caused by the sway bar, the mounts should be inspected carefully at regular intervals. If I were buying one again, I'd look for a different sway bar mount design. Maybe one could get the whole works from a wrecked late model 900S or Turbo with the factory sway bar. [Note: That would only work on '79 or later models of 99 or 900. The earlier 99 rear suspension is different. -TW]

In regard to Peter Keun's article on brake caliper rebuilding, several shops have told me that a new caliper will outlast a rebuilt one by a year or more. I've been able to buy them new for around \$140 from independent SAAB shops in the Boston area.

Eric Pyle
Vineyard Haven, MA

SAAB Parts Manuals

Quick Reference Parts Manuals for the 99 and 900 are now available through Saab dealers. The y are:

99 ('75-'80) P/N 02-79-406 \$4.00
900 ('79-'86) P/N 02-88-688 \$8.00

BOSCH

69-74 99E, 99EMS All	Fuel Pump GFP270	\$114.00ea
75-81 99 and 900 All	Fuel Pump GFP213	\$114.00ea
82-86 900, Turbo to 84	Fuel Pump GFP202	\$190.52ea
78-81 99, 900 Turbo	Fuel Dist FD23X	\$205.80ea
78-81 99, 900 Non Turbo	Fuel Dist FD18X	\$185.81ea
78-80 All Turbos	Warmup Reg 0438140051	\$89.92ea
78-80 All NonTurbo	Warmup Reg 0438140020	\$68.62ea
81-83 All	Warmup Reg 0438140084	\$130.12ea
75-80 All	Injectors 0437502004	\$18.06ea
81-86 All	Injectors 0437502012	\$18.86ea
77-86 All	Lambda Sensor 0258001026	\$48.50ea
75-80 All	Cold Start Valve 0280170401	\$35.42ea
69-74 All	Trigger Contacts 1230090005	\$35.47ea
74-4/78 NonTurbo	Alternator AL95X	\$59.95ea
5/78-80 99 Turbo	Alternator AL36X	\$127.95ea
79-80 900 NonTurbo	Alternator AL112X	\$89.95ea
75-84 99, 900 All	Starter SR78X	\$84.95ea

SACHS

69&on 99&900 NonTurbo	Plate 3082 100 041S	\$35.28ea
77- 99&900 Turbo	Plate 1850 480 043S	\$36.89ea
69&on 99&900 NonTurbo	Disc 1861 688 042S	\$29.26ea
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69-76 99(8 cog gear)	Water Pump 28-09103	\$69.13ea
77-80 99 & 900 All	Water Pump 28-09105	\$56.54ea
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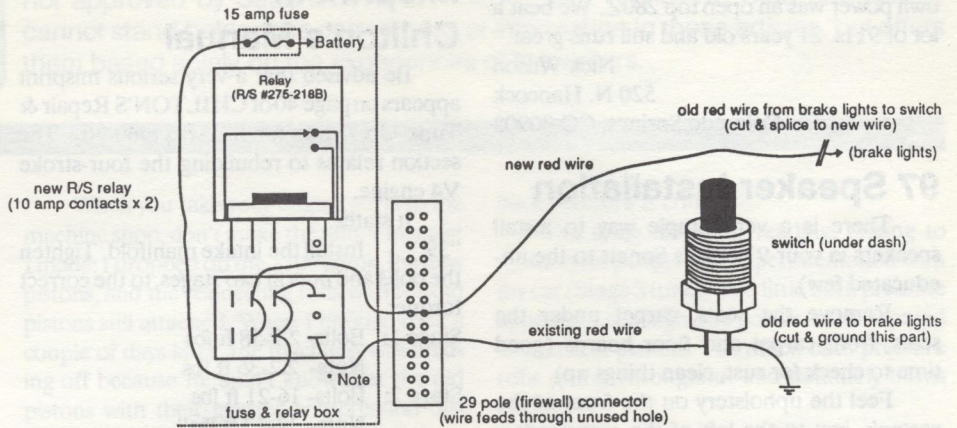
Brake Light Switch Relay

While on vacation in Monterey/Carmel recently the brake lights on my 1981 900S quit working. The problem turned out to be a badly burned brake light switch, not a fuse.

The SAAB/Volkswagen dealer in Monterey had plenty in stock (P/N 85-77-702, \$11.05). The parts man told me they "handle a lot of these."

On checking, I found the five brake lights (including the SAAB high mounted brake light I added) draw about 11 amps. Because the replacement switch didn't appear any heavier than the original I decided to add a relay (Radio Shack #275-218B, \$5.49). I wired the relay to the brake light circuit and attached it to the inside surface of the fuse box with double stick tape. Now the relay does the job of carrying the load while the switch controls the relay.

In Europe the SAAB 900s have just two brake lights, plus two rear fog lights. For the U.S., the rear fog lights are also wired to the brake circuit, as well as the center high-mounted safety light (CHMSL) on more recent models. This increased load seems to burn the brake light switch contacts, as evidenced by the parts man's comments.

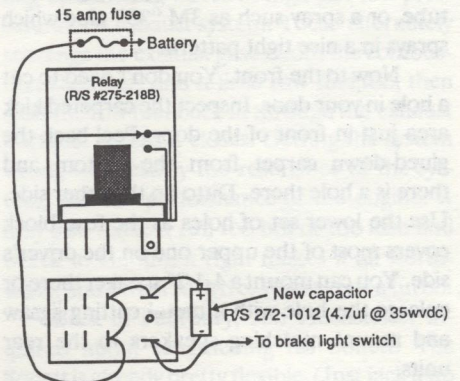


*Note: The red wire becomes a red/white wire on this side of the firewall connector. Cut and splice the end from the firewall connector to a new wire and connect to one of the two relay coil terminals. Splice a new wire to the other end of the red/white wire (from the brake light fuse) and connect to the relay contact terminals as shown. (Check that your brake light fuse is 15 amps.)

Also, I notice that the brake light fuse was increased from 8 amps to 15 amps with the 1984 model year. The 8 amp fuse in my '81 looked as though it had been getting pretty hot.

Replacement and modifications took about two hours and required removing the knee pad under the dash.

A fellow SAAB owner also carried out the brake switch modification, but the new relay caused a clicking in the sound system. This can be cured by installing a small capacitor across the relay contacts as shown in the diagram below.

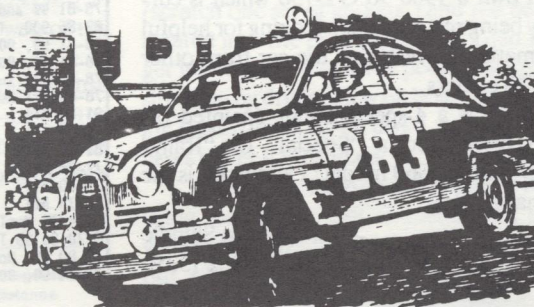


The capacitor is Radio Shack #272-1012 (4.7uf @ 35 working volts direct current), and costs 49 cents. Connect the positive side of this capacitor to the coil terminal connected to the positive side of the battery (to the fuse panel).

Some radios are more sensitive to electrical interference and this modification will eliminate any interference caused by the relay.

Mac Steiger
Vallejo, CA

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5-Door 900 Turbo-16

Having just returned from the sixth 100-mile round trip to have my new '86 900S serviced for a rattle in the sunroof, I noticed the leading edge seal had a 3/16" gap. The moveable panel had been reinstalled off center. The rattling sunroof could now leak as well!

A series of warranty repairs like the one above drove me to reconsider the sizeable investment I had made in a new car. Why own a car with a warranty when all it provides is frustration? Didn't I really want a 5-door, not a 3-door? Wouldn't a turbo be more fun?

About this time a friend told me of an '80 Turbo 5-door parked in a barn a few miles from town. It had a spun bearing, inoperable air conditioning and power steering, missing intake air preheating system and a few other major and many minor problems. I went to work making a budget of what rebuilding this car might cost. Having no way to drive it made suspension and transmission assessment impossible. But the body, covered by layers of bird droppings, was basically sound.

Looking for a used engine that might simplify the rebuilding, I talked with Don and Chuck Andrews at Andrews, Inc., in Princeton, Minnesota. They had just seen a wreck owned by Dennis Sweeney in Ligonier, Pennsylvania. It had all the parts I would need to do a total rebuild. What's more, it was a 20,000 mile '85 SPG with upgraded suspension, 16-valve intercooled turbo engine and complete electrics including the instrument cluster. The car had been driven sideways into a pole putting a 30 degree hinge in the driver's side of the car. The car would roll straight ahead only with full right steering lock. Amazingly the suspension, relay box, APC computer and all but one exhaust pipe were okay.

With an initial budget of \$5500 and about 250 hours for making a unique SPG 5-door and with Dennis willing to deliver the car, I decided to go ahead with the project.

After trailering the 5-door to my garage, I completely stripped the car of electrical and mechanical components. I invested in a complete set of service manuals from Saab, but learned quickly that there is a big difference in the detail found in a repair manual compared with that required for a complete rebuilding. With the '85 missing the body from the rear engine mounts forward, I had no basis for locating the underbody oil cooler, battery tray or other changes since the 1980 model year. Details such as enlarging body openings to accommodate larger electrical cables needed

for APC, electronic ignition and electric windows and sunroof took lots of time using the trial and error system.

