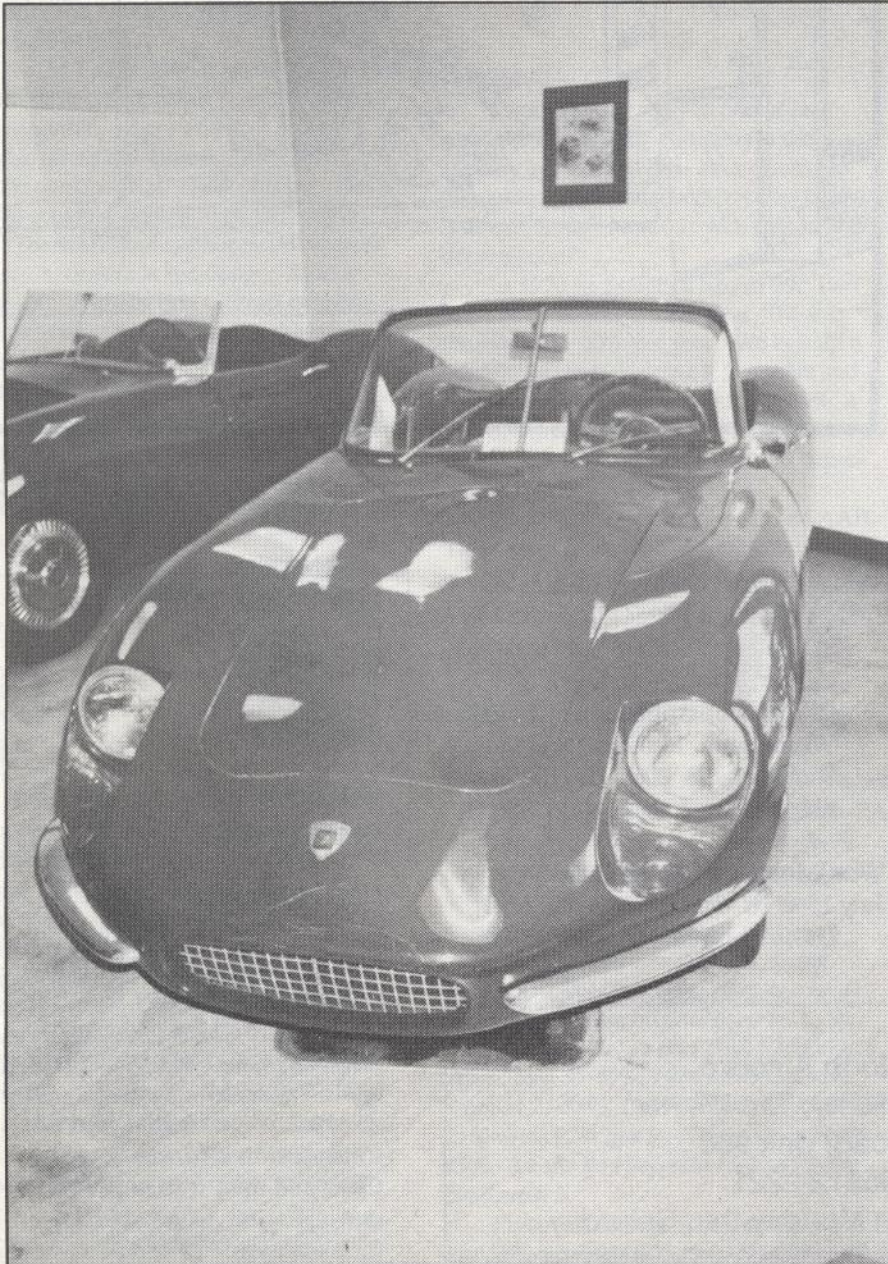




NINES

THE SAAB CLUB NEWSLETTER

\$2.25
June
1989
no. 182



The final Quantum SAAB sports car and its immediate predecessor (background) share a space at J&B Imports in Orange, California.

Quantum sports car:

the Sonett that never was
page 12

Saab News:

V6 in future SAABs?
9000S Sedan debut
Sales up & down
pages 18 & 19

Competition update
page 22

Doktor Nio's SAAB Klinik
page 5

Simon DuStroke
page 4

...plus technical help from
fellow SAAB owners
beginning on page 8

Regional Club News

Meetings and Events

New England Sonett Club, Delaware Valley, West Mountain and New Jersey SAAB Clubs:

June 11 - Joint meeting and tour of Saab-Scania's Parts Distribution Center in Meriden, CT. If you haven't made reservations through your club rep, it's too late now. For those arriving Saturday, there will be an informal gathering at the Ramada Inn Saturday evening.

Central Penn SAAB Club

June 8 - Tech session by Tim Brown of PARRformance. Bube's Brewery, Mount Joy, PA, 8:00pm. Wendy Basehore, 717/944-2915.

Milwaukee SAAB Club

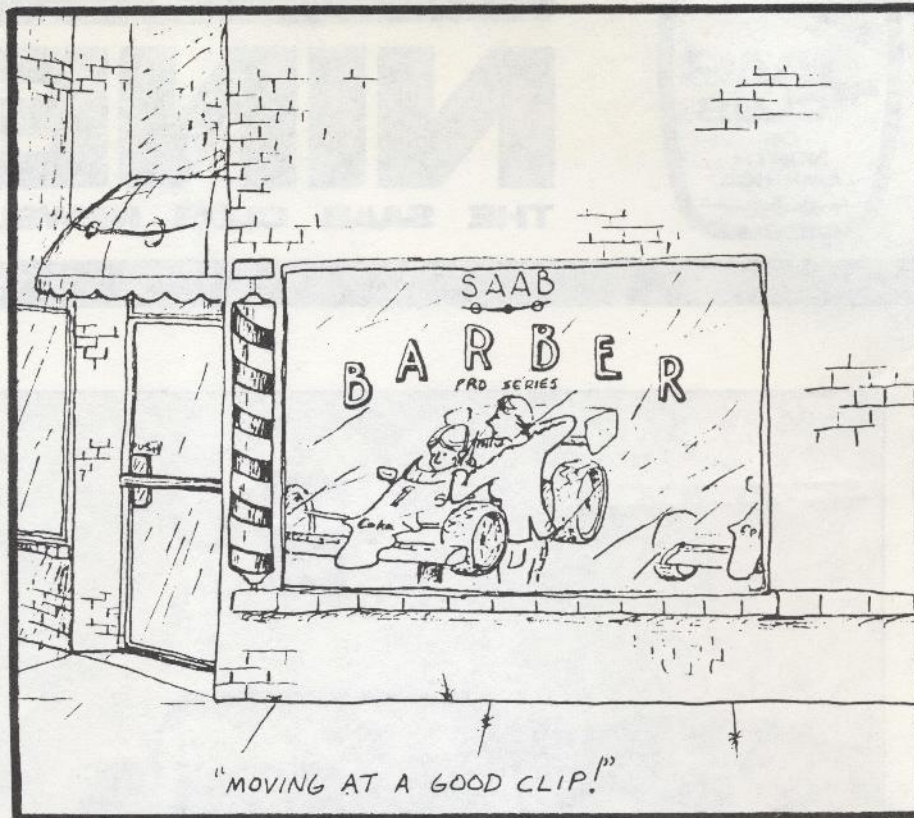
June 24 - Show & Tell meeting, 10am, in the parking lot at Old World Wisconsin. Bring a picnic lunch, or buy lunch there. Pat Greer, 414/964-7463.

SAAB Owners Club of Canada

June 10-11 - Aurora Horse Show & Fair. Antique Fire Muster & Parade, outdoor display. Sharon Menczel, 416/737-2591.

Saab-Scania Floral Clock Club

July 15 - Drive thru scenic Kentucky. Meet at Midway College at 6am. Jack Baxter, Sr., 502/223-8434.



Paul Carpentier
from Milwaukee SAAB Club's SAAB SPORT

Vintage SAAB Club of Washington

July 23 - Annual Picnic at the old Mt. St. Helens Volcanic Interpretive Center, across from Lewis and Clark Campground near Chehalis, Washington, 11:00am to 3:00pm. Rich Roberts, 206/771-7100 (days) Skip Schott, 206/486-1351 (days).

West Mountain SAAB Club

July 15 & 16 - Rallye 9 Annual Meet. David Sullivan, 508/879-8288

Las Vegas Convention

Just a reminder, the National SAAB Owners Convention will be held in Las Vegas the weekend of October 13 through 15. Headquarters is the Imperial Palace Hotel and Casino. Make your reservations early!

Fax Number

If you have something that won't reach the NINES office in time for the next issue by way of the U.S. Postal Service, you can send it by fax. The phone number is 218/722-9914.

Please specify that your fax transmission is for the SAAB Club, and limit it to important messages only, as we are charged for each page received (something the Post Office doesn't do... yet).

SAAB Club of North America

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Letters to NINES

Taurus is not the answer

Some comments in *NINES* have suggested that SAABs' cost and complexity will one day drive us all to alternative vehicles, such as the Ford Taurus. I have had more than two years of opportunity to compare the Taurus (1987 model) with the SAAB 99 (1977).

In the Fall of 1986 both of our 99s had clutch slave cylinders fail, so we decided to add something newer and thus more reliable, as well as bigger. The Taurus station wagon - front-drive, cheaper than a Volvo wagon - seemed to be the answer.

There are some unhappy but acceptable compromises in the design: Ride is over-soft; seatbelts don't retract properly (our 96's were better, because they didn't pretend to retract); there's a foot-stomper parking brake instead of a real handbrake; the window crank is located so as to punish those who held out against electric windows.

There is an excessively clever lid on the ashtray, which closes for the first two months. There is a front-seat armrest which can be folded out of the way, but which flops down under hard braking to hit the driver's elbow.

On the plus side, the handling is very good, seats are comfortable, controls are generally good, the air conditioning is effective and fairly quiet, and the wagon is usefully roomy.

Except for the engine and transmission, it's a pretty good car. The manual transmission often refuses to engage in reverse. The engine has gagged and hesitated (replaced a "processor" black box, after one dealer said there was nothing wrong), and has engaged in fits of unrequested acceleration that would have been deadly if the car had more power (replaced accelerator position sensor twice). It has repeatedly blown the fuse controlling signal lights ("chafed" wiring - the dealer has wrapped the wiring with electrical tape) and has lost its ventilation blower motor (replaced under extended warranty). Most recently the clutch has burned up rather suddenly at 30,000 miles. A two-year old car, domestically made, with several local dealers, is harder to get fixed right than a 12-year-old Swedish weird-

mobile with close to 100k!

The Taurus has many virtues, but my car doesn't work very consistently. Perhaps one day the Ford people will get it to work, though my mostly unanswered correspondence with their various service authorities is not encouraging. Probably the specimens with automatic transmission work better, since that is the company's specialty, "driver's car" ads to the contrary. I hope that SAAB people who turn to Taurus find more substance and less bull than I have.

Martin Berger
Youngstown, OH

Depreciation

I would like to reply to one of Jack Ashcraft's bombastic outbursts in the January issue of *NINES*. Jack claims: "Only the BMW/Porsche/Mercedes crowd is dumb enough to put up with that kind of depreciation!"

In 1970 we bought a SAAB 99. Two years later we sold it for almost 40% less than we paid, 20% per year. We bought a "dumb" Mercedes, drove it five years and sold it, but it had depreciated only 35%, a rate of 7% a year. On to a BMW which was kept for seven years, and a sale at a depreciation rate of 5.5% a year.

Enough being dumb, back to a SAAB. Three years later, a dealer offered us a trade in of \$7,500 on a \$13,000 car (limited use, 15,000 miles, garage kept). Depreciation rate now 14% annually. I realize SAAB number one was only kept two years, but the number pattern is still clear. Saab makes a good car, but it isn't so great on depreciation.

