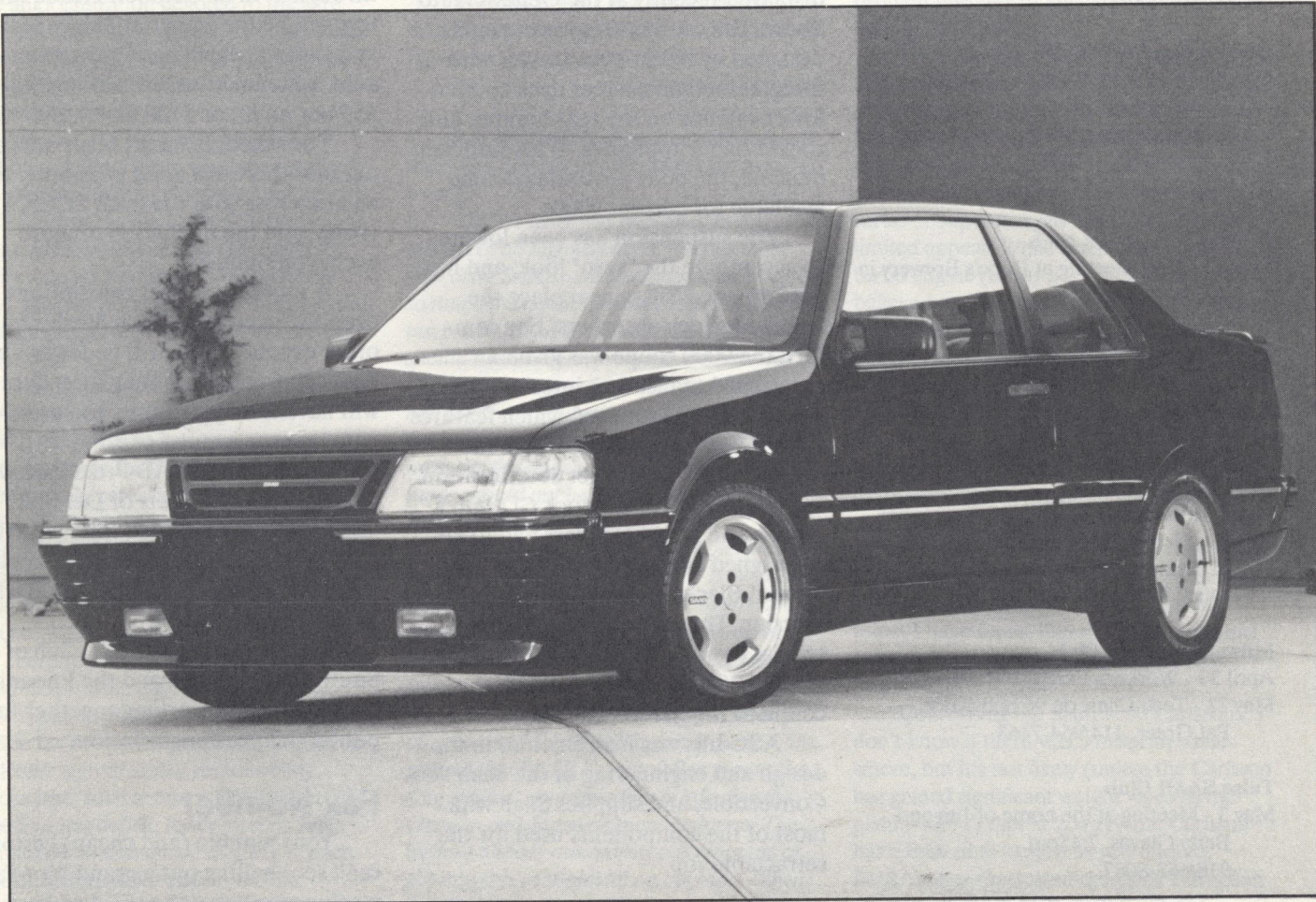




NINES

THE SAAB CLUB NEWSLETTER

\$2.25
April
1989
no. 180



Is there a 9000 Coupe in Saab's future? See page 2 for details.

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REGIONAL CLUB NEWS

Meetings and Events

Central Illiana SAAB Club

April 23 - SAAB Movies in the Balcony,
2:00pm, at Adlers', 1507 W. University,
Champaign, IL. Reservations only.
217-356-9244.

Central New York SAAB Club

New club in the Ithaca area. Contact
Eileen Kolynich
102 Armstrong Road
Lansing, NY 14882
607/533-4073.

Central Penn SAAB Club

May 2 - CPSC meeting at Bube's Brewery in
Mount Joy, 8:00pm.

Delaware Valley SAAB Club

April 8 - Tech session and meeting at
Delaware Olds/Volvo/Saab in
Wilmington, 10:00am.
Jenny Trostel, 302/764-SAAB.

Great Lakes SAAB Club

April 8 - General meeting at Hansen's house
in Stanton, MI, 1:00pm. 616/794-1389
(Nick Kohn) or 517/831-5593.

Milwaukee SAAB Club

April 30 - Worker's Paradise Rally.
May ?? - Tech Clinic on 96 bodywork.
Pat Greer, 414/964-7463.

Tulsa SAAB Club

May 3 - Meeting at the home of Jim and
Betty Glavas, 7:45pm.
918/663-8087.

On the Cover

9000 2-door Coupe?

The 9000 2-door shown on the cover is a one-of-a-kind built by ASC, Inc. of Southgate, Michigan, and displayed recently at the Geneva Auto Show. The car features lower panels designed by ASC; front spoiler with integral foglights, a rear deck spoiler, lower valence on the rear bumper and rocker panel appliques. With sufficient demand, the body kit could become available for current 9000s.

The suspension has been lowered to accentuate the "aero" look, and high performance Bilsteins replace the standard shock absorbers. For comfort, the 9000 coupe was given a redesigned tan leather interior and ASC's VSS 800 sunroof, which features solar reflective glass to protect the interior from ultraviolet deterioration.

To transform a 4-door CD into a 2-door, the B and C pillars had to be redesigned and the doors lengthened. Special Black Cherry paint sets off the exterior. The 16" by 7" wheels are a special design chosen for this vehicle. Pirelli 225/50VR16 tires attach the coupe to the road.

ASC Inc. was instrumental in the design and engineering of the Saab 900 Convertible, and supplies Saab with most of the components used for the retractable top.

Convention Update

Plans for the 1989 SAAB Owners Convention in Las Vegas are working out well, according to Paul Florance. Plan your vacation around the 13th through 15th of October. Headquarters will be the Imperial Palace Hotel and Casino, which has an excellent auto museum attached. Rooms will be \$55 per night, or \$100 for a suite.

The schedule hasn't been worked out, but there is a good possibility for an autocross with the local SCCA group, and the likelihood of more events on Sunday.

A problem at past conventions has been the overlap of Tech Sessions and other events. There will be fewer Tech Sessions this year so that attendees will have the opportunity to participate in more events.

The Barber/SAAB Pro Series will be racing in the streets of Del Mar, California, the weekend following the convention. You could make a week of it in the Southwestern U.S. (or maybe a side trip to Mexico).

Members of the SAAB Club of Southern California and the Phoenix SAAB Club are working together to put on this year's convention.

Fax Number

Your humble (and cheap) editor can't see shelling out a grand for a fax machine, so he's done the next best thing - gotten access to someone else's fax machine. You can now send your articles, letters, etc. via fax to the SAAB Club at 218-722-9914.

Make sure you specify that your transmission is for the SAAB Club.

SAAB Club of North America

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Letters to NINES

Taxing Thoughts

Two points - first, the political. In the ten years that I have belonged to the SAAB Club, the February 1989 issue was the first in my memory where a lobby group's letter was published? I always thought that we were an organization devoted to the care and feeding of those strange Swedish beasts known as SAABs. Then, why publish that garbage from James J. Baxter lobbying for low gasoline taxes?

Anyway, I hope you will forgive a neighbour to the North, who already pays high gasoline taxes, making a comment on the U.S. scene. In the United States, you are getting gasoline that is taxed far less than almost any other country in the Western world, the exception being the OPEC cartel. So, are all the rest of us dumb and the U.S. smart? No.

In all seriousness, I certainly hope that the American people realize that, by keeping gas prices so low, they are just setting the stage for the next oil crisis. You are becoming increasingly dependant on OPEC oil - imports are increasing each month and your domestic exploration is almost down to nil. Low prices also encourage squandering of a non-renewable resource with gas guzzlers and big engines.

I certainly hope the current Washington administration has the guts and the votes to put through a minimum of 50 cents a gallon tax as soon as possible. It would be a welcome sign of global responsibility. Besides that, such action might just get rid of the Federal deficit, lower interest rates and manage to toss a nice monkey wrench in the direction of our pals in OPEC.

Now, more importantly, SAABs. Since 1978, we have owned eight. Currently, three - rusted out '79 EM2 with great running gear, an '81 900T-4D and an '87 900 SPG. Great cars, wouldn't dream of switching. No real trouble, despite high mileage. Points of interest:

a) Change oil every 3,000 miles and filter every 6,000. Use good 10/30 oil, not synthetic. If you use synthetic, change at almost the same frequency. My old '83 900T has over 156,000 miles on it and has the original turbo.

b) Gear boxes are weak (had four changes in various cars over the years). I prefer to use 75EP oil. Get somebody in your club or area to buy a five gallon container.

c) Bosch Platinum plugs are great - at least 20,000 miles on a set.

d) Tires - Hakkapeliitta winter tires seem to be the best for snow and ice, also good wearing. Summer - those new Rollsters are far better than P6s or MXVs - I love them.

My final word is to form some sort of SAAB group in your local area. You'll never regret it - they are great people.

E. Peter McLoughlin
Rigaud, Quebec

P.S. If SAAB has the foresight to keep a guy like Sinclair as president, they won't go wrong.

CRTL's letter was published in the interest of all highway users, not just those who drive SAABs. Mr. Baxter's point was not so much the amount of the proposed gasoline tax, but its use. A Federal gas tax increase should be instituted, provided it is used for improvement of our highways and bridges, and for driver education and re-testing, and not to bail out mismanagement in government. By the same token, Federal highway funds should not be held hostage over enforcement of speed limits.

A large tax (\$1.00 or more) on leaded gasoline would also make sense. It would keep leaded fuel available for those who feel they need it in older cars, while the higher price would discourage its use in cars that require unleaded fuel.

One of these days there will be another oil crisis, and SAAB will be ready for it. I am pleased that SAAB has not fallen prey to the "big engine" syndrome that is infecting the German and Japanese manufacturers. The turbo-4 already has outrageous amounts of power, yet is economical on the road. When gasoline is in short supply, the four-cylinder engine will be in demand. - TW

Welcome, Dr. Nio!

Hooray for the new guy... Dr. Nio's Klinik is just what the doctor ordered! Finally NINES has got somebody who not only knows something about SAABs, but isn't afraid to give advice! Three cheers!

I'd like to make a few comments concerning the March issue. First, in regards to Mr. Barbour's letter calling for SAAB to "drop the turbo and switch to supercharg-

ing." In principle that sounds like a nice idea, however, since SAAB is one of those companies which is both innovative and conservative (methodical) in their approach to designing and engineering automobiles, this will not happen any time soon. Given the reliability, cost and performance trade-offs (such as weight) between turbocharging and supercharging, I'm not sure switching to supercharging... especially given the problems Ford has had with their "supercharging experiment"... would represent a prudent business or engineering decision (at least at this time).

Probably of greater significance to the financial health of Saab-Scania would be the development of a 6 or 8-cylinder engine. If Saab has any aspirations of increasing their market share in the "up market" segment (and I believe they do), a four-cylinder turbo or supercharged engine will only have limited appeal. While I personally prefer a turbo engine (to say a 2.7 liter 6-cylinder), I believe I am the exception rather than the rule. Sort of in the same way that most people (with 2.2 kids and 1.5 dogs and a Volvo in the driveway) prefer the conservative design and functionality of a colonial house to the more unique contemporary style. Fortunately there are a few of us who don't want to live in square houses nor drive ordinary cars!

I do agree with Mr. Barbour that Saab does need to continue refining (as I'm sure they are) their turbo technology. As an aside, I have found that a free-flow exhaust system does help to significantly reduce "turbo lag."

Concerning the Saab 9000 Carlsson... I don't know if there was a misprint somewhere, but it's not likely (unless the Carlsson has gained significant weight vis-a-vis the plain 9000-T) that at 204 HP the Carlsson has a 0-60 time as slow as you quoted. *Performance Car* tested the stock European 9000 Turbo (175 HP) in 1986-87 and recorded a 0-60 time of 7.2 sec. This seems quite believable, especially compared to times registered by both *Car and Driver* and *Road & Track*: 7.7 and 7.6 seconds, respectively, for the stock 160 HP US version 9000 Turbo. I find it hard to believe that a 17% increase in horsepower (from the stock European version)... and tested by the same people... has little effect in acceleration.

G. M. Metzger
Gaithersburg, MD

Importing a 96?

I would like to import my 1980 96 from West Germany to the U.S. If anyone has had any experience in this please write.

I have some information from the EPA and DOT/NHTSA, all sounding very discouraging. After July 1, 1988, you must import your vehicle through a certified importing house. I don't know if any such entity is certified to modify a SAAB 96. I doubt it since these cars aren't as popular as BMW's and Mercedes Benz's. However, being a certified SAAB nut, I'm willing to cast aside common sense and attempt this foolhardy endeavor.

