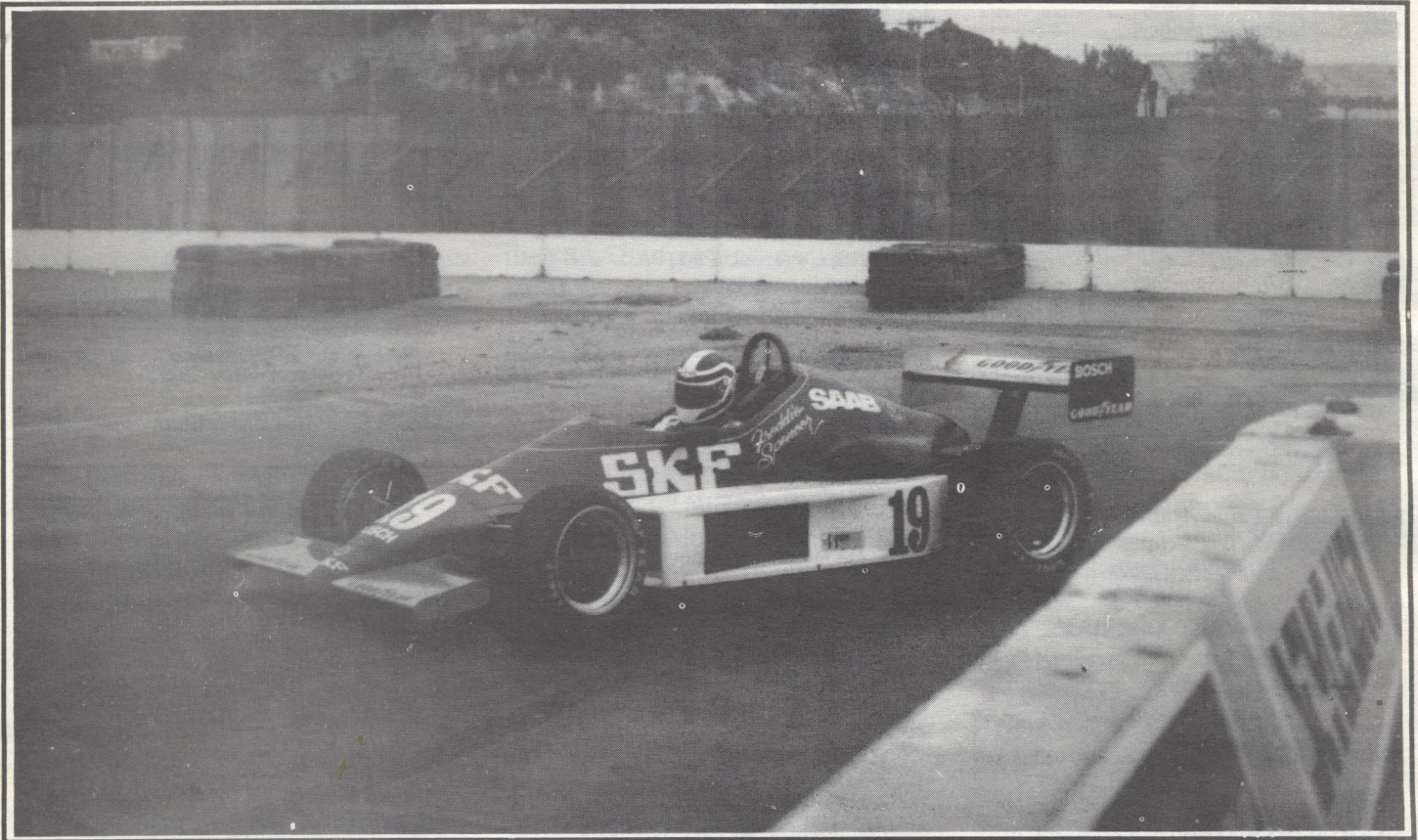


NINES

THE SAAB CLUB NEWSLETTER

\$2.25
December
1988
no. 176



Motorcycle racing Champ Freddy Spencer tries his hand at the Barber/SAAB Pro Series. See page 22

In this Issue:

Turbo Tuning Kit Evaluations

page 8

Jack Ashcraft introduces his Sonett 3.5

page 12

25th Anniversary Meet in Great Britain

page 14

1989 SAAB Prices

page 18

- plus
- * A Look at Automatic Transmissions
 - * Replacing a 900 Heater Valve

REGIONAL CLUB NEWS

Calendar of Events

Appalachian SAAB Club

Dec. 10 - Xmas party/meeting at Carolyn & Wendell's home, 4:30pm. Mexican theme.

Central Penn SAAB Club

Dec. 3 - Progressive dinner.
Dec. 6 - Monthly meeting.

Milwaukee SAAB Club

Jan. 7 - Xmas Party at Sequels Bar.
Feb. 5 - Ice Race.
Feb. 19 - Ice Race.

New England Sonett Club

Dec. 3 - Quarterly meeting,
at Intercontinental Lubricants Corp.,
in Brookfield, Conn. 10am to 2pm.

New Jersey SAAB Club

Dec. 3 - Tech Session at Sports & Specialist
Cars, Trenton, NJ, 1pm.

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

Northern California

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

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

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. Social hour at 6:30pm, Meeting at
8:00pm.

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
Pizza Hut, 76th & Mill Rd.

Pat Greer
1810 E. Jarvis
Milwaukee, WI 53211
414/ 964-7563.

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. Dinner at 7:00pm, Meeting at
8:30pm.

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.

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

Dear Bob...

Please notify "Bob" that many of us SAAB owners do not own \$20,000 cars. We of lesser income own older SAABs that are held together with T.L.C. and sweat. It would help us greatly if Bob would quit stamping the letters asking for help with "see your dealer." Tell us how to fix our cars so we don't have to bring our cars to dealers with "experienced" mechanics who will probably "shotgun troubleshooting" anyway.

If Bob can't bring himself to talk to us "mechanics", give us a mechanics corner that will answer everything he won't, including modifications and hi-performance tuning.

Larry Hunt
Grissom AFB, IN

I've been a SAAB Club member since 1980 and although I've been close to writing to the newsletter, procrastination has always won. "ASK BOB" in the 11/88 newsletter did it.

His statement about "shotgunning parts" at a \$20,000 car contradicts the founding grounds for the newsletter (although SAAB's weren't \$20k back then). People join the SAAB Club for that reason, they've given up on the dealer and/or they want some reassurance that the dealer isn't trying to slide it in without KY.

Granted, some people are just not with it, but that is what the newsletter is all about. The newsletter went through a series of issues on gearbox failures years ago; many people wrote in about what they thought the weaknesses were and what to do to avoid them. No one mentioned that the owners manual says to change the gear lube every 15,000 miles!

Roger F. Cunningham
Warners, NY

Popular with Thieves

My '82 923M was broken into this evening. The thieves took my Escort and parts of the stereo; no biggie, relative to how they entered the car. They used two techniques -- the pry the rear window out trick and the jam the screwdriver way hard into the lock cylinder trick.

This wasn't the first time my SAAB has been broken into. Last time the ol' rock through the driver's window was employed. Anyhow, driving home tonight, amazed by the sound of valve gear with 150,000 miles on it nearing redline in 4th at .9 bar of boost... I came up with this great idea for a SAAB Club survey:

The SAAB Club Break-In Survey!

Members are asked to report how their SAABs were broken into, what was taken, and any interesting sidebar information. My feeling is that we will find a significant number of cars were entered in the same manner. Also we will learn of the effectiveness of alarm systems (they don't work if they're not turned on, etc.). The results of the survey will hopefully key the SAAB Club membership into the most common break-in modes they may experience, and hopefully how to prevent them.

Shep Siegel
Derry, NH

A Meet in Austria

I drive a '72 Sonett III and my wife drives an '83 900S. I am in the military serving in Germany.

A friend of mine in the small town where we live is also a SAAB nut with a '96 and a Sonett that he purchased from another serviceman before I could get to him. My friend, Jorg Gutttau, a member of SAAB Freunde Erftkreis, and I recently traveled to Salzburg, Austria, for the 1st International European SAAB Meet, which was sponsored by the SAAB Club of Vienna. It was a great time. About 50 cars and over 100 people. The cars ran the whole gamut of production (95, 96,

97, 99, 900i, S, Turbo and convertible, and 9000), with SAAB Austria providing demo rides in the new convertible and 9000CD. A lot of swapping and/or selling of car parts and memorabilia. The meeting finished off with a convoy of SAABs through the hills famous for "The Sound of Music."

By the way, NINES gets raves over here for the quality of printing and for the information and tech tips that are included.

Michael G. Voronyak
APO, NY

Comparisons & Observations

Since my two most recent letters to Saab-Scania of America have not been either acknowledged or answered, I am not impressed with that organization. Furthermore, the alleged comment which compares Volvos to tractors shows poor judgement. Perhaps exclusive concentration on sales and an obsession with cult vehicle status inhibits a search for excellence.

I would prefer my '86 900 Turbo over my '88 9000 Turbo if it possessed the following--water-cooled turbo (in '87), ABS brakes, 4-speed automatic, better noise insulation, 9000 moon roof, 9000 door-post seat belt height regulator, and 9000 manual seat adjustment.

My 9000 was delivered with serious sheet metal and hatch fit problems, is now in 99% perfect shape, solid, free from rattles, creaks and groans--and flies. The automatic climate control provides plenty of cooling, but is a pain. The manual controls in my 900 are superior. Reduction of turbo lag, improved noise insulation and tilt steering would be much appreciated. My previous experience with electric seats indicates that well designed manual adjustments are preferable even without memory.

The Swedish engineering on recent SAABs is superb. With a few improvements as mentioned above (e.g., noise insulation) and better

Continued on next page

control of exterior fit and finish, SAAB can compete favorably with the new BMW 535i and 735i-- and at significantly less cost.

Frederick M. I. Hjertberg
Carefree, AZ

Growing Too Fast

1988 has been a year of important progress for my SAAB salvage/used parts business.

In February old faithful 1980 Turbo-and-trailer was replaced as the primary car hauler. A very clean 1975 Ford F350 with aluminum rollback was purchased and fitted with a tow hitch, so now two SAABs can be hauled as quickly as one. The installation of SAAB seats, turbo mufflers and steering wheel has made the transition more acceptable.

In April I was fortunate to find a capable and willing worker in Larry Roddy. He has shown quite an aptitude for taking SAABs carefully apart and permitted me much more time for development.

In July, the purchase of a 6000 square foot building with a large fenced yard was successfully negoti-

ated. This new facility, located about 5 miles from Ligonier, will permit the consolidation of cars and parts from the six different locations we had been using. With a number of work bays plus indoor car and parts storage, we anticipate significantly improved efficiency. An unexpected benefit is being on the very end of the UPS route, so such orders may be shipped at the close of the business day.

September and October have been spent in moving and organizing, with much more to be done. My father and uncle got my 1941 Farmall "H" on line to move cars around the yard, and a Korean War vintage lift truck has also found a new home.

Barbara Yantis joined Larry and me in October to keep the office work up to date, and she also helps in shipping.

I really appreciate the fine people I have met through this business and especially those who have waited more than a reasonable time for their orders. I hope we can offer you much better service in the future.

Dennis Sweeney
Ligonier, PA

We looped our way back home by various routes and had a very nice time of it, none of which is possible with car trouble, of which we had none.

The SAAB rolled up over the 85,000 mark by the time we were home and in a manner that a new car could not have beaten. It used no oil, ran cool and smooth and gave not one bit of trouble during the 3,000 mile trip.

