

NINES

THE SAAB CLUB NEWSLETTER

\$2.25
November
1988
no. 175



A Successful Saab Dealership surrounded by cornfields? See page 18

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REGIONAL CLUB NEWS

Calendar of Events

Central Penn SAAB Club

Dec. 3 - Progressive Dinner. Starts at 3pm.
Wendy Basehore, 717/944-2915.

Delaware Valley SAAB Club

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

Great Lakes SAAB Club

(Western Michigan)

Nov. 12 - New SAAB introduction. Trio
Motors, Burton, MI. Dinner to follow.

SAAB Owners' Club Of Canada

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

Northeastern Pennsylvania

Interested in starting a club in the
Allentown, Bethlehem, Easton area?
Contact:

Eric Sparrow
572 Fulmer Rd
Nazareth, PA 18064
215/759-6691 home
215/759-5440 work

Attention Clubs: Please check your listing on this page for correctness. Let us know when you hold your meetings, and a contact person (President, editor, etc.) who can give information on the club by phone. Deadline for Club Calendar, the 15th of the month prior to cover date.

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.

Clubs & Contacts

Appalachian SAAB Club

Wendell Francis
Route 5, Box 334
Dandridge, TN 37725
615/397-2172.

Central Illiana SAAB Club

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

Central Penn SAAB Club

Meets: 1st Tuesday
Bube's Brewery, Mount Joy, PA.
George Basehore
477 E. Main St.
Middletown, PA 17057
717/944-2915.

Delaware Valley SAAB Club

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

Great Lakes SAAB Club

(Western Michigan)
Jim Laman
763 Larkwood Dr.
Holland, MI 49423
616/335-5215.

Milwaukee SAAB Club

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

Montreal SAAB Club

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

New England Sonett Club

Meets: 1st weekend in March,
June, Sept. & Dec.
P.O. Box 4362
Manchester, NH 03108.

New Jersey SAAB Club

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

Northern Illinois SAAB Club

24 hour Events Hotline:
312/763-4752.

SAAB Club National Capital Area

(Washington D.C., Maryland, Virginia)
Meets: at Bethesda Regional Library,
Bethesda, MD.

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

SAAB Clubs of Georgia

Meets: 1st Monday at the Olive Garden in
Sandy Springs.

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

SAAB Owners Club of Canada, Inc.

P.O. Box 578
Bradford, Ontario L3Z 2B1
Chris Teixeira, 416/737-5827.

Southern California SAAB Club

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

Tulsa SAAB Club

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

Twin Tier SAAB Club (Western New York)

Alex Barbier
The Palmer House
Waverly, NY 14892
607/565-2711.

Vintage SAAB Club of Washington State

Rich Roberts, 206/771-7100 days
Skip Schott, 206/486-1351.

West Mountain SAAB Club

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

Western Pennsylvania SAAB Club

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

Letters to NINES

Defender of the Editor

In addition to belonging to the SAAB Club for the past four years, I'm also the Technical Chairman for the Alfa Romeo Assn. of Northern California, a 1200 member club centered in the San Francisco Bay Area. Before my present job I was newsletter editor in 1984, Vice President in 1986 plus many other minor positions over the past 12 years. I know how much work it takes to put out a good newsletter while trying to give the members good value for their dues dollar. This is why I found two of the letters in the August/September issue disturbing.

First, both the short letter from Dick Ginsburg and point 1 of Dean Tremble's tome struck me as curious. They both complained that the newsletter has become too "slick" and therefore, in their minds, too expensive. I fail to see how making something attractive to look at, well organized and easy to follow makes it disagreeable to the point that you would want to "go back to the old ways."

All of the expense of Tim's approach is front loaded, i.e. the cost of the computer and the publishing software. After that, it's possible to put out a superior product for less effort than the old type-cut-and-paste approach. True, the cost of coated stock (slick paper) for the cover is higher than regular bond, but the difference is negligible compared to the cost of printing or postage.

Dean's second point, too much personal BS on the part of the editor, is also peculiar. I can understand the attitude "I'm paying for Saab stuff and I want only Saab stuff!" but, Dean, look at it from the editor's point of view: you could cram the newsletter

full of technical data but then it becomes a text book and, in the words of Joanne Worley in Laugh In, "Boooooiiiiing." *NINES* already has one of the highest technical contents of any auto club newsletter: there's factory service bulletins (it's incredibly rare for a factory to do that, by the way), a tech Q&A (Ask Bob), a forum for members who have found their own fixes to problems, plus feature length articles from contributors.

Editors are, by nature, word oriented people who like to write, as witnessed by the length of this letter. Editors who have personal columns that give us some insight into the production of the newsletter add variety. Indeed, they let us know that there is an editor at all and that the newsletter doesn't just "appear" in our mailboxes each month. If the editor wants to stray and talk about his personal life, well that's OK too. It turns him into a real person, someone you might want to talk to at the next club function. [Does John Dinkle ever stray from the subject of sports cars when doing Miscellaneous Ramblings? Peter Egan did his entire October column on skydiving and insurance liability.]

Finally, don't come down too hard on PCs. These are not just "exciting toys" but are now necessary tools in our society and are rapidly becoming a new standard medium. In fact, if I hadn't read in his column that Tim uses an AT-clone to produce the newsletter, I would not have submitted this letter as I did on a disk. Nearly every technically oriented person now owns or has access to a PC either by choice or necessity. In fact, it is my theory that the PC is to the performance hobbyist in the '80s what the sports car was to the '50s. I plan to write an article on that theme, but you won't read it here.

In closing I'd like to say that the editor's job is not an easy one. In ARA, 85% of our members don't attend any club function. In a nation-

ally based club like this one the percentage is even higher. For this vast majority of members the newsletter is the club, it's all they get for their dues. They help subsidize events for those of us who do attend. It's the editor's responsibility to give these people relevant, interesting articles covering a broad range of interests (from 92 to 9000) and maybe entertain them a little along the way.

Jack Hagerty,
Livermore, CA

The Smell of Money

Since there seems to be so much discussion by your readers of late as to how expensive Saabs have become and that Saab-Scania is alienating many by moving "up-scale"; everything is relative and while one man's expensive car is another man's bargain, let me just cite a few facts that were recently published by J. D. Powers (also appeared in the July 1988 issue of *Motor Trend*).

According to J. D. Powers, your typical (median) Saab owner for 1987 had a household income of approximately \$75,000. **Let me repeat... half the buyers of new 1987 Saabs had household incomes in excess of \$75,000!!** Coincidentally, that's higher than your typical BMW buyer (at \$72,000), higher than Volvo owners (at \$63,000), higher still than Acura owners (at \$56,000)... and much higher than a whole host of Japanese, European and domestic automobile manufacturers. In fact, the only marques to rank higher in terms of household income were: Jaguar (#1), Mercedes (#2), Porsche (#3) and Audi (#4)!

So while it may sometimes appear as if Saab has forgotten its roots, I think a \$17,000, 16-valve Saab 900 (with all its virtues) is still a bargain... especially to those making \$75,000 or more!!

Dr. G. M. Metzger
Gaithersburg, MD

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Fan Mail

I have been meaning to join the Club for a number of years. Now that I am a member I'm sorry I waited so long.

I have been a SAAB nut since I began driving in the early '70s. My parents owned a dark green '71 99. Ever since driving the SAAB I vowed to get one of my own. I purchased a 900S in 1983 and proceeded to put 75,000 miles on it in 3 years.

At that point I started looking at the new 9000 Turbos. I made the mistake of taking one for a test drive. From that point on I had to have one. I purchased a 9000 Turbo in January of 1986 and I have been very happy with the car. I put 31,000 miles on the 9000 in one year. I was the first person at the dealership to reach the 30,000 mile service point. At 43,000 miles I had the timing chain tensioner replaced and at 55,000 I had to replace the alarm. Luckily I purchased the extended

warranty and both items were covered. Other than these two problems, the car has been great.

I am now thinking about getting a late model 99 EMS to do some rallying and possibly some racing. I will be taking the 9000T to Lime Rock race park for some laps around the track. I will let you know how that goes.

Keep up the good work. The newsletter looks great.

Jim Lynch
Upton, MA

I'm very satisfied with the newsletter. The informative articles on all aspects of SAAB plus timely delivery of the newsletter speaks highly of your commitment to the membership. Thanks Tim.

George Schnupp
Albuquerque, NM

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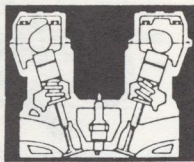


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ASK BOB



Submit your questions with as complete information on the problem as possible, also giving the year and model of SAAB. Problems of general interest will be answered here.

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

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

After the first oil change on my '87 9000, I wanted to change the oil myself. The selling dealer's service department told me to use Quaker State 20W-50, so for the next three changes I did so. No problems, other than slow cranking on cold mornings.

The next time I asked a dealer about oil, he told me I should be using 10W-30, as it states in the owner's manual. Soon after, I noticed an oil leak between the engine and gearbox.

Do you suppose the leak came because I changed brands and viscosity of the oil? Is there any simple remedy you can suggest to fix the leak? The dealer is willing to do it under warranty, but I suspect more harm could be done by dismantling the power train than by ignoring the leak.

Also, is there any truth to the rumor that paraffin based oils such as Quaker State can leave significant wax buildup on internal engine parts, while others, such as Valvoline, do not?

D.G., WA

Fie on the dealer's employee who told you to use the heavy oil, and double fie on you for not reading and re-reading your owner's manual. However, I doubt you did significant damage to your engine. Heavy oils (especially on cold mornings) don't immediately lubricate all the moving parts. As far as the leak, don't you have any faith in your dealer? Remember, Saab runs specialized schools (a WHOLE bunch of them) and your dealer should have factory trained personnel.

About changing oils -- it is an old wives tale that one base or the other is better -- advertising hype. All modern oils are excellent, and again, follow your owner's manual.

My '85 Turbo 16-V (53k miles) stalls when I first start it in the morning, when I back out of the drive, and usually at the first traffic light, 1/2 mile away. I've replaced plugs, wires, cap (all Bosch), oxygen sensor, fuel filter, and the air regulator. Should the injectors be cleaned?

K.O., OH

I interpret "air regulator" as the automatic idle control valve (AIC). These were more troublesome than they should have been on '85s. Saab has recently sent its dealers information on simple (and inexpensive) things to do when replacing the AIC valve. This consists mostly of removing the bellows and cleaning the glop out of the works. Ask him if he's got the dope yet.

My '85 900 has 72k miles on it. The catalytic converter developed a hole and a crack. The dealer repaired it by welding. The dealer's price for a new converter is \$1250 plus installation. Should this rust out at this stage, and in the future if the time comes to replace it, must I?

B.D., Canada

You've stopped me on this one. U.S. cars have emissions devices guaranteed for 50,000 miles. The only converters that I've seen are made of stainless steel and don't "rust" out. They also require special welding techniques.

As far as replacing it, if it's on the car, it must be there to satisfy Canadian emissions regulations, so if there's any testing being done up there, I guess you'll have to.

My '84 900 Turbo stumbles on acceleration. I've done a lot of checking and replacing, but can't find the problem.

A.S., MD

I'd have your dealer check out the enrichment circuit. Also look at the Lambda ratio. If it is off, you could get the problem you describe.