I believe DOT conformity will be easier than EPA, but it still won't be a painless process. I'm willing to ship the vehicle back without a motor, if this will ease the importation. Thanks for your help.

Tom Remedios
Gustav Schwab Str. 47
7410 Reutlingen
West Germany

SAAB Saviour

My wife and I were on a recent trip through Pennsylvania to upstate New York, when our 1984 900S began to overheat, somewhere near Williamsport, PA. Being mechanically incompetent, but not stupid, I thought it best to pull over to allow the engine time to cool.

Having traveled this road many times, I remembered a small lot filled with old SAABs only 100 yards away. Knowing that my chances of finding a knowledgeable SAAB mechanic with parts to fit my car on a Friday after 5:00pm were very close to zero, we headed towards our only hope.

The premises was protected by a man-licking dog, later identified as Sven. Lee Smith, the owner of the Swedish Underground, dropped everything he was doing and pulled my car into the garage. Within 50 minutes, Lee had drained the system down twice, replaced several parts, the only one I understood being the thermostat, and put us back on the road.

Anybody fortunate enough to have access to a true SAAB enthusiast as a mechanic should be very thankful. Those that have access to Lee (and Sven) should be exceptionally thankful. At a time when most individuals would have either been gone or simply refused to help after hours,

Lee remained to help a SAAB owner who truly needed it. To Lee and Sven... Thank You!

Bill and Laurie Reed
Carlisle, PA

P.S. We discussed the newsletter and both agreed that it is excellent. It appeals to both the experienced mechanic as well as the mechanical novice.

Whither Saab?

I have been driving SAABs for about 10 years, and I have been a member of the SAAB Club for about as long. My first new car was my first SAAB, a 1978 99 which I bought almost by chance. I had just about given up on finding a car I could really like when I stopped at a SAAB/Fiat dealer on a whim. I took one look at the 99 and knew that it was the car for me.

When the 99 was totaled in an accident in 1984 (I walked away without a scratch), I looked at other cars to see if they measured up, and bought a 1984 900, which I am still driving. The SAAB is getting on in miles, though, and I am going to have to buy another car in a year or so.

I see a dilemma approaching. I don't like the 9000 body styles at all, and I have some concerns about the prices and competitiveness of both the 900 and 9000 series. The 99 got my vote as the most undervalued car in America. Even though the price of the 900 in 1984 was almost double the 99's, I paid it without complaint. The 900 was undervalued, too, and in my opinion, had little competition.

Well, times have changed. SAABs are not undervalued anymore, and they have some very serious competition. It was inevitable that other car makers would catch up to Saab, and the weak U.S. dollar hasn't helped Saab's competitiveness. I believe that the January "From the Backside" editorial was correct as far as it went in adjusting for inflation, but it didn't take into account that each year there are more cars introduced which compare favorably with SAABs, but cost less.

I am one of those who believe that Saab has really abandoned the people who have traditionally bought SAABs. I also cannot argue with that decision. Strictly from a business standpoint it was a wise move. Why sell two lower-priced cars when one high-priced car will bring in more

profit? Why build cars for people who are going to keep them a long time? And what good would Saab be to those people if it went broke trying to compete with Honda and Toyota?

I would ask, too, what is Saab going to do in its present market niche? Honda and Toyota (Acura and Lexus) are now in this segment of the market, and it will get even more crowded in the future. I note that after a long string of record sales years, the market has turned down for Saab. Saab says it's nothing to worry about because SAAB sales are down less than some of the other manufacturers, but I haven't noticed any drop in the demand for the Acura Legend. Saab has developed a new clientele, but for the most part these people aren't going to be above average in loyalty to Saab. There are many late model SAABs advertised in the newspaper, and some of the ads are from Honda, BMW, Mercedes and other dealers. How many of the new SAAB owners are going to keep a four-cylinder, turbocharged or not, when all their friends have six and eight-cylinder cars?

I sometimes wonder what other 99 and 900 owners consider when it is time to buy a new car? I noticed that Margrit Adler, one of the Club's staunchest members, when faced with this decision, bought a Honda. I believe the loss of customers like this bodes ill for Saab in the long term.

I also believe that Saab is "freezing up" and becoming too conventional. I noted an article in *AutoWeek* that Saab's reaction to its sales slump was a shake-up in its management. To me, this is a sure sign that the bean counters are taking over the company and will have more influence in the future over what has always been Saab's strong point: engineering.

For now, I am content to enjoy my SAAB, but I don't look forward to having to buy a new car. I am afraid that it might not be a SAAB.

A few comments about the newsletter: I believe that the changes in the format and content are big improvements. The Service Subjects should definitely stay in. Please keep up your efforts to improve the newsletter and thank you for all of the hard work you are putting into it.

Raphael Susnowitz
Temple City, CA

Doktor Nio's SAAB Klinik

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. No requests for personal replies please. Questions which would require modification of, or would defeat Federally required emissions systems will not be answered. For a proper diagnosis, it is recommended that you contact an authorized SAAB dealer or repair shop.

Send your questions to:

Dr. Nio's Klinik
c/o The SAAB Club
2416 London Road, Unit 900
Duluth, MN 55812-2221

I have noticed many helpful articles from owners and mechanics as excellent "how to" guides. There will always be a better way to perform certain component replacements, but the important thing to remember is the "do-it-yourselfer" is not trying to beat the *flat rate* time of a certain job. He or she does not have a tool box full of every trick tool necessary to speed up the repair, nor the experienced touch that a mechanic's repetitive knowledge provides.

The easier way may at times complicate a "do-it-yourself" job for a novice, whereas the "simple walk through" as a helpful approach for an inexperienced wrench turner will insure success the first time.

Dr. Nio

Why does the service booklet identify maintenance for the automatic trans. on a 9000 (4-speed), but not the 900 (3-speed)?

I would like to increase the performance of my '87 900S. I was spoiled in driving a friend's Turbo. Is there an exhaust system that would improve both the sound and performance?

Bob Campbell

For maximum life and quality shifts and performance, change the automatic transmission fluid on a regular basis. Its life is shortened by overheating, stop-and-go driving, and the slight contamination from the final drive gear oil. We've found that front and rear band adjustment at 30,000 mile intervals helps insure long life of the components. Be sure to use Ford "F" specification fluid when refilling.

Motor Sport Service in Jamestown, N.Y. (716/665-4200) can supply you with an exhaust system for your 900 that will boost low end torque and sound more pleasant. Jack apparently has a 16-valve header system in the works, too. Give them a call.

I recently acquired a '79 900 Turbo, 4-speed, A/C, showing 58k miles.

1) At speed, there is an annoying stream of air coming from a leak in the edge around the sunroof. Is this just a matter of replacing the seal?

2) Sagging headliner.

3) An obvious "groaning" or vibration is felt only when turning while braking. There's a slight shudder and some resistance, usually at lower speeds with more pronounced steering angles.

4) There is a small metal spacer in the rear springs. Was this a factory item?

5) Do you have any information about exhaust manifolds cracking on Turbos of this vintage?

John Wynn
West Chester, PA

1) Inspect the perimeter seals of the sliding panel. If they are ripped or distorted, the panel can be removed easily. Open the sunroof and remove the "posi-drive" screws from the forward edge of the panel, close the sunroof all but two inches, lift the forward edge while standing on the door sill, then pull the panel toward the windshield.

I doubt if this is necessary. Proper adjustment of the forward stops and the rear lift wedges should cure wind leaks.

2) See last month's headliner tips.

3) As long as the power steering is flawless under all other conditions, I would look for a stiff, rusty ball joint or steering rod end. The "Saginaw" power steering rack shows signs of age by becoming jerky and stiff in spots. The pumps may become noisy from running dry repeatedly.

4) To the best of my knowledge, the factory never installed spring spacers in the rear coils. The springs may have sagged and spacers were installed in lieu of replacing the springs.

5) The main reason the exhaust manifolds crack is inconsistent torque of the mounting studs. Liberal use of an antiseize compound and careful rechecks of stud torque should insure no future cracks from unequal stresses.

I found it incredible that I could not get a winter wipers for the Saab 9000. Is there a 20" winter wiper blade to fit the 9000?

Ken Charof

We have researched with Bosch suppliers and find the winter blade is available only up to 18" sizes. Don't ask me why.

Here may be a helpful hint: Remove the blades and mask the rubber where it contacts the glass, then spray a coating of silicone to repel water and ice.

I picked up an inexpensive '76 99 4dr. auto. with a leaky water pump and a trans that skips 2nd gear. It still leaks after replacing the water pump. Short of pulling the engine and trans, how can I get the automatic working again?

Any help on seat heaters?

Jim Milton
Yakima, WA

I am assuming what is leaking is still the water pump. If so, the seal the impellor is pressed against is not doing its job. It is very critical to insure that pump height and impellor position is correct. Check the carbon seal for chips on its sealing edge and also be sure the impellor contact surface is flawless.

With the mileage on your transmission, I would suggest removing it from the engine and giving it to an automatic transmission shop familiar with the Borg Warner model 35 automatic (old Volkos, Ramblers, Jaguars, etc.). Be sure when transporting the "box" that the torque converter is held tightly in its operating position and is not allowed to shift or fall partially out of the oil pump.

Repairing seat heaters begins with a continuity check of the heating grid. If it is found to be open, lift the upholstery and trace the grid until the open is found and carefully solder the break.

SERVICE SUBJECTS



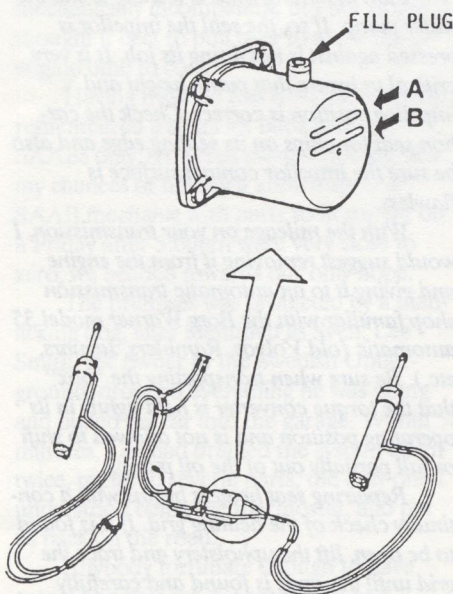
FROM SAAB

Checking the Hydraulic Fluid Level

Application: 900 Convertible
S.I. 02/89-1112, A-8/P.111

Maintaining the correct level of hydraulic fluid is important for the proper operation of the convertible top hydraulic system. Use the following procedure to check the fluid level in the reservoir.

1. Remove the rear seat bottom cushion (See 900 Service Manual Sec. 8:5, Convertible, p. 812-5).
2. Visually inspect the hydraulic fluid level as shown below.



Checking the hydraulic fluid level.

- A) Level with top down.
- B) Level with top up.

3. Use SAE 10W-30 or 10W-40 engine oil for topping up the system, or changing the fluid.

CAUTION!

Overfilling the reservoir will cause damage to the hydraulic unit requiring replacement of the unit.

Saab-Guard Alarm Adjustment

Application: 900 Convertible only
S.I. 02/89-1116, A-3/P.113

The SAAB-GUARD Alarm system may be adjusted to the owner's needs by using the six microswitches and a potentiometer mounted in the alarm module.

Access to the microswitches and the potentiometer can be gained through the rectangular rubber plug on top of the module (Figure 1).

remove the rear seat bottom cushion to gain access to the module (see 900 Service Manual Sec. 8:5, Convertible, p. 812-5). The switches and the potentiometer can be set as follows:

NOTE: An asterisk (*) next to the switch position denotes the factory setting of the switch.

Switch 1 - Siren Chirp

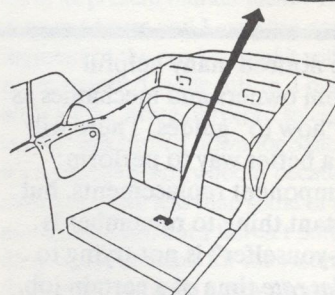
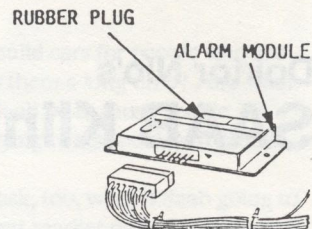
On - The siren will not chirp to indicate the beginning or end of alarm cycles.

Off* - The siren will chirp at the beginning and the end of the arming cycle to indicate the alarm has been armed.

Switch 2 - Entry Delay

On - The owner will have 20 seconds to enter the car and turn the ignition key to the "on" position to deactivate the alarm.

Off* - The owner will have 10 seconds to enter the car and turn the ignition key to the "on" position to deactivate the alarm.



The SAAB-GUARD Alarm module location.

Switch 3 - Shock Detector Sensitivity

On - When the car is normally parked in areas where a sudden shock or vibration might occur (airports, near heavy traffic), this position provides lower shock detector sensitivity.

NOTE: If the car will only be temporarily parked in areas where a sudden shock or vibration might occur, the shock detector can be shut off using the switch near the hand brake on the center console.

Off* - This is the higher shock detector sensitivity which should provide protection against a sudden shock or vibration such as a window breaking.

Potentiometer - The shock detector can be fine tuned by an adjustable potentiometer located next to the six microswitches. Turn the screw clockwise to make the shock detector more sensitive and counterclockwise to make it less sensitive.

