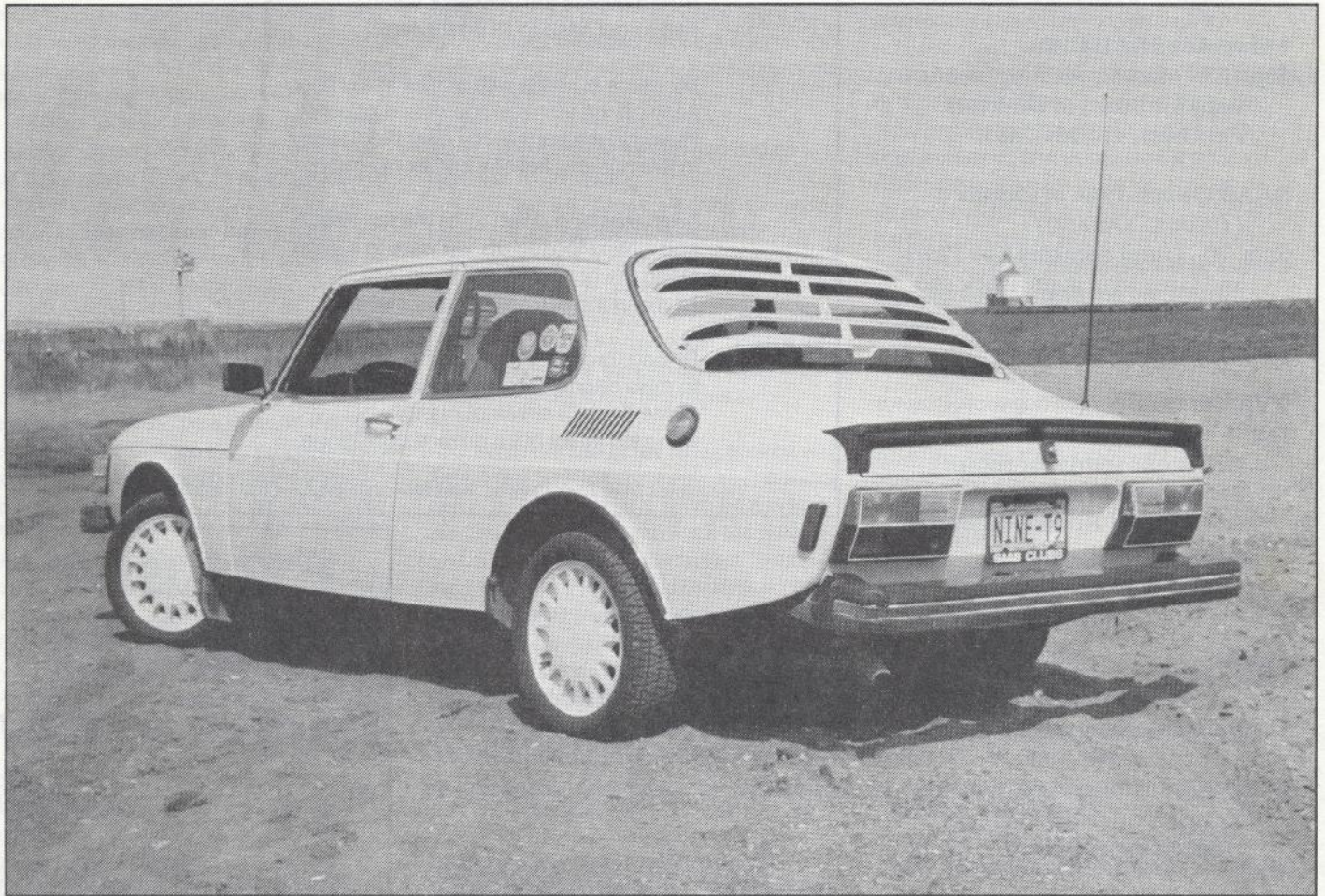




NINES

THE SAAB CLUB NEWSLETTER

\$2.25
September
1989
no. 184



Project Cars

NINE-T9: A Work in Progress

page 16

Ashcraft's Sonett 3.5: Ditto

page 12

Retirements and Recalls at Saab

page 6

Fuel for the 1990s

page 18

Regional Club News

Great Lakes SAAB Club

Sept. ?? - Body shop clinic at Sports Car Specialties.

Oct. 27-29 - Press On Regardless, SCCA Pro Rally, Houghton, MI. Jim Laman, 616/335-5215.

Milwaukee SAAB Club

Sept. 25 - Monthly meeting, nominations for Board of Directors. Pat Greer, 414/964-7463.

SAAB Owners Club of Canada (Toronto, Ontario)

Sept. 20 - Guest speakers Ken Pavri and Greg Martin on Track and Racing Safety. Chris Teixeira, 737-5827.

TVR Car Club

Oct. 8 - "Out of the Woodwork 9", an all marque sports car show. SAABs welcome, reserve your club's space. Round Valley Rec. Area, Lebanon, NJ. Marq Ruben, 301/986-8679.

Las Vegas Convention next month

Yup, it's getting closer. October 13 thru 15, the Imperial Palace Hotel and Casino will be the site for the '89 gathering of SAABers (SAABists, SAABites?) from around North America. Details have been published in previous editions of NINES, and there's more on page 14 of this issue. Get your reservations made (if you haven't already done so).

Hope to see you there.

Tim Winker

SAAB Club of North America
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Set the drum machine to "Heavy Disco Funk Rap" mode, and join in with Helga and the Fiords on their version of:

Rally That Funky Swede Car, White Boys

It's Rally time and I'm in my SAAB.
Stig's cookin' greens and corn on the cob.
The rally began with a leg through the 'burbs,
just me, my shades and my 900 Turb.

The tach in the red just a bit too much;
reached to my side to upshift the clutch.
Pulled over to the very next bank;
had to get cash to fill up the tank.

My name is Helga with a mike in my hand,
keeping the tach reading over 5-grand.
Hiding in the trunk is my dear old Granny.
In five minutes flat she can fix my tranny.

I was reaching down to hit the fan switch,
and when I looked up, we were in a ditch.
Open the hood and out flew a belt --
hit me in the eye and left a big welt.

Driving through 'Frisco had to hit the brake
to miss debris from the recent earthquake.
At the finish, a streak of orange,
with zero intact but a driver's door hinge.

(Reprinted from Joe's Corner, West Mountain SAAB Club Rally Report)

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Letters to NINES

Comments on comments

Mr. Kekatos: The day of real SAAB enthusiasts is not gone! New SAABs are now up market, a result of the reality of market which Saab finds itself. The yuppie owner who trades off a relatively fresh 9000T has simply increased the supply, and thus lowered the price, allowing the real enthusiasts to continue owning SAABs, if used ones, in spite of the up-market surge.

Also, I look for a "low trim line" 9000 to join the existing low trim 900, giving the true enthusiast a chance to match his words (...if only they would bring in a 9000 without all the power and luxury junk...) with deeds (and buy it even if it is \$4000 more than a Honda Accord LXi). When? Probably as soon as world-wide demand and SAAB production capacity become even.

Why am I optimistic? The recent sales trends in the 900 line show a continuing demand for both the base 900 and the 900S, despite the fact that the base model now has the same performance and essentially the same comfort as the S. The only difference is in the luxury level for cars which, even in the base version, are priced well above similarly equipped domestic and Japanese compacts. Thus, it seems to me that a low-trim SAAB steals fewer sales from its more stylish sibling than it does from the used SAAB and domestic market. Otherwise the 900S would be dying on the vine.

Mr. Hadland: As long as Audi continues to sell a car which is slower, has less room, gets worse fuel mileage, is less reliable and costs more in the U.S. while costing less in Europe vis-a-vis the SAAB 9000, I will continue to knock it. I agree, however, that "pedal misapplication" was a bum rap.

Mr. Pritchett: Although being high tech all the way, the 9000 line is very easy to service. Access to normal maintenance items is very easy, and maintenance has been rendered unnecessary in many areas by the "high tech all the way". One caveat -- plan on (carefully!) using ramps or jack stands for oil changes. Unless you are less than 95 pounds, you will not fit under the car in the manner necessary for changing the oil and filter with any dignity.

Mr. Chuhay: I have owned two each 99s and 900s, and I have not observed any deterioration in component quality. Your experience may be due to the increased underhood temperatures associated with the turbo, a heavy-footed previous owner, and/or that "Florida sunshine". Did you move to Florida, or were you and your 99 always there?

As for the short-sighted, uncooperative, narrow minded dealers you visited, a pox on them! Until only recently I purchased base, no-optioned vehicles and bargained hard, but I have never faced a SAAB dealer unwilling to check all over the region for body style, color, and equipment I wanted, nor have they been unwilling to discuss price, even in the days when they could "sell every one at list" and had no incentive to discount.

Mr. Brown: I have used the Vise-grip technique for the dreaded shift lever centering spring. I have also used the string technique and it is better. The Vise-grip can put a nick in the spring, meaning you can be (and I was) faced with a repeat "PARRformance" (sorry for the pun) in a short time. I also found the string technique to be easier.

Wrap the end of the string around your little finger and pull the spring after hooking one end. You now have seven fingers and two thumbs remaining to hook the other end. I used a softer "aftermarket" centering spring which gave a lighter shift action, although the centering action was (predictably) a little sloppy. In one of my cars, the rubber pad under the carpet was stuck to the shift rod, apparently due to the asphalt-like rust/sound proofing which is applied to the floor. This added considerably to the shift effort. To find this, it was necessary to pull back the carpet and remove the rear-passenger heating duct. Correcting the problem was a simple application of brute strength and awkwardness. Despite both of our efforts, however, the shifting characteristics of the 900 will never be better than "okay", or at best, "not bad". The only complete cure for the 900's shifter is a 9000.

Mr. Plotkin: Please, it was K-Mart, not Radio Shack, and the motor was already shot, eliminating the incentive to replace only the mast.

Mr. Grossman: Part of you will always be with me.

Steve Goldberger
North Canton, OH

I, too, never had the chance to meet Dick Grossman, and I, too, mourn his passing. I knew Dick through his vitriolic and wonderful musings. His is a voice which will be missed.

Seth Bengelsdorf
Norwalk, CT

Further depreciation

Automobile depreciation is a function of several factors, including; 1) make, 2) model, 3) condition, 4) mileage, and 5) regional location. The last factor is often overlooked when considering a car's retained value, but it can be important. For example, in New England where SAABs are in high demand and considered by many New Englanders the quintessential form of transportation, one would expect good resale value, vis-a-vis many western or southern states where the name SAAB is hardly a household word. Proximity and number of dealerships in one's area makes a big difference... would you buy a used vehicle if the nearest dealership or service was 50 miles away? I wouldn't!

Mr. Rosser and Mr. Winker quoted some depreciation numbers for various European vehicles. I have some numbers from the 1989 NADA Official Used Car Guide. The difference is that these numbers are for the *retained value of a four year old car*.

1. Porsche 911 Cabriolet	87.5%
2. Mercedes 380 SL	83.1%
7. Volvo 740 GLE 4 door	69.0%
13. SAAB 900 3 door	65.5%
14. BMW 635 CSI	64.3%
18. BMW 528e	62.4%
20. BMW 535i	60.5%
22. SAAB 900 Turbo 4 door	57.6%
24. Volvo 760 GLE 4 door	57.0%

The SAAB 9000 was not on this survey because it is not yet four years old. Conspicuously absent from the list was the BMW 3-series. Perhaps after four years this Bavarian tooler isn't so valuable after all?

I would expect that a four year old SAAB Turbo would have depreciated more than its normally aspirated counterpart, simply because of the "expendable" nature of the \$800-\$1,000 turbo unit. A four year old car is likely to have around 75,000 miles and if I were buying a turbo vehicle with 75,000 miles I would certainly "budget in" the replacement cost for a new turbo, because you just never know, even though I think that a properly maintained turbo may last to 150,000 miles.

The above numbers are only percent-

ages, so if you look at the new car price back in 1985, then compute how much money you're really out, most of the outrageously priced German cars end up costing considerably more than almost every other European make... including SAAB! There is only about 5-10% depreciation difference between most European manufacturers. The real difference, however, comes when you compare the actual retained value between makes... for example, a 40% depreciation (60% retained value) of an average \$35,000 overpriced BMW represents \$14,000 lost, while 45% depreciation of a \$20,000 1985 SAAB Turbo represents only \$9,000 lost to depreciation... a \$5000 difference or just about the 20 percent down payment on a new 1989 SAAB 900 Turbo.

Dr. G. M. Metzger
Gaithersburg, MD

9000 stripper?

I am reading the August issue of CAR magazine wherein I find that Saab's sales in the U.S. may be down to thirty thousand units in 1989 (from a high of 48,000 in '87).

Although a number of factors including exchange rates and high labor costs will cause Saab to lose money this year, it now begins to look like the market they sought while abandoning the old line SAAB people wasn't very loyal after all.

I have a suggestion that will help Saab regain their old buyers while increasing profits. To coin a phrase, I'll call it de-optioning. Saab can simply offer the fully optioned Yuppmobile they have evolved over the past few years and then charge to delete the useless garbage on the standard equipment list. For example: \$50 to leave off the cruise control, \$75 to scrap the climate control, \$100 to omit the computer, etc. I for one would gladly spend an extra few hundred dollars to be able to order the car I want, be it ever so underequipped.

