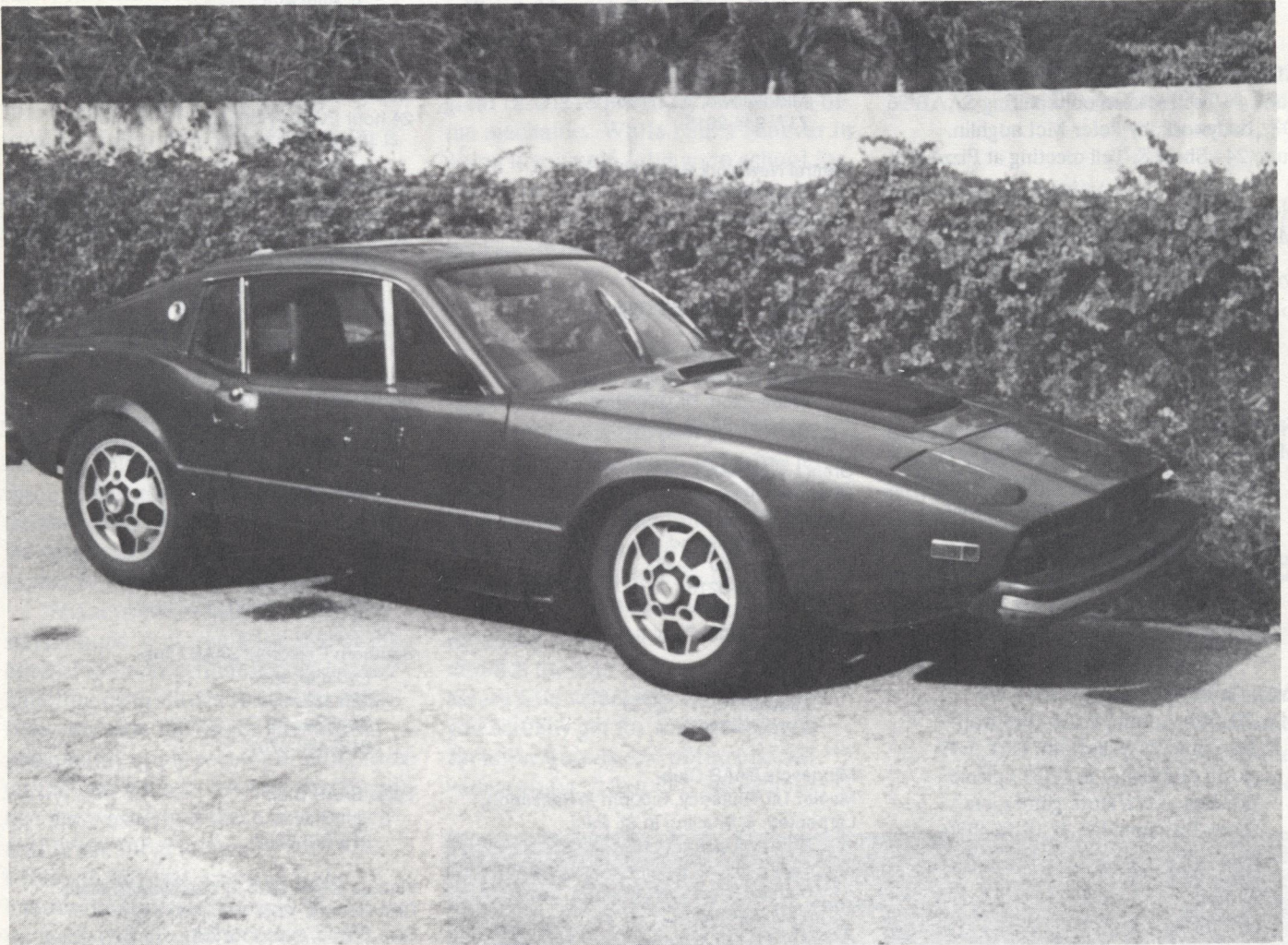


NINES

THE SAAB CLUB NEWSLETTER

\$2.25
May
1989
no. 181



Truth About the Saab Motorcycle
The Return of Sven's 2-Stroke Tips
CD: Smiling all the way to the bank
More on Automatic Transmissions

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Regional Club News

Meetings and Events

**New England Sonett Club, Delaware Vly,
West Mtn and New Jersey Clubs:**

June 11 - Joint meeting and tour of Saab-Scania's Parts Distribution Center in Meriden, CT. Contact your local club officers for details. RSVP by May 15th.

Milwaukee SAAB Club

June 4 - Tech session on repairing SAAB 96 bodywork, by Peter McLaughlin.

June 24 - Show & Tell meeting at Pizza Hut

New Jersey SAAB Club

May 9 - Meeting at Reinertsen Motors in Denville, 7:30pm. Guest speaker: Bertil Roos will talk about racing and his driving school at Pocono Int'l Rcwvy. Herb Hirsch, 201/560-5760 days, 201/821-8284 evenings.

Saab Club of Southern California

May 24 - Open House at J&B Imports expanded facility in Orange, 6-10pm. Small donation for refreshments. Paul Florance, 213/493-6707.

June 23-25 - "Reunion Las Vegas" Rally. Monte Carlo style, SOP to Expert. Fee: \$115/car includes room. Ralph Verdicchio, 818/335-2142.

Western Pennsylvania SAAB Club

May 20 - 4th Annual Spring Festival. McConnell's Mills State Park, I-79 north of Pittsburgh. BYO picnic goodies. Tech stuff, games, etc. Andy Bittenbinder, 412/364-4780.

Clubs & Contacts

Appalachian SAAB Club

Steve or Aline Phipps
104 Ontario Lane
Oak Ridge, TN 37830
615/482-1500

Central Illiana SAAB Club

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

Central Penn SAAB Club

Meets: 1st Tues, Bube's Brewery, Mt Joy, PA.
Social hour at 6:30pm, Meeting at 8:00pm.

George Basehore
477 E. Main St.
Middletown, PA 17057
717/ 944-2915.

Central New York SAAB Club

Eileen Kolynich
102 Armstrong Rd.
Lansing, NY 14882
607/533-4073

Delaware Valley SAAB Club

Jenny Trostel
c/o Sports Car Service
3500 Governor Printz Blvd.
Wilmington, DE 19802
302/764-SAAB days

Great Lakes SAAB Club

(Western Michigan)
Jim Laman
617 Beechwood
Holland, MI 49423
616/ 335-5215.

Milwaukee SAAB Club

Pat Greer
1810 E. Jarvis
Milwaukee, WI 53211
414/ 964-7463.

Minnesota SAAB Club

Meets: 1st Thursday, 8:00pm at Paesano's,
Larpenteur & Snelling in St. Paul.
Bob Swinehart
16377 May Ave.
Marine, MN 55047
612/433-5920

Montreal SAAB Club

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

New England Sonett Club

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

New Jersey SAAB Club

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

Northern Illinois SAAB Club

24 hour Events Hotline:
312/ 763-4752.

SAAB Club National Capital Area

(Washington D.C., Maryland, Virginia)
Meets: at Bethesda Regional Library,
Bethesda, MD.
Toby Turpin
14901 Peach Orchard Rd.
Silver Spring, MD 20904
301/ 384-6732.

SAAB Clubs of Georgia

Meets: 1st Monday at The Olive Garden in
Sandy Springs. Dinner at 7:00pm,
Meeting at 8:30pm.
P.O. Box 52122
Atlanta, GA 30355-2122

SAAB Owners Club of Canada, Inc.

P.O. Box 578
Bradford, Ontario L3Z 2B1

Southern California SAAB Club

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

Tulsa SAAB Club

Jim Glavas
918/663-8087

Vintage SAAB Club of Washington State

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

West Mountain SAAB Club

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

Western Pennsylvania SAAB Club

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

SAAB Club of North America

NINES Editor & Publisher: Tim Winker

2416 London Road, Unit 900

Duluth, MN 55812-2221

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

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

Letters to NINES

Compromising Safety

I have been a SAAB owner since 1964 and am a long term subscriber to the newsletter.

I am quite concerned about the safety implications of Dan Salvo's article on brakes in the April, 1989 issue. Driving with one caliper disabled on a 95 or 96 is just plain stupid. If I did something like that, I certainly wouldn't tell others how I did it -- it is just too dangerous. A tow for even a couple of hundred bucks is cheap compared to the possibility of serious injuries or death implied by heading for the nearest "soft Cadillac". The rear brakes plus one front brake are not really advisable for any serious amount of driving on a freeway. Incidentally, one wonders why the 95/96 family has so many instances of serious brake problems and brake failures (I think I have gone through close to 20 master brake cylinders over the years). Driving even a mile with problem brakes is a terrifying experience.

His second procedure also raises some issues. Enlarging the size of the bore of the rear cylinders could cause handling instabilities in certain situations, because the larger bore would presumably apply greater braking force on the rear wheels; SAABs (95/96) will become unstable if there is too much rear brake force in a panic stop in a curve (an extreme example is the handbrake spin-out method of getting the back end around a corner first).

I used to have a "power" brake bleeder made by KD Tools, and I also built an adapter for the various SAAB master cylinders (as well as some American units). It is very convenient, but I have actually gone back to manual bleeding. I think manual bleeding gets better results. Always use a new can of brake fluid every time you do anything - even topping off

your reservoir. That stuff is really hygroscopic, and does not keep well. The only drawback to manual bleeding is that you really need two people to do it right, and you have to remember to keep the reservoir filled up.

Brake work is very demanding, and when you print articles describing how to do it yourself, you should add a few basic tips -- e.g., don't do this if you don't have the background, experience, etc. for it. Also, cleanliness is EXTREMELY critical with brake work. Finally, on older cars, there is a serious asbestos hazard and great care is required for the health of the mechanic. While I am a believer in doing it yourself, I did go to school for a week to learn how to do brake work, and I don't think you should minimize the risk involved if something is messed up.

Carl E. Freidberg
New York, NY

Quit Complaining

It seems for the past year or so, I have been seeing more and more letters from Japanese automobile "hornblowers". I feel the majority of SAAB enthusiasts are simply not interested -- myself included.

I have been in the business of repairing and servicing imported automobiles for over 30 years, and I can assure you, when you consider what you actually get for what you pay, a Japanese auto is one of the poorest values going. Most U.S. made auto-

mobiles are a much better buy for long term service. In addition, you get a lower purchase price (comparable models), much lower parts prices (Japanese cars need parts, too!) and you will usually survive a serious accident. Of course, SAABs are what we are interested in.

I feel that the Japanese oriented enthusiasts should join the appropriate club and bestow their praises on someone who wants to hear them.

The SAAB Club is for SAAB enthusiasts.

Richard O. Koenig, Pres.
Sports Car Centre, Ltd.
Beaufort, SC

Another Country Heard From

I was disappointed that you didn't include our club in the list of "Overseas Clubs" (October '88). From time to time we have American visitors who are interested in contacting members of the Israeli SAAB Club.

As a matter of interest, I was fortunate enough to take first place in the last two races of 1988 here in Israel. Everyone is wondering how it could have been done in such an old SAAB (it was the oldest car in the race!). My SAAB is a 2-stroke 96 1966 model with 100 hp engine and close ratio transmission which is capable of 0-60 miles/hour in 7 1/2 seconds.

Israel SAAB Club
c/o David Nameri, Chairman
20 Ahronovitz Street
26262 Kiriat Haim, Israel



BOSCH

69-74 99E, 99EMS All	Fuel Pump	\$128.25
75-81 99 and 900 All	Fuel Pump	\$128.25
82-86 900, Turbo -84	Fuel Pump	\$214.34
78-81 99, 900 Turbo	Fuel Dist	\$231.53
78-81 99, 900 NonTurbo	Fuel Dist	\$209.04
78-80 w/ Turbo 051	Warmup Reg	\$101.16
78-80 w/o Turbo 020	Warmup Reg	\$77.20
81-83 All 0438140084	Warmup Reg	\$146.39
75-80 All 0437502004	Injectors	\$20.32
81-86 All 0437502012	Injectors	\$21.22
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OEM PARTS

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75 40 503	Radiator 77-80 99 NT	\$169.95
75 41 071	Radiator 900 Turbo	\$187.95
78 71 403	72-80 Timing chain	\$24.95
83 46 785	72-80 Crank gear 2.0	\$29.95
83 46 793	72-80 Idler gear 2.0	\$33.50
83 46 801	72-80 Cam gear 2.0	\$41.25
83 47 874	72-80 Tensioner 2.0	\$23.95
83 58 509	2.0 All Countershaft	\$215.00
87 22 209	76&on Clutch slave cy	\$71.95
89 21 728	75-80 Outer Cv Joint	\$135.00
89 39 589	LH 75on Brake Caliper	\$169.95
89 39 597	RH 75on Brake Caliper	\$137.50
89 45 735	69-84 Inner CV Joint	\$36.95

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77- 99&900 Turbo	New Plate	\$49.95
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77- 99&900 Turbo	New 4sp Disc	\$44.95
77- 99&900 Turbo	New 5sp Disc	\$46.95
69-75 99	All 30-29110 Brg.	\$30.10
76&on 99&900 All	30-29115 Brg.	\$12.99
82-84 W/ APC	Turbocharger	\$450.00
79-85 Rack & Pinion unit (w/PS)		\$169.00
78-80 99,900Rebuilt	Distributor	\$115.00
69-74 96V4 & 99	Master Cyl	\$99.95
75-84 99 & 900	Master Cyl	\$141.56
75-80 99 & 900	Brake Rotor	\$34.95
81-85 900	Brake Rotor	\$36.95
75-85 Fr Repco Metal	Master Pads	\$21.95
76-85 Rr Repco Metal	Master Pads	\$19.95
69-76 99(8 cog gear)	Water Pump	\$69.13
77-80 99 & 900 All	Water Pump	\$69.95
79-84 900 & Turbo	Wolf Bra	\$77.50
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Most Saab	Plastic Louvers	\$139.95

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Learning Experience

In Andy Buc's letter in the March Nines [Mechanical Logic] he illustrates a syndrome which I call "endless learning" or "subjects of infinite depth." Allow me to illustrate with a non-automotive example:

I'm a mechanical engineer and have had the normal exposure to computers in school (mainframes) and on the job (mostly PC's). I have quite an affinity for them and even thought of becoming a programmer at one time but became an ME because I need to have my work be tangible.

