



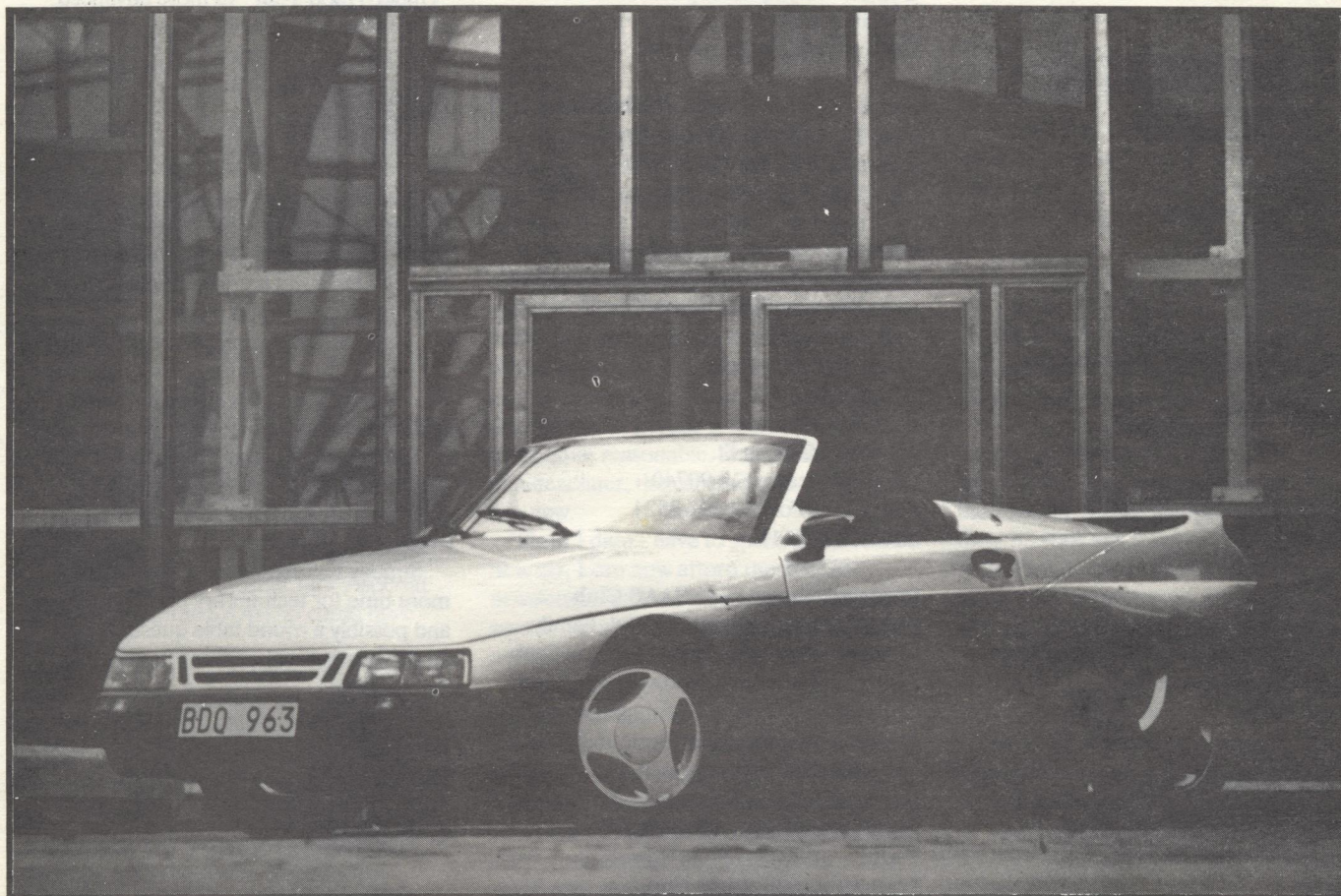
NINES

THE SAAB CLUB NEWSLETTER

\$2.25

October 1988

no. 174



SAAB for 1989	page 6
Get Ready for Winter	page 14
SAABs Still Safest	page 19
Plus: Sonett Subjects by Jack Ashcraft	page 12
More on National SAAB Club Organization	page 22

REGIONAL CLUB NEWS

Overseas SAAB Clubs

AUSTRALIA:

SAAB Club of Australia
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Vermont South 3133

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P.O. Box 188
Hornsby NSW 2077

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Karen E. Piper, Membership Secy.
16 Denewood Close
Watford, Herts WD1 3SZ

FRANCE:

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c/o Marc Dalbard
33 rue Saint-Martin
95 300 Pontoise

WEST GERMANY:

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c/o Klaus Weissbauer
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D-4350 Recklinghausen

SAAB Freunde Erftkreis
c/o Wilhelm Volk
Burgstrasse 44
D-5014 Kerpen bei Koln

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SAAB Club of Luxembourg
c/o Pierre Eilenbecker
35, rue de la Bergerie
L-7441 Lintgen

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c/o C. P. Hooijschuur
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1531 EB Wormer

NORWAY:

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N-0911 Oslo 9

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S-641 23 Katrineholm

Club Sonett Sweden
c/o Per Alvestig
Karlstorpsvagen 61
S-461 53 Trollhattan

SAAB-Klubben Stockholm
Postbox 8064
S-104 20 Stockholm

Calendar of Events

Delaware Valley SAAB Club

Nov. 10 - Holiday Party at Hennessy's Tav.
Dec. 10 - Sports Car Srvc. Christmas Party.
Jenny Trostel, 302/764-SAAB.

Milwaukee SAAB Club

Oct. 21-23 - Regional Convention.
Ian Simpson, 414/873-0816.

SAAB Club National Capital Area

Oct. 23 - Championship Autocross at
National Security Agcy, Ft Meade, MD.
DeWitt Boyd, 703/536-5358.

SAAB Owners Club of Canada, Inc.

Nov. 16 - 10th Anniversary Bash
Cassino Place, Toronto, Ont.
Cyril Davies, 416/281-2080.

Southern California SAAB Club

Oct. 22-23 - 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.

Western Pennsylvania SAAB Club

Oct 23 - Fall Mountain Fest '88, Family
event begins with Open House at Saab
East in Latrobe. Tech Session at 11pm.
Parade at Noon to Fort Ligonier and
museum in Ligonier. Picnic at Twin
Lakes Park following Fort tour.

For more information contact
Andy Bittenbinder, 412/364-4780.

West Mountain SAAB Club

(New England, New York)
Oct. 15 - Fall Rally.
508/525-2110 days.

Milwaukee Meet

Tech seminars, movies, fun, tours, and
SAABs in the city made famous by beer (or
is it the other way around?).

The weekend kicks off with a Welcom-
ing/Get Acquainted Party on Friday
evening. Saab-Scania is providing movies
and video tapes, and the Holiday Inn will be
serving beer and snacks.

Four tech sessions are scheduled for
Saturday morning. The sessions are
expected to cover everything from a basic
"Under-Hood Tour" to more advanced
topics such as rebuilding a 2-stroke or V4
transmission, or restoring a 96. Saab will
also be presenting sessions on topics of their
own choosing.

Following the morning tech sessions will
be a rally around the Milwaukee area, laid
out to include parkways and the lakefront.
The end point will be the Miller Brewery for
a tour and sampling. Those who wish to skip
the rally can go to the Milwaukee County
Zoo for an outing and picnic.

Two more tech sessions are scheduled
for later in the afternoon, as is a parts swap.
The Milwaukee club will also have its
technical library available for photocopying.

Dinner on Saturday evening will be an
Octoberfest style buffet with bratwurst,
potato salad, and other basic German
necessities, such as beer.

Sunday features more tech sessions,
more time for tech-library photocopying,
and possibly a round table question-and-
answer session with representatives from
Saab-Scania.

The host hotel is the Holiday Inn West,
Hwy.100 just north of I-94, 414/771-4400.
Other motels are available nearby. For
further information, contact Ian Simpson,
414/873-0816.

COVER PHOTO: Saab Speeder by Leif
Mellberg, photo provided by Marc Dalbard

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

NINES is published eleven times a year as a service of the SAAB Club of North America.
The SAAB Club is not affiliated with Saab-Scania of America, Inc.

Letters to NINES

An American SAAB?

After several years of driving SAABs exclusively and maintaining considerable activity in the club, we have made the change to a Taurus MT-5 Wagon. Because I still have a Sonett as well, we are still going to be part of the club.

The purpose of my writing is to reflect a bit, as many do, on the need for an inexpensive quality car as SAAB once set out to provide the public and have completely forgotten.

When we looked to replace our '78 99 which had been dependable and sturdy but was wearing out in all the luxury options areas, we looked for the things that I feel a lot of the American public seeks: Fuel Economy, Aerodynamics, Reasonable first cost, Handling, Safety, Simplicity, Reasonably smooth ride, Durability against rust, Reasonable maintenance cost.

SAAB is doing fairly well on most of these items, but loses out on first cost and simplicity. The Taurus does well on all the parameters I listed and does it with design. It could well be the car that Jack Ashcraft draws - the car the SAAB 95 could have grown to be.

The marketing strategy of Ford leaves a little to be desired as it is virtually impossible to find a Taurus without electric windows, power door locks, and similar breakable options. The used model we did buy already has a "premium sound system" which only works on 1, 2 or 3 of the four speakers depending on the phase of the moon.

I would charge SAAB with a project: Buy a Taurus MT-5 Wagon (4 cylinder fuel-injected, 5-speed gearbox) and study it. Take off some of the fancy electronic options, use a little heavier metal in the body panels, and rework the wind noise of the seatbelts when the windows are down. Put on narrow 15" tires and see if it doesn't look, drive and handle like a 1990 SAAB 95. Sell it for less than \$15,000 and see if SAAB can't get back a portion of the market which they had in 1970 and have lost.

Meanwhile, I'll keep driving the Sonett because it only has 185,000 miles on it.

On another topic, the Minnesota Sonett

Club, which is trying a name change to the Midwest Sonett Club, is not doing very well. We have money in the bank and I still try to keep up with the mail. However, it seems impossible to get good attendance at meetings or to write a noteworthy newsletter without member input. We are considering a period of dormancy. I will continue to maintain a mailing address and if someone wants to put energy into a project for the club, he should contact Jeff Schille or myself.

Warren White
P.O. Box 547
St. Croix Falls, WI 54024

No Modifications

I read with interest Eric Johnson's article on building a 5-door 900 Turbo-16 from scratch - and saving money. I had a recent experience which also showed that you can save by rebuilding.

My 1979 99GL had catastrophic engine failure (cracked block) at 102,000 miles. All new components (head, pistons, valves, etc.) were added to a rebuilt block for a price I originally considered obscene (at \$3900, over half what the car cost new), but proved to be quite reasonable. Except for the lack of a headliner, the car runs and looks almost like new.

Since I didn't have to spend \$20,000 on a new car, I can now afford the NINES newsletter - unlike reader Dick Ginsburg who wrote it is "...too 'slick' in appearance and consequently too expensive."

I support the "Ask Bob" column in not dealing with questions on modifications. In the ten years I have owned my 99, I have learned to leave well enough alone. Modifications will entangle you with additional problems. More importantly, once a car reaches 10-15 years of age, the value rises inversely with the number of modifications. I have found this to be true with my other car hobby, restoring a 1931 Ford Model A. I cringe at every one I see that succumbed years ago to V-8 power - obvious from the gaping hole in the firewall caused by the cutter's torch.

Frank Stodolsky
Damascus, MD

Thanks and Farewell

I have been a member of the Saab Club since August 1976. Over the years I have enjoyed the newsletter and all of the SAAB goings on. Through the various editors, I

have seen many positive changes in the format of the newsletter. I still have my 1975 EMS with about 250,000 miles on the odometer. It is still a strong running car and is in impeccable condition. I learned a lot about this car from repair to repair.

At this time I would like to let you know that I do not intend to renew my SAAB Club membership for the coming year. I have been reading letters from long time club members who have become somewhat disenchanted in the direction of the Club or in the direction of SAAB or both. I must agree with them on many points, especially Margrit Adler.

Please thank Dick Grossman for me, and you of course.

It has been a very pleasant and memorable 12 years and I shall never forget the fledgling days of the older SAABs.

Thanks again and Good Luck!

Alan D. Nesson
Waltham, MA

Sign Me Up Again!

Enclosed find my renewal for this year. I think you've done a good job of keeping the newsletter on an even keel despite the impulse noise coming in about the 9000. I especially concur with your observations in the July '88 "From the Backside": As my own '82 900s age, I appreciate them more and more! I could not keep them in the shape they're in without the close assistance of a few good SAAB techs.

I'll probably send you yet another "long run" article later this year as my main joy boosts itself through its 150K mile midlife. (How about a 900 long run survey to query club members about what really tends to work/fail over time?)

Keep up the good work!

Shep Siegel
Derry, NH

You're doing a great job in expanding and improving the newsletter. Since I started to receive the newsletter in 1973 or so (and I've saved every copy), I've seen it get better and better. I like the print, contrast and the better paper, but I think that the layout and the format are the biggest improvements. Keep up the fine work.

Thomas B. Mudd
Saginaw, MI

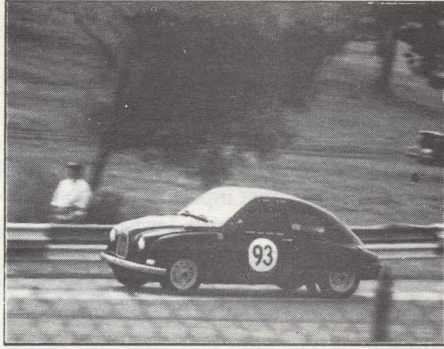
Vintage SAAB Racing Group

Just a note to update you on our activities prior to my move to Houston, Texas.