J. Jessen
New York

Talk about depreciation... - TW

Simon says...

Du Stroke's news leak of the 9600 with tri-carbs, turbos and coolers has released juices to grow hair on the head of this old SAABer! I said I would keep her forever, but I'm ready to trade "Sadie" (my '62 96) and go up scale for a 9600.

"Stroker" Williams
Waterloo, IA

NINES works!

Good timing with the last issue of NINES. The shifting action on my '85 900S (116,000 miles) developed the symptoms described in the "Shifty Solutions" article on page 16 a few days before the newsletter arrived. I bought the appropriate spring for \$1.95 and did the repair in about 20 minutes. The location of the spring was not as obvious as indicated in the article, but enough information was given to do the job. Many thanks for the help.

Walter J. Jaegge
Pleasanton, CA

I wanted to let you know I thoroughly enjoy the newsletter. I read it mainly for the technical tips from other readers. Anything I can do to avoid problems and make my investment last longer is what I get most from the newsletter.

I guess some people just like to complain, but I like the format, don't care if

there are 9000 articles, and don't think \$20 is too much for club membership. People who drive SAABs, whether a beater or 9000T, CAN afford \$20. I'm just glad there is a SAAB Club I can join. I, for one, appreciate your efforts in producing the newsletter and know that you are not fairly compensated for your work. Thanks for the sacrifice.

Dan Roehre
Madison, WI

Looking for Lee

Years ago, I worked for Lee Layton Foreign Cars, Mahwah, New Jersey. Harry Lee Layton and I were close friends, but I've lost touch with him. Have you ever heard of or from him?

Rumor has it that Harry is in Colorado. Does anyone out there know?

C. Robin Snyder
San Francisco, CA

LeMans Next Year!

Most people interested in our Mighty Three 95/96s know something of their racing history. Included in this incredible history of success is the LeMans 24 hour race. As you undoubtedly know, The Factory last competed at LeMans in 1959. The FIA virtually banned the team after an other competitor complained their four stroke engines were no match for the power of the Mighty Three. 'Virtually banned', because to compete in 1960, they would have to drag a 3.015 lb block of lead on a dual chain behind each car. This was to 'compensate' for the 750cc two strokes' natural advantage over the 4,500cc four strokes. As The Factory had so convincingly proven its cars and the Mighty Three, they declined the invitation to the 1960 race. It was a simple example of the FIA standing in the way of technical progress.

With the recent change at the top of FIA, it is now possible for The Factory to race its two strokes at LeMans again. The Source says that next year, as part of the 9600 pre-launch programme, there will be a team sent to LeMans. Three 96s and a 95 will be entered. These cars will have the engine that was outlined last time as destined for the new 9600. It will be the Mighty Three in triple carb, triple turbo, triple intercooler form. Higher turbo boost and other super tuning is expected to put the power output up to 90 horsepower!

The Regulations require 200 cars of the LeMans spec be made and sold. These will be on sale in three months. Naturally, the 96s will be called LeMans 850 and the 95s will be called LeMans Triple-Two. These two and the Monte Carlo would make a triple treat for any collector!!

Next time, The Factory is selling technology to a famous American firm. 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 KLINIK
c/o The SAAB Club
2416 London Road, Unit 900
Duluth, MN 55812-2221

I had an '84 900 Turbo which needed a head gasket at about 55,000 miles. I was told by the mechanic that the head had very fine cracks in it and would probably fail in 25,000 miles or less, and that 900 Turbos would need a major overhaul of the turbocharger between 50,000 and 75,000 miles. Is this true? And if so, can I expect the same problem with a 1989 900 Turbo?

John Christian
Bethesda, MD

In past newsletters, much has been said about cylinder heads developing cracks. In most but not all cases, overheating in one concentrated area within the coolant passages can cause a fracture to appear, usually at the #2 or #3 exhaust valve seat. This problem has not yet been realized as a chronic problem with the 16-valve heads.

As for your technician's forecast of turbocharger life, we are seeing 100,000 miles or more out of our turbo cars. One good example is an '83 with 157,000 miles running the original head and turbo unit. What's the secret? Proper warm up and shut down procedures plus 2,500 mile oil change intervals and 15,000 mile anti-freeze intervals. Use only 10W-30 SG/CD rated oil.

I own an '81 900 Turbo 5-speed with 115,000 miles, and I have several questions/problems:

- 1) I own the SAAB factory "Do-It-Yourself" guide which does not recommend gearbox oil changes at all unless transmission service is done by the dealer. Many SAAB Club members change their trans lube on a regular basis. Could you please end this controversy?
- 2) The fuel gauge does not operate -- when I turn the car on, it automatically shows the tank "Full" and doesn't move until the car is turned off. I've checked all of the wiring and grounds, and it all checks out. Where do I look next?
- 3) Is there a company that produces inter-cooler kits (other than Turbo City, etc.) for my non-APC Turbo, specifically designed for SAABs?

4) I am installing Hella fog lamps and want to use the SAAB factory push-push switch. How can I wire this so it will light up when on (bright) and glow dimly when not in use? Please keep it simple, I'm not an electrician.

Brian Beaver
Fairfield, CA

- 1) *Gearbox oil does lose its protective qualities due to oxidation and contamination. I think it wise to drain and "refresh" your gearbox oil every 15,000 miles or so.*
- 2) *1981 models suffered from sticky fuel sender floats. I would surmise that the sender is at fault. We dismantle and clean the brass rods and contacts, but it may suit you better to replace your sender with a new one.*
- 3) *If you are dead set on intercooling your 1981, the only intercooler designed specifically for SAABs is only available from SAAB. I cannot say positively that the power increase is worth the dollars spent. A very thorough custom tune-up by a SAAB expert comes more highly recommended.*
- 4) *This job involves detailed wiring better left to a qualified electronic technician. You must wire in a relay that only allows the fog lights on with the low beams. Find a qualified technician or friend, pay him and do something less frustrating and more constructive with your weekend.*

The oil level on my '77 99 commonly reads a quart over full. After an oil change with filter, running to check leaks and some drain down time, the stick showed at least one quart over the full mark. The oil seems to have a mild fuel smell. I have replaced many parts to try to cure this problem; any suggestions?

Also, cold idle speed is normal, but after warming up the idle goes up to 1200+ RPM and will not return to normal.

Neal Harris
N. Syracuse, NY

I can't imagine a fuel dilution problem severe enough to raise the oil level a full quart after only a few minutes running after a

change. I assume you are refilling with four quarts with the filter. Is the dip stick and tube the same length as other 1977s? If fuel economy is reasonable I would rule out fuel dilution. Could it be coolant? Check your coolant level and the color of the motor oil.

If warm idle is higher than cold idle and all systems are set properly, the fault lies with the auxiliary air regulator stuck open. Once the engine is warm, clamp off the hoses to the air regulator and see if the idle comes back down.

The electrical system on my '78 99L has "blacked out" two times while driving -- once when I hit the brights, the other time when I put on the brakes. On both occasions I was able to restart the car by tapping on the fuse box.

Also, for a couple of years, the fuse for the fuel pump has failed about every six months, usually bending up first like it's been carrying too much current, but not quite enough to blow it. Lately it's been happening once a week. Is this related?

Jesse Strack

Your problem is associated with the power input wires to the fuse box. Look closely at the large gray and white wires that feed power to the fuses. These wires carry a lot of current and tend to loosen and corrode over time. To repair, disconnect your battery ground, unscrew and lift the fuse box. Remove the large gray and white wires, replace any connectors that are suspect, clean the contacts in the fuse box and plug them back on. Be careful to put those wires back on exactly as they came off and insulate the connectors as they were before.

Any blowing of the fuel pump fuse is associated with the current draw of the fuel pump itself or poor wiring or contacts. Check your wiring and connections, especially at the pump in the rear and the ground connection in the trunk. If the fuse still gets hot and blows, have a technician do a current draw test. You may soon be due for a new fuel pump. By the way, a 16 amp fuse is acceptable in the fuel pump circuit.

SERVICE SUBJECTS



FROM SAAB

Fluids, Lubricants and Supplies

S.I. 06/89-1149, A-1/P.127, or -1150, B-1/P.58
 Application: All Saab models

Saab-Scania of America sells a limited range of specialized lubricants, fluids and other supplies. These items are often difficult to obtain on local markets and have specific required uses for maintenance and repair.

8,000 '89 900s recalled

Approximately 8,000 1989 Saab 900s are being recalled to modify wiring to prevent the possibility of an overheating heater fan component.

If the wiring is not modified, there is a possibility that the heater fan resistor may overheat, resulting in smoke, or possibly a fire in the passenger compartment.

All 900 models - base, S and Turbo, are included in this recall.

Serial numbers of the cars are:

K3000001 - 3011755

K7000001 - 7014459

Owners of affected vehicles will be notified by mail to contact their dealers to arrange for the modification, which will be made at no charge.

SAAB NEWS

40 to retire early

In an effort to reduce operating costs, Saab-Scania of America recently offered its older employees early retirement incentives. Of Saab's 550 U.S. employees, 10 percent were eligible. 40 chose to take advantage of the offer.

Among those who will retire effective September 1st of this year are: Sten O. Helling, executive vice-president; Eugene Agres, vice-president of finance and administration; and Lennart Lonnegren, director of corporate communications. Helling and Lonnegren are both expected to remain with Saab on a consultant basis.

Three of the four regional managers will also be retiring. They are: Walter Lawson, Eastern regional manager, Howard Smith of the Central region, and Western region's Philip Krantz. Robert Stogsdill of the Southern region is staying with Saab.

Employees over age 50 with at least five years at Saab-Scania were the targets for the early retirement plan. Retirement benefits vary depending on length of service with 20 year employees eligible for a full retirement package.

Robert Sinclair, president of Saab-Scania of America, at age 57, was also eligible for retirement. He stated in an *Automotive News* story that he has no intention of retiring.

There is also talk of layoffs, both at Saab Car Division in Sweden and at Saab-Scania of America, to further reduce the workforce.

Description	Part Number	Application	Notes
75 Wt Gear Oil	99 00 754	Manual Gearboxes 99-900	5 gallons
CV Joint Grease	02 70 025		7.5 lb can
Cleaning Solution	83 94 272	LH Injector Cleaning	12 Can Cs.
Mineral Spirits 135	02 80 206	CIS Injector Cleaning	5 gallons
Tie Strap	79 71 898	CV Rear Quarter Window Seal, General Use	2 pack (15.25 in.)
Nylon Tie Straps	02 80 156		100 Pack (15.25 in.)
Tie Strap	79 71 906	900 Fan Insulation	(13.5 in.)
Gleitmo 540	30 08 612	Sliding Caliper Brakes 75-87	1 kg Jug
Handbrake Lube	30 06 442		100 g Tube
Handbrake Adj. Lube	89 94 782		1 per Front Caliper
Rubber Grease	30 01 849		50 g Tube
White Grease	00 26 575	Rubber Bushings (Sway Bar)	10 g Tube
Gleitmo 300	30 08 604	Lubricate Passive Seat Belt Tracks	300 ml Spray can
Molykote 7348	30 20 450	Lubricate Sunroof Runners	100 g Tube

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.

SAAB NEWS

Saab builds 300,000th Turbo

The 300,000th turbocharged Saab recently rolled off the Saab-Scania production line, marking more than a dozen years that the company has led the way in producing turbocharged passenger cars.

The first turbocharged Saab was produced in the fall of 1977. Today, every third Saab is turbo equipped.

Saab's turbocharged engine, currently in its third generation, debuted in the Saab 99. The engine delivered 135 bhp while the naturally aspirated version of the two-liter Saab engine produced 115 horsepower.

The turbo engine underwent its first redesign in 1981. Modifications included a new block and cylinder head, plus a turbo with integrated wastegate.

Computerized electronics became a part of the Saab engine in 1982 when Saab introduced a microprocessor-controlled engine management system known as Automatic Performance Control or APC. The system permits the engine to run on any unleaded fuel regardless of octane rating, without the need for resetting ignition timing and risk of knocking that could damage the engine. The APC also reduces fuel consumption since it allows for a high 9.0:1 compression ratio.

The current generation Saab Turbo engine premiered at 1983's Geneva (Switzerland) Motor Show, offering a new cylinder head with four valves per cylinder, double overhead camshafts, maintenance-free hydraulic lifters and an intercooler to further improve efficiency of the turbo.



Saab wins audiovisual honors

Several months ago, Saab's P.R. department sent us a video tape called "Saab Suite". This 9 minute piece is subtitled "Ballet in Three Acts for Eight Saab 9000 Turbos." It's the same show we told you about from Saab's 50th Jubilee celebration in '87. Several 9000s are flogged in the style of Joie Chitwood's Tournament of Thrills -- weaving nose-to-tail dancelines, handbrake pirouettes, ramp-to-ramp jetes, and balancing on two wheels -- all set to the music of Ponchielli, Dvorak, Delibes, Strauss and Bizet, and overseen by a wrench wielding conductor. There is also a brief but mystifying scene featuring a "special appearance" by a 900 Cabriolet.

"Saab Suite" received the Gold Camera Award at the recent U.S. Industrial Film and Video Festival in Chicago. It was entered in the advertising, sales and product promotion category. "Saab Suite" was produced by Cameo Film and TV AB of Stockholm, Sweden.