A few years ago I was hired by an electronics company where all the engineers had computer terminals on their desks for sending electronic mail, developing software, etc. The computer running all the terminals used the UNIX operating system which is very powerful but infamous for being "user hostile" and difficult to learn.

Even though I'm no computerphobe and was trying my best to learn, after about six months it seemed all I knew how to do with UNIX is send and receive messages and store my phone list (remember, this wasn't my main job). I asked one of the programmers, who'd been working with the system for about a decade, as to when I would stop feeling like a beginner and start being more confident.

His answer was enlightening: "In any system of great complexity your skills are relative. You don't one day suddenly cross a threshold and realize 'Hey, I'm an expert!', you just gradually accumulate skills over a long period. After a while you'll appear, to someone just starting out, to be an expert but no matter how much you learn, there's always someone who knows much more. When you come up against that person, you'll still feel like a beginner."

This little bit of philosophy is at the root of Andy's quandary. I've been tinkering with cars for nigh onto two decades now and my family and friends

think I'm a wizard when I can correctly diagnose a misfire as ignition and not carburation; but it's all just accumulated experience. I've beat my head against the wall so many times over what proved to be simple problems (once the answer was known) that the lessons really stick. Still, when I see a professional mechanic working, I'm awestruck at the way they can go straight to a problem in minutes that takes me a half hour of pondering. As the old saying goes: "Experience is the best teacher. It should be, it takes the longest and costs the most!" And remember, professional mechanics are accumulating experience at the rate of 8 hours per day while you and I have maybe 10 hours per month.

Andy's supposition that analytical ability isn't much good without basic knowledge hits the nail right on the head. Analytical thinking is a wonderful tool for diagnosing problems since it lets you draw inferences from previous experiences, but without the basic knowledge and experiences to draw from it's like a ratchet wrench without any sockets.

While there's no short cut to gaining experience, you can get a head start by taking an auto shop class through your local Adult Ed. This will give you the framework from which to hang your experiences in a logical manner.

Footnote: I stayed with the electronics company about two years and eventually became a proficient user of UNIX. After learning it, I found the MS-DOS and other personal computer systems to be so limited that when I finally bought my own PC, it was an AT&T model that runs UNIX. This letter was written with the UNIX text editor called vi. It just goes to show how lessons learned in one area can have effects in totally unexpected ways somewhere else.

Jack Hagerty
Livermore, 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:

NINES CLINIC
c/o The SAAB Club
2416 London Road, Unit 900
Duluth, MN 55812-2221

As the owner of two stokers, a '58 93B and a '64 96, an article in the March 1989 issue of *Boat Magazine* sent me thinking about two-stroke oils. I've been buying pretty much anything with the BIA certification for service TC-W. But the article mentions a new standard, TC-W/II, and some new sophisticated oils that meet the standard.

Would it be worthwhile buying that new oil? Is it okay but not cost effective, or buy-it-at-any-cost good? How about synthetic oils like Amsoil or Red Line?

Douglas Hitzig
Brightwaters, NY

The new generation of two-cycle oils are a result of outboard engine manufacturers grading TC-W specification two-cycle lubricants and realizing these basic standards were "not good enough for the newer engines." The report you mention states: "Off brand oils tend to break down in the higher heat generated by modern outboards and cause sticking rings, coking and other devastating problems."

It is interesting to note that many additives in today's gasolines have "a detrimental effect" on poorer quality oils. Adding this realization to the fact that lead in the fuel has had a small but important part in the lubrication of internal components, leads us to believe we need all the protection we can get. The metallurgy in the days of the SAAB watercooled two-cycle obviously was not up to present day technology.

Until two-cycle owners get together and compare notes, it should be recommended to use the TC-W/II grade, BIA rated, to the ratio that SAAB originally recommended.

I would appreciate some advice in trouble shooting a few technical problems on my 1984 900 Turbo 3-door:

1) When restarting the car after it has reached operating temperature, I encounter an extremely rough idle and sometimes stalling. Car starts and idles correctly when cold.

2) I hear an audible clicking or chattering emanating from the APC solenoid near the radiator.

3) Rattles from the sunroof, passenger's door (top front corner near window), and rear in cargo area.

Justin Coleman
New Rochelle, NY

1) The fuel system in your '84 requires a minimum acceptable fuel "rest" pressure to insure a smooth restart. Without special equipment such as a fuel pressure gauge and injector flushing rig, this simple test may help.

Shut down the warm engine and remove the injectors with the lines still attached. Lay the four on a sheet of paper towels and walk away from the car, hood closed and in the sun. Come back within twenty minutes and see if fuel has seeped out of the injector tips.

Incidentally, most of our customers have had great results with EXXON premium fuel, but only after two to four tanks full have been run through the system.

2) If the APC solenoid clicks at idle, it may simply mean the idle is too low. Although numerous components in the APC will create this chattering, the majority of the time the pressure transducer by the relays under the driver's knee pad has jammed in "high boost" position and the control unit wants the boost lowered. Find the little metal canister with one vacuum line in

and two wires on the other end. Tap it with a small tool and listen to the solenoid. If it stops chattering, take a good hard run and insure it doesn't stick again.

3) The sunroof requires careful adjustments to quiet rattles. Once the outer sheet metal panel is removed (see last month's column), slide the inner panel open and shut and determine where any slop or play could be coming from, then loosen and adjust those pieces. SAAB does offer redesigned shims and track pieces to take up rail slack at the side edges.

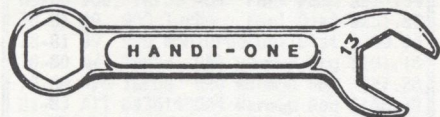
Usually the weather seals on the doors chirp rather than a door frame rattle. Use a little Vaseline on the rubber seals, wipe the excess with a rag, then close the door and test it. As for cargo area, we've found that carefully shimming all the wooden floor boards in the back with a damping material really helps. Check the hatch adjustment as well.

On cold days while idling at stop lights, wisps of steam appear from the front of my 1978 99GL, and I notice a slight anti-freeze odor. The temperature gauge indicates normal, and the coolant level does not drop appreciably. Does this indicate poor circulation in my radiator and time to look for a new one?

J. Scott Kobasa
Watervliet, NY

The phenomenon occurs when the radiator, while cool, has moisture or rain water on it. When the thermostat opens and hot water is pumped into the cool radiator, the moisture on the fins vaporizes and drifts out the grill, looking like steam.

SERVICE SUBJECTS



FROM SAAB

900 Door Glass Scratching

Application: 900 models
S.I. 03/89-1123, A-8/P.112

Due to manufacturing tolerances in the door, the possibility exists that the outer door glass seal retaining clips could contact the window when it is lowered or raised and cause scratches. This problem is most prevalent on 3-door and Convertible models because of the shape of the glass and the space available within the door. The scratches occur when the window presses hard against the door glass seal and pushes the rubber lip of the seal over the top of the retaining clip, or when the clip cuts through the seal.

Repair Procedure

1. Before installing the replacement glass, carefully inspect the door glass seal for damage caused by the clips. Replace seal if necessary.
2. Remove the seal together with the molding. Carefully separate the seal from the molding. Remove all retainer clips.
3. Grind off 1.5 mm from the clips as shown in Figure 1123-1.

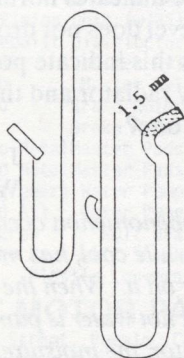


Figure 1123-1: The Shaded area of the clips must be ground down.

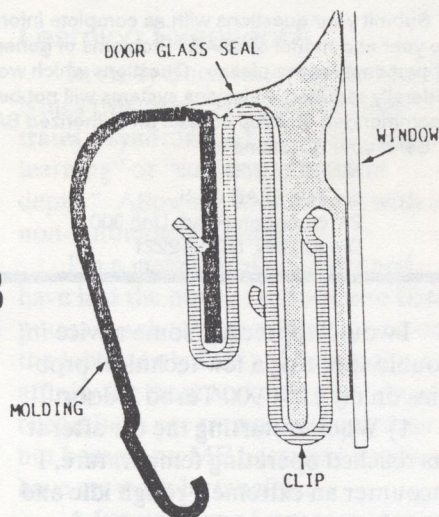


Figure 1123-2: Cross section showing correct assembly of door glass seal molding.

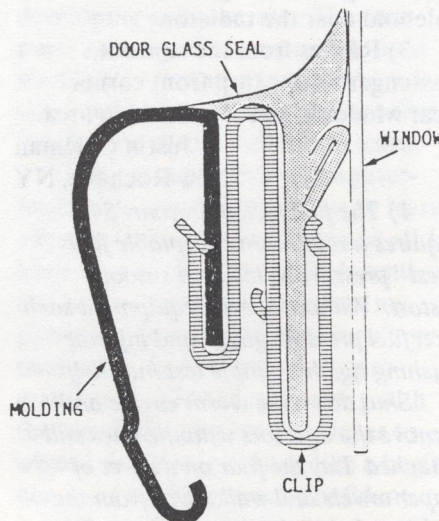


Figure 1123-3: Incorrect assembly of door glass seal molding.

WARNING: Proper eye and hand protection must be worn when using power grinding tools.

4. Reinstall the modified clips on the molding. Install the molding on the door.
5. Install the door glass seal onto the retainer clips.

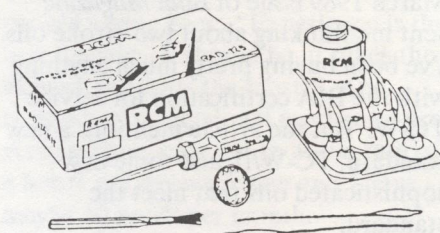
NOTE: The seal must be positioned so that the rubber lip is not bunched up, exposing the retainer clips (Figures 1123-2 and -3).

6. Complete installation of door glass.

Radial Tire Repairs

Application: All Saab models
S.I. 03/89-1131, A-1/P.121

Proper radial tire repair is critical in order to preserve the integrity and speed rating of a tire. Tread repairs should only be performed using the proper materials and techniques. Sidewall repairs should never be made, no matter what repair technique is used.



One of the best repair kits for performing tread repairs is the Radial Combi-Patch. The Combi-Patch prevents moisture and air from penetrating the tread which may cause a tread separation or rusting of the steel cords.

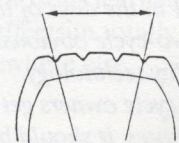
Saab-Scania of America is now stocking the Radial Combi-Patch tire repair kit.

Description	Part Number
Combi-Patch Kit	02 49 045
Kit Refills	02 49 052
Vulcanizing Fluid Refill	02 49 060

Combi-Patch Repair Guidelines

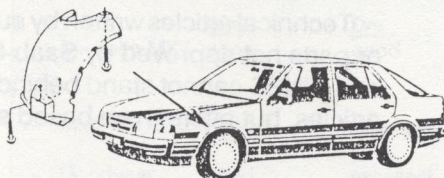
NOTE: Improper tire repairs may affect the speed rating of the tire, cause tread separation and void the manufacturer's warranty.

- Repairs must be limited to nail hole type punctures.
- The maximum hole diameter that may be repaired is 1/4 in.



Repairs must be limited to the tread area of the tire.

- Repairs must be confined to the tread area only, never to the sidewall.
- Follow the repair instructions packaged with the kit.