My '87 9000 has a problem which the dealer can't seem to find. Hot air comes out of the steering column. It comes into the driver's compartment and hits me under the chin. It seems to be coming out of the slide where the telescoping steering wheel adjustment lever is located.

K.C., NY

If there were a leak between the engine compartment and the passenger compartment which allowed hot air to hit you, I'm sure your ears would tell you about excess noise, and your nose would notice smells. There are ventilation system ducts running around under the dash. Is one of them partially or completely disconnected?

I am constantly amazed at some of the letters telling me you've got a 20-thousand dollar car that you try to fix yourself by "shotgunning" parts at it. It might cost a bit more, but I don't think the aggravation is worth the difference, as your dealer has the parts, manuals, test equipment, training and a field service representative to back him up.

That's why I often suggest "See your dealer."

SERVICE SUBJECTS



FROM SAAB

New Service Manual Sections

Several new sections are now available for the 900 and 9000 Service Manuals pertaining to the 1989 models. They are: 900 Service Manual, Section 0, News 900 Service Manual, Section 1:1, Pre-Delivery Inspection and Break-In Service. 9000 Service Manual, Section 0, News 9000 Service Manual, Section 1:1, Pre-Delivery Inspection and Break-In Service.

Technical Highlights - 1989

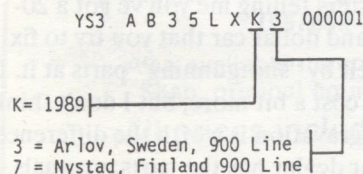
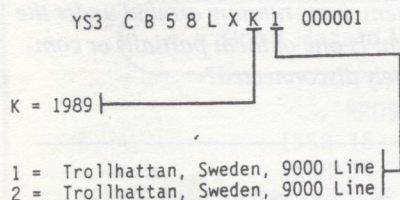
900: S.I. 09/88-1070, A-0/P.26

9000: S.I. 09/88-1071, B-0/P.10

These service information bulletins contain important service reminders and new highlights for 1989 models.

TECHNICAL DATA - 0

Vehicle Identification Number (VIN) - The model year designator in the Federally required VIN is K for 1989. The 9000 car production sites are specified by position 11 as either a 1 or 2. The 900 car production sites are specified as either a 3 or a 7.



SERVICE - 1

Preferred Engine Oil - The preferred engine oil for Turbocharged cars is the new SG grade oil.

The American Petroleum Institute (API) states that the SG oil has been formulated to overcome the sludge problems and other shortcomings of the SF grade oils. SG grade oil should be the primary recommendation in response to customer inquiries, but SF oils are still acceptable.

Engine Oil Change Interval - The intervals for changing the engine oil for 1989 Saab cars is the same as 1988. The oil should be changed at 7,500 mile intervals in cars with turbocharged and normally aspirated engines.

Automatic Transmission Fluid - The Automatic Transmission Fluid (ATF) used in Saab 900s with the Borg-Warner Type 37 transmission must be changed and the filter cleaned at the Major Services (every 30,000 miles). In cases of severe use, change the ATF at 15,000 mile intervals.

Use Type F automatic transmission fluid only. ATF advertised as compatible for both Type F and Dexron II applications should not be used.

Automatic Transmission Final Drive Oil - For Saab 900s equipped with the Borg-Warner Type 37 Automatic Transmission, the requirement for a differential oil change has been eliminated.

- If topping up is necessary use only SAE 10W-30 engine oil.

- SAE EP 80 API GL4 or GL5 grade oils are permitted if the differential is ever drained and the oil replaced.

Updated Fuel Recommendation - Gasoline and methyl tertiary butyl ether (MTBE) blends have been added to the listing of approved alternative fuels for Saab automobiles. MTBE blends are safe providing the ratio of MTBE to gasoline does not exceed 11% by volume. Previously the recommendation was limited to gasoline/ethanol blends and gasoline/methanol blends.

Blending alcohol fuels or ether (also called oxygenates) as additives in commercial gasoline is done to help certain states comply with Federal standards for ozone and carbon monoxide. All 1989 model Saab cars have been designed and tested to perform well on all gasoline and oxygenate blends currently being sold in the United States.

Towing - Sling towing a Saab 9000 from the rear is no longer permitted because of the new rear bumper configuration. This means



Do not use sling-type equipment to tow 1989 9000 models.



Transporting a 1989 Saab 9000 on a flat bed truck.

that 1989 Saab 9000 models may not be towed with sling-type equipment from either end.

Using a sling-type tow truck will damage the bumpers and spoiler. Only wheel-lift equipment or a flat bed truck may be used to transport a 1989 9000. Towing a 9000 with an automatic transmission requires special precautions. When towing from the rear, wheel dollies must be placed under the front wheels.

Warranties & Service Record Booklet - As before, each car will contain a "Warranties and Service Record Booklet" to record maintenance performed on the car.

The booklet contains checklists for all services, including PDI (Pre-Delivery Inspection), Break-In Service and regularly scheduled service. Each service checklist should be checked off and stored in the dealership's owner file. A tub stays with the booklet and must be stamped with the dealer stamp for the customer's records. The part number to replace the booklet is 02-89-967. The booklet applies to both 900 and 9000 models.

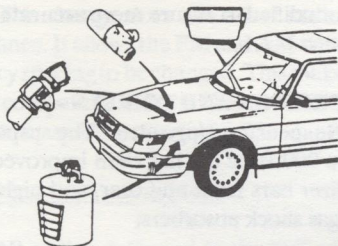
Owner's Manuals - The Saab 900 owner's manual is now printed in full color. The owner's manual also includes the information for operating the convertible top. A separate Saab 900 Convertible owner's manual is no longer necessary.

ENGINE - 2

Engine Specification Changes - All Saab 900 Base models are now equipped with 16-Valve naturally aspirated (B202I) engines. This means the engine program is now totally comprised of 16-Valve engines equipped with LH 2.4 fuel injection. The horsepower of the B202I engine in the 900

has been increased from 125 to 128 HP as a result of EZK ignition calibration. The horsepower of the B202I engine in the 9000S has been increased to 130 HP.

LH 2.4 Fuel Injection System - All Turbo models, as well as naturally aspirated models, are now equipped with the LH 2.4 fuel injection system introduced on the 1988 900S and 9000S. The LH 2.4 is an improved and upgraded version of the earlier LH 2.2 fuel injection system.



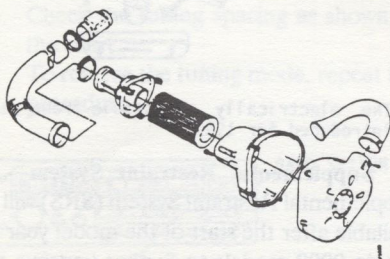
The LH 2.4 fuel injection system is now installed in the Saab 900 Turbo.

The new features included in the LH 2.4 system are:

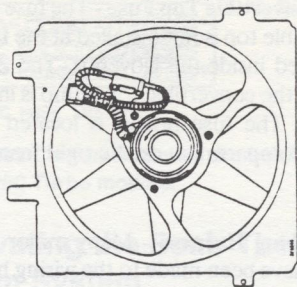
- An expanded memory in the electronic control unit.
- A plastic air mass meter.
- A built-in fault diagnosis system.
- Revised oxygen sensor calibration.
- An adaptive idle control system.

The adaptive idle control system automatically and continuously adjusts the idle speed via the automatic idle control (AIC) valve to compensate for all normal engine load variations. This type of system does not require idle adjustments unless components are changed. See the 900 Service Manual "News" book for more detailed information.

Air Cleaner Assembly - The Saab 9000S is now equipped with the same filter element and air cleaner body used on the 9000 Turbo since 1988.



The air cleaner assembly for the 1989 Saab 9000S.



The two-stage cooling fan used on 1989 Saab 9000 models with an automatic transmission.

Two-Stage Cooling Fan - All 1989 Saab 9000 models with an automatic transmission are equipped with a more powerful two-stage cooling fan.

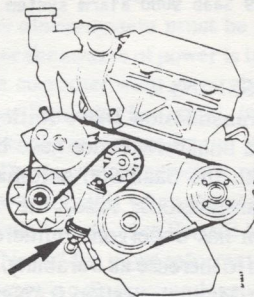
The fan has two speeds which are determined by coolant temperature. Other components introduced on cars with the two-stage cooling fan are a new cooling fan relay, a new thermostatic switch, and a larger alternator. The introduction of the fan has also necessitated modifications to the main wiring harness and the engine harness.

Thermostatic Switch - On cars equipped with the two-stage fan a new dual-range thermostatic switch has been introduced.

The switch will run the fan at a low speed when the coolant temperature reaches 90°C (194°F). If the coolant temperature reaches 110°C (230°F) the switch will run the fan at full power.

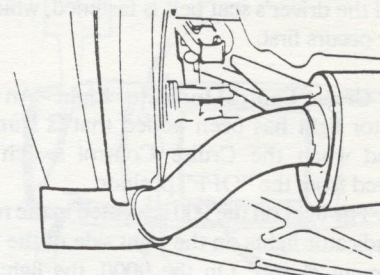
Automatic Belt Tensioner - An automatic belt tensioner has been introduced on Saab 9000 models with an automatic transmission.

The tensioner applies a predetermined belt tension and eliminates the need for any manual adjustment. To check the operation of the belt tensioner simply press or pull on the belt. The belt tensioner should return the belt smoothly to the tensioned position.



The automatic belt tensioner.

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.



A new rear muffler and revised lower bumper valance panel are used on the 1989 Saab 9000S and 9000 Turbo.

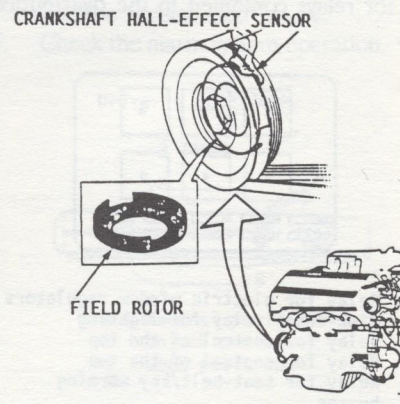
New Rear Muffler - 9000 models have a new rear muffler that has been moved forward slightly so it is better concealed by the valance panel under the rear bumper.

The revised muffler location has necessitated an extended hook for the rear mounting and also some modification to the middle muffler.

ELECTRICAL - 3

Alternator - To meet the increased power demands of the two-stage cooling fan provided on 9000 models with an automatic transmission, a more powerful alternator has been introduced. The new alternator provides 115 amps.

EZK Ignition System - On cars with the EZK ignition system, the Hall-effect sensor and field rotor have been moved from the distributor to the crankshaft pulley. This change eliminates timing adjustment.



Continued on next page

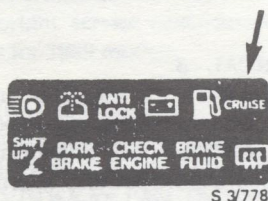
Service Subjects -

Continued from previous page

Warning Chime - All models are now equipped with a seat belt warning chime which replaces the previous warning buzzer. The chime will sound until the seat belt reminder light goes out (about 8 seconds) or until the driver's seat belt is fastened, whichever occurs first.