A multi-image production created to introduce the Saab 9000 Turbo CD also received a Gold Camera Award as a specialty production entry. Imaginatively titled "Saab 9000 CD", it was produced for the Saab Car Division by Incredible Imagers of Stockholm.

Up-and-down sales year

Sales of new Saabs in the U.S. have had up months and down months recently. June sales were down 34 percent from June of '88, at 2,385. July was up from 3,387 in '88 to 3,630 this year. Year to date sales still lag behind last years figures: 19,655 in 1989 vs. 22,245 for 1988. Saab's best year in the U.S. was 1986 when sales totaled 47,414.

Saab isn't the only company reporting lower sales, in fact most car companies are well below last year's sales figures. America's "Big Three" -- General Motors, Ford and Chrysler -- are collectively down 5 percent from 1988.

BOSCH

69-74 99E, 99EMS All	Fuel Pump	\$141.19
75-81 99 and 900 All	Fuel Pump	\$141.19
82-86 900, Turbo -84	Fuel Pump	\$225.06
78-81 99, 900 Turbo	Fuel Dist	\$238.47
78-81 99, 900 NonTurbo	Fuel Dist	\$215.30
78-80 w/ Turbo 051	Warmup Reg	\$106.22
78-80 w/o Turbo 020	Warmup Reg	\$81.06
81-83 All 0438140084	Warmup Reg	\$153.71
75-80 All 0437502004	Injectors	\$20.81
81-86 All 0437502012	Injectors	\$22.50
77-86 All	Lambda Sensor	\$38.95
75-80 All	Cold Start Valve	\$41.85
69-74 All	Trigger Contacts	\$43.10
74-4/78 NonTurbo	Alternator	\$97.85
5/78-80 99 Turbo	Alternator	\$143.33
79-80 900 NonTurbo	Alternator	\$101.15
75-84 99, 900 All SR78X	Starter	\$93.45

KYB

GAS-A-JUST Shocks for Import & Domestic Cars and Trucks.		\$21.95ea
Strut Cartridges		\$24.95ea
Gas Strut Cartridges		\$29.95ea

BILSTEIN

69-85 99,900	Front Shock	\$66.03ea
8/78-85 99, 900	Rear Shock	\$66.03ea

OEM PARTS

Saab #	Description	Price
75 40 487	Radiator 900 NoTurbo	\$169.95
75 40 503	Radiator 77-80 99 NT	\$169.95
75 41 071	Radiator 900 Turbo	\$179.95
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	\$33.95
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	\$169.95
89 45 735	69-84 Inner CV Joint	\$49.95
89 96 861	75-80 Heater Valve	\$42.95

SPECIALS

69&on 99&900 NonTurbo	New Plate	\$38.95
77- 99&900 Turbo	New Plate	\$49.95
69&on 99&900 NonTbo	New 4spDisc	\$34.95
76-86 99&900 NonTbo	New 5spDisc	\$59.95
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.	\$14.99
82-84 W/ APC	Turbocharger	\$439.95
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	\$138.25
75-80 99 & 900	Brake Rotor	\$34.95
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TECHNICAL TALK



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Turbo tips

I am the happy owner of an '88 900 Turbo. This is my fifth turbo four, and definitely the best engineered. I had the first Turbo Mustang (a mistake on my part and on Ford's), a VW with help from Callaway, another Swedish car, and a GLH Turbo (still the ultimate stealth car and Porsche shocker). Since I took delivery in August of '88, the SAAB has been a pleasure, but with two minor but annoying problems.

After reading the Klinik response to Bill Dutcher, I checked all the vacuum hoses and found the line to the distributor crushed under the wiring harness and a zip tie. This was rerouted. The shocker was finding the line to the wastegate totally crushed between the water hose and the block. I couldn't pull it out without great effort, and found the hose so mangled I had to make a trip to the parts store. The engine instantly became smoother. The vacuum line to the injection system was okay.

One problem that was not solved is a miss at 3200-3700 RPM. It only occurs under the onset of full throttle acceleration, usually when passing or getting on the highway. The engine runs flawlessly, starts fine, and never misses under 2500 or over 3700 RPM. Part throttle acceleration does not cause the miss, and it usually occurs at about 3200 RPM. I use good premium unleaded, and have tried different injector cleaners. This "hiccup" under full acceleration is a major annoyance but it only misses once each time, and does not affect the driveability of the car in any other mode. The dealer checked the timing and wastegate, to no avail. Any suggestions? The car

has only 15,000 quick highway miles.

The other niggling problem concerns the Clarion sound system Saab installed at the factory. I am on my fourth radio. The first two had defective on/off switches. A short in the switch would kill power to the radio causing the tape player to go through the on-off cycle. The third radio had a mis-aligned tape head and was noticeably inferior to the other two. I would like to thank the service manager at Ramsey Saab in Ramsey, New York for hearing me out and replacing the third radio. I used to sell stereo and knew instantly what was wrong, but after three radios, I was afraid of being written off as a complainer.

Overall, the problem was one of a new radio. The first three had serial numbers below 5000, and one to three "re-pack" tags, with a numbered service problem, fixed by a numbered serviceman. The new radio was actually new and the serial number is 27000 with a better tuner, a different on/off switch (heavier), and a little more power.

The unit itself is excellent, and keep even these spoiled ears happy. The stock front speakers are an absolute disgrace to a car of this caliber and hide the sound quality of the Clarion unit. The Saab replacement front speakers, at a cost of 180 dollars, were well worth the money even if they should be stock.

My question now revolves around rear speakers. I live in New York City, where car stereo equipment walks on its own. The stock system is good, but the Saab dealer quotes a price of 90 dollars each for the high-end rear speakers. There are a limited number

of 4x10 speakers, and any other design would be visible to thieves and is not possible. My fear is installing a speaker which would need too much power. I don't want to install boosters. What 4x10 will provide the best sound within the confines of the power limitations of the stock system?

Casey Raskob
New York, NY

Brake pads, AC bearing

Like everyone else, I had brake pad problems -- rapid wear and squeals, since Big Brother started protecting us from asbestos. Repco semi-metallic pads have solved the problem. They are a little harder, but they work!

I don't remember which issue had the advice about the air conditioner idler pulley bearing replacement, but I followed the advice. Went to NAPA, the closest, and not only got a bearing, but a bearing with exactly the right size pulley as an assembly. The NAPA part number is #209842. It went right on the bolt sleeve of my '85 900 -- just tapped the old one out on open vise jaws and the new one on with the vise and a deepwell socket.

A little later I needed new belts for my alternator -- NAPA had a matched pair in stock as well as the other belts.

Does Saab have 100k, 200k, etc. badges for our grilles? A friend of mine received one from Volvo after passing 100k with his Volvo, which died shortly thereafter. If Saab doesn't, maybe as a club we could "lobby" for them.

J.T. (Tom) Easter
Pierceton, IN

Improving the curve

My wife and I have two 900 hatchbacks -- a 1984 S and a 1985 Turbo. We have taken numerous trips in both and they have been extremely sturdy and generally reliable.

Some of the things that had to be replaced were the plastic timing chain tensioner on the S, and the early-type timing chain tensioner on the Turbo. The plastic one on the S stopped functioning, then broke in half. Replacing it was a major undertaking since the head had to be removed. However, the new head gasket installed had the latest "printoseal" which helps seal in coolant and oil better between the head and the block.

The replacement of the chain tensioner on the Turbo was simple, with only the AC compressor in the way. Since some of the engine coolant on the Turbo would show up on the exhaust side of the head gasket, it was also replaced with the "printoseal" head gasket. This new gasket does not require re-torquing like the old-style head gaskets.

Besides replacing some of the parts, a few modifications were performed. To aid air cooling and front end stability, no fog lights are installed under the front bumper. On the S, a two-piece exhaust manifold from a mid-70s 99 was installed in place of the single manifold. A new 2-into-1 header was fabricated and attached to the original exhaust system, including the catalytic convertor. The oxygen sensor was tapped into the casting originally provided for EGR. A hole was drilled and then tapped with the proper pipe thread.

Cold air was provided to the engine intake by removing the hot/cold air temp box and intake air temperature sensor and rerouting the air cleaner intake hose from just above the engine radiator to fender well, as is done on later model SAABs. Hot air from the engine compartment was sealed off.

Cold start driveability was signifi-

cantly improved by rewiring the thermo switch circuit to allow proper enrichment even when the outside temperature is in the 70° - 80°F range. Full enrichment is provided at full throttle by cutting out the O₂ sensor by means of the A/C cutout switch wired with a relay.

These engine modifications improved the response and power of the car measurably. Honda Accords do not blow it off now. The engine will pull the 6000 RPM redline eagerly and smoothly. Top speed is in the neighborhood of 115 mph.

To make the car even more pleasant, additional foam insulation was added in the dashboard and under the hood. Moly additive is used in the gearbox with outstanding results. Operation of the shifter was improved by lubricating the shift ball and the rubber bushing. Bosch Platinum spark plugs ensure reliable starting and high RPM operation. They have not had to be regapped in 30,000 miles.

The Turbo was modified also in the powertrain department. Moly and Platinum plugs are used again. To assure maximum cold air is routed to the engine air intake, a rubber seal was installed on the driver's side fenderwell to seal out any hot air from the engine compartment that was pushed in between the fenderwell lip and the underhood insulation due to compartment pressure differences.

All of the electrical wiring hanging in front of the intercooler was rerouted to allow maximum airflow. Boost pressure was increased by 2 psi by adjusting the wastegate rod, and to maintain higher boost levels at elevated RPMs a 390 ohm resistor was wired in parallel with the pressure transducer for the APC system. The result is an awesome machine -- redline in 5th is a piece of cake!

Chevron premium gasoline is used and everything is kept clean with infrequent additions of Techron gas additive.

Jacek Filutowski
Gig Harbor, WA

Remote hatch release

I may have an answer for Alan Esner of Brooklyn regarding a remote hatch release for his 900. Although I have not done this to my 3-door 900S, a friend has a Taurus wagon, and, like the SAAB, the locking mechanism for the rear hatch is in the hatch with a striking plate on the floor. Like Mr. Esner, my friend wanted a remote way to open the trunk.

We purchased an el-cheapo trunk lock kit from J.C. Whitney (\$12.95 I think) that is basic, small and fit like a charm. Whitney had a number of choices, but we looked for the simplest and smallest.

Although the door housing for the Taurus is somewhat wider than the SAAB's, I am sure that the activation device will also fit a SAAB.

The idea is simple -- a plunger-type electromagnet connects to the hatch pull with the supplied stranded cable. The signal to activate is sent by a simple push button, also part of the kit. As long as the plunger works in the same direction as the normal hatch release, the remote will work. I would guess that the toughest part of the installation would be running the electric wire from the activator in the hatch to the body of the car. The Taurus headliner is very simple and mostly cardboard, and the entire installation took less than an hour.

We placed the activating button on the floor between the driver's seat and the door. Then it's just a matter of tapping into the electrical system. Pick a hot lead so the trunk can be opened without the key in the ignition.

Seth Bengelsdorf
Norwalk, CT

NICHOLAS PELLEGRINO

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Help on tires and wheels

I've read all the various comments and surveys on tires with a great deal of interest, since testing tires is what I get paid to do. There are both subjective and objective sides to the tire selection coin.

During the car development process, both the tire and car companies work together to tune a tire to that specific car. Once an acceptable tire is developed, it is homologated by the auto manufacturer for that model. Often, due to production constraints, more than one make of tire is homologated. This is why we sometimes see Pirelli and Michelin tires on the same model SAABs.

The safest bet when selecting tires is to pick ones that are original equipment on that model. That way you can be reasonably certain that they will perform in an acceptable manner. Some car manufacturers (not Saab to my knowledge) use tire tuning to cover quirks in a car's performance, so using non-homologated tires can lead to some interesting moments.

If you want to change your tires to something with more handling or more comfort, the first place to look is on the appropriate hot-rod or cushy version of your current car.

A few months back the blurb about the FTC Racing Team at Nelson Ledges listed the wrong name for the Michelins we used. The tires we ran were the Michelin XGT-V in a 205/60-15 size. These tires work well on the 99/900, but are very large 205s and can have a clearance problem on the rear of 99s. If anyone is interested in a specific Michelin application, I'd be happy to talk about them.

The July newsletter talks of alloy wheel selection and mentions several cars with the same bolt circle as 99/900s. The FWD only note listed with Mazda should really apply to all of those listed. The rear drive cars from Datsun, Mitsubishi, Mazda and Toyota do not have the correct offset, and those wheels should not be used for

normal driving. I would not recommend the TR-6/MGB wheels for the same reason.

Also *never*, repeat *never* use just washers as wheel spacers!!! Wheels are supposed to be supported over the entire mounting face. Use of washers creates a localized stress area and will ultimately lead to wheel failure. A good speed shop should stock or be able to order spacers which fit the 4 on 4.5 bolt circle. If you use alloys which use the shoulder lug nuts (EMS style, not steel wheel conical), long reach lug nuts are readily available so you can use a spacer without changing to longer studs.

Another possible source for cheap 5.5x15 alloys is your local Acura dealer. Legend wheels are close to the SAAB offset with the right bolt circle. Many dealers will sell new car takeoffs at very fair prices.