David R. Rosser
Richboro, PA

[Though part of what you are offered for a trade-in depends on what the dealership wants to pay for your used car, on the average, SAABs do depreciate a bit more than their German counterparts. Using Edmunds 1989 Used Car Prices as a guide and comparing the original list price to the current wholesale, we find 1986 BMWs have depreciated 35-40%, 1986 Mercedes have dropped 25-35%, 1986 Porsche 911s lost 15-25% while 928s and 944s were down about 35%. SAABs had depreciated 40-45% for 1986 models.

Volvo's 200 series of the same era had lost 35%, while the 700-series was down 40-50%. 1986 Audis were listed at 45-55% below the original list price. Yugos were

down nearly 80 percent!

On the plus side, those who can't afford a new SAAB can move into a good used one at a better price. - TWJ

How 'bout a V6?

Concerning my continuing commentary on Saab's engine developments; please note the recent *Auto-Week* article (May 1, 1988) reporting on rumors of a joint Saab-Ford development of a new V6 [Ed. note - see related article on page 19 of this issue].

Saab knows all too well the importance of expanding their "engine portfolio" in order to remain competitive. I only hope that Saab/Ford elects to develop a new six-cylinder engine and not use an existing Ford design (unless intended to be only a temporary, stop-gap solution). Further, an inline 3.5 to 3.8 liter engine design (like BMW's 5- and 7-series) should carry them well into the year 2000 and help to expand Saab's market to those looking for more "traditional" engine designs.

I would disagree with one aspect of this article, however. I don't think Saab would initially put any new engine into the 900 series. As in the past, they would phase in any new changes (i.e., anti-lock brakes, air bags, etc.) into the lower volume 9000 series first until thoroughly proven.

Finally, I don't think it likely that Saab would sell its automotive division to Ford. The automotive branch of Saab-Scania has been, and still is (worldwide) profitable. To sell off one of their largest divisions would leave the parent company with only one remaining profitable division of any magnitude. Further, Ford seems to be doing quite well now, and it's not clear what would be gained by acquiring such a small volume manufacturer as Saab. I believe that Saab is not about to be gobbled up by anybody anytime soon. More likely Porsche would be interested, given their size and current financial situation.

G. M. Metzger
Gaithersburg, MD

Practice, practice, practice...

I think I can shed some light on Andy Buc's dilemma regarding mechanical logic. I've been building, restoring and modifying cars and motorcycles for 25 years. I am currently preparing a 1964 SAAB-powered LeGrand for vintage racing with SVRA, having just sold my Mini Cooper race car and my "frog-eye" Sprite race car. I'm also a

facial plastic surgeon, so I have passable diagnostic and digital skills, and I do all my own mechanical work and most of the body work on my race cars (except for specialized welding, machining, etc.).

Automotive work is like the practice of medicine, in that accurate diagnosis must precede effective treatment. To diagnose accurately, you must have a *working* knowledge of anatomy and physiology. This means knowing what parts are in there, what they look like, how they interrelate, and how they work. You should also know what they sound like while they're working and what early findings accompany malfunction, as well as common modes of failure (i.e. how they usually fail and what problems follow). The key word is *working*, for it has taken me over 20 years to discover that there is an endless supply of parts and problems I find that I passed over without recognition last time and the more I have to call experts to learn. Perfect example: How to get the flywheel off a Mini crankshaft when it doesn't want to let go, without ruining anything and without using a 40-ton hydraulic ram (the suggestion of more than one experienced mechanic)?

My suggestion is to be secure in the knowledge that you're logical, and get some hands-on experience. For me, this has always meant buying a motor, transmission or whatever in non-working condition for a few dollars from a junk-yard, and taking it apart with the help of the factory manual plus two or three aftermarket manuals. The "special factory tools" usually described as absolutely necessary rarely are, and you learn about the car by making tool substitutions and figuring out how to do it. The aftermarket manuals often contain tips which make success and understanding easier to achieve. Further, you can repair the item in question and have it as a spare, or you can sell it.

As for learning about common failure modes, ask everybody in sight and assimilate all the information into a "differential diagnosis" - that is, a list of possible explanations for the noise, problem or whatever, arranged in decreasing order of likelihood of occurrence. You then have to learn to rule out each diagnosis until you come to the correct one. This means asking simple questions of yourself. "Does the noise get louder with increasing road speed, engine speed or both? Does the pitch of the noise change with the engine speed or road speed? What effect does the position of the

clutch pedal have on the noise? Does the 'misfiring' occur at full load, part load, or trailing throttle? It is present at the same road speed regardless of gear? Does it occur regardless of where you last bought gasoline? Is it related to ambient temperature or engine temperature?"

By asking simple, logical questions, you can establish a pattern of misbehavior which should suggest a short "differential diagnosis" *if you know the anatomy and physiology*. If you don't know that there's an intermediate gear on an idler shaft taking power from the primary gear to the transmission input shaft in a Mini, you can't figure out that the bearings on that shaft are bad. If you don't know that there are split thrust washers on each side of the center main bearing in a BMC crankshaft, you can't evaluate them, etc. But this knowledge takes years and cars to accumulate. I knew nothing at all about SAAB two-stroke engines three months ago. Now I know the anatomy, but I am still a true novice in SAAB stuff and I can see this year as a learning period during which others will walk by the pits and say things like, "You dummy, you don't use a ring compressor to

put the pistons in. The bottoms of the cylinders are chamfered!", which I didn't know even though I've restored five 356 Porsches, two Spridgets, a Mini, an XK-120 and a Triumph motorcycle.

The moral is LEARN, LEARN, LEARN... and don't be discouraged by how little you know. A truly smart person knows how little he or she knows. Learn by doing, but don't do it on your daily transportation until you've really got a fund of knowledge and experience. I spend half of my automotive time helping friends who broke a fitting, bugged a thread, bought the wrong part, or otherwise messed up what would have been a simple job had they only been doing it repetitively and regularly for ten years. Buy *and read* the appropriate books, and practice on a junked carcass. Professional mechanics do it for a living - they don't have to worry about their "real job" - this is it. Don't feel bad because you don't know as much or work as smoothly and quickly. I don't, and I've been doing it a long time.

Yours in search of 850cc engines...

Dave Reiter
Ardmore, PA

V-12 Engine Swap

It is difficult to believe that owners are destroying their nearly indestructible Mighty Threes, but requests for swap information keep drifting in. Mighty Threes are proving nearly impossible to buy used as they are in huge demand for racing, rallying and to convert other cars to the world beating power of two-stroke. It has been a long and tedious search but those Long Nose owners may be in luck.

The engine recommended is quite easy to find in your local wreckers' and will provide nearly the same performance as the Mighty Three in its currently oil-injected form. The engine is a Franklin air-cooled V12. There are a few drawbacks to using this engine: It is not as powerful and smooth as the Mighty Three but should prove to be trouble free. It does require some panel work to fit, as it is about four feet longer than your Mighty Three. And the existing heater will be inoperative as the engine is air-cooled.

On the other side, here are the good points of this conversion: It is easily available, and the air conditioning, mentioned a couple of issues back, is not necessary if one builds the proper duct work. The fan mounted on the front of the engine creates a considerable breeze!

After choosing a Franklin V12 for your 95/96, obtain a set of small swivel wheels similar to those on a shopping cart and mount them on the front of the engine. These are necessary to keep the front of the V12 from grounding on steep grades as it overhangs the Long Nose by just a couple of feet. The stock hood needs to be stretched a bit, but the Franklin will bolt straight onto the four-speed gearbox as they share the same bolt pattern. It's a nice weekend project.

Next time, mutterings of a new car! Until then, best wishes.

Simon Du Stroke

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

My '81 900T 4-door (AT) had a bad voltage regulator which fried something in the electronic control unit (ECU), which then had to be replaced. However, the car did not run or warm up properly. Taking the advice in the Jan. '88 NINES on faulty warmup regulators, I dismantled the device and found the insulation melted from the wires. Instead of replacement, I repaired the bare wires with heat-shrink tubing. It runs better, but it still has poor cold starts and a buzzing noise from the fuel distributor.

Next problem, the air conditioner would not blow cold air on maximum setting when the accelerator was depressed, indicating a vacuum problem. The vacuum dashpot directly behind the radio had a broken/melted plastic mounting. Is there a quick fix without dismantling the entire dashboard?

The car has also had the seemingly inherent cracked cylinder head. This was replaced with a used head by an independent mechanic who strongly suggested that I sell the car. What are the chances of this head cracking, knowing that it came from another car with similar mileage? What brand of coolant and what preventative measures do you recommend?

David Barbour
Roanoke, VA

The two key components of cold starting and cold running are the cold start injector to initially start the engine and the control pressure (warmup) regulator that keeps the engine running. A non-functional cold start valve, grounded by the thermal contact on the intake manifold coolant passage and energized by the starter, will make the engine difficult to start cold. The warmup regulator only allows a greater

volume of fuel to be delivered after the engine is running and until it warms up. If the cold start valve sprays when the engine is cold and you click the starter, then a control pressure test is recommended to see that it drops to low spec when cold, and slowly rises as the engine warms up. I assume your buzzing noise is the LAMBDA modulating valve and it should be buzzing as long as the fuel pump is running.

I don't see a plastic mounting for the vacuum servos anywhere. What would seem more likely is a faulty vacuum storage cannister at the right front fender, or a vacuum line that is leaking somewhere else in the dash. After you turn the engine off, listen carefully for any faint hissing noises within the dash.

Aluminum cylinder heads crack, period. Whether it is a Mazda or Fiesta, any time the coolant passages are heat stressed due to momentary cavitation or steam pockets, the integrity of the casting in that area can weaken and split. Yearly coolant changes with anti-freeze containing "aluminum guard" or equivalent additives are strongly recommended. Here is a hint on bleeding the system of air: Jack up the front end, open the heater and bleed the system with the thermostat housing at the highest point.

I own a 1986 9000 Turbo with the 5-speed manual transmission. It has a vibration in the gear lever which I find extremely annoying. This is the second time the car has experienced this problem. The first time it was repaired at a Saab dealer's by retorquing the shift housing bolts and lubricating the shift rod bushings.

This time, the Service Manager

claimed he didn't hear a noise until I took him for a road test. He finally admitted the shifter apparently was picking up vibration from the engine, but that there was no further fix.

I asked why he couldn't lubricate the shift rod bushings again and he claimed they had been replaced the first time and that was a permanent fix. Now what?

Theodore Leonardi
New City, NY

Although it's difficult to diagnose your buzzing shifter from what you've explained, I would try removing the shift knob and the spring within and carefully drive the car, and ensure it's not simply some play within the shift lever lockout mechanism itself. See if you can get a SAAB regional service rep to drive your car and experience the complaint.

In reference to Tom Krakowiak's letter in the March 1989 NINES: At about 14,700 miles the cruise control in my '86 900S stopped working. At the 15,000 miles scheduled maintenance, the people at Gaston Andrey SAAB in Brookline, Massachusetts, found that the microswitch on the brake pedal was out of adjustment. This was fixed and I have had no problems since.

John W. Turner
Malden, MA

Good point, John. The pedal switches are both electrical and mechanical vacuum valves that control switching off the system. As much as I hate to say it, I feel the adjustment of these switches should be performed by a qualified technician. Otherwise, your SAAB could try to mimic an Audi 5000 and take off through the local shopping mall (snicker, snicker).

Filters for engines... and people, too!

Filters for air, oil and fuel are standard items designed to protect every auto's engine, but what car offers a filter to protect its occupants from harmful particles like pollen and even some airborne bacteria?

Shouldn't car manufacturers care as much about the air quality inhaled by the passengers as the air quality inhaled by the engine?

The answer is yes, says Saab-Scania, which has been equipping its cars with a glass wool mat impregnated in a special oil to trap dust and pollen before it gets to driver and passengers.

But before deciding to put the filter into its cars, Saab commissioned the University of Linköping, home to Saab-Scania's headquarters, to make practical tests on the filter which proved to be very efficient.