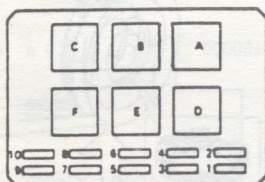
Cruise Control Indicator Light - An indicator light has been added that is illuminated when the Cruise Control switch is moved from the "OFF" position.

The light on the 900 is located in the row of indicator lights on the right side of the instrument cluster. On the 9000, the light is located at the extreme right in the upper row of indicator and warning lights in the instrument cluster. The indicator light will keep the driver aware of the switch position and help prevent inadvertent activation of the cruise control.



Cruise Control indicator lights for the 900 (above) and 9000 (below)

Convertible Electrical Distribution Box - The 900 Convertible now has an extra electrical distribution box under the back seat on the left-hand side. See the illustration below for relays contained in the distribution box.



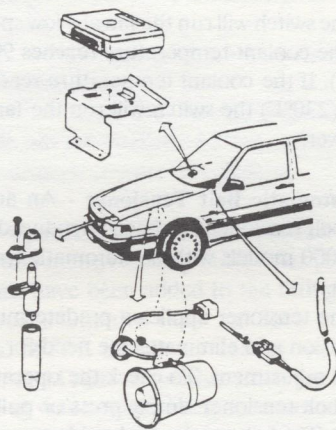
- A Relay for electric window regulators
- B Time-delay relay for lighting
- C Relay for control of the top
- D Relay for control of the top
- E Relay for seat-belt/key warning buzzer
- F Seat relay for the burglar alarm

Convertible Top Fuse - The fuse for the convertible top is not installed at the factory, it is taped inside the glovebox. The 25 amp fuse for the convertible top pump is installed at PDI. The fuse holder is located in the engine compartment on the right front inner fender.

Wiring Harness - Many minor refinements have been made to the wiring harness in Saab 900 models. Revisions have also been made to the wiring harness in Saab 9000 models. Wiring diagrams for all the circuits that have been revised are contained in the Section 0 "News" book for each model.

New Alarm System - All 1989 Saab 9000 models are equipped with an electronic theft alarm as standard equipment.

The alarm system is activated by the driver's door lock. It protects the car against unauthorized entry or towing by sounding a siren. The alarm can also deactivate the starter and cause exterior lights to flash if the car is disturbed. A Light Emitting Diode (LED) provides coded information to the driver regarding the status of the system. Detailed information on this alarm system is contained in the 1989 Service Manual Section 0 "News".



The 1989 Saab 9000 alarm system.

TRANSMISSION - 4

900 Transmission Drive Ratios - The primary and final drive ratios have been revised in both the Saab 900 automatic and manual transmissions. Also, the manual transmission has undergone numerous improvements to increase its durability. See the 900 Service Manual, Section 0 "News" for more information.

9000 Manual Transmission - The first gear and final drive ratios have been revised on the Saab 9000 manual transmission. The second gear set now has finer teeth to help reduce noise. The gear oil dipstick now has a handle and is held in place by a clip.

9000 Automatic Transmission - The ZF automatic transmission now has a larger and heavier centrifugal governor that will reduce risk of binding. Sound deadening material is being vulcanized to the outside of the intermediate gear cover. The speedometer drive has been modified to ensure more accurate readings.

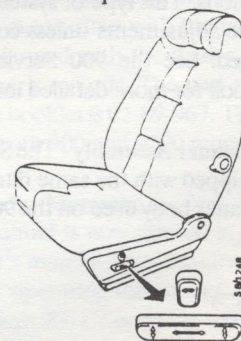
SUSPENSION AND WHEELS - 7

Suspension Upgraded - The suspension on the 900 Base car has been improved with stabilizer bars front and rear, and high-pressure gas shock absorbers.

BODY - 8

Interior - The 900 Turbo SPG and Convertible now have a leather-wrapped 3-spoke steering wheel. The rear speaker grilles in the convertible are now made of perforated metal for improved sound quality. Also, new cloth upholstery materials are used on the 900 Base, 900S and 900 Turbo.

Power Front Seats - Electrically adjustable front seats are now standard equipment on 9000 Turbo and CD models. A driver's side power front seat is available as part of the 9000S with a leather interior option. A crank is provided with the car tool kit to manually adjust the seat if required.



The electrically adjustable front seat introduced for 1989.

Supplemental Restraint System - A Supplemental Restraint System (SRS) will be available after the start of the model year on certain 9000 models to further improve the protection provided by the three-point seat belt.

The SRS consists of an airbag and gas generator in the steering wheel pad, two front sensors connected in parallel, a safety sensor, and an electronic unit. The system also includes a reinforced knee guard below the steering column.

ACCESSORIES - 9

Clarion Radios - The 1989 Clarion Radios for all Saab models are designed to be used in both the U.S. and Europe. These radios will be introduced as a running change shortly after the 1989 car production starts.

This change does not affect radio performance. It allows the FM and AM band frequency spacing to be changed. This makes the radio compatible with the U.S. and European frequency spacing standards.

Checking the Tuning Mode

NOTE

All radios delivered to the U.S. should be in the U.S. tuning mode.

To identify which mode the radio is in, simply turn on the radio. Manually tune up and down the dial noting the frequency range limits and tuning steps for each band.

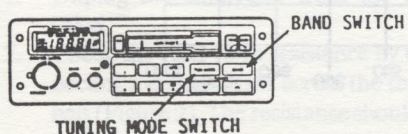
1989 Clarion Radio Tuning Mode Identification

	Band	Frequency Range	Steps
(U.S.)	FM	87.9MHz-107.9MHz	.2MHz
	AM	530KHz-1620KHz	10KHz
(Europe)	FM	87.5MHz-108.0MHz	.1MHz
	AM	531KHz-1602KHz	9KHz

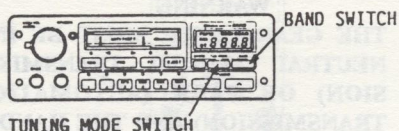
If the radio has been delivered in the European tuning mode, switching to the U.S. mode can easily be accomplished. International and Diplomatic Sales (IDS) cars equipped with these radios may need to be changed upon importation.

Tuning Mode Selection Procedure

1. Install the radio
2. Before entering the anti-theft code, push and hold the TUNING MODE switch.
3. Push and hold the BAND switch
4. Release both switches.
5. Check the tuning spacing as shown on the chart.
6. To reverse the tuning mode, repeat this procedure.



The 1989 Clarion Radio for 900 (Base), 900S and 9000S models.



The 1989 Clarion Radio for the 900 Turbo and 9000 Turbo models.

Activating the Saab Theft Alarm System

Application: 1989 9000 Models
S.I. 09/88-1075, B-3/P.16

All 1989 Saab 9000 models are equipped with a new electronic theft alarm system.

The car is delivered to the dealer with the alarm in the "transport" mode. In the "transport" mode, the alarm system is off and will not be activated when the driver's door is locked. The system also reverts to "transport" mode any time the car's battery has been disconnected or the alarm fuse has been removed. Use the procedure described in this bulletin to reactivate the alarm system and check its operation.

The theft alarm system is operated by a microswitch located in the driver's door lock cylinder. The system is activated when the driver's door is locked with the key. The alarm goes into the "activated" mode 10 seconds after the dome light is extinguished. The system is placed in the "deactivated" mode (alarm off) when the driver's door is unlocked with the key.

In the "activated" mode the alarm protects the car against unauthorized entry or towing by sounding a siren. The system will also deactivate the starter and cause the exterior lights to flash if the car is disturbed. The exterior lights include: the front parking lights, the rear lights, number plate light, and side marker lights. If the headlights are switched on when the alarm is set off, they will also flash.

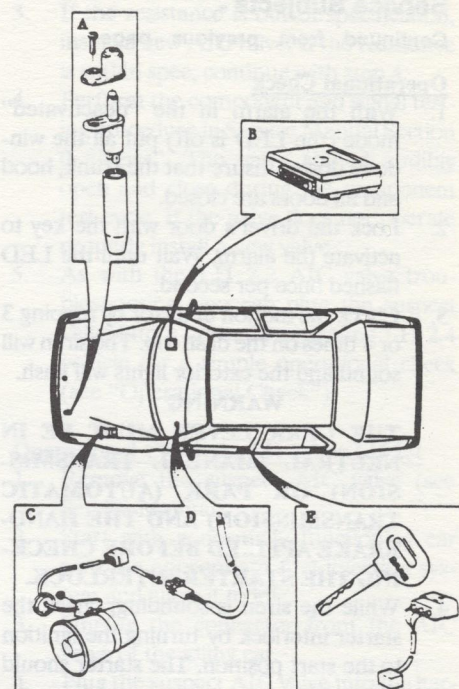
A light emitting diode (LED) provides coded information regarding the status of the alarm system.

NOTE

The alarm system must be reactivated whenever the source of power is interrupted.

If a customer were given the car in the "transport" mode he could inadvertently place the alarm system in the "diagnostic" mode. The starter interlock is engaged and the car will not start when the alarm is in the "diagnostic" mode. (See Service Manual Section 0 "News" for more information.)

The wiring diagram and troubleshooting procedures for the alarm system are con-



- A. Hood switch
- B. Control unit.
- C. Siren
- D. Light emitting diode (LED)
- E. Driver's door microswitch (master switch)

Electronic theft alarm system components.

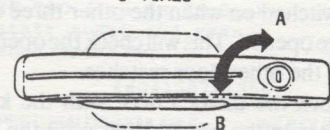
tained in the 1989 9000 Service Manual Section 0 "News".

Alarm Activation Procedure

1. Reconnect the battery and/or install alarm fuse #22 (15 amp) in the glovebox fuse panel if necessary. The LED will flash once every 4 seconds signifying the alarm system is in the "transport" mode.
2. Close the trunk, hood and all doors.
3. Turn the key in the driver's door from "neutral" to "unlock" three times.
4. The LED is now off signifying the alarm is in the "deactivated" mode.
5. Check the alarm system operation.

Driver's door lock.

3 TIMES



- A. Neutral position.
- B. Unlock position.
- C. Lock position.

Continued on next page

Service Subjects -

Continued from previous page

Operational Check

1. With the alarm in the "deactivated" mode (the LED is off) put all the windows down. Insure that the trunk, hood and all doors are closed.
2. Lock the driver's door with the key to activate the alarm. Wait until the LED flashed once per second.
3. Check the motion detector by rapping 3 or 4 times on the dash top. The siren will sound and the exterior lights will flash.

WARNING

THE GEAR LEVER MUST BE IN NEUTRAL (MANUAL TRANSMISSION) OR PARK (AUTOMATIC TRANSMISSION) AND THE HANDBRAKE APPLIED BEFORE CHECKING THE STARTER INTERLOCK.

4. While the siren is sounding, check the starter interlock by turning the ignition to the start position. The starter should not operate.
5. Unlock the driver's door with the key to cancel the alarm ("deactivate" mode, LED off).
6. Lock the driver's door to activate the alarm. Wait until the LED flashes once per second.
7. Lift the door button to unlock the left rear door. Open the door to check its door switch. The siren will sound and the exterior lights will flash.