We bought this car new, our first SAAB, and it has been adult driven. It is one of the most enjoyable cars for a trip or just around the home area that we have owned. We also have a Volvo and BMW and they are also nice, but in all respects the SAAB is a competent car under many conditions.

The price of the cars and parts continue to rise at a fast pace and I don't know that we will buy another, especially a new one, but this one has been very reliable and enjoyable so far.

It is a five-speed and returned over 31 mpg over a variety of conditions on the recent trip which I consider good for a car of this weight.

NINES continues to be enjoyable and informative in a region where SAABs are not at all common. Keep it up.

Vernon D. Smith
Sheridan, AR

As Reliable as a New Car

Since our son, Jeffrey, is now grown, Jeannie and I were able to take a vacation during school time. We recently took a trip to the central hill country of Texas.

Since our '82 SAAB 900S is our newest vehicle, it was chosen for the trip. I had earlier replaced all belts, added four new Michelin MXLs and given it a careful check over. I decided to replace all hoses, since they were all original. It was amazing how good a condition they were in. A new thermostat and oil change was the extent of it.

Besides the fall colors we saw in the hills (yes, there are pretty hills in Texas), we saw the Alamo in San Antonio and traveled west to the Alamo City where the movie of the Alamo was filmed. The temperature in the Del Rio area was humid and in the 90 degree range.

More Fan Mail...

Here is my renewal for another year. The NINES is the best marque publication I've ever encountered.

Gerry Strickfaden
Los Alamos, NM

I've been a member since the Dick Grossman days. You have made tremendous strides with the club and I feel there is more to come. Your efforts are greatly appreciated.

Jack Morris
Hopewell, VA

Without the tips and encouragement, I would have sold the 99 and the 900 a long time ago.

Pete Ferrara
Stone Mtn., GA

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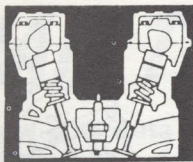
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ASK BOB



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

Due to a lack of questions for "ASK BOB", there is no column for this month. Send your questions to "ASK BOB" at the above address.

- Editorial -

Cutting Off Business?

The Great Lakes SAAB Club recently received the following letter from Marty Fischer, parts manager at Keenan Car Co., the SAAB dealership in Grand Rapids, Michigan:

"After having reviewed our participation in your club for the last several months, I have found no real advantage to its' continuance. This letter is to regretfully inform you that we have decided to cancel our discount to Great Lakes SAAB Club members.

This decision was arrived at due to some personality conflicts and the general lack of interest in doing business with us from your members. Please cancel the note about the parts discount in your newsletter.

If you have any questions, please don't hesitate to call me."

Despite several calls and in-person visits to discuss the matter, both Jim Laman and Tad Gilliam of the Great Lakes SAAB Club have continually been put off by Mr. Fischer and the dealership's general manager, Bob Forrest. They still do not have an explanation for the cancelation of the discount.

What the people at Keenan's apparently do not realize is that by cutting off the "enthusiast" customer, they are cutting off considerably more business. When a potential new car buyer sees how much an enthusiast enjoys his SAAB (and haven't we all

helped someone with the purchase of one?) a Michigan enthusiast will now likely add "Don't bother to go to Keenan's, they're not interested in our business."

Several of the Great Lakes club members who have regularly done business with Keenan's are now buying their accessories and parts from other dealerships.

Discounts are primarily offered to businesses, usually independent repair and body shops, who purchase parts for resale. If the business buys enough, they can receive additional discounts as an incentive to buy even more. If the discount is canceled, that repair business will purchase its parts

elsewhere, even if it may take more time for delivery. There are several aggressive SAAB dealerships who are only too happy to fill those orders.

A discount to members of a club is not a necessity; most dealerships do not offer them. Those that do tend to have employees who are also enthusiasts. Although the parts department makes a smaller profit percentage on those sales, they make it up in volume and good will. Canceling the discount in this way will probably hurt sales and good will, at least in the short term.

So, Keenan Car Co., the other SAAB dealerships around central Michigan thank you.

Tim Winker

SAAB PARTS





CATALOG

V-4, 99, 900, 9000 \$5.00

Bayside SAAB

A Division of Bayside Porsche Audi Volkswagen
517 East Pike St. • Seattle, WA 98122

PARTS INFORMATION

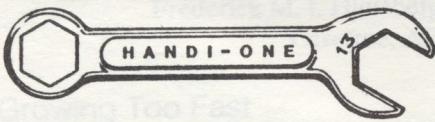
PARTS ORDERING

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"THE ENTHUSIASTS' PARTS STORE"

SERVICE SUBJECTS



FROM SAAB

SERVICE CAMPAIGN

313

Service Campaign to Adjust Convertible Top and Replace Latches

S.I. 09/88-1076, A-8/P.109

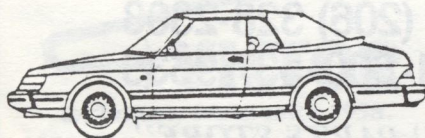
Application: 1986-87 900 Convertibles
Certain 1988 Convertibles

Saab-Scania of America has launched a Service Campaign to make adjustments to the convertible top and replace the top latch handles on certain cars. Top adjustment will prevent chafing of the top when it is in the lowered position and the new latches are of a better design.

Vehicles Affected

Top latch replacement and top adjustment/modification must be done to all 1986 and 1987 900 Convertibles. 1988 models require that the VIN be checked to determine which repairs are required. Please see the VIN listing below.

1986, 1987 Convertibles	Latch replacement and top adjustment/modification.
1988 Convertibles J7000001 - J7006586	Latch replacement and top adjustment/modification.
1988 Convertibles J7006587 - J7024537	Top adjustment/modification only.

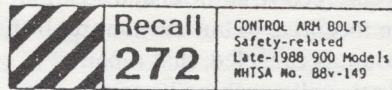


Repair Procedure:

The Repair Procedure for the Convertible Top Campaign consists of the following steps:

- * Adjusting the top stack mounting bolts
- * Modifying the rear quarter window seal and guide channel
- * Adding fabric tape to protect the top fabric from the cable guides
- * Replacing the adjusting screws and adjusting the height at the top front rail
- * Replacing the top latches (M86 thru early M88 Convertibles only). See Service Manual Sec 8:5, "Convertible," pages 812-21 & 22 for instructions.

For further details on this Service Campaign, contact an authorized SAAB dealer.



Recall 272 Lower Control Arm Attachment Bolts

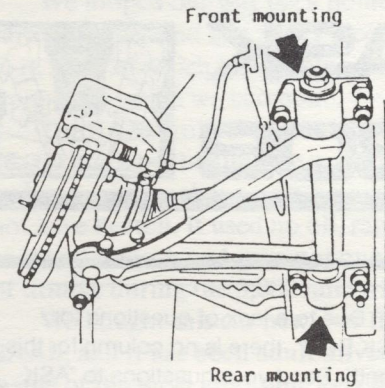
S.I. 10/88-1080

Application: Late 1988 900 Models

Saab Scania of America has notified the National Highway Traffic Safety Administration (NHTSA) that a defect which may be safety-related exists with approximately 3,000 late-1988 model year 900 models.

One consignment of bolts which are used in the attachment of the front suspension system control arms may have been manufactured outside of Saab design specification. These potentially defective bolts could fail. If more than one of the three bolts should fail on any given attachment point, the lower front control arm could come loose, leading to loss of directional control of the front wheel.

These vehicles will be recalled by Saab to replace these potentially defective bolts.



Vehicles Affected

- 1988 900, 900S and 900 Turbo
- J3027796 - J3035000
 - J7038630 - J7041552
 - J7042873 - J7045000
 - J7041982

Cars built in Arlöv (VIN "J3") require only that the six bolts attaching the two rear control arm mountings be replaced.

Cars built in Finland (VIN "J7") require that all 12 control arm mounting bolts be changed.

Consumer Information

New Detergent Gasolines

The petroleum industry is now beginning to offer its next generation of special detergent gasolines to combat fuel injector contamination.

Some early detergent gasolines cleaned the injectors well, but increased the deposits that accumulated on the intake valves. However, this new gasoline will clean injectors while helping to prevent intake valve deposits. All 1988 Saab models should experience no problems using this new detergent gasoline.

Exxon is the first to make an announcement of this new detergent gasoline with their XLC-12 formula. Look for similar announcement by other major oil companies in the near future.

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.

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Their test data showed a steel on steel 4-ball surface friction of .029 with remarkably low wear. I rushed to my library, grabbed a lubricant handbook to see if my memory was correct. Sure enough! Teflon was listed at .04.

TUFOIL is not just a little slipperier than Teflon. It's a lot slipperier than Teflon. There was the handbook data right in front of me!

People ask, "Why don't the auto and oil companies recommend TUFOIL?" It's simple. The big oil companies' profit comes from gasoline, not lubricants. The auto companies' comes from car sales. Just think. Some of our test cars are pushing 200,000 miles. If Detroit recommended TUFOIL, they might cut their sales in half . . . not likely! Some of our customers' cars are well over 200,000 miles, with their engines purring like kittens.

So it's up to you to decide for yourself, just as tens of thousands of our customers already have!

People like you send us letters raving about **improved starting, smoother operation, spectacular acceleration, gas savings and much longer trouble-free engine life.**

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We're occasionally asked about lubricants that claim to be one-time engine treatments. The answer is simple! **There is no record in the scientific literature that we've seen so far, that a one-time treatment by any lubricant will last the life of an engine.** So don't believe it!

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. . . R. W., Yarmouth Port, Ma.

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. . . D. W., Seattle, Wa.

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See NASA Tech Briefs for technical details, 1986, 1987 and 1988.

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TECHNICAL TALK

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

Turbo Performance Tuning Kit Evaluations: SAAB Kit for 9000 Turbo

I have now driven about 1000 miles since the SAAB Tuning Kit (P/N 02-43-113) was installed in my 9000 Turbo. Does it make the car go faster? It sure does! Is it worth the money? That's up to you.

It does seem expensive when you consider that you must have the SAAB Sport exhaust system installed before you can use it. Also, you must use premium unleaded fuel only. This was no problem for me since the only type of fuel I use is super-unleaded.

I also had the Sport exhaust system installed many miles ago. I noticed better gas mileage and a little increase of power just with the new exhaust system.

The Tuning Kit seems to give you more power at the upper end of the power curve. It really makes itself felt over 3500 rpm. I do notice that I tend to want to use the extra power more often than I should, but I guess that is why I had the kit installed in the first place.

Bill Schwarzschild
from The SNAAB Gazette
Delaware Valley SAAB Club

P. V. E. Kit for 9000 Turbo

I recently purchased and installed a modified ("bumped-up") version of SAAB's APC box in my 1986 9000 Turbo. This is not SAAB's \$560 modification to the APC. The work is performed by the people at Performance Vehicle Engineering of Old Lyme, CT.

The modification costs about \$270, which includes shipping (overnight delivery) and handling. Turn around time is about 24 hours and

takes another five minutes to reinstall the modified APC (very, very simple procedure). Apparently this modification will work on any 16-valve Turbo SAAB.

The people at Performance claim (as verified using the dynamometer at Calloway Turbo and various test tracks in the area): rated peak horsepower of 184 hp @ 15.2 pounds of peak boost pressure, and 210 lb-ft of torque... 0 to 60 mph in 7.2 seconds and the quarter-mile in 15.2 seconds. While I cannot confirm these figures, I can honestly say that 2nd, 3rd, 4th and 5th gear acceleration is incredible. I have no doubt that these numbers, if not accurate, are sure damn close! My free-flow exhaust helps with first gear throttle response.