Ken Payne
220 Two Notch Tr.
Easley, SC 29640
803/855-2778

More on wheels...

I tried the 14-inch wheels off my 1967 Datsun 1600 roadster on the '78 99L and the '86 900 with larger hubs. Everything cleared, but was close on the 900 with fresh pads.

Larry Williams
Waterloo, IA

[I recently saw a sharp looking 99 with wheels from a Nissan 300ZX. I didn't get to ask the owner about any fitting problems. - TW]

Antenna fix is simple!

I just had another problem with my SAAB that was discussed in the July issue. This time, though, the information provided was not quite on target.

My electric antenna was broken near the base and I decided to replace the mast myself using the information from the newsletter. Before following the procedure described by Mr.

Plotkin, I tried the fix suggested by my parts supplier (i.e., pull out the old antenna and feed in the new one). Here is what I did:

- 1) Remove the broken part of the mast, turning the radio on and off if necessary to get all of the nylon cord out (tugging is not needed).
- 2) Loosen the black nut that secures the antenna to the car body and ease out the rest of the antenna. Needle nose pliers may be needed if the break is right at the base. This broken off part of the antenna will come out as one item with the nut and an aluminum sleeve (about 3 inches long) included. Also remove the rubber block that surrounds the base of the antenna and inspect the o-ring that comes off with it (replace as necessary, should check this before buying the antenna so a new o-ring can be obtained at the same time).
- 3) The nut must be removed from the old broken-off antenna base and the aluminum sleeve must be transferred to the new antenna mast. As most antenna breaks distort the mast at the break point, pliers must be used to 'round-up' the broken end of the old antenna to allow the nut and aluminum sleeve to slide off easily. Put the aluminum sleeve on the new antenna (flared end up) and put the nut in a safe place along with the rubber block and o-ring.
- 4) Insert the new antenna's nylon cord as far as it will go and have someone turn the radio on, wait until the antenna motor stops, then turn the radio off. When the radio is turned off, fish around (a twisting up and down motion) with the nylon cord until it begins to withdraw. Guide the base of the antenna into the hole at the appropriate time. If it doesn't go in at all, repeat this step until it does.
- 5) The antenna will not go in all the way the first time. This is good.

At this point replace the rubber block, o-ring, and retaining nut (the same way they were removed).

- 6) Turn the radio on, then off, one more time. The antenna should go all the way in and the job should be completed. If not, turn the radio on and off a few more times. Go through the entire procedure again if the antenna won't retract all the way.

I don't know what the problem is -- this is a simple job. It must be that dealers are frightening people into thinking this is a very difficult and costly job along with some ignorance. The local SAAB dealer charges nearly \$100. The antenna and o-ring only cost about \$24 and it took me all of 15 minutes to do the work. Anyone who throws their electric antenna away in favor of a Radio Shack replacement should have their SAAB taken away from them.

Walter J. Jaegge
Pleasanton, CA

Block heater installation

Installing the accessory Engine Block Heater, Saab p/n 02-04-255, (2-liter thru 1984) is not an easy do-it-yourself job. The confusion starts with trying to figure out which side of the block is right or left? which end is the front of the engine? and what is a "freeze", "frost" or "drain" plug?

There is more confusion in the location of where to install the heater. In the U.S., the heater is mounted in a freeze/frost plug hole in the passenger's (right or exhaust) side of the block. The heater sold in Europe is mounted in the large, threaded drain bolt hole in the passenger's (right) side of the block.

The freeze/frost plugs look like soda bottle caps and are "white" metal in color. Depending on the year of the engine's block, a different freeze/frost plug must be removed to mount the heater. There are 3, 4 or more of these

freeze/frost plugs on the right side of the block, it depends on the year.

Removing the freeze/frost plug is not easy. It must be knocked out with a long screwdriver and hammer, and there is danger of the plug falling inside the block, as happened to me, creating a car disabling situation. I succeeded in removing the plug from inside the block by not letting it get lost in there to begin with. I hammered it into an oval shape, allowing it to come out through the hole, which is smaller than the plug to allow for compression and zero leaks when it is initially installed.

I realize that my inexperience with freeze/frost plug removal was the biggest part of the problem. Also, I had to do all this from under the car, because in our '79 900 Turbo, the exhaust manifold and the A/C compressor lines and brackets are in the way of accomplishing anything from above. No wonder the dealer wanted \$350 Labor to install a block heater.

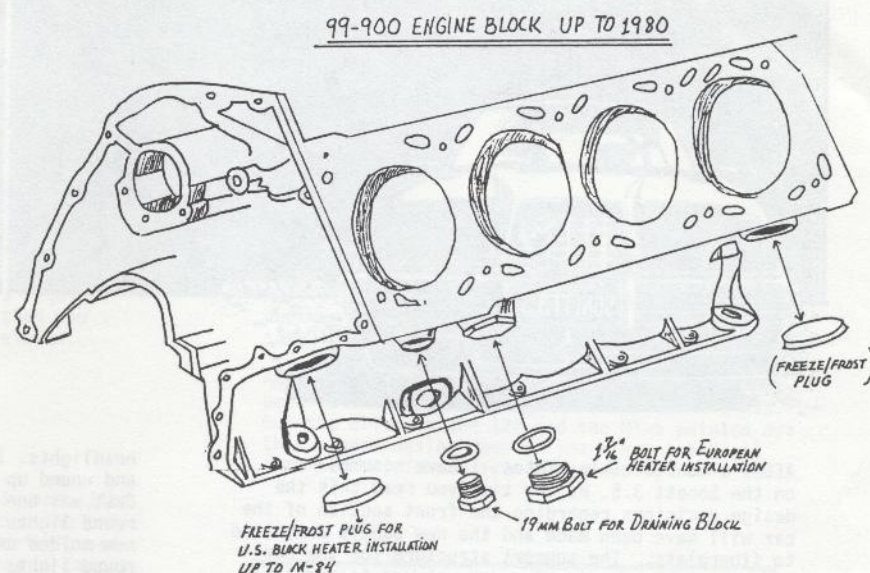
Mounting the heater is another nerve-breaking job. The instructions show a very "easy" hand position which is very far from reality. It is almost impossible to mount the heater from underneath the car. I succeeded only by determination, because I had

already lost my patience, and Saints were falling from the sky in groups of three with every cursed attempt to mount the heater. I have no idea what torque I gave the tightening nut; it is impossible to get a torque wrench in there. I used my instinct and tightened it as hard as it would go, most likely over the recommended 20 in. lbs. At least it doesn't leak.

I ended up bruised, cut, burned, showered by coolant, but a lot more experienced. The heater, once installed, is a blessing. It keeps the coolant warm, which in turn keeps the block and other fluids warm. But it is a curse to install. It is also energy inefficient, for it consumes a lot of kilowatts, as shown by my electricity bills for the months immediately following the installation of the heater. On the other hand the SAAB starts immediately in zero-degree weather.

The "Drain Plugs" are not plugs at all, but threaded drain bolts which screw into the block. There are two coolant drain "plugs" -- a large 1-7/16" used for installing the European heater, and a 19mm bolt for draining the coolant.

Josie Maymon
Nashville, TN





Designer's Corner

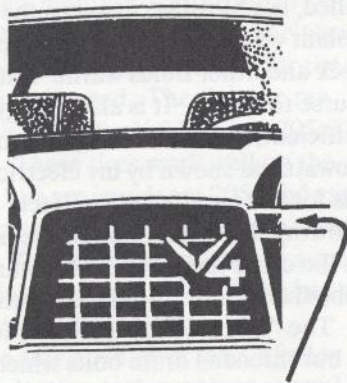
by Jack Ashcraft

After a considerable hiatus, I have resumed work on the Sonett 3.5. By the time you read this the design decisions regarding the front section of the car will have been made and the new panels committed to fiberglass. The support structure for the narrowed mustang bumper and under valence is complete, the headlamps installed and the hood hinging welded into place. The radiator is mounted 2" forward of its normal location, making room for the electric fan and the air conditioning pulley belt.

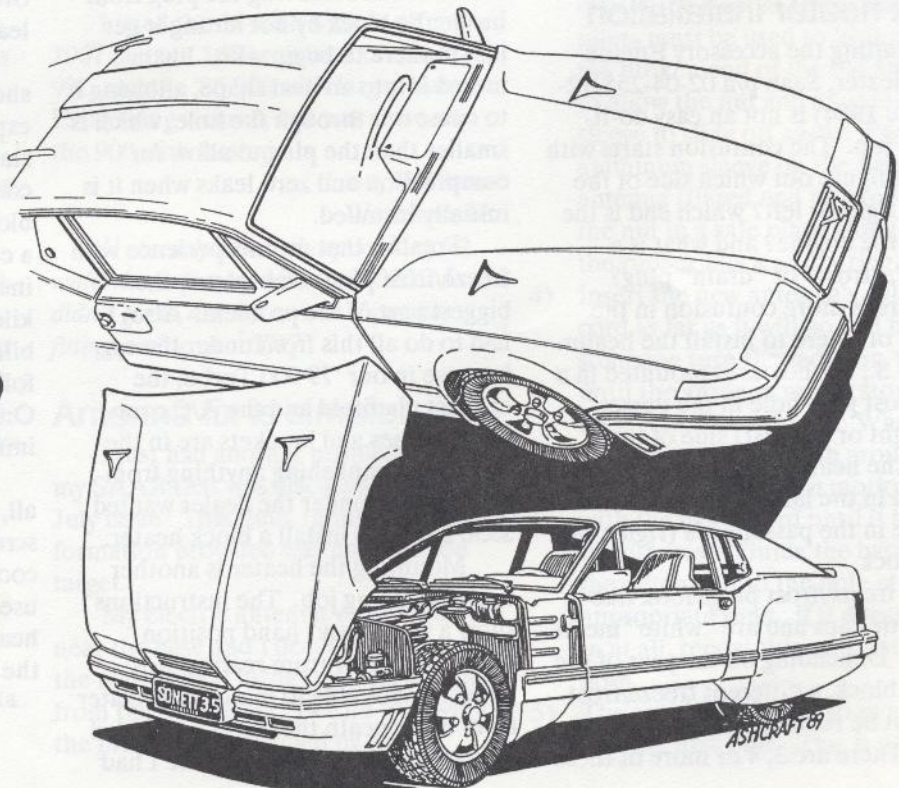
Automobile design as well as re-design is the end result of countless design compromises. A number of changes have already been made since I drew the first "final" designs for the Sonett 3.5, some due to cost considerations (not unusual even for the big kids in the car business) and some due to purely practical reasons (OOPS! It won't FIT that way!) as construction proceeded. One such change was the

headlights. I started with Honda CRX molded lights and wound up with 5" round halogen sealed beams. Cost was one part, but efficiency was another--the round lights generally give better light than the new molded units at this point in history. The round lights will require a door or cover to give proper aerodynamic efficiency. So be it.

Sonetts are by nature nose heavy and I do not wish to amplify the problem. I lightened it by removing the pop-up headlamps and their actuation rod, and then decided to just pull the entire hood and front fender assembly off and re-do the whole works. The new 'glass panels will tilt forward as shown and will be much lighter than the stock parts because the epoxy resin used is Saf-T-Poxy, not polyester. I can get the same strength with about half the weight using epoxy, the same material used in a lot of experimental and factory built (Beech Starship)



A duct built into the top inch of the grille feeds cold air to the air cleaner and can be blocked off for cold weather driving. Incoming outside air is carefully ducted to radiator, oil cooler and brakes. Two electric fans boost radiator airflow when necessary.



aircraft. Hopefully what I took OFF will offset what I put back ON and the weight at the front will come out about the same as stock.

The REAR of the car will be modified extensively and I know some added weight will be felt there. The overall weight DISTRIBUTION should improve because of the addition at the rear and that's fine.

Several club members have contacted me asking if a KIT is to be made available so other Sonetts might be similarly modified. I advise each of you who have written to wait for the final product to see if the compromise design decisions I have made suit you. While molds can be made from a finished car, there are many other modifications required and the whole undertaking may be more than you wish to attempt. Stay tuned, news at eleven...

I recently drove a new Mazda Miata MX-5, and, like the motoring press, liked the car, if not the price. (and I'm not even considering the dealer's "greed mark-up"). As an ex-Lotus Elan S2 driver I cannot agree that the MX-5 is a modern day reincarnation, as some road testers suggest. It is much more like another car I drove recently: a nicely kept Fiat 124 Spider. In fact a glance at the accompanying chart shows it is very much like the Italian car in dimension and performance. Further similarities include front-engine-rear-drive layout, four wheel disc brakes, five speed gearbox, roll-up windows, a good heater, full instrumentation and a weathertight top that you can put up or down whilst sitting in the driver's seat.

In fact, the main difference that I saw between the two cars was ten thousand dollars!