On three occasions I resorted to looking at existing 16-valve cars. While looking under the hood of a new Turbo on a showroom floor to see how the intercooler baffles fit, a salesman asked if he could answer any questions for me. Guessing he couldn't I said, "No thanks."

With help from family and friends during evenings and weekends over a two month period, the project was going well enough that I put the '86 900S up for sale. It sold to the first person who looked at it.

Two weeks later the 5-door fired up for the first time.

Within two days I had the car sufficiently together to drive the 100 miles to Princeton for a 4-wheel alignment and a recheck of suspension bolt torques.

Three days later I awoke at 4am to drive to Colorado on business. Thanks to the day old 65 mph speed limit I was relaxing over dinner in Georgetown, CO, by 8pm. Next morning I headed up the Mt. Evans road to test the turbo at over 14,000 feet. Even at that elevation there was more power than traction in first gear, at least with the '80 stock TRX tires. Also decided the anti-roll bar suspension feels better even if cornering limits are not actually higher.

Most pleasing was the economy of this new combination. Going 65 mph from Minnesota to Denver the car averaged 30.1 miles-per-gallon. In the mountains I drove at low revs but used all the boost I could get to maximize efficiency. Boost begins below 2000 rpm at full throttle and the APC activates the wastegate below 3000 rpm.

To continue the Mobil Economy Run mentality I limited my speed to 55 mph. For 500 mountainous and 900 miles home the average was 35.1 mpg. The car used less than 1/2 quart of oil and required no attention other than tightening the battery hold-down. I had no problems with fuel vaporizing since I had trashed the old "T" style muffler that rests beside the fuel tank for the newer (actually like my '69 99) style that is well away from the fuel tank. I had a custom pipe bender fabricate a 2.5" diameter tailpipe to accommodate the 5-door's older style trunk that fits the upright spare tire.

With engine and suspension performance better than I had imagined possible, I decided that it would be worth making further improvements. The car now sports a Rose

Quartz urethane/clear coat paint job, current Turbo style wheels, SAAB rear spring air lifts, Koni shocks, SAAB high-mounted brake light, a seven terminal trailer lighting connector along with a custom hitch and rear seat 3-point safety belts.

I write this article to encourage others who might have the wish for a five-door and 16-valve turbo, but are short by about \$20,000 of the current list price for a SAAB 5-door. Build your own!

This is also a solution for letter writers to this newsletter complaining about limited SAAB offerings and high prices. With the 900 body only slightly changed from '79 through '90 or '91, lots of combinations are possible.

I am willing to try to answer specific questions to club members calling me evenings at 507-645-5726. And for someone not into rebuilding cars, I might even sell this car and build another. Let's see... find an '86 900S two-door that's been rolled, straighten the lower body and hire a group like American Sunroof to fit a ragtop. SAAB convertibles don't have to cost over \$25,000.

Eric Johnson
613 Union St.
Northfield, MN 55057

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Top: 180-degree view features about 140 of the over 200 SAABs at Wilmington.

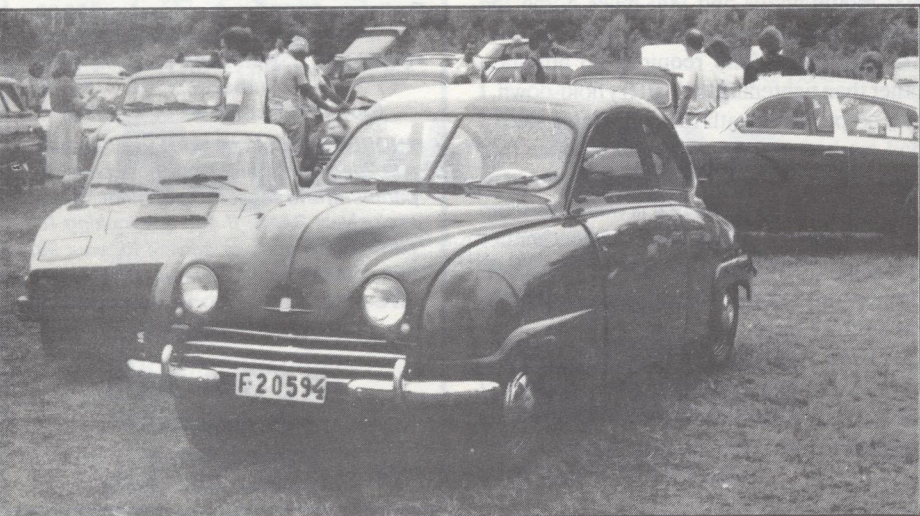
Above: Voted "Best In Show", Jim & Helen Oliver's 1974 99 4-door.

Left: A license to tease.

Below: Saab's restored 92.

Opposite Top: ParrFormance's mid-engine turbocharged 16-valve "905".

Opposite Bottom: Bill Jacobson (center) of Sports Car Service, tried to clean out his parts room.



Convention '88

Summertime is Convention Time. Nestled between the Democratic and Republican National political conventions (the ones where you rented video tapes all week since there wasn't much worth watching on network TV), SAAB owners from the U.S. and Canada gathered in Wilmington, Delaware, to honor their favored marque.

In several respects the 1988 SAAB Owners National Convention was like those of the past; a Friday night Get Acquainted Party, a Concours, a Rally, Tech Sessions, Swap Meet, etc. Yet every convention is different, and each has exciting memories.

As usual, much of the weekend's activity took place outside, around the cars. There was a great assortment to look at; factory stock SAABs, SAABs modified for looks and comfort, racing SAABs, show SAABs, street SAABs, fancy SAABs and tired SAABs... and plenty of grins all around.

Several dealerships and independent SAAB shops were on hand for the Swap Meet with the latest accessories, used parts, new parts for older cars, and for the fun. Among them were: Clews and Strawbridge, Werner Motors, Bob Yates, Reinertsen Motors, Tosa Imports of Milwaukee, Swedish Motors of Marietta, PA., and Andrews, Inc., all the way from Minnesota. Surprisingly absent was the SAAB dealership in Wilmington.

The folks at ParrFormance brought a couple of very interesting cars, a clean '59 GT-750, and a "905" - a bull-nosed 95 with a 16-valve turbo drivetrain mounted midship, driving the rear wheels. For convenience of linkage it has an automatic transmission, the radiator replaces the 3-cylinder under the hood, intercooler and oil cooler are located ahead of the rear wheels.



SAAB Owners National Convention, Wilmington, Del., July 29, 1988

The 905 was made driveable only a few days before the convention. Rick Parr took it for its first road test in the small AM hours during an electrical storm. He says he knew how Dr. Frankenstein felt.

Tim Brown took me for a ride in the 905, which is still in the "test mule" stage. As expected, it has gobs of acceleration, which means the front end can get light if you really boot it. The engine was separated from the passenger compartment only by sheets of insulating material, one of which came loose during the ride. It was like opening the door on a furnace. Expect the Parrformance folks to write all about it once it's completed.

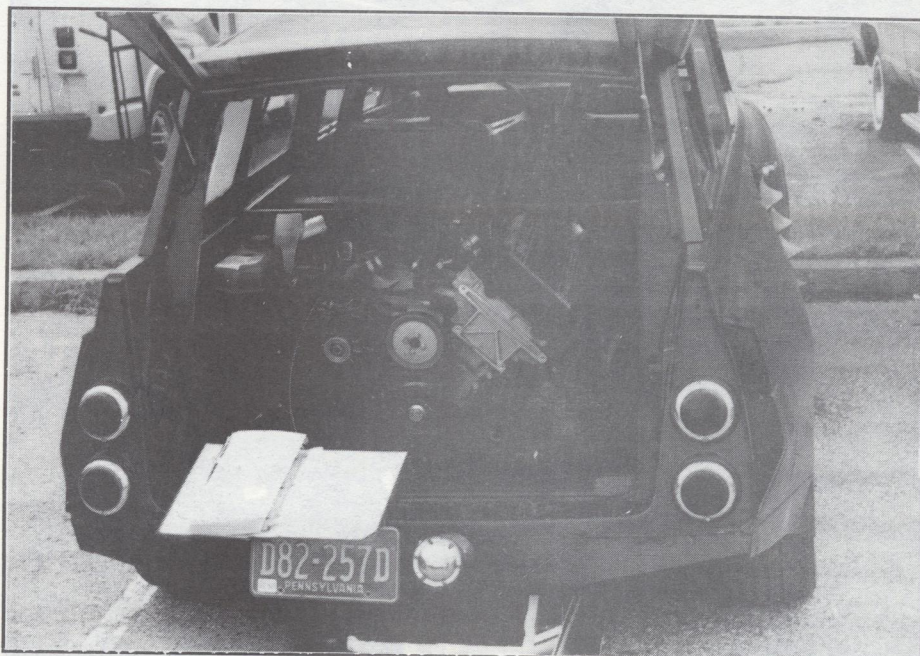
Rick Parr also gave a Tech Session on 2-stroke SAABS and how to keep them alive 20-plus years after their manufacture.