Consumer Information - 3/89

Running Changes

Strengthened Dome Lamp

The dome lamp lens used in 900 and 9000 models is now made of a stronger and more flexible plastic. The new material will help prevent the lens catches from breaking. The catches are used to secure the lens to the dome lamp housing. This change began in early November. The new lamp lens is interchangeable with the old lens.

Fan Motor Impeller Retention

The impeller on the Saab 900 heater fan motor is now keyed to the motor shaft in two places to prevent the impeller from rotating on the shaft. A nut has also been introduced to secure the impeller to the motor shaft.

Two-Speed Fan Fuse Upgrade

The rating for fuse number 7 that protects the low speed of the two-stage cooling fan has been upgraded from 20 AMP to 30 AMP on 9000 models with automatic transmission. The fuse rating was upgraded to prevent the fuse from blowing when the fan starts from rest to low speed operation. Fuse number 7 is located in the engine compartment fuse box.

This change began during mid-January production starting with vehicle identification numbers K1015370 and K2008563. *Cars built prior to the changeover should be upgraded at the next service opportunity.*

Revised Left Inner Fender Allows Snow Chain Installation

A new, reinforced left inner fender has been introduced into Saab 9000 production. The revised inner fender (P/N 69 45 315) was produced to permit the temporary use of snow chains on 9000 models with automatic

transmissions. It may be retrofitted to earlier 9000's equipped with automatic transmissions to permit snow chain use on pre-1989 vehicles.

The old design left inner fender used on the Saab 9000 automatic would wear through from snow chain contact during tight turns. Since this contact exposed the transmission case to damage, chain use was prohibited.

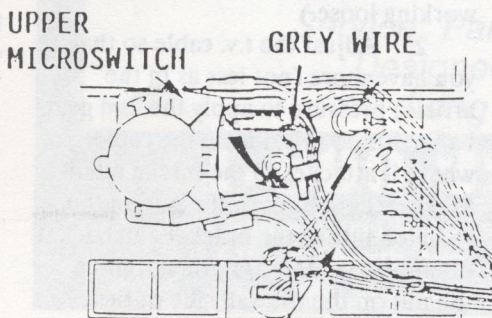
This change began with the following VINs:

9000CD, Manual	K1006815-
9000CD, Automatic	K1003989-
9000 5-dr, Manual	K1004696-
	K2002060-
9000 5-dr, Automatic	K1004822-
	K2002186-

Campaign Briefs

Recall 273: Preventing Saab 900 Wiring Harness Chafing

The wiring changes that occur during this recall affect the way the AIR DISTRIBUTION CONTROL knob works. After the gray wire is disconnected from the upper microswitch in step one on page 5 of the bulletin, the fan will shut off, but the fresh air inlet door will no longer close when the distribution knob is in the "0" position. If the customer desires to shut the inlet door, the RECIRCULATION SWITCH button must be depressed. Do not reconnect the upper gray wire to the microswitch for any reason.



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.

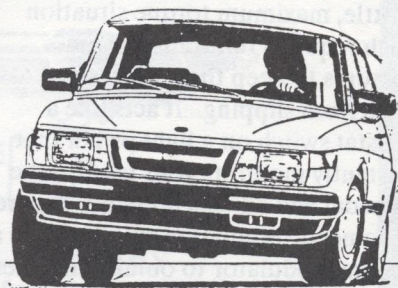
Special Information

Compact Disc Player Skipping

The Saab/Clarion compact disc player may "skip" under certain adverse operating conditions. The skipping by itself does not necessarily indicate a fault with the player. Skipping under extreme operating conditions is common to all portable compact disc players. Skipping during playing is not harmful to the disc itself. Typical situations which could result in skipping are:

- Operation in a cold car with stiff suspension in very cold weather over rough roads.
- A player at normal operating temperature may skip on extremely rough road surfaces.
- In cold weather with high humidity the player light beam lens may fog temporarily, causing a skip.

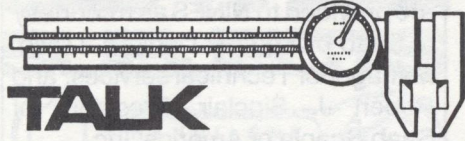
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TECHNICAL



TALK

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

Slipping Trans

In the December '88 issue of NINES, Marc Vernon's tips for longer automatic transmission life (page 10) refers to having a slipping condition when shifting into 2nd gear on his '76 99GL automatic. After removal of the oil pan and pressure test were performed, Mr. Vernon and his mechanic at Petersen Automotive decided to "disconnect the downshift cable and let the governor control the shifting of the transmission, instead of the internal pressure controlling the shifts." This is the *wrong* thing to do as it will only fix the pocket books of transmission technicians. Let's stop and think about the theory and common sense of this approach, as automatics are not that difficult to understand.

First of all, the "kick down" cable is technically called a throttle valve, or *t.v.*, cable. Its primary purpose is to inform the transmission of when the engine is idling and requiring very little pressure to sustain life, or a full-throttle, maximum torque situation which requires full transmission pressures to keep the clutches and bands from slipping. It acts like a rheostat switch on a light or fan that constantly monitors your foot on the gas pedal and adjusts pressures accordingly to need. Some transmissions use a vacuum modulator to obtain this, then the kick down cable really is just for passing gear, but *all* automatics have to have one of these systems. If for any reason this cable comes unhooked or breaks, the transmission receives no signal and thinks that the car is always idling, with very low pressures required and pressure is not increased when you

step on the gas (causing extremely short clutch and band life) and very quick upshifts (about like shifting your manual trans into 4th gear at 15-20 mph. Ooch!).

Mr. Vernon stated "it shifted well..." which usually means it slipped over 2nd gear so fast it can't be felt, "...albeit a bit quick..." which would mean very low pressure. "Presumably, it could work this way indefinitely." *No way*, unless you never push on the gas pedal or leave the garage.

What Mr. Vernon should have done is take his car to a transmission shop or Saab dealership with a competent automatic transmission technician (even though these shops should have one, many don't, so you may have to look around a bit), and have the transmission checked out properly and fixed accordingly.

If you can't find a good technician, and you feel your "do-it-yourself" abilities can handle the task:

1. Remove the rear oil pan and adjust the front band that applies 2nd gear. To adjust the band, pull downward on the servo arm and measure the arm travel. The travel or gap should be 3/16" to 1/4". If you have more than this, screw the adjusting bolt in accordingly. (As the owner of several Saab auto trans cars, I can personally testify to the front band working loose.)

2. Adjust the *t.v.* cable so that you have more (not less as in the article) pressure to apply the 2nd gear band. To do this, locate the cable where it attaches to the intake manifold bracket. Loosen the nut on the radiator side of the bracket and back it off approximately 1/4", then tighten the nut on the firewall side of the

bracket. This can be repeated if necessary. The only thing to keep in mind is that the more we adjust or pull the outer cable housing away from the radiator, the higher the pressures will be, the later and firmer the shifts will be, and you'll have longer transmission life. The opposite is true when we go the other way -- lower pressure, earlier and shorter shifts, and shorter transmission life.

A final note: We see a lot of front seal failures in very cold weather from people revving the engine when cold. Keep the RPMs down until the vehicle has run for 30 seconds or more.

Tom Donney
Fort Dodge Transmission, Inc.
Fort Dodge, IA

Dead Cylinder

Re: the letter from Jim Laman in the March '89 issue. I doubt that he has the dreaded cylinder dead port leak (that problem becomes very apparent with miles added). Perhaps it is the injector, but... worn piston rings or guides are highly suspect, particularly if any previous owners were abusive toward the little bugger (running it without an air filter, too many miles between oil changes, etc.).

Buy a set of Bosch platinum plugs, WR7DP. Their ability to fire in the face of fouling conditions is superior. I have a '73 EMS with 179,000 miles, with this kind of background. The WR7DPs do the job.

Bill Jenkins
Carlisle, PA

How to increase boost

Concerning David Trulli's question in the March '89 issue of NINES: "Can I increase turbo boost on my 1983 900 Turbo?" I have a 1983 900 Turbo and I increased the boost (slightly) by opening up the APC box (under the rear seat) and rotating the screw marked "P" clockwise about 45 degrees. I did have the aid of a calibrated (from Calloway Engineering of Old Lyme, Connecticut) turbo boost gauge to judge just how much I had increased boost. I believe stock is about 9.2 lbs... I adjusted my APC to about 11 lbs. (peak) some 65,000 miles ago and have had no problems. This is not a significant increase, but probably brings me up to about what a stock 1986 Porsche 944 has - 148 hp. To go much higher, I would recommend you install one or all of the following: 16-valve head, intercooler, or water injection (derived from a windshield washer reservoir). Another approach is to play with the exhaust to free the flow. This should not only give you better throttle response, but another 5 to 12 hp to boot!

G.M. Metze
Gaithersburg, MD

Tires - Michelin, Pirelli, Goodyear

I work part time at National Tire Wholesale outside of Boston. This job has given me an opportunity to do an informal survey of SAAB owners and the tires they run. I have come to a couple of conclusions based upon the SAABs I have serviced: 1) The OE performance tires that come on SAABs are usually the first, or only exposure most people have with this type of tire. 2) Most people are satisfied with their current tires. Neither of these conclusions are applicable to the true SAAB enthusiast.

In the accompanying chart are my personal ratings. All of these tires were run on either my 1980 900 non-turbo or my 1983 900 non-turbo. In both cases the cars were driven hard.

	<u>Wet</u>	<u>Dry</u>	<u>Comments</u>
Michelin MXV	poor	good	Road noise is low, wear is good at 30-40k mi. not very high performance.
Michelin MXL	poor	average	Last forever! 55-60,000 miles.
Goodyear Eagle NCT VR	good	excellent	Expensive, sticky, above average all around. 25,000 miles.
Pirelli P6	average	good	Not bad, not great, tend to wear quickly, 20k mi.

As you may notice, I have not been thrilled with any tire in particular. Hopefully this will change with my next purchase. I plan to replace my P6s with the Dunlop D40-M2 in a 205/55ZR15. This tire should prove to be the performance tire I've been looking for. Tests reveal the D40-M2 beating the Goodyear Gatorbacks and Bridgestone RE71s in both dry and wet conditions. Porsche has replaced the RE71s on their 959 with the Dunlops. The design is radical and should prove itself to be the best. The Dunlop is priced competitively, and sometimes less than the Pirelli P600. Are you listening 9000 Turbo owners? They

will fit a 900, but they don't come in a 195/60x15.

The air pressure in the tires makes a huge difference in performance. A few rules of thumb: 1) Increased tire pressure results in better wet traction. 2) Do not drive hard on tires that may be underinflated. In fact, tire pressure should be raised 10psi when driving really hard (according to Bob Bondurant's book on high performance driving). 3) By increasing the front pressure over the rear, one can induce oversteer at the limit (e.g. 40psi front, 36psi rear).

Sean Kane
Monson, MA



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Clarion Tuneup

My 1985 900S came with the usual Clarion radio, and has suffered problems, but it wasn't until the right front speaker went out that I decided to do some improvement.

The speakers were OE and the Florida sun had been very tough on them. I replaced them with a set of Blaupunkt speakers, but the right one was still out! The one that did work sounded great. So much for jumping to conclusions.

I pulled the radio out and checked the wires to the speakers with my trusty ohmmeter. Perfect wires. After much wire and connector checking, I found the problem.

The wire harness behind the radio (with the speaker wires, power source, etc.) plugs into the back of the radio via a quick disconnect type of connector. Behind the connector on the radio is a printed circuit board. The connector module on the radio comes apart easily. On the printed circuit board are many solder joints, one of which had loosened. It was not visible except under a strong magnifying glass, and even then it was intermittent.

Using a low temperature soldering gun (Radio Shack, not expensive) and low temperature solder, I carefully re-did all the solder connections. Then I checked with the magnifying glass to make sure no solder appeared where it didn't belong.

Back together it went, and both speakers worked! I guess while taking the radio out and back in, the connectors must have pulled and caused the P.C. board to move, which broke the connection, or perhaps the connection was bad to begin with.

Next I turned my attention to the electric antenna. The reception of the radio had never been great, and it seemed to be getting worse.

I unplugged the antenna wire from behind the radio and turned the radio on to raise the antenna. With the help of an extra piece of wire, I hooked up my ohmmeter between the antenna center wire and the antenna. For a

moment it seemed all was well with the antenna as the ohmmeter showed a perfect connection... until I moved the antenna slightly. Bingo, the ohmmeter needle was all over the dial.

Out of the trunk came the antenna; an easy job, just don't forget the clear plastic tube at the bottom of the antenna. It lifts out of the slot in the trunk.

There doesn't appear to be much you can do with the antenna. With the antenna out of the car, I ran power to it and locked it in the extended position. I then held it upside down and sprayed TV tuner cleaner inside, where the antenna wire connects to the antenna. Lots of tuner cleaner... dirt ran out!

Back together and into the trunk the antenna went. It now passed the ohm meter test almost 100%. And the radio reception was much better.