WARNING

THE GEAR LEVER MUST BE IN NEUTRAL (MANUAL TRANSMISSION) OR PARK (AUTOMATIC TRANSMISSION) AND THE HANDBRAKE APPLIED BEFORE CHECKING THE STARTER INTERLOCK.

8. While the siren is sounding, check the starter interlock by turning the ignition to the start position. The starter should not operate.
9. Unlock the driver's door lock with the key to cancel the alarm ("deactivate" mode, LED off).
10. Check to see that the dome light is switched on when the other three doors are opened. This will check the operation of the other door switches.
11. Lock the driver's door with the key to activate the alarm. Wait until the LED flashes once per second.
12. Unlock the trunk with the key and open it. The siren will sound and the exterior lights will flash.

WARNING

THE GEAR LEVER MUST BE IN NEUTRAL (MANUAL TRANSMISSION) OR PARK (AUTOMATIC TRANSMISSION) AND THE HANDBRAKE APPLIED BEFORE CHECKING THE STARTER INTERLOCK.

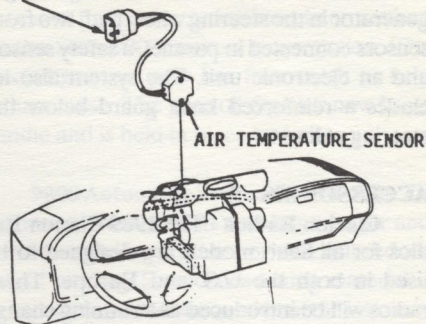
13. While the siren is sounding, check the starter interlock by turning the ignition to the start position. The starter should not operate.
14. Unlock the driver's door with the key to cancel the alarm ("deactivate" mode, LED off).
15. Lock the driver's door with the key to activate the alarm. Wait until the LED flashes once per second.
16. Reach in the driver's window and pull the hood release. The siren will sound and the exterior lights will flash.
17. Unlock the driver's door to cancel the alarm ("deactivate" mode, LED off). A starter interlock check is not necessary because the trunk switch and the hood switch are in the same circuit.
18. If necessary, see the 1989 Saab 9000 Service Manual Section 0 "News" for alarm system troubleshooting procedures and wiring diagrams.

ACC Ambient Air Temperature Sensor Troubleshooting

Application: All 9000 1986-S.I. 09/88-1079, B-3/P.17

The ambient air temperature sensor used in the Automatic Climate Control

CHECK SENSOR RESISTANCE AT CONNECTOR



The ambient air temperature sensor is located beneath the air intake grill.

(ACC) system may not be functioning correctly, even though no fault is detected by the self diagnosis system of the ACC.

If the ACC system is providing maximum heat with the fan at the highest speed, even though the selected temperature is 17°C (63°F), the ambient air temperature sensor should be checked. A temperature sensing fault may be caused by the resistance of the sensor being too low.

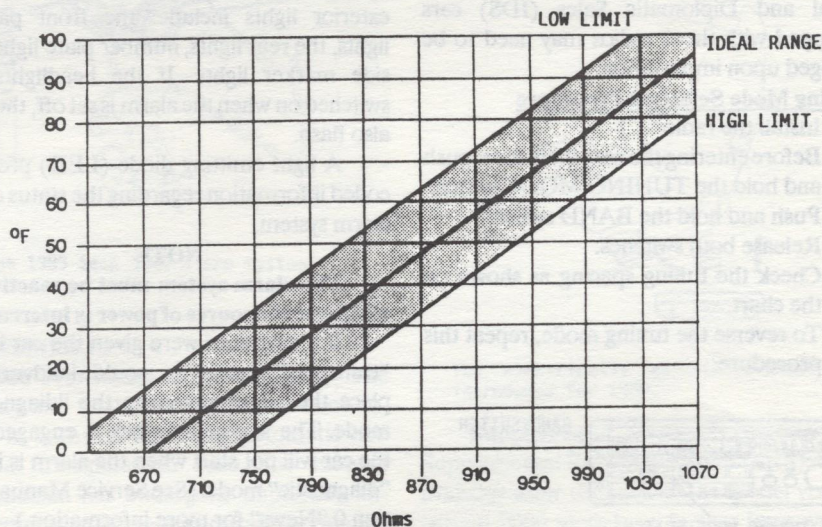
Parts Required:

Ambient Air Temp Sensor P/N 96-23-265

Troubleshooting and Replacement

Procedure:

1. Gain access to the temperature sensor by removing the air intake grill as outlined on page 854-47 of 9000 Service Manual Section 8:3.



Air Temperature Sensor Resistance Specification Range.

NOTE

The sensor fault may be intermittent. Determine the conditions when the fault occurs.

2. Check the sensor resistance by connecting an ohmmeter across the pins on the sensor connector. The measured resistance should be within the specifications shown on the graph.
3. If the resistance is out of specification, install a new sensor.
4. Reinstall the air intake grill.

Automatic Idle Control Valve Troubleshooting

Application: 900 and 9000 models with the LH 2.2 or 2.4 Fuel Injection systems.

S.I. 10/88-1081, A-2/P.209

Troubleshooting an Automatic Idle Control (AIC) valve is easily accomplished using a digital volt-ohm-meter (VOM). Listed below are the procedures to troubleshoot the AIC valves used in LH 2.2 and 2.4 fuel injection systems.

Tool Required:

Digital volt-ohm-meter P/N 02-80-719

NOTE

Resistance measurements are strongly affected by room temperature. The valve should be checked at room temperature. The engine should not be run before starting this troubleshooting sequence.

LH 2.2 AIC Valve Troubleshooting

1. Unplug the connector from the AIC valve.
2. Connect a digital VOM to the actuator terminal pins as shown in Figure 1 and check the actuator resistance.
3. If an intermittent fault is suspected, lightly tap the actuator while reading the resistance from the center pin to the two outer pins. (pins 1 and 3).
4. If the resistance is incorrect, install a new AIC valve. If the resistance is correct, proceed to the "Operational Check" procedure.

LH 2.4 AIC Valve Troubleshooting

1. Unplug the connector from the AIC valve.
2. Check the AIC valve resistance by connecting a digital VOM across the terminals (Figure 2). The resistance should be 7 ohms \pm 5.



Digital volt-ohm-meter



PINS	Ohms (70°F)
Pins 1 & 2	20 \pm 2
Pins 2 & 3	20 \pm 2
Pins 1 & 3	40 \pm 4

Figure 1. LH 2.2 AIC valve terminals and valve resistance specifications.

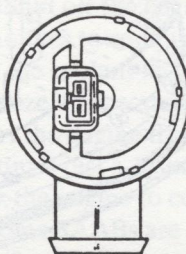


Figure 2. LH 2.4 AIC valve terminals.

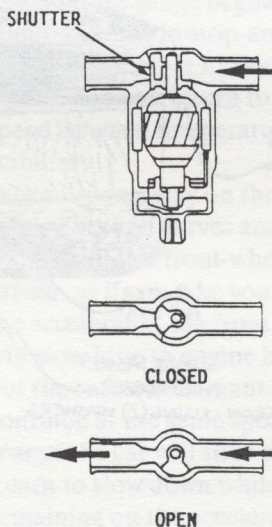


Figure 3. AIC valve cutaway.

3. If the resistance is out of specification, install a new AIC valve. If the resistance is within spec, continue with step 4.
4. Perform the component and signal testing procedure in Service Manual Section 0 "News". The valve should audibly open and close during the component test cycle. If the valve does not operate properly install a new valve.
5. As with the LH 2.2 AIC valve troubleshooting, you can plug the suspect valve into a normally operating LH 2.4 vehicle for a simple operational check (see "Operational Check").

Operational Check for LH 2.2 or LH 2.4

1. Remove the suspect AIC valve (see Service Manual).
2. Start with a normally functioning car with the appropriate fuel injection system and allow it to idle.
3. Unplug the connector from the AIC valve of the idling car.
4. Plug the suspect AIC valve into the harness connector of the idling test car. Do not connect the air hoses to the suspect AIC valve.
5. The valve should vibrate noticeably and the valve shutter should increase the port opening (Figure 3) as you slow the engine speed by unplugging an injector wire or cycling the AC. If the shutter binds and does not operate smoothly throughout its travel, the valve is faulty.
6. Turn off the engine. Unplug the suspect valve. Reconnect the harness connector to the test car's AIC valve.
7. If the suspect valve did not operate properly replace it with a new valve. (see Service Manual).

ACCESSORIES

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TECHNICAL TALK

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Dam It!

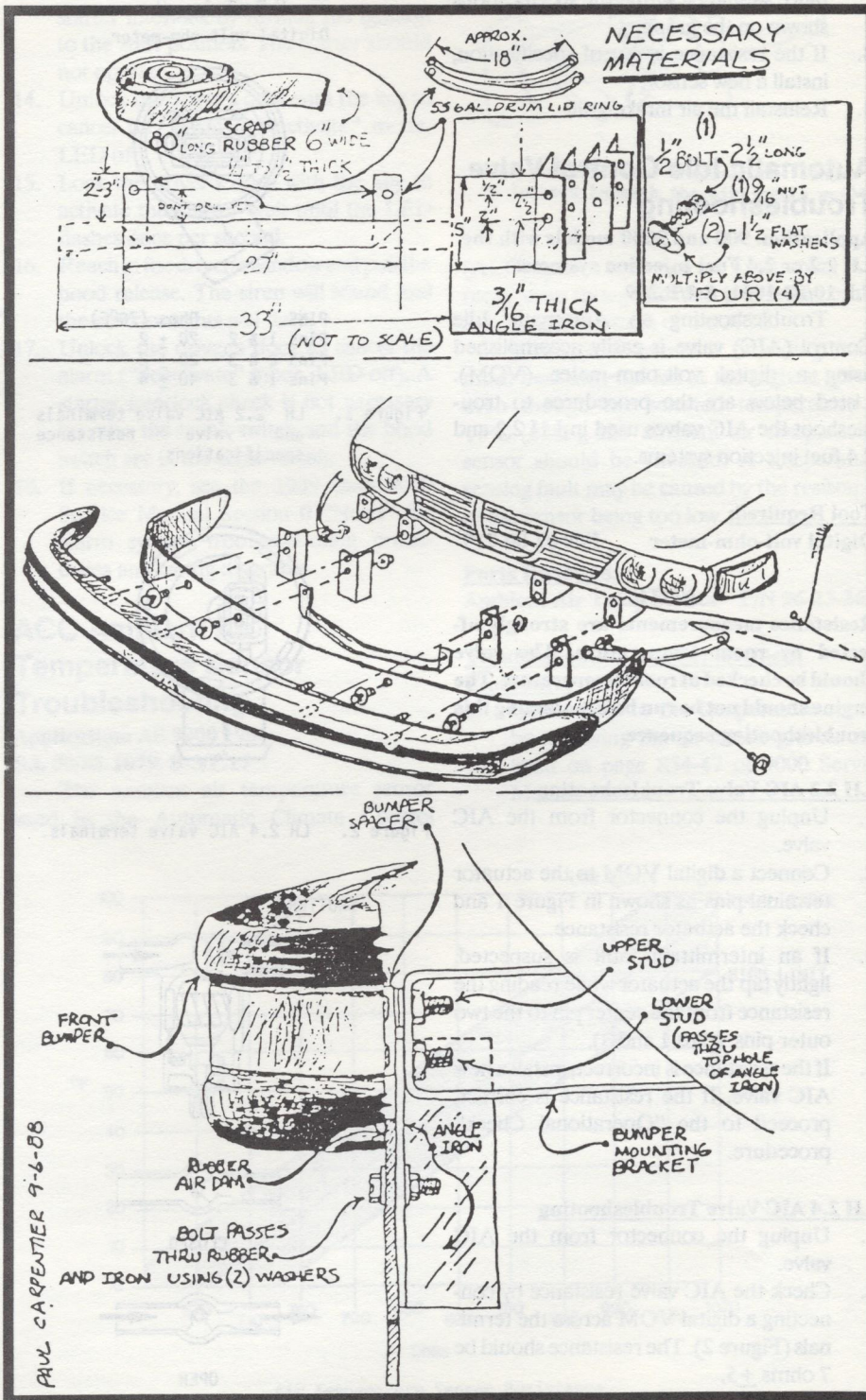
My '74 Wagonback recently went to Gesch's body shop for a re-paint. Upon getting it back and putting all of the ancillaries on the exterior, for some reason the car just didn't look complete. Seeing as how on the outside my SAAB resembles a '78 Turbo, it didn't take a die-hard troll-head to see what was missing. The front Air Dam (or Damn, for those of us who know what one costs!)