The Vintage SAAB Racing Group returned to Road Atlanta in August for the Walter Mitty Challenge Atlantic Historic Races. The 93 arrived at the track barely an hour before the start of the one-hour enduro, having been driven to the track from South Carolina by Ken Payne. After a quick change of intake manifold and carbs, and tires and wheels, the car went straight from Tech Inspection to the Grid.

Neither Ken nor I had any track time in this car, but after an hour (and two mandatory pit stops) we managed a credible finish - 15th overall and 1st in class. Even more amazing - this car still has the engine that it had when it went into storage over 15 years ago.

In the sprint races on Sunday, Cecil Stockard had the Bandini SAAB really flying and finished quite well, a few positions ahead of Ken, who was entertaining the corner workers by lifting the inside rear wheel almost a foot off the ground in Turn One. The weekend was a complete success

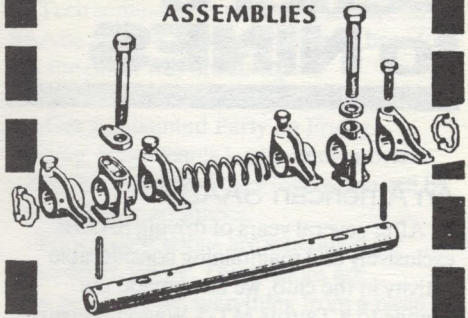


as Ken had an uneventful trip home to South Carolina in the 93.

Saab-Scania of North America has purchased my Quantum Formula S, so until Tom Cox's Quantum and my Sonett are finished, we are down to a one car team. Although the 93 is not quite done (missing some chrome trim), it drew quite a bit of attention. It sure was good to see a SAAB sedan back out on the track mixing it up with the small bore sports cars.

Randy Cook
Fort Walton Beach, FL

V4 RECONDITIONED ROCKER ARM ASSEMBLIES



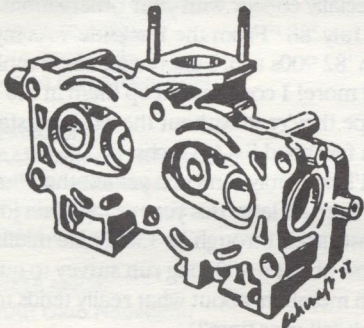
Includes 8 new V6 rocker arms, modified V6 shafts, new roll pins and tension washers. Ready to reinstall on your car. Don't overlook this important part of a top end overhaul!

\$225.00

Exchange. Send your complete assemblies for rebuild. Shipping and any other parts required are extra cost.

JACK ASHCRAFT
AUTOMOTIVE DESIGN
2201 WOODLAWN DRIVE
MEDFORD, OR 97504

503-779-0731



V4 HEADS RECONDITIONED

Includes new hard exhaust valves and seats, new intake valves, new valve springs and keepers, and new guides if required, on two Saab V4 heads. These heads OK for unleaded gasoline.

\$295

Exchange, plus shipping.

Add \$50 core charge per head, refundable if your heads are rebuildable.

JACK ASHCRAFT
AUTOMOTIVE DESIGN
2201 WOODLAWN DRIVE
MEDFORD, OR 97504

503-779-0731

SAAB SHIRTS

Sweatshirts Now Available!

Top quality "Healthknit" brand.
Colors: Lt. blue, Pink, Aqua or White.

T-shirts are "Screen Star Best".
Colors: Lt. Blue, Yellow, Aqua, or Pink.



Price: T-shirts \$8.00
Sweat shirts \$12.00
add \$2.00 shipping per order.

Adult sizes: S, M, L, XL
Youth sizes: 6-8, 10-12, 14-16
Sorry, no phone orders or CODs
Shipping to U.S. addresses only.

designs available:

- Giant Killer Sonett V4
- Striking Viking 9000
- Made in Trollhattan (Troll)
- Go Yump a Swede! (Rally 99)
- Old SAAB-ers do it with 2-Strokes!
- My 1st Wife... Was against Rallying

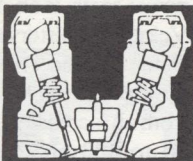
GO YUMP A
WELL-BUILT
SWEDE!



When ordering, state size, color, and design.
Please allow 6-8 weeks for delivery.
Send check or Money Order to:

SAAB CLUB SHIRTS
2416 London Rd, #900
DuLuth, MN 55812-2221

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. No requests for personal replies, please.

For a proper diagnosis, it is recommended that you contact an authorized SAAB dealer.

Send your questions to:

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

My '86 900 3-door has a very annoying air leak at the top rear of the driver's door. The dealer can't seem to find or fix it. Is there any way to track this down?

E.E., PA

Locating wind noise can be tough. There is a device that generates ultrasonic sound waves in the car, and you sniff around the outside with an ultrasonic sound wave detector. Who has one is a good question. Since you're in a big city, your best bet might be a walk through the yellow pages.

I had to have the windshield replaced on my '72 Sonett. The installer wouldn't guarantee

against leakage due to the age of the rubber gasket. A new replacement gasket doesn't seem to be available. Any ideas?

J.L., VA

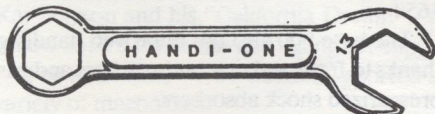
Time marches on. Your Sonett is now 17 years old. I don't know where or if you can find a new gasket, so I'd suggest some work with black silastic rubber. It can be worked neatly by following the directions with regards to smoothing it out with a wet finger.

My local NAPA auto parts store no longer carries air filters for my Sonett. Can you give any info as to a substitute? I am concerned about cost.

H.C.

The NAPA #2369 is a substitute, not a replacement, for SAAB part number 8803777, and requires some adaptation to fit. The Sonett is a classic, and I wouldn't feel bad about spending a few dollars more for such important parts to get one that fits properly. SAAB still has the OE filters, but if you must go cheaper, try other NAPA stores, find out what the #2369 was for and try a dealer for that car, or write to NAPA to see if they still make it and where it might be in stock.

SERVICE SUBJECTS



FROM SAAB

Deformed or Distorted Fuel Filler Doors

S.I. 08/88-1069, B-8/P.29

Application: 1986-88 9000 Models

To rectify deformed or distorted fuel filler doors on 9000 models, a new spring is available. The spring puts tension on the door to help it return to, and maintain, the proper shape.

Spring

P/N 69-75-528

On early-1986 9000 models up to VIN G1018332 the hinge pin must also be replaced as detailed in S.I. 01/87-920 (see Bound Supplement No. 6-B, Section B-8, page 12 or NINES, March 1987). On cars

produced after VIN G1018333, the new hinge pin is already installed.

Repair Procedure:

1. Remove the fuel filler door.
2. Fit protective tape to the inner surface of the door to prevent damage to the paint during drilling (Figure 1).

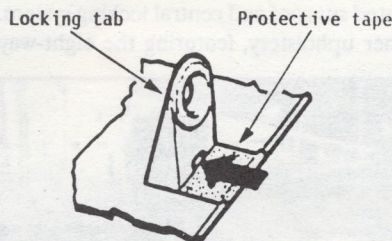


Figure 1. Location for drilling holes in the locking tab.

3. Using a 1/16 in. (1.5mm) bit, drill enough holes in the lower edge of the locking tab to create an elongated hole, 3/16 in. (5mm) long.
4. Remove the filler door hinge pin and spring. Fit the spring, P/N 69-75-528, with the flat end inserted through the newly drilled opening in the locking tab (see Figure 2). The notched end should

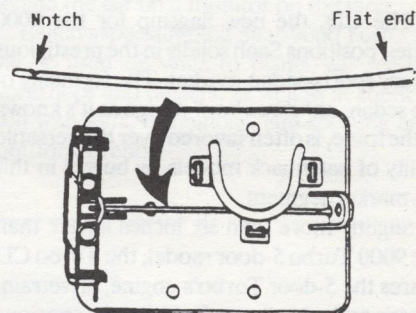
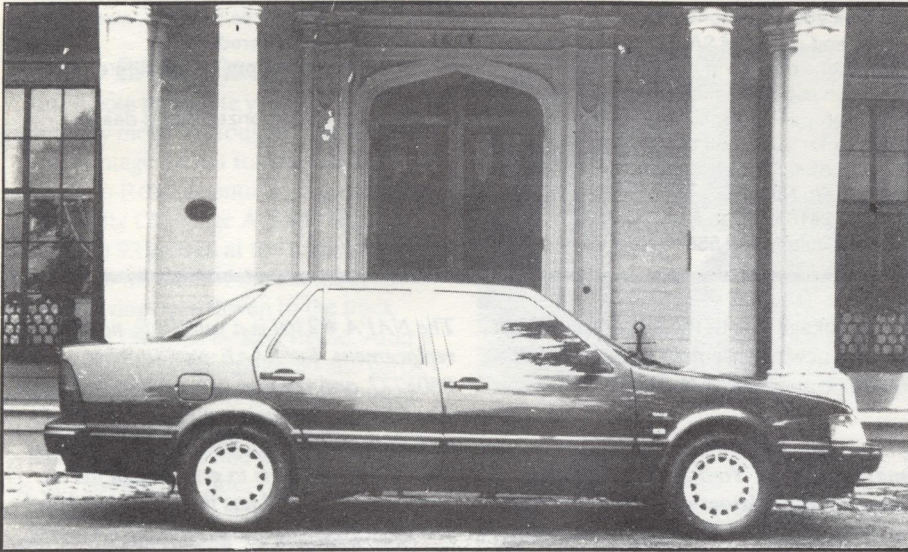


Figure 2. Spring installed in the fuel filler door.

engage the hinge pin and the spring should be positioned to exert pressure at the locking tab and at the hinge pin.

5. Refit the hinge pin and spring.
6. Refit the fuel filler door.

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



9000 Sedan & 4-dr 900 Turbo Join Lineup for '89 16-valve Engine in All Models

Two models are added to Saab's new car selection for 1989, the new 9000 Turbo CD sedan, and a 4-door version of the 900 Turbo. In addition, the popular 16-valve engine is now found under the hood of all new Saabs.

9000 Sports Sedan

The CD, the new flagship for the 9000 series, positions Saab solidly in the prestigious luxury sports-sedan market. The formality of the sedan, or "three box" design as it's known in the trade, is often favored over the versatile utility of hatchback models by buyers in this up-market segment.

Slightly more than six inches longer than the 9000 Turbo 5-door model, the Turbo CD shares the 5-door Turbo's engine, drivetrain, chassis and wheelbase. Based on its spacious interior volume and large trunk, the 9000 CD, like the 9000 hatchback, is classified as a "large" car by the EPA.

The CD's sedan design allows for complete isolation of the passenger compartment from the luggage area for a quieter and more luxurious ride, especially for rear seat occupants. Further increasing its quietness, Saab engineers have installed baffles in the rear parcel shelf, exhaust air ducts to minimize noise in the back seat, and new sound deadening material between the engine and passenger compartment. High-speed rated tires with a tread specifically designed to lower road noise contribute to the 9000 CD's quieter ride.

The sedan design allowed Saab engineers to increase the torsional stiffness of the chassis and body of the CD over the already struc-

turally rigid 5-door.

This added rear stiffness has allowed engineers to tune the rear suspension of the CD for a softer ride, as preferred by many buyers of luxury sedans, without losing any of the 9000 model's inherent road handling abilities. Changes to the rear suspension include self-leveling shock absorbers with specific calibration as well as a less-stiff rear anti-roll bar than is used on 5-door models.

New for '89 on both 9000 Turbos are eight-way power front seats, with leather upholstery. Also new is a seat-belt warning chime, replacing the previous buzzer.

All 9000s now come equipped with an integral theft-alarm system and anti-theft electronically tuned 80 watt AM/FM-radio/cassette stereo with seven-band equalizer, power windows, electric outside mirrors, power operated sunroof and central locking system. Leather upholstery, featuring the eight-way

power seats, is an option on the 9000S, while Velour upholstery can be specified in place of leather on the Turbo models.

The normally-aspirated 9000S benefits from an increase in horsepower for 1989, now up to 130 hp. The turbocharged engines' output remains at 160 hp.

The 5-speed manual transmission remains standard on all 9000 models, with the 4-speed overdrive automatic transmission as an option. The automatic features fuel-saving "split torque" in third gear and added savings in its direct drive, mechanically coupled overdrive fourth.

4-door 900 Turbo Returns

With the reintroduction of the 4-door body style featuring the turbocharged 16-valve engine, the Saab 900 series now has eight available models: The 900, 900S and 900 Turbo each in 3-door and 4-door models, the 900 Turbo Convertible, and the 900 Turbo SPG.

All 1989 900s are now equipped with the double-overhead camshaft, 16-valve two-liter, four-cylinder engine on hydraulic engine mounts. The normally aspirated 16-valve engine, standard in the 900 and 900S, gets an additional 3 hp over 1988 specifications, up to 128 hp. For the 1989 900 this means an 18 hp upgrade over last year's 8-valve, single overhead camshaft engine with 110 hp. Horsepower ratings on the Turbo models remain the same, at 160 hp, while the SPG is rated at 165 hp.

The base 900 also has improved handling thanks to front and rear anti-roll bars and gas pressurized shock absorbers.

New on all 900 Turbo models is a cruise control "ON" warning light.





Sleekest Saab in the World

Tourists and shoppers mingled with car builders from all over Sweden on the main square of the town of Nyköping. The main attraction was the 7th annual "World's Sleekest Saab" competition for customized Saabs.

The 50-odd entrants were segregated into four classes: Sports Cars, Veterans, Mild Custom and Wild Custom.

The Mild Custom prize went as usual to Kaj Persson and his "California Dream" - a yellow Saab 93 with fins and "gangster cap".

The main class - Wild Custom - sported a variety of macho cars.

The spectators feasted their eyes on an extended 9000 sedan, a broadened Sonett with flip-front and 16-valve Turbo engine, and three genuine Mellberg specials: a 900 Targa convertible, a Ferrari-inspired two-seater sports car based on a Saab 900, and a futuristic 9000 "van".