Alan Fein
Tampa, FL

900 Potpourri

My '85 900 SPG developed a few problems recently, and I thought I'd pass along the cures to other NINES readers, as I have found the same very helpful to me.

1) A very annoying leak in the windshield developed with water dripping down on the throttle foot as well as just above the hood release lever. The leak would only occur while moving -- the faster I went, the more it would leak!

The leak was caused by water entering under the "L" shaped molding on the corner of the windshield's rubber gasket. In my case, it was the upper one, on the driver's side. I cured it with some silicon seal under the molding and a small piece of black 3M electrical tape (the best) over the joint. The same procedure was done on the remaining 3 non-leakers just in case. Not one drop since!

2) The engine developed a very radical idle. It was up, down, and sometimes it wouldn't idle at all. The problem was diagnosed by my dealer

(Henry Mearig, East Petersburg, PA) as a faulty Automatic Idle Control (AIC). Ouch \$\$\$! A C-note+ for the part alone.

All went well for nine months, then the problem was back again. I notified the dealer immediately as most if not all Saab parts are under warranty for a year. A local shop dealing in quality imports (Rayco Automazing, Kingston, PA) found the problem in short order. It was *not* the AIC this time. A plastic hose clamp which connects a tube to the AIC had broken. The tube had come away from the AIC and, therefore, was not properly connected to the throttle body. A new 59-cent metal hose clamp put the tube back on hopefully for good. Pity, it cost \$25 to put the car on the diagnostic equipment to locate it.

3) I was unable to regulate the temperature (heat) recently. I thought the linkage between the dial and the water valve had come undone. I pulled the radio and found it right on. Turns out it was a bad water valve. I had it replaced for \$55 labor and \$80 for the part. Judging by the location of the little bugger, I felt it didn't look like too much fun to tackle that job, and \$55 was a fair price to save my knuckles and keep my blood pressure down.

I brought the faulty valve home from the dealer. \$80 for this part was outrageous after I had a look at how it was made and what was broken. I took it apart, diagnosed the problem and fixed that valve in under an hour. I've got that spare sitting on the shelf now. Hope I don't really need it.

I would also like to know members' experience relative to turbo life and replacement. I've got 82K on mine with regular oil changes every 3750 miles using Pennzoil 10W-30 Turbo oil and a Saab oil filter at every change. What's the best guess? Any experience with rebuilt turbos such as those done by Turbo City in Phoenix? Or when you need one should you shop for one at the dealer?

Alan Snelson
Nuangola, PA

Stalling 9000 Corrected

My '86 9000 Turbo would stall approximately 10-20 sec. after a cold start if the outside temperature was between 40 and 90 degrees. This coincides with the approximate time the AC compressor is kicked in. If it didn't stall, the RPMs would oscillate between near zero and 2000 RPM several times. The dealer replaced the Automatic Idle Control valve and set AIC adjustments several times over 9 months to no avail.

In November the car began to stall after 2-3 minutes of operation, if I would engine-brake down the mile long hill from my house and then come to a stop. Cleaning the throttle housing (as suggested in ASK BOB and by my mechanic) and replacing the -7EV spark plugs with -6ES solved the engine braking problem. To avoid the cold start problem, I would put the ACC in "ECON" and turn off the rear defroster if it came on. Late in December my mechanic called and informed me that Saab had a new ECU for '86 9000s which display cold start problems around 50 degrees.

The new computer works beautifully! Rather than a "new" computer, Saab replaced it with an '87 Jetronic unit. It appears that Bosch's early Jetronic computers were not compatible with the full range of engine spec variances, so they would work on most engines, but not all, leaning out some of them too early in the warm-up cycle.

All Jetronic computers are marked with a three digit date code stamped in the steel on one of the mounting tabs. The code is *not* on the orange sticker with the other part numbers. You have to remove the three bolts and pull the computer out to check each of the three mounting tabs, but you do not need to unplug it. You will need a T-25 Torx bit and an 8mm socket to do the job. Mine was on the tab farthest away, tucked under the wiper assembly. If the date code is a number less than 841, you have an early type box and it will be replaced

under warranty if you have mid-temperature cold start problems that can't be attributed to any other component failure or adjustment.

This is probably something one should check when looking to purchase a used '86 9000, especially since the warranty on these cars is now expiring.

Tony Gounalis
Endicott, NY

"Coughing" 900 Cured

Like most Saab models of the period, our '84 900 four door had a bad case of the "cold start convulsions" where after the initial start of the day the engine would suddenly act as if it were running on one cylinder, shaking and trying to tear free of its motor mounts. No amount of feathering the throttle had any effect. The engine would eventually recover on its own but would go through the cycle one or two more times before eventually settling down and running normally.

I installed the factory fix kit as described in the November '85 newsletter which cut it down to a single stumble cycle but hardly eliminated it. About a year later I had a professional Saab mechanic set up the CO and Lambda ratio on the FI system which improved things to about half a stumble, but we still had to wait 15 to 20 seconds after starting before the car was drivable. I found this very annoying on a car with Saab's "advanced engineering" reputation. There are dozens of lesser cars using Bosch or Bosch licensed FI and ignition systems which start flawlessly.

Then, last November, the ignition module failed. This little plastic domino which lives on the outside of the left inner fender (right behind the head light) takes the Hall effect signals coming from the distributor and converts them into the primary side pulses for the coil. In doing so, according to the manual, it calculates the dwell and advance for the spark.

I was outraged that the dealer

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wanted \$180 for something that looked like a cheap paperweight, but he assured me that this was the upgraded model. I could see no difference other than that it had an increased surface area in contact with the heat sink but after installing it the car ran beautifully, the stumble was COMPLETELY gone! I figured that its new & improved little brain was retarding the spark more during cold starts or something. The car has run perfectly ever since.

Ironic epilog: About a month later I casually mentioned the above story to the Bosch service rep for our area, whom I happen to know personally. He said that replacing the ignition module should have had no effect whatsoever on the cold start stumble. The problem, he said, is characteristic of the older K-Jetronic injection system on our car and no amount of fiddling with the ignition system can fix it. All I know is that for the past six months, the car starts like it should have all along. Go figure.

Jack Hagerty
Livermore, CA

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New Life for a 99

This story started when I went to see about buying a trailer in November of '86. Near the trailer was a dirty old blue car covered with dirt, leaves and Spanish moss. It was a 1973 SAAB 99 2-door. It belonged to the trailer owner's son, who had driven it from Indiana, then left it for over a year. For \$50 it could become mine.

I recalled back in the early '70s I saw a pretty blue SAAB on a used car lot with a price around \$5000. It had impressed me, but was too much.

The SAAB owner's dad had never looked under the hood, and I didn't know how to get it open. He called his son for directions. The SU carburetor was gone, having been removed to prevent anyone from stealing the car.

Well I got the car, carburetor and clear title, and had it towed to my back yard. I bought a carburetor kit, charged the battery, cleaned and set the points, cleaned and gapped the plugs, replaced some leaking hoses around the added electric fuel pump, and finally got it started.

The right front wheel bearings were very noisy, and it made a loud clunk in each of the gears. I then knew I had a bad transmission, but surprisingly the motor ran very well. With the help of a Haynes manual and a wrecker to help remove the drivetrain from the car, I tackled the transmission disassembly.

The 3rd gear on the intermediate gear had some teeth broken off. The pieces had gotten into the ring and pinion and chewed them up. After

some checking, I determined the cost to repair the transmission exceeded the value of the car.

After a couple of weeks I saw in the paper a used '75 99LE for \$450. I decided to take a chance and got the car for \$300, considerably less than the cost to fix the transmission on the '73. I had the wrecker come out again to remove the drivetrain from the '75, and set it next to the '73 motor.

More transmission trouble; the pinion nuts had come loose, causing the gears to shift back and forth on the pinion shaft. Both bearings behind the pinion gear in the pinion housing were broken at the inner races. The housing was not cracked, I had it magna-fluxed to be sure.

I replaced these bearings along with 2 new needle bearings and new nylon end thrust washers on the intermediate shaft, which was not worn. I used Crazy Glue to hold the nylon washers on the housing after they were lined up with the shaft - grease just wouldn't keep them in place while pushing the shaft through the intermediate gear, especially at the clutch end. The gears appeared to be in good condition except for the ends of the teeth on the 3rd gear and reverse gear. Some of the gears and synchros from the '73 were in better shape than those in the '75, so I exchanged them. Going by the manual kept all the shims in order so as to return them to their original positions.

My theory is if the pinion nut at the housing comes loose, and the pinion nut at the end near 4th gear

Social Responsibility

When changing oil, first loosen the old filter with a wrench. Then enclose the filter with a small plastic bag (sort of like a condom); two bags would be even better.

Spin the filter off and let it fall into the bag(s). Seal the contents with a bread wrapper tie and discard the mess. Result: No spilled oil on the engine, frame, fender, or ground.

Len Vidger
Edmonds, WA

Rally Marshalls Sought

At least two crews are being organized among SAAB Club members to work at this year's Susquehannock Trail PRO Rally in Wellsboro, Pennsylvania. The event takes place the weekend of June 2-4.

Contacts are Gary Thomas in Ithaca, New York, at 607/277-0501, or Tim Brown in Lititz, Pennsylvania, at 717/626-1945. Gary also has details on camping near his crew's assigned stage.

comes loose, the gears slip out of alignment with the intermediate gear, causing hard shifting and damage to the pinion bearings and housing. Note: Both nuts were staked, but came loose about 1/4", as the '75 would not shift into 1st or 4th. I used Loc-Tite (the hardest) along with new nuts and washers and staked them also after bending up the washers on the flat sides of the nuts. I was told by an expert to replace all the synchronizers, but when I found out the cost of each part, I picked out the best from the two transmissions, and honed the rough edges down on 400 grit wet/dry sandpaper. I took my Dremel grinder with a small tapered stone and ground off all the burred edges on the best gears. I put the transmission together as per the Haynes Manual. If I were to do this again, I'd replace the springs on the synchros.

As long as the engine was apart, I replaced the timing chain, guides and the chain tension adjuster. I also had a valve job done, and replaced the seals on both ends of the crankshaft. The clutch disc lining was completely worn off on both sides with only rivets showing. I replaced it and the pressure plate and had the flywheel resurfaced.

With the drivetrain back in the car, I began to have problems connecting the various lines and wires, some of which had lost their masking tape tags. I referred to the electrical wiring diagrams in the manual and after several weeks, a shorted wire under the dash and other troubles, I got to the next problem, the fuel system.

There was a cup and a half of sand in the gas tank; the gas cap was missing when I got the car. The entire fuel system had to be cleaned or replaced. I blew out the fuel pump and it tested good at 12 volts. I took the fuel distributor apart. Careful there is a very thin stainless steel bellow with a tiny hole that goes back the same way as removed; be sure you do not bend in any way. There was sand in the four small filter screens inside and the ones on the outside going to the injectors. I

figured salvaging the fuel pump and fuel distributor kept about \$300 in my wallet. All of the FI parts that involved fuel flowing through were replaced, with the exception of the warmup regulator, which I also took apart and cleaned. [Ed. note: You should *never* take the fuel distributor apart! It is doubtful you will get the halves to seal again, and it is worthless as a core if it has been taken apart.]

After getting the car running, the brakes, master cylinder and clutch cylinders needed kits from sitting too long. Added a new exhaust system and later hope to put on new tires.

Unbelievable as it may seem, I never owned a SAAB, never worked on a SAAB, and until this project was completed, *never drove a SAAB*. I want to thank NINES for the help it gave me in getting parts from the advertisers listed. Thanks to Andrews, Import Motor Parts and Eriksson Industries, and last but not least, the Haynes workshop manual. With all the time and material I put into this project, it has eliminated high monthly payments on a new SAAB.

Grin & Barrett.

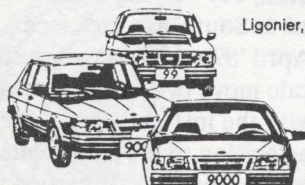
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News from SAAB clubs around the world

We welcome another newsletter, a Norwegian one, to those which we peruse for NINES. *Oss Totaktister imellom* (Among Us Two Stokers) is the club newsletter for Gammelsaabens Venner (Friends of the Old Saabs), "an organization for the preservation and welfare of 2-strokes." Incidentally, a Norwegian who likes 2-strokes is a "totaktist" while the car that he or she drives is a "totaktere". That's about all the Norwegian that you American "totaktister" need to know, although many of you would undoubtedly appreciate the humor of this newsletter. What does a Norwegian 2-stroke say? -- "Bambalabaaaa!"

OTI is pretty excited about the new Australian Orbital Engine Company's fuel-efficient and emission-controlled 2-stroke engine that has received so much attention lately. We detected a tone of "we told you so". Articles from American, British and German sources were reprinted.