Based on a flow rate of 35 cubic feet per minute of air into the car's

passenger compartment, all pollen grains were trapped by the filter, even though the pollen concentration used in the test was far greater than what occurs naturally. Pollen from birch trees and timothy grass, approximately one-thousandth of an inch in size was used for the tests.

The tests demonstrated that apart from collecting pollen, bane to countless allergy sufferers, the filter traps other particles larger than one-thousandth of an inch, including oil, soot and certain bacteria. Thus occupants of all Saab 9000s can find relief from hay fever sneezing fits, asthmatic attacks and eye irritation that's often associated with allergies.

The driver's ability to drive safely is also less impaired (count how long it takes you to sneeze next time you're behind the wheel) and the general level of passenger comfort is improved.

Further benefits of the Saab ventilation system air filter are not

limited to people who suffer from allergies. The filter reduces the problem of road dust on the car's interior and the greasy film on the inside of the windshield which contributes to poor visibility, especially in darkness.

Saab-Scania Press Information

Pocket Guide to Service Campaigns DL-032-89

All U.S. Saab dealers' service departments have been issued a laminated pocket guide that contains quick reference information for current Service Campaigns, Recall Campaigns since 1988, and the Saab Value Retention Program for 1986-87 9000 models. The pocket guide will allow the Service Manager or Service Advisors to quickly check any Service Campaigns appropriate to your Saab when you bring it in for service.

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Daytime running lights reduce accidents

Remember how motorists blinked their lights at you when you turned on your headlights in the middle of the day?

In the Nordic countries of Sweden, Norway and Finland, that doesn't happen, because the law requires the use of daytime running lights. Recently, Canada also enacted a law requiring that all new vehicles sold after December 1, 1989 have automatic daytime running lights.

These are lamps which are designed to illuminate automatically whenever a car is started and can consist of a separate, less-intense filament in the headlight, modified parking lights, or a completely separate set of lights. As a result of this legislation, Canadian authorities are expecting a 10 to 20 percent decline in automobile accidents, basing their assumptions on studies conducted both in Europe and on this continent.

To see and be seen is vitally important to everyone -- automobile operators and pedestrians alike -- and daytime running lights could help to make the roads safer for everyone.

The U.S. Insurance Institute for Highway Safety (IIHS) is convinced that safety benefits would be just as great in the United States as in Canada and Scandinavia if running lights were mandated by law. IIHS did a study by equipping a corporate fleet of 2,000 cars with automatic running lights. After two years, those vehicles showed seven percent fewer daytime, multi-vehicle accidents than the unlighted cars in the same fleet, according to John Cook, IIHS executive vice president.

The idea of using automatic running lights to reduce road accidents is also supported by studies conducted in countries where running light legislation is enforced. In Finland, one study showed that when motorists were required to use daytime running lights, multi-vehicle accidents fell 27 percent. Similarly, in Sweden, the rate for daytime frontal accidents fell 11 percent after the running light law was passed.

On Swedish and Finnish assembly lines, Saab cars destined for the Nordic countries and Canada are built with wiring that automatically activates the headlights when the ignition is started, but that capability is not incorporated on vehicles imported to the United States. Many state laws exist today that would restrict the use of daytime running lights and these laws are not preempted by Federal law. However, the National Highway Traffic Safety Administration (NHTSA) is encouraging the American Association of Motor Vehicle Administration and other similar groups to eliminate any state restrictions that would preclude the use of daytime running lights.

Aside from the obvious benefits of accident avoidance between autos, running lights could cut down the number of automobile accidents involving pedestrians or bicyclists, since these two groups may be able to more readily spot approaching cars.

Another idea which is slowly being adopted here -- again a common sight on Saabs in Europe -- is headlight washers and wiper blades which clean the headlamps when the driver activates the windshield wiper wash system. Saab pioneered this safety device in 1971 on its 96-V4 and 99 rally-winning models with the rationale that dirty headlights can seriously impede a driver's night vision as well as another driver's ability to detect an oncoming car. Using headlights in the rain -- day and night -- also allows drivers to see and be seen more readily.

Saab's leadership in the field of automotive safety is still much in evidence today. Saab 900 and 9000 passenger cars were recently rated by the U.S. insurance industry's Highway Loss Data Institute (HLDI) as having the lowest percentage of personal injury claims in their respective size classes.

Saab-Scania Press Information

Eliminating headlight glare

Survivors of the '60s will remember blacklights, those purple fluorescent lamps that made dayglo colors even more brilliant.

Saab, Volvo, and Philips, the Dutch lighting company, are working together to develop a headlight that uses the same principle, ultraviolet light.

An ultraviolet headlight can remain on high beam, yet won't blind oncoming traffic or pedestrians. In addition, ultraviolet is more reflective with fluorescent pigments in clothing and road signs to make such objects highly visible. The Road and Traffic Research Institute of Sweden has conducted studies which show ultraviolet to illuminate objects at over four times the distance that white light is effective.

Ultraviolet light waves also penetrate water vapor such as fog and rain, unlike white light which is highly reflective under such conditions.

Both Saab and Volvo are already testing the ultraviolet headlights. The light source is a small intensely bright gas discharge bulb.

AutoWeek, May 15, 1989

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TECHNICAL TALK



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Replacing a trunk hinge

Ever had the trunk hinge come loose on a 99 2-door? It's happened to both my 1970 99 and my niece's '72. After long use the cotter pin which anchors the hinge to the car body shears off at both ends.

Near the extreme left and right corners of the rear window deck, the trunk hinges are attached by an 11/16" long, 1/2" diameter stud retained by a washer and a 3/32" x 1" long cotter pin. In both instances the nylon bushing through which the stud is slipped was in good, serviceable condition.

Your bad day begins when the cotter pin breaks. The trunk lid wobbles as the balance spring jerks the stud from its mounting hole. If you're lucky, this scene will not occur as you are leaving for work or starting a vacation trip. With a little finigling you can unhook the spring from the vehicle bulkhead near the trunk floor, reinsert the stud, and carefully close the trunk.

My niece drove for two years using a pine 2x4 cut to length to hold the trunk open when needed. She used her trunk as little as possible.

A better idea is to fix it. Reinstalling the hinge with a new cotter pin and washer, and taming the balance spring are the major challenges. A washer with a 1/2" hole will work provided it is not too thick. The original one may be lost behind the side upholstery. Installing a new one may be cheaper than tearing the upholstery to retrieve the original washer.

To reattach the hinge, first mark and remove it from the trunk lid. If you are working alone, you may wish to remove the lid from both hinges. Have an assistant hold the hinge in the

trunk in the open position while you reinstall the washer over the stud and use a needle nose pliers to reinsert the cotter pin. Having anchored the hinge in the car body mounting hole, reinsert the trunk lid to the hinge(s). Foreward and aft adjustments can now be made so the lid fits in the trunk opening. If you did one do so before you mounted the hinge stud in the trunk mounting hole, install the balance spring to the hinge hole. It should be dangling several inches above the trunk side member to which the spring was originally hooked. Now for the fun part!

You may try all manner of tire irons, large screw drivers, or other levers to attach the spring. I know... I did! Or you may purchase a two to three foot length of 5/16" threaded rod, the size that takes a standard coarse thread 1/2" diameter nut. An old rear shock absorber washer or other large washer should be slipped over the rod after you have fed it through the side member bulkhead to which the spring was originally mounted. Use Loctite or an extra nut to anchor the washer on the end of the rod. Slip the dangling spring hook over the rod behind the washer and nut. Another washer and nut may now be mounted on the other end of the rod. You may need to bend the rod slightly to get it to reach high enough to catch the spring hook. Once you have hooked it, you can continue to thread the 1/2" nut on the other end until you pull the spring down to the level of the original mounting hole. A ratchet box end 1/2" wrench works well for this operation.

Plan on spending a few minutes. Taming that spring is much safer this

way. You may wish to Loctite or a jam nut to lock down the rod when you have finished drawing down the spring. Use a hacksaw or bolt cutter to remove the left over rod. Save what's left for when the other side goes.

Bill Hustedde
Wauwatosa, WI

96 radio & speakers

I started by cutting the glove compartment door in half, right by the latch/lock. Then I cut out a plate to mount the radio (a piece of sheet aluminum works great). I then mounted the plate behind the radio opening on the left hand side of the glove compartment door with pop-rivets. Then I mounted this half of the door solid in the dash using 90 degree brackets on top and the original hinge on the bottom. This provided a strong place to mount the radio. I also made a plate underneath the glove compartment to support the back of the radio. You can still use the other half of the glove compartment, the same amount of space you would have with the original set-up. It also looks original.

I mounted door speakers underneath the dash right above the map pockets. I prefer this place to mounting in the doors since the speakers are not only out of sight but are also not prone to moisture or being banged around. I also put box speakers on the shelf behind the rear seat. This proved to be a really neat set-up and provides good sound throughout the car. I think the 96's amphitheater shape in the rear seat area makes even a moderate system sound great.

Eric Aberg
Sven's Import Car Service
Buellton, CA

Better Brake Bleeder

After reading Part 3 of the article by Dan Salvo on Brake Rebuilding/ Bleeding for 95s/96s/97s in the April NINES, I thought I would propose an easier way to fabricate a "pressure bleeder" as follows:

Start with his "Obtain extra master cylinder caps (should only need one for the Sonett master cylinder reservoir & it will also fit the clutch reservoir) for the system you intend to bleed) and clean them scrupulously. Then, go to either your nearest cheapie car parts place or tire service center and get yourself a complete valve stem for a tubeless tire (including cap for that "professional" look). Make sure you have a drill bit that is the same size or only slightly smaller/larger than that stem's diameter where it will go through the cap. Measure for clearance and drill the cap, reclean it and install the valve stem (a metal stem will probably be easier to install than an all rubber stem).

Now we return to Dan's instructions at "Fill the master cylinder with brake fluid." Screw your just fabricated "pressure bleed system", nee master cylinder cap/tire valve, onto the master cylinder reservoir in place of the regular cap. Pump up the tank with a bicycle pump or your air compressor - you don't need a lot of pressure. Bleed away according to your manual, just remember to keep the reservoir as full as possible with brake fluid. If you run it dry you will pump air into the brake system and get to do the bleeding all over and over and over ad nauseam.

I know the DOT 5/DOT less than 5, hygroscopic brake fluid argument is still raging, but I changed both of my road cars - '74 Sonett (clutch system also) and my '73 Volvo 1800ES to DOT 5 fluid in '77 and haven't had any problems to date. The ES's old brake fluid had in fact "hygroscoped" and rusted a rear wheel cylinder which I had to rebuild (of course I did both).

I replaced the low number DOT stuff with DOT 5, 'cause it strikes me that there is no need to remove water and other crap and corruption from a semi-enclosed system if there is nothing to suck the stuff into the system in the first place. Silicone is as inert as you can get, plus I don't sit in deep puddles and play with my brakes, so seepage due to cycling is of small concern to me.

Another trick for those of us who are still using their Sonett on the street - one you do with mirrors. I changed the inside mirror to a day/night unit out of a junked 96 years ago. All you gotta do is remove the screw from the back of the mirror head/roof mount and carefully, after spraying it with silicone or WD-40, pry the entire mirror head away from the mounting arm at the swivel. You will end up with the mirror/swivel (semi-shiny steel colored) and the flat black painted roof mount. If the swivel is rusty, you might want to remove the entire assembly and do this at your work bench to be certain you don't scar any soft metal, as only two screws hold it to the roof.

Recently while at my favorite old car boneyard, I noticed that the old 99's mirror was substantially the same as the 96's and you can also get a neat light complete with wiring to the mirror if you're slick. I got one of these for my second Sonett and the mounting and wiring into the under-the-dash light circuit is now added to the agenda for this one. Hey, it ain't stock Sonett, but it is authentic "SAAB contemporary" and the runners that are used after dusk sure do need a day/night mirror for driver comfort/safety, while an extra high mounted interior light, with SAAB part numbers, which fits right into the SAAB decor just seems like a nice touch to me. I know mine will never again be at the stock level of excellence of Victor's (of Victor SAAB, Abington, PA), even though they are both the same blue color.