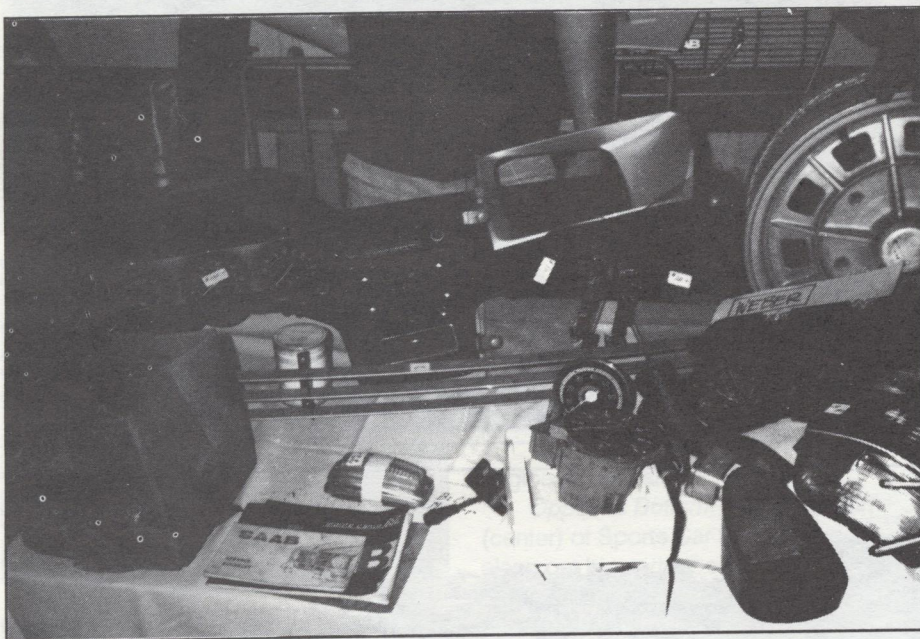
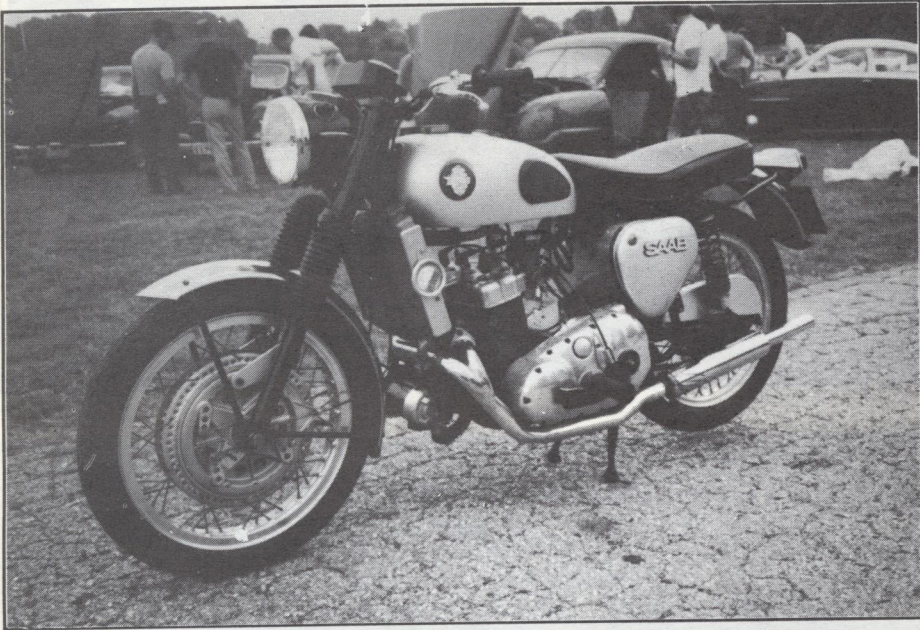
Another interesting Tech Session was held outside, around a bare Sonett frame. Bill Jacobson of Wilmington's Sports Car Service pointed out areas to watch for rust, and how to cure it before it gets too far to save the chassis.

Jack and Pat Lawrence of Motor Sport Service fame had their SCCA Sonett racer on display, as well as lots of SAAB performance goodies for sale. When the race car engine was fired up on Saturday morning it drew crowds of excited V4 groupies.

Dennis Sweeney, that SAAB salvage specialist, showed up with a badly wrecked 16-valve Turbo (the passenger compartment was still quite intact), and turned it into a forum for free expression of graffiti. Erik "On the Roof" Carlsson autographed it on the roof.

Saab-Scania was very much in attendance represented by the aforementioned "Pa Taktet", Len and Bibbi Lonnegren, Karen Nobile, John Moss, Jay Flagge, Steve Rossi, Arsey Miller, and the top guy from Saab's U.S. operation, Bob Sinclair, accompanied by his wife Ann. They also





brought plenty of vehicles including a Barber/SAAB formula car, the 92 and Sonett-I that grace the lobby at HQ, Sinclair's "SAABSA" motorcycle, and a yet-to-be-introduced-in-the-U.S. 9000CD. SAAB also provided libations and gifts for the attenders.

Saturday afternoon's Rally saw 63 cars running, on several different courses. Fourteen teams finished with less than a minute in penalty time. First place and an Escort Radar Warning Device were awarded to Peter Simcik who drove his '84 900 Turbo to a score of 5 (5 seconds off perfect time). Second went to Linda Dulin's team who tallied 7 points in an '87 900 Turbo. John Hlavka and crew in an '85 SPG were third with 10 points.

Erik Carlsson, with the Lonnegrens navigating, placed 41st on the rally. Len blamed the timing error on Bibbi's new Rolex.

Bob Sinclair was the designated post-banquet speaker, and talked about his career in the auto industry, including his years with the other Swedish car company, whose products are, as he put it, better known for their "agricultural character." He also spoke of the enthusiast philosophy at Saab-Scania, of how he and many of Saab's employees are auto enthusiasts as well as business people.

The convention wrapped up Sunday morning with a question-and-answer session regarding the philosophy of Saab-Scania. On the panel were Bob Sinclair, Erik Carlsson, Len Lonnegren, John Moss and Jay Flagge. Questions ranged from "Why no 5-door 900s for the U.S. market?" (Too many model/color/transmission combinations for the dealers to keep on hand), to "...the availability of new two-stroke parts, particularly crankshafts." (Erik Carlsson says they are available in Sweden. Sinclair will have the parts people look into that, and whether new cranks, or at least bearings, can be made available).

There were over 400 registered participants at this year's convention, and probably a couple hundred more who stopped by just for Saturday's activities. A hearty "Thank you!" to the Delaware Valley Saab Club for a well organized weekend, particularly to co-chairs Patrick Bolmeyer and Jenny Trostel. Thanks also to the Wilmington area "New Sweden" groups for participating, and informing those of us who drive Swedish cars a bit about the heritage of Swedes in this country.

Panoramic Photo

'88 National SAAB Owners Convention
(as seen on pages 12 & 13)

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Top: Bob Sinclair's "SAABSA" motorcycle, a BSA chassis with a transverse mounted SAAB 850cc water-cooled 3-cylinder engine.

Center: A few of the many used parts available at the swap meet. See anything you need?

'89 Convention

There have been no takers as yet for a National SAAB Owners Convention in 1989. A location in a western state would be preferable, but any region will be considered. Contact the editor for details.

NINES 1988 Tire Survey

Since NINES lacks the testing resources and equipment of a **ROAD & TRACK** or **CAR and DRIVER** magazine, we are unable to evaluate tires in terms of performance. So several months ago we asked your opinion of the tires on your SAABs. We asked you to rate tires in five categories; dry handling, wet handling, effectiveness in snow, expected tread life, and road noise, with a top rating of 5, a low rating of 1.

There were only about 120 responses, most on original equipment Pirelli P8s and P6s. (There were 250 responses on the Transmission Survey.)

With such a wide range of SAAB models represented, there was naturally a broad variety of opinions offered. A 99 owner may feel the Pirelli P8 rates a 5 in dry handling, while a 900 Turbo owner may feel the Pirelli P6 rates a 4 in the same category. The more enthusiastic drivers seemed to feel dry grip was the most important measure of a tire, while others looked for good overall performance.

It might be best to take these ratings as a measure of the owner's level of satisfaction with a particular tire, rather than as indicators of actual performance.

Statistically, the MEAN is the average score given, while the MODE is the score most frequently given. With tires rated on a scale of 1 to 5, the MEDIAN score would be 3.