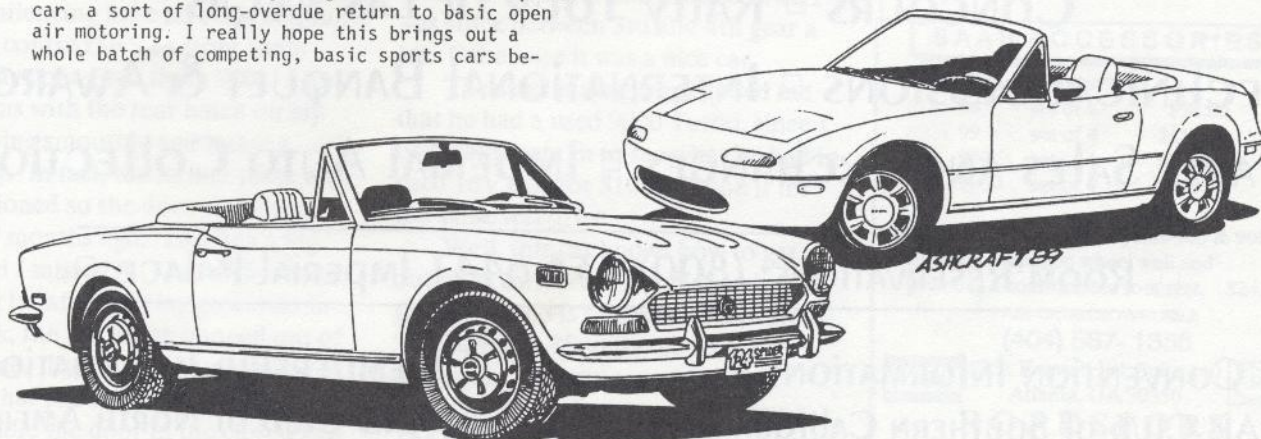
I asked myself whether progress had really been made here, given 20 years of technical evolution. Some, of course. Mazda gets a bit more power out of its 1600 twin cam engine and it's a little smoother (but not much). Electricals are probably a bit more reliable though I don't buy the baloney about "Fix It Again Tony". I sold Fiat (and Citroen) alongside Saab at my dealership and always felt that acronym was perpetuated by frustrated British car owners (and dealers). Follow the maintenance schedule and a Fiat was as reliable as a Datsun.

Don't get me wrong, I think the Mazda Miata is a fine piece of machinery, a great little fun sports car, a sort of long-overdue return to basic open air motoring. I really hope this brings out a whole batch of competing, basic sports cars be-

cause it represents a company with guts enough to fight off their own bean counters and bring out a really interesting little sports car and not just another variation of another dull econobox. Maybe some other manufacturers will get the same idea.

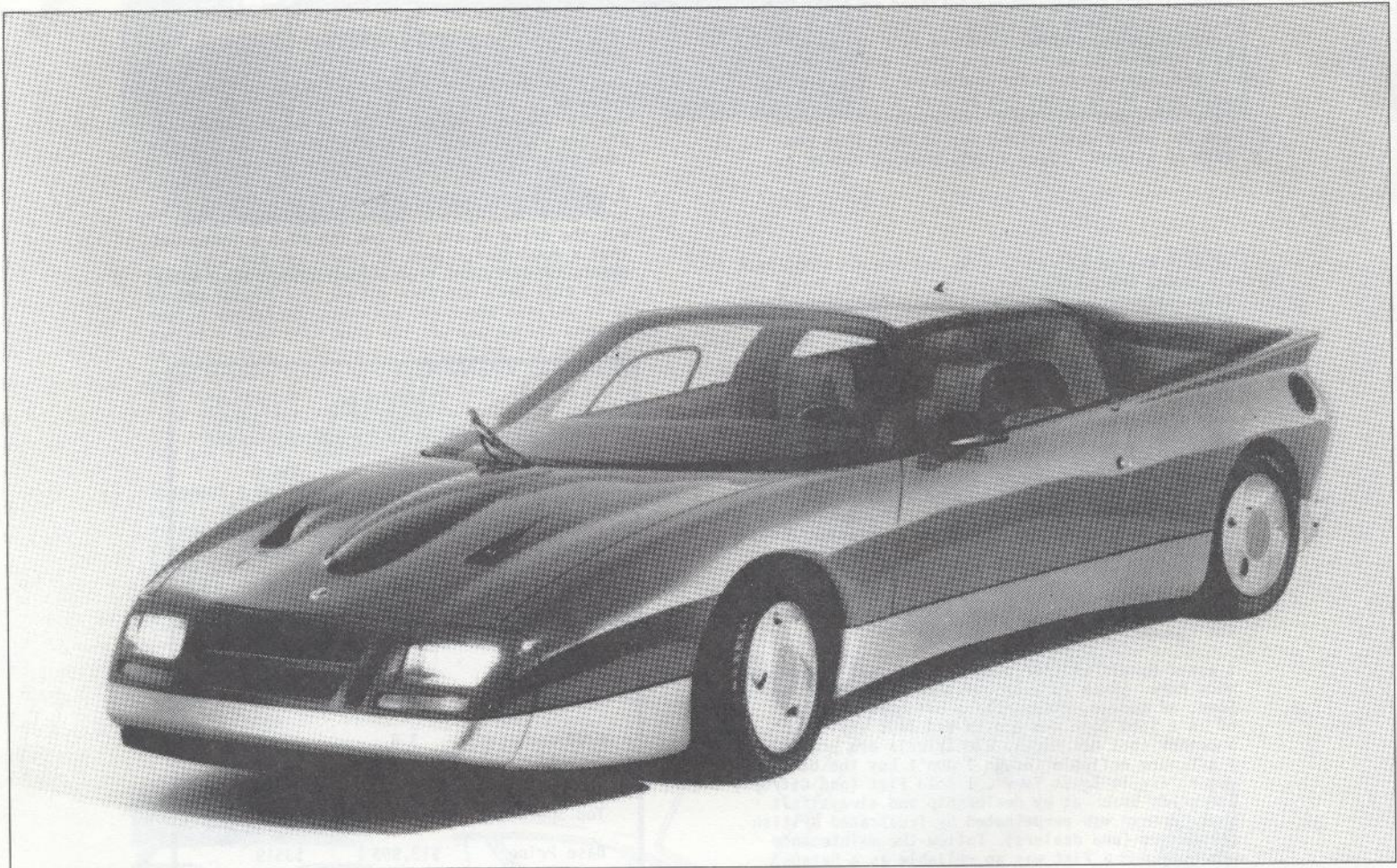
Again, I asked myself about whether progress has been made in 20 years. Again I feel that it has. But the drive in the 124 and the MX-5 pointed out that a good design done 20 years ago isn't all that much different from a good design done today.

Item	1989 Mazda Miata MX-5	1970 Fiat 124 Spider
Length, in.	155.4	156.0
Width, in.	65.9	63.5
Height, in.	48.2	49.0
Weight, lb.	2180	2195
Engine Displ, cc	1592	1608
BHP at rpm	116 at 6500	104 at 6000
Torque at rpm	100 at 5500	94 at 4200
0-30 mph, sec	3.8	4.2
0-60 mph, sec	8.8	10.1
Top Speed, mph	116	111
Base Price	\$13,995	\$3519



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Hatch hinge pin trouble and switching to a 9000

This letter probably constitutes an editor's nightmare. I have been remiss in submitting articles so have lumped them all together.

First is the compliments department. I just bought a used 1986 9000 Turbo and pulled out all the newsletters to review the recall notices and service bulletins. Your new format really makes it easier to find things and the pictures are much clearer. The index is an important feature.

Last Christmas eve I had the misfortune to have my 1980 900GLi totaled. I was spun headon into a rather immovable lamp pole. Wear your seat belt, but more importantly wear it snugly across your hips. I sustained no injuries, but had I not pulled the belt tight across my jacket, my head probably would have hit the A-pillar. That is how much nylon stretches! The front of the car looked like some of the pictures in Saab's engineering brochures.

I thought it would be appropriate to summarize how useful the newsletter was for my car. The worst tip was on using NAPA thermostats. These things never worked quite the way a Saab one did. The best advice was the Bosch MicroEdge II wiper blades. They are fantastic. The articles covering the weak points in components, wiring harness problems, heater valve replacement, and squeaks and rattles silencing have all been helpful. And of course the S.I.s from Saab!

I have one final tip in 900s. I had problems with the rear hatch on my car closing smoothly and locking securely. In fact, the striker plate was repositioned so the door could lock about 9 months ago. This was a big hint and I missed it. One night in the parking lot after putting groceries in the back, the left hinge popped out of the frame. The hydraulic struts are so strong that you need two people to manhandle the door in the closed and

locked position. A major hassle.

When I got home, I dropped the rear part of the headliner and poked around with a flashlight. I found the hinge pin and all its hardware up there. After fishing out the pieces, I discovered that the hole for the cotter pin was not drilled through the hinge pin and the goon who assembled the car just put the pin in as far as it would go. I let my mechanic fix it. It took three strong guys a long time to put the pin back in and reposition the strike plate and door.

Moving on to how I came to purchase a used 9000 Turbo. In general I buy used cars. You know, let someone have the warranty work done and be inconvenienced if it dies an early death. I was all set to replace my 900 with an '86 or '87 900S. After driving two of them, I discovered they were just not the same as my '80. Specifically, I could not get the new ones to turn in properly for cornering with the power steering, the console really interferes with my right leg, and the gear box still sucks. I went to the trouble of checking the tire pressure and inflating them before I took the cars for a drive, I spoke with SAAB owners at work who have the same build as I and they were unhappy with the console, and the gear box was much improved over the one in my '80.

I drove the sales manager's '88 9000S on the same test route. I found that it lacked pick up between 55 and 65 in 5th gear and that around town I was stuck between 3rd and 4th gear a lot. Otherwise it was a nice car.

The sales manager reminded me that he had a used 9000 Turbo, since I originally went in to see what he had in used 16V cars for \$10K. I took it for the same test drive.

Well, this car knows how to get out of its own way. The pickup in 5th gear at 55 - 65 is respectable, but wait 'til you get to 75 so the boost really comes on. Around town the car is perfectly happy in 4th gear at 30mph. The 9000 definitely has a very wild side

to it, but you don't feel like you have to use it all the time. The upshift light is a reminder that you are getting on the wild side.

Invariably, I have to include the 900 vs. 9000 comparison. The 9000 Turbo is very different from the 900 Turbo. I don't like the 900 with all that power up front and such a tippy body. The brakes and suspension are better on the 9000. The extra width in the car is really an improvement and so is the new engine. Otherwise the car is definitely a luxury mobile. I commute 60 miles a day and the ACC is just so nice to have. I am impressed it works so well. The velour seats are also better in the 9000 than in the 900. The car is rock solid in the wind, much more than the new 900s.

I know you have waited patiently for this last part: What is it like to work on the 9000? I have ordered the shop manuals, but have found the following so far. The 9000 has all sorts of aerodynamic doodads up front and you need to get them out of the way to gain access to the part you want to work on. And then you need to snap them back together in the right order. The dash, relays and fuses are pre-assembled. You hope nothing goes wrong, and if it does you don't repair the harness, you just add wires. I still have to figure out how to hard wire my radar detector.

David Gabbe
Brookline, MA

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ROADSPORT



NINE-T9: An Update

Time again for an extended report on the SAABs in my stable. It's been two years since I wrote an extensive article on my '79 99GL, dubbed the NINE-T9. Since that time the car has rolled up another 30,000 miles, now up to 138,000 on the odo. The closest thing to major work was a clutch replacement job last year.

Most of the additions to the NINE-T9 since the last article have been cosmetic. On a trip to the SAAB 50th Jubilee in 1987, I purchased several aerodynamic devices not available through U.S. sources.

Striving for the popular European monochrome look, I had a front air dam, rear window louvers, rear spoiler and the stock front grille pieces painted Alabaster Yellow to match the rest of the car. The body shop that did the work couldn't figure out how to make the paint flexible while getting it to stick to the pebbled surface of the FOHA polyurethane rear spoiler, and the paint started flaking off as I installed the spoiler to the trunk lid. The rest was easily removed by using the high-pressure water jet at the local self-serve car wash. A rear spoiler from Richard Grant Accessories (RGA), distributed in the U.S. by Tranz-Acc, might hold paint better as it has a smooth surface.

The front spoiler was a Richard Grant model made of ABS (available in the U.S. for about \$150). It attached easily to the front valence and seemed to have reasonable ground clearance. It did scrape a few times in making the transition from flat-to-hill on the steeper streets of Duluth. The paint held well, but the dam managed to collect the usual rock and bug nicks after about a year. It didn't fare so well when faced with a large chunk of ice; it came loose in the middle and scraped on the pavement, held on only by the screws on either end. It was patched and reinstalled this summer, only to get center-punched by a skunk on the expressway twenty-eight hours later. It is now in about a dozen pieces in the garage. (Both skunk and car survived the encounter.)

An air dam was also one of the Swedish purchases, but I didn't find out 'til I tried to install it that it was for a later model 99/90. It attaches to the 900-style front bumper that came on 99s beginning mid-'79. If I want to use the dam, the front bumper will have to be replaced.

The rear window louver, made by Auto-Plas for SAAB, is one of those uncertain pieces; a year after its installation, I'm not sure whether I like its looks. Sure, rear window louvers are supposed to help keep the interior cooler and other semi-logical reasons,

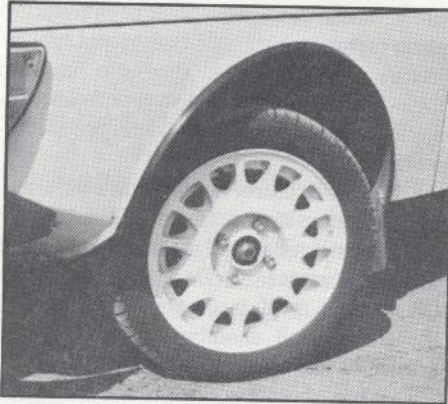
but on a 2-door they're mostly cosmetic. I had some problem getting the piece to fit the window properly and even trimmed both sides a bit, but still couldn't get it to lie flat. It makes opening the trunk difficult as it is necessary to push down on the center of the louver to keep it from snagging the trunk lid.