Sorry I haven't written more. Guess I was just slow to realize that us older car owners have to contribute our hints and/or tips in order for the newsletter to stay relevant to us.

Dwight Benecke
Cherry Hill, NJ

[Just a reminder, Saab says to use only DOT 4 brake fluid - not DOT 3, which is sold at most parts stores, nor DOT 5, which is recommended for motorcycle use. The most common DOT 4 brake fluid sold in the U.S. is Castrol LMA. It may cost a bit more than DOT 3, but are you willing to risk your brakes, your SAAB, or your life, to save a couple dollars? - TW]

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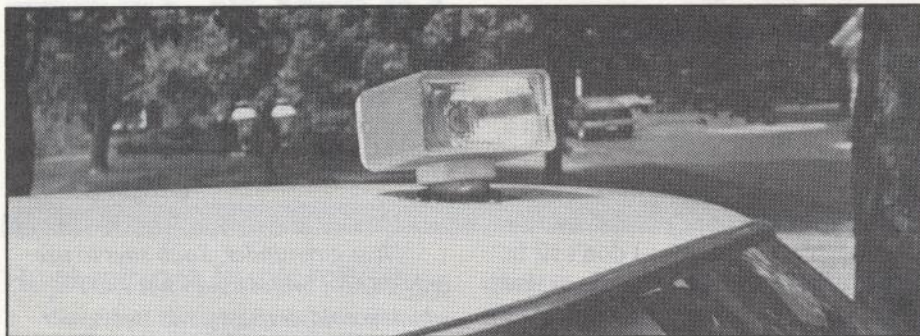
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Roof-mounted spotlight

I have a unique accessory on my 1986 900. It is a custom-built in-roof mounted pointable spotlight. I call it a Rally Light, as I was inspired to build it after seeing pictures of Erik Carlsson's rally-winning SAAB 96.

Starting out with a clean sheet of paper, I was able to design exactly what I wanted - a light which could be pointed by the driver or the navigator, was weatherproof, would rotate 360°, tilt up and down, could be turned on and off easily (engine running or not), was light, strong, rustproof, would have an easily replaced bulb, could be quickly removed or installed, would hold its set position in a driving rain at 75 mph, and would not overheat even if left on for hours in Death Valley on a hot day in direct sunlight.

Being an engineer made the task an interesting challenge. I discarded several design ideas until I came up with one I liked. I drew the parts up and had a machine shop make them. For the light itself I needed a small driving light with a replaceable bulb. I knew enough to ignore candlepower claims because there is no standard by which candlepower is measured. I bought a pair of Eurolights with halogen bulbs. They measure 9 cm. by 17 cm. I used one and had a spare. I mounted the glass lens in a custom formed 22-gauge stainless steel housing and attached a nicely rounded fiberglass rear end, formed in a custom wooden mold.

Once the light assembly was built and tested, I neatly bored a 2.75" diameter hole in the centerline of the

roof using a hole saw. That part was a bit nerve wracking, but all went well thanks to careful planning. Next, I secured the mounting flange in the hole with twelve pop-rivets and a hexagonal stainless steel stiffening plate, sealing the mating faces with clear silicone rubber. I then ran a power line through a fuse to the battery.

The light is a joy! It meets all the above performance specifications and is a lot of fun to use. The mounting is quite strong, never allowing the roof to bounce. The light pivot secures from the inside with a plastic snap ring, preventing theft, and can be slid out, allowing the flange bore to be sealed with a plastic plug, which is also waterproof.

In use the light draws four amps, and the powerful beam can be pointed to wherever extra light is needed, for example, leading the car through a turn, illuminating street signs, finding house numbers, backing up, warning off tail-gaters, reading maps, jump starts, camping and off-roading, to name a few. I can now throw a beam onto things well off the road. I like to help the stock lights out by training the beam slightly above them, or well down the road, traffic allowing. The light has added safety, convenience, utility and fun!

John Boles
18315 Elm Terrace
Brookfield, WI 53005

[John's address is included if you wish further information on this product.

Though John may choose to call his spot light a "Rally Light", most perform-

ance rally and off-road sanctioning bodies no longer allow roof mounted lights. In dust/rain/fog conditions, lights mounted above the driver are quite blinding. Check your local regulations regarding street use. - TW]

99 Cooling

The early 99 2-liters ('73-'74), while fine cars, have their foibles. One is a cooling system marginally capable of dealing with U.S. heat and humidity.

Consider sourcing the "thick" core radiators of the add-on A/C equipped cars. They can still be found in salvage yards. Good radiator rebuild shops even catalog this thick core unit from an excellent U.S. supplier.

Be sure to use the "EXTRA" switch on the dash to manually turn the electric radiator fan on. Run a wire from the fan switch on the radiator to the EXTRA switch, and another wire from the EXTRA switch to ground. This won't interfere with the automatic OEM switching, except, of course, that the manual switch must also be turned off manually.

Bill Jenkins
Carlisle, PA

On turbo life:

The turbo on my '80 900-T lasted only 15,000 miles before it burned up. '80 Turbos were notorious; it was repaired under warranty and I put 85k on it with no problems, then sold the car. My '85 SPG has 75k now - no problems. I switched to a 2500 mile oil change interval (from 3750) at 50k and everything's still fine (except for a recent 114 mph ticket!). I'm also using Pennzoil PZL and Saab filters. Our '86 Turbo Convertible has almost 40k, doing fine.

General word of mouth has been 80,000 miles on a turbocharger, but that's not been my experience nor that of many friends. Only turbo I've ever met that actually burned up was the faulty one on the '80.

Jay Vivian
Stamford, CT

Figuring power

With regard to Dr. Metz's concern about the 9000 Carlsson's 0-to-60 time and potential weight gain, I would like to present the following equation for empirically computing horsepower given a car's gross weight and 1/4 mile top speed:

$$HP = WT \left[\frac{SP}{221} \right]^3$$

where:

SP is 1/4 mile top speed in mph.
WT is gross weight in pounds.
HP is necessary horsepower to achieve SP given WT.

This equation, being somewhat generalized, tends to slightly overestimate HP. Given a 3100 lb., 160 HP 9000, SP is found to be 82.3 mph. I believe actual magazine tests produce a 1/4 mile speed slightly higher than this, around 84 mph. Now, if we want to predict the change in speed of a car due to a change in horsepower using this equation, after a little algebra you get:

$$\frac{HP_1}{HP_2} = \left[\frac{SP_1}{SP_2} \right]^3$$

where the subscripts indicate the two values of HP and SP respectively. Note that because of the power of three relationship, you need a substantial increase in HP to attain an incremental improvement in SP. Now if we note that

$$SP = D/t$$

where D is 1/4 mile, we can express the equation in terms of time as:

$$\frac{HP_1}{HP_2} = \left[\frac{t_2}{t_1} \right]^3$$

Now if we apply this equation to the 160 HP and 204 HP 9000s, given a measured 0-60 time of 7.6 seconds for the "stock" 9000 Turbo and assuming no weight gain, we get:

$$\frac{204}{160} = \left[\frac{7.6}{t_2} \right]^3$$

solving for t_2 yields:

$$t_2 = 7.01 \text{ sec.}$$

which agrees nicely with Saab's claim of 6.9 sec. for the Carlsson.

If we plug in the Euro numbers of 175 HP, we get:

$$t_2^3 = (7.6)^3 \times 160/175$$

$$t_2 = 7.38 \text{ sec.}$$

This only differs from the measured 175 HP performance of 7.2 sec. by 0.18 sec. As I have said above, the equation is somewhat generalized and conservative, but is accurate enough for government work.

Tony Gounalis
Endicott, NY

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Walter Kern, designer of the Quantum/SAAB sports car, aboard one of the red prototypes.

Stillborn Sonett

In the early 1960s, sports cars were selling well. It was the era of the Bugeye Sprite and 3000 by Austin Healey, the Triumph TR-3, the MGA, the XK-150. From Italy there was the Alfa Giulietta and the Fiat 1200; from Germany the Porsche 356. 1960 saw the introduction of the MG Midget, the Triumph TR-4, the Jaguar XK-E and the Volvo P1800; a year later the MGB and Triumph Spitfire joined the sports car crowd.

Walter Kern was a sports car enthusiast who spent some of his time in competition on the race tracks of New England. He started with an MG-TD, then moved up to a Siata, an Italian-made car designed for a Crosley engine. Kern took delivery of the Siata

without a powerplant and adapted it to take a Fiat 1100cc engine. After a bit of tuning and building up, the Siata was a competitive race car.

From there Kern moved on to a Porsche 356, but got rid of it after its' two quart sump ran low on oil and broke the crankshaft. He bought another Siata and raced it twice, only to have it, too, lose its engine bearings.

By 1958, Kern had enough of sports cars that suffered engine failure when the oil sloshed to one side of the sump while cornering. About that time, SAAB started importing 93s through Hingham, Massachusetts, and Kern noticed the little sedans as he drove past the unloading dock every day. He looked up the local SAAB dealer and found out about the two-

stroke engine and front-wheel drive. Here was a solution to engine failures since the engine's lubrication was added with the gas. It also had the advantage of putting out lots of horsepower for its weight and size. And according to his way of thinking, front-wheel-drive should be an advantage on the race track since it pulled the car through corners rather than pushed. But he needed a sports car to wrap around the drivetrain.

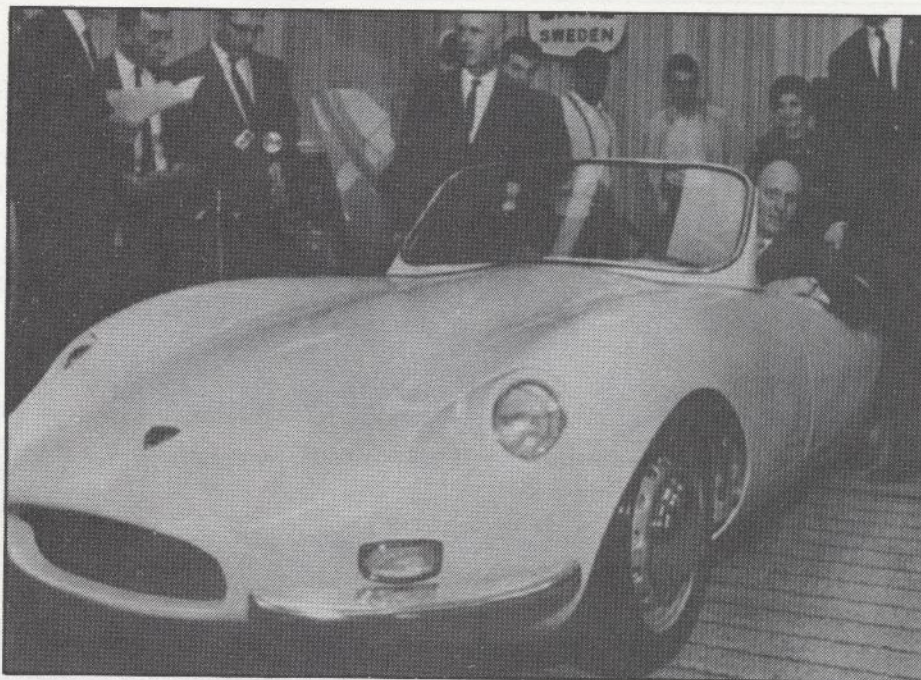
Kern, an MIT grad in nuclear physics, and Jack Suomala, who worked at the MIT Instrumentation Lab, discussed the idea on the train on the way home to the South Shore. Suomala had been a classmate of Ralph Millet, then president of SAAB Motors of America. He arranged an

introduction between the two and Millet became convinced that the idea had promise. So much promise that Millet opened the parts warehouse to whatever Kern needed.