That these superb specials failed to gain a prize is a tribute to the high standard of this year's competition. The jury also had some difficulty in agreeing on the order of merit.

The field was finally narrowed to three: Jonas Ottosson with his dazzling squat Saab 900 with gull-wing doors, and two Saab 99s dating back to 1971. One of these, owned by Tomas Persson, sported violet sparkle paintwork, a lowered and widened chassis, gull-wing doors and a host of technical refinements, such as side opening hood and a double trunk lid controlled from inside the car. The second 99, owned by Joakim Soderstrom, had textured paintwork, and was ele-

gantly broadened and modified at the front and rear.

Second place was finally shared by Tomas and Joakim. Jonas was declared winner of the Wild Custom class, and the Best in Show prize. The decision was evidently popular since Jonas also won the public's acclaim and the "People's Choice" award.

Gull-Winged Saab Demonstrates Tools

Another one-of-a-kind Saab 9000 has rolled out of Leif Mellberg's body workshop in Nyköping, one of the home towns of Saab

cars. This time Mellberg Custom has built a special car for Bahco, the Swedish tool maker.

"We needed a vehicle to demonstrate our tools to customers," says Roine Erkenstal at Bahco Tools. "A car that would bring out the modern, ergonomic design features of our new Ergo Tools."

The idea gradually evolved of building a project car. We chose a Saab 9000 Turbo 16, a state-of-the-art car with an ergonomically correct driver's cockpit."

Bahco turned to Leif Mellberg and asked him to build their project Saab. Mellberg has gained fame for his bold creations based on Saab cars.

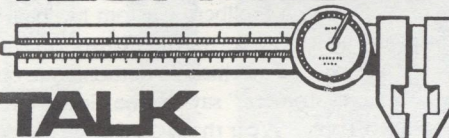
The Bahco Saab has gull-winged doors instead of the conventional rear side doors. The rear passenger compartment has been transformed into a storage area for test equipment. A demonstration table can be pulled out to enable various Bahco tools to be tested and compared. One of the gull-winged doors is fitted with a video camera to film the tool demonstrations, and two monitors enable spectators to see how the Ergo tools are used. The monitors can also be used for showing video films.

Another video camera located at the rear of the car replaces the inside rear-view mirror, so the driver can keep track of what happens behind the car on a monitor on the fascia.

Bahco's specially built Saab 9000 Turbo 16 will be used on visits to plants, car service workshops and dealers, as well as in connection with fairs, exhibitions, and sporting and motoring events.



TECHNICAL TALK



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.

Repair, Not Replace

Two projects on my '79 900 Turbo (125,000 miles) turned out well enough to share with those who still repair their SAABs:

HEATER CONTROL VALVE - Eighty dollars for a replacement heater control valve seems criminal! So, having nothing to lose but time, I removed the old valve (the most difficult part of the operation) and found the whole unit could be disassembled.

Two O-rings were leaking. I could not find a duplicate to replace the large O-ring sealing the cover plate on the valve proper, between the valve and the thermostatic control. Instead, I used Blue RTV Silicone. After pressing in the round metal cover (which is held in place by friction) I sealed it with hot glue.

The plunger passing between the thermostatic control and the valve is sealed by a square O-ring, a replacement for which could also not be found. The local NAPA store did have a round O-ring of the same size. One was too thin and two too thick, so I split one and installed one and a half. I haven't had any leakage in 15,000 miles.

This task took most of a Saturday (including several trips looking for O-rings and of course, coffee breaks). I don't make eighty dollars everyday! Fifteen cents for the O-rings and a tube of RTV, which most home mechanics have anyway, were the only out-of-pocket costs. It really irks me that SAAB does not make these seals available.

TURBOCHARGER - My turbocharger unit is the original. At around 100,000 miles the seals began to allow a bit of oil into the exhaust.

I ordered a turbo rebuild kit from Turbo City for \$102 (Turbo City, P.O. Box 6010, Orange, CA 92667, 714/639-4933). The kit is really well done: all new seals, bushings, nuts and bolts with sealant, but no instructions. A careful study of the diagram in the service manual and in the Turbo City parts brochure should enable one to disassemble the unit. However, after 100k miles, removal of the old bolts can be a problem. Lots of WD-40, patience, heat, vibration, and lots more patience won the day. Since the exhaust turbine housing and the compressor housing are not indexed to the center section, be sure to mark

the relative positions carefully.

I don't think the center bearing section can be properly cleaned at home, but an auto machine shop can "hot soak" it and get all the old encrusted carbon buildup out of the oil passages.

Since the '79 Turbo used an exhaust-type poppet valve for pressure regulation, I had the seat and valve face ground for a tighter seal. Pressure builds up now at a noticeable lower RPM than before, indicating, I suppose, that the wastegate was leaking.

Be warned that a new valve is \$125. Too much force in attempting to remove the nut holding the diaphragm on the valve stem can twist off the smaller threaded portion on the end of the valve stem. Don't rely on the method indicated in the manual.

Assembling the clean, new looking unit was fun! I used "PAL NUTS" to lock all the nuts into place and none have loosened up in over 20,000 miles. The outside of the unit is completely dry.

Although I wouldn't recommend this job to anyone who has done nothing more mechanical than change oil, it is not as difficult as replacing a timing chain. I am very pleased with the Turbo City kit and the performance of the rebuilt unit.

Paul Larsen
Arcadia, CA

Heat Fried Coil

New York City streets in summer are very warm places indeed. Not only does one's car have to contend with asphalt that suffers from acute sunburn as well as from raging fevers (caused by leaking Con Edison steam pipes from below), but it also has the added problem of trying to negotiate a highway system where there is more stop than go driving.

My '83 900 Turbo began stalling (occasionally at first last June, then more often as the summer and its heat progressed) in the most inconvenient places and at the most inconvenient times. One time the car quit right in the middle of the 59th Street Bridge. The outside temperature was in the high 90s, the water temp gauge was well past halfway, and the oil temp exceeded 100°C. All I could do was keep turning the car over until it re-

started, which took about fifteen seconds. It ran fine after that for about twenty minutes, then the same problem, same solution. Since traffic on the bridge wasn't moving anywhere anyway, no one knew I was experiencing any difficulty. If there is one thing a person learns about living in New York City, it is that you never embarrass yourself by making people wait any longer on line than they have to!

Visions of gasoline vapor lock danced through my mind; at least that was the impression I was left with after pouring over back issues of the SAAB Club newsletters. Only I couldn't figure out why the car would quit running at 70-80 mph on the expressway. (After all, I did buy a SAAB so I could actually drive it, not just to give me a cushy roadside seat to watch the complete construction of some new high-rise apartment building.) It may have been hot outside, but at least there was plenty of air circulating through the radiator and the oil temp was in the mid-80s Celsius. The gas vapor lock theory didn't seem to apply here, so I started thinking about the ignition coil.

Looking through the service manual revealed that when ignition coils begin to fail, they'll do it after they've warmed up. So those of you who thought you may have experienced vapor lock and waited for the car to cool down before starting it up again were allowing the ignition coil to cool off as well.

Having decided that the coil was my problem, I drove to my SAAB dealer for a new one. The car stalled three times; the final time at a traffic light one block from the dealership. Fortunately the traffic light was on the down side near the top of a hill, and the dealership was at the bottom. I put the car in neutral and coasted to the service bay, where I tested the resistance of the primary and secondary coils with my multimeter. Sure enough, the resistance values were off the wall. Out went the old coil, in went the new, and I haven't had any stalling problems since.

One potential new problem has arisen, however. My SAAB dealer has subsequently located to a larger establishment on a flat highway.

Gene Zagorsky
New York, NY

Tuf-Oil Testimonials

David Gabbe's report on Tufoil (NINES, 7/88, page 10) in the manual transmission of his 1980 900 GLi, prompted me to try Tufoil for Engines in my 1982 900 3-door's transmission. My '82 had covered 101,000 miles with no repairs to the original 5-speed, nor any oil changes - the original factory fill 10W40 was still in it! The transmission had been approaching hopeless; shifts from neutral to first from rest succeeded only 1/3 of the time, and a real battle would ensue when first would not engage. First to second was gritty, as was fourth to fifth, and reverse, when hot, was impossible.

I added 4 ounces of Tufoil down the transmission dipstick tube (more would have gone over the "FULL" mark) and drove from work to home. No waiting three weeks in my case! Within an hour, all shifts became smoother, and the improvement continues 2000 miles later. Shifts from neutral to first from rest now succeed 9/10ths of the time with less struggle when they don't. First to second, etc., are all much better, and the problem with reverse is about half what it was.

With such spectacular results, another 4 ounces went into the engine. Very soon, the idle speed rose 200 rpm, and the engine revved more freely. Starting seems easier, at least in summer. No change in fuel consumption was found, but I am using more power with less apparent engine strain. The reduction in friction also shows up in diminished engine braking - the only disadvantage so far.

I recently added 4 ounces of Tufoil to the engine of our 1981 900S; but not to its automatic transmission. Reports will follow. Very possibly the recommended 8 ounces per engine will do better still.

In bragging about this amazing product, I became aware that at least one other poly(tetrafluoroethylene) colloidal suspension is available. It seems that Tufoil is the more concentrated by about 4 times, and the smaller volumes are easier to add without having to drain anything.

Tufoil is supposed to be available at True-Value Hardware stores and some auto parts stores.

Joel M. Kauffman
Philadelphia, PA

Generally I disregard all testimonials, especially to "magic" oils, but Tufoil works!

My '85 Turbo 5-speed would clash going into reverse since about 30,000 miles. I had a Saab mechanic check it twice and he said everything was properly adjusted.

At 38,130 miles the trans was full and I

didn't want to overfill, so changed it. Two quarts of 10W-30 and 8 ounces Tufoil filled it to the "FULL" mark.

Like their literature says, it doesn't work instantly. It took about two weeks. 1100 miles later and the transmission does not clash at all.

At the time I thought the \$14.95 for 8 ounces of magic oil was a rip off, but it really works to my satisfaction to say the least!

Sure glad I tried it!

Jerome J. Zechiel
Culver, IN

Rebuilding 2-Stroke Water Pumps

I have a solution for water pump rebuilding on the Sonett-II/Monte Carlo 850 2-cycle engine.

I disassembled a spare worn pump; the bearing was shot, seals were okay. I took the bearing to a bearing supply house with the vague hope of finding some sort of match. Also took along a disassembled pump from my '51 Ford 6-cylinder truck, another no-longer-available part.

The bearing man took 30 seconds to put two bearings in my hands. It turns out at least 50% of water pumps use the same basic bearing, including the '67 SAAB and '51 Ford. There was no manufacturer name on the box, but the part number was 885158.

All you have to do is take the water pump to a machine shop and have them cut the shaft to size and grind it down to the right diameter

on the ends. It cost me about \$25 for the two bearings and \$20 for machining.

I'm having to re-use the old seals, so I've soaked those in rubber restorative liquid (ArmorAll or equivalent).

So don't throw out those worn, wobbly water pumps. Disassemble them, save the seals, and you can rebuild them.

I've found a 12-ton light duty hydraulic press, such as sold by Harbor Freight or J.C. Witless, to be invaluable for this and many other jobs. The \$120 purchase price has been more than repaid in pressed bearings, suspension bushings, truck kingpins, etc.

Turning to other subjects: Remember Sven's 2-Stroke Tips? They used to be my favorite part of the newsletter, after the used 2-stroke parts ads. I'd be glad to supply tips if Sven is still cartooning.

A National Meeting in the West? Sounds great, especially if it includes an autocross or time trial on a race track. Aspen, CO, has a race track, and Avon and Steamboat Springs have Vintage car races in the streets. If the Rocky Mountain SAAB Club were to revive, perhaps something might happen, but it's too much work for an individual.

There is a 3-cylinder 96 running in the Rocky Mountain Vintage Racing Car Club driven by Scotty Knox of Denver. His car is nicely set up and he uses a triple downdraft carb from a Porsche 911 instead of the stock Solex. They seem to work well.

Nick Wilson
Colorado Springs, CO

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Saving 96 Jackpoints

I still drive my 1969 96 V-4, now with over 205,000 miles, still on the same engine with only two valve jobs and no other major engine work. It uses a quart of oil about every 5,000 miles and runs as smoothly and as powerfully as when I bought it in 1973. It's been driven in a few Michigan winters since I brought it here from Maryland in 1974, but the body (even the pan) is in excellent condition.

Recently I probed around under the four jackpoints with a screwdriver and found considerable rust under the undercoating near the points, as well as on the jackpoints themselves.

I scraped the undercoating away from the jackpoints until I reached solid metal, removed all the rust, and wire-brushed the area. I then applied two coats of Extend Rust Treatment.

From Brookstone Company (Peterborough, NH 03458) I got some epoxy putty that is excellent at plugging small rust holes and seams. You mix the two putties by hand, apply and form, and it all dries to a rock hard surface in only an hour. It's even easy to wash the putty off your hands!

I then sprayed the fixed areas with black enamel, and now I'm sure that I won't have rust in those critical areas for many years.

By the way, I apply Extend Rust Treatment anytime I see any rust on my SAAB, and after application, the rust spreads no longer.

Tom Mudd
Saginaw, MI

Camping with a 900

My wife and I and our 5-month old daughter recently spent 16 days in our '86 900S 16-valve, pulling a pop-up tent-trailer through Ontario and Quebec. We had SAAB's retractable hitch installed on the car (it's quite a nice unit), put on the required 2" ball, and rented a small *Starcraft Meteor* tent-camper. The unit's rental, including insurance, was \$480 for the two-weeks-plus. The only other time I recall ever seeing a SAAB pulling a trailer was in Scandinavia!