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.

CAUTION: Use only very light pressure to adjust the potentiometer through its 270° swing. Excessive pressure can damage the potentiometer.

The recommended setting for the potentiometer is to adjust it so a sharp rap on the window will set the alarm off, but bouncing the bumper up and down will not.

Switch 4 - Alarm Duration

On - When the alarm is set off, the siren will sound for one minute and then stop. The alarm will automatically rearm provided that the disturbance that set it off is no longer affecting the system. If the disturbance is still affecting the system (for example, the hood is left open) the siren will continue until deactivated by the key.

Off* - When the alarm is triggered the siren will sound for three minutes and then stop. The alarm will automatically rearm provided that the disturbance that set it off is no longer affecting the system.

Switch 5 - Arming Time

On - After the last door is closed and the interior light goes off, the owner has 40 seconds to reenter the car before the alarm is armed. The siren will "chirp" signaling the start of this cycle if Switch 1 is in the "off" position.

Off* - After the last door is closed and the interior light goes off, the owner has 10 seconds to reenter the car before the alarm is armed. The siren will "chirp" signaling the start and finish of this cycle if Switch 1 is in the "off" position. The siren will also "chirp" when the owner opens the door if the alarm has been set off while the owner was away from the car.

Switch 6 - Zero Entry Delay

On - The owner will have zero seconds to enter the car and turn the ignition key to the "on" position to deactivate the alarm. This position is recommended for high crime areas when used in conjunction with the optional remote disarm. Switch 6 in the "on" position overrides Switch 2.

Off* - Switch 2 will control the entry delay.

New Pressure Lines for Late-style Power Steering Racks

Application: 900 models
S.I. 03/89-1119, A-6/P.25

The power steering rack currently being sold by Saab as a replacement rack for 900 models (P/N 89-93-545) is supplied in a short rack configuration. It has the following features which distinguish it from the rack previously supplied:

- The spool valve housing has a cast iron sleeve.
- The fluid pressure lines have a new shape.
- Tie rod ends are not included.

New-design fluid pressure lines

Some early shipments of the new short rack have fluid lines that may make the rack difficult to install on 900's equipped with a front stabilizer bar because of interference with the bar. Revised pressure lines are now available for replacement purposes

Exclusive
SAAB
Parts Center

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 Free delivery or UPS

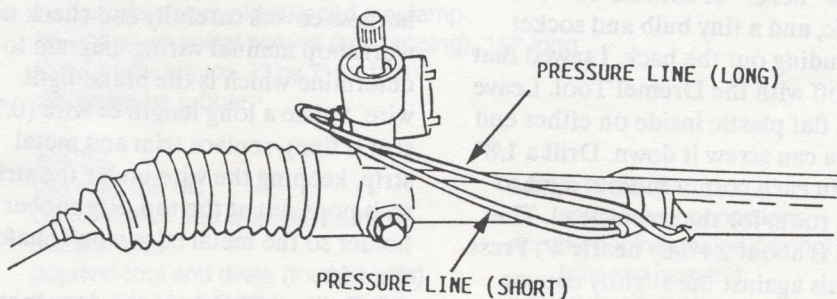
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 ← **VICTOR**

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 1125-35 Easton Road • Abington, PA

should such interference be encountered. These lines are formed to provide proper installation clearance to the stabilizer bar.


Pressure line (short) P/N 91-06-204
 Pressure line (long) P/N 91-06-196

Late-style racks fitted to cars in production are not affected, however, these pressure lines are valid as spare parts if replacement is indicated for any reason.



New-design fluid pressure lines on the 900 steering rack.

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.

CHMSL for a 95

Having noticed that the third brake lights (Center High Mounted Safety Light or C.H.M.S.L.) on the new cars were effective, I thought I might also prevent a rear-end collision to my 95 with one. However, I don't like the light-in-the-window kits and wanted something in the body of the rear door. Someone told me that installing a spare round taillight would ruin the lines of a classic car (somewhere along the line this practical car became a classic), so I shopped about for something that would fit the style; look like something SAAB would have put in if they'd had to in the early '70s. I found a sidelight at Western Auto for about \$4 that I cut and adapted to my needs, already having old sockets from lamps, #1073 bulbs, wire, tools and other useful junk. I did it in four parts: The adapted bezel-&-lens (which I bought), the box (holds the bulb and socket below the level of the body), the wiring, and the hole and installation.

The lamp I chose was a Peterson V126R Marker Light, because it seemed to fit the style of the hatchback. Also, a flat lens is easier to make should one get broken after they are no longer available. It comes with a lens, a "bezel" of chrome-covered plastic, and a tiny bulb and socket protruding out the back. I sawed that part off with the Dremel Tool. Leave some flat plastic inside on either end so you can screw it down. Drill a 1/8" hole in each corner but out a bit to leave room for the screw head. The bezel is about 2+" by nearly 4". Pressing this against the slightly convex curve of the hatchback shows what you need the wood rasp for. Rasp it gently (or use coarse sandpaper) 'til it fits.

The *Box* is made of scrap sheet-metal, and should be 1-1/4" by 2", and about 2-1/2" deep. A hole in the back is for the positive wire (a length often comes with a stripped socket). The other two holes near the back of the short sides are to poke a screwdriver in to pry up the springy contact should it ever get weak (these 3 holes are obviously larger holes, but the holes for the screws should be 1/8"). Bend up a wide side, center the bulb-socket, and attach with 2 rivets, so that the bulb faces the lens making bulb replacement possible. The box should be just deep enough so the bulb is about half an inch from the lens. Too close may melt the lens, too far means less light. The tabs off the side edges are to bend over the other sides (once you've bent up all the sides) and rivet the box sturdy. Drill 4 screw holes near the outside edges of the two wide sides (2 holes each) so you'll be able to screw it down at only a slight screwdriver angle.

Wiring: Open the hatch (called the door from now on), unscrew the metal strip on the left (holds rubber gasket; leave the gasket alone), so you can remove the small funny-shaped vented piece of interior trim behind which is the wire harness. Cut the harness covers carefully and check the workshop manual wiring diagram to determine which is the brake-light wire. Splice a long length of wire (0.75 size is fine), replace trim and metal strip, keeping the wire under the strip so it pops out at the top. Rig rubber holder so the metal edge won't chafe the wire.

Drill a 1/8" hole in the door metal very close to the window gasket near the top corner, thread the wire up in.

Partly remove the door interior trim panel, pivot it outward using the handle as a pivot (don't try to remove handle!) so you can get in there to find the wire.

Ground the door by attaching wire from the door metal to car metal making sure the door doesn't crimp the wire when closed and that there's plenty of wire when fully open. I used multi-strand wire, eyelet connectors, 1/8" holes and #6 sheet-metal screws. I did it on the other side of the door.

Hole Design: Having got all the other stuff ready, prepare for cutting operations. I wanted mine where the "V4" logo was (replace it somewhere later), pencilling horizontal lines (parallel to the chrome trim bar below), also vertical lines. **DON'T CUT A RECTANGULAR HOLE!** Instead, cut an elongated "H" (2 short vertical sides of the future hole, & a horizontal cut across the middle; see diagram), so as to save tabs you attach the lamp box to. Pencil the lines so the "H" will be about 1/8" wider (also longer) than your box is (metal has thickness, too, and it will probably still fit snugly, having used up that extra 1/8" of room).

Cut with the Dremel Tool at an angle so the tabs can bend inwards. Score the top and bottom boundaries, cutting through the paint and some metal, not enough to weaken it, but so that you may bend it in a nice sharp 90° angle (you don't want a curved bend). Bend the tabs inward so the box fits snugly, try the box for fit, then remove the box.

Some paint within 1/4" of the hole will invariably chip, so pick the loose stuff off, sand the area a bit, and mask off all areas outside of 1/4" from the

hole. Spray primer-filler and let dry (go eat lunch). It may need one or two more coats, 'til no danger remains of further shipping. This will be under the bezel, but it pays to prevent the spread of chipping and rust.

Installation: The box should just fit the opening. Using a felt-tip marker, mark through the screw holes so you know where to center-punch and drill when you remove the box. The tabs are thick body metal and the screws will bite in well, whereas thin sheet-metal is held by the screw heads. It is sturdier this way than by putting weight on the plastic bezel (this way also grounds the box to the door).

Hook up the wire, the positive feed out the hole in the box back, using electrical tape over possible detachable connectors so it won't short out by touching any body metal (you can also wrap this wire with electrical tape to prevent chafing where it exits the box).

Install the bulb, then get a friend to press the brake pedal to see if it actually works. If not, trace and rectify. (Did you remember to ground the door to the car? Grease on hinges and latches is a poor electrical conductor.)

Replace the interior door trim and snap those irritating snaps back into place (if they rattle, replace them all with Velcro).

Use masking tape along the pencilled lines to help you center the bezel and get it straight (installed crooked will look ridiculous and spoil the effect, and people will laugh instead of otherwise). Use more tape to hold it down, making sure the drainage hole is on the bottom. Pencil or mark through the screw holes onto the door metal so you know where to center-punch and drill. Remove the bezel, punch, drill 1/8" holes. If the holes line up at all decently, it's time for the gasket.

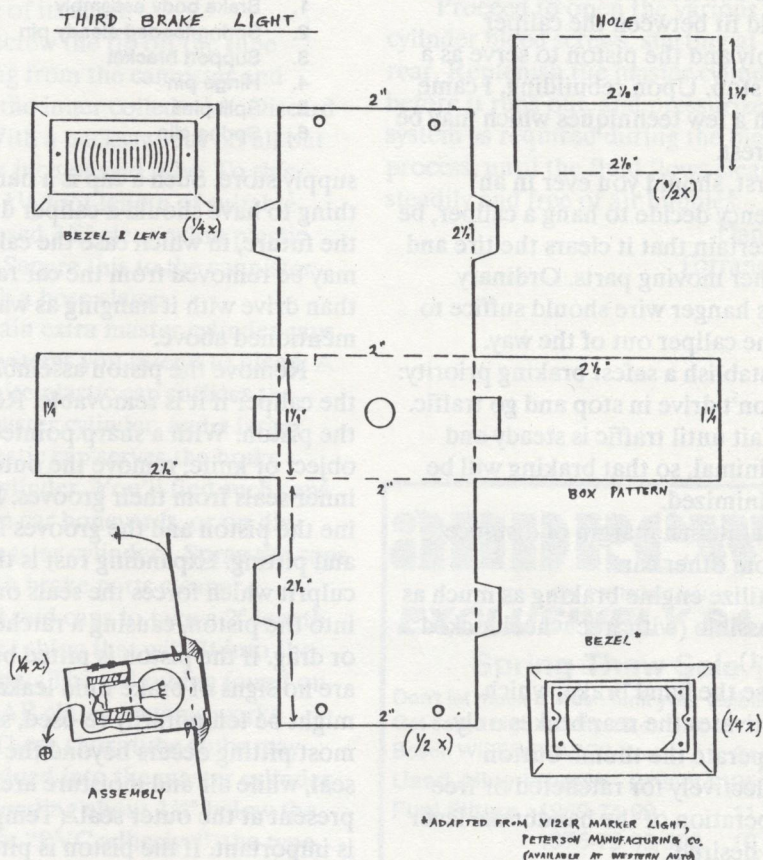
The kit's gasket is not suitable here, so I made one from old inner-tube rubber. Lay the bezel on it, pencil it inside and outside and where the holes are, then cut it out. Use ingenu-

ity for the holes, but try to leave rubber in that area around the screw holes to give the plastic some support so it doesn't crack when you tighten down the screws. Put gasket cement around the edges of both sides, stick it onto the back of the bezel, and screw the assembly onto the door. Wipe off any excess cement with a rag.

I put a little gasket cement around the inside edge (the mating surfaces) of the lens also, to keep the rain out.

It is not quite as bright as the regular brake lamp (lacking fancy reflectors), but it works quite adequately. It really looks as if it could have been original equipment.

Dana Morong
Wiscasset, Maine



Parts:

- Lamp - Peterson Manufacturing Co., V126R Marker Light
- #1073 bulb
- socket taken from old stripped stolamp
- 10 - #6 sheet-metal screws (self-tapping), 1/2" long
- sheet-metal approx. 7" by 7" for box
- old innertube rubber

Tools:

- Drill with 1/8" bit
- center-punch and ballpeen hammer
- metal sheers
- poprivet-tool and rivets (for 1/8" hole)
- Dremel Tool and Carborundum disks
- Pencil or felt-tip marker
- masking tape and electrical tape

- crimping tool and solderless connections
- non-hardening gasket cement (silicone cement)
- curved wood rasp (or very coarse sandpaper)

95/96/97 Brake Rebuild

Part 1 - Calipers

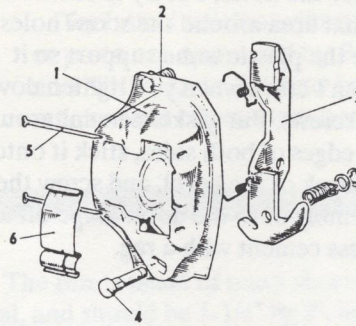
I had a brake drag problem recently on my 96 while out of town. I had to remove the right caliper altogether, since I had no way of capping off the brake hydraulic fluid line, and suspend it out of harm's way as a temporary solution until I could get it back to my shop. To do this I dressed down a wooden chock so that it would fit between the caliper assembly and the piston to serve as a piston stop. Upon rebuilding, I came up with a few techniques which may be of interest.