It was then on to the chassis design stage. Kern had some help in this from Al Conrod of Itek Corp., who wrote the dynamic design equations, and Suomala, who programmed them into MIT's giant IBM computer. Utilizing the computer, Kern was able to design a lightweight yet strong chassis using aluminum tubing. Remember, this was thirty years ago, long before computer aided design (CAD), when computer programming was still in its infancy.

For ease of construction, the first chassis was built of steel. At Suomala's suggestion the center of gravity and the center of lateral resistance were at the same point. The idea was there would be no net forces on the car once in a corner, i.e. you could let go of the steering wheel and the car would continue to circle. The computer projection showed the car could take a 40-foot radius turn at 40 mph. Since the tightest corner on any known racetrack was a 60-foot radius, cornering was not expected to be a problem.

The completed chassis was first tested at Thompson Raceway in Connecticut in January, 1960. It had been fitted with a stock 37 hp SAAB three-cylinder mounted normally, but the radiator was moved to the rear of the car. It also used stock suspension parts from the SAAB 93. The car had no body at this point, and Kern sat on a three inch cushion for the initial test



Chet Wiley, who designed and built the fiberglass body for the Quantum/SAAB, sits behind the wheel at the 1962 New York Auto Show.

session.

The temperature was well below freezing and snow had to be plowed from the track before the tests could begin. After a few practice laps, the Quantum turned the 1.5 mile course at 2:00 minutes flat, equaling the H-modified track record first time out.

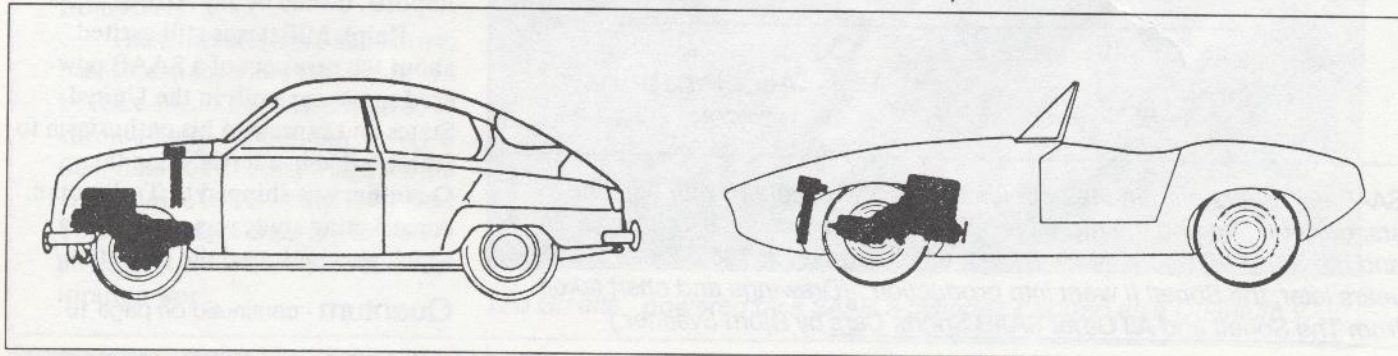
A hand-built aluminum body was fitted to the car, and on May 21, 1960, the Quantum/SAAB ran its first race with Joe Dodge behind the wheel. The race took place in the rain, and Dodge was the winner, beating two Ferraris and a Maserati that were dominating racing in the area at the time. In about a dozen races that season, Dodge and the Quantum were never beaten in the

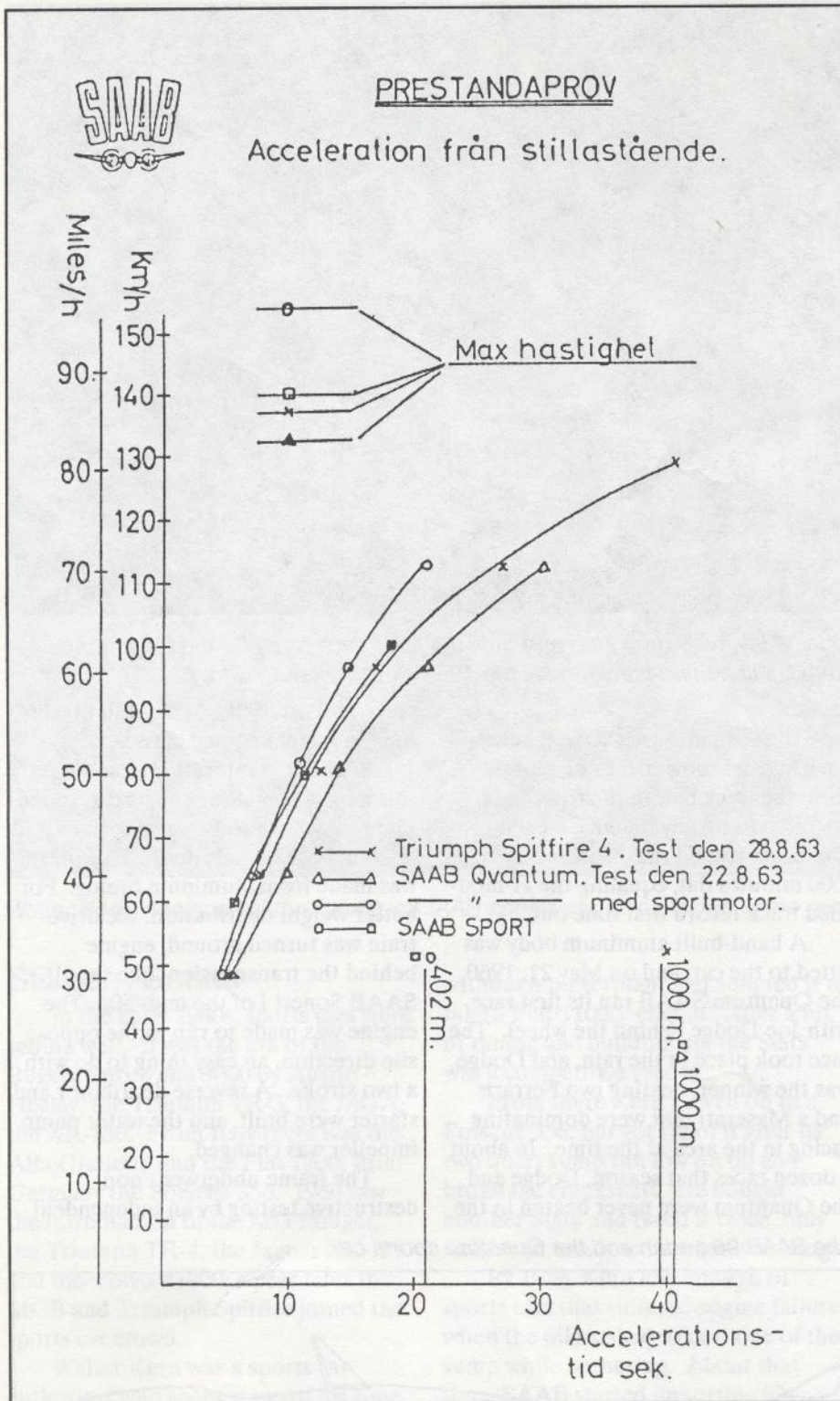
class, and often finished ahead of winners in larger engined classes.

SAAB was interested in selling this neutral-handling sports car, so the Quantum Corporation was formed and a second chassis was built. This one was made from aluminum tubing. For better weight distribution, the drivetrain was turned around, engine behind the transmission, like the SAAB Sonett I of the mid-'50s. The engine was made to run in the opposite direction, an easy thing to do with a two stroke. A reverse distributor and starter were built, and the water pump impeller was changed.

The frame underwent non-destructive testing by an independent

A comparison of the drive train layout for the SAAB 96 sedan and the Quantum sports car.





SAAB engineers plotted the acceleration of the Quantum, with both the standard engine and the triple-carb Sport engine, against a Triumph Spitfire and the SAAB 96 Sport. Note the test date: August 22, 1963. Less than three years later, the Sonett II went into production. (Drawings and chart taken from *The Sonett and All Other SAAB Sports Cars* by Björn Svallner.)

lab in Connecticut. The right front of the frame was secured to the floor and the left front was raised until the stress lacquer fractured. All the joints failed at the same time!

Chester Wiley, then vice-president of Atkins & Merrill, built the fiberglass body for the second chassis in his garage. At SAAB's request, the body was made to look similar to the E-type Jaguar. This car, the only white Quantum, was shown at the New York Auto Show in 1962. It was pushed to its place on the display stand as it could not be driven. After the NY debut, Wiley made molds for future Quantums from the hand-laid body of the show car. It was destroyed in the process.

The next Quantum sports car had a chassis built of mild steel. Again, this was a concession to SAAB, who wanted to keep costs down and assembly simple. Much of this car was assembled only for looks, as the windshield wipers are only a mockup, and there is no heater. The headlight assemblies came from a bull-nose SAAB and have no protective buckets, meaning the back sides of the lights are open to the front tires. This car is now owned by Bud Clarke of J & B Imports in California.

The final Quantum sports car also had a steel chassis, and looks more like a production car would. The fit and finish are better, the trunk is finished off, and components such as the upholstery and shifter are more like the sports cars of their day and less like a backyard special. The headlight buckets are from Lucas and the windshield wipers work. It is also at J & B Imports, owned by Jay Arruda.

Ralph Millet was still excited about the prospect of a SAAB powered sports car built in the United States and expressed his enthusiasm to Rolf Melde in a letter when the Quantum was shipped to Trollhattan. A marketing study was undertaken which also indicated the Quantum/

Quantum - continued on page 16

Quantums I thru V

The Quantum sports cars at JB Imports both carry a badge on the nose identifying them as "Quantum III". The hub caps also sport a Q-III motif. A similar badge on the nose of the Quantum Formula S open-wheeled race cars designates the model as a Quantum IV. What were the Quantum I and II, you may ask?

The original steel chassis built by Walter Kern, Al Conrod and John Suomala was the Quantum I. When that chassis was fitted with aluminum bodywork for racing, it was christened the Quantum II. Kern says it was one of the ugliest cars on the track.

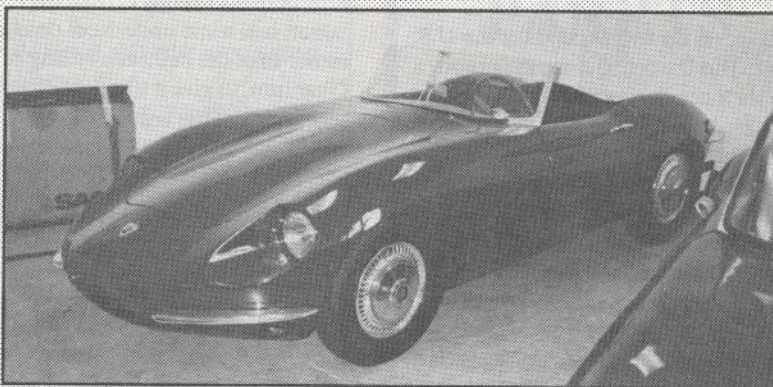
The sports car shown at the New York Auto Show in 1962 became the Quantum III, as were the two bright red pre-production cars which are now owned by SAAB Club members Bud Clarke and Jay Arruda of J&B Imports in Orange, California.



Rear-engined Quantum Formula S, restored by Scott Peterson of the Skip Barber Racing School, now owned by Edmund Stoops of California.

added an Austin Mini front end and the drive train from a '66 SAAB with the triple carbs. He also installed a "Quantum V" badge on the nose. Jodice worked with Kern in the late 1960s and the car was purchased from Kern.