The hitch's load limit is 1,000 pounds for a trailer *sans* brakes, 2,000 pounds with brakes. Our unit weighed 890 pounds dry, with perhaps an additional 200 pounds of food and gear. Our SAAB's gas economy is normally about 23 mpg (we have an automatic transmission). With the trailer behind, we got about 16 mpg. Add air conditioning, needed in the Midwest's 100° heat, and we got about 12 mpg.

The car had no problems keeping up with traffic on the expressway, but we could tell the

engine was working hard by watching the coolant temperature. Opening the heater full blast for a few moments was a quick way to cool off the engine when we stopped somewhere along the way, especially in Maine's and New York's hills/mountains.

Taken immediately after our SAAB's 30,000 mile servicing, the trip came off without a hitch (no pun intended). The tent-trailer, a 1988 unit, had a few little problems - the license plate brackets snapped off, there were a few little dents from inconsiderate drivers who parked next to us, etc. - but the SAAB had no complaints at all. We had originally planned to make a tour of the eastern-most point of Quebec, the Gaspé Peninsula, but our daughter modified the schedule, shortening proposed 400-mile days to 250 and 300-mile days.

Once we got to Quebec City, we turned south and entered Maine at Jackman. It was surprising to us how few SAABs there were in eastern Canada. Those that were to be found were limited to large urban areas. The situation may perhaps be different in other parts of the country.

That's it for now. The newsletter looks good and reads well. It's too bad the pro-9000 group feels the way it does, but you defended yourself well in "From the Backside". Here's hoping the SAAB remains an affordable car!

Gerald Plotkin
St. Charles, IL

Cold Start Flooding and Rear Alignment

I drive a 1987 900S. Last winter, for the first time in fourteen years of SAAB driving, I needed a booster jump to get the car started. It was only -25°. The problem was flooding after not starting on the first attempt. This resulted due to the need to turn the ignition key to "OFF" before trying the starter again after a no-start. The cold start valve would squirt some fuel in each time, basically flooding the engine. Why does the ignition need to be turned off completely for a subsequent attempt to activate the starter? It was not necessary on my 1984 or earlier models.

Confirming comments about rear-end alignment: I had a new 1984 Turbo, rotated the tires at 5,000 miles and found the rear tires to be worn badly due to the rear alignment. A pair of Pirellis were ruined. The dealer confirmed the problem and fixed the alignment, but I had to pay for the new tires.

Assuming it was not normal, I rotated the tires on my '87 900S. The same problem.

Again, I paid for the new tires. This time, the dealer could not work on rear alignment, so I paid for that job also. Both times, when asked how this happens, the answer was either a factory problem or a shipping problem. You would think SAAB would address this problem.

Howard Garves
Sioux Falls, SD

Fram Oil Filters

SAAB Club member Timothy Smith of Bloomington, MN, sent the following letter he received from Allied Automotive:

Dear Mr. Smith:

This is in response to your letter concerning the Fram PH16 (Wearguard oil filter).

Our filter contains both a by-pass valve and an anti-drain valve. Our filter will remain full when the vehicle is shut down.

Timothy J. Harrington
Product Analyst
Allied Aftermarket Division
East Providence, RI

Rear Seat Safety Harness

Judging from the periodic discussion in the newsletter on rear seat lap-and-shoulder belts for older SAABs, and the recent spate of articles in the auto magazines on safety factors of lap-and-shoulder belts versus lap-only belts for the rear seat passengers, I thought members might be interested in the following.

Saab-Scania AB in Sweden has complete kits for lap-and-shoulder belts for older SAABs. I have a 1976 99 GLE 4-door, and the SAAB part number for the kit is 933-70-80. The kit for 2-door 99s is 933-70-72. The cost is approximately \$120-\$130, depending on which kit you order, and shipment to the United States (East coast, anyway) is approximately \$40. Admittedly this is a bit pricey [Ed. note: What is a life worth?], but the kit is a perfect fit, easy to install, and is very comfortable. I presume other kits are available for early 900s, or even 95s, 96s, and 97s.

The address to order these kits is Saab-Scania AB, Saab Car Division, S-611 81, Nyköping, SWEDEN, Attention: Order Export Department. The price quoted by them will be in Swedish Kroner, and one must send them the payment in Kroner, but you should be able to find a bank in any part of the U.S. capable of drafting a check in Kroner.

I do not know if there is any U.S. Customs duty payable, since I had my kit shipped di-

rectly to me in Morocco, where I am assigned.

For what it is worth, I also have a 1988 Peugeot 505 which I purchased in Paris in late 1987. A nice, very comfortable car which is easily service in Morocco (colonialism being what it is). With the 2.0 liter engine, it is quite quick, reasonable on gasoline (20-25 mpg), and reliable. It is not, however, as solid as my 12 year old 99.

David A. Vanell
American Embassy
Rabat, Morocco

Help on Upholstery?

If anyone has any advice on re-upholstering a 99 5-door, I could sure use some help. Are there any aftermarket covers that are a decent fit?

I priced made-to-order covers from some sheepskin companies, and replacement covers from SAAB, and they both came to around \$800. The car looks great except for the ratty seats.

Bernie Kampf
94 Stillhouse Rd.
Englishtown, NJ 07726

How about Headers?

I am considering adding the headers sold by Motor Sport Service of Jamestown, NY, to my '85 900S. The specs for this product meet my requirements, i.e. it supports the Lambda sensor and appears to be well made.

Does any of the readership have experience in installing these headers? Was it a straightforward bolt-up or did it require modification to existing accessory mounting brackets for the A/C and power steering? Will the headers connect easily to the rest of the factory exhaust system or is modification required there too? While I do most of the work on the SAAB, gone are the days when I could afford the time to sort out an installation and then run around having parts made.

Ben Schapiro
Evanston, IL

Diary of a SAAB Owner

My '73 99 EMS now has 137,000 miles on it, still uses no oil and has never been apart. During this time it has averaged 20 mpg in town and 26 mpg on the highway.

For the last few months it had developed an intermittent and totally random miss. When warm and under steady load, the engine would hiccup once and then run fine. I first suspected and changed the distributor cap, then the spark plug wires, checked the

ignition trigger points, and each seemed to help, but then the problem would return.

Finally it got bad enough that I could really diagnose it. The engine would just die, but could be restarted. The real key was that the tach would also die, leading me to suspect a short in the OEM Bosch ignition coil. Sure enough, replacing it with a spare used coil solved the problem.

It has now developed a gradually worsening chatter upon clutch take-up, which I suspect to be in the inner u-joint drivers. How do I inspect for wear? Am I likely to find wear on the splines also? [Ed. note - check for a broken or cracked front mount attached to the transmission.]

The '82 3-door 900 APC Turbo is still running strong at 77,000 miles, but the turbo seals are beginning to develop an appetite for oil, and will probably require a rebuild soon. It continues to be a joy on the highway, where it averages 28 mpg, and a 22 mpg pain in the city. I get tired of the hard ride on rough pavement, and the clunky shifting.

The plastic fender well trim is a long-standing disgrace. It is ugly, fragile, and at \$17 each, costs a fortune to replace. Gravel had chewed up the lower forward portion of both rear trim pieces, and then eaten through the paint as well. When I went to replace them, I found that trapped water and crud had bred rust under the trim on all four fender lips. Repair and then repeating the same bad design obviously didn't make sense, so I had the body shop smooth over the spot welds and repaint all four fenders, using a "rock guard" under-spray on the vulnerable areas of the rears.

Deleting the plastic trim makes an incredible improvement in appearance. I recommend that anyone who plans to keep their 99 or 900 for awhile check under the trim for rust immediately. Careful, though, the ugly stuff will crack if not handled like glass.

About tires: On the 99, two sets of the OEM Semperit M401s rolled easily, rode fair, handled well, and were good in rain and snow, but regularly broke their steel belts. It now has Uniroyal 280s, which used to be a great value for the dollar. Not quite as good in the snow, but no complaints.

On the Turbo, BFG Euro T/As rode great and handled predictably, but broke their belts toward the end of their tread life. A set of Kleber GTs were a good value, but rode too hard. The present set of Michelin MXVs ride like a rock, are not particularly good in snow, have had to be rebalanced every 10,000 miles, and will not make it to 30,000 miles.

Jack Vines
Spokane, WA

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78-80 All NonTurbo	Warmup Reg 0438140020	\$68.62ea
81-83 All	Warmup Reg 0438140084	\$130.12ea
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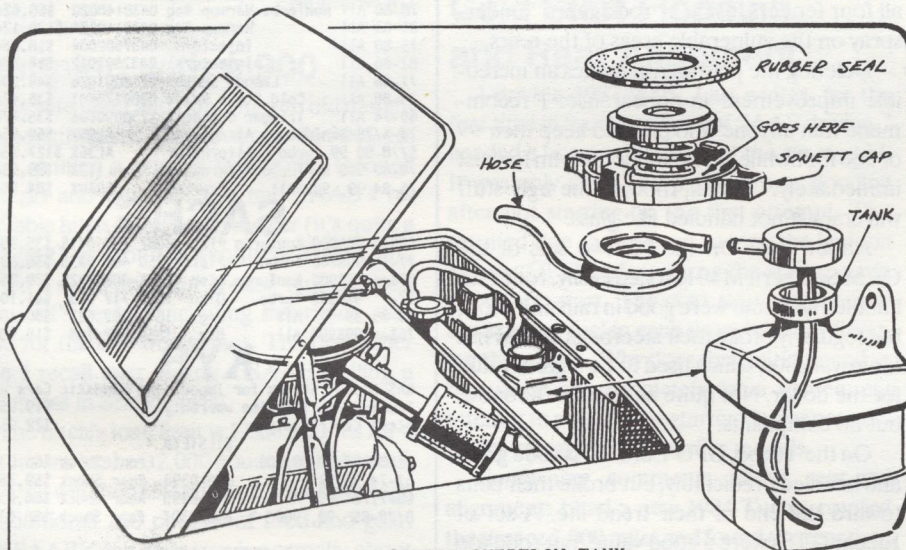
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SONETT SUBJECTS by Jack Ashcraft

The column this month will be all about the care, feeding and transport of Sonetts. I have a couple more Sonetts around here now as a result of some summer madness. One is but a frame for a '69 that I will use to replace the VERY CANCEROUS frame on my yellow 69 Sonett. The other is a very straight, rust free 72 that I bought in L.A. and towed home (at a rather good rate of knots) behind the latest FORD (that word again...) in the family, an '89 Probe. It's been an interesting summer.

I did this fix on a Sonett a good ten years ago. It works just as good now as it did then:



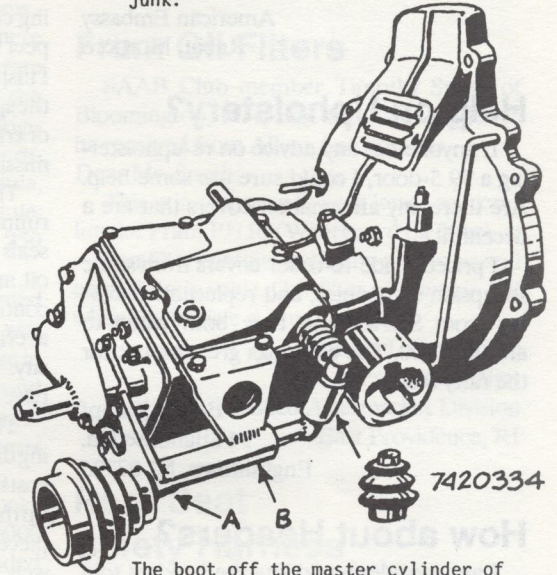
SONETT OVERFLOW TANK

Save yourself summer heating troubles by installing one of these simple regeneration tanks on your Sonett. At \$3-5.00, they are one of the last great auto bargains. Don't use the 14 p.s.i. radiator cap from the kit, just the rubber seal out of that cap. Its the key to making this thing regenerate water out of the plastic tank back into the expansion tank of the Sonett. Mount the plastic tank on one of the existing screws of the heater box, as shown, hook up the plastic hose, switch the rubber seal from the cap in the kit to the standard Sonett radiator cap, and the job is done. Keep the plastic tank about 3/4 full of regular radiator coolant.

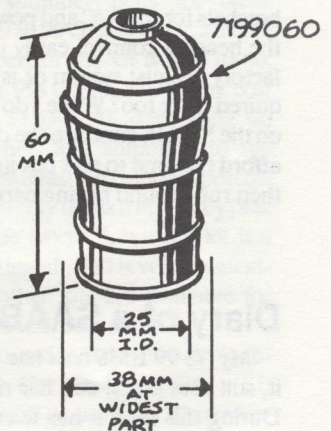
Jack Ashcraft '78

Small bits and pieces for the Sonett are becoming objects of laughter and derision at parts counters of most SAAB dealerships ("...you still got wanna THEM? Heh heh heh...I thought they wuz all dead YEARS ago--they had three cylinders, dint they?"). Never mind that you are looking for parts for a 72 Sonett and this jerk is driving a 67 Camaro....

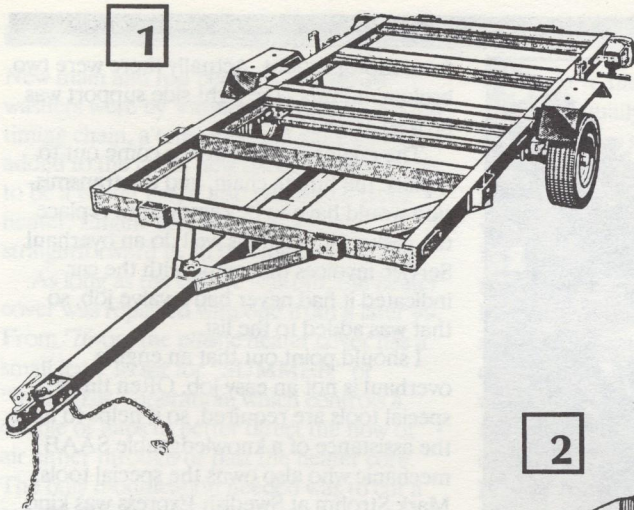
One of the parts you are not likely to find is the bellows seal for the shifter on the Sonett, No. 7420334. Turns out you can still use a SAAB part, and you may even have one or two of them in your old SAAB brake junk.