As for the dependability of the modification and any effects it may have on your SAAB... I've only had the new APC for just over a month... but the people in the service department at Bob Yates SAAB in Pennsylvania claim they have been putting them on at customer request for several years now, and have not heard of a single problem. I also checked with one other person who's had this modification for over a year, and he, too, says he's had no problems. Anyway, time will tell.

I heartily recommend this performance modification to any 900 or 9000 Turbo owner who'd like to get the most from his SAAB. Incidentally, I don't work for Performance Vehicle Engineering, nor do I own stock in their company, but I do think it's a relatively inexpensive and safe way to eke out another 24 hp from SAAB's turbo engine.

Dr. George Metzger
from *Smoke Signals*
SAAB Club National Capital Area

SAAB Kit for 900 Turbo

I recently had the opportunity to be a passenger in a friend's 16-valve 900 Turbo that had the factory SAAB "bump-up" kit installed (P/N 02-43-105). It is very interesting to contrast the two modifications.

The most immediate difference is that the SAAB kit does not give the appearance of developing more boost pressure than the stock APC. With the P.V.E. modification, you know they did something to increase peak boost pressure, since the Turbo/APC gauge on the dash goes half-way into the red zone, while the SAAB kit shows little or no change in peak boost pressure (maybe, ever-so-slightly, just shy of going into the red zone).

Another difference between the two is that the SAAB kit seems to come up to peak boost and then stays there regardless of rpms or engine load. The Performance kit comes up to peak boost, then tapers back slowly to a lower boost, then modulates about this point (i.e., it tries to go higher again if no knocking is detected, etc.). This modulation point changes a bit with rpm and gearing, but seems to be about 1/4 way into the red zone (probably about 12-13 pounds of boost). This modulation is very similar to what the stock APC does and is not really noticeable. The SAAB-modified APC allows the driver to keep the boost up at much higher rpms than the stock version.

In short, for the driver who likes to keep the engine "cooking" most of the time, I think he will notice the improvements with the SAAB-modified APC. With the P. V. E. modification, however, there is a pronounced rush/surge of power unsurpassed by most cars... except for a few exotics.

Dr. George Metzger
from *Smoke Signals*

They Call Me "Mr. Accessory"

It's been just over two years since I bought my 1986 900 4-door -- red, sleek and awesome. This was a big move for me considering that before I was driving an '84 Mercury Topaz. A short test drive and I was convinced that I had been compromising myself for years when choosing a "real" driving machine. This SAAB is that and much more.

Before I took delivery of my SAAB, a few accessories were added for purposes of appearance and function. A hood-protective strip, mud flaps, power radio antenna, carpet mats and cruise control were installed.

I also purchased the SAAB Extended Warranty to extend my coverage to 6 years or 75,000 miles. What I found especially attractive about the extended warranty was that it was transferable -- a good selling point when I win the lottery and buy a 9000CD. I'm happy to say that this automobile has never been in the shop for any type of warranty repairs, just preventative maintenance visits.

My next accessory addition came just before the '86 National Convention in Atlanta. For years I've been attracted to rear deck spoilers and my car was going to be a recipient of one. I liked the "European flair" it gave and its sets the 4-door SAAB apart from the others.

Upon my return from Atlanta I made the decision to instal a set of Inca alloy wheels, replacing the stock steel ones. The reason for this was that I felt the steel wheels were "flexing" too much when cornering or weaving in and out of traffic on the interstate. Since the addition of alloy wheels, this problem has ceased. The car responds very positively with no signs of leaning or swaying while turning. This is probably the biggest improvement any 900 owner can make in their car's performance.

Anyone knows that get-up-and-go-wise, a base 900 8-valve will never be

as peppy as a Turbo model. The reason why I never considered a Turbo was because of the type of driving I do day-in and day-out is of the stop-and-go variety. This is deadly to a Turbo, especially in the long run. So, to alleviate some of the anemic qualities inherent to the base model, I had installed a set of Bosch Platinum spark plugs, and had the timing bumped a few degrees up. In conjunction with this, I ran nothing but Mobil Super Unleaded in the gas tank. From a stop the car does accelerate better, and when passing or climbing hills a subtle but noticeable improvement can be felt.

Next, a Turbo Sport Exhaust was installed to free up some of the back pressure inherent with the stock exhaust. An engine that "breathes" better performs better. With the new exhaust you get a few extra HPs and MPGs. And, oh... that sweet sound of just rightness. I still get chills every time I start it up.

My next function/appearance accessories were a center console and a set of rear window louvers. The console was for future functional toys. The louvers were added for two reasons: to keep out the oppressive summer heat and to complete the European look. A little expensive but worth it.

All SAAB enthusiasts know the value of good lighting. Since my car was produced before aerodynamic headlamps came as standard equipment, buying aftermarket Euro-lights seemed a real financial burden when I considered the cost/benefit factors. I opted to install the SAAB Bosch foglamps. An improvement not equal to the Euro lights, but considering the amount of night driving I do, a very cost effective move.

Here's a one liner... got rid of the stock four-spoke steering wheel and installed a stock Turbo wheel (three-spoke).

Lastly (at least for now), I installed a set of gauges in the console: Oil Pressure, Oil Temperature and a

Voltmeter. These are essential for any SAAB owner who cares about an unannounced premature blowout of their engines or electrical failure while enroute to a major metropolis via podunk city. I bought VDO gauges, same manufacturer as SAAB gauges, but cheaper even if you went with club discounts at the dealership or independents. Only difference is they don't say "SAAB" on them.

My next move? I'm working on that, but after looking at the latest accessory catalog there isn't much left to choose. A Thule rack maybe?

Anyway, this is why they call me "Mr. Accessory." I didn't ask for it, but I guess I'll just have to take it in stride.

Pat Bolmeyer, Editor
from *The SNAAB Gazette*
Delaware Valley SAAB Club

SAAB TURBO 900/9000 APC ENHANCEMENT

Modified A.P.C. Control Unit

Maximum Boost.....	15.2psi
Horsepower	184 hp
Torque	208 ft/lbs
0 to 60 mph	7.2 sec.
1/4 mile	15.2 sec.

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ENGINEERING, INC.**
159 E. Boston Post Road
Old Lyme, CT 06371
(203) 434-3922

Auto Trans: Tips for Longer Life

It has been eight years since the last of the venerable SAAB 99s was imported into the United States, and as these cars get older, they need more maintenance and repair.

My 1976 99GL (recently sold) was an automatic. The poky, British Borg-Warner Type 35 proved to be a reliable slushbox for its 92,000 miles until several weeks before I sold it.

I believe, though I honestly cannot say for sure, that a combination of old fluid, high temperatures and 12 years of primarily city driving led to the automatic suddenly providing absolutely no motion in any gear position.

Upon towing into Petersen Automotive (Skokie, IL) and dropping the front pan, nothing outwardly wrong could be found with the unit. The fluid was old, but not burnt; the screen was not plugged or full of metal; nor did the transmission self-destruct when the pan was pulled. Only the pressure was a bit high, and better high than low.

Because the transmission was beginning a progressively worse slip between first and second gear prior to this incident, the decision was made to disconnect the downshift cable and let the governor control the shifting of the transmission, instead of the internal pressure controlling the shifts. With fresh fluid, the automatic shifted well, albeit a bit quickly due to the governor-controlled shifts. Presumably, it could work this way indefinitely.

Conclusions? After 12 years and at least 1.5 million shifts, the transmission was simply wearing out, however slowly. SAAB does not tell you to change ATF in the 99 owners manual, so this service area often gets overlooked, along with the differential in automatic SAABs.

The seal (bushing) between the automatic and differential can leak and cause fluid transfer between these units, so at the very least, have the differential fluid level checked, if not

changed. There's not much fluid in the diff and if this unit packs it in, you are in big trouble.

This information can be applied to 900 automatics as well. In the 900 manual, SAAB recommends one ATF change and inspection at 15,000 miles only. Also, they do not say to change the differential fluid (other than at the 1,000 mile break-in), just check as necessary. In the 99 manual, differential fluid gets changed every 15,000 miles.

I think it is a good idea to change the differential fluid once a year, regardless of mileage, and drop the front pan of the automatic, clean the screen and change the 3.5 quarts of ATF that comes out (out of a total of 8.5 quarts), every two or three years on the automatics.

One problem endemic to 99/900 automatics is that of the starter grinding on the flywheel and not engaging. When this happens, a horrible, high-pitched grinding sound is heard and the starter does not engage. This problem does not show up until the car has some mileage on it, but usually it will happen sooner or later.

The theory seems to be that the design of the flywheel (different than that in manual transmission SAABs) is such that it deflects slightly if the starter does not engage just right. Also, given the fact that the engine stops in only one of two positions all the time, the flywheel basically wears out in just two spots over the course of time. Due to the deflection of the flywheel, the starter gear will not always engage the flywheel teeth, causing the grinding sound.

There are three solutions to this problem: Put up with the grinding noise, have the flywheel teeth ground smooth in the two worn areas, or replace the flywheel. Option three is very expensive, option two is a decent stop-gap measure, option one is annoying. One would think the flywheel design would be looked at and evaluated. To my knowledge, a design

change has not been made.

As a personal aside, I have ceased using FRAM products. I have experienced too many defective anti-drain-back seals on their oil filters to justify their use, especially at the prices they charge. I have written FRAM four times with no response, so it seems to me they do not care about their product. I am pursuing this situation and will report progress as it happens.

Marc C. Vernon
from *Northern Illinois SAAB Club*
Newsletter

A Stalling 9000

A customer's 9000 was stalling out at irregular times and causing the car to lose power steering in the middle of corners, power brakes, etc. I first checked and set the engine's basic idle and checked the Automatic Idle Control (AIC) system. Everything seemed to be working correctly, except the idle wasn't raising when the Automatic Climate Control (ACC) kicked on the air conditioning compressor.

In the 900 series, the a/c switch sends a direct signal to the engine brain and it in turn tells the AIC system to raise the idle. In the 9000 series, the ACC system triggers a 2-way relay in the relay/fuse box assembly to send current to the a/c compressor through one set of contacts and 12 volts to the engine brain to raise the idle through a second set of contacts. In this case, the relay was turning on the compressor but not signalling the engine brain. After I replaced the relay, the idle came up every time the a/c came on.

If you are experiencing stalling, low idle and associated problems, have a qualified technician first check the AIC system for correct functioning. If further troubleshooting is necessary, have them check the a/c compressor relay.

Tim Brown, Technician
ParrFormance, Lititz, PA
from *Central Penn SAAB Club*
Newsletter

900 Heater Valves

Many 900s are experiencing heater valves that don't shut off fully. The valve design is such that a rubber seal is sliding inside a metal tube to shut off the hot water supplied to the heater core. Over time, the metal on the valve corrodes and makes a rough surface for the seal to pass over, causing the seal to rip and leak. The solution is to install a new, all plastic valve.

This replacement is not for the faint-hearted, but with patience and a good eye for keeping track of hardware when you take it out so that you know where it goes back in, the job can be accomplished in an afternoon.

Start by releasing any pressure in the cooling system by loosening the cap, then retighten it. Remove the two cooling hoses going into the heater valve, directly in front of the driver's position. You may need to twist these hoses to break them loose from the valve. Twist, don't pull, until they turn and come off easily. Pull them back and up towards the engine so they don't drip coolant.