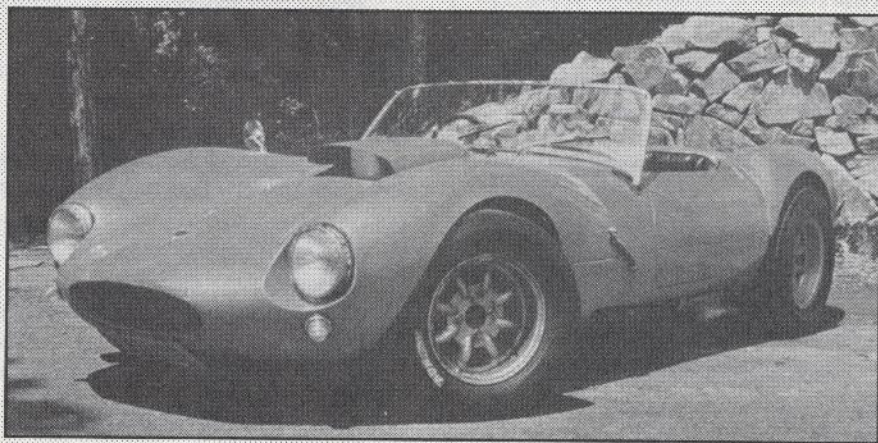
The Ginetta is right-hand drive, has Recaro seats and the wheels are by Race-lite. The chassis is made of chrome-moly tubing and it has a fiberglass body. Total weight of the Ginetta/SAAB is only 600 lbs. Today the "Quantum V" has 6000 miles on it, and could use some restoration work.



Pre-production Quantum #001, now owned by Bud Clarke.

While awaiting word on the fate of the sports car, the Quantum company produced a race-car-in-a-kit to accommodate a SAAB drive-train (rear mounted and driving the rear wheels) and sold exclusively through SAAB dealers. It was meant to produce a class similar to Formula Vee which used Volkswagen's 1200cc engine, four-speed transmission and stock suspension. Fifty of the "Quantum Formula S" kits were produced. SAAB Club member Tom Cox has tracked down about a dozen still in existence.

Another SAAB Club member, Jerry Jodice of Manchester, Massachusetts, has a sports car registered as a 1965 Quantum V. It is actually a Ginetta, a British-built car that used BMC components. Walter Kern



The Ginetta - powered by a SAAB 3-cylinder, badged as a Quantum V.

Quantum - continued from page 14

SAAB sports car was needed for the U.S. market. But the researchers apparently based their conclusions more on what SAAB Motors, Inc. wanted to hear than on actual results. Most of the sports car owners surveyed said the car needed a proper floor shifter, not a column shift. The two-stroke engine was also a negative point with the sports car crowd.

By comparing the Quantum with the Ford Mustang and Plymouth Valiant instead of more likely competitors such as the MGB, the researchers indicated that SAAB dealers should be able to sell a thousand cars the first year, and 5,000 annually after five years. The study concluded, "Make sure it comes into production as quickly as possible!"

SAAB engineers were not very impressed with the Quantum that was sent to Sweden. They complained about the body, which leaked in rain; they complained the instruments were unreadable; they complained that exhaust odors got into the passenger compartment. Kern's reaction was that he and his associates were new to the car building game and shortcomings were to be expected, and could be corrected.

On the test track, the Quantum was compared with the Triumph Spitfire. With the standard 850cc engine, the Quantum was no match for the Spitfire, but once the Sport engine was fitted, the Quantum fared much better. Nevertheless, the testing department panned the Quantum:

"As a touring car, the Quantum is far less attractive than the Saab Sport and the Triumph Spitfire. The noise level is excessive and it offers poor protection against winds and rain. It is difficult to enter and get out of, has very little luggage space, has a less-than-elegant interior, is less comfortable in all respects and the controls are less functional (e.g. gear shift and clutch pedal)."

Apparently the management at SAAB in Sweden felt they could do better, as it was about this time that they wrote down specifications for a possible SAAB sports car. This led to the development of the Sonett II which went into production less than three years later.

Saab eventually bought out the Quantum Corporation, but never really did anything with it. Or did they?

Though the Karlstrom prototype was selected to become the Sonett II in 1965,

some of the chassis ideas from the Quantum were apparently carried over. The Sonett had some understeer designed into it rather than the neutral handling of the Quantum, to give it a feel more like other sports cars of the era.

Tim Winker and E. Scott Prentice

Thanks to Scott Prentice of the New England Sonett Club for providing photos and for articles he wrote on the Quantum for their newsletter, to Bud Clarke and Jay Arruda of J&B Imports, and especially to Walter Kern, for assistance in producing this article. - TW

When the Quantum went on display at the New York Auto Show, the following news releases gave details on the potential of the SAAB powered sports car.

PRESS INFORMATION

QUANTUM SAAB

Introduction

The Quantum SAAB you see here at the New York Automobile Show is the result of four years of engineering and design data gathered by Mr. Walter Kern. Mr. Kern originally conceived the idea of a front-wheel drive, small, light-weight, safe, two-passenger sports roadster. It was natural for Mr. Kern to pick the basic SAAB power plant and running gear because of his past knowledge of SAAB's superior road holding and outstanding performance which he experienced as a SAAB owner.

General Description

The car features a nearly pure aerodynamic body shell of reinforced fiberglass weighing less than 100 lbs., yet it is stronger than a comparable steel shell. The light-weight tubular steel frame gives the car a low curb weight without detracting from the torsional rigidity that is required in a sports racing machine.

Standard SAAB 96 suspension components are used along with the SAAB engine and a four-speed gear box as standard equipment.

Specifications

Engine - 3 cylinder, 2-stroke cycle, 841cc, developing 42 bhp at 5,000 rpm with a maximum of 59 ft/lbs. of torque at 3,000 rpm.

Bore - 2.760 inches

Stroke - 2.870 inches

Compression ratio - 7.3/1

Suspension and brakes

Four-wheel independent suspension with self-stabilizing rear axle assembly. Damping is accomplished with four hydraulic telescopic shock absorbers. Total brake lining area - 105 sq. in.

General

Light-weight reinforced fiberglass body shell. Tubular steel chassis with integrated sheet metal panels. Front-wheel drive, counterclockwise engine rotation.

Price and Delivery

Tooling for the Quantum will allow production to commence in the late fall of 1963. The car will be marketed through authorized dealers and will carry the same basic broad Warranty that the Standard SAAB car enjoys; i.e., 24 months or 24,000 miles on power train, 6 months or 6,000 miles on the remainder of the car. Retail delivery price F.O.B. New Haven - \$2,995*.

* - Estimated Price - state, local tax, and transportation extra.

The Quantum SAAB

A prototype of a 1200 pound sports car has been designed and built around the SAAB-96 engine by a group comprising the Quantum Corporation.

The car features superior maneuverability, high performance, reliability, and economy and smooth riding with a clean aerodynamic body.

This is what gives the Quantum SAAB its superb characteristics: Front wheel drive, steel space frame, fiberglass body, proper weight distribution and low center of gravity, neutral steering, excellent cornering and braking.

Specifications

Two cycle engine 42 HP SAAB-96... Rack and pinion steering - SAAB...
Full instrument panel - SAAB 96... Independent suspension - SAAB...
Heater and defroster... Three speed gear box - SAAB... Pull-up side screens...

Wheelbase: 84 inches

Track: 48 inches

Road clearance: 6 inches

Weight (dry): 1200 lbs.

Mileage: 35 m.p.g. plus

Acceleration: (42 HP) 0-60 m.p.h./approximately 10 seconds

Engine: 3 cyl. - 2 cycle - 850cc - full roller bearings.

Ignition, brakes and accessories are standard SAAB parts.

Seat belt and roll bar mountings included.

Windscreen and bumpers quickly removable for racing.

Competition

The design has been proven by two years of SCCA sports racing and "Commuter Competition". The car has turned Lime Rock in 1:13, Marlboro in 1:50 and Thompson in 1:56, with GT engine and tuning kit installed.

Competition extras available include: Racing wind screen, roll bar, seat belts, racing tires, GT engine and tuning kit, Cerametallic brakes, four-speed gear box, competition steering wheel, tachometer and racing mirrors.

Manufacture

The steel space frame is fabricated by Eugene Engineering, Inc. (Hyde Park, Mass.), one of the largest aluminum and steel fabricators in New England for the aircraft and missile industry.

The fiberglass body is laminated by the Reinforced Plastics Division of Atkins & Merrill, Inc., (Marlboro, Mass.), the largest custom fiberglass molder in New England, with years of experience in fiberglass for the transportation industry.

Personnel

Members of the group who have pooled their scientific, engineering, and racing know-how to produce this machine:

Walter P. Kern: (MIT - BS, Temple U. - MS) -- Manager of Design, G.A. Philbrick Researches, Inc. (Boston, Mass.) and formerly Chief Mechanical Engineer, Nuclear Division, Baird Atomic Instrument (Cambridge, Mass.)

Alfred C. Conrod: (Tufts U. - BA in Physics) -- Senior Engineer, Instrument Technology Laboratories Division of Itek (Lexington, Mass.) and formerly of Instrumentation Laboratory, MIT.

John Suomala: (U. of St. Louis - BS, Aero Engineering) V.P. for Engineering, Gabriel Electronics (Needham, Mass.), and former staff member, MIT Instrumentation Laboratory.

Duncan Hay: (Drexel Institute of Technology, Philadelphia, Penna. - BA in M.E.) -- Mechanical Engineer at Magnion, Inc. (Cambridge, Mass.)

Nathaniel C. Wiley, Jr.: V.P. Atkins & Merrill, Inc. (Sudbury, Mass.), Body design.

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Saab Parts

GT-3 99 Race Car - fully prepared Webers, extensive head work, Hurst Airheart brakes, priced from \$2500 - \$4000 depending on transmission — excellent slalom car.

Also have (depending on what is sold with above) 1 new close ratio gear set, 1 trans with close ratio, 1 trans with close ratio and limited slip! Extra camshafts, brake rotors etc.

Would also consider selling our tube frame GT-3 99 for the right price.

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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, 900	\$249	\$175
Sway Bar Kit	\$295	SOLD
Sheepskin Covers, 9000, red	\$462	SOLD
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	SOLD
Sonett III Service Manual	\$7	\$6
Sonett III Grille, Aluminum	\$120	\$100
96 Fender, front, -'69	\$138	\$110
96 Front Grille, -'69	\$137	\$110
Hella Rallye 2000 Fog	\$89	\$60
Hella Rallye 2000 Pencil	\$153	\$100

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SAAB NEWS

Ford V6 in future Saabs?

Saab Car Division and Ford of Europe are said to be discussing possible cooperative ventures, including a joint engine deal, according to an article in the April 17th issue of *Automotive News*. Neither company would comment on the rumors.

The article quotes Peter Dupont, a Swedish specialist at UBS Phillips & Drew in London, who says Saab is looking for a V6 that could be used in a new model to replace the 900. As a small manufacturer, Saab can't justify the expense in starting from scratch on a new engine.

Ford's current V6, used in the Scorpio/Granada line, is in need of replacement. An agreement to sell a new engine to Saab would support the engineering expense to Ford.

There is also speculation that Ford may be interested in purchasing the Saab Car Division in its quest for an upscale nameplate. Dupont says, "The slight problem with that theory is that the Saab name is a specialized taste."

Sources say the Saab/Ford negotiations grew out of talks held in 1987 and 1988 with Mazda Motor Corp., which is 25 percent owned by Ford. Saab and Mazda were discussing a joint manufacturing/marketing agreement for a 900 replacement to be based on the Mazda 626. Those talks have ended.

The possible Saab/Ford agreement is not unprecedented. Saab used Ford V4 engines in the 96 sedan, 95 wagon and Sonett sports car between 1967 and 1981.