First, should you ever in an emergency decide to hang a caliper, be quite certain that it clears the tire and any other moving parts. Ordinary clothes hanger wire should suffice to hold the caliper out of the way.

Establish a safest braking priority:

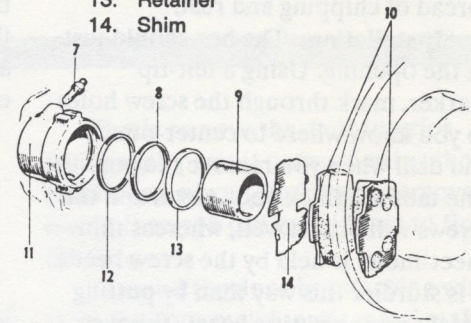
1. Don't drive in stop and go traffic. Wait until traffic is steady and minimal, so that braking will be minimized.
2. Maintain a margin of distance from other cars.
3. Utilize engine braking as much as possible (with free wheel locked out).
4. Use the hand brake, which activates the rear brakes only. Operate the thumb button selectively for ratcheted or free operation of the handbrake lever as desired.
5. If absolutely necessary as a last resort, use the brake pedal lightly, always mindful of an open escape route (the shoulder or another lane) should all the foregoing means fail.
6. Pray to the plastic Jesus on your dashboard.
7. If none of the above works, head for the softest Cadillac.

When home, remove the wood block and gently pump the brake pedal to extend the piston. Remove the caliper, capping the brake hose with a suitable cap-from a brass fittings



1. Brake body assembly
2. Spring-loaded steady pin
3. Support bracket
4. Hinge pin
5. Split pins
6. Spring clip

7. Bleedscrew
8. Wiper seal
9. Piston
10. Friction pad assemblies
11. Cylinder body
12. Fluid seal
13. Retainer
14. Shim



Disc brake components from 1967

supply store. Such a cap is a handy thing to have should a caliper drag in the future, in which case the caliper may be removed from the car rather than drive with it hanging as was mentioned above.

Remove the piston assembly from the caliper if it is removable. Remove the piston. With a sharp pointed object or knife, remove the outer and inner seals from their grooves. Examine the piston and the grooves for rust and pitting. Expanding rust is the culprit which forces the seals outward into the piston, causing a ratchet grip or drag. If the piston is pitted but there are no signs of brake fluid leakage, it might be temporarily re-used, since most pitting occurs beyond the inner seal, while air and moisture are present at the outer seal. (Temporarily is important. If the piston is pitted, it will rapidly destroy the new seals.)

A new piston may be ordered through your local foreign parts store for around \$27.00 and a two-week wait. The seals run about \$6.00 a kit. One source I have found in my area is Mike Scrooge of Knightsbridge, Ltd. Knightsbridge carries SAAB brake caliper pistons, hoses (MGB type, see *Part 2*), seal kits, pads, master cylinders, brake cylinders, etc. Their phone number is 213/212-6835, and prices are quite reasonable.

The caliper assembly and smaller parts may be cleaned with brake parts

spray cleaner to remove oil and dirt. Remove the outer seal retainer. Before inserting the new seals in the cylinder, all signs of rust/corrosion must be removed. Start by scraping with a small screwdriver, then wire brush (a small rotary wire brush on a drill works nicely) and etch with Naval Jelly, a favorite shop chemical of mine. It's a jelled version of phosphoric acid, which reduces rust into a phosphate ash. Naval Jelly is available at any hardware store and is also quite useful for etching bare metal when doing body work -- a must before applying filler or primer and paint.

When the grooves are clean and free of rust, apply "rubber grease" (a silicon grease which is compatible with rubber and high temperatures) deeply within the grooves, to the seals, and between the seals after they have been installed in their grooves. This forms a jelled barrier to outside air and moisture and is a very useful means for extending the lives of all kinds of brake cylinders.

Finally, install the piston into the cylinder bore and reassemble the piston assembly into the caliper. Screw the caliper assembly onto the brake hose and mount the caliper assembly onto the wheel hub after cleaning the rotor with brake parts spray cleaner.

With the help of a friend, bleed the brake system. If you don't have a friend to help, see *Part 3*.

95/96/97 Brake Rebuild

Part 2 - Brake Hoses and Cylinders

I just replaced the brake hoses on my 95 front calipers and following Ed Hall's article (Jan '89, NINES), I have the following revelations:

As a result of brake drag due to faulty brake hoses, I tackled replacement of the caliper hoses and came upon the following:

1. New replacement hoses from a SAAB dealer are expensive, about \$27 each.

2. Same above hoses do not last. The hole (3/32") is too small and collapses easily.

For those reasons, I decided on an alternate solution. I used MGB hoses which are about 3" longer (position the hoses with a loop vertical and slightly forward to miss stationary and moving parts), but otherwise the same as SAAB hoses as fittings go. The advantages to MGB hoses are that they're only \$11.05 each and are readily available from Moss Motors (7200 Hollister Avenue, Goleta, California 93116. Toll-free phone numbers: Continental U.S., 800-235-6596; Calif. only, 800-322-6985) or any brake parts supply house. The part numbers are:

Hose, front caliper	180-985
Hose, rear wheel cyl.	180-835

You might also use MGB rear brake cylinders on 95s and 96s. They are reasonably priced and available from Moss Motors also. There are two differences however. First, the MGB cylinders have larger bores. This alters the braking pressure as to front/rear ratios. The difference isn't very noticeable, unless you're a purist or high-performance SAABer. Second, An opposite-hand hole has to be drilled into the backing plate to accommodate the MGB brake cylinder locating pin.

Part 3 - Bleeding the Brakes

If you're a bleeding heart do-it-yourselfer, here's how to build your own brake fluid bleeding system:

A Coleman Stove is frequently found at swap meets. Should you find one, the hand-pumped pressure reservoir makes up the heart of your home-built system. You'll spot the red cannister which is all you'll need. The pump should be oiled at the oil hole at the base of its shaft.

Unscrew the tip off the tube extending from the cannister and remove the inner coiled wire. Discard these. With a hacksaw, cut off all but about an inch of said tube. To this, install a 1½ foot length of suitable hose (I used 3/8" clear nylon plastic tubing). Secure this to the cannister tube with a hose clamp.

Obtain extra master cylinder caps for the systems you intend to bleed. A small white plastic cap suffices the clutch master cylinder, and a larger black plastic cap serves the brake master cylinder. You'll find such caps at foreign car boneyards, or on discarded master cylinders. Spray the caps clean with brake parts cleaner.

Drill said caps to take a 2" length of plastic tubing that will fit into the 3/8" tubing. (The red tubing found on early SAAB clutch systems works nicely.) These short tube stubs may then be glued into the master cylinder caps (extending about 1/4" below the caps). Use "PVC adhesive", the type used for white plastic plumbing, or IPS Weld-On 1807 as found at a plastic supply house. These glues are actually solvents which chemically fuse-weld the stub tubes to the caps.

The larger black cap will require additional support. Cut 4 triangular right angled pieces from scrap plastic, 1/4" thick, about an inch high, and glue these supports to the stub tube around the top of the cap. Install the cap washer.

Clamp either of the above cap assemblies, as required for the master

cylinder to be pressurized, to the long tube with a hose clamp. Fill the master cylinder with brake fluid. Screw the bleed system cap onto the master cylinder.

Pump up the tank (about 16 strokes), then open the valve on the tank and the master cylinder is pressurized. (Another way would be to use a bicycle pump and tire valve with plastic tubing attached.)

Proceed to open the various brake cylinder bleed screws, starting at the rear. Replenish the master cylinder before it runs out, and pressurize the system as required during the bleeding process, until the fluid flows clean and steadily and free of air bubbles.

Dan Salvo
Torrance, CA

andrews

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16-Valve Engine Maintenance

When doing routine service on your 16-valve engine, always check the inside of the distributor cap for any accumulation of oil or foreign substance. It has been my experience to find engine oil in the lower part of the cap from the distributor drive oiling system. This has led to a major ignition failure on at least one car, caused by ignition arcing and destroying the cap and rotor internally. Clean out all the offending material and make sure the cap seals tightly.

If your automatic idle control (AIC) system is not keeping the idle at 850 rpm at all times regardless of the engine accessory load, or the response of the AIC system seems slower than you remember it being, try this test and routine maintenance procedure:

Start the engine and let the idle settle. It should be near the aforementioned specification. Now turn on the A/C and observe that the idle flares up with the compressor coming on, and resettles at about 850 rpm. If it seems high or low, tap lightly on the AIC valve with the handle of a screwdriver and see if the idle changes. (The AIC valve is the cylindrical metal device with an electrical connection and 2 hoses, located just behind the thermostat housing on a 900, and over and between the intake manifold runners on a 9000.) If you notice a change in idle speed, it's likely the valve is

sticking mechanically or electrically.

Carefully remove the valve. Using a gum cutting solvent, lightly spray into the hose apertures and allow the solvent to run out. This will decarbon the valve's gate. Take the valve and shake it with a twisting motion. You should be able to hear and feel the gate move to its fullest extent. When you are sure the gate is free and clean, spray a light coating of lubricant in the apertures and repeat the twisting procedure.

Next, on the electrical connector end, find the first circumference ridge (about 1" high). Gently center punch in the middle of this ridge, and drill a small hole (approximately 2mm to 3mm) just through the casing. Use this hole to spray a quality electrical cleaner into the unit, slosh it around and drain. This should help clean the electrical contacts of the valve. Wrap tape over the hole and place a tie-wrap around the unit so the tape doesn't come off. Reinstall the valve. You should observe a quicker response to engine load variations.

If you should discover a mysterious fluid loss when checking the power steering fluid on 16-valve 900s, take a look at the hose connections to the reservoir just inside the inner fender seam. Tighten these with a 7mm socket or a slotted screwdriver until they are just snug. You may have to move some wire bundles to see the clamps. Usually when this problem occurs, you can see a coating of power steering fluid on the inner fenders around the fluid reservoir.

Tim Brown, Repair Tech
PARRformance
Lititz, PA

Manually Switched Seat Heaters

Many times with heated front seats, the heat is absorbed by the seat foam and covering (especially leather) and shuts off before it does any bun warming at all. The approach necessary is to test the heater circuit for

continuity (normal is 5 to 10 ohms). If resistance is within the correct readings, then your seat's thermostat (nominal values: 50°F to 80°F) is cutting the circuit off before noticeable results are felt. An option I've proposed and implemented has been to "hardwire" the seat grid and have a manual switch to turn off the heat when you feel it is adequate.

Whether your seat grid needs repair or you would just like some control over the heating cycle, when you or your repair tech goes to implement the repair, in addition to soldering and insulating any breaks, you can remove the grid thermostat and solder the wires together to form a constant complete circuit. The control of the circuit can be done on the ground side of the input power wires. The yellow and black wires going into the seat are +12 volts and ground respectively, and a switch can be inserted in the black wire's path. A simple toggle or rocker switch, single-pole single-throw (SPST) can be purchased and inserted on the ground wire.

Some options here would be to mount the switch in the center console in a position that would be difficult to hit accidentally. I have used a SAAB OEM rear defrost switch (push-push type) mounted in the floor console position for the power sunroof switch. This complements the original look and gives a graphic approximate to the switches' function (i.e. heat).

Be sure to use quality PVC insulated wire of 18 gauge or better, and take care in routing the wires away from possible pinching situations like seat rails or shifter.

NOTE: Never kneel on the lower part of the front seats or put any other concentrated force there. This is most often the cause for heater grid and/or seat support failure.

Tim Brown, Repair Tech
PARRformance
Lititz, PA

Cheap '79 Turbo Rebuild

Recently, I was lucky enough to come across a black 1979 900 Turbo, complete with Inca alloys and low-profile rubber for \$800! This was the in-between year for the 99/900 with some creature comfort items such as sunroof, electric mirrors and power steering. At the time of purchase, all I knew was that it needed a water pump (parts included), idler shaft, front brakes and a tune-up. It was a steal!

Seems the previous owner had tried to replace the water pump with the "H" engine tool, a hammer (the "B" engine was still standard in '79). In case you didn't know, you can't use the "H" tool for this particular task, you must use the \$300 factory doohickey so as not to damage the teeth of the gears when installing. Unfortunately, in order to replace the idler shaft, you have to pull the engine, which gave me an excuse to go over a lot of other things as well. Here's what I did:

Clean the fuel injectors, glass bead the valve cover and intake manifold. Have the head pressure tested, valve job, resurface, check camshaft, and adjust valves for \$240. I was a two-time loser on the exhaust manifold which was both cracked and warped. I chose to weld and resurface the old one because 1) have you priced a new one lately? and 2) there's no guarantee that a used one would not crack (apparently it's just a matter of time with these). About 3 months later I spotted another crack forming in the exact same spot. I hope that buying a new one will solve this problem.

Replace the idler shaft (\$60 used vs. about \$270 new). Replace the timing chain, guides, tensioner and front seal, about \$100. New (blem) battery and positive cable for \$42. All new gaskets including the \$36 steel one for the transmission. Have the starter and alternator tested, \$16. Obviously, fresh oil in both engine and gearbox, and general tune-up items.

Rebuild front brake calipers, new pads. New clutch, rear main seal,

resurface flywheel, pilot bearing, rebuild valve cylinder. One ball joint, four-wheel alignment, and a shiny new steel key to make the whole thing go.