Thor Carlson
Newton, NJ

1988 NINES TIRE SURVEY		size	# resp	dry	mean(mode)			tread	noise
brand	model				wet	snow			
avon	super steel	165sr15	1	2	-	-	-	-	
bfgoodrich	comp t/a	185/70vr15	1	5	4	3	4	4	
bfgoodrich	comp t/a	195/60hr15	1	5	4	-	-	1	
bfgoodrich	comp t/a	205/60vr15	1	5	4	2	4	4	
bfgoodrich	euro t/a	205/60hr15	1	5	3	-	-	3	
bfgoodrich	st200	165sr15	1	2	3	3	3	3	
bfgoodrich	ta	185/70sr15	1	4	3	3	3	4	
continental	ch51	195/60 15	1	5	5	-	3	5	
continental	ct21	185/65sr15	2	3.5	4	3	-	3	
continental	super contact	185/65 r15	1	5	4	-	-	5	
continental	ts771	165sr15	1	4	3	2	5	5	
continental	t61	165sr15	1	2	2	2	4	5	
dunlop	sp winter	195/60hr15	1	3	4	4	3	3	
firestone	firehawk gt	195/60hr15	1	4	5	4	3	2	
firestone	s660	195/60hr15	1	5	5	1	1	1	
firestone	trax	n/a	1	3	2	3	-	3	
general	n/a	165sr15	1	3	3	2	3	2	
gisaved	frost	165sr15	1	3	3	5	5	3	
gisaved	frost	175/75sr15	2	3	4	5	3	3.5	
gisaved	speed 190t	175/70sr15	1	5	5	3	-	5	
goodyear	eagle gt	195/60vr15	2	5	5	3.5	4	4	
goodyear	eagleVRgatorba	205/60vr15	1	5	4	3	4	3	
goodyear	tiempo	165/80sr15	1	2	3	3	3	3	
Kelly	all season	165 sr15	1	3	3	4	3	5	
kleber	c-50	195/60hr15	1	4	-	-	-	5	
kleber	v12gts	185/70hr15	1	4	3	-	-	-	
metzler	alpine	n/a	1	3	5	5	-	4	
Michelin	mxv	195/60hr15	1	4	4	-	3	4	
Michelin	mxl	185/65tr15	6	3.5(4)	3(3)	2.7(2)	3.2(5)	4(4)	
Michelin	mxv	195/60hr15	6	4.2(5)	2.8(4)	1(1)	3.7(4)	4.2(5)	
Michelin	mxv	205/60hr15	1	5	5	-	4	5	
Michelin	trx	190x390	4	4.7(5)	4.5(5)	1.2(1)	1(1)	2.2(2)	
Michelin	xvs	175/70hr15	3	3.7(4)	2.7(2)	2	4.7(5)	4.3(4)	
Michelin	xzx	165/80sr15	2	2.5	1.5	2.5	4	3.5	
Michelin	xzxstuddedsnow	165/80 r15	1	3	3	5	3	1	
Michelin	zx	165sr15	3	2.3	2	2	5	3.3	
nitto	nt-255	195/60hr15	1	5	3	-	-	-	
nokia haka	hakapellitta	185/65 r15	1	4	4	5	-	3	
pirelli	cinturato p76	er78-15	1	3	4	3	5	5	
pirelli	cn36	175/70hr15	4	4.2(5)	4.2(5)	3.5	3.7(3)	4	
pirelli	p3	165sr15	1	4	3	2	4	4	
pirelli	p6	165/15	1	2	2	-	-	-	
pirelli	p6	195/60hr15	11	3.7(4)	3(4)	1.6(1)	3.7(3)	4(4)	
pirelli	p600	195/60hr15	2	5	5	-	-	5	
pirelli	p600	205/55hr15	1	5	4	3	3	5	
pirelli	p7	n/a	2	5	1.5	1	5	5	
pirelli	p8	185/65sr15	14	4(4)	3.7(4)	3.1(3)	4.3(5)	4.2(4)	
pirelli	winter 190	185/65hr15	3	3(3)	3.7(4)	5(5)	3.3(3)	3(3)	
riken	n/a	185/70hr15	1	4	4	-	-	-	
semperit	m401	n/a	1	3	3	3	-	2	
stratton	sp9000	195/60hr15	1	4	4	-	-	5	
vredestein	snow +	165sr15	2	2.5	4.5	4(4)	3(3)	3	
vredestein	snow +	185/70hr15	1	5	5	3	4	5	
vredestein	snow tires	185/65 15	1	4	4	5	5	5	
vredestein	sprint st70	185/70sr15	3	2.7(3)	3(3)	1.5	3.5	3.5	
yokohama	a008	195/ hr15	1	4	-	-	-	4	
yokohama	n/a	185/70hr15	1	4	4	-	-	-	
yokohama	snow tire	195/60 r15	1	3	3	5	2	1	
yokohama	352	195/60r15	1	4	-	-	-	3	

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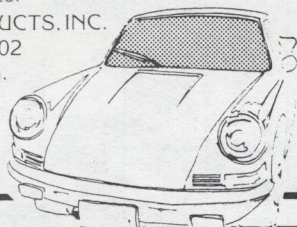
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SAAB Pricing in Japan

I recently returned from Japan and found in my mailbox the copy of NINES with a letter titled "The View From Germany." Well here's the "View From Japan."

The 9000 Turbo comparable to the U.S. model is 6,135,000 Yen which is approximately US\$49,000. This is figuring the exchange rate at 125 Yen/US\$1.00. The 900 Turbo 3-door is 5,530,000 Yen or US\$44,240. The least expensive model, which is similar to the 900 four-door, is 3,730,000 Yen or US\$29,840.

If you buy a SAAB in Germany, you'll save a lot compared to Japan. Then again a cup of coffee goes for \$3-\$5 with no refills.

Japan is a beautiful country for those who can afford to visit. I only saw three SAABs in Tokyo the whole time I was there. It is interesting to note that, even though they drive on the left side of the road, they sell SAABs with left hand drive. The main reason is the cars are basically U.S. specs with the exception of the headlight wipers.

Norio Kushi
Brookline, MA

What's Your Older SAAB Worth?

As a vintage SAAB Saab, I'd like to offer some findings on the pricing of these wonderful old cars.

The Official Price Guide to Collector Cars listings are a joke., listing a '50 92 (DKW) at a top price of \$2200. According to them, a '71 "Sonnett" (spelled wrong) has a V6 engine. Enough said.

The National Market Reports, Older Car Red Book and the NADA Appraisal Guide list later V4s, not taking collector value into account, listing top values from \$600 to \$1000 for 95/96s and around \$1500 for Sonett IIIs.

I have compiled this listing from the February 1988 Old Cars Price Guide.

1956-57	93	\$350-\$4000
1958-59	93B	\$250-\$3500
1958-62	GT-750	\$350-\$4000
1959-64	95	\$200-\$3800
1960	93F	\$250-\$3500
1960-64	96	\$175-\$3000
1962-64	GT-850	\$250-\$3500
1964-67	MC-850	\$250-\$3500
1965-68	96-2S	\$175-\$3100
1965-68	95-2S	\$200-\$3100
1966-67	Son.II	\$500-\$5000
1967-73	96-V4	\$175-\$3000
1967-73	95-V4	\$200-\$3300
1967-68	MC-V4	\$250-\$3500
1967-69	Son.V4	\$500-\$5500
1970-74	Son.III	\$600-\$6000

2S = 2-stroke engine
V4 = V4 engine
MC = Monte Carlo
Son. = Sonett

For the most part these prices seem accurate, except it seems they have not taken rarity into consideration. In 1966 only 26 Sonett IIs were produced, hence I feel those would be worth more than a fairly easily obtainable '73 or '74 Sonett III. The same applies to the GT-750s, Sonett V4s and '70 Sonett IIIs. The top end prices also seem a little low and could easily be raised by as much as \$1000 over the listed price for a really exceptional car.

Paul Becker
reprinted from THE SAAB SPORT
Milwaukee SAAB Club



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"I'd Like to do My Impression of a Saab 9000S Automatic..."

In the immortal words of John Belushi: "Road Trip!!!" That's really the only way to get into the heart and soul of an automobile; to mesh as one with its gears.

To start with, bypass the plain-wrapper exterior of the 9000 and climb in. That's where things start to click. Get a feel for the layout of the controls, the adjustments for the driver's seat (no silly servo-motor's gonna go "poof" in the night). Got things adjusted? Turn the key (I know about the key, so can we move on?) and listen to the sweet sixteen burn dinosaurs remains. Set the temp on the ECU, and watch as the lights run about doing their job.

The only trick with the ECU is learning to stop fiddling with it. It only took me a couple of days, but I still liked to sneak up on it and pretend I was "fine-tuning..." Control to the driver is important after all.

Seat belt on... Good. Now for the fun part. Making wheels roll. And roll they do. The four speed autotrans is a BIG improvement in power-to-the-road over the three, though at times it did want to thump-up during gear change. However, it drops nicely from a higher gear, giving power when needed without having to put your foot into it. Even without the turbo, the 16v 9000 pulls nicely.

The ABS (Anti-lock Brake System) has quite the opposite effect. Stand on the brakes and feel the little elves (trolls?) hammering away on your shoe leather. It works! Didn't hit anything to test the pyrotechnic pretensioners in the seatbelts,

but I think it is safe to bet they do their job just fine.

Now to find some roads. Some really nasty, twisty, reverse-camber, frost heaves, and some ribbon-smooth back-country winding roads and interstates, to roads with Chevy Sprints serving as pothole fillers. Roads posing as rivers. Give 'em all to me, I want 'em! Now!!

And pray tell, just how does the 9000 like those roads? Might the words "Make my day" ring a bell? The 9000 takes to the road like Dirty Harry takes badguys out. Effortlessly.

If you think that the 900 is a well balanced road machine, then the 9000 takes you one step beyond. It is a solid riding/driving machine that loves corners, sweeping or snappish, it responds with aplomb. The nose is very free of heavy plowing in corners to such an extent that you will find yourself doing tape changes at will, not just on straightaways. And semi-truck suck is almost a thing of the past.