Royalty to get new Saab

Sweden's royal family will be getting a new Saab 340 B aircraft after Queen Silvia complained to King Carl XVI Gustav that their old plane, a Fairchild Metro III, was too cramped for her hats and lacked adequate mirrors for fixing her makeup. The new plane will feature a spacious wardrobe, telephones, telex, and other high tech goodies. The \$11 million Saab will also be used by Swedish government officials.

Touring guide available

Planning to travel in the Northeastern United States this summer? That's the area covered in the first issue of the new Saab Touring Guide, now available from Saab-Scania of America, Inc. The 8-page guide lists festivals, fairs and sporting events from Vermont to Virginia. For a free copy, call Saab-Scania's public relations office at 203/795-7685. Other regions of the country will be covered in future issues of the Saab Touring Guide.

Increase in Saab sales worldwide

Retail sales of Saab cars have increased by six percent over the same period during 1988, from 37,600 to 39,000 units. The biggest increases are reported in Western Europe, where sales so far this year are up 18 percent, and the Far East, where sales have risen by 27 percent, compensating for a drop of some 16 percent in the U.S. market.

In Sweden, the total car market is down by eight percent while Saab sales are going against the trend and are up by six percent. The Saab 9000 is now in third place among all cars sold in Sweden, followed in fourth place by the Saab 900.

On the four major West European markets, United Kingdom, West Germany, France and Italy, the Saab 9000 range -- recently broadened with the introduction of the 9000CD sedan -- has strongly contributed to the sales increases. In the UK sales are up by 14 percent; in West Germany by 27 percent; in France by 15 percent; and in Italy by 43 percent.

Saab's entry into the Far East markets is now showing strong sales growth. Although the actual volumes are still somewhat low, Saab sales for 1989 have increased by 30 percent in Japan; and on other markets within the region -- including Taiwan and Hong Kong -- by 65 percent.



Naturally-aspirated 900S Sedan

Non-turbo 9000 Sedan available in U. S.

Saab's model selection has just been broadened with the introduction of a naturally-aspirated version of the 9000 Sedan. The 9000S Sedan shares the same four-door chassis and body with Saab's flagship, the 9000 CD Turbo Sedan, which was introduced last fall. The 130 bhp version of Saab's two-liter, 16-valve engine provides the power.

The first units of the 9000S Sedan were scheduled to reach Saab's 375 U.S. dealers in May. The suggested retail price for the new Saab version will be \$25,890, including the Saab Supplemental Restraint System (SRS) airbag.

Based on its spacious interior volume and trunk capacity, the 9000 Sedan, like its hatchback sibling, is classified by the Environmental Protection Agency as a "Large Car."

Standard equipment on the 9000S Sedan is the same as on the 9000S hatchback, including electrically operated windows and outside rear-view mirrors, central locking, storage pockets on both front seat backs and front doors, automatic climate control/air conditioning, and an 80-watt sound system complete with amplifier and eight speakers. It is fitted with 195/65 VR 15 tires and shares the same basic suspension, chassis and brakes as other 9000 models. That includes an integrated Anti-lock Braking System (ABS) to ensure that drivers retain steering control during emergency stopping conditions.

The new sedan is also fitted with Saab's Supplemental Restraint System (SRS) airbag to enhance the frontal-crash protection afforded by the driver's seat belt. SRS consists of a four-spoke steering wheel, which houses an airbag module inside the center pad, and a re-configured knee bolster on the driver's side.

U.S. Saab sales down 1st quarter

According to the April 17th issue of Automotive News, Saab sales for the first three months of 1989 were more than 20 percent below the same period in 1988. Total units delivered from January through March 1989 were 7,918. The 1988 total for the same period was 9,791. On a single model basis, the 900 Turbo was up, all others were down. The 9000CD, which was not available a year ago, sold 888 units during the first quarter of '89.

Overall, sales of import cars during the first three months were 13 percent below the same period in '88. Among the European makes only BMW, Jaguar, Merkur, Peugeot and Volvo posted sales increases in the Jan-Mar period.

Model	Mar	Mar	3 mos.	3 mos.
	1989	1988	1989	1988
900	439	536	1,221	1,596
900S	690	950	1,690	2,462
900 Turbo	734	851	2,420	2,112
9000S	226	446	779	1,019
9000 CD	395	0	888	0
9000 Turbo	135	1,195	881	2,536
I.D.S.	19	18	289	66
Total	2,638	3,996	7,918	9,791



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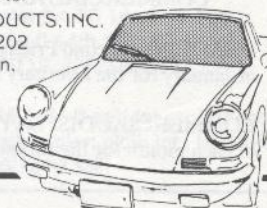
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81-on 900 Sedans	135.00

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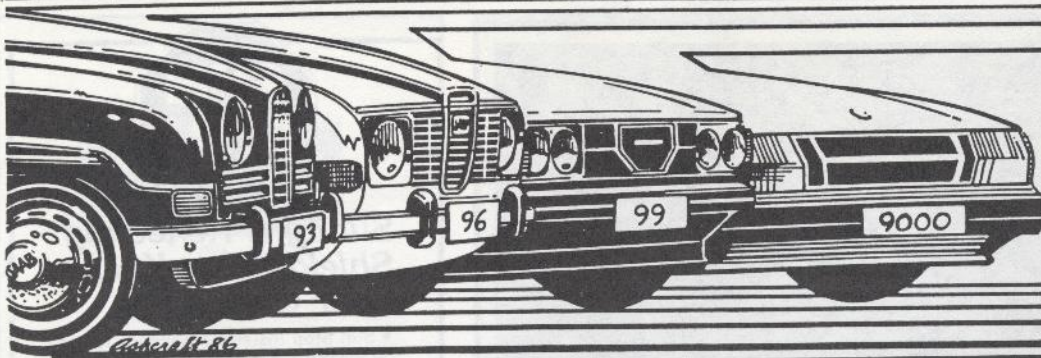
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SAAB SWAP CLASSIFIED ADS

CLASSIFIED AD RATES

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

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

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

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

Sonetts For Sale

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

'73 Sonett III, excellent body, interior & mechanical. All original. Orange, repainted last year, same owner since 1975, driven daily. \$4000. Paul Keil, 2018 Pacific Cst Hwy, #202, Lomita, CA 90717. 213/530-5790.*

'73 Sonett III. Garaged 9 months a year. Over \$13,000 invested. Car in Westhampton. Must Sell! David Workman, 418 E 9th St, Apt 4A, New York, NY 10009. 212/254-6882.*

'72 Sonett III, Avacado w/honeycomb mags, Ramshead sheepskins, Blaupunkt stereo, rebuilt eng, exc. tranny, moonroof, Weber carb, no rust. Needs clutch - supplied. Sacrifice, \$4500. Dean Bailey, 5019 Pressley Rd, Santa Rosa, CA 95404. 707/584-9174.

'72 Sonett III, rebuilt eng/trans/rad. Fair interior, straight body, no rust, spare ft. shell (90% comp.) + some spares. Yellow/orange. \$2500. Mark Ashcraft, 24133 Welby Way, Canoga Park, CA 91307. 818/346-2469 h, 213/781-5583 wk.*

'71 Sonett III, red, restored. No rust, excellent fiberglass. 5 alloys, + 4 studded snows on steel rims. Rbtt trans, runs great, stereo, original owner. \$2800. Sam Doran, 23 Top-O-Hill Rd, Wappingers Falls, NY 12590. 914/297-8151.

93s, 95s & 96s For Sale

'73 96-V4 Deluxe, blue, low mileage. Excellent condition, \$1500. Also '73 Sonett for parts, \$750 obo. Molly Allen, 178 Byram Shore Rd, Greenwich, CT 06830. 203/531-7004.

'72 96, 130k mi. Runs well, rebuilt heads, alternator, good tires, interior excellent, body has some rust. \$800. Robert O'Rourke, 205 Carmen Hill 2, New Milford, CT 06776. 203/354-1244.

'72 95, Excellent condition, one owner. New front fenders/paint approx 2 years ago. Repair records available. \$2000 obo. S. Holmberg, 37 Spice Hill Dr, Wallingford, CT 06492. 203/265-6159.*

'71 96-V4, Good, solid, rust-free car. Light hit right rear corner, grille, nose. \$550. Bill Boye, 654 2nd Lane, Vero Beach, FL 32962. 407/778-4242.*

'69 96-V4, blue, excellent cond, well maintained, 1-bbl Weber carb, rebuilt trans. \$950 or trade. Eric Nelson, 108 Pleasant St, E. Longmeadow, MA 01028. 413/525-1916.

'68 96-V4 Deluxe, new upholstery (orig. red), everything rebuilt, Weber carb, black vinyl top, orig. white. No rust, could easily be restored. \$1800. Dean Bailey, 5019 Pressley Rd, Santa Rosa, CA 95404. 707/584-9174.

'67 SAAB, V4 conversion. 1700 bal/blu, twin 38-DGAS, re-curv dist, lsky cam & springs, lt flywheel, rbtt 4:67 trans, all by Jack Ashcraft (my Dad). New brakes, lines, hoses, rad. MC dash, straight body, rally springs, DeCarbon gas shocks, rally seats/wheel, tuned exhaust + many spares. Very quick & reliable. \$2800. Mark Ashcraft. 24133 Welby Way, Canoga Park, CA 91307. 818/346-2469 hm, 213/781-5583 wk.*

'66 96 Sport/Special, 2-stroke, 3 carbs, oil inj, front disc brakes, 4-bolt wheels. Mechanically excellent, body good to very good. Spares include trans, 2 wheels, carbs & manifold. Driven regularly. \$1200. Trades possible. Roy Summer, 69 Krystal Dr, Somers, NY 10589. 914/769-5617 days, 914/248-6243 eves. Leave message.

'60 93F, S/N 73699. 99% complete, restorable. \$350. Bill Boye, 654 2nd Lane, Vero Beach, FL 32962. 407/778-4242.*

2-Stroke & V4 Parts For Sale

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

Sonett mags: 4 early, 5 late, \$60 ea. Good running 64 & 66 850 engines \$300 ea. 12 850 engines various cond. 2 3-cyl trannys, \$250. Sonett triple carbs, other V4 & 3-cyl parts. Eric Nelson, 108 Pleasant St, E. Longmeadow, MA 01028. 413/525-1916.

Roof rack for 95, also fits VW Rabbit & Honda. Lance Swanson, Duluth, MN. 218/525-1621.

Parting out '68 96, & have parts from '70, '72 96s, including engines & trannies. Tom Gebhart, Wichita, KS. 316/686-4857 days.

Air conditioner, removed complete from '74 Sonett. Worked when last used. \$100. Terry Lee, 192 Marion Dr, McMurray, PA 15317. 412/941-3721 eves.

9000s For Sale

'87 9000 Turbo, 5-spd, 27k mi, Bronze w/ brown leather. Incl service manuals & records, roof/bicycle carrier, sunroof wind deflector. Perfect cond. \$18,500 firm. Lowell Histand, 555 Iron Hill Rd, Doylestown, PA 18901. 215/345-4751.

99s & 900s For Sale

'85 900 Turbo, low mileage, excellent condition. Leather interior, lots of extras, loaded! \$14,000 firm. William Lillis, 4344 N 85th Ave, Phoenix, AZ 85307. 602/849-8422 after 7pm.*

'79 900 Turbo, 5dr, rare, blue, bra, spoiler, mechanically sound, 100k mi. New paint & Michelins. Front needs minor cosmetics. \$1450. Rich Morrical, 8379 Riverside Dr, Powell, OH 43065. 614/881-5648.

'79 900 5dr, 4-spd, runs good but needs water pump. New clutch, radiator. \$400. Also, 99 hood in good shape, \$30. Greg Helland, Wayzata, MN. 612/476-1432.

'78 99 EMS, Edwardian Grey metallic w/ maroon interior, 73k mi, MSS header & extractor exh, clean set of EMS alloys with 195/60 MXVs, new Turbo spoiler, Addco sway bars front & rear, Bilstein gas shocks, new headliner. \$2950 obo. Allan Bergman, Des Moines, IA. 515/224-1128.