The boot off the master cylinder of any Saab 95/96 from 1961-68 and any Sonett will work just fine. It is part number 7199060. You can't replace it in the car (hell--you can hardly SEE it in the car) but when you take the gearbox out for its triannual overhaul (HUH? you say YOU don't drive that hard? Well, some of you do...) its a good time to change it. The critter looks like this:



When you have the shift mechanism off the gearbox, be sure you check the bushings at A and B. If they are sloppy, take the parts to a machine shop and have them put in new bushings for you. You will be surprised how new bushings tighten up your shift linkage. When you reassemble the linkage, clean it all up and put in fresh grease on all the moving surfaces.

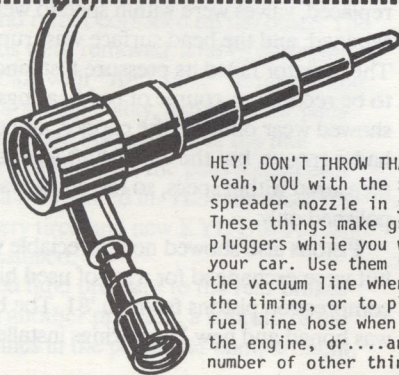
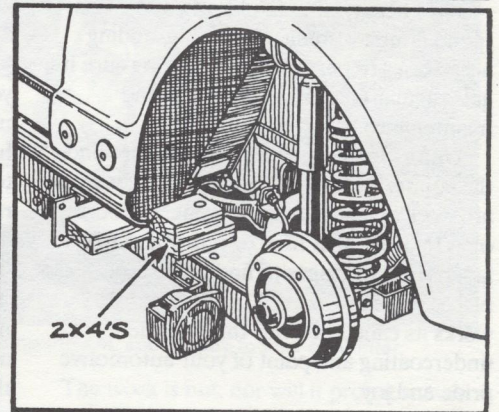
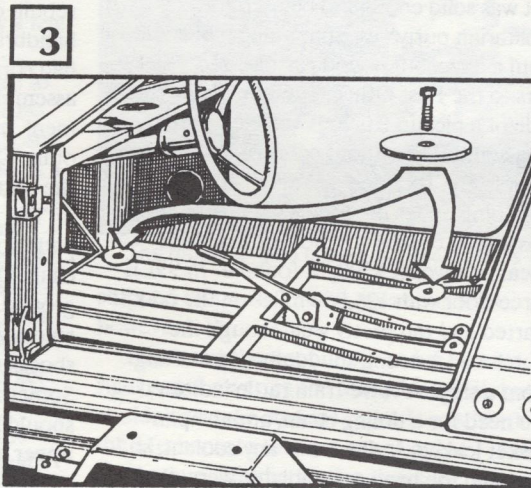
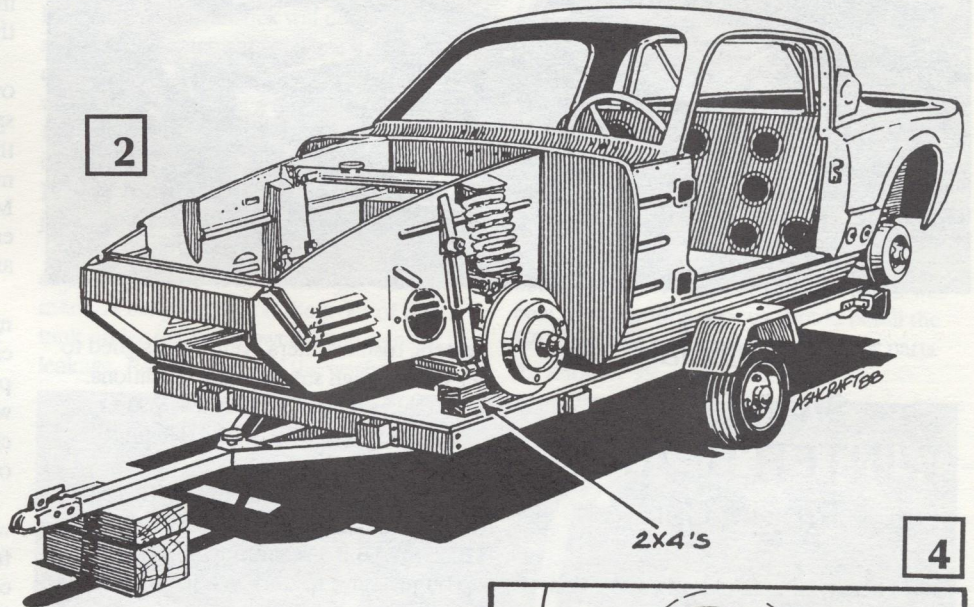


I needed to transport a Sonett unitized body/frame from the San Francisco area up here to Southern Oregon and it wouldn't fit my Ranger. Inquiries as to the cost of a one-way rental of a suitable trailer brought out snorts of derision from me, but when I saw the fold up utility trailer, I got interested real quick. Yes, it DOES fold up and store at the end of the garage and YES it will haul half a ton and a good bit more, probably. It hauled the Sonett as shown and didn't even squat down on the springs!

I assembled it, then disassembled it just enough to get it into the Ranger (with a fiberglass shell on the back) and when we got to Mountain View, I reassembled it and put the Sonett on it and bolted it down with 5/16" bolts as shown in sketch 3. To keep it from shifting sideways, I bolted on some short pieces of 2x4 as shown in sketches 2 and 4. The center of weight was just ahead of the axle on the trailer and it towed just beautifully on the return trip, with no tendency to whip or fishtail in any way.

There was adequate clearance at the front so that even the sharpest turn would not allow the nose of the Sonett frame to hit the back of the pickup. Note however that this would not be the case with the front fenders on the car.

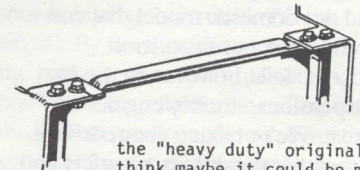
By now most of you have seen ads for this little trailer, priced anywhere from \$187.50 plus freight to \$195 freight paid, depending on who is hawking it. I bought mine at a local store right here in River City for \$197.50 and took it home in the Ford Ranger, in three boxes. It comes as a kit with some laughable instructions (...why don't they hire a Yank to translate Oriental into English??), but anybody can figure them out if they can work on their SAAB. They DID lie when they said you could put it together with two wrenches and a screwdriver (I used about half my toolbox including my impact wrench) but the trailer, once assembled, is a little jewel.



HEY! DON'T THROW THAT AWAY! Yeah, YOU with the silicon spreader nozzle in your hand! These things make great hose pluggers while you work on your car. Use them to plug the vacuum line when you set the timing, or to plug the fuel line hose when you pull the engine, or...any of a number of other things. They even make pretty good golf tees...

A short reply to Alex Fowler (Letters, June) who whines about the conduit replacement at the front of a Sonett 111 (see my article May 88): I recall Colin Chapman saying that if something didn't break once in a while he had made it too heavy.

Fowler might be interested to know that this very fix has been used on a number of race and rally cars that I built a few years ago and there was never any evidence of breakage nor of cracking (something you couldn't say for



the "heavy duty" original. I think maybe it could be made lighter yet and still be quite serviceable, at least for normal street use. Back to Strength Of Materials 102, Fowler.

Jack Ashcraft



The Official SAAB CLUB WINTER BEATER Project Car

It's a beauty, that SAAB of yours. You spend hours washing and waxing, adding accessories to personalize it, making sure it gets regular oil changes, tuneups and maintenance.

Unfortunately, the forces of nature and the county and state Highway Departments are working against you. I speak, of course, of WINTER, that time of year when salt-laden slush manages to find those little places you can't, sort of freezes, and slowly works its cancerous way through the undercoating and paint of your automotive pride and joy.

What are you gonna do? You have to have a car, particularly during winter's unpredictable weather. Yet you don't want to be visiting the body shop all the time to touch up those little rust spots, or worse, crunched sheet metal.

The logical answer is to drive another car, the Winter Beater. For some folks, the WB is a clapped out domestic model that cost a few hundred bucks, but starts most mornings. Logic fails, however, in the face of worn suspensions, smokey engines and extensive rust. We're talking about driving in adverse weather conditions, so safety and reliability are important.

SAABs were built in Sweden, a land very familiar with Winter. They have front wheel drive and high ground clearance for getting through deep snow. They have strong

heaters, tush warmers even, all designed to get you through sub-freezing conditions. That makes the SAAB a logical Winter car.

The trick is to have a SAAB Winter Beater.

In the March '88 issue of NINES (pg. 7), Gary Stottler says, "I don't think a reliable \$2000 SAAB is a reality anymore." Sure it is, you just have to start as I did, with a \$500 SAAB.

I wanted something that wasn't beautiful, yet was solid enough to be used for utilitarian purposes. Something that could haul a dozen 40-pound cartons of newsletters to the Post Office, but didn't have the ride of a pickup truck. A vehicle where the dog could ride without concern for the upholstery. I wanted a Wagonback.

Going under the theory "If it runs and has a solid chassis (i.e. no rust in critical areas) it's worth \$500," I found a '75 99LE three-door with 135,000 miles on the odo. It started and ran pretty well, though the clutch had a strong shudder when starting from a stop. A valve-train rattle indicated the need for a timing chain, and the pan gasket leaked. It didn't use any coolant, so I assumed the head and radiator were okay. The brakes were marginal, the handbrake poor. Three of the four ball joints were shot. The body had a couple of rust holes behind the rear wheels and there were several areas of bubbling on the doors, but the suspension mounting points appeared sound. The headliner was gone, the radio worked, the seat heater didn't.

A deal was struck, cash and title exchanged hands, and I had my Winter Beater, or more precisely, the start of my Winter Beater Project.

The clutch shudder indicated a broken

front motor mount. Actually there were two broken mounts - the right side support was broken as well.

The engine would have to come out to replace the timing chain, and the transmission would have to be removed to replace the gasket, so might as well do an overhaul. Service invoices that came with the car indicated it had never had a valve job, so that was added to the list.

I should point out that an engine overhaul is not an easy job. Often times special tools are required, so it helps to have the assistance of a knowledgeable SAAB mechanic who also owns the special tools. Mark Strohm at Swedish Express was kind enough to loan me some shop space and answer my many questions.

Since the engine would be laid up while machine work was being done, that removal came first. The radiator was sent out to be pressure tested at the same time. Then it was many hours at the parts washer, cleaning, scrubbing, removing thirteen years of accumulated engine crud.

With underhood parts away getting worked on, I turned my attention to the front suspension. The brakes would have to come off to replace the ball joints, so I started there. The old calipers were removed to be replaced by rebuilt units. The rebuilt calipers also cured the lack of a handbrake, as it was the indirect pistons that had corroded, not the cables. The stub axle assemblies came out for ball joint replacement, and while I was at it, I repacked the outer CV joints with grease and replaced the outer boots.

The calipers were installed, new brake pads, four new ball joints (why take a chance), and the WB was back on the ground. I should mention that the brake rotors were true and ungrounded, the KYB shocks recent, and the tie rod ends okay. Something I didn't replace, but probably should have at least checked, were the upper and lower A-arm bushings.

The word from the machine shop was that the head checked out fine. Guides were replaced, valves were within spec so were retained, and the head surface was trued. The radiator failed its pressure test, and had to be recored. A couple of rod bearings showed wear down to the copper, and one had a groove, but the crankshaft journals all measured within specs, so the crank was polished only.

Pistons also showed no appreciable wear, but were exchanged for a set of used higher compression pistons from an '81. The block was honed and new Deves rings installed.

New main and rod bearings and thrust washers were by Vandervell. Along with the timing chain, a tensioner and guides were added to the list of new parts. Since this was to be a winter car, it also received a block heater. Engine assembly was pretty straightforward from there on.

As long as the engine was out, the heater cover was replaced with one from a later 99. From '76-on, the plastic heater cover has a small lever to set for "SUMMER" or "WINTER" operation, which controls a couple of flaps to better direct the flow of air either through or past the heater core. The only modification needed was to cut a couple of square notches in the heater box for the later cover's control rod. While the heater cover is off, you should also check the operation of the heater control valve and remove the heater core to have it tested for blockage or leaks.

In order to eliminate any possible recurrence of broken motor mounts, reinforcement was needed. The front mount was welded back together, then had an additional plate welded on top of it. The other broken piece was the support from the right side mount to the upper engine block. The replacement used was a similar support from a Turbo engine, Saab P/N 93-19-948, which bolts to the block at two places instead of one. The price is only a few dollars more than for the original part.

As long as the clutch was out, I chose to replace the pressure plate, disk and throw-out bearing. The disk and plate were those for a 99 Turbo; the disk, P/N 87-12-044, is a little larger in diameter than the stock 99, and the plate, P/N 87-12-036, has about 50% more clamping power. When the new clutch was activated, the old clutch hydraulics gave out due to the extra pressure, and both clutch master and slave had to be rebuilt. A light honing was necessary to get the new seals to seat properly.