Time for a break. Park the 9000 and walk around it. Squat down in front of it and give yourself the view of the drivers that you've passed. It'll grow on you. Look at the doors... well, you can't have everything. I'd rather have more metal in the pillars and the roof, but look around a parking lot sometime. Must be some reason...

You say you want a 900 5-door? Well, look again. Here it is. Five doors, giant cargo area, child-lock on doors and windows, split-seats for real sized people.

Then there's the price. Hmmm... and how much did your folks tell you they used to pay for a loaf of bread? Things change. SAAB is now upscale. Sorry, but that is the way it is. The lower end of the market has

been left to others. But how much is your life worth? A Hyundai? Or maybe a Yugo for the really daring?

What is perhaps needed is a 9000i, such as is available in Europe, without all the bells and whistles. Something that fits the pocketbook a little easier.

Is the 9000 a perfect car? Are you kidding? What one likes, another hates. Every time you get in the 9000 and drive it, you'll find other features that really work. Mirrors that keep rain from dancing on the side glass, defrosters in the rear doors, great powerplant, tie-downs in the trunk, a real glovebox.

Perhaps the 9000 may not seem as SAAB-like because more auto manufacturers are following footsteps made by trolls of the past. That's life (though certain dealers can make it versions of hell-on-earth). Overall the 9000 is a SAAB at heart. The 9000 says, "Drive Me!"

About the plain wrapper... there is a plus side. The law won't be jumping on you quite as quickly. That is 'til they find out what you can really do. And in great creature comfort to boot.

Paul Florance
Seal Beach, CA

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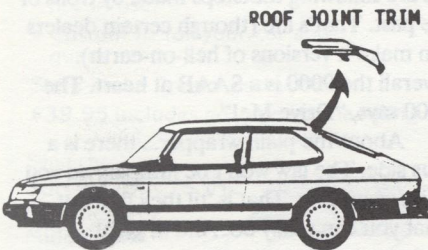
M88 Running Changes

Continued from Page 7

Revised Shift Boot for the Saab 9000 5-Speed Transmission.

A redesigned shift lever boot for the Saab 9000 with a 5-speed transmission was introduced into new car production in early March to help prevent the gear lever from popping out of 3rd and 5th gear.

The new shift lever boot is made of thinner rubber. This makes the boot more pliable so it will not put tension on the shift lever. The new boot can be used to replace the old boot. It was introduced into production starting with VIN J1021475 and J2012110.



Roof Joint Trim

Improved roof joint trim pieces have been introduced into Saab 900 production.

The roof joint trim now is made of plastic containing an ultraviolet stabilizer. The trim will now be more resistant to sunlight discoloration.

This change took effect in early March with VIN J3019475 and J7027363. The new joint trim will directly replace the old trim.

Spark Plug Recommendations

The accompanying chart (above right) gives spark plug maintenance intervals and recommended NGK spark plug applications for all Saab 900 and 9000 models from 1979 through 1988. The chart to the immediate right is an explanation of NGK's numbering system.

Installation Instructions

1. Confirm that you are installing the correct spark plug in the car. The engine should be cool when changing spark plugs to protect the threads in the aluminum cylinder head.
2. Clean around the gasket seal of the spark plug before removal. Do not pull directly on the spark plug wire to remove it from the plug. Use spark plug wire pliers when removing plug wires.
3. A small amount of anti-seize compound should be applied to the spark plug threads before installation.
4. Tighten the spark plug finger tight first until the gasket reaches the cylinder head. Then screw another 1/2 to 3/4 turn with a plug wrench. If using a torque wrench, tighten to 18-5 to 21.5 ft lbs.

Spark Plug Maintenance Intervals

The spark plugs of all 900 and 9000 models should be inspected, regapped or replaced at the intervals shown on this chart.

Year	Driving Conditions	Service Interval
1979	All	15,000 miles
1980 to 1987	Normal	30,000 miles
	City	15,000 miles
1988	All	30,000 miles

Saab 9000 Turbo Transportation Spark Plugs

Transportation spark plugs are being installed in 1988 9000 Turbo models to eliminate spark plug fouling that can occur due to the multiple restarts, lack of warm-up and extensive idling during the transportation process.

Cars fitted with NGK BCP6ES transportation plugs are clearly marked with a wire tag on the ignition distributor. These plugs must be replaced at Pre-Delivery Inspection (PDI) with the plugs listed on the spark plug application chart.

Saab/NGK Spark Plug Applications

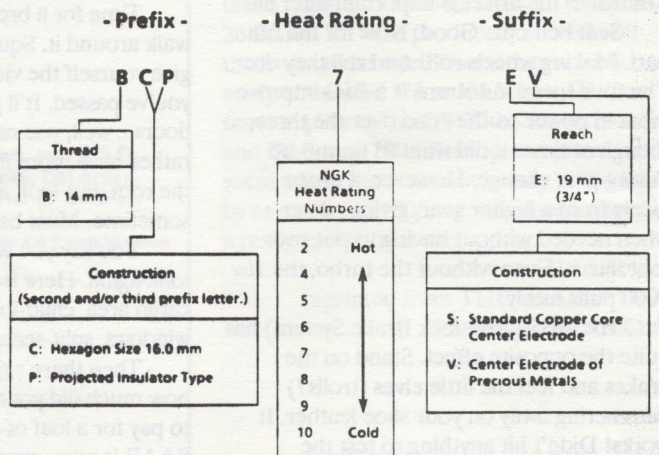
Engine type	Driving Conditions	Plug Type	Part Number	Gap
8-Valve Naturally Aspirated	All	BP6ES	02-87-003	0.024-0.028 in.
8-Valve Turbo	Normal	BP6ES	02-87-003	0.024-0.028 in.
		BP6EV	02-72-278	0.024-0.028 in.
	High Speed Driving	BP7ES	02-87-011	0.024-0.028 in.
		BP7EV	02-72-328	0.024-0.028 in.
16-Valve Naturally Aspirated	All	BCP6ES	02-87-037	0.024-0.028 in.
		BCP6EV	02-72-286	0.024-0.028 in.
16-Valve Turbo	Normal	BCP7EV	02-72-336	0.024-0.028 in.
		BCP7ES	02-87-029	0.024-0.028 in.
	City Driving	BCP6ES	02-87-037	0.024-0.028 in.
		BCP6EV	02-72-286	0.024-0.028 in.

"Plug types" printed in bold indicate original equipment spark plug.

The BCP7EV was specified on all Turbos starting with December, 1985 production.

Owners of Turbos should be interviewed carefully to determine their car's driving conditions. Be prepared to advise these customers that their car may require the spark plugs be changed to suit their car's driving conditions.

NGK Spark Plug Symbol Explanation



News from SAAB Clubs International

The SAAB Club of North America trades newsletters with SAAB Clubs in several foreign countries. Since most of these are written in foreign languages - SAABs are, after all, foreign cars - it has been difficult for your mono-lingual editor to share that information.

We are beginning what we hope will be a regular feature in **NINES**: a column of highlights from newsletters from around the world. We have read just about every word of these newsletters from Sweden, West Germany, France and Luxembourg, and we know that many SAAB fanatics probably would, too. Nevertheless, we'll only be able to hit a few highlights - those items that are particularly informational or newsworthy.

In the latest issue of **Bakrutan** (The Rear Window), the journal of the Swedish Saab Registry, we read of the efforts of that group to reproduce and obtain spare parts for 2-strokes, Monte Carlos, Sports (GTs in America) and Sonetts. They were invited together with Club Sonett Sweden by Saab

to Saab headquarters in Nykoping to discuss parts availability: "We were promised that we would receive help with blueprints and production rights for those parts which we wished to reproduce. Regarding the disposal of spare parts, Saab has promised to look into how it can be possible to help us and Club Sonett Sweden."

Unfortunately, as reported later in this issue, SSR's first efforts in this regard have not yet been successful - Are you paying attention, American 2-strokes? - owing to a lack of commitment on the part of Swedish 2-strokes. Specifically, SSR is trying to reproduce competition pistons in the following sizes: 71mm, 71.5mm, 72mm, and 72.5mm.

Having read this, John immediately called the secretary of SSR, Mats Jonsson, in Katrineholm, expressing a perceived interest on this side of the Atlantic. Mats thought that this additional demand might help. If you are interested, contact John, 7924 - 17th Ave. S.W., Seattle, WA 98106, or call him at (206) 762-7617, as soon as possible. Also in the works are front mufflers, and fabrics in different colors for Sports and Monte Carlos.

In **Saabforanen** (The Saab Driver), the journal of the Stockholm Saab Club, we read of the production by Saab-Valmet in Finland of 40 identically prepared 900 Turbos to compete in a single-make class in summer road racing and winter ice racing. The cars have strengthened chassis and stiffer suspensions, but lack undercoating and other street preparations. The winner of the summer series gets a trip to the U.S. to watch American racing at Daytona!

We enjoyed the humor and style of 2 German club journals, **Der 96** and **Saabine's Nachrichten**, with a female troll named Saabine as a logo. Both contained news and articles from abroad and rally news from Finland. **Der 96** for July 1987 contained a detailed list of 33 different Saab model cars available in Germany. These were available from 10 manufacturers, covered many models from 92s to 9000Ts and ranged in price from 2.20DM to 170DM.