The windshield had to be replaced last year due to "debris on the track". The old windshield trim had shrunk and was replaced with a matte black colored trim.

Since the NINE-T9 was originally a Colorado car, it didn't have much rust when it first moved up here. As a '79 model, it was equipped with a rubberized undercoating, one of Saab's better ideas that backfired. The undercoating held together well, but if punctured, would allow moisture to collect behind the break and cause rusting. Chuck Andrews of Andrews, Inc. in Princeton, Minnesota, was familiar with the problem. His body shop crew removed the old undercoating, sandblasted the underside of the car, repaired some small rust areas and gave the underside a new coating. The entire bill was under \$500, cheap when you consider what that will do to increasing the life of the car.

As mentioned in the last issue of NINES, new wheels and tires have also been added. The wheels are the 15-slot style, similar to those on current 900s and 9000s. They were obtained from Dennis Sweeney's Saab salvage business. All were scuffed and needed to be repainted, so I had them painted Alabaster Yellow as well. The problem of the longer center hub not allowing the cap to fit was remedied by longer wheel studs and a 10mm spacer.

The tires are lower and wider than stock -- 195/50HR15 BFGoodrich Euro T/As. This is an easy way to lower the final drive ratio, so it should work well for autocrosses. The theory hasn't been proven by back to back testing of different sized tires on this car, but it's pretty common racing practice. It also lowers the car, but



50-series tires lower the stance

leaves large gaps between the fender lips and the tires. A couple of disadvantages to this size tire -- the speedometer has an 11% error, and the engine is turning higher RPMs which means a slight drop in fuel mileage.

I've spent some time recently reading the *High Performance Wheel & Tire Handbook* by Jim Horner. It has been a revelation regarding such basics as adhesion and wear. A lower profile tire has the advantages of transmitting more feel to the steering wheel since the sidewalls don't absorb as much road shock. The wider footprint decreases the slip angle as well, meaning better adhesion.

The *Handbook* goes into detail on how your driving style contributes to tire wear, and how minor differences in driving could mean major differences in tire longevity. Stop-and-go city driving is particularly hard on tires, each start and stop exerting lots of twisting forces to the tread. The *High Performance Wheel & Tire Handbook* is available from Motorbooks International in Osceola, Wisconsin.

A change up front has been the addition of the grille and headlights from a SAAB 90, the later edition of the 99. Installation was pretty easy; it was necessary to drill a few holes for the center grille and there was a quick trip to the hardware store for some 2" bolts maintain the proper spacing for the headlight doors. The whole package was about \$500 and can be ordered through any Saab dealer who

knows about the Saab Sport and Rally program. Tom Brain at Bayside Saab in Seattle helped in locating the parts.

The numbers are:

Headlights (2 req.)	85-60-310
Grille	92-86-576
Headlight door, left	92-34-634
Headlight door, right	92-34-642
Spacers (2 req.)	82-20-352

A radio upgrade was also completed recently. The receiver is a 25-watt unit made by Alpine, model number unknown. It was purchased through a friend at a BMW dealer; a special unit approved by insurance companies as a theft replacement. All of the important features are there: Dolby, auto-reverse, 5 AM and 5 FM presets, seek (but not scan). Price including the mounting bracket was under \$200, but it took quite a bit of work to fit the 99 console. The end result is plenty satisfying to my "average" ears.

To better suck in the airwaves, a new antenna was needed. The old antenna hole was welded over when the car was repainted a couple of years ago, so my potential selection of a new antenna was a little broader. Since the NINE-T9 is becoming a summer-only car, I decided to go for an electrically retractable unit. A call to Crutchfield (the mail order electronics company) suggested a Hirschmann model 5091, in black. Though Saabs are delivered



The electric antenna fits easily between fender and inner brace.

with Japanese-made Harada electric antennas, most European manufacturers use Hirschmann antennas, made in Germany. The entire unit fits nicely between the fender and the inner support brace, and installation is pretty easy. Only time will tell if it will last any better than the stock Harada antenna.

In an effort to keep domestic behemoths aimed by octogenerians away from the NINE-T9's fenders, a Bosch air horn kit found a home under the hood. Finding a good place to mount the compressor and trumpets among the many pollution controls was difficult, but a spot was made on the fender bulkhead near the brake master cylinder.

I had hoped to get more done on the NINE-T9 this summer, but several new projects have gotten in the way of "working on cars" time. Plans for the near future include the addition of front and rear anti-roll bars, either cutting the springs or locating shorter springs, and the installation of seats from a 900.

A "must" is the headliner which is coming loose up near the mirror and the left A-pillar. Any day I expect it will be drooping across the seats. I'll probably leave that job to an auto upholstery shop.

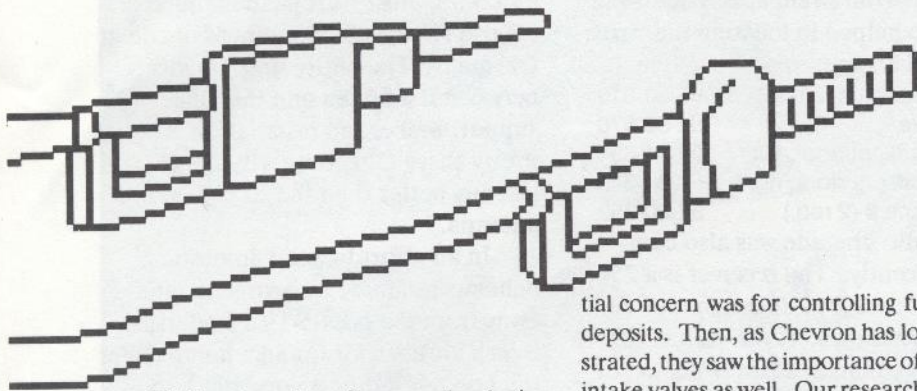
A different exhaust system is a possibility; one that incorporates a header and larger exhaust tubing, while retaining the lambda emissions system and catalytic convertor. The current exhaust, which features a Prima Flow rear muffler, is still plenty quiet after 40,000 miles, so I may not mess with it.

The NINE-T9 gets plenty of admiring comments from passersby. Several friends have asked if the car was painted recently, apparently due to the big difference in having matching-color wheels.

It is still a joy to drive, though at its age and mileage I tend to be a little cautious. But I wouldn't be afraid to take it on a long-distance trip.

Tim Winker

Fueling the Cars of the 1990s



While automakers focus on developing cars that deliver maximum performance on the road, gasoline manufacturers continue to study ways to create fuels that will maximize the performance of their increasingly sophisticated engines.

"We're seeing automobile engines that are smaller, yet deliver lots of power and performance," says Ron Kiskis, Manager, Fuels Division, Chevron Research Company. "They incorporate such features as fast burn, more valves per cylinder, turbochargers and sequential fuel injectors, electronically controlled technologies that were laboratory experiments only a few years ago.

"These systems call for exacting designs that result in a lower tolerance of deposit buildup. They demand a gasoline that will prevent this problem," says Kiskis.

Since the early '80s, when U.S. and foreign car manufacturers began switching from carburetors to fuel injectors, industry attention has been increasingly focused on keeping these high-tech engines clean. Although fuel-injected engines deliver significant gains in overall car performance, fuel injector deposits are more deleterious than carburetor deposits. Carburetor fuel and air passageways are huge compared to the small pintle in the fuel injector. When fuel injectors get hot and there is no fuel flow, such as when an engine is shut off, deposits begin to form.

If an engine is *port* fuel injected rather than *throttle body* injected, it is particularly vulnerable to deposit formation due to higher temperatures and the smaller size of the injectors. Port fuel-injected engines have one nozzle for each cylinder while throttle body injectors position one or two nozzles to supply all cylinders.

"Developing proper problem-solving and maintenance programs for these high-performance vehicles has been an evolutionary process," says Kiskis. "The industry's ini-

tial concern was for controlling fuel-injector deposits. Then, as Chevron has long demonstrated, they saw the importance of protecting intake valves as well. Our research continues to demonstrate that deposits can be a problem in more than just fuel injectors -- buildup occurs in the entire intake system."

Today's increasingly sophisticated car engines require the most technically advanced additives. Without them, car owners can find their fuel injectors clogged and their intake valves and ports plagued with deposits. Sputtering, hesitation and even stalling are all part of the price to pay. Other potential problems include reduced power and decreased acceleration.

To help provide relief from these problems, Chevron has developed an advanced gasoline that contains a technically enhanced additive to help clean the entire fuel intake system. The company's new product, New Chevron Supreme, includes 25 percent more Techroline, a patented fuel additive introduced by Chevron specifically for unleaded gasolines -- the first additive in the industry with that specification. In addition to the increased concentration, Techroline has also undergone a reformulation to enhance its deposit-prevention and cleansing abilities -- particularly important for the fuel-injected cars of the '90s.

"Unlike many other gasoline additives, Techroline is classified as a deposit control additive, not a detergent," says Kiskis. "As a deposit control additive, Techroline is designed to clean up and keep clean the entire fuel intake system -- not only fuel injectors, but intake runners, intake ports and intake valves as well. Detergents typically only perform well in the fuel injector and carburetors. In fact, many detergents have been found to actually leave deposits on intake valves."

Detergents in gasoline can be thought of as soap and water. The additive breaks up the deposits and the gasoline washes them away. But like bath soap, which can leave a film in the tub, detergents may not rinse away en-

tirely. Some detergents have been found to clean carburetor throttle bodies and fuel injectors successfully, but they also build up their own scum on intake valves and can actually leave them dirtier than if detergents weren't there.

Deposit control additives are different. They disperse the accumulated solids much better than simple detergents and don't cause deposits themselves. Deposit control additives remove the deposits and carry them into the combustion chamber where they are burned as part of the fuel-air mixture.

While most gasolines marketed in the United States contain additives, they don't provide the same levels of performance.

This difference has been recognized by major automakers. High quality gasolines, such as Chevron, have caught the attention of major car manufacturers in recent years. Since 1973, all three U.S. car manufacturers have selected Chevron gasoline exclusively for their rigorous 50,000 mile emissions system durability tests.

Import manufacturers such as BMW and Audi have acknowledged the value of gasoline additives that are effective in cleaning a car's entire fuel intake system. Letters from automakers directly to car owners have cited high quality fuel additives, such as Chevron's, as solutions for cleaning up and keeping clean the entire fuel intake system, including the intake valves, ports and manifolds as well as fuel injectors.

BMW's long-term concern with vehicle technology and performance has included studying the fuels it feels are appropriate for its automobiles. In recent years, BMW established a test procedure for gasolines to determine satisfactory intake valve cleanliness. In 1988 Chevron was the first company whose entire line of unleaded gasolines passed the BMW test -- demonstrating Chevron gasoline's effectiveness in controlling intake valve deposits and earning Chevron a place as one of the few gasolines to meet BMW's highest performance standards.

Audi recently distributed letters to its car owners, discussing the problems caused by deposits in fuel intake systems and the role of gasoline additives in cleaning them. The letter recommended that car owners use gasoline with fuel additives, such as Chevron's, to deliver high performance levels.

Chevron has more than 75 years' experience in the retail gasoline marketing business and supplies more than 10,000 service stations in 34 states.

Fuel for thought

The news release from Chevron on the previous page brings up several other questions: What gasolines work best in SAABs? How well do alcohol blend gasolines work in SAABs? What about older cars, those built before the days of unleaded fuel? Daniel David, manager of technical services for Saab-Scania of America was happy to provide some answers.

A few years ago when Mobil was promoting its detergent fuels specifically aimed at keeping injectors clean, there were some problems with deposits on the intake valves. BMW seemed to have particular problems in that regard, Saab to a lesser degree. Chevron, Amoco and Shell gasolines seem to perform better in the 900 and 9000, leaving fewer deposits.

"Chevron introduced deposit control additives to its gasolines in 1970 with the introduction of F-310," says Don Beers, product quality consultant for Chevron's Product Engineering Department. Though fuel injection was used pretty much across the board in European cars beginning in the mid-70s, the problems of injector fouling were not recognized in the U.S. until domestic manufacturers began using electronic port fuel injection in the early '80s. Beers says that the Bosch injection system was particularly sensitive to fouling. Today's gasolines have pretty much eliminated the injector troubles of ten years ago.

Gasohol is another fuel technology that has become popular in the '80s. In some areas, notably Colorado, the use of oxygenated fuels such as gasohol is the law in an effort to hold the line against air pollution. "Oxygenated fuels burn slightly leaner because there is already oxygen in the gasoline," says Beers. "The result is lower carbon monoxide levels." Ethanol and Methyl tertiary butyl ether (MTBE) are the most popular ways of getting oxygen into the fuel.