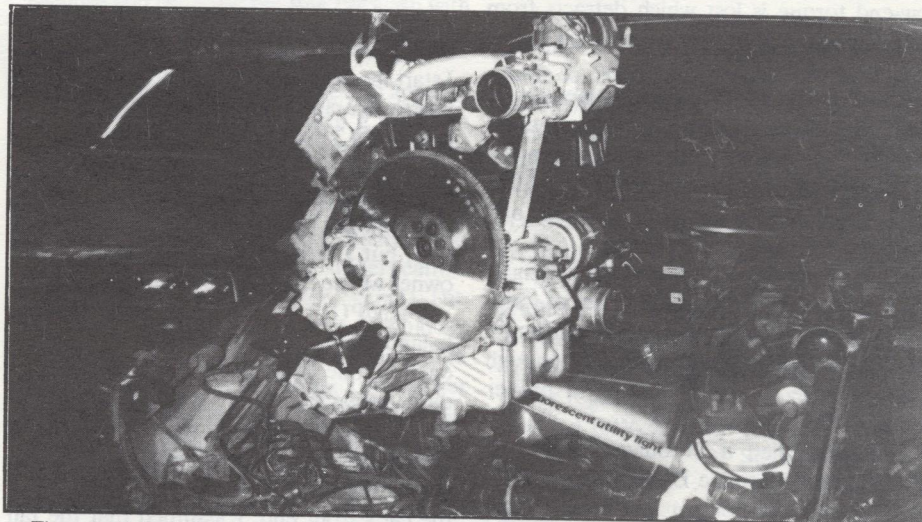
Turning to the rear end of the car, the brake calipers seemed partially functional, with the usual stuck sliders. A tip off was that the rotors were nice and shiny on one side, and rather corroded on the other. The old pads were removed, a bit of pounding and lubing with "Anti-Seize" to restore the calipers' sliding ability, and new rear pads were dropped into place. For the first hundred miles or so, the pads squeaked a lot until they seated in. The rear shocks were very tired and new KYB Gas-A-Justs were installed.

Good fluid pressure to the rear brakes caused another problem, a rupture of the brake lines in the passenger compartment,

right next to the driver's seat. Though only one line actually failed, both were very rusted, so new sections were spliced in.

The hatchback would no longer stay up, so new hatch shocks were on the list. I was informed that they seldom go out in pairs, but more likely only one had failed. The way to check is simple: Support the hatch with a long stick (a broomstick will do), and remove one hatch shock. Turn it so the rod end is on the ground (concrete or a piece of wood), and push down on the cylinder end. If it takes a lot of pressure to compress and it expands again smoothly, the shock is okay. If it compresses with little pressure or jerkily, then it has failed.

One other problem with the car was a smell of gasoline in the passenger compartment. A banjo fitting on the front of the tank under the car showed some signs of leakage. Replacement of the washers



The rebuilt engine is lowered back into its compartment, soon ready to take on Winter.

stopped that one. The odor was still there, however.

I took out the floor cover and the inside right panel covering the fuel filler hoses, but couldn't see any obvious leaks. It was Mark the Mechanic to the rescue again. He reached up into the fender above the filler and found that the plastic vent line from the charcoal canister (the one that goes up the left side windshield pillar, across the roof, and down to the filler neck) had apparently shrunk and was no longer connected to the filler neck. A short piece of 3/16" fuel line was spliced in and the odor is gone.

A set of 165SR15 Nokia NR09 Hakkapeliitta snow tires will help me climb the 12 percent grade on the street in front of my house, and to actually stop at the stop sign at the bottom of the hill. (It's also great fun cruising past 4-wheel drives who have all four tires spinning.) Tacky plastic "Inca"

style wheel covers hide the wheels.

Then there's lighting: Since there is more darkness in winter, and road slime collects easily on headlights, I wanted the best possible. I settled for a set of Hella quartz halogens that I bought used. My preference is still Cibie. I may add amber fog lights.

What I now have is an ugly old Wagon-back that runs pretty darn well. Total cash outlay including the cost of the car is somewhere between \$2000 and \$2500. Granted, I probably could have picked up a used Rabbit or Tercel for the same amount, but I still would have had to put some money into one of those, and it wouldn't have the solid feel and safety or the room of a SAAB. After all, the SAAB was a much better, and more expensive, car when it was new. If something serious should befall the WB, it will be an excellent source for parts for another 99.

The work is not, nor will it probably ever be, done; the right rear wheel bearings have just been replaced due to a growl, the distributor shaft wobbles, the transmission input shaft is very loose in the primary gear, the left side springs sag and should probably be replaced, the starter won't kick in until the second try and the exhaust has gotten louder. The fuel injection system hasn't shown any signs of trouble (knock on wood). By the time the snow flies, it will be the primary source of transportation, so it had better be reliable. Since I have done most of the work on the car, I will have a good idea which systems to check should anything act up.

With a strong car, the term Winter Beater has taken on a different meaning. Bring on the snow and slush. I'll be ready to beat winter!

T

Emissions Legal Power Boost

A couple of thoughts on the June '88 issue of NINES.

In Stephen Goldberger's article on clutch replacement, he suggests the use of V-belts or ignition wire to help keep the pressure plate springs compressed. A Universal Choke Cable housing works even better. With a diameter of .170"-.175", it works like a charm on old and new pressure plates.

In the same issue, someone queried "Ask Bob" about replacing the catalytic converter with a test-pipe. I totally disagree with Bob's statement of gaining only a horsepower or two. When the converter is removed, the horsepower goes up quite a bit, but so does the r.p.m. at which the boost comes on full, usually well above 3000 rpm. A good deal of low-end torque is lost which detracts from overall performance, not to mention excessive pollution!

Here on the San Francisco peninsula we have very strict pollution laws, and penalties regarding emissions control hanky-panky. With that in mind, a customer with a 1986 900 SPG, and I have done some research and development toward more power.

The converter has a maximum opening of 2 1/16" front/rear, due to the manner of welding. A 3" inside diameter converter from an '86 300ZX Turbo was too big; not enough back pressure to bring boost up at proper rpm.

We then tried a Products For Power (P.F.P., 1035 Republic Drive, Addison, Illinois 60101) Monolith-1 converter, part #5115. It has a 2 1/2" I.D., is short, compact, and flows the best of several converters I have tried. It is also California EPA approved.

Some fabrication is necessary; you must make up two flanges and weld them to the converter, but any competent muffler shop should be able to handle the job.

In conjunction with converter changes, we have not been able to improve on the existing exhaust system for flow and quietness. The only other changes that made improvements were a two-pound boost increase, and the use of an octane booster (Justice Brothers).

These changes have given us a car with clean emissions (Calif. legal), and a Jekyll and Hyde character - a totally docile demeanor under normal driving, and bear hunting with a switch when you whomp on the sucker!

Without a dyno we can only guess, but we feel an honest 10+ hp improvement has been made. The engine pulls very strongly to 6000 rpm in 5th gear, is much faster than a 9000

Turbo, and will outrun BMW M-series.

Our next operation is to install the factory APC "Hot Box", again California approved, and will report on any changes noted.

Marshall Pruett
Park Road Saab Service
Burlingame, CA

Some Sonett Repairs

STUCK CLUTCH - I went to back my '74 Sonett out of the garage after letting it set for two weeks, and found that the clutch would not operate. I could see the slave cylinder push rod and clutch arm moving, but the clutch would not disengage. I had replaced the clutch plate and throwout bearing a year before and didn't particularly want to pull the engine again if I could help it.

I called the head mechanic at the local Saab dealer and he told me about a '96 where the clutch plate had stuck to the flywheel after setting for over a year. He recommended that I start the car up in 1st gear (out on the road), push in the clutch pedal, and punch the accelerator 2 or 3 times, hard. Sure enough, on the second tromp I heard (and felt) a snap. I have had no further problems with it in over 2 years.

I thought this type of problem must be rare, but I recently met another '74 Sonett owner whose car had the same trouble.

FAN/PULLEY - Apparently two different balance shaft pulleys were installed on V4 engines, one of which can destroy the standard plastic fan blade. When I bought my Sonett, the backs of the fan blades were all broken off. The previous owner had just replaced the fan and had incorrectly installed the car's front end. I assumed that the fan blades had struck the headlight control arm, and since it did not run hot or vibrate, I left the broken fan on.

I recently purchased a spare V4 engine which had a good fan, so I installed it on the Sonett. It would not turn when the engine was started. After checking the spare engine, I noticed the balance shaft pulleys were different. At one time, my car had been equipped with air conditioning, but all the components had long since been removed. The A/C pulley is twinned, and since it sticks out farther than the single pulley, it hits the back of the fan blades.

Using a grinding wheel, I took about 3/4" off the back of each blade. Then using a rasp, I balanced the blade while the engine was idling. I do not recommend this last step unless you positively know which way the fan is turning and you understand what a rasp, flying at a high rate of speed, can do. The car

does run a little cooler with the new fan.

GAUGES - My fuel gauge was acting as if there were a short in the wiring, flicking on and off for no apparent reason. I pulled the sending unit from the tank and it tested out okay.

When I pulled the instrument cluster to check for loose wires or grounds, I accidentally bumped the back of the circuit board, which caused the fuel gauge to flicker. Pushing on the back of the temp gauge caused it to flicker also. It seems the circuit board was warped, and pressure from the vent tubing was causing the fuel gauge to flicker.

I made a couple of small wooden wedges to maintain clearance between the board and the housing, cemented them in place, and sealed the gap with epoxy.

Also, if you ever pull the fuel gauge sending unit, be sure to use plenty of gasket compound when reinstalling it. The fumes can be overpowering.

Warren Merritt
McMurray, PA

Broken Cap on a 9000

A problem I had with my 87 9000S; I found a hole in my distributor cap! It appeared that a chip was taken clean out of the cap in a place where no foreign object could have impacted it, nor could a tool have been misplaced (e.g. a screwdriver using the cap as a leverage point in attempting to remove the distributor cap retaining clips).

I removed the cap and found some minor damage to the rotor as well. The car ran okay, but I covered the hole with electrical tape to seal out moisture, and immediately took it to the dealer. The dealer was as amazed as I was. They replaced the rotor and cap.

Their explanation was the rotor/cap may have been misaligned or poorly installed at the factory and the rotor may have "ridden up", striking the cap from the inside, causing the chip and hole. A strange explanation, but the problem has not happened again. By the way, the car only has 2,700 miles on it.

This brings up two other good points:

1) I found this during an inspection of the engine I make regularly (usually every other week). It's always a good idea to look over everything.

2) I had taken photos of the entire car when I picked it up, including the engine. In these I could see the affected area and the hole was not there, so I had a rough idea that the problem was more recent, or at least not there from the start.

Gregory E. Swain
Deer Park, NY

Thoughts, Old to New

I traded my '77 99GL after eleven years for a 1985 900. My old SAAB had over 145,000 miles on it, but the second odometer had quit so I don't know the exact mileage.

Here are some facts about my old SAAB: It needed a new transmission at about 110,000 miles. It had a tendency to overheat when idling. Replacement of the thermostat, water pump, putting a switch on the fan, and having the radiator checked did not seem to correct the problem. My theory is that the coolant temperature may have risen due to exhaust gas escaping into it.

As for tires, my original Michelin XZX 165SRx15 gave excellent ride and dry handling, poor in the wet, and good wear with tread left after 50,000 miles. Goodyear Arrivas were excellent in the wet, poor dry, hard riding, and wore very fast with less than 35,000 miles. Kleber 165SRx15s were excellent dry and wet, very good ride, and a good buy.

My 1985 runs well but lacks power. I may try what a few readers have suggested and replace the exhaust system.

In my search for cheaper parts I have found an alternative air cleaner - Purolator #AF-4342. It has a wire mesh on the outside, and I have used it for the last 5,000 miles.

I have been reading the arguments in favor of other cars because of the cost of new SAABs. I agree, even eleven years ago SAABs were more expensive. The only way I can afford one is to buy a used one. But let me give you a different viewpoint. I work for the Department of Public Safety, and this year I saw the cars of the death of two occupants of the rear seats. The first was a Datsun B210 hit from the side. The right rear occupant was crushed by the side of the car due to the roof collapsing inward. The second incident involved a new Honda Accord. The left rear passenger was crushed from a rear end collision due to the rear seat being pushed forward into the front seat.

The SAAB may not be the fastest off the line or in the quarter mile, but it is the safest car for the occupants.

Benny J. Lum
Tucson, AZ

At 100,000 Miles...

In the "replace every 100,000 miles" category, I have generated the following list of minor problems:

Headlight Relay - Polish the points when the lights don't go on anymore.

Flasher Relay - Polish the points when the turn signals don't flash anymore.

Transmission seals - The seals for the shifting rod and the speedometer cable need replacing when they start undercoating the bottom of the car with transmission oil.

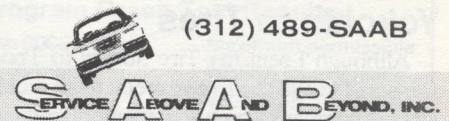
Turbo Exhaust Clamp - When the shift rod seal is being replaced, the turbo exhaust pipe clamp has to be removed. If the clamp is of the old type, it is cracked about three-quarters of the way through by now, so it might as well be replaced, too. The new style is clearly a "life of two cars" part, weighing about twice the original design and with reinforcement in the right places. It also has welded on spacers to reduce heat transfer to the transmission.

It is almost impossible to get a low-priced replacement for the electric radio antenna. After not going in all the way, being replaced (under warranty), and freezing in the winter, mine was almost perfect (permanently stuck in the full up position). I say "almost" only because you can't use the free car wash with fill-up. Then my daughter broke off the antenna and I was in trouble.

I refuse to ransom a new electric antenna because simply putting up with it is such a pain. The standard SAAB whip antenna won't fit because the hole has been hogged out to accommodate the electric. A "universal" won't fit because the fender space is too narrow for the part that goes underneath. I finally found one at K-Mart (don't laugh). The base was sufficiently flimsy that it could be easily trimmed with a hack saw to fit under the fender. The top part fit through the rubber block which adapted the ('82) electric antenna to the hogged out hole, and a bit of black RTV silicone sealed it up and made it look like it fit.

The antenna itself is a stubby little rubber whip. I don't know what they have in the rubber, but it works fine. The rubber end bolts on with an allen screw; they give you the right size wrench so you can keep it in your tool bag and quickly remove it for car washes. I was so pleased by it that I bought a spare. Stuff like this tends to disappear from the store shelves after a couple of years, especially if it's a "K-brand" part such as this.