With a 10mm socket and long extension, remove the two bolts that hold the lower kick panel to the bulkhead from the engine compartment. Each bolt is situated in the outermost part of the fender well at the firewall. You may have to move the connectors and wires leading to the door to see them. Next, remove the shroud under the steering wheel held on by two screws and the quarter-turn fastener. Remove the ashtray and the third 10mm bolt. If you have a console, you must remove the accordion boot (no fasteners) and the two forward screws that hold the console in and slide it to the passenger side. Be careful of the light in the ashtray holder. You may want to remove the ashtray holder to make it easier. Also for console cars, you must take the 13mm fastener out in the center of the kick panel. Now pull the kick panel down and out of the car.

Remove the five Phillips-head screws holding the lower air duct on. Two are at the outer ends and three are in the middle. Take out the left front speaker grille and the two screws going up through the dash facia towards the center of the dash. Put your hand down through the speaker grille opening, find the heater control wand, and gently slide the wand off the heater valve, making sure it stays on the dash control and the dash moves out slightly.

At this point you need to remove the brake return spring from the metal hook (not the pedal) and remove all the Phillips-head screws from the perimeter of the heater box. Don't forget the two that hide just under the carpet at the duct for the rear floor vents.

Lower the heater box cover and gently persuade it out of the rear duct and lay it on the passenger floor. You don't have to remove the vacuum servo hoses, but you may if you're sure to get them back on correctly. At this point the heater core and valve assembly are visible and loose. Gently bring the core down, being aware that you are pulling the tubes through the rubber gasket at the firewall and past wires in the dash. Keep the tubes pointed up and you won't lose coolant into the passenger compartment.

With the heater valve and core assembly out of the car, remove the old valve (feel free to mangle it in the most unsatisfactory way for all the trouble it's caused you), and clean the mating surface on the heater core. Drain the core of any remaining coolant, inspect for leaks and repair as necessary.

If your 900 is an '84 or an '85 model prior to the chassis number listed below, it may require a modified

gas pedal, part number 89-90-913, so that it doesn't interfere with the new valve. The new heater valve should have a bulletin with it telling you if your car needs the different pedal. Cars of the 1979-83 model years and later 1985 models will not need the replacement gas pedal.

Put the new seals in the new heater valve with a dab of silicone to hold them in place and attach it to the heater core. With gentle patience, replace the heater core/valve assembly in the car. Guide the valve first up through the dash being careful of wires, springs, etc. and get the two tubes through the firewall and their gasket. You may want a friend on the engine side at this point to help guide the tubes through the firewall. They can also hold it while you get the lower part of the heater box back on. This is usually the tough part of the job, so take care and the rest is downhill.

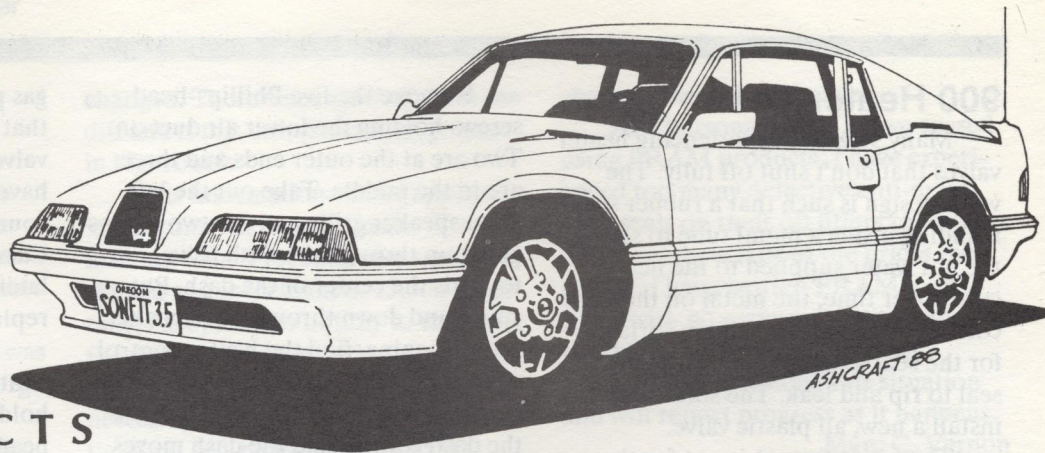
Replace the brake spring, reattach the lower heater duct and reconnect the heater wand, being careful not to lose it from the dash control. The new valves come turned fully on, so have the dash control switch to full on. Check that the control works easily before you go any further.

Slide the kick panel up into its clips and re-fasten. Reattach your steering column shroud, facia screws and speaker grille. Reconnect the heater hoses (the one from the intake manifold goes on the bottom), and refill and bleed the cooling system with the heater valve open. Check your work one more time. Your SAAB engine should stay cool and deliver heat only on your command.

FYI, the current flat rate for this job is 2.2 hours and the approximate price of the heater valve is \$80.

Tim Brown, Technician
ParrFormance, Lititz, PA
from *Central Penn SAAB Club*
Newsletter

<i>Manual cars</i>	<i>Automatics</i>
-AF1014817	-AF1014817
-AF2007562	-AF2007562
-AF3006076	-AF3008178
-AF7004885	-AF7004885



SONETT SUBJECTS by Jack Ashcraft

SONETT 3.5--THE DRAKEN

The car you see drawn here is a '72 Saab Sonett. I call it a Sonett 3.5. Not really a Sonett 3, not a Sonett 4, but a hybrid with a lot of both. This is in my shop NOW and some of what you can see and a lot of what you can't see is already done. This car has been a long time in the planning and has some interesting features.

I was determined to clean up the engine bay and make it so a person could work on the car without having 3 universal joints in each arm. So the stock hood/front fenders are gone and the whole affair from the bumper/character line UP tilts forward like a new Corvette. The headlights are Honda CRX units, fixed in place. I was never fond of the frog eyes on the Sonett III anyhow, given their tendency to pop UP if you wanted them DOWN and vice versa, particularly at high speeds. No big deal in the daytime, panicsville at night. Also, they took a good ten miles an hour off the cars top speed when they were up, added nose weight to an already nose heavy car, and in general, were a pain. Changes in the US laws on lighting in recent years (now 22" height from road to headlight center instead of 24") make fixed lights a viable alternative.

The transaxle is a late model sedan unit (4.88:1 final drive) with the freewheel neutered. Engine is an industrial V4 Ford 1700 + .030" overbore. Everything is balanced, it has an Isky F66 grind cam, light flywheel, early distributor, V6 oil pump, and a set of heads modified for unleaded petrol and with .030" milled off the head-to-block surfaces and with the exhaust ports milled out to gasket size. A Weber 32/36 carburetor perches on the 2 barrel manifold. Exhaust system is 2" diameter all the way to the dual reverse flow mufflers, and exit finally on each side thru twin Monza dual-tips.

At this moment the transaxle and engine are IN, the brakes are all new, and I am building a mount for the Sankyo 508 compressor for the air conditioner. The industrial engine does not have a cam gear cover with provision for a fan, which was fine with me because I am using dual electric fans anyhow. The air compressor is its own belt tightener (like an alternator) so a separate tensioning pulley is not required.

This car gets an oil cooler, mounted outboard of the frame ahead of the right front wheel. An adaptor with a flow thermostat fits behind the oil filter and feeds the cooler, but only after the oil temperature reaches 160 degrees F. Cooling system parts are all new or rebuilt and protection for this system is provided by a filtration system tapped into the heater hoses. This is the same filtration system used on big trucks, and is supplied by your local friendly NAPA dealer and most big truck outlets.

The picture shows a lot of changes to the bodywork on this Sonett. Front bumper is a modified 85 Mustang. Rear bumper and tail lights are 86 Honda CRX, and the whole hood and front fender assembly is Ashcraft.

There is a LOT more going into this very special Saab Sonett, this DRAKEN. New, old, experimental. You'll read about them as they are added. The last time I put one of these together it went to a guy up in Alaska named Satch Carlsson. This time its for me. Stay tuned--news at eleven.....

OF CARS AND MEDIOCRITY

I have always been appalled at the lack of professionalism in business, particularly service business. I will speak of this in relation to how it affects us as automobile nuts but the problem is widespread. All you have to do to prove this is to try and get your lawn mower repaired or your plumbing fixed. Service organizations exist to give service, or so one would suspect. Yet, in a high percentage of cases, these very service organizations employ some of the most unqualified people ever to walk the streets. This, it seems to me, is a damn poor way to run a railroad.

In doing the required research to make the Datsun clutch master cylinder work in a Saab, I had to go to ten or eleven businesses, finding not only that nine of the eleven didn't have a clue as to what I needed, but that they didn't CARE what I needed. If they had to do more than get off their butt and go get a box off the shelf and write the ticket, forget it.

What the hell kind of service organization is that, anyway?

Finally, I found a parts house with a counter man who knew the difference between SAE and Metric threads and who was willing to let me peruse his catalogs to find some of what I needed. That done, another parts place had a counter man who saw the adaptation problem as a challenge and took the time to match Napa and Weatherhead and Aeroquip to make up the flex tubing required to go from the master to the slave cylinders. Between the two places I got the parts.

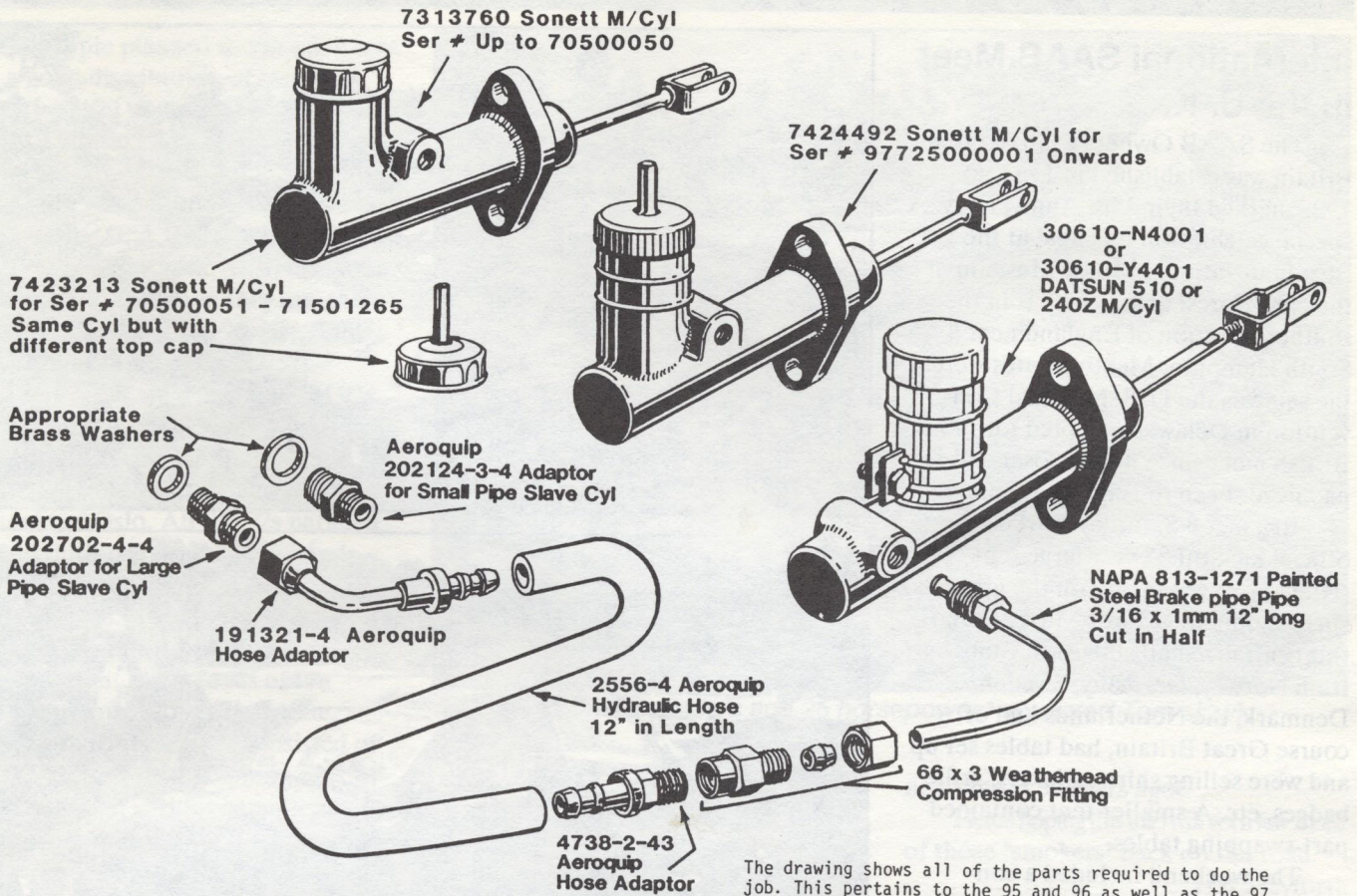
The sad state of affairs is that nine of the eleven didn't care and made no bones about not being interested. If I was dumb enough to have such a wierd car as a SAAB I obviously deserved whatever I got. One of the parts people even told me that. I asked him what he drove: a '69 Dodge pickup. With rust.