All-in all, I spent less than \$2300 including the purchase price of \$800! Not bad for an inept fool like myself!

The car is fantastic. A little sluggish off the line, but once the turbo kicks in, look out! Unfortunately the turbo is leaking a little oil (through the bearing I would guess), probably due to the previous owners' lack of care. I, on the other hand, always let the turbo cool down at least a full minute before shutting off, and change the oil at no more than 3,000 miles.

At this point I've just got a few minor bugs to work out, but this is definitely an improvement over my 1977 99GL (the normally aspirated engine had quite a bit of pep, but it just can't compare with the Turbo). The body has a few rust bubbles and could use a paint job. I'd like to beef up the suspension and open up the

exhaust for a little better performance. Aside from that, there's not much more that needs to be done to this beautiful beast. I'm looking forward to many miles of fast, sure-footed fun. Thank you SAAB for making such great cars!

John Wynn
West Chester, PA

Removing Stains from Rubber

You can remove polish "stains" from the black plastic of the bumpers and bumper extensions and side mouldings with mineral oil. I've tried it on my 900 where the textured bumper extensions were whitened by polish residue where they joined the car body, and it works. Moreover, the plastic hasn't dissolved.

James Vaughter
Washington, DC



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Onward... Into the Fog Adding a Rear Fog Light

It's probably no coincidence that the aphorism "don't brake until you see the whites of their eyes" is widely felt by accident victims here to be the first rule of the road practiced by the often frustrated ground-based kamikaze pilots that ply New York City streets in their quest for the almighty dollar. After all, drivers in the core of the Big Apple are invariably on a mission and in a hurry. Joy-riding is just not something one does, because related to that activity is "joy-parking," which Mayor Koch has sworn to eliminate by taking the joy out of anything having to do with automobiles.

Thus, for all those potential victims who suffer from paranoia in reverse, that is, the fear that no one is watching you, it's undoubtedly prudent to make your car as prominently visible as a N.Y.C. taxi to those who drive as if they got their licenses from a well-known department store. Retrofitting SAAB's high-mounted brake light (on pre-1986 models) is an obviously useful and practical endeavor; at the very least it's unlikely to get smashed by some bozo trying to parallel park behind you.

Even though you won't be able to take advantage of it within city limits, installing a red-lensed rear fog-light (European type) is probably a good idea. Having to completely disassemble the interior of the car in order to install the fog-light also provides an excellent outlet for those with an appetite for solving jig-saw puzzles. I didn't want to follow Ian Simpson's suggestion (see November '88 newsletter) of converting the inside pair of brake-lights on the hatch door into fog-lights because doing that, in addition to making the task less challenging, would have also compromised my high mounted brake-light.

Cibie markets a complete accessory light wiring kit that includes about 20 feet or so of 14-gauge wire, a rocking lighted toggle switch, a light relay, various electrical connectors, and of course instructions for just about any type of auxiliary lighting installation. Keep in mind that Cibie doesn't explain to you how or where to install your wires. That's your problem.

One way to deal with it is by completely removing everything inside the car that would prevent you from removing the carpeting. (Helpful hint: When reassembling everything, try to carefully reinstall the same mounting bolts back into the same

holes as the possibility of stripping threads should not be taken lightly.)

Dealing with those parts inside the car above your shoelaces involves moving forward (but not removing) the left side trim panel next to the rear seat cushion (it should still have the seat belt harness running through it) to permit you to manipulate backward the dark grey-black material covering the wheel well to expose the wiring harness that runs upward into the C-pillar which is covered by the vertical panel of headlining material between the rear wing-window and the hatch opening. (Helpful hint: Think about using clean hands when dealing with headlining materials.) Remove the grab handle over the left rear window (held in place with torx screws) to gain access to the roof area over the headliner near the rear hatch hinges. The headliner itself doesn't have to be removed-- just able to be dropped down enough (4-6 inches) at the rear near the hatch hinges (by pulling the weather stripping gasket away from the rear part of the liner) to permit you to eventually snake your fog-light lead into that space in the roof where the existing wiring to the inside tail-lights runs.

As for running the lead to the fog-light itself it's easier to begin at the roof; first completely separate both ends of the left rubber sheath from between the top of the hatch and the outside roof of the car thus leaving the existing internal wiring exposed. Liberally apply some liquid soap to the forwardmost side of the sheath and begin to slide the fog-light lead backward through the sheath until there is enough wire (six feet or so) to be able to reach its final destination outside the hatch near the tail lights. Then insert that dangling end of the lead leftward up into the same hatch hole as the existing wiring for the left side and keep feeding in the lead until you HEAR that the end of the wire had just passed the factory drilled but now rubber grommetted hole (about even with the bottom of the rear window midway down the hatch door). Removing the plug allows you to insert your pinkie or a similarly shaped tool to grab hold of the loose end of the wire. Carefully pull out the wire until the slack between the rearmost side of the rubber sheath at the top of the hatch and the hatch is gone.

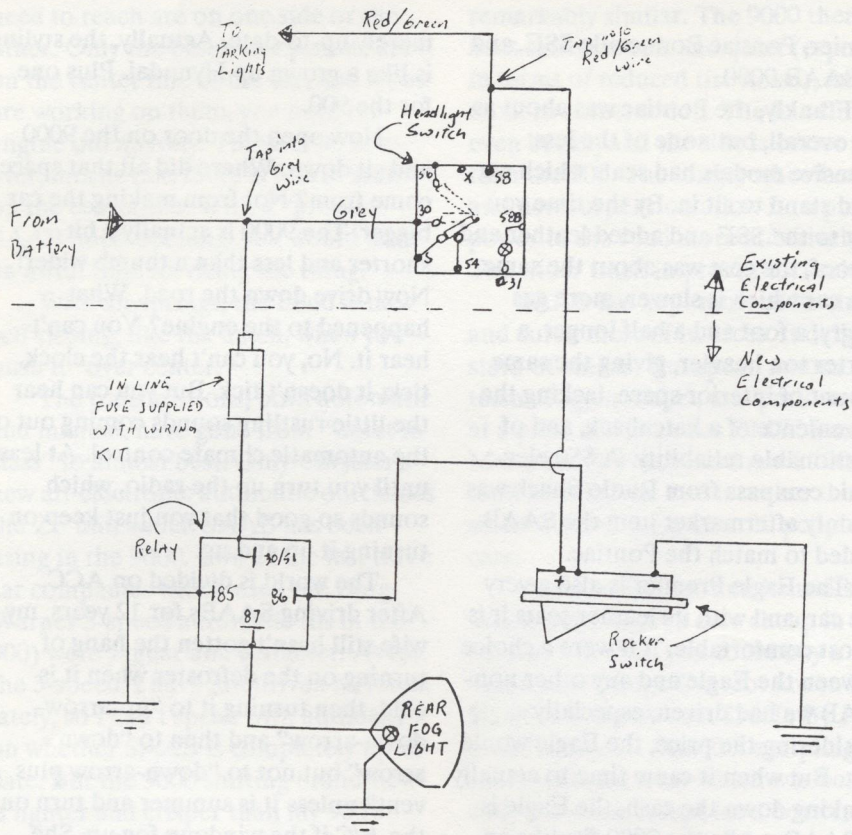
Remove the inside hatch panel which will expose the backside of the hatch lights and latch mechanisms. You will then be able to see and then grab the end of the fog-light

lead after you've reinserted it back into the hold you just pulled it out of, because this time you'll be able to redirect the wire to where you want it to go. From the outside of the car remove the hatch brake/park light lens and then the rest of the assembly leaving the existing wires attached. The fog-light lead can now be pushed through the tail-light opening and connected to the fog-light (which presumably you will have already attached to the sheet metal somewhere between the license plate and the left inside tail-light after you had removed the inside hatch panel to see that the hole you drilled in the sheet metal didn't damage anything). Cut a small notch in the sheet metal side portion of the plastic tail-light housing to accommodate the fog-light wire before reinstalling the tail-light housing and lens. This will anchor the lead in place without crimping it. Reinstall the hatch gate panel and the rubber plug.

The other dangling end of the lead (I'm assuming you started laying wire near the hatch hinge) can then be safely fed into the hole in the back of the roof, across the roof and down the C-pillar. Reconnect both sides of the rubber sheath to the car (liquid soap helps) as it appeared before. (Helpful hint: Deduct a few points from your score at the next SAAB convention concourse for leaving smudgemarks on the roof lining.)

All of the above procedures will thus allow you to run your hot wire to the rear fog-light along the route the existing wiring harness follows. Since the engineers at SAAB have likely determined that this course is the least likely to expose the wires to damage from chafing, abrasion or exhaust heat it's probably perceptible to run the wire, when possible, through the existing wiring harness restraining ties, or secure it to the harness itself using similar use-once plastic ties. Leave enough wire up front to be able to easily reach the Cibie light relay (mine was installed behind the knee bar beneath the steering column).

While it is obvious that the removal of the carpeting allows you to take advantage of the situation to look for your wife's long lost earring or your \$15 Hoffritz nail clipper, you might also check the underside of the floor foam insulation matting for any moisture not designed to be there by SAAB engineers. In my case, water on the knees was not caused by a state of physical infirmity, but rather by the matting moon-lighting as an all too effective sponge. A squeegee (the type occasionally confiscated



by the police here from those who would just as soon put out your lights as clean your windshield) quickly does the job of removing perhaps 95% of what the sun would do to the remaining water if given an hour or two. (No sun?-- try some towels.)

Tracing the water stains on the interior sheet metal revealed that the leak (hopefully the only one) started at a weld in the left rear wheel well; copious amounts of water from a garden hose into the wheel well confirmed it. After drying out the inside of the car, silicone caulk was applied to the affected seams in the car. As the wheel well outside the car was thoroughly soaked, preventative procedures to be taken there had to wait.

Whether any of these measures will ultimately keep the APC computer (the grey colored rectangular box located in a depression under the left side of the rear seat in Turbo models) from getting its feet wet again remains to be seen. Hopefully a water leak of the type I've experienced isn't common in other 900 models; if it is, then one can only conclude that the SAAB engineer who thought that the APC computer brain should be under the rear seat obviously has given new meaning to the

expression of "sitting on one's intellect". That surely would have been better left as a description of an inferior type of mental activity on his part than as a tangible presentation of his engineering prowess.

Removing the steering wheel makes it easier to partially remove the switch panel portion of the dash (it's not necessary to disconnect any wiring from its corresponding switch). Suffice it to say that it was necessary to install the rear fog-light switch where no switch had gone before. Concerns for convenience (from a hands still on the steering wheel perspective), overall neatness and style were met by cutting out a slot of the appropriate size in the space immediately to the left of the radio slot, but not so far to the left that its presence interfered with the #3 switch panel retaining screw. To avoid the possibility of inadvertently leaving the red fog light on 'til it turned the battery into a useless doorstop, direct taps were made into the wiring to the headlight switch (see diagram) to extend the SAAB lighting logic (as the ignition switch goes so go the head lights) to the red fog light.

While working with the existing wiring, it's probably also a good idea to disconnect the positive lead to the battery in order to

avoid inadvertently altering the electrical system in ways not listed in the wiring schematics. Removing the knee bar makes it easier to mount the fog-light relay on the instrument panel's supporting members, but since many other electrical components are also mounted there the possibility of accidentally shorting one out while installing the relay makes the above suggestion timely.

As far as the reinstallation of everything is concerned; pretend you're Merlin living your life backwards. Some things, however, will go back together easier if additional disassembly steps are taken first. The removal of the left front speaker will enable you to reach behind the instrument cluster to reconnect the heater control rod to the water valve of the heater core. Removal of the radio (if located over the ventilation control knobs) makes it easier to reconnect the heater control rod to its control knob of it got disconnected there.

Disconnecting the molded cardboard heater/defroster ventilation tubing located over the brake pedal that in turn eventually runs to the left dash vent near the light switch, will enable you to insert its other end back into the vent where it belongs; then, when the switch panel is finally screwed into place, reconnect the lower end of the ventilation tubing to the heater core where you first intentionally removed it (before installing the knee protector).

Gene Zagorsky
New York, NY

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9000 vs. 900

A Personal View

I have recently "freshened the fleet" by buying a pair of 1988 9000 Turbos, an automatic for Norma and a 5-speed for myself. Frankly, I was not planning on this at all; I expected to push the '80 GLE and '82 Turbo for several more years, and I have no reason to expect that the vehicles would not provide reasonably reliable service over the next several years.

However, SAAB had found themselves with a substantial end of the year carryover, the first time since 1981 (when I bought my 1980) that this has happened. The resulting and unpublicized "factory/dealer incentive offer" on the remaining '88s combined with a local dealer's desire to "go for count" in a down year resulted in an offer I was eager to accept. I calculated that after saving money for five more years by driving my existing cars, the out-of-pocket cost to acquire a pair of 9000 Turbos would be the same as it was on December 31, including "straight line depreciation" on the new cars as well as interest on the money not spent!

I bought the extended warranty, so that 5 years out I will have the functional equivalent of a new Ford or something (12 months of warranty, and a 15 year or 150,000 mile life expectancy). For me, the "year end sale" rolled the prices back to well below the 1986 introduction list price considering the content added, and even to below the intro price considering only those "added content" items which were in the price book at the time (leather, sunroof, fog lights).

Because of the above, I am now in a position to add my voice to the great 99/900 vs. 9000 debate.