John Vanlandingham
and Randy Nelson
4927 S.W. Admiral Way
Seattle, WA 98116

Milwaukee SAAB Club

Presents:

Midwest Regional SAAB Owner's Convention

October 21, 22, 23 1988

In Milwaukee, Wisconsin at the Holiday Inn West
Hwy 100, just north of I-94

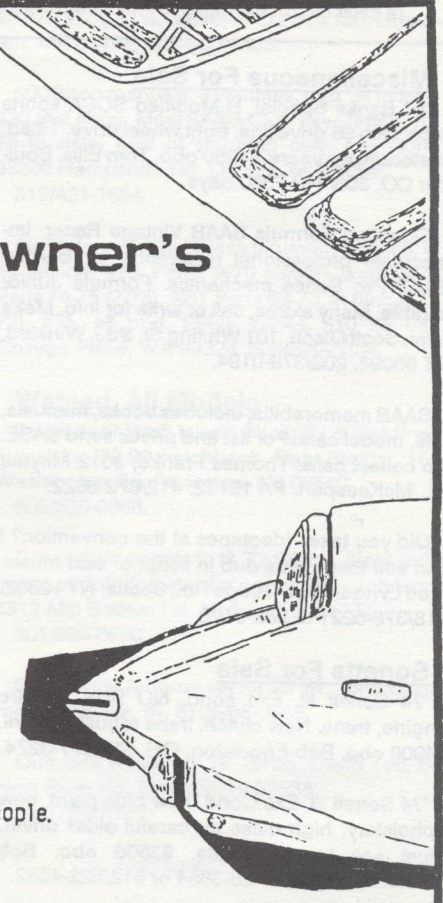
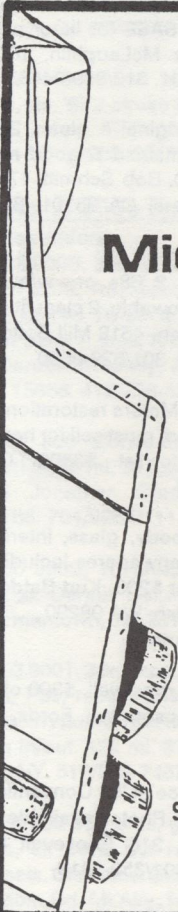
Friday Night: Welcoming party and movies,
Saturday: Tech clinics for all cars and all skills,
a rally, a trip to the Zoo for families, parts swap,
dinner and party,
Sunday Morning: More tech clinics for everyone.

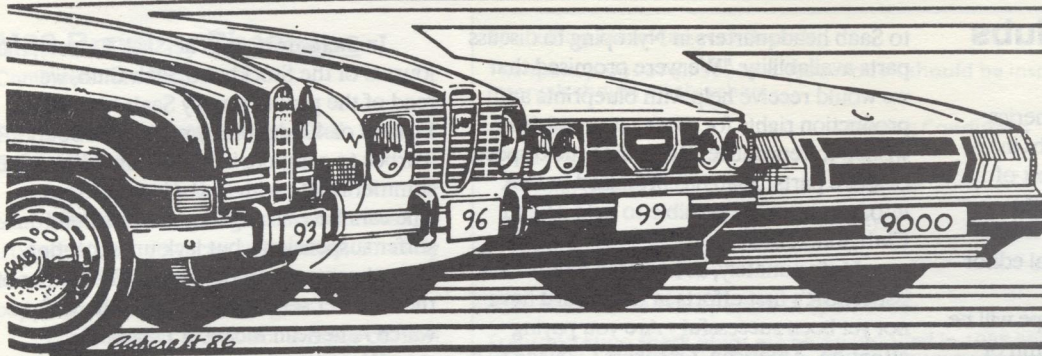
Registration and Convention information package: Contact
Ian Simpson at 3046 N. 46th St. Milwaukee, WI 53210.

Stay at the Holiday Inn for \$66 per night (incl's taxes), one to four people.

Call (414) 771-4400 and ask for special SAAB Convention rate!

Information on other nearby hotels in registration materials.





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:

	Members	Non-members
CARS FOR SALE	\$10.00	\$15.00
PARTS FOR SALE	\$5.00	\$7.50
WANTED ADS.	\$2.00	\$3.00
COMMERCIAL ADS (Parts & Services)	\$10.00	\$15.00

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.

Miscellaneous For Sale

'64 Banks Special, H-Modified SCCA sports racer with 96 drive line, front wheel drive. Titled. In storage for years. \$4250 obo. Tom Ellis, Boulder CO. 303/449-7380 days.

Quantum Formula SAAB Vintage Racer. Immaculate professional restoration by Barber/SAAB Pro Series mechanics. Formula Junior eligible. Many extras, call or write for info. Make offer. Scott Olson, 101 Whiting St. #3J, Winsted, CT 06098. 203/379-0194.

SAAB memorabilia, includes books, manuals, ads, model cars. For list and prices send SASE. No collect calls. Thomas Franko, 3512 Mayfair St., McKeesport, PA 15132. 412/672-6622.

Did you take videotapes at the convention? I can edit them, plus dub in script or add music. Fred Lyngard, 347 Ridge Rd., Scotia, NY 12302. 518/370-5221 or 882-9128.

Sonetts For Sale

'74 Sonett III, Exc cond, NO RUST, spare engine, trans. New clutch, trans rebuilt, 68k mi. \$4900 obo. Bob Egelston, OH. 513/677-3274.

'74 Sonett III, Exc Cond, new blue paint, new upholstery, high miles by careful older driver. Must see to appreciate. \$3500 obo. Bob Johnson, MN. 218/426-3854 or 612/522-4552.

'73 Sonett III, Exc cond, no rust, orange, 59k mi, stored winters. Aux lites, custom cover, MSS exhaust, volt & oil pressure gauges, plus '74 parts car w/less than 50k mi. \$4000 for both or may separate. Jim Wormuth, 26 Brenda Ct., Albany, NY 12203. 518/452-8445.

'72 Sonett III, bieve, Texas car, stored winters, 56k careful miles, new paint & upholstery. Must see to appreciate. \$4500 obo. Bob Johnson, MN. 218/426-3854 or 612/522-4552.

'72 Sonett III, 55k mi, great cond, Weber, AM/FM cass, aux lites, Bilsteins. \$3500. Vicky Johnson, Boulder, CO. 303/444-1874 evenings.

'71 Sonett III, red restored, no rust, exc fiberglass, alloys, rblt trans, strong engine, stero. Original owner. \$3200. Sam Doran, 23 Top-O-Hill Rd, Wappingers Falls, NY 12590. 914/297-8151.

'71 Sonett III, Good shape, 52k mi, new clutch, good body & interior, some rust on left rocker. alloys w/good tires. Runs well, all orig documents. \$2200. Lewis Eig, Monsey, NY. 914/352-6124.

'70 Sonett III, Dk. blue, ported, big valve heads, hi-perf valve train, Weber, HD clutch, HD suspension, 3 sets wheels, new tires & racing slicks. Parts car & many extras. \$4900. Mitch Madsen, New Ulm, MN. 507/354-6158.

93s, 95s & 96s For Sale

'73 96, Weber carb, rblt trans, new ring & pinion. Inspected. \$1200. Diamond, Butler, PA. 412/352-9059.

'72 96, green, 5 Sonett wheels, Weber, recent clutch & brake hydraulics, tires, engine. No rust, body & interior in Exc cond, good mechanical condition. \$1200 obo. Dick Evans, Raleigh, NC. 919/544-5555 days, 919/787-7337 eves.

'72 96, runs good, P8s on Sonett mags, spoiler, Cibie fogs, Weber, leather steering wheel. Pan rusted. \$600. Ed Morrell, Randolph, NJ. 201/361-6439.

'71 96, 2nd Place Concours at '88 Convention. Fenders off paint job, incl engine room. All new valve, rebuilt trans. Send SASE for lis of new parts & pix. \$3500. Peter McLaughlin, 1804 Grant St, Evanston, IL 60201. 312/869-0443.

'68 96, 101k mi, very original & clean, 2nd owner 10 years, well maintained & good mechanics, minor rust. \$1600. Bob Schmitt, 1731 Chapala #3, Santa Barbara, CA 93101. 805/569-5549 or 563-9294.

Moving Sale: Three 96s. 2 '68s, one w/overhauled engine, '70 V4. All towable, 2 clear titles. \$450 all three. Bob Johnson, 4512 Mill Bottom Rd, Mount Airy, MD 21771. 301/829-0690.

'67 96 2-stroke. Europa Motors restoration in '86. This car has been loved, must sell for home remodeling. Too much to list. \$3800. Ted Marshall, IL. 312/256-8688.

'67 96 Special. Good body, glass, interior. Blown injected engine. Many spares including extra Shrike engine. All for \$200. Kurt Batdorf, 324 Ave B Apt 5, Snohomish, WA 98290. 206/568-8421 eves & wknds.

'65 96 2-stroke. 43k mi, runs well. \$300 obo. Chris Pedersen, 36 Thompson Ave, Fords, NJ 08863.