A social scientist (a contradiction of terms if I ever heard one) would probably be able to draw some conclusion about this attitude and the state of affairs this country finds itself in relative to the country's balance of trade.

HYDRAULICS FROM THE LAND OF THE RISING SUN

Like many other times, necessity has become the mother of invention, or at least, some ingenuity, this time with regard to the clutch master cylinder for Sonetts and early 95s and 96s that use the same unit. The actual unit with the correct lid has not been available for some time now. The sedan (and early Sonett) unit has been available until just recently, but the price has steadily escalated. ESCALATED? IT'S BEEN ON A MOON ROCKET! Last price I was quoted was \$167.95! Enough is enough. I began to peer at catalogs after checking the Saab Service manual to make sure that the 5/8 on the side of the cylinder actually meant that the bore of the thing was .625". It was. Datsun came earlier in the hydraulics catalog than Toyota and the picture of the 5/8 cylinder for the 240Z, model 510 and a couple others looked like a ringer for the Lockheed /Saab unit except for the plastic reservoir, so we pulled one out to check it out. About the same size, bolt mounting holes the SAME, and, depending on which model of Datsun it is used in, the push rod is even adjustable to the same length as the Lockheed unit.

What remained, then, was to make up the necessary flex tube to go from the master to the slave cylinder. I had wanted to figure that one out anyhow, as the price of the Saab flex tubes was also out of sight.



You will also note that the flexible hose has two brass adaptors possible at the slave cylinder end. There were two different sizes of slave cylinders and the input pipe sizes were different, supposedly to keep you from mixing and (miss)matching. These adaptors allow you to miss-match all you want to.

Note that the Japanese cylinders are not all created equal, even in the land of the rising sun. Though both the 30610-N4001 and the 30610-Y4401 will fit the Datsuns mentioned, the range of adjustment of the -Y4401 will not let you fit it directly to the Saab. You must cut 13mm off the push rod (AFTER you thread a nut onto the rod please), and a second set of holes must be drilled in the clevis so as to allow you to adjust the length from the mounting face of the cylinder to the clevis pin center to about 110mm.

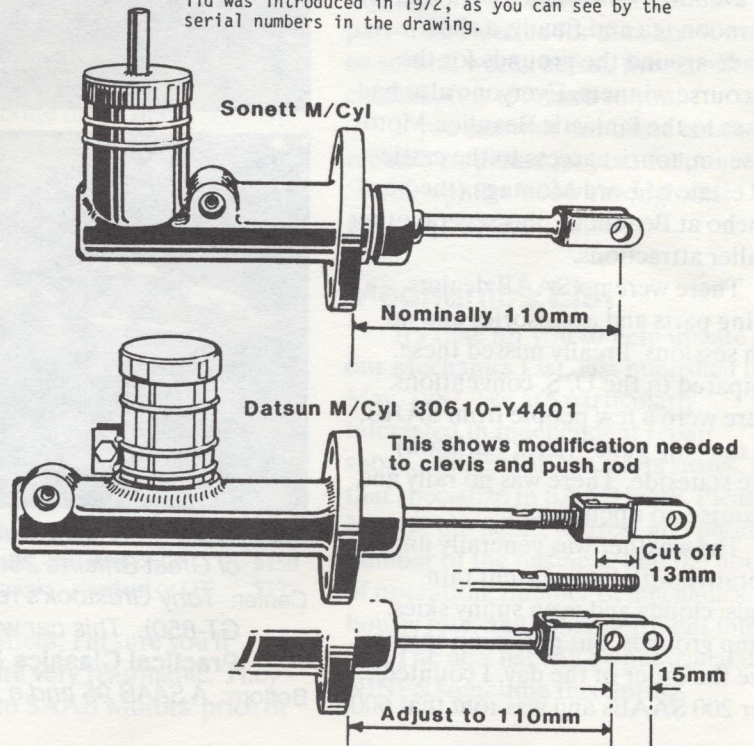
How about costs, then? Well the Nipponese cylinder is about \$30 and the parts to make up the hose about \$20. If you can convince the idiot behind the parts counter that you deserve a discount of some sort, it may be less. Even at fifty skins, its a far cry from the cost of the Saab unit and should last two or three times as long, simply because it's Japanese and not British.

What does this all mean to those of us that are driving old Saabs--THE REAL SAABS--anyway? It means that we have to put on our thinking caps and change these hard-to-get-and-rediculously-expensive parts over to units that are readily available and much less costly simply because 8 jillion of them were built. Remember--as unit production goes UP, unit cost goes DOWN. Any dim bulb economist--except maybe one that works for the government--can tell you that. The next to go will be the brake master cylinder for the older cars. I'm working on that one but don't have the problem quite solved yet.

What we have to remember is that a part is a part. A brake master cylinder that is capable of stopping a Datsun 510, will, in all probability, stop a Saab 96. All we have to do is figure out the fittings and the mounting. If the cylinder bores are the same, we can expect a straightforward changeover, without fiddling with proportioning valves, etc. Properly done, such a changeover is every bit as safe and reliable as was the original part on the Saab. Maybe it's even better. It may be a lot newer in design, and it probably..... ain't British.

The drawing shows all of the parts required to do the job. This pertains to the 95 and 96 as well as the 97 (Sonett) through 1968. On the sedan and wagon you may have to lengthen the Aeroquip hose a little, though I don't really think so.

Late in 1969, Saab changed over to a clutch master with a pipe attached to the lid so the remote tank for fluid could be used. A master cylinder with a bettersealing lid was introduced in 1972, as you can see by the serial numbers in the drawing.



Jack Ashcraft

International SAAB Meet in the U. K.

The SAAB Owners Club of Great Britain was established in 1963, so 1988 marked their 25th Anniversary. A special celebration was held at the Beaulieu National Motor Museum in the New Forest area, which is in the southern portion of England near South Hampton. Meeting dates were the same as the U. S. National Convention in Delaware. I opted for the British meet since it was closer and I had never been to England before.

10 a.m. on Saturday marked the official kick-off. A very large tent (circus size) was set up on the grounds surrounding the Motor Museum and this centralized all activities. Clubs from Norway, Germany, Sweden, Denmark, the Netherlands and of course Great Britain, had tables set up and were selling shirts, stickers, grille badges, etc. A smaller tent contained part-swapping tables.

The weekend included a con-course, parts swap, driving skill test, inter club events, a treasure hunt around the grounds, several activities for children (young and old), a Saturday evening awards banquet, a Sunday afternoon tea and finally, a short parade around the grounds for the con-course winners. Everyone also had passes to the fantastic Beaulieu Motor Museum, tourist access to the castle and estate of Lord Montage (the head honcho at Beaulieu) plus several other smaller attractions.

There were no SAAB dealers selling parts and accessories and no tech sessions. I really missed these compared to the U. S. conventions. There were a few people from SAAB, but the "big guns" (Erik Carlsson) were stateside. There was no rally and of course no open forum.

The weather was generally unco-operative with intermittent rain, winds, cloudy and even sunny skies. Damp grounds, but not damp spirits, were the order of the day. I counted over 200 SAABs and was told that 600



Top: Neatly lined up by model, some of the SAABs at the SAAB Owners Club of Great Britain's 25th Anniversary Meet.

Center: Tony Grestock's restored "SAAB SPORT" (known in the U.S. as the GT-850). This car was featured in the December, 1987, issue of **Practical Classics & Car Restorer** magazine.

Bottom: A SAAB 95 and a half.

Photos by Tom Remedios

to 700 people planned to attend. There was a good distribution of cars, but only a handful of 9000s. I saw quite a few 99 Turbo coupes, all kinds of 900s, plenty of 96s, but only a few 97s and 95s. There was also a SAAB 47-1/2 -- that's half a 95. A trailer was made form the B-pillar back. Most everyone did a double take when they saw the trailer hooked to a full 95. [Did that make the total a SAAB 142.5?]

Several splendid examples of 92s came from Norway (driven from Norway) and I was lucky enough to get a ride in a 1955 92B owned by Martin Viktorin of Oslo. All the 92s paraded around the grounds and at the end Martin asked if I would like a ride on the open road. Soon we were putt-putting away in the countryside at about 50 mph. It was loads of fun bouncing around for a short time.

The driving skill test consisted of slow and accurate positioning of your SAAB through various cones and chalked off areas. It was a great exercise for your steering rack and cooling system.

The banquet dinner on Saturday night had about 500 attendees. Awards for various events were distributed later, then an excellent band took over to keep the evening going. Sunday was very relaxed with the only planned events being the afternoon tea and the parade around the grounds. This allowed plenty of time to check out the Motor Museum, stroll around and mingle with the Brits. I couldn't get used to seeing right-hand-drive 96s with the shifter on the left side of the wheel. (During a visit a month later, I drove a friend's RHD 96 -- that was a real brain twister!)

The entire weekend was very enjoyable and went off quite smoothly. The SAAB Owners Club of Great Britain put in a great deal of work and deserves many thanks for making such a successful and fun-filled weekend.

Tom Remedios
Reutlingen, West Germany



"Only two cylinders and 25 horsepower," sputtered Tom slowly.

Two-Stroke Crankshaft Rebuilding Source

Now is the time to stop:

1. gnashing your teeth and tearing your hair,

2. moaning and groaning,

3. generally lamenting.

Over what? The apparent demise of replacement crankshafts for three-cylinder two-cycle SAAB engines.

The Saviour of this supposed dilemma is none other than:

David Baugher
9704 Lomond Avenue
Manassa, VA 22110
703/369-7325

Actually, David rebuilds crankshafts. He replaces all the main bearings and rod bearings. Here's the way it works:

You send him your tired or seized up crank. He rebuilds it and ships it back. The cost of the return shipping to you is included in the rebuilding charges, as follows:

Mixer cranks - standard or GT	\$150
Injected cranks - standard or GT	\$175

These prices, I'm sure you'll recognize, are very reasonable. They are similar to SAAB Motors' price of

new cranks 30 years ago!