The most fundamental issue of whether the 9000 is or isn't a true SAAB is an unqualified YES! My wife and I had spent a considerable amount of time driving competing vehicles. In conclusion, the three cars which were objectively acceptable were Eagle

Premier, Pontiac Bonneville SSE, and the SAAB 9000.

Frankly, the Pontiac was about as nice overall, but none of the less expensive models had seats which we could stand to sit in. By the time you went to the SSE and added leather and sunroof, the cost was about the same for a car which is slower, more gas hungry, a foot and a half longer, a quarter ton heavier, giving the same amount of interior space, lacking the convenience of a hatchback, and of questionable reliability. A \$50 electronic compass from Radio Shack was the only aftermarket item the SAAB needed to match the Pontiac.

The Eagle Premier is also a very nice car, and with its leather seats it is almost comfortable. If it were a choice between the Eagle and any other non-SAAB we had driven, especially considering the price, the Eagle would be it. But when it came time to actually plunking down the cash, the Eagle is no SAAB, while the 9000 fits like an old shoe.

When comparing the 900 and 9000, first of all it is amazing that the 900, which is a derivation of a 1968 car, is as good as it is! Where are the derivatives of the 1968 Chevrolet, Ford, or even Audi or Mercedes? Remember the Audi 100LS? My brother has written testimony from a mechanic in Maine that the 100LS was the worst car ever made. Audi has thrown away the mold twice since then and still hasn't gotten it right. I guess the Porsche 911 and the old warrior Volvo 140/240 are the only other things around in a mid-to-late '60s car which are still saleable. And Avanti.

The 900 has a definite advantage over the 9000 in terms of style (opinion). Take the 900 shape, clean up the rain gutters, make the doors single piece like on the 9000, slant the windshield a bit more, and do nothing else. Suddenly the 900 is distinctive, attractive, and completely up-to-date. As it is, however, the 900 is merely distinctive and attractive. The 9000 is

merely up-to-date. Actually, the styling is like a grown up Hyundai. Plus one for the 900.

Now open the door on the 9000 and sit down. Where did all that space come from? Not from making the car bigger. The 9000 is actually a bit shorter and less than a thumb wider! Now drive down the road. What happened to the engine? You can't hear it. No, you can't hear the clock tick; it doesn't tick. But you can hear the little rustling sounds coming out of the automatic climate control. At least until you turn up the radio, which sounds so good that you just keep on turning it up and up.

The world is divided on ACC. After driving SAABs for 12 years, my wife still hasn't gotten the hang of turning on the defroster when it is cold, then turning it to "up-arrow-down-arrow" and then to "down arrow" but not to "down-arrow plus vent" unless it is summer and turn on the A/C if the windows fog up. She thinks that the ACC is the second best invention since the wheel, the automatic transmission being the first best. Myself, I manage to shut off the window-and-mirror electric heat when they are not needed, slow down the fan when the heat starts to come up, and otherwise make the heat do just what I want it to and I don't even hurt myself doing it. And there will never ever be a heater valve to replace. Just a half-dozen little motors. At least I won't get the floor wet replacing them.

I thought SAAB made a horrible mistake when they put the hinges on the 9000's hood. The hood opens from the front, just like a Chevrolet. What happened? Did someone mix up the disks on the CAD system and nobody noticed until the parts were in the warehouse?

Then I stood to the side and pretended to change the spark plugs. Quite a reach away! And forget about even seeing the Turbo and exhaust head-pipe. With the longitudinal layout of the 99/900, the things you

need to reach are on one side or the other. Only the block and pistons are on the center line of the car, and if you are working on them, you have the engine out anyway. Transverse, however, means that there is lots of stuff on the centerline. With a "proper" SAAB hood opening, you would have an awful time servicing the thing.

With air springs, the hood is now self closing, like the hatch, when you push it "over center."

The transmissions, both automatic and manual, have gone from "worst in class" to almost best. Only Chrysler's new all-electronic automatic outclasses the ZF unit which SAAB has been using in the 9000. Two of the last three car companies which used the Borg-Warner 3-speed automatic (as in the 900) were Jaguar and Rambler. As for the 5-speed, I have not driven a Honda lately, so I can't speak with authority on whether SAAB is completely up-to-date. But the 9000 shifting brand-new is lighter and crisper than my 900's after 100,000 miles of steady fiddling improvements. The clutch is light, smooth and progressive. The gear ratios are better chosen. The dreaded gearshift lever centering spring is now in the transmission and acts in compression. It is not apparent visibly, but the gearshift handle is definitely angled to match the human wrist, as is the selector lever on the automatic. Only when it comes to clutch repair does the 900 outshine the new car, but then it also outshines everything else I have ever seen including the Model A.

Finally, on the bottom line, the 9000 gives all the sturdiness, sportiness, quality, class, and engineering excellence which we all admire in a SAAB, to which it adds one big plus: value. Whaaaat? Simply take the price of the 900 Turbo, add the ACC (like it or not), the EDU display, anti-lock brakes, fatter tires (OK, so I'm picking nits), a glass sunroof, and the late, lamented 5-door body style. Now factor in the 9000 having a higher dealer markup, and you have what the Canadians call "landed costs" that are

remarkably similar. The 9000 then adds spaciousness and quiet (especially in terms of reduced tire noise), and modern construction. The handling is even better, and the ride is better still, than the 900. The longer wheelbase and new suspension allow it to put power to the road more effectively. The wider track improves cornering.

SAAB has kept most of its virtues and cured most of its vices. It delivers state-of-the-art European automotive technology, comfort, and performance at a price which makes BMW 5-series, Mercedes 300 class, and Audi 100/200 look like thieves, and it makes the 700 series Volvos seem like old peoples' cars.

Has SAAB forgotten its roots? When were SAABs ever cheap in this country? In 1970 you could buy a brand new Dodge Dart for around \$2000, but the 99 cost \$3000. By 1978, a 99 Turbo cost \$10,000: a tripling in 8 short years for a car which was basically the same except for a hotter, stronger drive train and better springs and tires. Now, 11 years later, the cost has tripled again. In exchange, we have a whole new generation of SAAB, more spacious, more refined, much more comprehensively equipped, with safety features which were unthinkable in 1978 (anti-lock brakes, pyrotechnic seat belts).

As we scream like wounded bears, we should keep in the backs of our minds the relative costs of BMWs, Mercedes, Jaguars, and even Peugeots and Volvos. SAAB's pricing is still pretty much the way it has always been relative to these cars. The main difference is that SAAB's relative value, in terms of performance, comfort, and luxury, has been steadily increasing relative to the above mentioned cars. In relation to domestic and Japanese products, the pricing structure is still the way it was so many years ago, but the relative value is a more open question. The vast majority of Japanese cars of the late '60s were junk: rust prone, unsafe, poor handling. The American cars were hogs,

for the relatively few compacts which were crude and the subcompacts which were junkier than the Japanese cars. Today's American cars are available in a wide range of vastly improved compact through full-sized models which are at least comparable with anything in their price range. Japanese cars are unbeatable in terms of quality of assembly, fit and finish, and short term reliability. They rank very well in terms of handling, ride, performance, and provide excellent value. Only in long term reliability and ultimate ruggedness, rust prevention, and crash integrity do the Japanese cars give anything away.

Steve Goldberger
North Canton, OH

9000 Sport Exhaust

Good News for 9000 Turbo owners! I recently purchased a Sport Exhaust System from Group 6 Performance in Tucson, Arizona, and I'm very pleased with the results.

The system is similar to the upgraded SAAB exhaust, but at \$139.95 plus shipping, it's only a fraction of the cost of the OEM or aftermarket systems I've priced.

The system bolts on in place of the rear muffler with minimal effort and uses a resonated dual tip outlet. The tips are also angle-cut and chromed for a sporty look. I've noticed a slight increase in horsepower and mileage, as well as a return to the "throaty roar" that helped make the 900 Turbo famous.

Group 6 is also an excellent source for the entire line of performance and appearance accessories for SAABs and (ugh!) Volvos. For more information, contact Frank Freeman at Group 6 Performance, 4961 N. Calle Tobosa, Tucson, AZ 85749, 602/749-1809.

My next project will be to purchase the modified APC unit from Performance Vehicle Engineering. I'll let you know how it turns out.

John Wesley White
Tucson, AZ

Neutral country attacks Germany and Japan.

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SAAB
The most intelligent cars ever built.



"Don't Buy the Wrong Car" suggests aggressive new Saab ad campaign

The battle in the high-end imported automobile segment is heating up, and Saab has declared war in their new national advertising campaign.

The multi-million dollar campaign is a radical departure from the gentlemanly competition that characterized the import car market of the early 1980's. From 1979 to 1987, automobile importers such as Saab, Volvo, BMW, Acura, Nissan and Mercedes-Benz sold record numbers of cars in the United States. The boom ended when hit by two economic blows: the stock market crash of 1987 and the 1986 Tax "Simplification" Act.

Saab's new campaign, which was created by Lord, Einstein, O'Neill & Partners, is the first to address the new reality of this market segment. The message which appears throughout the campaign is "This time, don't buy the wrong car."

"Other manufacturers seem to think that business remains as usual," explains

"If you buy the wrong car, you are faced with two choices: 1) Keep the car and live with the mistake, or 2) trade it in and take a beating."

Robert J. Sinclair, president of Saab-Scania of America, Inc. "At Saab, we are addressing the true market reality -- It's war out there."

Saab is launching a two pronged offensive. The ground attack includes a range of hard-hitting print ads which debuted in *The Wall Street Journal* and *USA Today*. The ads will also appear in news and business weeklies and auto enthusiast publications.

The first ad, "Neutral country attacks Germany and Japan," compares Saab cars directly with high-end Japanese and German automobiles. The copy praises the performance and luxury of German cars. But, it continues, "Their prices offend even those who can afford to make the payments." Saab's 9000 series delivers the same high performance and quality as German most sedans for \$10,000 to \$30,000 less.

A second focus of the print campaign is the actual car buying experience with head-

lines such as "Most car accidents happen in a showroom" and "You've waited years to buy a car. Don't blow it now."

"An automobile is one of the most significant purchases a consumer makes," explains Sinclair. "If you buy the wrong car, you are faced with two choices: 1) Keep the car and live with the mistake for three to four years, or 2) trade it in and take a real economic beating."

Saab's air strike over national and local television and radio reinforces the ground attack. The message -- Saab builds cars for real families and real life -- is delivered with references toward the imaginary people and lifestyles which appear in other car companies' commercials.

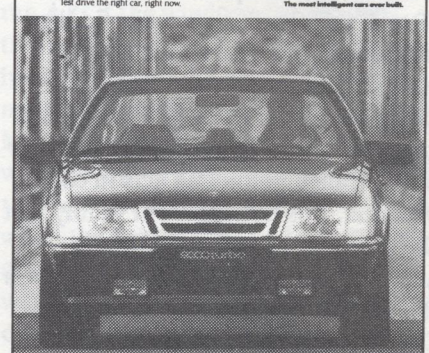
The first ad shows a perfect mother and father driving down a perfectly smooth highway with their perfectly well-behaved son and

How to avoid an expensive car accident.

It's all too easy to buy the wrong car by accident. Don't let it happen to you. Test drive our Saab 9000 CD first. Car and Driver calls it "Talis on wheels." We call it an out-of-this-world luxury car at a real-world price. You can pay thousands more for status and still not get the turbocharged performance and front-wheel drive handling of our 9000 CD.

Don't buy the wrong car. Test drive the right car, right now.

SAAB
The most intelligent cars ever built.



daughter in the back seat. The announcer comes quickly to the point.

"This is a typical family car family," he says. "But this isn't a real family. No real family ever got along this well in a car."


A second TV spot shows a mansion straight from a set of *Dynasty* or *Dallas*. The announcer speaks as workmen begin dismantling the set. "This is the world of the luxury car," he intones. "But it isn't the real world. It's a fantasy carmakers use to show you how life would be with one of their cars." He concludes, "Too bad you can't take this world with you on the road."

Radio spots focus on the value and safety of Saab cars with the message that safe cars don't have to be boring. The ads refer to a recent study by the Highway Loss Data Insti-

Anything else is just a ragtop.

There are convertibles. And there are Saab convertibles. In the latter you get Saab's turbocharged engine, the handling benefits of front-wheel drive, sumptuous leather upholstery, full glass rear window, and much, much more. Car and Driver says "It seems especially wicked, like dating someone you know is bad for you." Don't buy the wrong convertible. Come in and drive the Saab convertible. There's nothing like it under the sun.

SAAB
The most intelligent cars ever built.



This is definitely not your father's Oldsmobile.

Our new Saab 9000 CD does, however, carry five adults in supreme comfort. It is powered by Saab's efficient, strong, turbocharged engine. And, unlike most luxury cars, it gives you the handling benefits of front-wheel drive. *Car and Driver* simply calls it "bliss on wheels."
 Don't buy the wrong luxury car. Before you are seduced by an image, let us put you behind the wheel of the luxury car that has everything. The new Saab 9000 CD.

SAAB

The most intelligent car ever built.



tute (HDLI) which cites the safety of the Saab 900 and 9000 models, as well as *Car & Driver* magazine's hailing of the Saab 9000 as "bliss on wheels" to drive.

"Don't buy the wrong car" replaces Saab's current campaign. The tag line "The most intelligent car ever built" will be retained.