During the coming winter, let's have one of our Minnesota members (or the editor) use and report on the Red Line transmission oil announced in the June 1988 issue of NINES. I have been using ARCO Graphite oil in lieu of getting moly to add to regular oil. Both graphite and moly are solid film lubricants which improve the "boundary level" lubrication in the gears and bearings, and both will make black spots when they leak (see above). Long time members (there must be at least 5 of us) will remember that Editor Emeritus



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Dick Grossman used and recommended a moly additive for the transmission oil. Since graphite oil is no longer being made, I will have to switch to something else. I really doubt whether the "controlled friction" of the Red Line oil will make a difference for me, as SAABs shift great when the transmission is warm. Since it is a little "notchy" when cold (i.e. below 40o), the high viscosity index of the synthetic may be beneficial. Similarly, it would be nice to receive a report on Mobil-1 75W synthetic gear lube. I would be most interested in reports relating to cold weather shifting properties of the synthetic as compared to either regular 75 weight or SAAB's recommended 10W-30 motor oil.

Stephen Goldberger
North Canton, OH

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Yokohama Tires

Although I sent my Tire Survey to Thor Carlson, I would like to give credit to an excellent tire company which was not mentioned in the May issue of NINES. After noticing my Pirelli tires ready for a change as well as remembering my sworn conviction "never to purchase P6s again," I took on an extensive search for the proper tire.

Whatever you do, don't ask a Saab dealership for their opinion. Of the five dealers I visited, all responded with "We use Pirelli tires so that's what we advise." Some of them also told me what size fits my car, as if I didn't realize it.

Quite some time later, I purchased a complete set of 195/60HR-15 Yokohama-A008 tires. Hands down, these are the absolute top of the line dry handling tires available in a size for the 900 (except for the A008-R which is more of a racing tire). My data comes from several magazines such as Road & Track, as well as the personal experience of myself and other Saab drivers.

Although the A-008's wet performance is often not rated well, I have found handling in the rain extremely predictable.

Often the tires are claimed to only have about a 30,000 mile life, however, I feel that their performance during that period and the pleasure that they bring into automobile-highway communication are well worth their wear rating and \$110 price tag. In addition, I have made several toll-free calls to Yokohama, and in every instance I have received a very warm and quick response even in reference to specifics concerning Saabs. It seems they have done quite an impressive job on their homework when it comes to Saabs. Their national number is 800-722-9888.

With all the different brands of tires available, there begins to form a distinct conflict in tire pressure suggestions from Saab-Scania, the tire manufacturer and the business that installs the tires. The best method I have found to determine the correct pressure in your tires is what is called the "chalk test." Simply draw a chalk line across the entire width of the tire on onto a portion of the sidewalls, drive normally for a few days then check the chalk marks. If the chalk is sufficiently worn off the sidewalls then increase the pressure and do the test again. You want to be sure that the road contact by the tire is not drifting up the sidewalls during hard cornering. My favorite part about this method is that it helps establish a unique pressure for your particular driving habits as well as being the most simple and cost effective way of testing

your tire pressure.

My praise to Lewis Eig for clearly showing the fun of owning a used Saab (NINES, May 1988). For those who missed his letter, he was able to pick up an '84 Turbo for a third the price of a new one.

Similarly, I have owned a used '82 Turbo which now has over 100,000 miles and is still often mistaken for new. Considering the price I paid is about that of a new Hyundai Excel GL, I am quite satisfied with my purchase. How people can pass up the numerous used cars out there amazes, I'm sure, more than a few of us happy used Saab owners. Although some of the quality of the newer Saabs has improved slightly, the price and ugly front end make the used selection appear a little brighter.

As food for thought, I pose the following question: Exactly what is the normal limiting turbo boost before it will kick out with reference to the turbo gauge?

Eric Paulos
Westminster, CA

Rich Mixture = Hot Cat

There have been several articles on catalytic converters melting wiring harnesses. I have some useful information about why the cat may run very hot at idle indicating the mixture is too rich. On my 1980 900 GLi, I had several problems with the way the car ran from the middle of 1985 to several months ago. This corresponds to a mileage interval of 80,000 to 130,000 miles.

The symptoms were poor torque at low rpm, knocking at 65 on hills, rough running at high engine rpm, and O₂ sensors getting contaminated in about 15k miles. I have lost the data on the spark plug condition, but my mechanic and I knew that something was not quite right. Also, my gas mileage figures were somewhat lower than we felt they should be, although this was more of a gut thing.

I had a lot of work done over this period, all of which was necessary and had ample supporting evidence that the part was defective. The car had a valve job and the problem persisted. The fuel pump was replaced because it was not running at high enough pressure in hot weather. The fuel injectors were also replaced. After running for two weeks to stabilize their behavior, I had the car tuned. I had the output of each injector measured to see if the fuel distributor was evenly delivering fuel to each injector. My mechanic gave the distributor a B+, much better than average. Further experimenting revealed that the car ran better with the O₂ sensor disconnected. In

this mode, the dumb brain under the front seat sends a fixed duty cycle signal to the modulation valve. Note that the warmup regulator was ruled out, as was a problem with the gasoline. Changes in timing provided minor improvements. The final clue was my car was failing its emission test by progressively more over the last 3 years.

The problem quite simply was my fuel distributor had become nonlinear. With an exhaust gas analyzer up the tail pipe, the car was running 4% CO at idle and 1.25% CO at 3000rpm with the O₂ disconnected. (I don't quite understand why you can do this test at the tail pipe with cat.) Apparently the O₂ sensor could not handle this much variation and is too slow to respond to changes in the CIS system. To pass inspection I just hook up the O₂ sensor.

The mixture is now set at 3000rpm. The difference in running is astounding. The car runs superbly in all conditions at all times. Throttle response in any gear is immediate. At a steady 60 - 65 mph, gas mileage is between 34 and 35 mpg, up from 28 to 30. And this is with 130,000 miles and a 4-speed!

My parting shot is that the Lambda system is a giant kludge in the CIS fuel injection system. Emission control is much better when designed in from the beginning. I will speculate that the control plug in the fuel distributor after all these miles is more worn at the idle end than at the driving end. The new electronic Bosch system really works much better according to my mechanic.

David Gabbe
Hudson, MA

M/C Rebuild Advice

I rebuilt the brake master cylinder on my '77 99GL (135,000 miles) since it was leaking badly, with signs of leaks years before. I bought the standard SAAB rebuild kit and did the job according to the Haynes manual.

There is a potential for a problem not identified in the manual, nor newsletters of late. When putting the piston back into the housing, you're supposed to push the end of the piston into the cylinder before dropping the stop pin into its hole. The piston must be pushed in far enough so that the pin will fall behind the spring stop (not in front like I did, and consequently cut a seal). You can look into the stop pin hole to check this. Other than that and finding slight piston wall corrosion from entrapped moisture, the job went smoothly.

T. T. Chuhay
Panama City, FL

9000's Safety Proven, Gov't Tests Fail Again

Saabs remain among the safest cars on the road today, according to insurance industry statistics.

The annual report released by the Highway Loss Data Institute, an insurance industry research group, ranked the Saab 9000 fifth safest among the 207 vehicles in its study. The Mercedes-Benz SDL/SEL sedan, which is equipped with a driver-side airbag, had the best safety record with injury losses 58 percent lower than the average for all cars. The 9000 had an Overall Injury rating of 51, the best among "mid-size" cars.

Saab's 900 also had better than average ratings, ranking at the top of the "small" cars categories, both 2-door and 4-door, once again. The 900 2-door (hatchback) received a rating of 80, while the 4-door had a 73.

The car with the worst injury loss record was the four-door Chevrolet Spectrum, at 78 percent above average (an Overall Injury rating of 178).

The HLDI "Injury and Collision Loss Experience, September 1988", covers 1985 through 1987 models. Vehicles are categorized by body style and wheelbase. A rating of 100 indicates average for all vehicles studied.

The HLDI report refutes the 1986 crash

1988 NHTSA New Car Assessment Program Crash Test Results

	1988 Saab 900S results at 35 mph	Maximum permissible NHTSA Injury criteria at 30 mph
Head Injury Criterion (HIC) driver/passenger	718/1250	1000/1000
Chest deceleration (g's) driver/passenger	46/35	60/60
Femur load (lbf) driver - left/right	1776/1395	2250/2250
passenger - left/right	4369/1535	2250/2250

test by the National Highway Traffic Safety Administration (NHTSA). NHTSA's New Car Assessment Program crashes vehicles into a fixed barrier at 35 mph, 5 mph higher than the 30 mph used in compliance testing for occupant restraint standards required by the federal government.

In the 1986 test, a 9000 Turbo crash showed excessive head injury to the test dummy, indicating a possible fatality. Despite NHTSA's disclaimer that "NCAP tests do not result in 'pass' or 'fail' scores," the 9000 was branded as "unsafe" by *Consumer Reports* magazine and *The Car Book - 1987* as a result of the test.

Saab-Scania declared the 1986 test invalid due to human error, and ran similar crash tests with five 9000s. Saab's testing showed better than average results, according to the *Consumer Reports* rating method.

A Saab 9000S was crashed in the 1987 NCAP, and received very good ratings.

In the latest NCAP, a 1988 Saab 900S equipped with the Passive Restraint System, posted a head injury criteria (HIC) reading of 1250 for the passenger, exceeding the 1000 reading considered acceptable in a 30 mph crash. Of the twelve cars tested in the 1988 program, only six produced acceptable HIC readings in the 35 mph crashes.

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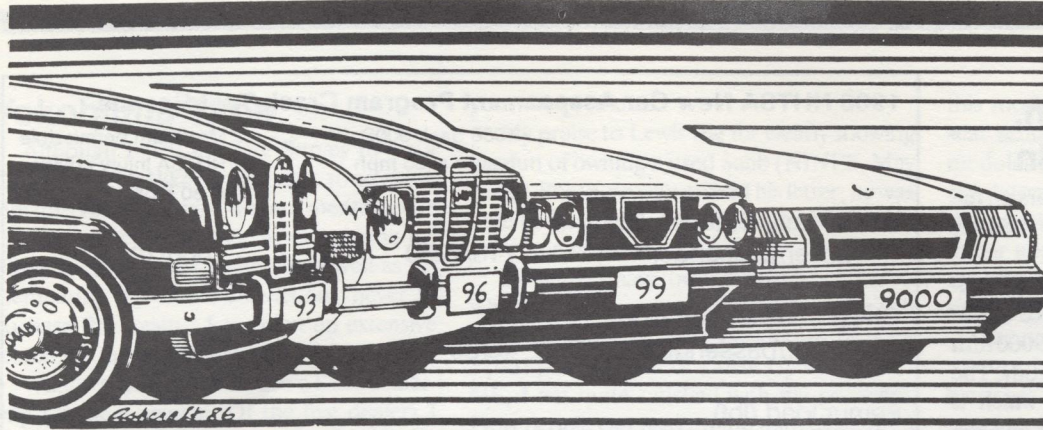
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CLASSIFIED AD RATES

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
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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.

Sonetts For Sale

'73 Sonett III, recent blue paint, A/C, rust free tub, AM/FM cassette, MSS ported heads. Car in Colorado. \$3500. Fred Capeller, Chicago, IL. 312/489-7222.

'73 Sonett, 85k mi, Orange, excellent condition inside & out, new engine at 65k mi, alloy wheels, 3,000 on new tires. \$3000 obo. Steve Johnson, 1851 Oak St, Bakersfield, CA 93301. 805/395-0698.

'72 Sonett III, 50k mi, rebuilt powertrain, new interior & tires, no rust. \$3000. Bill Pollard, 301 Squirrel Path, Charlottesville, VA 22901. 804/973-2184.

'71 Sonett III, good engine, needs clutch, preventative maintenance on floor pan, \$1200. Also '74 99 4-dr, extra engine, for parts or fix, \$150. A.J. Hibbard, Lodi, WI. 608/592-4279.

'68 Sonett Project Car. Body & chassis good. Extensive chassis strengthening. Killer V4 with 2-bbl intake, forged Aires .100"O/S pistons, Cal cam, V6 oil pump, 6 qt oil pan, nitrided crank, shot-peened rods, light fly-wheel, balanced, big valve heads, 7" Center-line wheels & new fat tires. 99 disc brakes on rear. Lots of chrome. Eldon Penner, Santa Rosa, CA 707/584-4366.

93s, 95s & 96s For Sale

'73 95, A/C, new paint, nice interior, good tires, good condition, extra parts. 2nd owner. \$750. Julie Yocum, PO Box 34, Hill St, Mapleton Dpt, PA 17052. 814/542-4289.

'71 96, 2nd Place Concours at '88 Convention. Fenders off paint job, including engine room. All new valves, rebuilt trans. Send SASE for list of new parts & pix. \$3500.

Peter McLaughlin, 1804 Grant St, Evanston, IL 60201. 312/869-0443.

'71 95 body, southern car, no rot, red interior, perfect, \$400. '73 96, runs good, new Weber carb, recently painted, new black interior to put in, \$1000. Marc Lindy, Detroit, MI. 313/559-5959 or 646-8343.

'66 Monte Carlo 850, Georgia car, fresh engine by S&J, rblt trans & brakes, restored interior, minor floor rust, needs paint. \$3500. Can deliver. Bruce Bakke, 2012 Iglehart Ave, St Paul, MN 55104. 612/645-3949 after 6pm.

'64 95, straight body, needs paint. Engine complete except crank, 3-spd, extra body parts. As is for restoration - \$1800. OR, Will convert it for V4 installation, \$3100. OR, Will install rebuilt 1500cc V4 & rblt 4-spd trans, \$6100. Jack Ashcraft, 2201 Woodlawn Dr, Medford, OR 97504. 503/779-0731.

'64 96, renovated body, new floor, fenders, doors, red paint. Needs reassembly of running gear & interior, includes extras. \$2000. David Dingman, PO Box 7233, Concord, NH 03301. 603/224-6166 days.