Here's hoping this info will get a few more of those "smokers" back on the road.

Hal Mayforth

[David has been mentioned before in NINES as the only known source of SAAB two-stroke crankshaft rebuilding. It should be noted that this is a part-time sideline for him, and it may be several weeks before the rebuilt crankshaft is returned to you.

If you know of any other crank rebuilders, please let your fellow SAAB-ophiles know through the pages of NINES. -- T.W.]

Mechanics List

It's time for you to help update our Mechanics List, last published in May, 1987. We are particularly interested in independent repair shops, machine shops, parts stores, etc. that specialize in SAAB work. Please include the name, address and phone number of the business, and the hours of operation, number of mechanics, hourly rate, and other pertinent info.

The new list will be published in NINES sometime this Spring.

Warm Weather Cold Start Fix

There is, at last, an easy, relatively inexpensive fix for those whose '84 or '85 900 8-valve cars are hard to start in warm weather with engines at ambient temperatures. After a number of tries, SAAB engineers came up with an inexpensive kit (P/N 88-18-015) priced at less than \$30 and relatively simple to install (there's a 0.7 hour labor allowance for mechanics). And it works.

Installation's pretty straightforward, except the instructions don't tell you the easiest way to screw in the new Cold Start Enrichment Switch is to use the thin wall 13/16" spark plug socket from the 900 tool kit.

from *Smoke Signals* 10/88
SAAB Club National Capital Area

Brake Light Switch Relay Alternative Location

In the Aug/Sept issue of NINES, Mac Steiger details how he installed a relay in the brake light circuit '81 900S to prevent the burnout of contacts in the brake light switch.

A more convenient alternative installation site on later 900s is to locate the relay near the brake light switch. Remove the existing brake light switch wires and reconnect them to the appropriate leads on the relay. (The left-hand, red wire on the switch is usually the "hot" line, but double check with a test lamp.) This procedure eliminates the need to splice into the car's wiring.

condensed from *Smoke Signals*
November, 88
SAAB Club National Capital Area

Tips for All

Here is what I have learned with my '81 900S 5-speed. The car is made to last a long time with constant care. The price of the parts can make you think twice if it is worth owning one. So be it.

I change oil about 2,500 miles, using a Hastings filter. These really keep all the dirt in the filter. I use Pennzoil 5W-30 in the winter; the engine loves the stuff. Runs smooth at 25-below, starts good also. Summer it gets 15-40.

The trans gets new oil every 5000 miles; Chevron Arctic Lube (para-synthetic) 75-90. Gear changes are smooth with this lube. Regular gear lube is too thick for the synchros. It now has 127,000 miles.

It has gone through two clutches. Seems the plate gets weak as the disc had lots of lining remaining.

My ignition switch became stuck with the trans in reverse, so I took the whole thing out and removed only the metal cog that connects the key assembly to the ignition switch. No more lockup possible.

The car has Michelin TRX tires, so I did find winter driving difficult the first year. They are super for summer and rain driving, but tractiveless in snow. Then I ordered snow tread TRXs. What a difference they are. First, softer compound so they stick like glue, and the lugs are angled so they bite into snow. Went through some 3-foot drifts with little trouble.

The October issue had some mention of Arco Graphite motor oil. I've repaired three engines that used that oil, one only had a single use. The oil boils off and the graphite lumps together, blocking off anything it can. It looks and feels like a lump of coal. The results are sure destruction of the engine, and all it takes is one time. I can not say for sure if it would harm the transmission.

With winter here again, a helpful hint. Remove the rear tail light lenses and clean the insides with some window cleaner. Lots of dirt gets in through the vacuum created. Cleaning will make the stop lights and turn signals nice and bright. Check yours out.

James Klepal
Chicago, IL

Tires - Bridgestone HP41

I own a 16-valve 900 Turbo. The original tires on the car were Pirelli P6s. The second set were Goodyear NCTs. I recently purchased a set of Bridgestone HP41 tires and I would like to do a comparison. Basically I've driven the same roads under the same conditions and have noticed a tremendous difference in handling and performance.

Pirelli P6 -- a fairly good tire on wet and dry pavements. The tread life was poor, and frankly, when I was ready for a new set of tires, Pirellis were a little too high priced.

Goodyear NCT -- a great tire in dry conditions, but on wet streets and snow they were terrible. The tread life was decent, but again, the price was a little high. At this point, it seemed like it wasn't possible to get all the good things in one tire.

Bridgestone HP41 -- This product is "light years" ahead of its competition. This tire has an "H" speed rating (speeds up to 130 mph), is constructed with nylon strip plies over two steel belts and a full nylon ply that reduces distortion at higher speeds, and shoulder separation which the other brands tended to develop. The tire rides quietly and sticks like glue on the turns.

These tires also have M+S (mud & snow) ratings for all season driving. Without this rating, a person may be subject to fines on a snowy day if caught obstructing traffic.

The Bridgestone Potenza HP41 is a winner!! It has an "A" traction rating and the same in temperature, with a very high tread wear rating. I expect to get 40,000 plus miles, and you can believe when I'm ready to replace them, it will be with another Bridgestone.

My best advice after all this research is for the readers to check this line of performance tire and give them a try.

Phil Kancel
Leawood, KS

900 Electrical Miscellany

If, like me, you've backed under a low branch with the radio on, you can appreciate paying well over \$100 for a new electric antenna. I'm told that a new mast can be had for much less, but that installing it is a bag of worms.

The good news is that Radio Shack antenna #12-1327 is about a foot long, rubber covered and flexible, and fits the hole in the fender like it was made for it. Cost? A big \$5.49, folks. It has a little less sensitivity than the original, and to cure that you can get a signal booster from Radio Shack or J.C. Whitney for about \$25.

When you remove the dead electric antenna, you unplug a red wire and a green wire. The red is hot and the green one is through the radio power switch. The booster I got seems to ground through the antenna wire shielding. I plugged the antenna in to the booster, and the booster to radio lead, hooked up to the green wire, shoved all the trash behind the trunk lining, tucked the lining back under the edge of the weather strip, and am enjoying all those distant FM stations again.

Those two plastic screws that fasten the trunk liner, that you turn 90 degrees counterclockwise to release, don't seem to be needed, but I'm saving mine in case the Swedes had a reason.

My fancy factory shop manual doesn't say a word about the heated driver's seat with dash control that came on my '87 900. [Ed. note: It is described on page 234 of Sec. 3:2 "Electrical system, system diagrams, operation and fault-tracing" for M87-88 models. The ordering number from Saab is #338558. It is a recent addition to the manual.]

If your electric seat quits on you, unplug the larger of the two plugs fastened under the right side of the driver's seat. It's actually the socket half that comes free and is wired to the car. One end is round and the other square for polarity. For reference, call

the socket on the round end #1, with #2 and #3 following. With ignition on, read 6 volts across #1 to #2 and #2 to #3, 12 volts from 1 to 3. All readings are controlled by the dash switch, with 2 and 3 going from 6 to 7 volts with dash switch "off" and all others going dead. This tells you the car wiring, fuse and switch are okay.

The plug half of the connector is fastened to the seat. From round to square, refer to pins A, B and C. A to B and B to C reads 13 ohms. A to C reads as a short (0 ohms, no resistance). Find an open circuit at A to B or B to C and you've localized the break to the back or the seat heating element.

Remove the seat from the car and turn it upside down in a convenient place. I found the car hood convenient. Open the two pin connector which is also fastened to the seat frame. Read a short across the half that connects to the seat back, and an open across the other half and you know the trouble is in the seat, not the back, heater. (I've never had trouble with the back element, but they're wired in series same as the older ones.) Flat metal clips hold the upholstery to the front of the seat. Slide something like a table knife under the underneath part of each clip to release the sharp barbs and the clip slips right off. After removing all the clips, gently work the upholstery up over the front of the cushion. Spring the stiff wire that holds the right side of the upholstery out of its two holes in the seat frame, and continue to work the upholstery free.

Glued to the foam rubber seat, find a thin gauzy fabric with zigzag faint black lines under it. Look for a dark spot on the gauze, just like an oversize fly speck along the dark line somewhere. That's your break. The heating element is fine stranded wire covered with insulation. It takes to soldering just fine. You can carefully slit the gauze over the suspected break or you can very gently pull it loose

from the foam rubber to get to the break in the element. No need to tape your soldered repair, but pull a little slack in the element so no strain will come on the repair -- and dress the soldered pigtail so it won't jab you when you sit.

Besides the pair of black wires that power the heaters, a pair of blue wires goes to the rear part of the seat cushion. I imagine they connect to a thermostat arrangement, but didn't check them out.

If you get 13 ohms from pins A to B and B to C, and a short from A to C, the seat ought to work when reinstalled.

George Wilcox
Mentor, OH

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1989 Saab Suggested POE List Prices

Series	Body	Price
900	3-door	\$16,995
	4-door	\$17,515
900S	3-door	\$19,695
	4-door	\$20,245
900 Turbo	3-door	\$23,795
	4-door	\$24,345
	Convrtbl	\$32,095
900 T-SPG	3-door	\$26,895
9000S	5-door	\$24,445
9000 Turbo	5-door	\$30,795
9000 CD (Leather)		\$31,995
9000 CD (Velour)		\$30,895

Options	Model Availability	Price
Leather Pkg.	900 Turbo 3-dr	\$1295
	900 Turbo 4-dr	\$1295
	9000S 5-door	\$1295
Automatic Transmission	3-speed All 900, except SPG	\$595
	4-speed All 9000	\$695
Metallic Paint	All models	\$485
	Special Black Paint, All models	\$485

available for well under the \$20,000 mark -- and for 1989 with more power.

"The range of Saab prices for 1989 makes it possible for us to offer an extremely wide choice for our customers," says Sten O. Helling, Executive Vice President of Saab-Scania of America, Inc., and general manager of its Saab Car Division.

Prices for the 1989 Saab car, now available through some 371 Saab dealers nationwide, start at \$16,995 for the Saab 900 three-door hatchback, according to the Saab vice president, and top out at \$31,995 for the Saab 9000 CD sedan.

Saab was one of the pioneers in offering multi-valve engines, according to Mr. Helling. The 900 Turbo came with a 16-valve head already in 1985, ahead of most of the competition.

"We have gradually increased the use of the 16-valve engines since their first introduction," says Mr. Helling, "until for 1989 we can proudly point to the fact that all Saab models now available on the U.S. market, both naturally aspirated and turbo-charged, offer this advanced automotive engine technology."

The Saab official said the company's new flagship, the 9000 CD sedan, has been enthusiastically received by all dealers, and its pricing makes it a very viable competitor in the European luxury car market. He added that the Saab 900 line still is very important to Saab dealers, everywhere, and that the base Saab 900 with its new 16-valve engine and its \$16,995 price tag, should prove very popular for 1989.

Other news for 1989, Mr. Helling added, is the reintroduction of the Saab 900 Turbo in its four-door sedan version. This model carries a price tag of \$24,345.

1989 Saab Prices

Orange, CT -- While the dollar exchange rates have been playing havoc with imported car prices for 1989, Saab is still

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CD Reviews

With the U.S. introduction of the latest SAAB model, the 9000CD Turbo, many automotive publications have taken the time to drive one. Summarized here are their impressions:

Road & Track (December 1988)

"...[passengers] are well cared for... by the excellent seats and sumptuous, fully equipped interior.

"As with the 5-door Turbo, the comfort is maintained over very demanding road surfaces; the well-tuned suspension, combined with anti-lock braking, make the 9000 a very capable and reassuring car to drive."