I couldn't justify blowing 300 bucks for something that I'll probably wind up smashing into little pieces on Friess Lake some below-zero day. So, after visiting a couple of rubber-goods wholesalers I found some scrap rubber 6 inches wide, 3/8" thick and long enough to wrap around the front clip.

Cost? Zip! Same with the brackets I made. Some old angle iron and a ring from a 55-gallon drum lid, cut into sections. If done properly, you can shape the end and center sections to form to the curves and point of the bumper for a stock look.

The following instructions are relatively self-explanatory. The main thing to remember is not to drill holes in the rubber, side brackets, or the actual body until all of the angle irons are installed. This ensures proper alignment. The same with trimming the edges of the spoiler itself. Wait until it's mounted, then draw a line with a pencil where it needs to be cut, lay flat and cut with a razor knife. Also, stainless bolts and nuts are recommended so as not to develop rust spots on the rubber.

Paul Carpentier
from The SAAB SPORT
Milwaukee SAAB Club



PAUL CARPENTIER 9-6-88

Tips for a Healthy SAAB

1. Take care with the key. It is easily bent if forced. Use finesse with the ignition and door locks. Try to avoid spilling anything into the ignition keyhole.
2. **To start the car:**
Cold engine (first start in a.m.): Do not depress the gas pedal. Turn the key to start. Press the gas pedal only after the engine has caught. On cold mornings, turn the key 5 or 6 times on and off without going to start. This gets the fuel pump going. [This also activates the Cold Start Valve which sprays extra fuel into the intake manifold.]
Warm engine: Depress gas pedal half-way. Turn key to start.
3. Clear snow from hood of car before beginning to drive. Defroster draws air from vents in the hood. Moisture from snow drawn in collects inside the heater and can cause odor and/or damage.
4. To place transmission in reverse, put shift lever into 2nd or 3rd gear first. It will be noticeably easier to then go into reverse.
5. Always shut off windshield wipers before turning off the car. If the wipers are left on, or are shut off after the engine, they will move when the car is restarted. This is a problem on snowy or sleeting days when they become frozen to the windshield. Also on those days, break the wiper blades free before turning on the wipers [to avoid burning out the wiper motor].
6. Keep the gas tank between 1/2 and FULL rather than waiting until nearly EMPTY. The fuel pump is cooled [and lubricated] by the gasoline in the tank.
Do not use brands of gas which contain Methanol. Methanol breaks down the plastic parts used in the SAAB fuel system. [NOTE: "HEET" and many other fuel line de-icers are primarily methanol. Use Isopropyl de-icers if necessary in the fuel system.]
7. Check oil and coolant levels once per week. Choose a certain day of the week and check the fluids before starting the car for the day. Report significant or repetitious losses to your mechanic.
 Always add coolant to a **cold engine**. If the engine has been run at all in the last 12 hours, start the engine before adding coolant. The cylinder head is aluminum and will crack if cold fluid is added to a hot engine.
8. When driving, do not downshift to slow the car. Slow the car with the brakes, then move the shifter through the gears to the appropriate gear for the speed you are traveling.
9. **Never** allow a SAAB to run in the red zone of the temperature gauge. A 15-minute delay rarely costs as much as a cracked cylinder head. Shut off the engine, allow a few minutes to cool, then carefully check the coolant level. Add antifreeze if necessary (Remember to start the engine first!) or sometimes just a 15-minute rest allows the engine to cool.
 Some SAABs are equipped with a fan override, or "city switch". It is usually the "EXTRA" switch next to the headlights. Turn it on when the temperature gauge begins to climb, or when in stop-and-go traffic. Remember to shut it off again when you return to high speed or when temperature stabilizes.
10. When driving, stay on the accelerator through curves and wet/icy spots. SAAB is front-wheel-driven, so if you take your foot off the accelerator, the front wheels will slow [due to engine braking], but the rear wheels want to continue at the same speed, so the rear of the car will slide around. Learn to slow down while actually remaining on the accelerator. In snow, you may have to proceed

more slowly in a lower gear until you are used to the feel of it. Practice in an empty parking lot.

11. Turbocharged models: Always allow the car to idle for 2 minutes before shutting off the engine.
12. Take care when backing into a parking spot. Tailpipe hangs low and is easily crunched.
13. **Do not use "Stop Leak"** in the radiator.

(From a handout given to all new SAAB service customers)

Nicholas Pellegrino
Foreign Motor Repair
Ithaca, NY

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Prolonging the Useful Life of a Car Battery - Part 2

The electrolyte in a battery is sulfuric acid at a concentration about mid-way between the dilute and concentrated acids which you may have met when at school. As such, you have to take care when handling it. The one thing you must never do is get the acid in contact with your eyes. Don't peer into a cell if you are charging the battery with the caps off, the spray from the fizzing can get into your eyes and will cause permanent damage if it does. Remember that the gases given off during charging constitute an explosive mixture -- if they are as much as sparked by even static electricity, the explosion which occurs can splash acid out of the battery all over your face. If you think that there is ever any possibility of the acid getting into your eyes, then wear goggles whilst you work close to, or with, your battery or its acid.

Battery acid spilled on you or your clothes will cause burns if left for very long. The treatment for acid spillages wherever they occur is always the same -- wash down with large amounts of cold water.

Beware of where you keep old or new batteries -- think of what could happen if one were to fall off a high shelf, split, and deposit acid all over the garage and you. If you store battery acid, do so only in glass or thick polythene screw-topped containers, leaving a space for air at the top. Label the containers permanently, keep them out of the reach of children, and store where they can't fall, and nothing can fall upon them. All this should apply to batteries too.

By far the most common problem which people see to encounter is what to do with a battery during a period of inactivity; or if is superfluous to needs, what needs to be done to store it for future use. If you can't get into the habit of charging it regularly and often, it must be stored dry and the following

procedure can be adopted:

Firstly, the electrolyte must be carefully removed from the battery. The simplest way of removing it is to take off the cell caps, turn the battery on its side with the terminals upmost, and then completely upside down over a polythene bowl. Never do this over a metal container -- the acid may react with it. The battery also still works at this stage and any dead short across the terminals may well burn a hole through the container.

The electrolyte will probably be re-usable, even if it looks dirty, so if it is caught in a bowl it can be kept for future use. An average sized battery contains about 1½ litres (3 to 3½ pints) of electrolyte which should be stored as described above.

After the battery has been emptied, it should be washed out with copious amounts of cold water. Don't stint on this, keep filling and tipping out until the last trace of sediment emerges. If you don't remove all of the acid at this stage, it will cling to the plates and coat them with lead sulfate, leading to all the familiar problems associated with sulfating. Store the battery on its side with the cell caps removed.

When the battery is to be used again, the electrolyte can simply be poured straight back in, followed by a recharge. Before that, the plates can be cleaned of any sulfate deposits which may have built up during its working life by using the chemical "tetrasodium EDTA" which I mentioned in my previous article (See NINES, July 1987, and related article in Aug/Sept, 1987 issue). Divide about a third of a tablespoon of the powder between each cell, and then top up with warm water. EDTA works slowly in battery acid, but extremely quickly in neutral or alkaline solutions, so only leave the EDTA solution in the battery for an hour or so, shaking it occasionally, and then remove and wash out well with water. After the EDTA treatment, put the electrolyte back in and recharge. If you are short of electrolyte (you

shouldn't be if it was drained properly), get a little from your local battery supplier.

Batteries which are completely dead, or more commonly have one dead cell, can often be rescued, depending on how and why they failed. Checking the voltage may not tell you very much -- a reading in the range of 13 to 14 volts is nearly always obtained. Testing the specific gravity with a hydrometer can also be misleading, different manufacturers use slightly differing acid concentrations and so interpreting readings can be a problem. As a rough and ready guide, a battery which suddenly and spectacularly failed, or fails to start a car after a long static charge, might as well be thrown away. Those most likely to be resurrected are ones which were in good condition, but have stood neglected for some time. These need the electrolyte removed and a treatment with EDTA as described above. In one albeit spectacular case, someone recently returned to use a battery which was 14 years old and had laid out of use for 10 years!

Distilled water is not strictly necessary for topping-up, and it certainly isn't worth the cost if you have to buy it. You can collect the frost that forms in a refrigerator or freezer due to condensation of water vapor in the air and use that. Failing that, you can use tap water which has been boiled and allowed to cool, but it is better to prepare yourself a topping-up solution.

To do this, put a very small amount of the tetrasodium salt of EDTA in a jug and add some hot water, allow it to cool, and carefully decant the water off, leaving behind any sediment which might fall to the bottom. Preparing yourself a topping-up solution like this is far more economical than continually buying distilled water for batteries, and has the advantage over distilled water in that the solution you are adding has something in it to prevent sulfation of battery plates.

Finally, I am very happy to try and answer any queries which you may have about batteries, but please include an international reply coupon for a reply by surface mail, or a \$1 bill to cover postage for a quick reply by air mail.

K. L. Martin, B.Sc.
19 Brookmead
Meppershall, Shefford
Bedfordshire SG17 5SA
Great Britain

Tires - Eagle GTs

I am the proud owner of a 1986 black 900 Turbo 16-valve. I replaced the original equipment Pirelli P-6s at 26,000 miles with Goodyear Eagle GTs in the same size (195/65HR-15).

The Goodyears were about 10% cheaper than the Pirellis and I find them to be a much better match for the characteristics of the 900 Turbo. The P6s were marginally better in dry weather handling than the Eagles, but given the tallness of the 900 and its inherent body roll, this is hardly a noticeable loss. More importantly, the GTs are quieter than the P6s and provide significantly better handling in the rain and snow. The P6s were quite poor in the bad weather, and given the inherently good characteristics of SAABs in bad weather this seemed to be a poor choice by Saab. The Eagle GT+4s might improve the bad weather handling over the GTs, but at a cost -- higher purchase price and shorter lifetime.