New GMs for Saab and Scania

The board of directors of Saab-Scania AB in Sweden has announced the appointments of new heads of both its major divisions, the Saab Car Division which manufactures and markets Saab automobiles; and the Scania Division responsible for the manufacturing and sales of Scania trucks and buses.

New general manager of the Saab Car Division is Jan-Erik Larsson, who since last fall has been deputy general manager of the division and manager of the Trollhattan facilities, where Saab's product development and the major part of the car manufacturing takes place. During 1981-1988, Mr. Larsson was managing director of Saab-ANA AB, the Swedish Saab sales organization.

Mr. Larsson replaces Ake Norrman, who had been general manager of the car division since 1987. Norrman has been appointed market manager for South America in the Scania Division.

At the Scania Division, Leif Ostling has been named general manager. He replaces Ingvar Eriksson, who is stepping down for health reasons.

Once again, we have the "latest" news on the 2-cycle front, some twenty years too late. I give you... Simon DuStroke. (Take him, please!)

Powerful News

The previous column hinted at the most recent leak from our Source concerning a yet to be disclosed increase in horsepower for the three-cylinder models. With the cars already so very fast, one wonders why such an increase is needed? Apparently, The Factory wants to bring the cars' performance up to the exotic car level to match their already exotic styling.

The question is "How?" The answer is "Turbo!"

Yes, The Factory plans to introduce the Mighty Three in Turbo form. As soon as the new model year there will be a Turbo Monte Carlo. Imagine the breath taking power of the oil-injected engine boosted another 6 HP!

Will this new found awesome power obsolete our current 95/96s? No. You can retrofit a turbo to your current three-carb, three-cylinder, two-stroke engine. Note though, if you have an oil-injected engine, it will require a slight modification to the oil pump to increase the oil pressure during high boost situations. Those who have an earlier single-carb engine might find this the perfect excuse to upgrade to the triple carb.

The design is built up around a single turbo "blowing through", as they say, the third carb to the number three cylinder. This takes full advantage of the exhaust back pressure wave that is part of the wonders of the three-cylinder, two-stroke miracle. As usual, a "How-to" sheet will be available shortly as a step-by-step guide and feature a complete list of the bits and pieces necessary to make this unbelievable transformation from merely fast to incredibly so.

Yes, I will admit to having had a rocket ride in a 96 so equipped and can freely state it was the ride of my life, but I dare not say more.

Next time there will be news on how to put this incredible new power to full use. Until then, best wishes.

Simon Du Stroke

Still the Best!

Once again, Saab has been chosen the best "imported car in the upper middle class" by German auto enthusiasts.

1989 marks the ninth consecutive year that Saab has been picked in its class by readers of the influential German auto magazine *Auto Motor und Sport*. From 1981 to 1986, readers chose the Saab 900 as their favorite among imports in the upper middle class category. In 1987, they switched to the Saab 9000, which was the choice again in '88 and now '89.

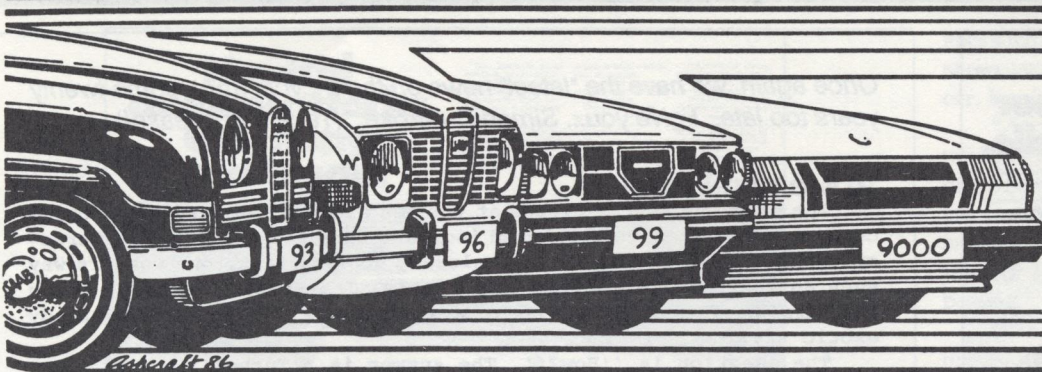
Over 100,000 readers of the magazine participated in the survey. In its class the 9000 garnered 31.2 percent of the vote, ahead of the Alfa Romeo 164, Lancia Thema, and Volvo 740/760.

New Ad Head for U.S.

Roy B. Steinwolf has joined Saab-Scania of America, Inc., as advertising manager for the Saab Car Division, reporting to Peter A. Berla, vice president-marketing services.

In his new position, Steinwolf is responsible for developing long and short term marketing and advertising direction and for creation, development and implementation of Saab's national and local advertising.

Steinwolf most recently served as director of advertising and merchandising for World Wide Volkswagen. He has also worked for ad agencies supervising accounts for Volkswagen, Porsche and Audi, and Volvo. He has also worked with Avis Rent-A-Car as advertising manager.



SAAB SWAP

CLASSIFIED ADS

CLASSIFIED AD RATES

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

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

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

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

Sonett For Sale

'74 Sonett, original owner, Yellow with stripes, extra lights, outstanding condition, always stored winters. Car located in Hollywood, FL, but delivery arrangements can be made. \$3500 firm. Tom Nola, P.O. Box 627, Wurtsboro, NY 12790. 914/888-2246 or 305/989-1787.

'72 Sonett III, good mechanical, good body, monochromatic red. Spare trans w/bad R&P. New Kleber V-12s on alloys, extractor exhaust. Autocross alignment. Trophied 4 autocrosses in a row in '88. \$1500! Phil Ethier, 672 Orleans St, St Paul, MN 55107. 612/224-3105 or 292-6024.

'71 Sonett III, red, great body, alloys, new exh & radiator. Recent pan work & rblt tranny. Looks and runs great. \$2500. One owner. Bill Zimmerman, 7405 Chippewa Trail, Chanhassen, MN 55317. 612/934-6084. *

'69 Sonett V4, project car, partly dismantled. Most parts included, no engine or rear glass. Suspension & wheels still on car. \$500. David Kronen, Canoga Park, CA 91305. 818/703-7323.

93s, 95s & 96s For Sale

'72 95, one owner, 80k mi. Engine, body, tires in very good condition. Luggage rack. Best Offer. Harvey Starr, 910 E. University St, Bloomington, IN 47401. 812/334-2702 H, 812/855-1209 W. *

'63 96, restored, Concourse winner at Atlanta & Tulsa SAAB Conventions. \$3500. Also, '72 Sonett III, \$2000. Wendell Francis, Rt 5, Box 366, Dandridge, TN 37725. 615/397-2172.

'58 GT-750, w/rare cast iron 4-spd trans, 850 factory rblt, plus 850-GT builder motor & misc. spares. Complete except no Halda Speedpilot. Slight rust, not running. \$2800. Bob Hiller, 510 Convent, Tucson, AZ 85701. 602/623-9635.

'57 Split Window 93, '60 93F, '64 GT-850 w/factory sunroof. Reasonable offers or trades accepted. Mark Chase, 1730 Auburn Blvd, Sacramento, CA 95815. 916/925-2224.

2-Stroke & V4 Parts For Sale

Misc. 2-stroke & V4 bodies, drivetrains, etc. 1960-'74. SAAB-o-phile on run from nation of Islam needs traveling expenses. Mark Chase, 1730 Auburn Blvd, Sacramento, CA 95815. 916/925-2224.

Sonett air conditioner, complete with all parts for installation. 4 alloy wheels with used tires. Make offer. Jim Thiele, 18908 13th Pl S, Seattle, WA 98166. 206/241-7422 days, 206/683-3288 evs.

Sonett parts: 4 96 springs cut to fit Sonett, 5 Sonett mags w/bolts, good trans, 1.5 & 1.7 engines, Weber carb w/extra jets, alternators, & assorted 97 parts. Rust free doors for 96. John Campbell, 228 Riverview Blvd, Great Falls, MT 59404. 406/453-8634 after 6pm MST.

Sonett alloy wheels, \$55 each or 2 for \$100. includes shipping. Joel Ballon, 479 Perrysville Rd, Pittsburgh, PA 15229. 412/931-2522. *

Parting out: '67 96; '73 96; '69, '73 & '74 Sonetts; '79 900 5-dr. V4 engines & transmissions. Contact Bev at Trio Motors, 2501 S. Center, Burton, MI 48519. 313/742-7250.

Complete Monte Carlo V4 interior, in good shape. Steve Butler, Tucson, AZ. 602/992-0935.

Mufflers! Limited quantity, 95/96 two stroke GT front mufflers (\$35) and rear mufflers (\$25). Fit to dual pipe exhaust. Write for list of old SAAB parts. Motor Sport Service, 1400 E Second St, Jamestown, NY 14701. 716/665-4200.

Clearing out all 93, 95 & 96 body, interior, glass and misc. mechanical parts. Free to good home, please pick-up. Robert Garber, 41841 Lawrence Ct, Elyria, OH 44035. 216/324-5507 or 322-6226.

99s and 900s For Sale

Pro-Rally 900 Turbo, '82 3-dr, Group-A. New engine, 4-spd trans w/6:1 ring & pinion, seam welded, 8 Minilites, skid plate, spares galore. Thom O'Connor, 518/765-2206 or 765-2887. *

'84 900S, maroon w/tan interior, 65k mi, original owner. No rust, no accidents, spec. alloy wheels, well kept. \$6000 obo. John Nonenmacher, 49 Meadow St, Demarest, NJ 07627. 201/784-9079.

'81 900T, black, 70k mi, 4dr, 5spd. Engine, trans, clutch, brakes rebuilt at 58k mi. New exhaust, battery, TRX tires. Good condition. \$5000 obo. Hal Fredrickson, P.O. Box 68, Ashton, MD 20861. 301/774-8561.

'79 900T, 3dr, 80k mi. New head, rblt turbo, engine recently resealed. Looks good & runs very well. Kept in heated garage. \$2950. Steve Hunt, 4 Savannah St, King George, VA 22485. 703/663-3554.

'78 99 Turbo, 70k mi, orig. grey w/Incas. Excellent inside & out. All records since '78. \$4200. Todd Klein, 3210 Overbrook Ct NW, Canton, OH 44709. 216/492-1955, lv msg.

'78 99 Turbo, 75k mi, silver/black EMS stripe, perfect inside & out, A/C, floor mount radio/console. New: turbo, head, clutch, exhaust, tires. Send SASE for photo & info. \$4500. Marty Adams, RR1 Box 49, McIntire, IA 50455. 515/737-2682.

'78 99 Turbo, 78k mi, rebuilt trans & turbo, sunroof, AM/FM cassette, no rust. Must sell in time for Uncle Sam! \$2500! Ted Smith, 2732 Guilford Ave SW, Roanoke, VA 24015. 703/989-4562.

'72 99, runs great, green, 126k mi, very little rust. New exhaust, battery. Needs 2 tires, extra rims included. \$650 obo. Alan Frechette, 69 Valleyview Rd, Leominster, MA 01453. 508/345-6823. *

**99, 900 and 9000
Parts & Accessories**

99 Front & rear bumpers, '72-'78, \$50 ea. 96 doors, fenders, hoods, bumpers, radiators (V4 & 3-cyl), V4 cyl heads (1.5 & 1.7), rebuilt trans, hubcaps, Solex carbs w/manifolds, more. Charles Dobson, 7 Wainwright Av, Annapolis, MD 21403. 301/267-9245.

99/900 engines, transmissions, racks, control arms, axle assemblies, rotors, EMS mags, instrument clusters, wiring harnesses, body parts, interiors. Installation and parts list available. **Henry's Recycled Saab**, 310 George Ave, Baltimore, MD 21221. 301/686-2446 or 301/391-2747.

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

900 European headlights ('79-'86) w/factory wiper/washers, incl 125/90w H4 bulbs, \$700 obo. 900 Air conditioner, complete w/motor mount, working when removed in '82, \$150. Tom Livingston, Anchorage, AK. 907/562-2058 days.

Headliner material for 99/900, foam-backed nylon, original off-white color, includes instructions. \$15.25/yd (3.5 yds/average Saab) +\$5 shpg. Steve Brown, 107 W. Hubbard, Chicago, IL. 312/822-9339.

Rear headrests for 900, maroon/wine, \$30 pr. 4 99 hubcaps, 9", \$30. 900 windshield, \$35. 2-Sony 20w/channel amps, \$75. Mike Rand, 122 E 284th St, Willowick, OH 44094. 216/585-1288. *

Parting Out several 900s including '85 900 Turbo & '78 99 EMS. Rod Beckner, 604 E 1st, Albany, OR 97321. 503/581-0581 days.

99 Turbo engine, balanced & blueprinted. Rear hatch for '78-80 99 3-dr. 99 steering rack. 99 console complete w/gauges. 99 clock. Various other 99 & 97 parts. John Campbell, 228 Riverview Blvd, Great Falls, MT 59404. 406/453-8634 after 6pm MST.

Wheels - 4 Super Inca aerostyle alloys, 5.5"x15", \$620. Stewart BMW-SAAB Inc, Spokane, WA. 509/535-0152, Parts Dept. *

3 OEM alloy wheels, 32-spoke, exc. cond, \$125 ea. John Nonenmacher, 49 Meadow St, Demarest, NJ 07627. 201/784-9079.

99 Service Manuals - Factory manual, '69-'74, \$25. Autobooks, '69-'76, \$10. Randy Wheeler, San Ramon, CA. 415/867-3779.