'62 96 Show car. 1st Place at '88 Convention. 2-stroke, 1bbl carb, 3-spd. Photos available on request. Roger Heavner, 216 Roosevelt St., Westernport, MD 21562. 301/359-9419.

'60 93F. Black w/red cloth/vinyl interior. Needs body work & paint. New tires, extra engine, trans radiator, wheels, etc. \$1500. John Letterle, 1711 71st St NW, Bradenton, FL 34209. 813/792-1485.

'56 93, restored, no rust, sharp. People's Choice at '87 Convention (see cover of Aug/Sept '87 NINES). \$3800. Meyer Garage, Meyer, Iowa. 515/737-2239.

2-Stroke & V4 Parts For Sale

Sonett III nose, complete with all lights. needs grille. \$325. Roger Libby, 20 Carriage Ln, Amherst, MA 01002. 413/253-2174.

Parting out 2 Sonett IIIs. 4 alloys w/bolts & caps, \$250. '72 & '73 dashborad, \$100 ea. Hatch hydraulic kit, \$25. F&R springs, \$25/pr. Interior parts, fair cond, FREE. All +shpg. Michael D'Aleo, 65 Hollow Horn Rd, Erwinna, PA 18920. 215/294-9589.

5 New Mag Wheels for 95/96/97, P/N 0023820, similar to Silver Spoke for 99/900. Incl centers & hardware for 4. \$1000. Steve Yankura, 20 Edward St, Guilford, CT 06437. 203/453-1972.

Weber 28/36 DCD 2-bbl carb for V4, \$150. Aluminum grill from 70-71 Sonett, \$90. Ted Graef, 65 Hollow Horn Rd, Erwinna, PA 18920. 215/294-9589.

2 96 Trailer Hitches. Trans cases for V4, misc V4 parts. Paul Florance, 126-1/2 Main St, Seal Beach, CA 90740. 213/493-6707

69-71 96 Parts. Many hoods trunks, lights, grill, etc. '672-stroke 3-carb engine, rad. & parts. \$50 +shpg. Clifford Funk, PO Box 101, Park City, UT 84060. 801/649-7367.

99s & 900s For Sale

Rebuilders:

'88 900S, 3dr, AT, 8k mi, hit rt front, \$6000.
'87 900S, 4dr, 5spd, 24k mi, hit ctr front, \$6000.
Restored '78 99GL 5dr, mechanically sound, new paint & tires, A/C, tape player, \$2900.
Dennis Sweeney, 207 E Church St, Ligonier, PA 15658. 412/238-4556.

'87 900 Convertible, wrecked, red w/tan interior, 3k mi, \$12,500. Carver's Trading Post, 651 Jonathan Creek Rd, Waynesville, NC 28786. 704/926-9111.

'86 900S, 16valve, 4dr, 5spd, blue, 28k mi. \$9750. Dennis DeLeonard, 2812 Ole Pike Dr, Germantown, TN 38138. 901/756-0377.

'83 900T, 3dr, 5spd, Ivory w/biege velour, A/C, S/R, P6s, recent Bilsteins, new Ansa exhaust, custom Harmon Kardon stereo. Excellent condition in/out. 42k mi. \$7500. Robert, Huntington, L.I., NY. 516/385-7457.

'79 900 5dr, blue, good body, engine in baskets, all parts but radiator. Towable on rear wheels. Clear title. \$450. Bob Johnson, 4512 Mill Bottom Rd, Mt Airy, MD 21771. 301/829-0690.

'78 99 Turbo, rebuilt turbo, rebuilt '80 Turbo trans, S/R, rear louver, Inca wheels w/new Firestone S-211s, repainted last summer. \$2500. Scott Fecho, Tarboro, NC. 919/823-6717 eves, 641-6260 days.

'76 99GL, 4dr, 4spd, A/C, runs real good, has lower body rust. \$300. Dean Peterson, Route 1, Milaca, MN 56353. 612/983-3183.

99, 900 & 9000 Parts & Accessories

'83 APC Turbo engine, complete, \$900. SAAB Sport & Rally Low-ratio ring & pinion for 4spd, new, \$350. Lots of other parts. Gordon Brundle, NY. 914/528-6036, leave message.

Rebuilt Transmissions, 4 & 5 speeds. Will ship anywhere. Warranteed, reasonable. 82-83 5-speeds ready to ship. Gordon Brundle, NY. 914/528-6036, leave message.

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.

Anti-roll bars, F & R w/ hdwe, to fit 900. Cost \$342, sell for \$185 incl shpg. Dennis DeLeonard, 2812 Old Pike Dr, Germantown, TN 38138. 901/756-0377 eves.

Front sway bar & mounting hdwe for 900, \$90. A/C condenser, \$40. '80 grille, \$5.00. Ted Graef, 65 Hollow Horn Rd, Erwinna, PA 18920. 215/294-9589.

From '79 Turbo: Gauge set, \$70. Complete interior, green, exc cond, \$150. Michael D'Aleo, 65 Hollow Horn Rd, Erwinna, PA 18920. 215/294-9589.

Parting out '77 EMS & 78 Turbo: 4spd trans, 40k mi, exc, \$300. New pistons, rings, pins for B-engine Turbo, \$120/set. Bumpers from 99 hatchback, \$25 ea. Hood, \$50. Heater core, wiper system, fuel inj, etc. Gary Stottler, 159 Washington Rd, Princeton, NJ 08540. 609/520-0963.

Parting out '74 99L & 78 99GLE, electrical, interior, glass, body, powertrain, etc. Send SASE for list. James Mackay, 1356B Woodcutter Ln, Wheaton, IL 60187. 312/653-3797.

AC system, complete, from '87 900 w/1200 mi, \$275. Send SASE for parts list, '77 & '87. Wayne Hough, 1005 8th St, Mukilteo, WA 98275. 206/347-6925 H, 483-7841 W.

WHEELS - SPG style from '88 900, also fits 9000, \$600/4. '83-87 900 SPG wheels, \$500/4. Inca wheels, \$400/4. Red leather interior for 900 3dr, \$650. Can deliver to Milwaukee Meet.

Dennis Sweeney, 207 E Church St, Ligonier, PA 15658. 412/238-4556.

Type 37 Auto trans from '83 900, good cond, 80k mi, \$200 +shpg. Tom Kinnaman. 513/874-7128.

Make your 900 handle! Riken alloys with 205/60x15 BFG Comp TAs. Includes dusters, chrome lugs. \$1400 new, First \$750 takes. Gary Miller, 3300 Noyes, Evanston, IL 60201. 312/475-2078.

Set of '87 SPG wheels. Gary Fullington, PO Box 4120, San Pedro, CA 90731. 213/539-8523.

Set of 4 '86 Turbo alloy wheels w/near new Pirelli P8s. \$400 +shpg. Shop manuals for 900, 2 binder set, \$50. Allan Bergman, Des Moines, IA 515/223-1180 wk, 224-1128 hm.

99 parts: EMS wheels, \$35 ea. Header w/ center pipe, \$90. Distributor w/curve, \$85. Running '75 99 2-dr, 4spd, for parts. Rich Chenet, 150 Meadowbrook Dr, Wexford, PA 15090. 412/935-8315.

Five EMS alloys, 2 w/Roadhandler, 2 w/Semperit, 10-20% wear, \$150 +shpg. 99 Factory Manual thru '74, \$10 +shpg. Hank Voss, IL. 312/369-6283 after 6pm.

4 EMS wheels, \$160 +shpg. Snowbelters - save time & money twice a year in the tire switch routine. John Scobey, Minneapolis, MN 612/339-3607.

4 '77 EMS alloy wheels w/tires, in good cond. \$255 +shpg. D.B. Burke, RFD2 Box 100, Orrington, ME 04474. 207/825-4403.

900 Shop manuals, 3 volumes, thru '84 model, \$30 incl shpg. Most SAAB Club newsletters 10/75 to date, cost of shipping only. Les Core, 33306 Hampshire Rd, Livonia, MI 48154. 313/421-1654.

99 Factory manuals (less binders): Service, 4/69 edition, \$20. Parts, 9/70 edition, worn, \$15. Parts 74-75 (2/75), \$20. Parts 69-73, in binder (8/72), \$35. all ppd. Steve Vories, 310 SE 6th, College Place, WA 99324. 509/529-5334.

Wanted, All Models

2 new door jamb labels (Weights & Tire Pressures) for '78 99 hatchback. Gary Stottler, 159 Washington Rd, Princeton, NJ 08540. 609/520-0963.

Green door panels to fit '72 99 2dr, Also working speedo/odometer for same. Bob Johnson, 4512 Mill Bottom Rd, Mt Airy, MD 21771. 301/829-0690.

Sport/Rally A-frame set for 96 V4. John Grimmer, Nashville, IN. 812/988-0686.

One Inca wheel for '78 Turbo. David Toti, 50 New River Rd, Manville, RI 02838. 401/769-7090.

Continued on Next Page

SAAB SWAP

Continued from Previous Page

Wanted, All Models

Green door panels to fit '72 99 2dr, Also working speedo/odometer for same. Bob Johnson, 4512 Mill Bottom Rd, Mt Airy, MD 21771. 301/829-0690.

Sport/Rally A-frame set for 96 V4.
John Grimmer, Nashville, IN. 812/988-0686.