'75 99 EMS, silver, excellent body & interior, runs OK. \$750. Eric Nelson, 108 Pleasant St, E. Longmeadow, MA 01028. 413/525-1916.

'73 99 EMS, Yellow w/black stripe, 120k mi, orig owner, Bilsteins. No rust, excellent paint. \$1700 obo. R. Dreesen, 4801 17th St N, Arlington, VA 22207. 703/528-4374.

99, 900 & 9000

Parts & Accessories

'80 turbo eng, 1 bad cyl, \$250. '80 eng w/bad head, \$150. Good head, \$200. '80 auto trans, \$100. '81 5-spd, \$750. early 4-spd, \$250. Set TRX alloys, \$100. Set early EMS alloys, \$180. Eric Nelson, 108 Pleasant St, E. Longmeadow, MA 01028. 413/525-1916.

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

Euro headlights with H4 bulbs, fit 79-86 900, 3 months old, shipped in original boxes, \$275. Rear mud flaps for 900, \$25. Complete instrument console from '72 99, \$25. Floor console from '82 Turbo, \$25. Allan Bergman, Des Moines, IA. 515/224-1128.

900 retractable trailer hitch w/ball, fits 81-86. All mounting hardware & instructions, \$100 +shpg. Walter Kuppinger, 59 Sudbury Ln, Williamsville, NY 14221. 716/633-8552.

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.

Service Information Manual: contains all Saab service bulletins for 95/96/97/99/900 from '71-'81, xlnt, in binder, \$55. '69-'73 Parts manual w/o binder, \$25. Postpaid in U.S. Steve Vories, 310 SE 6th, College Place, WA 99324. 509/529-5334.

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

4 EMS alloys w/lugs & caps, \$150. 99 tach, \$30. Turbo steering wheel, \$30. 99 rear lens, \$12. '74 exhaust manifold, \$20. Many other 99 parts including glass & body panels. Michael D'Aleo, 65 Hollow Horn Rd, Erwinna, PA 18920. 215/294-9589.

4 185/65 Kleber C4T tires, 10,000 mi. \$175 incl shpg. Tim Winker, 218/724-1336.

Wanted, All Models

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

'72 Sonett plastic front grille. Bracket to attach rear window holder arm to car (ball is attached to car). Andrea Spica, 4131 Buena Vista, Dallas, TX 75204. 817/355-2113 days, 214/521-5757 eves.

Catalytic converter for '85 16-valve Turbo. Roger Vesely, 250 S 14th St, San Jose, CA 95112. 408/279-2147.

'86 900 Turbo-16 3-dr, 5-spd for project car. Prefer non-metallic color; cloth int.; bad turbo. Tim Winker, 218/724-1336.



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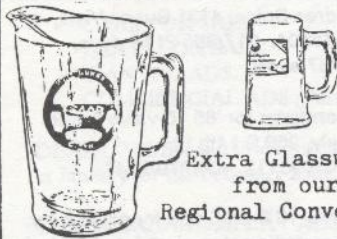
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ROADSPORT



Ken Payne moved this 99 from last on the grid to 1st in class by the end of the second hour in the 1988 Longest Day. (Photo by Dave Klein)

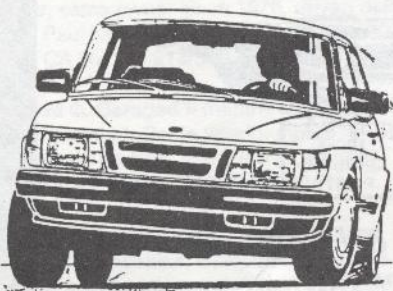
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SAABs at Longest Day

Saab's reputation for sturdy construction may have been earned in rallying, but FTC Motorsports is keeping that reputation alive on the racetrack. This month, you'll find them with two cars competing in The Longest Day, a 24 hour race for SCCA Showroom Stock and Improved Touring class cars at Nelson Ledges in Ohio.

Returning to the ITB ranks is the #99 SAAB 99 of Jack Baxter. Last year the 99 finished 2nd in its class at the Longest Day, 20 minutes behind the first ITB car, despite a 45 minute pit stop to replace a broken alternator bracket. Baxter's co-drivers include Joe Garrison, Ken Payne and Martin Holland. Garrison has been racing since 1962, most of that time in SAABs, including several years in the late '60s driving the same Quantum Formula S now owned by Saab-Scania of America.

Over in SSA, there's a 16-valve 1985 900 Turbo, #90, to be driven by Curtis Castleberry and Mike Lembecke, with two other drivers to be named. Castleberry has been racing the car in SCCA's Southeast Division. This is his first year as a nationally licensed driver.

Crew chief for both cars is David Wolfe, who also crewed for Don Knowles at the first Longest Day in '79, the year Knowles' team won the race in a SAAB Turbo.

Sponsors for FTC Motorsports include: S&J Automotive of Atlanta; Auto Transformations of Cumming, Georgia; Castleberry's Appliances; Valvoline oil and Michelin tires. Both cars will be running on Michelin XVGT+ tires, size 205/60x15. By the way, Jack says that contrary to Sean Kane's observation in the May issue of NINES, the Michelin MXV's are excellent rain tires. Jack says he can drive them flat out through turn one at

Road Atlanta while most others have to back off. Ken Payne, a test driver for Michelin, claims the XVGT+'s should be even better for eliminating aquaplaning.

The team promises to send results for the July issue.

On the PRO Rally circuit:

SAAB Club member Tim O'Neil of New Hampshire has taken off to an early lead for the 1989 Production Class title in SCCA's PRO Rally series, winning three out of three.

At the Sunrider 400 rally in Ohio, home of good roads and questionable organization, O'Neil again won the P-Class at the wheel of a VW GTI, placing 6th overall. Sandy Liveridge of Vermont drove his SAAB 99 to 7th overall, 3rd in Group A. Tom Gillespie's 99 did not finish due to an oil leak that led to a blown engine.

O'Neil continued his winning ways in the Production class GTI at the Pacific Forest Rally in Washington state, finishing in fourth place overall.

The "Rim of the World" in California and the "Susquehannock Trail" in Pennsylvania will have already passed by the time you receive this issue, and the next PRO Rally will be the "Ojibwe" in Grand Rapids, Minnesota (a mere 80 miles from SAAB Club HQ), the weekend of August 25-27.

Barber SAAB Pro Series

- June 4 Mid-Ohio, OH
- July 2 Watkins Glen, NY
- July 16 Road America, WI
- July 30 Portland, OR
- Aug. 13 Heartland Park, KS
- Sept. 10 Sears Point, CA
- Oct. 1 Tampa, FL
- Oct. 22 Del Mar, CA

MEMBERSHIP/SUBSCRIPTION

(Use also for Change of Address)

NAME _____

ADDRESS _____

CITY/STATE/ZIP _____

HOME PHONE _____ WORK PHONE _____

SAABS CURRENTLY OWNED _____

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

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

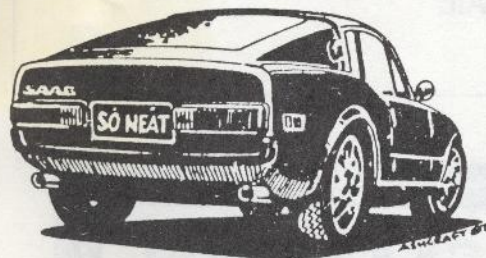
- First Year \$23.00
 Renewal \$20.00
- Canadian add \$3.00U.S.
 International add \$7.00U.S.
Please check appropriate box(es)

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

MAKE CHECKS PAYABLE TO "THE SAAB CLUB"



FROM THE BACKSIDE

Isn't this age of electronic-this and computerized-that amazing? For the past several issues newsletter contributions have arrived by fax, on computer disk, and by overnight delivery. It won't be long before you can submit your articles via computer modem. I constantly marvel at the power of this box on my desk (though lately I've also been known to curse it when it blinks out for no apparent reason).

Since the personal confuser is such a part of most lives these days, a SAAB Club electronic bulletin board has been proposed by several members. Turns out there is one of sorts, a special interest group for Saab on the UUCP mail network (UNIX to UNIX CoPy). Paul Matz of New York sent a printout of E-mail that was exchanged over this network. Paul writes:

"Someone at Dartmouth College decided to start an electronic mail Saab distribution. If I want to send a message to all members, I send E-mail to 'Saab@dartmouth.edu' who then forwards it to all members. Those who want to respond can send E-mail directly to me, or post the response back to the entire Saab group."

There are about 50 subscribers on the network from all over the country and even some from overseas. Much like NINES, it

consists primarily of questions and answers on how to fix things, but without the benefit (?) of an editor.

Anyone who uses UNIX and has access to USENET can join. Send E-mail to "Saab@dartmouth.edu" for details. If you are not a current UNIX user, but do have a PC, software is available to make your computer compatible with the UNIX protocol. For further info, contact:

UUNET Communications Service
P.O. Box 2685
Fairfax, VA 22031-0685
703/876-5050.

Another medium that has been sharing the Saab message is magazines. *Import Service*, a trade publication for automotive technicians, has carried a couple of step-by-step repair articles on SAABs recently. In the February 1989 issue they demonstrated a SAAB 99/900 clutch replacement. Part one on rebuilding a SAAB manual transmission appeared in the May 1989 issue. (Are mechanics seeing a lot of these, or what?)

A new magazine also arrived this month, *Classic Auto Restorer* - "The How-To Guide For Vintage Car Enthusiasts." One of several hands-on type articles deals with the ever popular "sagging headliner". Though the author's victim is an old Chevy, the instructions could also apply to replacing the headliner in a SAAB.

In the same issue (June '89) there is a directory of car clubs for virtually every marque including Berkeley, Cartercar, Jewett and Kissell. We are listed, as is the New England Sonett Club. There is also a directory of car museums. Did you know there is a Front Wheel Drive Auto Museum in Brighton, Colorado? (For an appointment and directions, call 303/659-6536.)

Despite its' regional monicker, a look at the membership list for the New England Sonett Club indicates it is more of a national organization. Only a third of their members reside in New England.

This month, all members of that club received a printout of Sonett and V4 parts provided by Saab-Scania. Since everything is listed by part numbers, you would need a parts book for it to be effective, but it does give Saab's suggested list prices and the balance on hand in the warehouse.

Their quarterly newsletter always has several tips for the Sonett owner, many of which can apply to owners of V4 and 2-stroke sedans as well. They have attempted manufacture of some obsolete parts, but the membership does not always buy sufficient quantities to keep tooling costs low. Those who have older cars and would like an additional source for parts should consider joining the New England Sonett Club. The address is:

P.O. Box 4362
Manchester, NH 03108

Overseas membership has expanded greatly over the past couple of years. We now have members in Sweden, Finland, Great Britain, France, West Germany, the Netherlands, Switzerland, Israel, Japan, Saudi Arabia, New Zealand and Australia. Most overseas clubs are now sharing their newsletters with us, and we are sending NINES in return.

Less than a handful responded to our request toward updating the mechanics list. Please share with your fellow SAAB owners if there is an independent shop / mechanic / parts store in your area that specializes in SAABs. Body shops and performance shops are also in demand.

Tim Winker, Editor

NINES

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All 1989 issues	\$2.50 each.

A collection of all remaining issues is still only **\$15.00!** But hurry, the price for the collection will be going up to **\$20.00** effective July 1, 1989.



SAAB CLUB SPECIALS of the MONTH

Oil Filters	V4 & 2-liter	#9309576	\$4.00 ea.
Heater valve	900	#9746322	\$70.00
Ft brake pads	'75-'87 99/900	#9102690/708	\$43.20
Thule roof rack	99/900	#0281709	\$51.00
Thule bike adapter - inverted		#0281683	\$44.00 ea.
Thule bike adapter - upright		#0274126	\$59.00 ea.
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