The gas mileage with the GTs is the same or slightly better than the P6s, and only time will tell concerning their longevity. However, their reputation would indicate that the Eagle GTs should last as long or longer than the P6s.

I think Saab should use the Goodyear Eagle GTs as factory installed tires on the 900 Turbo. Some Saab mechanics that I have talked to have rejected the GTs just because they are American tires. This is a point that they should reconsider, after all,

other European manufacturers do use the Eagle GTs as original equipment.

Lloyd Trenish
Potomac, MD

[As of December, 1987, the Goodyear GT (size 185/65 R15T) is one of the factory installed tires on the 900, 900S and 9000S, but apparently not the Turbo models. See NINES, Feb. '88, page 5. - TW]

Broken Exhaust Fix

While on holiday this summer, my wife's 1985 900 Turbo developed an ominous rattle that sounded like a loose exhaust pipe. Reaching under the car with a broom handle and pressing against the pipe under the front seats eliminated the rattle, underscoring the fact that it was a loose pipe. Further investigation revealed a broken exhaust pipe bracket directly under the junction of the right front transaxle with the transmission.

After walking the aisles at the local hardware store for a solution, I purchased a pair of 8"x1 1/2" stainless steel mending plates and bolted them on either side of the broken bracket, spanning the crack (see diagram below). Luckily the pre-drilled holes in the mending plates matched the existing holes in the bracket. (Did Saab plan ahead for a temporary repair of this nature, as it seems these brackets don't last long on any of our Saabs?) If

the holes didn't match it would be easy to drill the appropriate ones in the plate to match the ones in the bracket.

500 miles later it's still holding up just fine.

George Marzelli
Bryn Mawr, PA

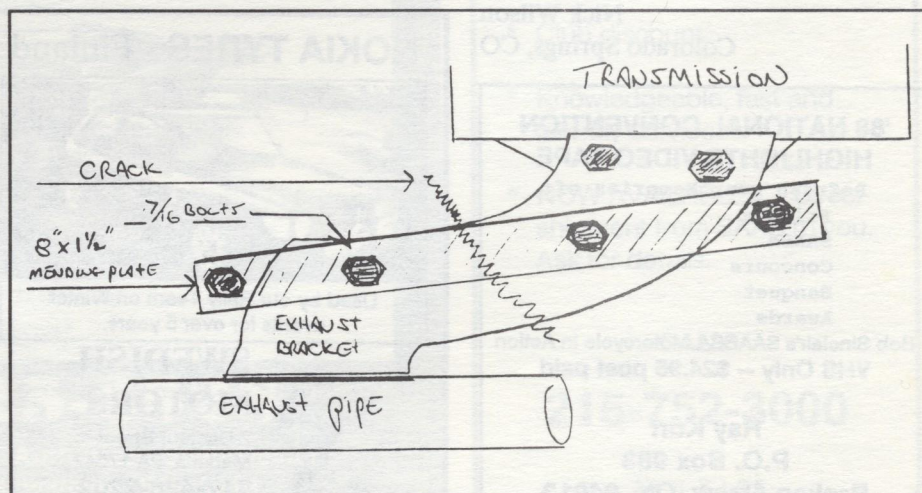
Turbo Rebuilding

A couple of years ago I was ready to sell my '81 900T before I met Marshall Pruett, owner of Park Road SAAB in Burlingame, CA. Marshall recommended I join the SAAB Club. Since then, between the SAAB Club newsletter and Marshall, my car runs good and I am able to do a few of the projects myself. Thank you SAAB Club. Thank you Marshall.

In the October 1988 newsletter, Mr. Paul Larsen suggests a turbo rebuild kit from Turbo City. I believe that purchase would be a waste of \$102 for most members. A better value would be to buy a "cartridge" from Turbo City or a "Turbo shop" if you can find one in your yellow pages. Cartridges are the moving parts mounted on the bearing part. A rebuilt turbo costs about \$125 more than a rebuilt cartridge. I found my turbo easy to replace.

If you need a turbo, a Turbo City catalog is only \$3.

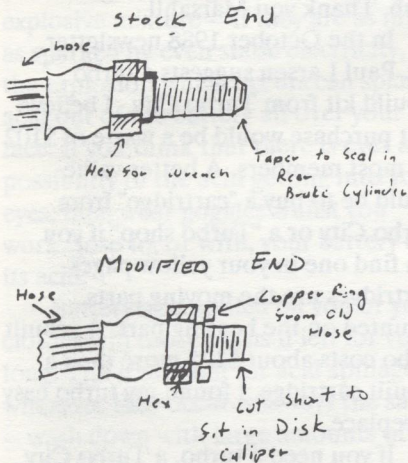
Charles Sayle
San Mateo, CA



Sonett Brake Hoses

I replaced the brake hoses, front and rear, on my '74 Sonett III. I could not get the front hoses through the local import parts stores and SAAB wanted an arm, a leg and a long wait.

A close examination of the rear hoses showed them to be the same length as the front, with the same thread on the ends, but the ends were formed differently, with a taper. The fronts are cut square and seal against the brake caliper with a copper ring. The old copper ring fit on the fitting for the new rear hose, so I cut the fittings short to allow the ring to seat against the hex shaped shoulder.



Thus two sets of rear hoses and some hacksaw and filing work saved the day. This may not work with all brands of hose, but the ones I got at BAP/GEON worked fine.

Nick Wilson
Colorado Springs, CO

Shrinking Window Seals

A common problem I hear from owners of old Saabs is that the side window seals tend to shrink. I encountered the same problem on my '72 99. Before winter winds set in, I wanted to take care of the problem.

I first checked into buying new seals, but found the prices a little out of line. (Can anyone explain why one rear side window seal is more expensive than the other?) After I thought about it, I decided the new seals would probably end up shrinking as well.

The alternative was to find a used seal that had already shrunk, and only use parts of it.

Cut apart the existing seal at the bottom with a fine tooth razor saw. The seals are stiffened internally by a series of aluminum ribs. Depending on where one begins the cut determines the difficulty of cutting the seal. If the cut lands in the middle of a rib, it takes a little longer, but is not overly difficult. If the saw lands between two ribs, the cutting goes quickly. Unfortunately, this is something that cannot be determined before cutting.

After making the cut, if a rib is sticking out, pull it out with a needle nose pliers. The ribs are only 1/16" in

width with 1/32" gaps in between. They are attached together at the very bottom.

Next, use a small Dremel-style drill with a grinding tool to square up the ends of the cut.

Apply black silicone sealer on the corners of the existing seal and press them back into their original position around the window.

Measure the gap created by the slack being taken up. The gaps on my car were between 1" and 3". Cut the same length from the used seal, again squaring up the ends.

Install the piece into the gap using black silicone sealer as an adhesive. Wipe up any excess sealer.

The job looks good and is hard to detect where the cuts are except by close examination. This method allows you to cut up only one seal to fix both rear side windows, maybe use the same piece to repair several cars.

I was able to use the same seal to repair the door seals, but it takes a little more work to get the seals to match. A simpler method would have been to buy a used door seal and repeat the procedure outlined above.

Lee Beck
Ft. Wayne, IN

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Rear Fog Lights on 900s

Since 1980, SAAB has had fog lights in the rear of their cars for the European market. These lights are very bright tail lights and are to keep you from getting rear-ended in fog or heavy snow. When they are not in use, or when they are not hooked up, as in cars for the U.S. market, these extra lights are additional brake lights.

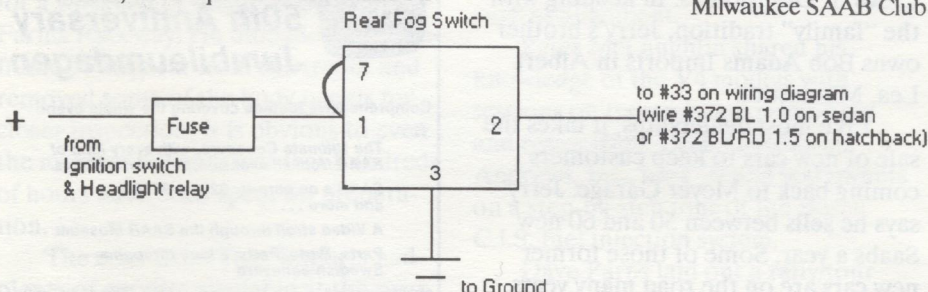
SAABs built since 1983 or so have universal wiring harnesses, so much of the work that I went through to hook up the rear fogs will not be necessary on later cars. A standard fog light switch will do, but the preferred lens is red instead of green, as is normal for fog light switches. It seems the usual location is the blank just below the headlight switch, though I used the one on the right next to the steering wheel, thus all the switches for the rear of the car (defroster, flashers, etc.) are on the right.

Next, you must find the red wire that powers the brake lights in the hatch of 3 and 5-door cars, or its equivalent in sedans. On

hatchback cars, the easiest place to find the wire is above the left rear wheel where the harness splits off to the tailgate. Splice into this and run the wire with the wiring harness down the center of the car and up to the switch. You must then provide a ground for the switch and a hot wire from the correct fuse. The actual location changed over the years, but the fuse is labeled. The best way to run this wire is through the side of the firewall right into the fuse block's container. The final wire is from the instrument panel lights and can be jumped off of the green wire from the lights that illuminate the heater switches.

The rear fogs will now work when you have your ignition on and at least the parking lights on also. Please remember to not use them in clear or rainy weather, as these lights are very bright and are bothersome to other drivers when there is nothing in the air to filter it down.

Ian Simpson
from THE SAAB SPORT
Milwaukee SAAB Club



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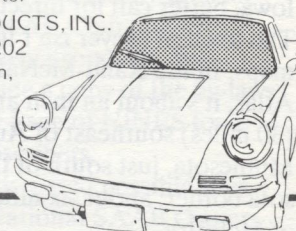
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Putting Meyer on the Map

If you're planning a visit to Meyer, Iowa, better call for directions first. The town of Meyer isn't listed on most maps. In the Rand-McNally Road Atlas, it's about an inch and a quarter (30 miles) southeast of Austin, Minnesota, just south of the Minnesota border; about six miles northwest of McIntire.

With a population of 41, it isn't likely that most folks would consider it a place worth finding. There's a church and four businesses: an electrician, small engine repair shop, grocery store, and a SAAB dealership. To a SAAB owner, "The Oldest SAAB Dealership in Iowa" is well worth the search.

Owner Jerry Adams started with SAAB as a mechanic in a Minneapolis dealership. He talked his father into turning the hometown Meyer Garage into a SAAB dealership in 1962, and bought him out 10 years later.

Today, Meyer Garage employs three full-time mechanics, including Jerry's cousin Hubert Adams, a Saab Master Mechanic with 24 years experience as a SAAB wrench. Jerry's son Marty is also a mechanic, while another son, Chris, does body work. With the low overhead of doing

business in a small town, the shop rate at Meyer Garage is only \$24/hour, about half the rate charged in the Twin Cities or Des Moines. In keeping with the "family" tradition, Jerry's brother owns Bob Adams Imports in Albert Lea, Minnesota.

Like most dealerships, it takes the sale of new cars to keep customers coming back to Meyer Garage. Jerry says he sells between 50 and 60 new Saabs a year. Some of those former new cars are on the road many years later, and Meyer Garage still has new two-stroke and V4 parts on the shelves to keep them running. If a new part isn't available, there's a whole back room full of used parts to draw from.