Wanted, All Models

Factory workshop manual for '78 99, in useable condition. Jess Jessup, 134 S 5th, Decatur, IN 46733. 219/728-2008.

Wheel adaptors for 96 5-bolt to 900 4-bolt. A set is perfect, but one will do for pattern. Also, photo or info on leather option for Sonett III. Tom Remedios, Gustav Schwab Str. 47, 7410 Reutlingen, West Germany. 01149-7121-23-9724.

A/C condensor & cut-out switches for '78 99 Turbo. Also headliner fabric. Dave Herman, 4710 Piper St, Fremont, CA 94538. 415/226-9729.

Air filter for '66 2-cycle (Mann #1845/1). Also rebuild kit or gaskets for Pierburg mechanical pump. Head gaskets? Brian Kenson, 1125 E Cardinal Dr, West Chester, PA 19382. 215/399-1127.

Window gasket for split window 93, GT driving lights or lenses, 93 workshop manual, dunstall equip for '72 Norton Combat motorcycle. Mark Chase, 1730 Auburn Blvd, Sacramento, CA 95815. 916/925-2224.

99 w/automatic trans, in good shape, somewhere on the West coast. Art Bacon, 2079 Diablo Rd, Danville, CA 94526. 415/831-1454.

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Psychology Quiz

Answer these questions, then check the evaluation at the right for an assessment of your SAAB character.

- When you pull up to a stop light next to H. S. Studley in his red Corvette, you:
 - drool.
 - look away.
 - sneer.
- If your SAAB stops running, you:
 - call AAA without opening the hood.
 - open the hood and try to find what's wrong before you call someone.
 - fix it yourself with the tools and spare parts you carry, and hope no one from work sees you.
- If a friend is complaining about having to pick up a used stove from his mother-in-law's house, you:
 - give him the phone number of Hernia Movers.
 - offer to help.
 - point out how much room there is in a SAAB Wagonback.
- When you see it snow, you:
 - make sure your car is in the garage.
 - drive only when necessary.
 - hope it keeps snowing so you can drive around to show off your SAAB's winter capabilities.
- When driving from Milwaukee to LaCrosse, you:
 - take I-94 and I-90.
 - take Hwy 14 from Madison.
 - find all nine gravel roads between Madison and LaCrosse.
- When you see a SAAB 96, you:
 - think it's ugly and crude.
 - think it's remarkable that it's still on the road.
 - point out how it was 30 years ahead of it's time and how beautiful it really is.

Give yourself 1 point for each "A" answer, 2 points for each "B", and 3 points for each "C".

Evaluation:

Total 1-6 points: You are driving a SAAB for no clear reason, except maybe status. You might find happiness with a Cadillac, a Subaru, or an AMC Matador.

Total 7-14 points: You are an average SAAB driver. Just hope your income keeps pace with inflation, or you might find yourself looking at something boring, like a Honda, next time around.

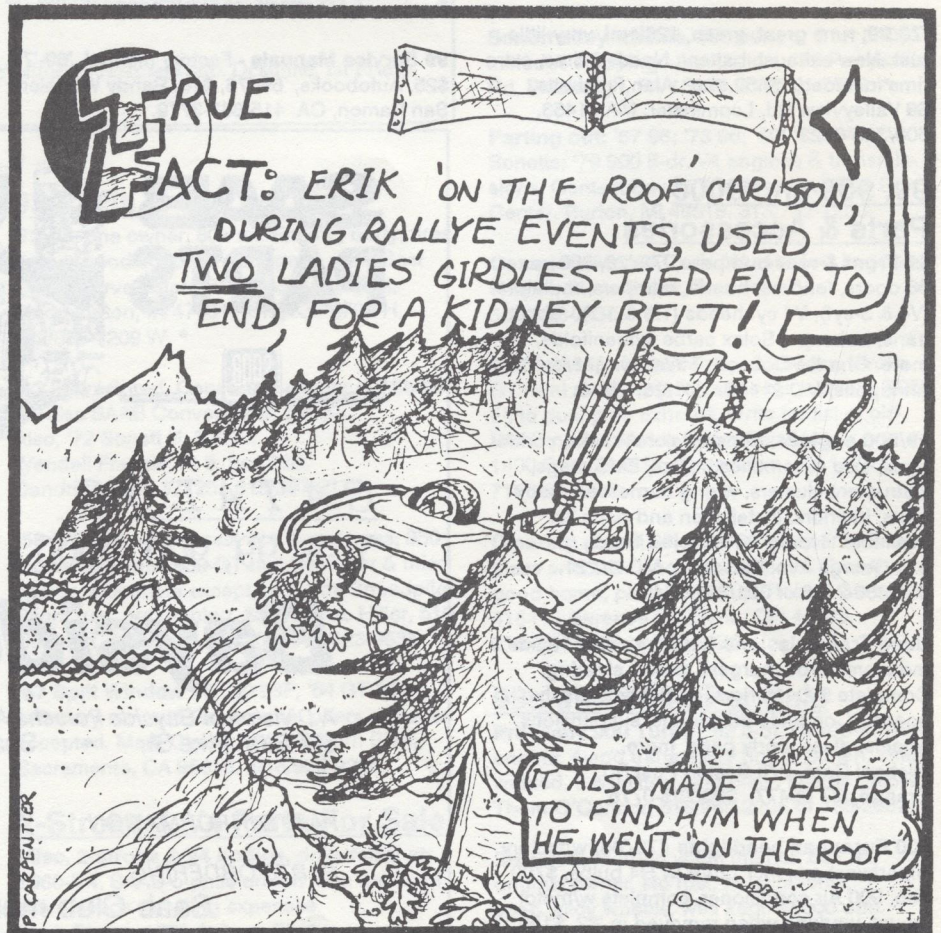
Total 15-18 points: A SAAB Fanatic! If your wife goes into labor, she had better hope that no one asks why you drive a SAAB while you are taking her to the hospital. You try to get your insurance agent to reduce your rates because of SAAB's safety features. You probably have two or more SAABs and will never own a Ford Bronco. You search out rallies and ice races for the chance to drive your SAAB "briskly." You may even write poems or songs about SAABs.

Ian Simpson

Ode to a SAAB

Oh SAAB of mine, I love you dear.
 Your turbo's whine I long to hear.
 Open the door and get inside;
 It's time to soar, not just ride.
 Behind the wheel, look over the dash,
 Fasten my belt in case I crash.
 Turn the key and choose a gear.
 That magic moment now is near.
 Out of the driveway and onto the street.
 The feel, the performance, it can't be beat.
 Front-wheel-drive to hold the road.
 Two-liter engine carries the load.
 Steering 'round a corner or braking to a stop,
 The SAAB is a car that is hard to top.
 It has power and comfort, styling and safety,
 And I even think that it might be, just maybe,
 The most practical car that ever was built.
 A family car you can run at full tilt.
 Driving home at night or racing on ice,
 My SAAB is neat, not simply nice.
 And that is why it is for you I care.
 A car with qualities so rare,
 That until my health old age does rob,
 I'll never drive anything but you, my SAAB.

Pat Greer



Paul Carpenter

The craziness on this page may be attributed to the members of the Milwaukee SAAB Club, and their newsletter *The SAAB Sport*.

MEMBERSHIP/SUBSCRIPTION

(Use also for Change of Address)

NAME _____

ADDRESS _____

CITY/STATE/ZIP _____

HOME PHONE _____ WORK PHONE _____

SAABS CURRENTLY OWNED _____

(i.e. '84 900 S 4dr. automatic, '78 99 GLE 5dr. 4-spd, '72 96-V4)

Annual Membership fees for the SAAB Club of North America/NINES are as follows:

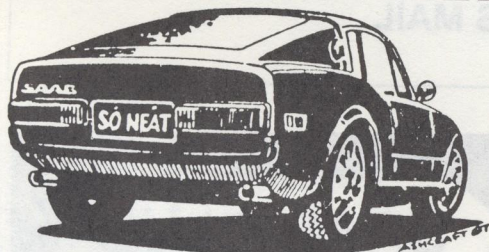
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- Please check appropriate box(es)

First year members receive two recent back issues of NINES and two SAAB Club stickers.

Collection of back issues (15 or more) - \$15.00.
Individual back issues are \$1.50 apiece.

SAAB Club decals (stickers), \$1.00 apiece

MAKE CHECKS PAYABLE TO 'THE SAAB CLUB'



FROM THE BACKSIDE

You wouldn't normally see a story on a rally in these pages. Okay maybe a few paragraphs in Backside about one I'd run, but not a regular report.

This one was different because most of the competitors were SAAB folks... SAAB Club members, non-member SAAB drivers, SAAB owners competing in different marques. It was also put on by your humble editor. I give you the Wolf's Nose Tour.

The Wolf's Nose was the third event in the Sports Car Club of America's new series of non-trap time/speed/distance rallies, called the National Touring Rally Championship. A TSD rally is one where you are supposed to arrive at the checkpoints at a calculated time, like on the One Lap of America or the Great American Race. A perfect score is a zero; lowest score wins.

The rally was named for the profile of Lake Superior, which, as I learned in 4th grade Geography, looks like the face of a wolf. Duluth is the point of the wolf's nose.

The start point was a motel at the western point of Gitchee Gumee (look it up in Longfellow). The first section traveled Duluth's Skyline Parkway, some 30 miles of road twisting along the ridge left by the great glacier of eons ago. The rallyists were treated to vistas of the Duluth-Superior harbor and the Big Lake for several check-

points (or controls as they're called by SCCA).

The rally course then hit the woods -- lots of seldom straight snow-covered sections, winding among the birches and popple trees. The exception was a drive along the North Shore highway and past the Split Rock lighthouse. Then it was north into the Superior National Forest and along the southern frontier of the Boundary Waters Canoe Area Wilderness. The course also went through Finland (a small town on Minnesota Highway 1, not the country between Sweden and the Soviet Union where all the best rally drivers are raised).

The main "eat-and-get-gas" stop was at Sven and Ole's in Grand Marais, known for such Italian delicacies as wild rice pizza and Lutefisk pizza. On the roads of the Superior Forest again, the course finally wound its way back to Duluth, ending with a drive along the shore.

Of the 13 cars that started, five were SAABs -- three 900s and two 99s. Top among the SAABs was the '86 900S of Brian Jacobson and Lynn Anderson, who placed 3rd with 153 points (that's 1.53 minutes off the cumulative perfect arrival time at 20 controls). The winners were Mike Lingenfelter and Deb Porter in an Audi Quattro, who accumulated 33 points. Bob Nielsen (who got his PRO rally start in a 96-V4) with Gary Starr navigating took Bob's current PRO rally mount, a Dodge Shelby Charger, to 2nd place. All three teams were in the Equipped or computer class.

Placing first in the Unequipped class were Dave Parps and Tim Craft in a 99, about a minute ahead of Tom Gillespie and Bob Lenz in Tom's PRO rally 99. The only other car in class U was the 900 of Marc Vernon and Monty Tarr.

Rudy Zwiebel and Ian Simpson had a rough time in their 900, ending up 4th in the

"pencil and paper" class. The class winners were Bob Radford and John Ruther in a rented Buick LeSabre. John owns a 900 SPG, so I suppose he can be forgiven.

By the way, the tire of preference on most cars was Hakkapeliitta NR 09s. The snow on the forest roads was grainy (kind of like in Finland), and the Hakkas hooked up just right.

There you have it, the tale of the Wolf's Nose. Start making plans for the 1990 version -- there will be a prize for highest placing SAAB.

Speaking of rallies, congratulations to SAAB Club member Tim O'Neil, who won the Mazda Chattahoochee PRO Rally in northern Georgia aboard a Production class VW GTI. Sandy Liversidge drove an ex-Ola Stromberg SAAB 99 to third place overall and won Group A, a little over a minute behind O'Neil. Former SAAB Club editor Jeff Delahorne navigated for Peter Farrell as they won the new Rallytruck class in a Mazda (12th overall), the only finishers in the category.

The next PRO Rally is Sunriser in Ohio. Several members of the Great Lakes SAAB Club will be among the spectators to cheer on the SAABs of Sandy Liversidge and Tom Gillespie.

You may have noticed experimentation with type sizes this month. There were too many words and not enough space, so a smaller typeface was used for some articles.

This month being that of fools, I had hoped to include several pages of SAAB humor, but it was cut to one.

Next month: The SAAB Quantums, and a review of the 9000CD. 'Til then...

Tim Winker, Editor

NINES

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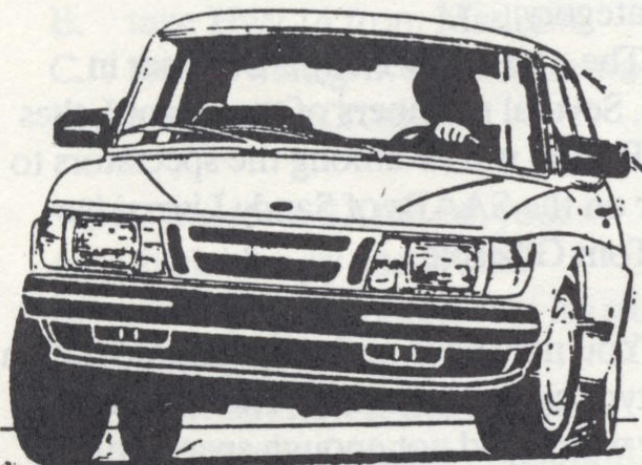
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