Other reprints were made of magazine road tests of several models, including a Swedish one on the 1958 93B. This article had one feature which we would like to see in American reviews a list of the costs of typical parts and repairs. For example, an exhaust system cost SK 144:50 (about \$28US in 1958) and rebuilding the transmission is listed as costing SK 108:50 (about \$21!) - in Stockholm!

Another article featured Arne Nilsen, a Norwegian bachelor farmer who achieved some notoriety as a cheapskate (Snakk om snåling!), when he decided to keep his 1965 SAAB 2-stroke in spite of having won 315,000 kroner (over \$40,000) in a soccer pool. Gammelsaabens Venner had no trouble understanding Arne's decision.

Finally, to add to the list of what other cars interest "Saabister", *OTI* reported that the former head of the Swedish Saab Registry is also head of the Tatrapian Registry. There are only 4 driveable examples of this Czechoslovakian car in all of Sweden.

Saab Föraren (Saab Club of Stockholm) for November and December of 1988 had a rundown on the 1989 Saab models available in Sweden. ABS brakes are available now as an option on all Saab cars (if they are not standard equipment). The price is now one-half of what ABS was in 1988 - SK 7600 (approx. \$1216). The Swedish Saab program begins with the 900i 2-door with 8-valve engine for SK 112,000 (approx. \$18,360) and extends to the Saab 9000 Talladega with 185 hp and a price of SK 282,000. The 900 lineup includes 2, 3, 4 and 5 door models, all in 8-valve, 16-valve or 16-valve turbo models, plus there is the 3-door Turbo 16 Aero (175 hp) and the Cabriolet (convertible) with 160hp turbo. The 9000 and 9000CD are both available in turbo and non-turbo versions.

We have never noticed in NINES, or anywhere else, mention made of celebrities who drive Saabs. The November issue of *Saab Föraren* featured an article about Luciano Pavarotti. Since Pavarotti is a Saab owner (anyone know what model?), when he recently made his first tour of Sweden, with concerts in Stockholm and Göteborg, he was driven around Sweden in a 9000CD at Saab expense.

The December issue of *Saab Föraren* featured an article by Åke Norrman, who was then head of Saab's Car Division, but who has since been reassigned to South America (see NINES April '89). Norrman described the up-scale move by Saab beginning in 1978 with the introduction of the 900. The decision to move up-scale was made a couple of years earlier when it was determined that all predictions indicated that in order to be profitable in the small car market, Saab would have to have production figures of 300,000 to 500,000 cars per year. Saab did not have the production and distribution capacity for that many cars. Saab's decision was apparently a good one. In 1980, Saab produced

65,000 cars. By 1987, this had increased to 130,000 cars. In the fall of 1989, Saab will be moving production from Arlöv to a new factory at Kockums (a former shipyard) in nearby Malmö.

Norrman blamed the downturn in sales on an industry-wide strike by white-collar employees in early 1988. He remained optimistic, however, mentioning increased marketing efforts in the Pacific Rim region.

Every year the Saab Car Division awards a Nordic Quality Prize to one of its suppliers. This year the presentation was made by Prince Bertil, who is chairman of the National Committee for Swedish Quality, to MEFA AB and Plastal AB. Previous winners were G M:son Frost AB, Fundo Aluminium, and Luxor Electronics. The prize consists of SK 100,000 to be used by the employees for educational purposes. The Saab car division uses about 510 suppliers directly for car production.

Two more recent award winners were Bengt Gadefelt and Per Gilbrand who were awarded with gold medals by King Carl Gustav on behalf of the Swedish Engineering Academy (Ingenjörsvetenskapsakademien) for the development of Saab's turbo-charged engine.

Bakrutan, the newsletter of the Swedish Saab Registry, had a report in the last issue of 1988 about a recent highway tour by the club. Most of the vehicles involved were 2-strokes, but the editor of the newsletter, K.G. Karlevall, made himself conspicuous by driving a "doghouse". In Sweden, the Austin or Morris Cooper is called "hundkoja" by everyone and apparently accepted in the exclusive circle of old Saabs. An interesting note - it is reported that restored 2-strokes are showing up in the display windows of Saab dealerships throughout Sweden.

Two Swedes from northern Skåne, Ingvar Lindberg and Jan Nilsson, were recently invited and paid £750 to com-

pete in the Tudor Webosto Rally on the Isle of Man in a Monte Carlo in the veteran class. The car drew a lot of attention from the locals who remembered the success of the 96 in the 1960s. The car was geared for 130 kph (at 6000 rpm) which was a bit of a handicap on the long stretches where other cars, including a Lotus Elan and even a Doghouse, had top speeds of 200 kph. Nevertheless, the Monte Carlo finished 2nd in class and 5th overall.

From Germany, *Saabine's Nachrichten*, in its last issue of 1988, provided an interesting chart of Saab world exports for the years 1951-1960. They will try to provide a similar chart covering later years in a future issue.

Randy Nelson
4927 S.W. Admiral Way
Seattle, WA 98116
206/937-0441
and
John Vanlandingham
206/762-7617

Multi-Wheel Drive

Last month you were promised some insight into exactly how the truly awesome power of the expected Turbo is going to be put to full use. Owners of oil-injected three-cylinder, two-stroke cars are already aware of the inability of current tire technology to employ all the power produced by the oil-injected Mighty Three. Coily, the other feature of next year's Monte Carlo Turbo was left unmentioned in the last column. It is, of course, multi-wheel drive!

Although discouragingly flawed as offered by other car companies, 'full-time' multi-wheel drive is a natural evolution of the high powered, exotic automobile. All of the systems currently offered are primitive, heavy and very costly. Not surprisingly, it is those same dim-witted companies who make four stroke engines who have, yet again, chosen unwisely and are offering these silly toy 4WD systems.

As all the motoring world would expect, it took The Factory to bring the multi-wheel drive concept to a level of maturity that will be The Standard for years to come. On the secret test cars, the only indication that these were not mere mortal Monte Carlos were their five inch wide door sills. The channels therein convey continuous 3.75" wide, toothed belts that run from the front half shafts to the new split rear axles. Needless to say, the rear suspension has been modified as well. Under the dash are the adjusters for the spring loaded belt tensioners which allow the driver to adjust for 2, 3 or 4 wheel drive. Three-wheel drive should be a telling advantage for those who drive competitively or on Arctic road conditions. Unhappily, it seems impossible to convert an existing car to multi-wheel drive.

Next column will deal with engine swaps. Until then, best wishes.

Simon Du Stroke

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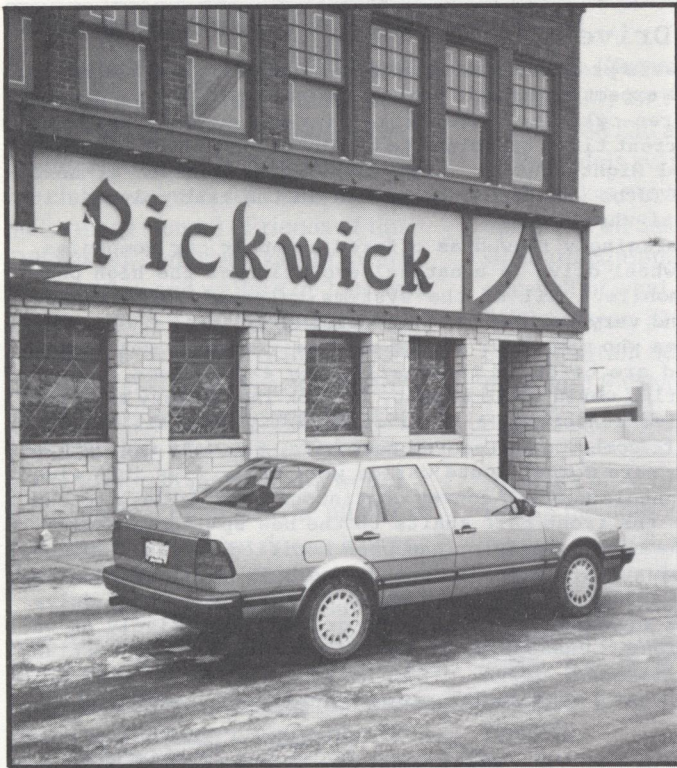
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Putting Your Money Into a CD

Driving in a car like the 9000CD tends to give one an attitude -- if you don't have one already, that is. There's something about the aroma of the leather interior, the hands-off Automatic Climate Control, the multi-adjustable electric seats, electrically adjustable (and heated) mirrors, electric window lifts, electric defrosting fans in the rear doors, electric seat warmer, electric everything. You feel that if folks aren't staring at you in this Swedish luxu-cruiser, it's their loss.

Charlie Huebner at Morrie's Imports in Minnetonka, Minnesota, was kind enough to loan me a CD for a few days evaluation. The particular vehicle was a model 034M, Rose Quartz 5-speed with 1800 miles showing. This was a no options car, meaning that leather was standard.

As has been pointed out too many times before, your editor is kept humble by piloting a ten-year old 99. The switch to Saab's flagship was a revelation. I found myself shopping for new threads, taking friends out to dinner and putting it on a credit card, parking away from any other vehicles in the lot. I also found myself leaning harder on the accelerator pedal than I do in the 99s (or maybe I just noticed the response more in the CD). Everything is so smooth and quiet while driving down the freeway that it's easier to exceed 65 mph.

Speaking of acceleration, turbo-lag was non-existent. I remember it being there on the early Saab Turbos. The naturally-aspirated 900 16-valve I drove earlier this year hesitated a bit when the right pedal was leaned on; the 9000 did not have that hesitation. This car flat out gets up and goes, even better than my dad's '66 Ford 390! The power is enough to give Nader-ites nose bleeds. Lag must be a myth perpetrated by performance shops.

Lean on the middle pedal and the 9000 does its level best to oblige, stopping straight and sure with the assistance of anti-lock brakes. The '86 version of the 9000 had a tendency towards tail

wagging in a hard stop. ABS transforms the 9000 into the type of vehicle you'd expect for 32K dollars U.S.

I had ample opportunity to test the ABS during a late winter sleet storm. Duluth is built on the side of a hill, and anytime frozen precipitation descends, the streets have about as much traction as an air hockey table, thanks to Buick owners trying to squeeze the last 1/32" out of their Firestones. An experienced snow driver will tap the brakes when approaching a hazard to test for traction. Even at slow speeds, the ABS would begin pumping almost immediately (it was that slippery!), and the CD would come to an easy rest with room to spare. The biggest worry was getting rear ended by a car not so well equipped.

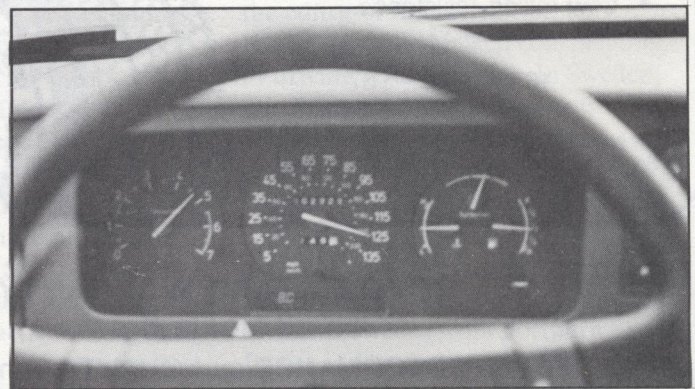
The major difference between the CD and the 9000 5-door is, of course, the trunk. The opening begins at bumper level, so lift over is not the problem you have on most sedans. There is also a little hatch behind the center arm rest in the back seat to allow you to carry long things like skis or fishing equipment inside. The suspension on the CD is also supposed to be a tad softer in keeping with its "executive class" status. Beyond that, you have the same differences as between most hatchbacks and sedans in the same model line.

When I drove the 900 earlier this year, I complained about the headlights. They are not a problem on the 9000. The U.S. spec composite lamps are far superior to the old tungsten sealed beams, and are darn near as illuminating as European code lights. There was no fog, so I didn't comment on the effectiveness of the fog lights, which are also standard on this model.

A couple of the toys I particularly enjoyed on the 9000 were the ACC and the EDU. I don't pay much attention to the interior temp controls until I'm uncomfortable, so having the Automatic Climate Control warm the cabin to a preset temp was glorious. The Electronic Display Unit just below the speedometer indicates voltage, outside air temperature, average fuel mileage, momentary fuel mileage, and distance to out-of-fuel, in either American or Metric measurements. I found myself pushing the 'INFO' button quite often, usually pausing at outside temp or gas mileage.

Now comes the part where I draw the conclusion that nice as the CD is, it isn't for me. I lean toward the practical, so leather seats and little fans in the rear doors are too much. Besides, the suggested retail price is as much as I paid for my house! (Of course, the cost of living in northern Minnesota is considerably lower than on either coast.) The 900 is more my style (actually, a 1989 version of the lighter weight 99 would be my style), but give me another 10 or 20 years and I may be 9000 material.

Tim Winker



At 125 mph, the EDU says the 9000 CD gets 8 mpg.