Car and Driver (December 1988)

"...out in the real world--the world of traffic lights and urban bottlenecks--the Saab's four-speed [automatic] is a handicap.

"But once you reach 20 mph, this Saab has all the verve and vivacity you'd expect.

"Its transmission troubles aside, the 9000CD is bliss on wheels--as it should be for a base price of \$30,895.

"Whether its mission is replenishing the embassy's wine cellar or hauling visiting emissaries, the Saab 9000CD unfailingly projects the proper demeanor. Our only suggestion is to update the automatic transmission to state-of-the-art standards."

Automobile (December 1988)

"Apart from a pair of automatic load-leveling shocks at the rear, the Saab 9000CD Turbo is a mechanical ringer for the 9000 Turbo hatchback, which means it's automatically one of our favorite conveyances. ...you'll learn to love the golden silence in the cabin, the post-3000-rpm pulling power of the engine, and the velvety ride.

"Drawbacks? Still the same old complaints: turbo lag..., and a rubbery, imprecise shifter.

"...the familiar hatchback is not only prettier but more practical."

AutoWeek (November 21, 1988)

"...the CD boasts a stately ride quality that is on a par with the world's best.

"If all outward cues say luxury sedan, when driven hard the CD retains that precise, sure feel of command that has made Saabs enthusiast favorites for decades.

"We're neither surprised nor displeased to find that even Saab's flagship has the soul of an enthusiastic eccentric."

What Does "CD" Mean?

Saab has long used initials for certain models: GT stood for "Gran Turissmo," EMS for "Electronic-Manual-Special," SPG translates to "Special Performance Group." How about "CD," the designation for the new 9000 sedan?

Saab-Scania's American PR department calls it "Classic Design," while in Europe it's "Corps Diplomatique." **Road & Track** asks if it could mean "conventional design," while **Car and Driver** suggests it is a car for the "Circumspect Diplomat."

It could mean that you need to cash your Certificate of Deposit for the down payment, or try to purchase one on a Contract for Deed. Once you have one, a Compact Disc player is a necessity to be considered a "Cool Dude". We already know that with its aircraft heritage, it has an excellent Coefficient of drag (Cd).

Mercedes owners may consider it a "Come Down", while the thrifty could look at it as a "Cheaper Daimler"

96 drivers will likely call it "Clearly Decadent."

Discount Incentives to Visit Stockholm

Chicago Tribune (via Duluth News-Tribune)

Stockholm is offering discounted incentives to visit during the off season -- from now until April 30, 1989.

SAS has a \$650 per person package which includes round trip air fare from Chicago to Stockholm, six nights' hotel lodging (double occupancy), full Swedish breakfast daily and a sightseeing tour of the city.

Throughout the time various discounted activities will be available.

For more information, contact the Swedish Tourist Board, 655 3rd Ave., New York, NY 10017; 212-949-2333.

[Ed. note: A good chance to pick up an I.D.S. SAAB through your local dealer and save even more money, or just to tour the homeland of SAAB.

I recommend it, especially those Swedish breakfasts!]

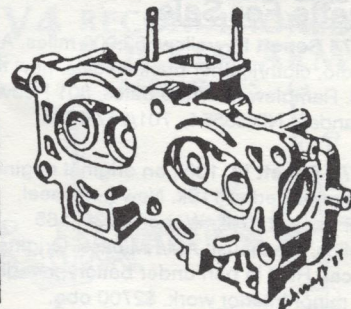
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1985-87 16v	869.00	759.00
1986 9000 Turbo	(not yet available)	

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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.

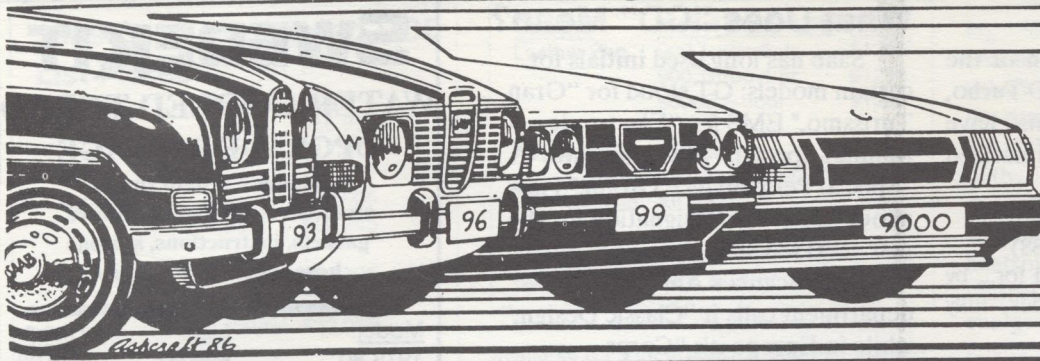
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Ads offering parts or SAABs for sale or wanted are available to members and non-members. Ads are limited to 25 words, plus name address and phone number. Ad copy will be abbreviated and excess words deleted where possible. Enclose sufficient funds 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.

Sonetts For Sale

'74 Sonett III, yellow, 52,000 miles, AM/FM radio, cloth/leather bucket seats, new tires. \$3500. Ramblewood Auto Sales, 801 Redwing Dr, Mandan, ND 58554. 701/667-1926.

'73 Sonett III, 130k on original engine, valves reworked at 110k. New freewheel, clutch, trans at 120k. Weber 32/36, 165 Michelins, Y-exhaust, AM/FM cass. Original Calif. car. Rust in pan under battery, needs paint, minor interior work. \$2700 obo. Francine, Seattle, WA. 206/782-11088.

'72 Sonett III, new bearings & synchros in trans, recent carb work & wiper motor, brakes & brake lines, CVs. \$3500. Must sell to pay medical bills. John Fox, PO Box 2926, Olympic Valley, CA 95730. 916/582-1820.

'71 Sonett, blue, 80k mi, engine & body excellent, frame good. Looks, runs great. Flaws: wiring, freewheel. \$2500 obo. Also, '73 nose, \$200, many Sonett/V4 parts. Mike Ancas, 830 N. Euclid, Pittsburgh, PA 15206. 412/921-5099.

'69 Sonett V4, project car, partly dismantled. Everything there and in good condition. \$500. Will deliver locally. Dave Nagel, Rancho Palos Verdes, CA. 213/514-3647, leave message.

93s, 95s & 96s For Sale

'70 95 wagon, quiet trans, new Diehard, valve job, carb overhaul, radiator rodded, new brakes/hydraulics. 6k miles on Pirellis. KYB gas/new lever shocks. Extra interiors, more. \$1500 obo. Michael Fremer, 100 Prospect Ave, #5E, Hackensack, NJ 07601. 201/343-9367.

'69 96, 112k miles, good condition, new tires. \$950. L. Warren, PO Box 202, Kittery Pt, ME 03905. 207/439-0182 eves 'til 9:30pm.

'68 96, 101k miles, very original (including paint) and clean. 2nd owner 10 years, well-maintained & good mechanics. \$1200. Bob Schmitt, 1731 Chapala #3, Santa Barbara, CA 93101. 805/683-3881 or 563-9294.

'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 Weinkauff, 1296 Hwy C, Grafton, WI 53024. 414/377-3564 between 10:00 & 10:30pm CST.

'64 GT850. Running but not original engine. Has original emblems. Floor is rusty. \$500. Bill Strangefeld, 233 Burns Ave, Cincinnati, OH 45215. 513/948-1071.

2-Stroke & V4 Parts For Sale

Jahn's 2-stroke pistons, 1.5mm over std bore, fits standard 850 head gasket. Proven dependable. Set includes pins & rings. Limited supply. \$250 per set + shpg. Mark Rheude, 781 E. Swanee Lane, Covina, CA 91723. 818/332-0046.

Rebuilt V4 webbed transmission with close ratio gearset & new Daldi crown & pinion, \$750. Freshened V4 Rally engine with 2 cranks & 2 sets of heads, \$250. New set of Hepolite pistons & rings for hi-compression 1700cc, \$80. Numerous gasket sets for V4. Don McEachern, 2907 Inlake Ct, Mississauga, Ontario, Canada L5N-2A4. 416/821-0396.

Parting out '72 & '73 Sonett. Complete dash, \$100. Glass, rear quarters, \$20 ea. Springs, \$25/pair, shift linkage, \$35. Also most other parts. Michael D'Aleo, 65 Hollow Horn Rd, Erwinna, PA 18920. 215/294-9589.

'71 Sonett trans, 100k miles, very strong, \$250. '69 95 trans, rebuilt, 125k, \$200. 1500cc V4, 125k, new rings/valves, no carb, \$200 + shpg. Bernie Wassertzug, 11825 Enid Dr, Potomac, MD 20854. 301/299-8561.

Parts from '68 96-V4, new front bumper, new grille with insignia, beauty rings, chrome moldings, hoses, owners manual, fuses, distributor cap, many other parts. Call collect. Robert Godown, 880 Loranne Ave, Pomona, CA 91767. 714/629-0985.

Rebuilt '68 trans, \$450. Rebuilt '72 V4 gearbox, \$500. '68 Deluxe grille, \$50. Must sell to pay medical bills. John Fox, PO Box 2926, Olympic Valley, CA 95730. 916/582-1820.

99s & 900s For Sale

'75 99LE 2dr, 120k mi, good body, runs good, cruise. New: water pump, clutch, front rotors, brake pads, injectors. 4 extra wheels, \$1100 obo. Loris Bedrosyan, 5608 Victoria Ln, Citrus Hgts, CA 95610. 916/967-2439.

'78 99 Turbo, 84k mi, silver gray, needs headliner & tires, otherwise good cond. \$2100. Ed Morrell, Randolph, NJ 201/361-6439.

99, 900 & 9000

Parts & Accessories

Parting out 3 900 5-doors. Good doors & hatches: blue, maroon, white. Tires, EMS wheels, other misc. Will be parting later models. Good source in Boston area. David Bradburn, 25 Pilgrim Rd, Melrose, MA. 617/665-9113.

Factory Service Manuals & upgrades, 2 volumes, for 1979 model. \$25 incl shpg. Sy Hotch, 48 Country Corners Rd, Wayland, MA 01778. 508/358-7056 eves & wknds.

6 TRX wheels from '79 Turbo. Good condition, \$60 apiece or all 6 for \$300. Jim Kuehn, Missoula, MT. 406/251-3555 or 406/543-6441.

Engine & 4-speed trans for 99. Good condition, hear it run. Other parts too. \$200 all. 612/983-3183 after 5pm.

Parting '87 900 w/1200 mi. Persian blue seats, \$250. 3-instrument cluster w/125 mph speedo, \$120. Send SASE for list. Wayne E. Hough, 1005 8th St, Mukilteo, WA 98275. 206/347-6925.

Wagonback lid from '74 99, no rust, w/heated glass, fits '74-'80 hatchbacks, \$95. '72 99 4-spd trans, \$125. Ron Malek, 4662 E. 90 St, Garfield Hts, OH, 44125. 216/271-0667.

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175/70 x 15	\$65.00
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Packages include mounting & computer balancing. Also available -- Volvo snow tires & wheels.

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4 Conti TS740 185/65HR15 tires on 5.5J15 900 wheels, 4k mi, \$400 obo. 1979-84 SAAB shop manuals, 3 vols, hard binder, like new, \$35 ppd. Mike Perlmutter, 617/762-5300 ext. 2020, days.