Though Saab does accept the use of

gasohol in its cars, there is a caution: Know what you're getting. Blends with up to 10 percent Ethanol are acceptable, as are blends of up to 5 percent Methanol with an equal amount of co-solvent such as tertiary butyl alcohol (TBA). David warns that if you are having warm restart problems during hot weather, it is best to discontinue using gasohol. "The alcohol blends can cause vapor lock in very warm temperatures," says David. "This is particularly noticeable on carbureted cars, and more of a problem on the 99s and 900s with the Bosch Continuous Injection System (CIS) than those with the more recent LH electronic injection."

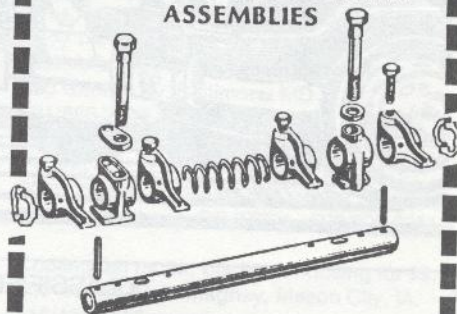
If you have a 1982 or older SAAB, you may encounter problems with rubber deterioration from the alcohol in the fuel. An occasional tankful of gasohol likely won't hurt, but continued use may cause trouble. By the way, if you use a gasoline de-icer in the winter, most repair shops will recommend Isopropyl alcohol, and not Methyl alcohol (such as HEET) for the same reasons.

For those with older cars -- pre-unleaded fuel -- there is concern that use of unleaded gasoline will cause premature wear of the valves and seats. "That is true only under the most adverse conditions," says Don Beers. "Valve recession is rare when using unleaded in an engine designed for leaded gasoline. An engine would have to run continuously at high load and high speed for the effect to be noticeable." Beers cited the use of automobile engines in boat service as the type of condition where valve recession could occur.

Saab's David agrees that owners of older cars often are more concerned than they need to be about the use of unleaded gasolines in a car weaned on leaded fuel. He suggests the occasional use of a lead substitute, and to always use fuel with an octane rating of 89 or better. The best bet is to replace all the valves and seats when you have that next valve job.

Tim Winker

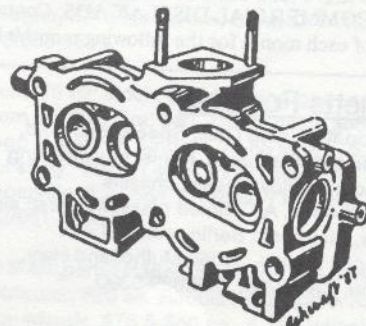
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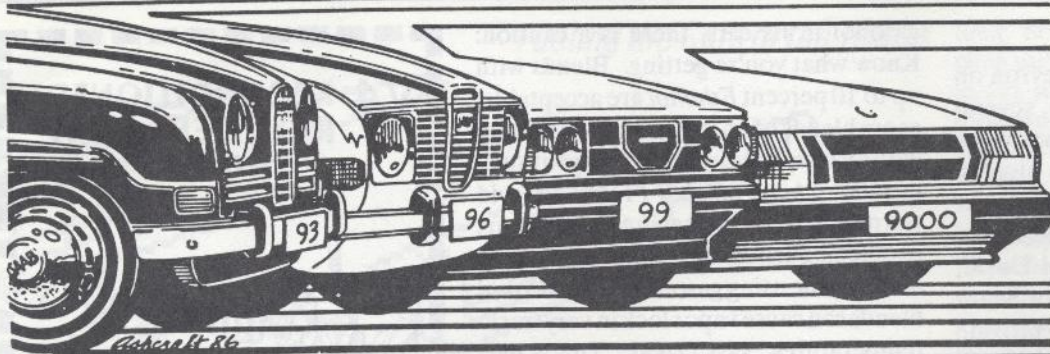
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Ads offering parts or SAABs for sale or wanted are available to members and non-members. Ads are limited to 25 words, plus name address and phone number. Ad copy will be abbreviated and excess words deleted where possible. Enclose sufficient funds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

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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, blue Calif. Special manifold, Weber, tuned exhaust, Konis, freewheeling locked out, alloy wheels, chassis strengthened, A/C, tinted glass, Maserati air horns, Blaupunkt Berlin radio. \$4500. Terrance Waters, 33560 Mulholland Hwy, Malibu, CA 90265. 818/889-9390.

'74 Sonett III, 54k mi, yellow, very good condition, 2nd owner, extra lights, rust in pan under battery. \$3000. Dr. Gary Daniel, 940 Hunting Country Rd, Tryon, NC 28782. 704/894-2430.

'74 Sonett III, good body, good interior, slight pan rust, runs, 90k mi, stored for last 5 years, needs work. \$1100 obo. Carl Anderson, 1255 Knickerbocker Rd, Sunnyvale, CA 94087. 408/735-0774 eves.*

'73 Sonett III, orange, 21k mi, factory alloys, new Michelins, brakes, clutch, mufflers, axle boots. Like new condition inside & out. \$4500. D.C. Trigg, 2793 Fallon Cir, Simi Valley, CA 93065. 805/526-2859.*

'73 Sonett III, 15k mi since restore/rebuild of engine, transmission, steel under-body, and all fiberglass. Needs interior. \$2500. Jim Parker, 4619 Huntington Ct, Raleigh, NC 27609. 919/781-5804.*

'73 Sonett III, excellent running condition, rebuilt engine & trans, MSS exhaust, Georgia car. \$2500 obo. Tom Ludwig, 421 Touraine Rd, Grosse Pointe, MI 48236. 313/885-2270.

'71 Sonett III, 50k mi, aux. lites, early alloy wheels (5), some rust. \$2150. Lewis Eig, Ithaca, NY. 914/352-6124.

'71 Sonett III, 87k mi, runs, restorable. \$2000. Paul Perry, 1185 Campbell Ave, San Jose, CA 95126. 408/241-7222.

'69 Sonett V4, 1st place Sonett at '88 National Convention Concours. Call for photos & list of details. Asking \$7900. Bert McNamee, 122 Barrett Lane, Wyckoff, NJ. 201/785-9090 days. FAX# 201/785-3967.

'69 Sonett V4, complete, bad engine trans & chassis. Good body, glass & interior. Will sell pieces or complete car. Gary Vehmeier, 2415 Charles St, Rockford, IL 61108. 815/226-1444.*

'69 Sonett V4, runs great, Calif. body, no rust, good engine, trans, clutch, brakes. Needs some cosmetic work inside, fiberglass. Fully restorable. \$2000 obo. Dale Washburn, 21080 Ambushers, Diamond Bar, CA 91765. 714/861-1923.*

93s, 95s and 96s For Sale

SAABed out! Rust free gree/black 96 w/ complete Sonett III running gear. Strong 1700cc engine, Sonett trans w/ floor shift, Soccer ball mags w/195/60 tires & front spacers, sheepskins, new carpet, brakes, clutch, shocks, etc. \$1500 obo, all or parts. Jerry Work, 1701 E. 20, Spokane, WA 99203. 509/535-7028.

'73 96, body completely restored in '84 with Corvette yellow paint, weatherstrips, brakes, suspension, MSS exhaust, Solex carb, big radiator, Sonett instruments, excellent interior, rebuilt trans, original motor. \$2000 or \$3000 with rebuilt motor. Can deliver to convention. Jim Smart, Santa Fe, NM. 505/989-8732.

'72 95, 165k mi, gold. A/C. New brakes, clutch. Norm Stout, 1776 Lomitas Av, Livermore, CA 94550. 415/455-6847.*

'71 95, body/interior OK. Runs well. \$1800. '71 95, new paint, interior good, recent eng/trans work. \$2500. Calif. cars. Paul Perry, 1185 Campbell Av, San Jose, CA 95126. 408/241-7222.

'71 96, potential transport/parts; tranny leaks, limited rust, garaged 3 yrs. Can't self-repair, hesitant to junk. Towable. Real cheap! Robert Duncan, 44 N Pleasant Rise, Brookfield, CT 06804. 203/775-6410.*

'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.

'67 95 two-stroke, car is disassembled, new floor pan, including all parts. Great rebuilder or new shell for your rusted wagon. \$300 takes all. Must sell ASAP. Paul Becker, 4800 W Coldspring Rd, Greenfield, WI 53220. 414/321-3591.

2-Stroke & V4 Parts For Sale

SAAB 93, 96, 95 & 97 Restoration & repairs. We restore whole cars including rust out. We also build race & rally cars. Nordic Motors, Arlington, MA. 617/861-7451.

2-Stroke & V4 Parts For Sale

3-cyl & V4 Engine & transmission parts, electrical & mechanical components, glass, interior, trim & body parts. Send request & SASE for availability & price info. Prompt replies. **Vintage SAAB Services**, 4175A N 127th St, Brookfield, WI 53005.

Rebuilt 750cc std. engine, new pistons & crank, \$600 obo. Also 3-speed boxes, misc. 93 & MC parts. Mark Chase, 1730 Auburn Blvd, Sacramento, CA 95815. 916/925-2224.

Moving! Must dispose of V4 95 & 96 parts, small & large. 15 yrs of dismantling & collecting. No Sonett parts. Take entire lot or trade for ??? David Kronen, Woodland Hills, CA. 818/703-7323.

Rebuilt 1500cc closed deck V4, balanced, Isky F4 cam, new pistons, hardened vlvs & seats, rbt crank, ported heads, new timing gears... \$800. Add \$250 for installed, ported 2-bbl manifold & Weber. 1500 Sonett eng, \$250. D. Kronen, Woodland Hills, CA. 818/703-7323.

Front & rear fenders for 96, hoods, trunklids, doors, bumpers, hubcaps, wheels, radiators. No reasonable offers refused. Charles Dodson, 7 Wainwright Av, Annapolis, MD 21403. 301/267-9245.

Parts for '73 Sonett, rear clip; 4 mag wheels with or w/o fair tires, two 165x15, two 145x15; dash & panel; misc parts. Make offer. Ron Carlson, E508 Wabash, Spokane, WA 99207. 509/487-1388.

'67 96 body, no rust, no major hits, straight grille & bumpers. V4 engine, air conditioner, 93 trunk lid with handle. All or parts, make offer or will trade for other parts. Steve Butler, Phoenix, AZ. 602/992-0935.

Large amount of vital 96 & 99 parts, some new. Engines, trans, steering electricals, suspension. \$500 for all or sell by part. Dale Kunkel, Lehighton, PA. 215/377-2650.

99s and 900s For Sale

'85 900 SPG, 58k mi, Euro lights, sunroof deflector, bra, block heater, exc cond. Must Sell! \$12,500 obo. Fred Risher, New Phila, OH. 216/343-4385.

'84 900 Turbo, blue, 3-dr, 5-spd, alarm, radio/tape/equalizer, sunroof deflector, new tires. Dealer maintained. \$6350. David Eig, Monsey, NY. 914/352-6124.

'80 900 EMS, black/red, 115k mi, runs great, new head+. Some rust, needs paint job. \$2500 obo. Michael Goldin, 27 Lawrence Rd, Wayne, NJ 07470. 201/956-7961.

'79 99GL, 2-dr, 62k mi, 1 owner, super brown metallic, air, 8 wheels & tires incl. Shelby mags. Koni, Cibie, Pioneer. Recent clutch, battery, exhaust. No beater. \$2875. Paul Olsen, 2329 Pleasant, Cedar Falls, IA 50613. 319/277-3689 eves.

'78 99 Turbo, 70k mi, orig. owner, zero rust, silver w/ red int, sunroof, no A/C. Many new spare parts. \$6000 obo. Creighton Demarest, Lake Dr, Darien, CT 06820. 203/324-7639.

'78 99 Turbo, 3-dr, near perfect condition, professionally maintained, always garaged, recent silver exterior, beautiful red interior. Inca wheels, A/C, Kenwood AM/FM cass. \$4100. Don Prizler, 103 E Dixon Av, Dayton, OH 45419. 513/296-0668.

'78 99 Turbo, maroon, 107k mi, runs great, no major rust. New: head, front calipers, master cylinder. Recent: battery, radiator, exhaust, clutch. \$3600 obo. John Chan, 4504 Kingsessing Av, Philadelphia, PA 19143. 215/662-5129 lv msg.

'78 99 EMS, anthracite grey, 99k mi, constantly maintained. \$2250 obo. Joan Kenny, Lawrence, KS. 913/841-8428 or 913/842-9909.

'78 99 GL 2-dr, brown, new tires, KYB shocks, F&R brake pads, battery, seat webbing. Divorce forces sale. \$1500 firm. '78 Wgnback parts car, \$300. Steve Kuruc, 603 Hulton Rd, New Kensington, PA 15068. 412/224-4380.

99, 900 and 9000 Parts & Accessories

71 & 72 99E, 4-dr, white ext, red int. '79 900T, 3dr, brown ext, red int. All parts in good condition and must go. Assorted 99, 900 & 9000 wheels. Call with needs. Lewis Eig, Monsey, NY. 914/352-6124.

'79-'85 HB Factory Airflow Kit, New in box. \$600 +shpg. Paul Perry, 1185 Campbell Av, San Jose, CA 95126. 408/241-7222.

Parting out SAABs: 89 900S-16v; 87 900T-16v; 86 900SPG; 86 900 base; 85 900T-16v; 84 900; 82 900T; 79 900. Drivetrains, interiors, body, suspension, wheels, rbt trans, more... Michael Caro, 57 N Plains Industrial Rd, Wallingford, CT 06492. 203/284-8989.