Jerry purchased used one of the first batch of 1956 SAAB 93s imported into the U.S. He parked it on the second floor of a cow barn, hoping to restore it someday. Unfortunately, the acids in the air from bovine waste condensed on the underside of the car and rapidly ate away the floor pan. Jerry moved the car to a safer location, but didn't have the time to work on it.

A few years ago, son Chris asked if he could do the restoration. Jerry got on the phone to Saab's parts warehouse and ordered a floorpan for the car V.O.R. (Vehicle Off Road). The last one in inventory was delivered a couple of days later. Chris brought the

completed 93 to the Tulsa convention in '87 where it won the People's Choice Award.

For its small size, Meyer Garage gets a fair amount of media coverage. In the past couple of years, Jerry's dealership has been written up in the Rochester, Minnesota, *Post-Bulletin*, the Des Moines *Register*, and *Minnesota Monthly*, the magazine of Minnesota Public Radio.

By some nebulous big-city standard, Meyer Garage would be considered small. SAAB owners in the know wouldn't want it any other way.

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The Meet That Made Milwaukee Famous

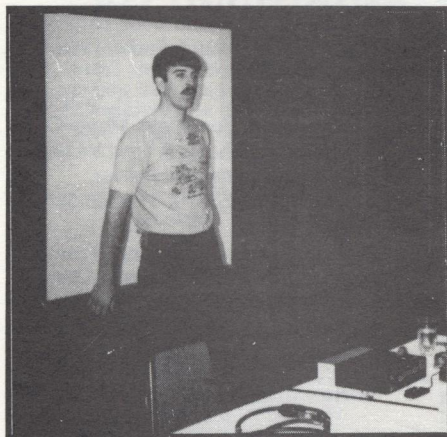
It was only supposed to be a Midwest gathering, but the die hard SAABers showed up from as far away as Maryland, New York, Tennessee and Oklahoma. Of course the majority of attendees only had to travel a few hours, but it was still a good day's drive for those from Minnesota, Iowa and Michigan. About a hundred in all, just about right to meet nearly everyone and have a chance to discuss SAABs.

Milwaukee is the home of a couple of more active SAAB related businesses, Jack Safro's Tosa Imports, a Saab dealership, and one of the better known SAAB independent shops, Gesch Enterprise.

Larry Gesch stopped by on Friday evening as he was preparing to leave for a weekend of racing at Blackhawk Farms Raceway. He unloaded his tube-frame 99 race car from the trailer and removed some of the body panels for closer inspection. It is obvious to even the most casual observer that hundreds of hours have been spent on preparation.

The crew from Tosa Imports had plenty of goodies available at the swap meet, and were kept busy most of Saturday morning as Saab owners helped reduce the dealership's inventory. They were quite pleased with the response, and had a good time as well.

Tech sessions were well attended, and well presented. Saab-Scania sent



Don Andrews gave a tech session on CIS fuel injection



Rally checkpoint on Milwaukee's waterfront.

their crack service reps from the Chicago office, Red Rambow and Harold Root, who gave underhood tours of the 900 and 9000, and discussed some common service areas such as alignment.

Peter McLaughlin shared his knowledge of the V4 models with sessions on transmission rebuilding and restoration. Don Andrews of Andrews, Inc., took 99 and 900 owners on a step-by-step tour of the Bosch C.I.S. fuel injection system.

Dave Parps laid out a rally/tour utilizing some of Milwaukee's parkways and the waterfront. Saturday afternoon's weather was about perfect for outside activity, with lots of sunshine and the fall colors at their peak. The rally included a stop at the Miller Brewery for a guided tour. Joan and Phil Oswald of Cloquet, Minnesota, placed first among the twenty-plus cars entered in their '81 900. Those who didn't run the rally had the alternative of spending the afternoon at the Milwaukee County Zoo.

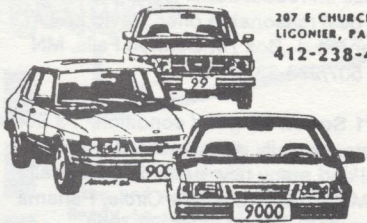
Since it was October in Milwaukee, the Saturday evening meal was an Oktoberfest Buffet. It was a wonderful change from most banquet food, and our thanks go to the kitchen at the Holiday Inn for their efforts. The Milwaukee Club provided beer mugs for everyone, and handed out plenty of door prizes (I won a much needed set of wiper blades!). The rest of the

evening was unplanned, but most folks stuck around and visited until the wee hours.

After a couple more tech sessions on Sunday, several of those who have been involved in drafting by-laws for the national SAAB Club met to discuss some new proposals. We expect to include a copy of the by-laws in the January issue of NINES for a vote by all subscribers.

We also discussed possible sites for the 1989 National SAAB Owners Convention. It is still up for grabs. See this month's "From the Backside" for more thoughts on an '89 Convention.

Tim Winker



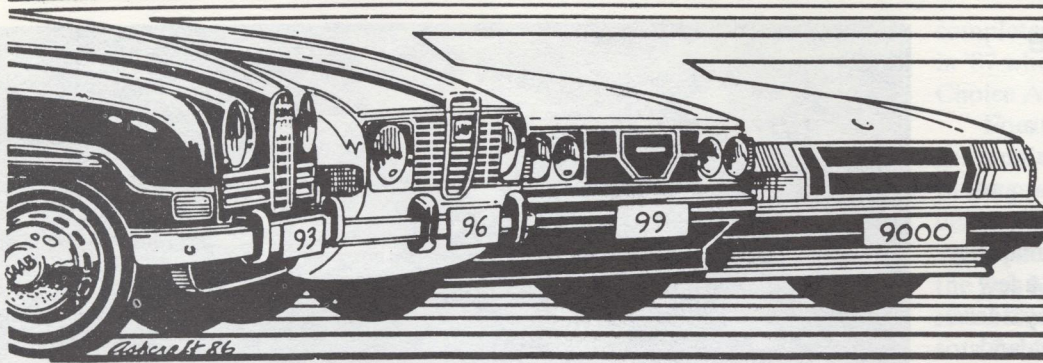
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Ads offering parts or SAABs for sale or wanted are available to members and non-members. Ads are limited to 25 words, plus name address and phone number. Ad copy will be abbreviated and excess words deleted where possible. Enclose sufficient funds with your ad, we **do not** bill. No ads will be taken by phone. The Classified Ad rate is as follows:

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

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

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

2-Stroke & V-4 Parts For Sale

'96 body parts, ignition, carbs & kits, transmissions, pads, shocks, clutches, hydraulics, hubcaps, exhaust, filters, heads, Deluxe dash, A/C unit, etc. Send SASE for list. Charles Dodson, 7 Wainwright Ave, Annapolis, MD 21403. 301/267-9245.

Aluminum rear window louver for Sonett III. Exc Cond. \$75 + shpg. Steve Anderson, 2521 Payne Rd, Des Moines, IA 50310. 515/255-2433 eves.

Parting out '63 95, running green engine behind radiator. Many good parts: doors, glass, rear chrome, trunk seats, more! Nick Wilson, 520 N Hancock Ave, Colorado Springs, CO 80903. 719/473-6935 evenings & weekends.

V4 Performance Parts: F4 Isky Cam, 28/36 DCD Weber carb & linkage, 2-bbl intake manifold, K&N air cleaner, dual valve springs, steel balance shaft gear, plus hardware, etc. All for \$425 including shpg. Carl Nielsen, 867 School Rd, McKinleyville, CA 95521. 707/839-2745.

Set of 4 SAAB Sport wheel beauty rings. New, still in factory wrapper. \$50 incl shpg. Carl Nielsen, 867 School Rd, McKinleyville, CA 95521. 707/839-2745.

'68 96 mechanical and body parts. Tom Brain, 2113 SW 342nd, Federal Way, WA 98023. 206/874-1586.

'96 parts: hood, doors, etc. Monte Carlo dash w/tachometer, wheels & tires, V4 engine & parts of transmissions. Will deliver. P. J. Favorite, Pittsburgh, PA 412/885-5859.

'73 Sonett parts, Arizona car. Front end damage. All for \$700 or will part out. Jesse Madole, 1037 E King St, Tucson, AZ 85719. 602/888-8416.

Sonetts For Sale

'74 Sonett III, good original yellow body, no rust, never wrecked, driven daily, many new parts this year. \$2000. Nick Wilson, 520 N. Hancock Ave., Colorado Springs, CO 80903. 719/473-6935 eves & wknds.

'74 Sonett III, damaged front end. Very few miles on rebuilt trans. Good parts car! Will sell for best reasonable offer. David L. Johnson, Rt. 1, Box 74, Cannon Falls, MN 55009. 507/263-3354.

'71 Sonett III, good condition, '73 Sonett complete, partially disassembled. Factory manual and many new parts. \$1800 for all. Ralph McDonald, 1051 Bay Circle, Panama City Beach, FL 32407. 904/235-7954.

93s, 95s & 96s For Sale

'71 96, good interior, lots of rust. Ran when garaged in Fall '87, needs fuel/exhaust work. Three 96 and one early 99 seats. \$450. Derek Trelstad, 35 Westcott Rd., Princeton, NJ 08540. 718/761-3658 eves.

'68 96-V4 Deluxe, rebuilt engine, new front brakes, snow tires on front, extra grille, extra rear brake pads. \$1,100 or offer. Wendy Weeks, 8343 Walnut Rd NE, Olympia, WA 98506. 206/491-4809.

'68 96 Deluxe, plus engines, transmissions, and various other 95/96 parts. Best offer over \$500 takes it all, or will sell car and parts separately. Gil Weinkauf, 1296 Hwy C, Grafton, WI. 53024. 414/377-3564 between 10:00 & 10:30pm CST.

'66 95 Wagon, 2-stroke, California car, includes spare engine & block. Sonett III mags, wood Monte Carlo steering wheel, spare M/C dash, later model seats. Drive it home! \$1000. Steve Anderson, 2521 Payne Rd, Des Moines, IA 50310. 515/255-2433 eves.

'64 95, good body, minor rust, stored inside. \$650. Roger Haines, 309 Crestline Dr, Bettendorf, IA 52722. 319/359-8113.

'63 96, 2-stroke, engine runs. Restorable or parts, some rust. Located in Ada, Ohio. \$200. Steven Hindall, Worthington, OH. 614/431-0138.

'62 96, 44k miles, runs well, fairly original. w/2 spare engines, M/C front seats, radials, rblt starter, 2 new spare front fenders, spare hood, and rebuilt water pump. \$300. Steve Anderson, 2521 Payne Rd, Des Moines, IA 50310. 515/255-2433 eves.

99s & 900s For Sale

'87 900 Turbo, "Limited SPG model" loaded, leather interior, power sun roof, 19k miles, showroom condition, one owner. \$18,300. John Gleason, PO Box 3153, Scranton, PA 18505. 717/457-2673.

'82 900, 4dr, white w/tri-color blue pinstripes. Lt. blue cloth interior. New 5-spd & clutch, new Pirellis, tuneup, exhaust. Runs & drives like new. \$3100 obo. Must sell. Sean Wallace, Westland, MI 313/595-3408.