900 Fuel pump, \$50. Power steering pump, \$40. A/C system, \$90. front sway bar, \$80. '73 EFI complete, \$50. 1.85L timing chain, \$10. Misc. "B" eng & fuel parts, Sonett parts. Ted Graef, 65 Hollow Horn Rd, Erwinna, PA 18920. 215/294-9589.

Last Chance 99 Parts Sale!
(from '78 99 Turbo & '77 99 EMS)
'77 4-spd gear drive trans, only 40k mi, \$175. Complete 99 A/C systems, \$100. 3 yards platinum headliner fabric, \$40. Fair hood, r. door, bumpers, \$25 ea. Many misc. interior & mechanical, glass, etc. -- Make offer. Gary Stottler, 159 Washington Rd, Princeton, NJ 08540. 609/520-0963.

Autopower bolt-in rollcage for 900 or 99, \$350. 6 late model 99 steel rims, \$20 ea. 4 Yokohama A008Rs, 1/3 tread left, \$175. Stock 99 springs, \$50. Brad Ross, 7262 Barrett Rd, West Chester, OH 45069. 513/779-4208.

Fuel injection parts for '74 99: Main ECU, pressure regulator, pressure (vacuum) sensor, all for \$55 +shpg. New OE outer CV joint for '79 900, \$100 +shpg. Paul Larsen, 646 W Fairview #7, Arcadia, CA 91006. 818/447-2656.

9000 Euro headlights w/wiper & washer, new in boxes, \$400. Marchal QI replacement headlights, fit 99 & other 4 lamp systems, like new, set of 4 (low/hi & hi-beam), \$70. 900 blk leather steering whl by Personal. \$60. 900 Euro headlight lens, left side, \$15. Bob McNary, 672 Sunvale Ave, Ventura, CA 93003. 805/654-1646.

Parting out '76 99GL: EMS alloys w/lugs & caps, \$180. Tan interior, \$125. Tachometer, \$35. Radiator w/fan, \$50. 900 Turbo radiator w/fan, \$60. Other Misc parts. Michael D'Aleo, 65 Hollow Horn Rd, Erwinna, PA 18920. 215/294-9589.

Wanted, All Models

'81 Turbo factory service manuals & '80 owners manual with Turbo supplement. Ted Graef, 65 Hollow Horn Rd, Erwinna, PA 18920. 215/294-9589.

Rebuilt brake master cylinder, including all seals & hardware, or rebuild kit for 93. John D. Baird, 10 Oak St, Norwalk, OH 44857. 419/668-3560 eves.

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

'72/'73 tan rear seat back & '71 blue rear seat back for 96s. Also passenger side rubber "kick plate." Mike Fremer, 100 Prospect Ave #5E, Hackensack, NJ 07601. 201/343-9367.

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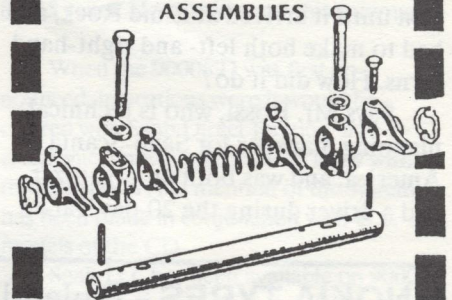
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"Lefty" SAAB Also Turns Right

Lime Rock, Conn. -- Can a "left turner" ever learn to also turn right?

That's the question Saab-Scania of America representatives Steven Rossi and Fred Stevenson set out to prove recently in connection with Road & Track magazine's annual Manufacturer's Challenge Cup handicap race at Connecticut's Lime Rock Park race track.

The SAAB entered in this "fun" event was best known for turning left... for over 62,000 miles. It was one of the three 9000 Turbos that set records during SAAB's Long Run endurance test at Alabama International Motor Speedway in Talladega. The entire 62,140 miles (100,000 kilometers) were driven counterclockwise around the Talladega oval.

Since that gruelling test was completed in October of 1986, the Long Run 9000 Turbo has been used for displays at auto shows and SAAB dealerships, and the National SAAB Owners conventions in Tulsa, Oklahoma, and Wilmington, Delaware.

It had not been driven in competition until it arrived at Lime Rock, and had to make both left- and right-hand turns. How did it do?

Says Mr. Rossi, who is technical planning manager for Saab-Scania of America, and was both an organizer and a driver during the 20-day Tal-

ladega test:

"It felt a little funny at first when I had to turn the steering wheel in both directions, rather than keeping it almost fixed in left turn position, as I did at Talladega. But the car was still tight, responsive and fast..."

A little bit too fast, since drivers Rossi and Stevenson were penalized for exceeding their handicapped speed at the Road & Track event. They finished in 21st place.

Other Racing News

Twenty SAAB clubbers attended the IMSA racing weekend in Del Mar, California, thanks to Saab-Scania's kindness, and a good time was had by all. The same can not be said for the drivers or the Barber/SAAB series cars.

The tires weren't sticking to the track, but the track was sticking to the tires. The problem was that the sun did not shine after the track had had a surface treatment applied. The treatment did not cure properly, and cars were coming in with the goop stuck to the tires. Paper tags and mold marks weren't even wearing off. Crews were kept busy after each session cleaning every tire. Some of the GTO cars did manage to stick to the track -- after stopping with hot tires, they found themselves glued in place.

The poor track situation was also causing many bent and broken race

cars. Several of the top runners in the Barber/SAAB race skidded into the concrete barriers and out of the competition. Among them were points leaders Bruce Feldman and Tom Cochran. The winner (survivor?) was Jeremy Dale.

Justin Bell, son of racing great Derek Bell, started the Barber/SAAB race from the front row, but crashed in the early laps. Finishing 4th in his auto racing debut was former motorcycle Grand Prix champion, Freddy Spencer. He had qualified in 8th position.

Paul Florance

Congratulations to Bruce Feldman, the 1988 Barber/SAAB series champion. Bruce won two of the twelve races this year, and took the title by only a few points by placing third in the final event at Tamiami Park.

Last year's Barber/SAAB champ, Ken Murillo, switched series this year and took the 1988 Super Vee championship.

Edmond Stoops of Orange, California, has purchased the SAAB Formula "S" Quantum restored by Barber/SAAB mechanic, Scott Olson. Stoops plans to run the car in vintage races on the west coast. He recently enrolled in a drivers course at the Skip Barber school in Riverside.

Tom Cox & Paul Florance

Jack Lawrence of Motor Sport Service again tried to defend SAAB's honor at the SCCA National Run-Offs at Road Atlanta. Jack qualified his much modified Sonett III in 5th place in GT4 and was running in 4th when a pin in the gearshift linkage broke. He was credited with a 14th place finish.

Bev Nichols of Amelia, Ohio, drove an '86 SAAB 900S 3-door to top honors in H Stock-Ladies class at the SCCA National Solo II runoffs in Salina, Kansas. Her 900 was equipped with Yokohama 008R tires on SAAB Inca wheels.

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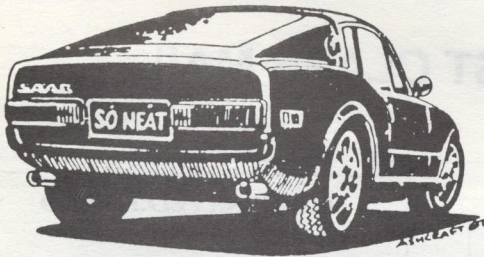
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FROM THE BACKSIDE

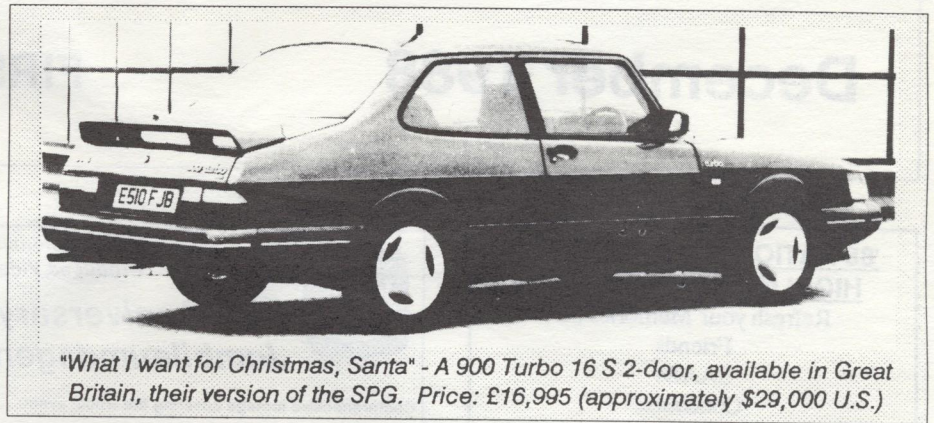
You may notice that several technical articles for this issue were borrowed from regional club newsletters. As I have mentioned before, many regional newsletters have good information in them, much of which is good enough to share with SAAB owners all over. Thanks to the contributors and editors of those publications for their continued dedication.

Part of the reason for using articles from other publications has been the recent lack of articles submitted to NINES. A few months ago there was a backlog of articles, but those have been pretty well used up in the last few issues.

Time to hit the typewriters, folks. Tell other SAAB owners how you fixed your car, or about the new products or accessories you've discovered that might be of interest to other SAABers. I'm still looking for good photos and drawings as well.

Though there have been some feelers from the West Coast (Las Vegas and San Francisco), there has been no firm offer of a national convention for 1989.

Had a chance to watch Ray Kurr's video of the Delaware Convention. It's not real professional, but it preserves that great weekend. It gave me a chance to see some



"What I want for Christmas, Santa" - A 900 Turbo 16 S 2-door, available in Great Britain, their version of the SPG. Price: £16,995 (approximately \$29,000 U.S.)

of the things I missed. It was fun viewing. Thanks, Ray!

A couple of months ago, I mentioned that I would be co-driving for Tom Gillespie at the Lac Vieux Desert Divisional Pro Rally (part of the Press On Regardless National Rally) in Upper Michigan. The good news is we accomplished our goal... we finished! The weather was snowy and icy, and we were 2nd to the last car on the road, so the roads were in terrible shape by the time we reached them. The only problems we had were blown fuses in the windshield wiper circuit and not enough traction, the latter difficulty shared by all competitors.

25 cars started the Lac Vieux Divisional, 18 finished. We placed 17th overall.

One shining memory of the event was a banner seen several times in the woods. Members of the Great Lakes SAAB Club hung a "SAAB" banner wherever they were, the only group blatantly cheering for a specific marque. Our '74 99 was the only representative competing, though many rally workers and officials, and spectators, still drive SAABs.

We recently heard that Ted Tucker, long time contributor to the SAAB Club Newsletter and owner of Loki Automotive

in Virginia, is waging a battle with cancer. Our best wishes to Ted and his family.

We have also learned of the death of Dan Stella, parts manager at Victor SAAB in Pennsylvania. Dan had been with Victor for 15 years. He passed away this summer.

When the 9000CD was first announced, indications were it would be offered with Saab Direct Ignition, an electronic innovation that does away with the distributor. No mention of the system has been made in conjunction with U.S. models of the CD.

Saab D.I. has been available on 9000s sold in Sweden and Great Britain since mid-'88. Just over 2000 are now on the road, with another 16,500 planned for 1989. Introduction of Direct Ignition on U.S. models will happen... "soon".

By the way, word has been passed on of a special model available in Canada, the 9000 SPG. The car has an aero kit similar to the 900 SPG sold in the U.S. No word on whether a similar model may be sold here.

A Happy Holiday season to all! Best Wishes for a prosperous 1989.

Tim Winker, Editor
 Nancy Bergman, Office Mgr.
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