2-Stroke & V4 Parts For Sale

Sonett Parts, good rear fiberglass, \$125. Damaged front fiberglass w/lights, \$50. Rear 5mph bumper, \$35. Late model doors, \$60 ea. 2 free V4 engines, U-pick-up. T-hitch for 96, \$25. Dan Rasmussen, 104 Pinecrest Ave, Auburn, CA 95603. 916/823-7460.

'68 96 3-cyl, rblt eng & trans, extras, no rust. 118k mi. \$1200. Pat Jobes, 1122 South Third, Bozeman, MT 59715. 406/587-2774.

V4 Manifold with Holley 1-bbl carb, \$50 +shpg. Bruce Alexander, 4719 Pitt St, Duluth, MN 55804. 218/525-2884.

99s, 900s & 9000s For Sale

'87 900 Turbo, 18k mi, Malachite Green w/ tan leather, SPG wheels, Elec roof, fogs, bra, Euro exhaust, water injection on turbo. FAST, flawless. Dale Williams, 480 Green Meadow Dr, Waukesha, WI 53186. 414/782-0092.

'86 9000T, Edwardian Grey, leather, 5-spd, sunroof, 27k mi w/75k mi extended warranty. Excellent condition. Terrific car! \$17,950. Dan Dennison, Dallas, TX. 214/580-1255 (W), 214/458-9137 (H).

'76 99GL, good condition, excellent engine, needs some electrical work. Best offer. Kurt Frischknecht, Chicago, IL. 312/337-1416.

'76 99EMS, paint good, interior great, new headliner, new front calipers w/silicone fluid, engine clean & fast. New front tires, \$3000. Marc Lindy, Detroit, MI. 313/559-5959 or 313/646-8343.

'76 99GL 4-dr, 4-spd, runs good, has some rust. \$200. Dean Peterson, Rt 1, Milaca, MN 56353. 612/983-3183.

'72 99E 2-dr, 62k mi, body excellent, new exhaust, new brakes, many extra parts. \$250. Paul Sichau, 4217 Chapel Rd. #202, Baltimore, MD 21236. 301/256-7186 lv msg.

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99 factory service manual, \$15.
Clymer's SAAB manual, thru 76, \$6.
Haynes 99 manual, \$8.
Plenty more, call or write for more info.
Kenneth Wyle, 251 W. State St,
Waverly, IL 62692. 217/435-9777.

Rebuilt 5-speed transmissions, 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.

Parting out '81 900T w/70k mi. complete engine, \$425. 5-speed, \$550. Left door, \$150. Headliner, \$100. Blue interior & many other parts. Mike Kornely, Blauford Rd, Granville, MA 01034. 413/357-6471.

Rebuilt transmissions, 4 & 5 speeds. Will ship anywhere. Warranted, reasonably priced. 82-83 5-speeds ready to ship. Gordon Brundle, 914/528-6036 leave message.

For 75 99: Metal EMS mag center, \$3.
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David Adams Jr, 17107 Invermere Rd,
Cleveland, OH 44128. 216/751-8109.

'78 99 Turbo for parts. Ran good, rusted away-stripped. 97k mi, 4spd. Burgundy hood & drivers door in good cond. No room for storage! Todd Orwat, 8536 Washington, Brookfield, IL 60513. 312/485-9108.

Trailer hitch for 99, \$40. Jeff Schille, 808 21st Ave N, So St Paul, MN 55075. 612/457-6891.

99 Factory Service Manual, thru '74, \$30.
Bruce Alexander, 4719 Pitt St, Duluth, MN 55804. 218/525-2884.

Lenses for early 99s: Front, \$12 ea. Rear, \$15 ea. Complete assemblies, \$25 ea. + shpg. Tim Winker, Duluth, MN. 218/724-1336.

'81 900T 4dr, had engine fire. Many good parts: new Michelin TRX tires, new head, complete body less hood, 4-spd, Blaupunkt stereo, good interior. \$1200. Mike Mancini, Superior, WI. 715/399-8748.

Parting out two '77 99 5-doors, one automatic trans, one standard trans. Victor Pardo, 3715 Pleasant Grove Rd, Lansing, MI 48910. 517/393-2766.

5 steel wheels for 99, \$5 each. K.J. Strack, 1976 Berkwood Dr, Pittsburgh, PA 15243. 412/221-3252.

2 Goodyear NCT Hi-performance snow tires on '87 Turbo alloy rims. Used 2 winters. \$180 + shpg. Robert Hart, Deerfield, IL 312/948-0534.

Wanted, 2-Stroke & V4

Sonett II, 2-stroke. Need one fast. Call collect! Christer Rosenquist, 6039 Collins Ave #520. Miami Beach, FL 33140. 305/861-9161.

Restoring '64 850GT, need body & mechanical parts, also 2-stroke tools. Cash or trade. Mark Chase, 1730 Auburn Blvd, Sacramento, CA 95815. 916/925-2224.

Sonett transmission wanted, rebuildable used unit preferred. Jeff Schille, 808 21st Ave N, So St Paul, MN 55075. 612/457-6891.

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

Wanted, 99 & 900

Plastic "Inca" style wheel covers & clips, one or set. Tim Winker. 218/724-1336.

SPG wheels to fit '86 900. Bob Thomas, PO Bx 1787, Wayne, NJ 07470. 201/696-7500.

Copy of Saab Do-It-Yourself manual for '79-'85 900, #06-62-163. Will pay for photocopying. R. Dupuis, 81 Upper Edison, St Lambert, Quebec J4R-2R2. 514/465-1680.

Catalytic converter to fit '86 900S, non-functioning, but mechanically sound. Adolfo Biagioni, Queens, NY. 516/574-1222 days, 718/894-2254 eves.

Hood for '79 900. Victor Pardo, 3715 Pleasant Grove Rd, Lansing, MI 48910. 517/393-2766.

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Progress Towards a National SAAB Club Organization

The idea of incorporating the National SAAB Club with formal by-laws and a board of directors has been discussed by Club members for several years. These discussions have arisen from the members' (and the Editor's) concern that there is no formal mechanism for assuring continuity of the Club from one administration to the next. Many members feel that a resolution of this issue is important to the continued success and growth of the Club.

From the club's beginnings in the early 1970s with Dick Grossman, to 1988 under the stewardship of Tim Winker, there has never been an organized framework of succession from one editor to the next. Each transition has had its problems, but fortunately the Club and the newsletter have so far remained intact. Of major concern to the almost 4000 SAAB Club members nationwide (and worldwide) is that at some future time of transition, the Club and its newsletter could cease to exist for want of a volunteer to assume the editor's duties. There is no formal process for choosing a successor to the editor, who is the only "officer" of the SAAB Club as it exists today.

Because of this concern, discussions began as long ago as the 1985 National Convention regarding a more clearly structured SAAB Club. During this summer's Convention in Delaware, several meetings were held to continue exploring the idea of incorporating the National SAAB Club as a legal, on-going organization and to formulate a set of by-laws to govern the organization. These meetings followed several months of work by Club members (see NINES 5/88 & 6/88) to explore suitable by-laws for the Club. Although some areas are still being worked on, there was general agreement on the purposes, benefits, and costs of the formal National SAAB Club.

The Purposes:

All of the objectives of the SAAB Club come under one simple heading: "To promote ownership and enjoyment of old and new SAABs."

From its beginning, the focus of the SAAB Club has been the SAAB Club Newsletter, now known as NINES. Ensuring the continuing publication of a high-quality newsletter regardless of changes in personnel heads the list of SAAB Club activities.

In addition, the SAAB Club should actively encourage the formation of and activities of local and regional clubs. The Club should continue and expand its role as a focal point for collecting and distributing technical information, resources, and social notices. Additionally, the National SAAB Club needs to play a strong role in planning and organizing the annual National Convention.

The Benefits:

The SAAB Club today provides many different things to its different members; this will continue to be the case. The most far-ranging benefit of a sanctioned National Club is the assurance of a continuing and growing national publication (NINES). By increasing the human resources of the Club beyond those of just an Editor, the National SAAB Club aims to make a wider range of information available to all members, possibly including such things as access to accessories and gifts, central used car valuation, a technical library, and many other services of interest to the owners of old and new SAABs.

To protect individual members and officers as well as local and regional clubs from potential liability lawsuits, no organized gathering, from a picnic or dinner meeting to a road rally or ice race should be without basic liability insurance. On a local, or "per event" basis, such insurance is prohibitively expensive, but on a national "umbrella policy" basis, the cost can be quite reasonable.

The Costs:

The National SAAB Club is proposed as a non-profit corporation with elected officers serving on a volunteer basis and most services either being contracted to independent businesses (like the current newsletter) or pro-

vided by members on a volunteer basis. This type of structure is specifically intended to limit the expenses incurred by the membership, in the form of dues, to administrative and basic insurance costs; all other costs are paid directly by the users of the services involved. Specifically, activities enjoyed by only a few members would not be funded by dues levied on the general membership. It is estimated that an increase of about \$3.00 in SAAB Club annual membership dues will be enough to operate the organization.

Time for Comments:

The present goal is to move towards a formal incorporation of the SAAB Club in early 1989, but before plans are finalized, input is needed from every interested SAAB Club member. If you have comments, suggestions, or ideas, please send them before November 15, 1988, to:

National SAAB Club
c/o Gary P. Stottler
159 Washington Rd.
Princeton, NJ 08540

If you would like to review a copy of the proposed by-laws, please send a note and a self-addressed, stamped envelope (45 cents postage) to:

Ian Simpson
3046 N. 46th St.
Milwaukee, WI 53210

A summary of members input on the National SAAB Club will be published in NINES. Tentatively, a meeting will be scheduled for January, 1989, to finalize and initiate the process required to incorporate the Club and elect an initial group of officers.

Gary P. Stottler
Princeton, NJ

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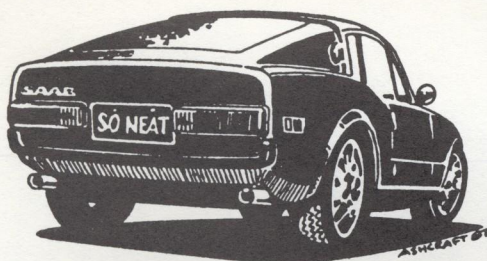
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FROM THE BACKSIDE

Your editor has lately been attempting to spread the word of the SAAB Club via the competition circuit. Not just one form of automotive competition, but several.

It began with the Ojibwe PRO Rally in Grand Rapids (the one in Minnesota, not Michigan). SAAB Club member Tom Gillespie of Cedar Rapids (the one in Iowa) recently purchased a PRO Rally 99 from another member, Tim Schieb. Tom had run rallies as co-driver (navigator) before, but this was his first attempt behind the steering wheel. As such, we were entered in the Divisional Rally, following the first two-thirds of the National Rally stages.

I'd like to say we did well, but I'd be lying; we only finished three stages. We started as the last car of over 40 entrants (for both National and Divisional events), and the four-wheel drive cars, mostly Mazda 323s, had pretty well chewed up the roads by the time we got there. Our rally ended when a rock the size of a small dog bent a rear wheel, flattened a tire, and threw the car toward the ditch. The 99 ended up high centered in a place where there were no nearby trees to winch ourselves out.

For those going to the Press On Regardless PRO Rally in Michigan later this month, look for the same Saab team, as we are entered in the Lac Vieux Desert

Divisional Rally portion of P.O.R.

Just this past weekend, I again covered the navigator's seat, this time in an SCCA National Road Rally. I have run the October rally since it was a local event out of LaCrosse, Wisconsin. It's still out of LaCrosse, but has been part of the National circuit for several years. Driving was Warren Harder of Chicago, in the NINE-T9. For the first time in many years, there were 5 SAABs entered, 3 of them SPGs, including those of members David Gay and Richard Dyer. The fifth SAAB was a beautiful 99 Turbo driven by the husband and wife team of Greg and Sam Scharnberg. Sam (Sarmite) is the four time National Solo-II champion in A-Modified.

I don't believe there are any better roads than those in western Wisconsin. The area around LaCrosse is called "Coulee Country" which refers to the type of terrain; lots of hills and valleys. Even if the rally is frustratingly difficult, which it was this year, you can still enjoy driving through the beautiful Wisconsin countryside. This year was no exception, as we started with fog giving way early to a perfect autumn day.

Despite our terrible score on the rally, nearly everyone else did worse (at least in our class). We placed 2nd in Class C behind the Scharnbergs.

The other area in which I attempted to embarrass myself (and succeeded) was in Solo-II, also known as autocross. The local sports car club put on a two event weekend recently, and the NINE-T9 and I placed at the bottom of H-Stock both days. Pretty much the same story at the LaCrosse Solo-II, but I was taking it easy there. The course was on the local paved half-mile oval track, with a tight section through the infield near the end. On my first run, the transmission linkage jammed when I downshifted from 2nd to 1st. Fortunately, it returned to



normal with minimal persuasion, but I didn't want to take further chances. I managed to shave a couple seconds off my time, but was still five seconds behind a VW Fox GTI.

For those who live in the southeast, the final Barber/SAAB Pro Series race of the season will take place at Tamiami Park in Florida on November 6th. SAAB Rally great, Erik Carlsson has been invited to attend. Bob Sinclair found out Erik has never been to an Indy Car race, one of which is being run as a supporting event to the Barber/SAAB race. One of these days, Danny Sullivan or even Mario Andretti might move up to race in the Saab-powered formula car series.

In response to our query about the SAAB 96 that ran the Vintage Monte Carlo Rallye, Paul Florance reports it was once his car. It was a stock '67 Monte Carlo 850 with the ring and pinion from a 3-speed for longer gearing. The car apparently dropped out due to transmission failure. Paul speculates the problem could have been due to the pinion shaft length difference between the 3 and 4-speed gearboxes.

'Til next month!

Tim Winker, Editor

NINES

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