One Inca wheel for '78 Turbo. David Toti, 50 New River Rd, Manville, RI 02838. 401/769-7090.

Rebuilt, not used, web-case transmission wanted for V4 95. Brad Bradford, 1219 S Lewis Pl, Tulsa, OK 74104. 918/587-2230 eves.

Factory Shop Manual for '75 99. Mark Myers, 400-24th St, Moline, IL 61265. 309/764-2513 days, 319/332-8641 eves.

Complete AC systems to fit '74 Sonett & '79 99 Turbo. Round style trim rings & grille side pieces for '69 and later 96s.

Tom Remedios
Gustav Schwab Str. 47
7410 Reutlingen
West Germany
01149-7121-239724
remember the time difference if you call.

Water Pump Press wanted, SAAB P/N 83-92-649. Mac Steiger, 200 Jordan St, Vallejo, CA 94591. 707/553-1799.

From The Backside

Continued from Page 23

specs are available from Saab in Sweden.

We also talked about Saab's future plans, but there isn't enough room to cover that in this column. More next month.

On the road again, for visits to siblings in Massachusetts and New Hampshire. I also spent a couple of days in Maine where I stopped at Automotion in Falmouth, Stetson Auto Sales in Warren, Clyde Billing Saab in Augusta, and Lewis Auto Sales in Lewiston. Again, quite a variety of shops, with lots to see and Saab fanatics to chat with.

Considering the number of Saabs in Maine, I am surprised that there aren't more SAAB Club members there. It would also make a great location for a Saab Meet.

Two long driving days across Canada,

Set of "GT850" or SAAB SPORT" emblems (2 fenders, trunk & glove box); "SPORT" glove box lid complete (handle, inner cup holder plate). Charles Turinek, 4903-114 B St, Edmonton, AB, CANADA T6H-3N2.

Rebuild kit for Master cylinder, '59 93B. John Bottger, Box 25133, Richmond, VA 23260.

Standard 750, GT-750, or early 850 block, or complete engine. Ivan Hafstrom, PO Box 248, Reno, NV 89504. 702/329-7738.

and I was back in Duluth. The NINE-T9 covered over 4000 miles in two weeks, and the engine never missed a beat.

A couple of publishing notes: As you can see, more readable typeface arrived with PageMaker 3.0. Thanks to all those who have written in with suggestions and encouragement. There isn't time to respond to all the letters, but your support is appreciated.

There's some fine tuning to do yet on the layout, but the evolution of NINES should reach a plateau soon.

The first "article-on-a-disk" arrived this month thanks to Andy Buc! We can now accept articles or computer drawings on a disk, provided it is in IBM/MS-DOS format readable by PageMaker. There is still a lot to be learned, but I'm getting better at it.

You may have noticed a price restructuring in the "SAAB SWAP" section. It was suggested by the Bylaws committee. The pricing is more in line with what newspapers charge for ads. I have been lax by letting some free ads get through, but no more. Ads without proper funds will be ignored or returned.

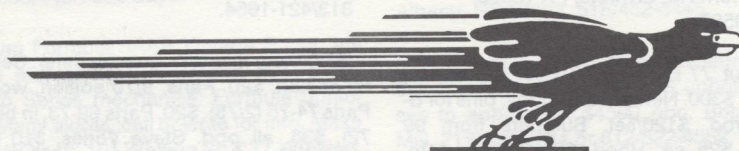
The fee for the back issue collection is also higher as there are now over twenty past issues on the shelf.

One of the five surviving Sonett-I's has been acquired by Bill Jacobson of Sports Car Service in Wilmington, Delaware. The only privately owned Sonett-I in the U.S., it is the last of the six cars built in the mid-'50s. The former owner, Richard Hershatter, bought the car in Sweden in 1977 and brought it to the U.S. More on this early SAAB sports car in a future issue.

Speaking of sports cars, the photos of the "Sonett-IV" taken by Rudy Zweibel were shown on the PBS television program "Motorweek '88" recently. Motorweek saw the pix in NINES and requested to share them with the motoring public. As you should have read in Arne Visser's letter in this issue, the car is actually a design exercise by Leif Mellberg.

If you have submitted an article to NINES in the past couple of months and haven't seen it in print, it is because there have been many submissions recently. Consequently, there is a backlog of good articles. As the saying goes: "A plethora is preferable to a paucity."

Tim Winker, Editor



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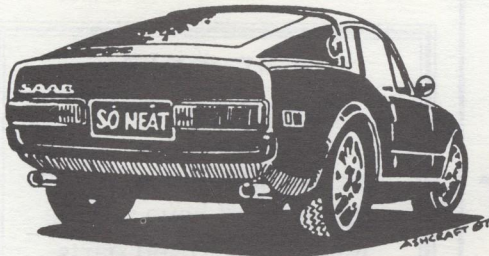
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FROM THE BACKSIDE

With the Blues Brothers, Asleep At The Wheel, and a stack of Firesign Theatre tapes on the passenger seat, I pointed the NINE-T9 (my '79 99 2-door) south on I-35. My intent was to make a leisurely drive to Wilmington, stopping at SAAB dealerships and repair shops along the way. Last minute cleanup around the office put me a couple of days off schedule, but I was still able to visit several of the places I'd planned.

There was so much to see that I may have to showcase the various shops in a regular feature. Just after watching the odometer turn over 120,000 miles, I made my first stop, at Bob Adams Imports in Albert Lea, Minnesota. Less than an hour away is Meyer Garage, just across the Iowa border, owned by Bob's brother, Jerry Adams. Both are small dealerships with good reputations. Brief visits, some photos, and I headed East.

After a long drive through Iowa, along the Mississippi and across Illinois, I stopped to have dinner Margrit Adler, where we discussed the usual things that two SAAB nuts discuss.

Just across the Indiana border and a few miles south of the freeway is Gibson Motors, another small dealership that has been with SAAB since the days of the 2-strokes. By today's high-tech standards it isn't impressive, instead the slower paced small town atmosphere is refreshing.

From there it was a rush across Indiana and Ohio to reach Pennsylvania, where Dennis Sweeney was kind enough to put me up for the night. Dennis' salvage business has expanded beyond the large garage (small barn?) in his backyard and he expects to move into larger quarters soon.

Also in Pennsylvania, I visited Rich Kushner's Swedish Motors in Marietta, a few miles south of the infamous Three Mile Island Nuclear Power Plant. I was quite surprised by the size of the Swedish Motors complex; in addition to the shop with many cars parked out front, there's a two story pole barn for storing cars and useable parts, a small salvage yard and a body shop.

I drove past ParrFormance, but everyone there had already left for Wilmington. A couple of hours later and I arrived at the Hilton as well.

You can read about the convention elsewhere so I won't go on about it, but a couple of things that should be mentioned; the National Club by-laws committee met a couple of times and continued to work on structure. We may be able to hold an election by the end of the year. Regional Club editors also got together to discuss their problems and the sharing of information for their publications.

Along with several other SAABers, I stopped at Sports Car Service in Wilmington on Sunday afternoon, and had Bill Jacobson take a look at an exhaust leak. It turned out to be only a blown flange gasket, and was quickly replaced. A couple of other problems were found, and I decided to stay until the next morning, accepting Bill's offer of a spare bedroom.

The NINE-T9 had developed a transmission leak. Whether it started when I had replaced the clutch a month before (possible seal damage or a crooked gasket), or when I had replaced the trans fluid with Red Line MTL synthetic just before the trip, I can't be sure. The low viscosity synthetic was leaking

out rapidly (3 quarts over 2000 miles), so I agreed to have it replaced by EP75. Over the rest of the journey the leak didn't stop, but it did slow some.

A small blister was discovered on one of the front tires where I had bumped a curb, so it was rotated to the rear. While the tires were off and the car was in the air, Bill also suggested the rear pads be replaced. Why not? After an hour or so, I was headed north.

Monday afternoon, I drove to Saab-Scania's office in Orange, where I spent a couple of hours visiting with President Bob Sinclair, and P.R. Chief Len Lonnegren. We had a very good discussion on several subjects recently brought up in NINES including how Saab handles customer letters.

Mr. Sinclair does read every letter, usually while on airplanes, then notes which department should look into the subject matter further. The process can take weeks before an answer can be found and a reply sent.

One thing we did cover was the availability of two-stroke parts. After reading Richard Wood's letter in the last issue of NINES, Mr. Sinclair tried to find out how Wood's letter to Saab had been handled. He later wrote to Mr. Wood confirming that new crankshafts are no longer available from Saab-Scania as the tooling and machinery no longer exists, having been replaced when Saab moved on to other engines.

Since Saab has always been a small manufacturer, it is not practical to continue to build parts for vehicles no longer in production. Instead, a one-time final order is placed, projecting what may be used over the following 15-20 years. Since the last 2-stroke Saabs were built twenty years ago, you can expect that some parts have sold out.

If someone seriously believes they can make a business of manufacturing 2-stroke cranks, the U.S. Saab office will see if the

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NINES

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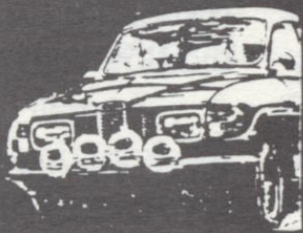
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