'78 99 Turbo, new Imron, extra Incas, fresh turbo, needs trans, \$1230. Also '77 99GL, nice paint, good trans, 2 engines, parts galore. \$930. Gregory Heinen, 206 Mark St SW, Decatur, AL 35601. 205/350-5466.

'76 99GL 4dr, 4spd, good body (from Colo.), runs good, interior needs repair. \$700. Dave Shugars, Lansing, MI 517/377-6874.

'76 99GLE, runs good. \$200. Dean Peterson, Milaca, MN. 612/983-3183.

99, 900 & 9000

Parts & Accessories

900 Parts: F.I. computers, exhaust parts, caps, mirrors, transmissions, Auto to 4-spd conversion kit, filters, lenses, valve gaskets & guides, brake parts, factory manuals. Send SASE for list. Charles Dodson, 7 Wainwright Ave, Annapolis, MD 21403. 301/267-9245.

99 Parts: Hangers, caps, points, transmissions, Auto to 4-spd conversion kit, engine parts, bearings, pads, clutch packages, hydraulics, electrics, manuals. Send SASE for list. Charles Dodson, 7 Wainwright Ave, Annapolis, MD 21403. 301/267-9245.

Quitting SAAB repair business. A couple of boxes of new and rebuilt 99 parts must go. Clutch parts, brake pads, wheel bearings & seals, 1.7L valve springs, rebuilt distributor for carb 1.7L. Zenith carb, manifold & fuel pump for 2.0L engine. Package deal? Brian Dahlin, HC2, Box 8641, Ely, MN 55731. 218/365-5751 after 7pm or weekends.

Fuel Injection parts for '74 99 (EFI). Main ECU, gasoline pressure regulator, pressure (vacuum) sensor. \$55 +shpg for all three. Paul Larsen, 646 W Fairview #7, Arcadia, CA 91006. 818/447-2656.

'78 99 Turbo parts, ran good, rusted away - stripped, 97k mi, 4-spd, burgundy hood & driver's door in good condition. All parts available, reasonable offers. No room for storage. Todd M. Orwat, 8536 Washington, Brookfield, IL 60513.

Addco rear sway bar for 900, new in box. \$40 +shpg. Steve Anderson, 2521 Payne Rd, Des Moines, IA 50310. 515/255-2433 eves.

Parting out '72 99E: newer radiator & brakes, good interior, decent body, engine froze. Doug Swenson, MN. 612/721-2373 after 5:30pm CST.

Turbocharger for "B" engine, new Garrett unit w/gaskets, \$400. Cylinder head for B-engine Turbo, fully machined, perfect shape, w/cam, \$375. Allison optical ignition, new in box, w/free 40kV coil, \$75, offers considered. Dave Marsh, 3907 E Shannon Rd, Phoenix, AZ 85044. 602/759-0194.

Rebuilt 5-speed transmissions, used transmissions & parts, Heads, radiators, turbochargers, power steering. Complete 900 interiors, carpet sets, dashboards,. Complete drivetrains, suspensions, wheels, body parts... Michael Caro, 278 Boston Post Rd, Orange, CT 06477. 203/795-0776.

Wanted, All Models

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

Sonett III transaxle, used or rebuilt, in good condition. Also complete back glass & hatch hydraulic kit for S-III. Chris Strong, 6318 Mercury Cu, Bartlett, TN 38134. 901/377-8132.

Owners Manual for '69 95, to buy or to copy. Tom Brain, 2113 SW 342nd, Federal Way, WA 98023. 206/874-1586.

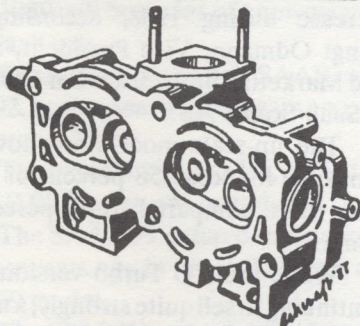
Need lug bolts for later Sonett III alloys. Randy Nelson, 4927 SW Admiral Way, Seattle, WA 98116. 206/937-0441.

Information wanted on sources for original equipment seat fabric for Sonett III. Bob Fulmer, 211 Evans Court, Mount Laurel, NJ 08054. 609/234-3853.

One new (or nearly new) Pirelli CN36, 175/70HR15 tire. Mac Steiger, 200 Jordan St, Vallejo, CA 94591. 707/553-1799.

Plastic model of '72-'74 99 as sold by Saab dealers, '73 Carolina Blue preferred. Model of '85 900 Turbo 3-door, black preferred. Rick DeMeis, 126 Powers St, Needham, MA 02192. 617/449-2176.

One SPG wheel for '85 Turbo. Steve Snyder, 2755 E 18th, Eugene, OR 97405. 503/484-7028.



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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.

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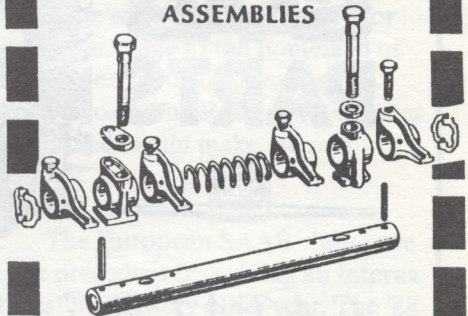
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Fuel Saving during Warmup

Those first couple of minutes after you have started your car in the morning and begun that daily trek to work can be pretty rough, both on you and your car, and even on the environment.

The heater has not yet started and your seat is cold; the car is not really up to it yet and tells you so, by running somewhat unevenly.

What you don't notice is that your car's exhaust is literally full of pollutants -- unburned hydrocarbons, carbon monoxide and nitrogen oxides.

According to expert's at Saab-Scania AB, the first couple of minutes of driving with a cold engine are responsible for a great portion of all of the pollutants a car emits during its entire driving cycle.

But with the introduction of its *Climate Adjusted Emissions Control System*, Saab has been able to considerably reduce the amount of pollutants emitted

during those cold starts -- and effect some savings in fuel consumption.

What Saab has done to accomplish this is to recalibrate the car's exhaust emissions control system to make it closer match the temperatures normally encountered during those high-polluting drives.

Earlier all Saabs were calibrated -- like all other cars sold in the U.S. -- to meet the government's standards. These standards were established many years ago, and based on a median ambient temperature of 68°F. It was when American exhaust emissions systems were introduced for use in Sweden, Saab experts decided to calibrate the system for the average temperature encountered by Swedish drivers -- about 40°F.

"By allowing the car's oxygen sensor to begin functioning sooner after the car was started and in combination with computer controls, we are able to reduce the emissions over a much broader spectrum of operating conditions without loss of driveability", explains a Saab

spokesman. "This is one more step in the utilization of the flexibilities of computer controlled fuel injection systems. Further developments in this area can be expected in the future."

All Saabs sold in the United States are now equipped with the Climate Adjusted Emissions Control.

While this system provides for reduced emissions in most parts of the country, the greatest reductions are realized in colder climates, and seasons, when temperatures are 40°F or lower. Under such conditions, reductions of 50 percent for unburned hydrocarbons and 20 percent for carbon monoxide and nitrogen oxides, are being realized. One additional advantage is a two to three percent reduction in fuel consumption under these conditions.

Sales Surge in Up-Scale Saabs

NYKOPING, Sweden -- Worldwide sales of the up-scale Saabs, the 9000 and 900 Turbo, have experienced a dramatic increase during 1988, according to Bengt Odman, Vice President, Sales and Marketing of the Saab Car Division of Saab-Scania AB.

The up-scale models are now responsible for some 58 percent of total Saab sales, compared to 47 percent a year ago.

While the 900 Turbo versions are continuing to sell quite strongly, a major portion of the increase has been in the Saab 9000 line, which now includes the 9000CD four-door sedan. According to Mr. Odman, sales of the 9000 increased by 26 percent during the first eight months of 1988, to a total of 32,700 units.

Saab sales in the major European markets; France, Italy, Great Britain and West Germany, have risen by some eight percent this year. Other markets where Saab sales are showing strong increases are Australia, Japan, Hong Kong and Taiwan. Odman also noted that a new market for Saab is South Korea, where a distributor has just been appointed.

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FROM THE BACKSIDE

1989 will be a year of anniversaries for Saab cars.

Production of the first SAAB car, the 92, began nearly forty years ago, in December 1949.

Thirty years ago, in May, 1959, the SAAB 95 Wagon was introduced.

The SAAB 99 entered the market twenty years ago in the Fall of 1968 as a 1969 model.

The 900 followed ten years later, introduced in 1978 as a '79 model.

Five years ago, in May, 1984, the SAAB 9000 Turbo was unveiled. It went on sale in Europe late that year.

With all of these anniversaries to celebrate, plus the birth of the National SAAB Club, it is unfortunate that there may not be a National SAAB Owners Convention in 1989.

Part of the problem is that there is a limited number of regional clubs, and some of the larger ones have put on conventions in the past few years. Members in the western U.S. would like to see a convention closer to their region, but there are only five clubs

west of the Mississippi: Tulsa, Phoenix, Minnesota (Minneapolis/St. Paul area), Washington state and Southern California. The Tulsa bunch put on a great convention in '87. I haven't heard much from Phoenix, so don't know how organized they may be. Southern California, Minnesota and Washington State are loosely structured clubs that hold meetings, picnics or tech sessions whenever someone offers to organize the event.

What does it take to hold a convention? About half a dozen folks willing to take some responsibility, plus another handful willing to help during the convention weekend. With so many hotels, resorts, and colleges vying for conventions and conferences (we get a couple of requests for our convention business every month) it's pretty much a matter of filling the blanks in the paperwork, then lining up experts to put on tech sessions.

So why couldn't a small group get together and put on the '89 Convention. Despite there being no organized club, some areas of the country that have been discussed are: Colorado, Northern California, Las Vegas or Reno. A Canadian Convention is also a possibility -- this is the SAAB Club of North America after all.

I may be oversimplifying it, but I'm sure Pat Bolmeyer (Delaware), Jim Glavas (Tulsa), Teresa Baxter (Atlanta), or Ian Simpson (Milwaukee) can give you a better idea of what it takes. If you're interested, contact me by phone or letter.

To let you know that I am not just passing the buck, I have looked into putting on a convention in Duluth, but will hold off for a couple of years until I can round up some assistants.

Speaking of anniversaries and celebrations, the 1987 Saab-Scania Annual Report features three pages on last year's SAAB 50th Jubilee festivities. It also states, "Saab-Scania's Jubilee activities will continue in 1991 when Scania celebrates its 100th Jubilee." Let's get all the International SAAB Clubs together again in Trollhattan, only make it several days, not just a weekend. Start saving for your pilgrimage to the homeland of our chosen mode of transport. (A week prior to the Rally of 1000 Lakes in Finland would make me real happy!)

The European SAAB clubs have set a precedent by holding an International Meet every other year. The '88 Meet was in Great Britain, but was the same weekend as our convention in Delaware. (Our European Correspondent, Tom Remedios, sent an article and several photos on the British meet which arrived just as this issue was wrapping up. Look for it next month.) Is there a group interested in putting on such a meet in the U.S.?

Til next month.

Tim Winker, Editor

NINES

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