SAAB NEWS

Incentives offered to new Saab buyers

Like virtually every other company in the business of selling new cars in the U.S., Saab-Scania of America is offering special incentives to buy a new Saab. A.P.R. as low as 6.9% is available through Saab-Scania Financial Services Corporation on 900 Turbos and 9000s. Saab is also offering rebates to its dealers, which translates into more bargaining room for buyers.

Special leasing packages are also available on 9000s, with monthly lease payments on a 9000CD under \$400 a month. Check with your local Saab dealer for details. The incentive program ends May 15, 1989.

Hot time at Erik's birthday party

A series of parties was held in early March to celebrate Erik Carlsson's 60th birthday. (Or so we're told, we weren't invited.) One in Trollhattan got an unexpected visit from the fire brigade when the heat from the candles on "På Takit's" birthday cake set off the hotel's fire alarm (more candlepower than a set of Lucas Flame-Throwers?). The false-alarm fee was waived by city officials due to Carlsson's celebrity status.

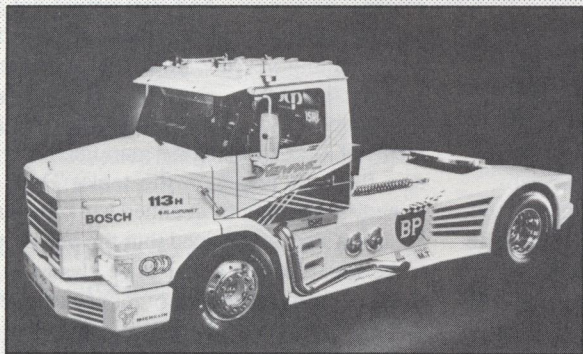
Pro Drive for a Pro Driver

Golf champion Liselotte (Lotta) Neumann, from Sweden, knows that when it comes to getting around the U.S. Ladies Professional Golf Tour there is nothing like a Saab. The winner of the 1988 U.S. Open for Ladies and LPGA Rookie of the Year for 1988 recently picked up a 1989 Saab 9000 at Precision Saab in Tampa, Florida. She will use the Saab as she tours the United States to play on the LPGA professional golf tour.



Scania Caravan Companion

The "Yellow Widow", a customized Scania truck used in Europe for truck road and drag racing, will accompany the Scania Caravan Traveling Truck Show this spring when the caravan makes stops in the northeast. The Yellow Widow is based on a Scania T113 H 4x2 chassis and is powered by a 11-litre Scania DSC-11 six cylinder diesel engine, producing 850 hp at 3,000 rpm. The Scania Caravan is a 16-truck traveling road show with Scania demonstration trucks and exhibits of Scania truck technology.



The Yellow Widow will also be displayed at the New England Truck Show, May 3-5, in Boston's Bayside Expo Center and will be a featured vehicle at the Diesel Trucking Nationals, Englishtown, New Jersey, May 20, with Scania as the event's main sponsor.



SPRING SPECIAL SALE

	List	Sale
9000 Rally Headlite	\$195	\$150
9000 Engine Tuning Kit	\$559	\$450
9000 Sport Exhaust 5-dr. '89	\$311	\$250
9000 Sport Exh. 5-dr. '86-'88	\$327	\$260
9000 Handling Package	\$946	\$760
900 Rally Headlite thru '86	\$159	\$135
900 Rally Headlite '87-on	\$187	\$145
900 Sport Exhaust, '87-on	\$376	\$299
900 Engine Tuning Kit, '86	\$559	\$450

LIMITED QUANTITY SPECIALS

Super Inca Wheels, -'87	\$209	\$165
Silverstar Wheels, -'87	\$209	\$125
900-T Euro Exh. Pipe, -'87	\$120	\$85
Lowering Springs	\$249	\$175
Sway Bar Kit	\$295	\$239
Sheepskin Covers, 9000, red	\$462	\$180
900 Bra, -'87	\$89	\$65
900 Car Cover, -'87	\$69	\$50
99 Rear shocks, '69-'74	\$29	\$15
Inca Wheel covers, 99/900	\$79	\$45
Sonett III Carpet Set, '70-'74	\$125	\$79
Sonett III Service Manual	\$7	\$6
Sonett III Grille	\$120	\$100
96 Fender, front, -'69	\$138	\$110
96 Front Grille, -'69	\$137	\$110
Hella Rallye 2000 Fog	\$89	\$60
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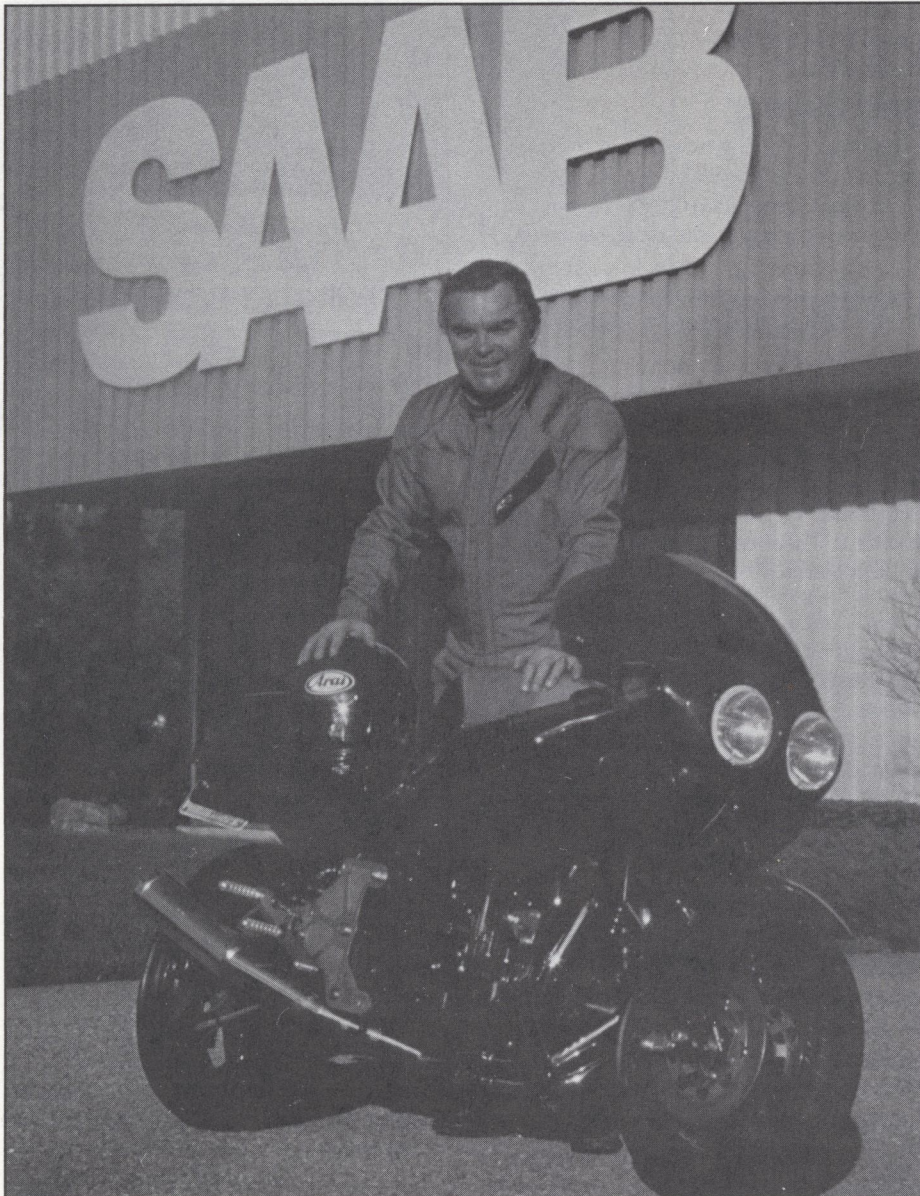
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No Saab Motorcycle

In response to the item "2-Wheeled SAABs?" on page 2 of the March *NINES*, let me assure anyone who is interested that Saab most definitely is not about to get into the motorcycle business! And it would not appear that it's my two-stroke Saab-powered "SAABSA" that caused the flurry of rumors for several months last year.

I got a phone call last July from motor journalist Agneta Roth of *Kvällsposten* (Malmö, Sweden), and a good friend for many years. She had heard the rumors and decided to phone me for "the straight story."

Following that phone call Agneta wrote a full-page story for her newspaper, which I

enclose in reduced size together with a rough literal translation.

It seems eminently possible that someone saw me and my Harris Magnum 3 when I rode it through Germany, Northern Italy, and Austria in September of 1987. It has virtually no manufacturers' markings anywhere, but it does have a small Saab-Scania corporate symbol mounted atop the instrument cluster. It's the same as the ones above the left rear taillight on current model Saabs. It's very possible that somebody over there asked a few questions, added two and two, and came up with five!

Best Regards,
Bob Sinclair, President
Saab-Scania of America, Inc.

The Tale of Saab's Motorcycle Is All Over Europe

"Saab is developing a motorcycle for the 1990s!"

Sounds like a fairy tale. Right now it's being heard all over Europe. Motorcycle fans can even tell you how the new Swedish bike will look.

"A sporty touring bike, 1,000cc, V4 with turbo, 16 valves and double overhead cams. The frame a collection from different manufacturers. Shaft drive like BMW's K-bikes. Full fairing with integrated turn signals, and digital instruments."

Some have even seen the bike being tested at Spa in Belgium.

Unthinkable

I'm sorry, but the fairy tale about Saab's motorcycle will remain a fairy tale. Anyone who knows anything about Saab's philosophy will stop listening as soon as the story about digital instruments begins. Saab would never make any such thing! And more and more of those makers who have tried them have already given up and returned to the old easy-to-read analog instruments.

"We don't know anything about it," says Anders Tunberg at Saab. "And we have really tried to find the seed that may have started the story."

"We have technicians who are enthusiasts. We thought that we would at least find someone who was fooling around with something at home in his garage, but we couldn't even find that."

Fantastic thought

The idea that Saab would develop a motorcycle is more than fantastic. Just the development would cost billions (of Swedish kronor) rather than millions. Money that Saab doesn't have. To borrow it would require a project that would guarantee a fair return... and more. And that would not be easy for a Swedish touring motorcycle, especially in a motorcycle market that is weakening internationally.

Saab has no experience to build on. And plenty of work handling the manufacturing of cars that put bread on the table. There is already a shortage of qualified workers. And Saab has also determined that the profits are to be found in the upper price classes. It is much surer to make a lot of money on a few, technically advanced and expensive cars, rather than make a little on many cheap ones.

continued on next page

Sagan om Saab:s motorcykel över hela Europa



Så här föreställer sig MC. Nytt all Saab:s nya motorcykel ska se ut.

Fantasten bakom ryktena



- Av Agneta Roth -
- Saab håller på att utveckla en motorcykel inför 1990-talet. Det låter som en saga. Och den berättas just nu över hela Europa. Men fantasier vet till och med att berättas här den nya svenska men ser ut!

En sportmotorcykel 1000 cc ska bli en av de mest avancerade och snabbaste som någonsin byggts. Den ska ha en motor som är lika stark som en BMW. Kevlar för hållbarhet och luftkanaler för att få ett bra luftflöde. Det ska bli en motorcykel som är lika snabb som en Ferrari och lika lätt som en Honda.

Otänkbart

Men det är inte sagan om en motorcykel som är otänkbart. Det är sagan om Saab som är otänkbart. Det är sagan om en man som har byggt en motorcykel som är lika stark som en BMW. Kevlar för hållbarhet och luftkanaler för att få ett bra luftflöde. Det ska bli en motorcykel som är lika snabb som en Ferrari och lika lätt som en Honda.

Nothing to Count On

The important home market is nothing to consider for a Swedish bike. And the countries where the new bike could possibly be sold are either in the Common Market, or are countries where the Japanese domination is practically complete.

"Of course, we do have some of the components that have been mentioned," says Anders Tunberg. "But we have no experience whatsoever. We had a V4, but that's a long time ago. And we bought that from outside..."

No, I don't think we should count on seeing a Swedish touring bike.

From Other Corners

But, of course, that doesn't mean that we will never see a new Swedish motorcycle. Maybe even in the '90s. Three enthusiasts from the defunct Husqvarna organization have promised themselves to at least try to keep a Swedish bike alive.

But it is hardly likely that it will be a bike like the one in this summer's fairy tale. That costs money! More than it might be worth for someone just starting out. And the Swedish motorcycles have shown what they can do in totally different surroundings.

Bob Sinclair Laughs at the Stories

We have found the motorcycle that's being talked about all over Europe. Is it parked in Orange, Connecticut, USA. It fits the descriptions in the tale of the Saab bike. It even has a clearly visible Saab emblem. And

it's owned by Saab's USA-boss Bob Sinclair, who has ridden it in Europe!

"The confusion gets even greater from the fact that I really do own a bike with a real Saab engine," he says.