'74 99 Wagonback, 150k mi, too rusted to pass NY inspection, runs great, many extras. Haul it away, \$500. Mike Scullin, Elmira, NY 607/733-3747 eves.

Bosch CO meter, \$100. Six 99 GLE gold alloy wheels, \$35 ea. Misc 900 - 9000 Serv Man'l sections, V4 and 97 parts books & Serv Man'l's. Monty Tarr, Rte One Box 385, Catlin, IL 61817. 217/443-7402 w, 217/427-5203 h.

Front & rear bumpers for 72-78 99s, \$50 ea. Wheels, \$8 ea. Charles Dodson, 7 Wainwright Av, Annapolis, MD 21403. 301/267-9245.

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

Parting out: 76 99, 78 99EMS, 79 900T, 81 900S, 82 900, 85 900 & 900T. Rod Beckner, 604 E 1st, Albany, OR 97321. 503/928-6351.

Cooling fan motor, blades & housing for 99, \$50 +shpg. Reid Magney, Mason City, IA. 515/423-6835 eves.

Michelin MXV (1) 185/65R15, almost new (90% tread left), \$45 +shpg. Robert Schenk, 4704 Burningtree Dr, Rockford, IL 61111. 815/282-1589.

'74 99 radiator, FI brain, brake disks & calipers, rims, all very reasonable. Jes Strack, 2618 W Stuart, Ft Collins, CO 80526. 303/457-1001 days.

Rear window louver for 900 3-dr, \$80. Three wheel covers for 87-89 base 900, \$125. Chuck Gougler, 3718 Northview, Stow, OH 44224. 216/688-4684.

From '78 99: clock, \$35. Locking gas cap, \$10. From '85 900: Bra, \$40. Trailer hitch, \$65. Shop manual in binders, 79-85 900, \$75. All incl shpg. Harry Lewis, 1122 Daisy Ln, Naperville, IL 60564. 312/990-7196 wk, 312/961-1854 hm.

'79 900T parts: starter, alternator, PS pump, distributor, \$50 ea. Rebuilt head, \$250. Aztec alloy wheels, \$75 & \$50 ea. 4 TRX wheels, 2 w/ tires, first \$100. Mike Tucker, 57 Botany Woods, Hartsville, SC 29550. 803/383-5443.

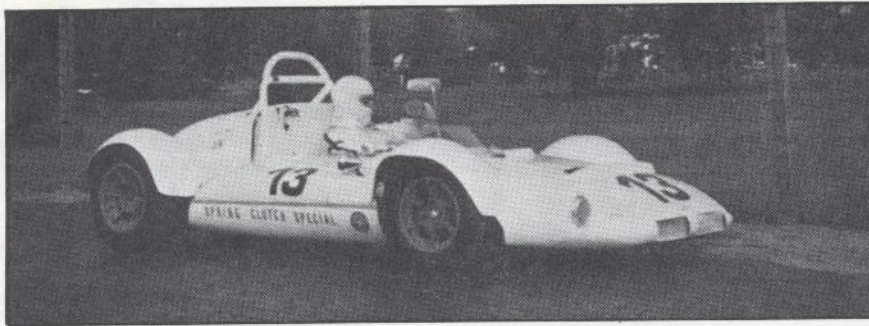
Wanted, All Models

We buy 93, 95, 96 & 97 cars & parts. Call us first. Ariel Lustig at Nordic Motors, 15 Nichols Rd, Lexington, MA 02173. 617/861-7451.

4 EMS alloys w/ nuts & caps in very good shape. Will trade for my 4 late Sonett mags w/ lugs, very clean. Bernie Wassertzug, 11825 Enid Dr, Potomac, MD 20854. 301/299-8561.

96 V4 Wanted, 67-73, Deluxe preferred. Pristine original or total restoration only. Top \$ for top condition. Send photos, will fly anywhere. Steve Phillips, 3750 156th St W, Rosemount, MN 55068. 612/423-2289.

'66-'69 Sonett ignition switch & key, SAAB P/N 74-05-475. Howard Davies, 12435 Ridenour Rd, Thornville, OH 43076. 614/246-4734.



Dave Reiter and the LeGrand on the grid at Mid-Ohio

photo by Tom Cox

Restoring a vintage racer

Here's an update on the Spring Clutch Special (my 1964 LeGrand Mark TWO, not four as erroneously printed in a previous issue of NINES).

After 16 years away from a race track, and a four-month bare frame restoration by me, what appears to be the sole remaining original LeGrand Cheetah sports racer (there were also open wheel versions, of which a few have been spotted). I was able to get new master cylinders and calipers from Airheart and it's Aeroquipped throughout. The suspension, wheels, and steering gear are all original (having passed dye checking for cracks) apart from the lower A-arms, for which I fabricated replacements.

The debut took place in the heat at MidOhio. The engine was breaking up

above 3500 RPM, and it wouldn't run at all after a couple of laps of this. The rest of the car was great.

The engine problems turned out to be simple in origin. The coil was an original SAAB competition unit (a black flask-like unit with a red cap on one end) which was apparently not up to snuff, so I replaced it with a new Bosch red coil and a ballast resistor for a '50s AMC engine (available new for about \$2 from Pep Boys). I made a new secondary ignition harness and changed the condenser.

As the engine had 120 main jets in the triple downdraft Solexes, I also made richer jets from old. Don't forget to file off the identification markings, as you'll soon forget which are which. A jet gauge is available from WREP in Chicago to sort out those which remain unidentified.

With these changes made, we headed for Shannonville, Ontario for the 11th annual festival of the Vintage Automobile Racing Association of Canada on July 6th. The car ran much better, enabling me to finish the Saturday race. It was still breaking up above 3500, although I required no external motive force for the weekend (after being brought in twice on a strap at MidOhio), but the handling was incredible and it pulled very strongly when the engine was running cleanly. In addition, the car attracted more than its share of attention, both because it's neat-looking, and because it's distinguished by the sound, sight, and smell of its exhaust at various times. I made four laps of the fifteen minute heat, heading into the pits twice for "adjustments" when it started to break up. Thanks to Nick Julian of Motorcar and Marine for his help and encouragement, as he knows and understands the little poppers.

I have since found that the distributor is unhealthy, and I believe this to be the final impediment, as the unit is a stock one (I

couldn't find a V3JBR or whatever for a premix engine and "didn't have time" to go through the one on the engine as it "looked O.K." -- take that, Murphy!). The interface between the breaker plate and its backing harbors various oxides of metal. Rick Parr was kind enough to send me another unit with good bushings, and I've brazed the breaker plates together and rerouted the point wire through a heavily insulated grommet. I also made an external distributor ground wire, just to be sure.

I think I'm ready for the Vintage Fall Festival at Lime Rock over Labor Day weekend. Since the Mini and the Bugeye are gone (although running better for their new owners than the LeGrand has for me), I'm now a full-blooded SAAB racer.

Thanks to Tom Cox for his invaluable help at MidOhio and his continued encouragement and assistance. Thanks also to the intense network of SAAB enthusiasts who were never too busy to answer my questions, and who were almost always correct.

I've gotten permission from the company whose then-owner built the car to put the company name back on it as it was in the '60s, so it will truly be original in appearance as well as construction.

Dave Reiter
Ardmore, PA

Vintage SAAB takes win

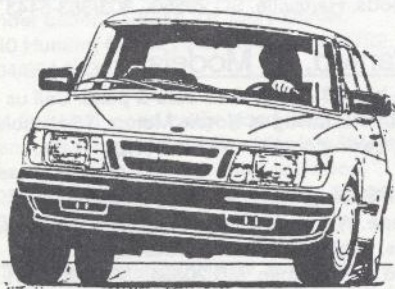
A vintage SAAB has astounded the racing community by winning the prestigious SVRA all-comers race at Road Atlanta on July 16.

The Vintage SAAB Racing Group SAAB 93B driven by media relations manager Kevin Clemens overcame a last lap pitstop to win the 1000 Lire (Italian) prize. The purse was generously put up by the rival Funny Italian Auto Racing Team (FIART).

"As at LeMans in 1959, this victory proves that a vintage SAAB is a racing force to be respected," said Randy Cook, leading figure in the powerful VSRG. "Everything fell into place," added a surprised Clemens. "In spite of having the slowest car on the track, the superior preparation and pit tactics of the Vintage SAAB group really made the difference."

The 1959 SAAB 93 is powered by an 850cc three-cylinder two-cycle engine driving the front wheels through a 4-speed gearbox.

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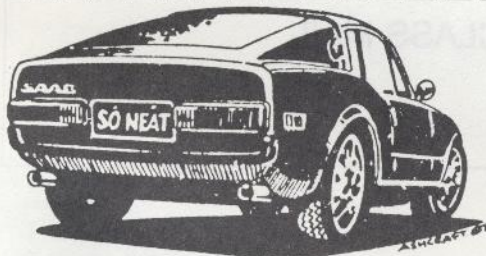
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First year members receive two recent back issues of NINES and two SAAB Club stickers.

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FROM THE BACKSIDE

There comes a time when the daily family transport needs to be retired. Sometimes the reason is due to severe rust and lack of structure, sometimes the expense of a repair exceeds the perceived value of the car. Sometimes it's just a matter of wanting a change.

That time has come for my '79 99GL, the NINE-T9. My reasons are a little different -- I want to preserve it. The car is in great shape; the body is solid, the engine runs well, and there are no apparent weak areas. It isn't perfect, but it sure doesn't look like it has 138,000 miles on the odo. I'd rather not run it into the ground, but I've been putting 15,000 miles a year on it and each mile is a risk that some bozo will run into it.

It amazes me that people still drive 96s, both 2-cycle and V4, on a daily basis. Parts for any older cars, and especially for older SAABs, are becoming scarce. People regularly call or write wondering why parts prices for old SAABs are "so high". Based on the limited number of SAABs built during the '60s and '70s, prices are actually inexpensive!

Those who try to go cheap by substituting other parts when something breaks down are only creating more problems, and sometimes compromising safety. They are

also lowering the potential value of the car by not keeping it stock. Most people want to buy a car that will have some reliability, not someone else's idea of creativity.

As more of the older SAABs are run into the ground or crashed out of existence, the value of those remaining increases just a little. Oh, I don't believe the old SAABs will ever really be considered collectible, certainly not the way the rare and exotic sports cars or even American muscle cars have become collectible. Why pay \$3000 for a 96 when you can pick up a nice VW Beetle or a Datsun 510 for the same or less. It amazes me that people are asking \$5000 and up for Sonetts when open top sports cars of the same era like the MGB or Fiat 124 can be had at much lower prices. Even Datsun 240Zs and Opel GTs haven't reached those lofty prices as yet. This is not to imply that these examples might be better cars than the Sonett, rather that they were similarly priced when new.

Not too long ago there was a proposal in Great Britain to limit the amount of use allowable for cars over 20 years old. The intent was to help stem air pollution problems, many of which are caused by older inefficient running cars, and to get the unsafe rattletraps off the road. This is a great idea! Those that are worthy of preservation can be put aside for weekends and fun trips, the rest can be stripped for parts to keep the good ones running.

Too often the cars with "Collector" license plates really belong in some salvage yard, or need lots of help from a parts car. They are certainly not collectible, just old.

I'll probably get letters from some folks who are too cheap to buy a newer used car, even though a newer car would probably be cheaper to maintain. Preventative maintenance is still the key -- have the brakes fixed before you need new calipers and rotors;

change the fuel filter regularly and you wouldn't need a carb rebuild or new injectors; change oil and filter every 3,000 miles and you won't need expensive engine work at 80,000 miles. The truly thrifty are those who plan ahead.

Sure, it's fun to drive an older SAAB, but save it for those times when you are driving just for fun. Drive something more reliable and less expendable for everyday.

A couple of developments that may be of interest to SAAB owners in the Milwaukee/Chicago neighborhood: Several of the former mechanics from Europa Motors have opened a SAAB repair shop in Crystal Lake, Illinois. Called Independent Auto Craft, it is owned by Tom Low, and those popular wrenches, Ken Wahl and Jose are on hand to service your SAAB.

Tosa Imports in Milwaukee is under new ownership; it is now Capitol Import Auto. The same personnel will be there to serve you, and there are plans to expand the parts sales. Watch for their new ad.

Is Saab in trouble? I don't really think so. After several years of large sales increases, sales of new SAABs are on the downswing. But they are tracking at 1984 levels, when 32,000 new SAABs were sold in the U.S. In 1980, the count was 13,500.

Despite rumors in the automotive press, I can't see Saab's car division being sold. Still, a Saab/Mazda marriage could produce some interesting, and fun, cars.

When you send a change of address, please include your old address. It will save us considerable time. Our mailing list is arranged by zip code, not by name, and it can take up to a half hour to track down just one old address.

Tim Winker, Editor

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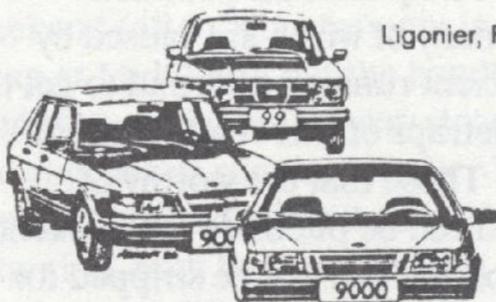
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