And that's true. Bob Sinclair is crazy about motorcycles. He is said to own 12.

"Wrong. I have 16," he says.

It's the newest one in the collection that he thinks is the basis for all the rumors about Saab's motorcycle project.

"That, plus the fact that a group from Husqvarna is said to be working on a new Swedish bike with a four cylinder engine," he says.

Bob Sinclair's new bike is a tale, too. But a true tale. It started when Saab's USA boss had dinner with architect Harlan Hadley, who arrived on a specially built motorcycle from Harris. Both dinner and some test riding followed. And Bob Sinclair decided to buy one. But it was a purchase not without its problems. Harris is a British firm which has specialized in building motorcycle frames, like others tailor suits. They could make a frame, by hand, completely in accordance with Mr. Sinclair's wishes. Light, compact, and with a true "racer look." But for a complete motorcycle there are other things needed.

The architect Harlan Hadley took on the assignment, and put in some 400 working hours on it! At the same time, Bob Sinclair paid out about \$12,000.

The engine choice was a GPz 1100 Kawasaki. It is air-cooled and has just the sound that Bob Sinclair loves. The output is

about 120 HP. The front forks were found at White Power in Holland. Rear suspension and shocks came from Harris... and it is exactly adjusted for the rider's weight and riding style. It is some special!

It has magnesium wheels from DyMag and competition tires from Pirelli, with a bright orange fairing and crowned with a Saab emblem. Only if you're crazy AND head of Saab!!!

"It is remarkably quick," says the Saab boss. "Especially for an old man like me! But it helps keep me young and to think young. I need that!"

He laughs heartily at the story about Saab and the motorcycle. Even if maybe he would like to see it happen, thinking more from his heart than from his business sense.

"The whole story is wild, but I can understand that I might have caused some confusion. With my SAABSA bike, which is a Saab two-cycle engine in a BSA frame, and with my new Harris Magnum 3. And while there's work going on in Sweden on a motorcycle with a four. People have been phoning me from Germany to ask about future manufacturing plans! Which we don't have!"

translated from KVÄLLSPÖSTEN, July 16, 1988

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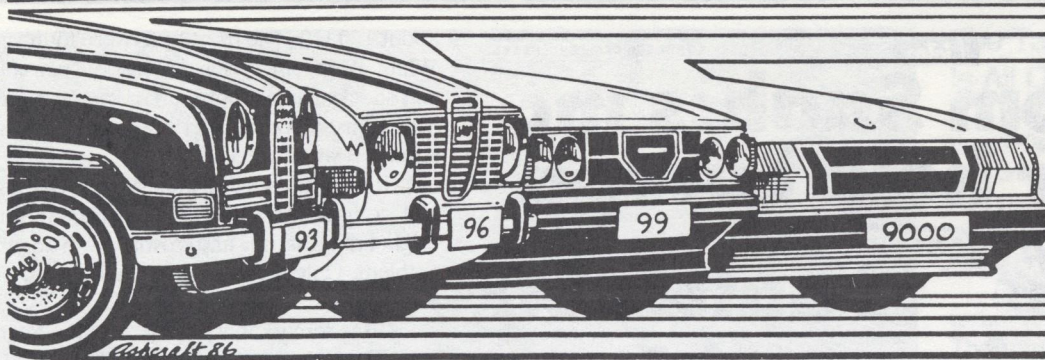
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Sonetts For Sale

'Sonett V4 race car (1969), for vintage or GT4. Semi tube frame, 160hp V4, CR LSD trans, fuel cell, MSD, Accusump, Tilton, Wilwood, bump steered & very fast. Sell or trade for 900T. Mike Tucker, 57 Botany Woods, Hartsville, SC 29550. 803/383-5443.

'74 Sonett III, 97k mi, was green, now white. Fresh motor, clutch, carb, P3s. Freewheel locked out. A/C. \$4000. John Taliaferro, Springfield, MO. 417/883-1079.

'74 Sonett III, 100k mi, good overall condition, runs & drives, pan starting to rust. Easy restoration or excellent parts car. \$1500. Mark Schrader, 27 Dorset, Edwardsville, IL 62025. 618/656-3504.*

'74 Sonett III, orange, restored, many new parts; '72 Sonett, engine runs, complete but needs work. Spare V4, manuals. \$1800 for all. Brian Jones, Kansas City, KS. 913/599-0915 after 6pm or leave message.

'71 Sonett III, red, restored, no rust, excellent fiberglass, alloy rims, rebuilt transmission, strong engine, stereo, original owner. \$3200. Sam Doran, 23 Top-O-Hill Rd, Wappingers Falls, NY 12590. 914/297-8151.

'72 Sonett III, needs new home. Excellent fiberglass & interior. Rebuilt transmission. Seized engine & bad rust. \$500 obo. Joan Hanley, Setauket, NY. 516/941-9330.

'69 Sonett V4, 44k mi. New MSS clutch, exhaust & brake disks. Original paint & interior, needs cosmetic work. \$3500. K. J. Kerly, PO Box 51, Lemoyne, PA 17043. 717/761-4245.

93s, 95s & 96s For Sale

'73 96, above average shape, amber yellow, low mileage, many new parts & extra parts. needs some engine work. 2nd owner. Leon Petruccio, 104 Gilcreast Rd, Londonderry, NH 03053. 603/434-7968, or 603/434-8003 leave message.

'72 96 Super, professionally restored, Sonett mags, 900 seats, MSS carb, sport exhaust, brush guard, H4s, Bosch lights, much more. Attention getter. \$4500 obo. SASE for details. Sven's Import Car Service, 653 Avenue of the Flags, Buellton, CA 93427. 805/688-1027.

'72 95, 78k mi, polar white/green interior, rust free. All original except Weber carb. One of the nicest wagons around! \$2500 or trade for nice 93. Steve Vories, 310 S.E. 6th, College Place, WA 99324. 509/529-5334.

'71 96 parts car, good interior, ran when garaged. Three 96 and one early 99 seats. Make offer. Derek Trelstad, 35 Westcott Rd, Princeton, NJ 08540. 718/761-3658 eves.

'70 96, excellent eng w/Weber. Good tranny, good upholstery, lousy body. \$350 obo. Tom Easter, Rt 1 Box 148D, Piercetown, IN 46562. 219/594-5504.

'68 96 Deluxe, exceptional condition. New paint, upholstery, over \$4000 invested. Will sell to loving home for \$1500. Dale Kunkel, 233 N 8, Leighton, PA 18235. 215/377-2650.

'67 96, 1.5 liter V4, 90k mi. Iron case trans, recent shocks, brakes, rotors, M/C, exhaust, clutch, carb, battery. Original Florida car, some rust. \$1250 obo. Norman Sproch, 237-1 Hawkins Grad. Hse, W. Lafayette, IN 47906. 317/743-4945.

'67 2-stroke, metallic gray, runs good, needs minor work, all service records. Spare parts & Saab Club newsletters. Gene Keyser, Armona, CA. 209/582-0531.

'67 96 2-stroke, oil injection, triple carbs. Not running, spare crank & pistons, factory shop manual. \$350. Don Carlstrom, 805 Brooke Rd, Virginia Beach, VA 23454. 804/481-4971 eves & weekends.

'63 95, 850cc, 4-spd, no rot or rust, well kept, body & engine perfect. Send SASE for details & pix. \$3500. Dickens, Rt 1 Box 214-B, Deming, NM 88030. 505/546-4147.

2-Stroke & V4 Parts For Sale

Sonett III rear glass latch cover, replaces Saab p/n74-23-841. Custom made, can be painted. \$15 +S&H. French's Foreign Car Service, 925 Luke St, Irving, TX 75061. 214/399-1222.

Complete set of locks (ign, doors, trunk) w/ keys for '70 96. Chrome trim for 96-V4 trunk. Side chrome trim for 96 (12 pcs). Distributor (stock or electronic) & starter. Windshield & rear glass seals. Front & rear T/S lenses. Richard Koenig, Sports Car Centre Ltd, Laurel Bay Rd, Beaufort, SC 29902. 803/846-4884, 6-7:30pm M-F Eastern time.

97 parts - CR LSD trans, make offer. Dual port V4 heads, \$500. New rotors, \$40/set. Misc stuff. Mike Tucker, 57 Botany Woods, Hartsville, SC 29550. 803/383-5443.

'74 Sonett parts car plus 96 rolling car. 96 has no trans and engine is apart. \$450 for all. TS Imported Automotive, 404 Basinger Rd, Pandora, OH 45877. 800/543-6648 US, 800/847-1804 Ohio.*

Wrecked '68 96 2-stroke, no title, extra body parts & engine. 63 eng & body parts. \$65/all. Ron Raschke, 37 Edison Blvd, Silver Bay, MN 55614. 218/226-4330.

Parting out '73 Sonett: Rear lens, \$15. Windshield, \$75, Rear glass, \$75. Dashboard, \$80. Springs, \$25/pr. Front hood, \$450. many other parts. 96 clock, \$25. 2-bbl Weber, \$125. Michael D'Aleo, 65 Hollow Horn Rd, Erwinna, PA 18920. 215/294-9589.

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

99s & 900s For Sale

'88 900 SPG Turbo, gray, 11,000 mi. Hood strip, sunroof deflector, alarm system, rear reflector pkg. Very clean. SASE for color photo. \$19,000 obo. David Beebe, Box 422, Geneseo, NY 14454-0422. 716/243-1336.

'86 900, 50k mi, tan, 5-spd, cruise, spoiler, console w/8181 Pioneer. Excellent. \$8250 obo. Jeff Olson, Swedesburg, IA. 319/257-6967.

'83 900S, 5-speed, red w/lt brown cloth interior, very clean, 115k highway miles, \$4500 or offer. Peter Wood, 4502 Sentinal Pass, Madison, WI 53711. 608/271-4623.

'78 99GLE 4-door for parts, grey. Near new clutch, master cyl, front rotors. Gene Keyser, Armona, CA 209/582-0531.

'75 99LE, all new in engine compartment, rebuilt engine; complete brake job 5k mi (calipers, rotors); interior better than average, recent exhaust. Needs tranny. \$1200 obo. Phillip Niemann, 7620 W 52nd St, Overland Park, KS 66202. 913/262-5966.

'73 99 EMS, 120k mi, yellow, black stripe, Bilsteins, no rust, xInt paint. Original owner. \$1700 obo. R. Dreesen, 4801 17th St N, Arlington, VA 22207. 703/528-4374.

'71 99E, 185k mi, 1.7L w/2.0L injection, '73 trans, tinted windows. Recent brakes, rotors, exhaust, battery, clutch, ECU. Looks good, no mechanical problems, minor rust. Some spare parts incl. orig trans. \$1850 obo. Norman Sproch, 237-1 Hawkins Grad Hse, W. Lafayette, IN 47906. 317/743-4945.

'73 99, 4dr, 4spd, 121k mi, good body, recond head, \$175. 5 EMS wheels w/165 XZX tires, \$150. Marvin Conyers, 5879 Hempline, St Louis, MO 63129. 314/846-5651.

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

Spring Cleaning Sale

Richard Grant 900 sedan rear spoiler, \$99. V4 Weber 34ICH kits, last 2 at \$195. 32/36 Weber adapter, 99 carb manifold, \$50. Weber Big Throat for CIS 99/900, \$150. Heavy duty 99/900 clutch kits, \$95 to \$105. Wheel sensor & remote for Terratrip, \$50. KYB Gas-a-just, late 99 all 900 rear, \$22 each. Gabriel Red Ryder shocks, late 99 all 900 rear, \$13 each. All 99 front, \$13 each. 99 HB lic plt lamp/trunk latch, #8515710, \$50. '84-'85 900 Turbo muffler, \$80. 99 Turbo header pipe, p/n 93-00-773, \$44. 900 Turbo header pipe, p/n 93-34-046, \$54. All prices plus UPS. Mark Strohm, Swedish Express, 335 Canal Park Dr, Duluth, MN 55802. 218/722-1530.

Parting out '78 99EMS: Alloys w/caps, \$180. Tach, \$35. Hood, hatch, \$60 ea. Grille, \$30. Steering wheel, \$35. Speedo, \$20. Rear lens, \$20. Owners Manual, \$20. Heater control, \$25. '78 Turbo oil cooler, \$50. OE Turbo stripe kit, \$55. Michael D'Aleo, 65 Hollow Horn Rd, Erwinna, PA 18920. 215/294-9589.

Parting out several 900s, including '85 900-T and '78 99 EMS. Rod Beckner, 604 E 1st, Albany, OR 97321. 503/581-0581 days.

900T parts: Doors, \$75 ea. Pump, \$35. 4-spd trans, \$150. TRX wheels, \$25 ea. Rear bumper, \$75. Mike Tucker, 57 Botany Woods, Hartsville, SC 29550. 803/383-5443.

99 cartridge oil filters, Saab p/n 830651, \$1.50 ea +shpg. Send SASE for list of Sonett III parts. Tom Cox, 3609 Hernwood Rd, Woodstock, MD 21163. 301/465-6691.

'85 900 factory shop manual, full set, covers all models. \$50 +shpg. Julian Rosenberg, 17 Falling Creek Ct, Silver Spring, MD 20904. 301/384-6833.

Koni Gas adjustable shocks for 99, new in box. '68-78 rear, \$70/pr. '68-81 front, \$72/pr. 2 99 air filters, \$5 for both. Everything for \$150 incl UPS. Art Anderson, 142 South Lane #1, Granville, MA 01034. 413/357-6681 eves.

Factory shop manuals: '83 900, \$45; '87 900 incl plastic binders, \$75. Clutch tool #8394033, \$45. Dennis DeLeonard, Germantown, TN. 901/756-0377.

Locking gas cap, screw type, fits late 99 & early 900, \$15. Set of 4 Marchal QI headlights for 99, new in boxes, \$60. Bob McNary, 672 Sunvale, Ventura, CA 93003, 805/654-1646.

900 books: Factory Manuals ('84) and Quick Reference Parts (79-86), \$75 +shpg. 99 intake manifold for 2 DCOE Webers. \$75 +shpg. Jim Graves, 2710 Tall Timbers, Baton Rouge, LA 70816. 504/388-7013 days, 504/293-0960 eves.

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

Air flow kit for 9000, \$950 +shpg. 4 SL-25 Superlite wheels, 15"x6", xInt cond, fit all 9000s, '88-on 900s, \$500 +shpg. Bud Clarke, J&B Imports, Orange, CA. 714/771-7570, 10am-6pm M-F.

24-spoke alloy wheels, Saab p/n 0024489, complete, \$550. '88 900 headlights, \$75 ea. Tom Brain, 2113 SW 342nd, Federal Way, WA 98023. 206/874-1586.

2 Conti CT21 185/65TR15, more than 1/2 tread, \$40/pr +UPS. 2 Pirelli P8, 1/4 tread & flat spots, pay UPS. Send clean straight 5-1/2" rims ppd, & get mtd & bal on my clean straight steel rims at no extra cost. 4 TRX 180HR: one new, Mtd & bal on straight, repainted rims, incl lug nuts & caps, \$310 +UPS. Steve Goldberger, 2389 Chestnut Hill St NW, N Canton, OH 44720. 216/497-0346.

'78 99 parts car, 62M, Elect, mechanicals & glass good, some good body pieces, \$250. Dale Kunkel, 233 N 8th, Lehighton, PA 18235. 215/377-2650.

Wanted, All Models

750cc or early 850cc block or complete engine. 93 trunk lid handle, GT750 temp gauge, ignition coil. Ivan Hafstrom, PO Bx 248, Reno, NV 89504. 702/329-7738.

Original APC box for '87 9000T, reasonable price, good working condition. Also DCC Trip Computer. J. R. Soumagne, 785 Vimy N St, Sherbrooke (PQ) J1J-3N8 Canada.

2-barrel manifold for V4, steel balance gear, 4 early Sonett alloy wheels. Fred Campbell, 205A Gower St, St Johns, Newfoundland Canada A1C-1R2. 709/579-4451.

Transmission for '71 96, preferably rebuilt, or used if in excellent condition. Contact Sheila, 415/732-9200 days (San Francisco area).*

Blue center grille SAAB emblem for '72 99. Blue plastic SAAB decals for EMS wheel caps. Don Carlstrom, 805 Brooke Rd, Virginia Beach, VA 23454. 804/481-4971.

'84-'86 900 Turbo 3-dr, 5-spd. Prefer cloth interior, non-metallic paint. For project car. Tim Winker, 218/724-1336.

...JUST WHEN YOU THOUGHT IT WAS SAFE TO READ NINES HERE COMES THE SMOKIN', BUZZIN', OIL-ENCRUSTED, POLLUTION-SPEWIN'...

RETURN OF SVENS 2 TIPS

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CROSLY 1939-1952

SAAB 92, 95, 96...

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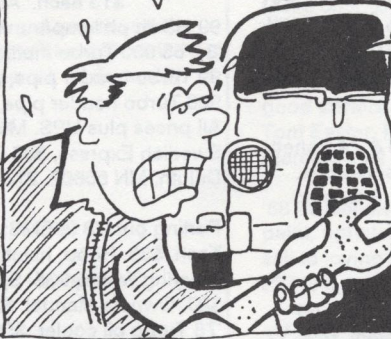
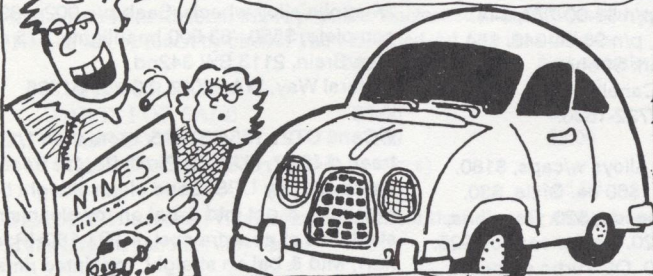
RIP SVEN SVENSKA 1975-1982 "WHAT A FOOL"

DADDY, WHEN ARE WE GOING TO GET A BEEMER LIKE JENNY WILL'S DAD??

IT'S BEEN GREAT TO SEE THE PROGRESS OF NINES! BIGGER AND BETTER THAN EVER!... I'M STILL DRIVING MY '63 96... PARTLY BECAUSE IT'S FUN TO DRIVE, PARTLY BECAUSE AS A STARVING CARTOONIST IT'S ALL I CAN AFFORD AND BECAUSE IT LOOKS LIKE A CARTOON.

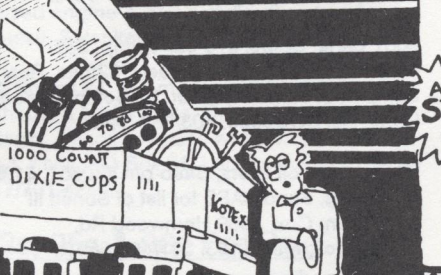
... NOT MANY 2 STROKES AROUND THESE DAYS... AFTER 16+ YEARS OF DRIVING AND MAINTAINING A 96, YOU GET A LITTLE BURNED OUT.

HARD T' MAKE IT FUNNY AFTER ALL THIS TIME... I'VE LOST TRACK OF HOW MANY BRAKE JOBS, CLUTCH JOBS, BIG REPAIRS, LITTLE REPAIRS... THIS AINT A CAR, ITS A WAY OF LIFE!



THE SECRET TO THIS IS PARTS CARS! I'VE GOT 2 PARTS CARS, HAVE STRIPPED 3 CRUSHED 3 MORE... MY YARD LOOKS LIKE A SWEDISH HILLBILLYS...

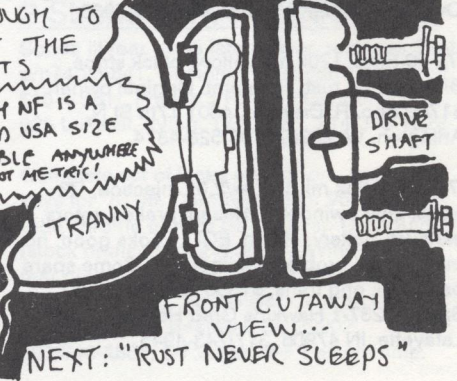
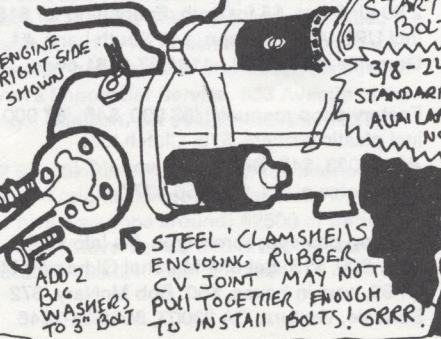
... I STORE THE PARTS ON PALETS A TOP CEMENT BLOCKS IN THE CRAWSPACE UNDER MY HOUSE.. OUR "JOHN WAYNE GACY STORAGE SYSTEM" I NEVER DISCARD ANYTHING...



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AND NOW, THE 2-STROKE TIPS WHEN REASSEMBLING THE HALVES OF THE STEEL "CLAM SHELLS" WHICH ENCLOSE THE RUBBER "DONUTS" ON A FLATNOSE 96, USE 2 3" LONG 3/8"-24 NF BOLTS TO PULL THE HALVES TOGETHER ENOUGH TO

USE LONG BOLTS TO PULL HALVES TOGETHER ESP. WHEN USING HARD "RACING" DONUTS....



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(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:

- First Year \$23.00
 Renewal \$20.00
- Canadian add \$3.00U.S.
 International add \$7.00U.S.
Please check appropriate box(es)

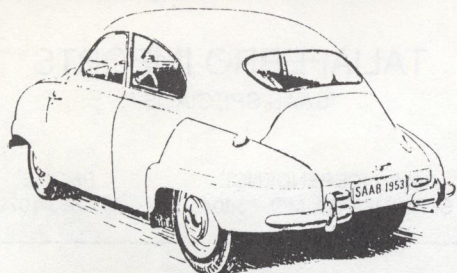
First year members receive two recent back issues of NINES and two SAAB Club stickers.

Collection of back issues (20 or more) - \$20.00
(\$15.00 prior to July 1, 1989.)

SAAB Club decals (stickers), \$1.00 apiece

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FROM THE BACKSIDE



In today's "Sue the Bastards"-happy world, an editor has more to watch for than grammatical errors. In last month's issue for instance, I had concerns about some of the procedures in an article on V4 brakes, brakes being one of the most important systems on a car, and not to be tampered with. I did change one thing in the article -- the author recommended using a spray carburetor cleaner; I changed it to a spray brake cleaner. The former is flammable and leaves a residue, the latter is made specifically for brake work. But the article filled a couple of pages, so I crossed my fingers and hoped for the best.

This month there is a short piece on "How to increase boost" for turbo engined cars. The author recommends 1/8th of a turn to a screw on the APC box. What if somebody reads that and decides that if an eighth of a turn is good, a quarter or half a turn must be better? Then when they blow up their engine, they'll whine to the mechanic, "That's what it said to do in the SAAB Club newsletter."

Part of the enjoyment of NINES is just

that sort of sharing of information on tuning for performance. Not being a mechanic, I'm not always sure of where to draw the line, though I have been known to call a SAAB repair shop or two in search of correct information. There is a disclaimer in the heading for the "Technical Talk" section, but is it enough?

There is one area where you will no longer see any modification articles -- emissions. It is illegal in virtually all states to modify the emissions systems. If you want to modify your exhaust, remove the catalytic converter or other emissions reducing equipment, it's between you and your state's testing bureau.

Beyond the personal level, we are seeing problems of global warming, due in part to humanity's ever increasing dependence on the internal combustion engine and fossil fuels. Look back twenty years. Cars were gulping petroleum and very few people were worried 'cause there was plenty and the price was cheap. Though individual vehicles now get much better fuel mileage, there are many more of them. Then there are the toys that use petroleum products: snowmobiles, jet-skis, ATVs, V8-powered speedboats... and don't forget the yard tools like weed trimmers and leaf blowers.

Even electrical appliances are not immune from the use of non-renewable resources, as most electrical generating plants are fired by coal or oil. Where does it all end???

Avoiding articles on modification of emissions systems will not make the problem go away. Hopefully it will be a small step toward an awareness that our planet is being used up.

An article on the Quantum/SAAB sports cars was supposed to appear in this issue, but for several reasons, it has been

postponed. One was computer problems (okay, computer operator problems) which took too many days to resolve. Another is that I have several resources to draw from and I haven't completed the story. I probably could have rushed it, but more interesting things like "Sven's 2-stroke Tips" showed up in the mail. (Glad to have you back, Tuck!).

Tom Cox sent a listing of a dozen Quantum Formula S race cars that he has tracked down, mostly in the northeastern U.S. One is owned by Saab-Scania. Bob Sinclair sent a note recently on this one:

"...I bought a Quantum open wheeled racer for the company late last year, for our small but growing collection of significant Saabs. The car is currently being fully gone over in preparation for its first outing under Saab-Scania of America, Inc. ownership... at Lime Rock Park on Memorial Day weekend, when I plan to personally drive some "hot laps" in exhibition (perhaps accompanied by a contemporary BARBER SAAB PRO SERIES racer as a counterpoint... two Saab-powered race cars, separated by about one quarter century of development)."

If you know of other SAAB Formula S Quantum race cars, send the information to: Tom Cox, 3609 Hernwood Road, Woodstock, Maryland 21163.

Margrit Adler writes that her husband, Milt has recently undergone arterial surgery, and I shouldn't expect to hear from her for awhile. Milt will be recuperating at home for about a month, followed by several months of taking it easy. Our best wishes for a complete recovery, Milt.

Til the June issue... drive safely.

Tim Winker
Editor

NINES

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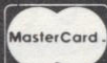
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